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## QUESTION 1

1. The following table shows the number of people who visited the National Museum in London in each year from 1990 to 2000.

Year	Number of visitors
1990	1,200,000
1991	1,300,000
1992	1,400,000
1993	1,500,000
1994	1,600,000
1995	1,700,000
1996	1,800,000
1997	1,900,000
1998	2,000,000
1999	2,100,000
2000	2,200,000

2. The following table shows the number of people who visited the British Museum in each year from 1990 to 2000.

Year	Number of visitors
1990	1,100,000
1991	1,200,000
1992	1,300,000
1993	1,400,000
1994	1,500,000
1995	1,600,000
1996	1,700,000
1997	1,800,000
1998	1,900,000
1999	2,000,000
2000	2,100,000

3. The following table shows the number of people who visited the Natural History Museum in each year from 1990 to 2000.

Year	Number of visitors
1990	1,000,000
1991	1,100,000
1992	1,200,000
1993	1,300,000
1994	1,400,000
1995	1,500,000
1996	1,600,000
1997	1,700,000
1998	1,800,000
1999	1,900,000
2000	2,000,000

4. The following table shows the number of people who visited the Science Museum in each year from 1990 to 2000.

Year	Number of visitors
1990	900,000
1991	1,000,000
1992	1,100,000
1993	1,200,000
1994	1,300,000
1995	1,400,000
1996	1,500,000
1997	1,600,000
1998	1,700,000
1999	1,800,000
2000	1,900,000

5. The following table shows the number of people who visited the Victoria and Albert Museum in each year from 1990 to 2000.

Year	Number of visitors
1990	800,000
1991	900,000
1992	1,000,000
1993	1,100,000
1994	1,200,000
1995	1,300,000
1996	1,400,000
1997	1,500,000
1998	1,600,000
1999	1,700,000
2000	1,800,000

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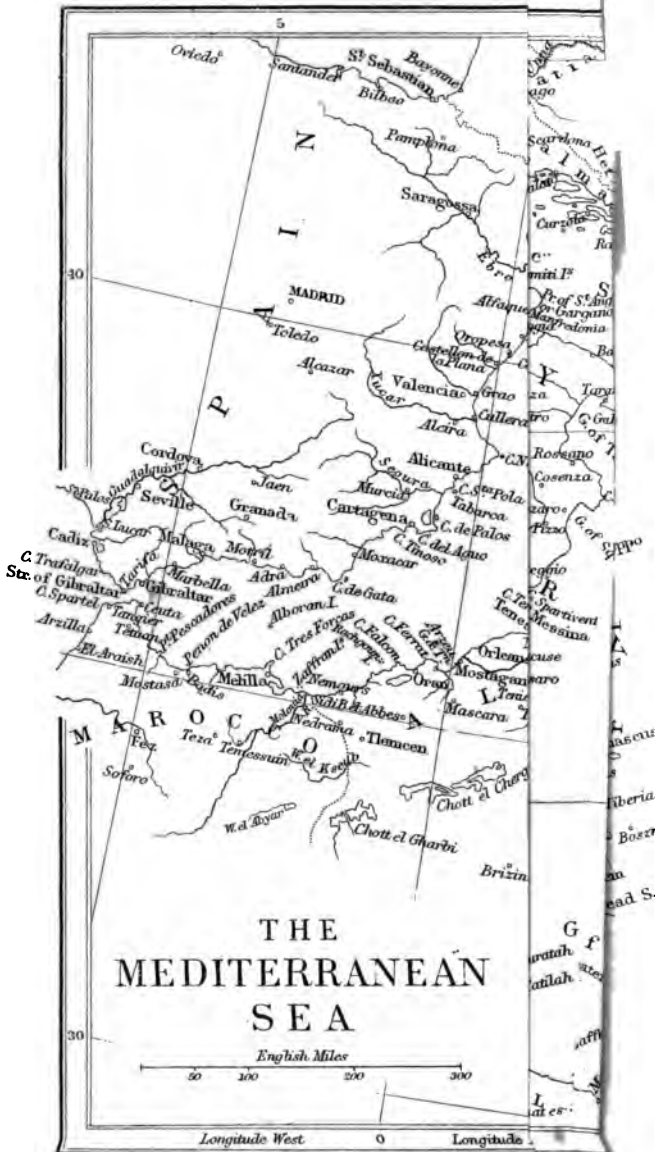
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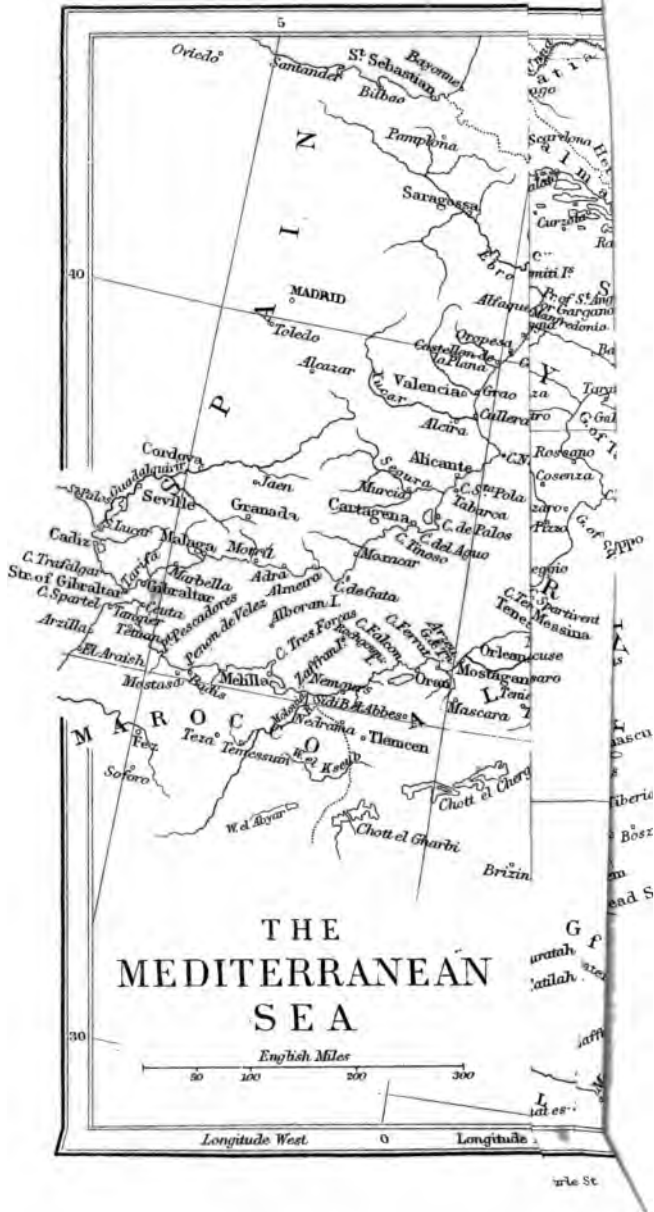
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## PREFACE.



“THE grand object of all travelling,” said Dr. Johnson to Paoli, “is to see the shores of the Mediterranean.”

English travellers, having explored the Continent by land in all directions, are coming to Johnson’s opinion, and, weary of the rail and river-steamer, are flocking in yachts and sea-steamers to that great inland basin on whose shores rose all the mighty Empires of the world, whose ports and harbours became the most populous, prosperous, and magnificent cities.

A desire now becoming general to visit those sunny shores and islands where winter is shorn of half its intemperance; and the facilities of moving from place to place afforded by French, Italian, Spanish, and Austrian steam companies, have produced a want for a Handbook which these pages have been prepared to supply.

The object of the Editor has been to condense within the limits of a portable volume a reasonable amount of general information regarding all the countries in the basin of the Mediterranean, including such inland excursions as one would naturally make from its ports. Thus we assume that a traveller to Algiers would hardly care to leave the country without making a trip through the Chabet el-Akhira to Constantine; a cruise on the coast of Syria would be incomplete without a visit to the Holy City; no man would go to Malaga, and abstain from running up to Granada. Yet there must be a limit to everything: we have not mentioned even the name ROME, and we have described only in brief outline four other great cities, each of which has been fully described in existing Handbooks—ATHENS, CONSTANTINOPLE, VENICE, and NAPLES. We have preferred to devote a larger portion of our space to localities insufficiently described before, such as the COAST OF AFRICA, GREECE, DALMATIA, CYPRUS, MALTA, SICILY, SARDINIA, CORSICA, the BALEARIC ISLANDS, &c.



Economy of space being so great an object, we have abstained from encumbering the text with remarks as to the relative excellence of hotels, lists of tradespeople, tariffs of prices, and other similar details usually given in Handbooks. These the traveller will generally be able to find out for himself.

Although the Editor has gone over a great part of the ground in person, and has had the aid and revision of resident friends, much of the information contained in this volume has already appeared in other Handbooks of the series. In a subject so extensive, entire originality is neither possible nor advisable. But the utmost care has been taken to secure accuracy and practical utility. Every page has been examined on the spot which it describes, by persons having the best knowledge of the country. The Editor is under the deepest obligations to his colleagues in the public service, and to many others having extensive local information, for the valuable aid they have afforded him—without such *collaborateurs* the work would have been impossible, or of little value. Even now he does not flatter himself that absolute accuracy has been attained, and he will gladly receive such criticisms, corrections, and information as may render a future edition more generally useful.

Algiers, 1881.

R. L. P.

The Third Edition of this Work has been thoroughly revised, and in part re-written, by the Editor on the spot, notably CORSICA, MALTA, the COAST OF ITALY, and the ADRIATIC. CYPRUS has been carefully revised by Dr. Guillemard.

New Maps and Illustrations have been substituted wherever the original ones appeared insufficient or defective, and all matter liable to frequent change has been removed to the Index.

The Editor desires especially to direct the attention of the travelling public to CORSICA, an island too little known, which for natural beauty is unequalled in the Mediterranean.

1890.

R. L. P.

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TABLES  
OF THE VARIOUS  
MONEYS, WEIGHTS, AND MEASURES  
IN THE  
COUNTRIES BORDERING ON THE MEDITERRANEAN,  
WITH  
FRENCH AND ENGLISH EQUIVALENTS.

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ALGERIA.

Same as in France.

Notes of the Bank of France are not legally current, though generally accepted in the Colony. Notes of the Bank of Algeria should never be taken to other countries. Coins of foreign nations not generally current, except those of the Monetary Convention.

AUSTRIA-HUNGARY.

The money in use throughout the Empire is the *florin* or *gulden*, subdivided into 100 new kreutzers. Paper money universal.

		£	s.	d.
1 <i>Florin</i>	= 2·45 fr.	= 0	1	11½
1 <i>Kreutzer</i>	= 2·45 centimes	= 0	0	0½

There is both an Austrian and a Hungarian coinage.

GOLD COINS.

(Law of March 8th, 1870.)

*Piece of 8 florins* 10 *kreut.* = 20 fr. = 16s.; half and quarter pieces in proportion.

SILVER COINS.

		£	s.	d.
<i>Florin</i>	= 2·45 fr.	= 0	1	11
<i>Double Florin</i>	= 4·90 „	= 0	3	11½
<i>Quarter Florin</i>	= 0·61 „	= 0	0	6
10 <i>Kreutzers</i>	= 0·22 „	= 0	0	2½
5 „	= 0·11 „	= 0	0	1

COPPER COINS.

1 *Kreutzer* = 2·45 centimes = 1 farthing.  
Pieces of 3, 1, and ½ *kreutzer*.

[*Mediterranean.*]



## Tables of Moneys,

## ANCIENT COINS.

## GOLD.

		£	s.	d.
<i>Ducat (ad legem imperii)</i>	11·85 fr.	0	9	6
„ <i>Hungarian</i>	11·90 „	0	9	6½
<i>Sovereign of Lombardy = 13½ florins</i>	35·14 „	1	8	1
<i>Crown</i>	34·40 „	1	7	1
<i>Venetian Sequin</i>	11·96 „	0	9	7

## SILVER.

<i>Thaler (1753)</i>	5·19 fr.	0	4	2
<i>Florin (½ thaler)</i>	2·60 „	0	2	1
<i>Austrian livre = 20 krent.</i>	0·86 „	0	0	8½
<i>Ecu of Lombardy and Venice</i>	5·19 „	0	4	2

## MEASURES.

The Metric System, as in France.

## EGYPT.

10 Egyptian piastres = 11 Turkish piastres. Important payments are made in *purses (kias)* of 500 piastres.

## NEW COINAGE.

## GOLD COINS.

100 <i>piastres</i> , or Egyptian pound	=	25·50 fr.	=	1	0	5
50 „	=	12·75 „	=	0	10	0
25 „	=	6·29 „	=	0	5	0

## SILVER COINS.

		£	s.	d.
10 <i>piastres</i>	2·50 fr.	0	2	0
5 „	1·25 „	0	1	0
2½ „	0·62 „	0	0	6
1 „	0·25 „	0	0	2½

## COPPER COIN.

1 *para* = ·062 fr.

## LINEAR MEASURE.

<i>Pik-kendasi</i> , for muslin, &c.	=	0·630 metres	=	24·823 inches.
<i>Pik-beledi</i> , for cottons	=	0·560 „	=	22·048 „
<i>Pik-stambouli</i> , for cloth	=	0·677 „	=	26·600 „

## SUPERFICIAL MEASURE.

*Fedan* = 58·98 acres = 1·45 acres.

## MEASURE OF CAPACITY.

<i>Oke</i>	=	1·227 kil.	=	4·705 lbs. avoird.
<i>Ardeb (corn)</i>	=	173 litres	=	4·75 bushels.

## FRANCE.

The Metric System is in use; no ancient coins are now current.

## GOLD COINS.

	£	s.	d.
100 francs	=	4	0 0
50 "	=	2	0 0
20 "	=	0	16 0
10 "	=	0	8 0

## SILVER COINS.

	£	s.	d.
5 francs	=	0	4 0
2 "	=	0	1 7½
1 "	=	0	0 10
50 centimes	=	0	0 5
20 "	=	0	0 2

## COPPER COINS.

10 centimes	=	1 penny.
5 "	=	½ "
1 centime		

## LINEAR MEASURE.

Mètre = 1·093 yard.

## Multiples.

Decamètre	=	10 mètres	=	10·936 yards.
Hectomètre	=	100 "	=	109·363 "
Kilomètre	=	1,000 "	=	1093·633 "
Myriamètre	=	10,000 "	=	6·213 miles.

## Sub-Multiples.

Decimètre	=	0·1 mètre	=	3·937 inches.
Centimètre	=	0·01 "	=	0·393 "
Millimètre	=	0·001 "	=	0·039 "

## SUPERFICIAL MEASURE.

Hectare	=	10,000 sq. mètres	=	11,960·332 sq. yards.
Are	=	100 "	=	119·603 "
Centiare	=	1 sq. mètre	=	1·196 "
1 Hectare	=	2 acres, 1 rood, 35 perches.		

## CUBIC MEASURE.

Mètre cube = 35·316 cubic feet.

## Tables of Moneys,

## MEASURES OF CAPACITY.

<i>Hectolitre</i>	= 100 litres	= 22·009 imp. gallons.
<i>Décalitre</i>	= 10 „	= 2·201 „ „
<i>Litre</i>	= 1 litre	= 1·760 pints.
<i>Décilitre</i>	= 0·1 „	= 0·176 „
<i>Centilitre</i>	= 0·01 „	= 0·017 „
1 <i>Hectolitre</i>	= 0·343 qrs.	= 2·751 bushels.

## WEIGHTS.

1 <i>kilogramme</i>	= 10 <i>hectogrammes</i>	= 100 <i>déagrammes</i>	= 1000 <i>grammes</i>	= 2·204 lbs. avoird.
1 <i>gramme</i>	= 0·002 lbs. avoird.	= 15·431 grains.		
1 <i>ton</i>	= 10 <i>quintals</i>	= 1000 <i>kilog.</i>	= 2204·900 lbs. avoird.	
1 <i>quintal</i>	= 100 <i>kilog.</i>	= 220·490 lbs. avoird.		
1 <i>French ton</i>	= 19·686 Eng. cwt.			

## Sub-Multiples of Grammes.

1 <i>gramme</i>	= 10 <i>déigrammes</i>	= 100 <i>centigrammes</i>	= 1000 <i>milligrammes</i> .
1 <i>milligramme</i>	= 0·015 English grains.		

## GIBRALTAR.

The system of currency is anomalous and, to strangers, very perplexing. Of late years it has undergone a change, but the old system has been only partially superseded. The standard is the dollar (*duro*), the value of which has, by the recent change, been reduced from 50*d.* to 49*d.* (par). At this exchange the troops and civil officers are paid. By the new system accounts are kept in dollars, reals de vellon, and decimos, but the old reckoning by dollars, Gibraltar reals (*reales de plata*, an imaginary coin of the value of 4*d.* or  $\frac{1}{4}$  dollar), and cuartos is still very generally retained. Spanish gold and silver and English copper are the only legal tenders.

## GOLD COINS IN CIRCULATION.

			£	s.	d.
<i>Doblon (onza)</i>	= 16 dollars	= 85·40 francs	= 3	5	4
<i>Ysabelina</i>	= 5 „	= 25·78 „	= 1	0	5
4-dollar-piece	.. ..	= 20·40 „	= 0	16	4
2-dollar-piece	.. ..	= 10·20 „	= 0	8	2
1-dollar-piece	.. ..	= 5·10 „	= 0	4	1

## SILVER COINS.

			£	s.	d.
<i>Dollar</i>	= 5·38 francs	= 0	4	3 $\frac{1}{2}$	
$\frac{1}{2}$ <i>dollar (Escudo)</i>	= 2·69 „	= 0	2	1 $\frac{1}{4}$	
$\frac{1}{4}$ <i>dollar</i> (nominal shilling).					
$\frac{1}{8}$ <i>dollar</i> ( „ sixpence).					
$\frac{1}{16}$ <i>dollar</i> ( „ threepenny piece).					
<i>Peseta</i>	= 1·00 franc	= 0	0	10	
<i>Half-peseta</i>	= 0·50 „	= 0	0	5	

## COPPER COINS.

*English pence, halfpence, and farthings.*

## MEASURES.

As in England and Spain.

## GREECE.

The French monetary system was adopted in 1874, but with different names.

## GOLD COINS (very rare).

			£	s.	d.
20 drachmas	=	20 francs	=	0	16 0
10 "	=	10 "	=	0	8 0
5 "	=	5 "	=	0	4 0

## SILVER COINS (also very rare).

			£	s.	d.
2 drachmas	=	2 francs	=	0	1 7½
1 drachma = 100 leptá	=	1 franc	=	0	0 10
50 leptás .. ..	=	0·50 franc	=	0	0 5
20 " .. ..	=	0·20 "	=	0	0 2

## COPPER COINS.

5 leptás = 0·05 franc = 1 halfpenny.

100 new drachmas = 112 old drachmas; but this difference does not affect copper coins.

Notes of the Bank of Greece have entirely taken the place of gold.

## MEASURES.

The Metric System is adopted in Greece (*see* France), but with different names.

## ITALY.

Italy is a member of the Monetary Convention concluded in July 1866 with France, Belgium, and Switzerland.

Accounts (law of August 24th, 1862), are kept in *liras* (francs) of 100 centimes.

## GOLD COINS.

			£	s.	d.
100 <i>liras</i>	=	100 francs	=	4	0 0
50 "	=	50 "	=	2	0 0
20 "	=	20 "	=	0	16 0
10 "	=	10 "	=	0	8 0
4 "	=	5 "	=	0	4 0

## Tables of Moneys,

## SILVER COINS.

		£	s.	d.
5 <i>liras</i>	= 5 francs	= 0	4	0
2 „	= 2 „	= 0	1	7½
1 <i>lira</i>	= 1 franc	= 0	0	10
50 <i>centesimi</i>	= 0·50 franc	= 0	0	5
20 „	= 0·20 „	= 0	0	2

Since 1866 notes of the National Bank have legal currency, but have generally from 10 to 15 per cent. less value than specie.

## COPPER COIN.

10 <i>centesimi</i>	= 10 centimes	= 1 penny.
5 „	= 5 „	= ½ „
2 „	= 2 „	

## MEASURES.

The Metric System, as in France.

## MALTA.

The English coinage used.

## LINEAR MEASURE.

<i>Maltese foot</i>	= 0·283 mètre	= 11·6 inches.
<i>Canna</i> = 8 <i>palmes</i>	= 2·088 „	= 2·204 yards.

## MEASURE OF CAPACITY.

The English measures generally used. The native ones are—

<i>Bari</i> , for wine	= 2 <i>cafissi</i>	= 42·027 mètres	= 9·35 gall.
	1 <i>cafisso</i>	= 21·013 „	= 4·675 „
„ for oil	= 2 <i>cafissi</i>	= 39·755 „	= 8·750 „
<i>Salma</i> , for corn	= 16 <i>tomoli</i>	= 281·030 litres	= 7·713 bush.
	1 <i>tomolo</i>	= 17·562 „	= 3·869 gall.

## WEIGHTS.

<i>Rottolo</i>	= 30 ounces	= 0·791 kilog.	= 1·745 lbs. avoird.
<i>Cantaro</i>	= 100 <i>rottoli</i>	= 175 lbs. avoird.	

## MOROCCO.

The money of this country is exceedingly irregular. Accounts are generally kept in *Spanish dollars* or *duros* divided into 100 *centavos* or centimes; the value, however, fluctuates greatly, and is not the same in all parts of the Empire.

The ordinary money of the country is copper.

6 <i>floos</i>	= 1 <i>muzumeh</i>	= 6 centimes.
4 <i>muzumehs</i>	= 1 <i>okea</i>	= 24 „

There are gold and silver coins' (multiples of the *metkal* = 40 *musunehs* = 2·63 fr.), but they are rarely ever seen.

## WEIGHTS.

<i>Roll</i>	=	500 grammes	=	1·102 lbs. avoird.
<i>Kintar</i>	=	50 kilog.	=	110·245 „

## LINEAR MEASURE.

1 <i>drah</i>	=	0·570 mètre	=	23·450 inches.
1 <i>pik</i>	=	0·661 „	=	26·022 „

## MEASURE OF CAPACITY.

1 <i>kula</i>	=	15 litres	=	3·304 gallons.
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## SPAIN.

Since 1868 the coinage of Spain has been assimilated to that of France, but with different names. The five-franc piece is called *duro*, that of two francs *dos pesetas*, one franc *peseta*, fifty centimes *dos reales*.

According to the old system, still much used, the unit was the *real* = 26 French centimes. The money of account was this *real* divided into 34 *maravedis*.

1 <i>quarto</i>	=	3·2 centimes.
34 <i>quartos</i>	=	1 peseta.

## GOLD COINS.

			£	s.	d.	
<i>Onza d'oro</i>	=	16 <i>duros</i>	=	85·40 francs	=	3 5 4
		(divided into $\frac{1}{2}$ , $\frac{1}{4}$ , $\frac{1}{8}$ , and $\frac{1}{16}$ )				
<i>Ysabelina</i>	=	5 <i>duros</i>	=	25·78 francs	=	1 0 5
$\frac{1}{2}$ <i>duros</i>	.. ..	.. ..	=	20·40 „	=	0 16 4
$\frac{1}{4}$ „	.. ..	.. ..	=	10·20 „	=	0 8 2
1 <i>duro</i>	.. ..	.. ..	=	5·10 „	=	0 4 1

## SILVER COINS.

			£	s.	d.	
1 <i>duro</i>	=	5 <i>pesetas</i>	=	5·10 francs	=	0 4 1
2 <i>pesetas</i>	.. ..	.. ..	=	2·02 „	=	0 1 8
1 <i>peseta</i>	.. ..	.. ..	=	1·01 franc	=	0 0 10
$\frac{1}{2}$ „	.. ..	.. ..	=	0·50 „	=	0 0 5
20 <i>pesetas</i>	=	20·40 francs.				

## COPPER COINS.

1 <i>quarto</i>	=	3·2 centimes.
$\frac{1}{2}$ „	=	2 <i>maravedis</i> .

Also 10- and 5-centime pieces, as in France.

## MEASURES.

The Metric System, as in France, introduced by decree, dated 16th July, 1849, came into force on the 1st January, 1860.

The ancient measures are very complicated, and are still in force to a greater or less extent.

## TRIPOLI (in Africa).

Money as in Turkey, but French, Italian, and other coins are also in circulation. The *Napoleon* is generally 103 piastres; the Italian *lira* and French *franc*, each 5 *pias.*; the English *shilling*, 6 *pias.*; the Austrian *florin*, 10½ *pias.*; the *Maria Theresa dollar*, 23 *pias.* These, however, fluctuate.

## LINEAR MEASURE.

Great <i>pik</i>	=	0·680 metre	=	26·772 inches.
Lesser <i>pik</i>	=	0·483 „	=	18·991 „
5 Great <i>piks</i>	=	7 lesser <i>piks</i> .		
4 Great <i>piks</i>	=	3 English yards.		

## MEASURE OF CAPACITY.

<i>Baril</i> , for wine, &c.	=	64·800 litres	=	14·262 gall.
<i>Herbaja</i> , for oil	=	10 „	=	1·5 „
<i>Neba</i> , for corn	=	107·846 „	=	2·953 bush.

## WEIGHTS.

<i>Botl</i>	=	16 <i>ukies</i>	=	0·497 kilog.	=	1·097 lb. av.
<i>Oke</i>	=	2½ <i>roils</i>	=	1·244 „	=	2·743 „
<i>Cantaro</i>	=	100 „	=	49·760 „	=	109·700 „

## TUNIS.

The money of the country is the *piastre* or *real*, divided into sixteen *karoub*s.

1 <i>piastre</i>	=	62 centimes	=	5½ pence.
1 <i>karub</i>	=	4 „	=	½ penny.

## GOLD COINS.

	f. c.	£ s. d.
100 <i>piastres</i>	= 62·00	= 2 8 9
50 „	= 31·00	= 1 4 4½
25 „	= 15 50	= 0 12 2
10 „	= 6·04	= 0 4 10
5 „	= 3·02	= 0 2 5

## SILVER COINS.

	f. c.	£ s. d.
4 <i>piastres</i> (nominal)*	= 2·48	= 0 2 0
„ (real)	= 2·08	= 0 1 6
2 „ (nominal)	= 1·24	= 0 1 0
„ (real)	= 1·01	= 0 0 9½
1 „ (nominal)	= 0·62	= 0 0 6
„ (real)	= 0·50	= 0 0 4½
½ <i>piastre</i>	= 0·31	= 0 0 3

\* By *nominal* is meant pieces having formerly the value attached to them, now reduced to that which follows.



## WEIGHTS.

There are 3 *rotls*.

1. *Rotl-khadari* = 20 *ukies* (ounces) = 0·639 kilog. = 1·410 lb. avoird., used for vegetables.
2. *Rotl-souki* = 18 *ukies* = 0·568 kilog. = 1·254 lb., used for meat, fruit, and oil.
3. *Rotl-attari* = 16 *ukies* = 0·506 kil. = 1·117 lb., for metals.

## LINEAR MEASURE.

There are 3 kinds of *pik* or *drah*.

1. *Pik-Arab* = 0·488 metres = 19·360 inches, for linen and cotton cloth.
2. *Pik-kendasi* = 0·673 metres = 26·493 inches, for woollen goods.
3. *Pik-Turk* = 0·637 metres = 25·066 inches, for silk.

## MEASURE OF CAPACITY.

1. For wine, &c., in detail, the *mataro* is used = 9·850 litres = 2·167 gall.
2. In wholesale commerce the *millerolle* of Marseilles is used =  $6\frac{1}{2}$  *mataros* = 64·000 litres = 14·086 gall.
3. The oil *mataro* = 19·690 litres = 4·334 gall.
4. For grain, the *caffisso* = 5·284 hectol. = 1·817 quart.

## TURKEY.

During the last century there have been great changes in the value of money; a new system was adopted in 1845, as follows:

## GOLD COINS.

			f.	c.	£	s.	d.	
500 <i>piastres</i>	=	5 Turk. L.	=	113·50	=	4	10	0
250 "	=	2½ "	=	56·75	=	2	5	0
100 "	=	1 "	=	22·50	=	0	18	0
50 "	=	½ "	=	11·25	=	0	9	0
25 "	=	¼ "	=	5·60	=	0	4	6

## SILVER COINS.

20 *piastres* = 4·50 f. = 3s. 7½d.  
10 and 5 *piastres* in proportion.

## COPPER COINS.

5 *paras* = 2·5 f. = 2½d.

The *piastre* contains 40 *paras*. For important sums, *purses* are used.

The *purse of silver* = 500 *piastres*.  
The *purse of gold* = 30,000 "

## WEIGHT.

1 *oke* = 1·227 kil. = 2·705 lbs. av.  
1 *cantaro* = 36 *okes* = 45·500 " = 99·100 "

## LINEAR MEASURE.

<i>Pik (drah)</i> , for silk and cloth	= 0·685 metre	= 27·000 inches.
<i>Pik-kendasi</i> , for cottons	= 0·652 „	= 25·672 „
<i>Pik-halebi</i> , land measure	= 2·708 „	= 27·900 „
<i>Parasang</i> , „ „	= 5·001 kilom.	= 3·107 miles.
<i>Berri</i>	= 1·667 „	= 1·035 mile.

## MEASURE OF CAPACITY.

<i>Oke</i> (of wine)	= 1·283 kilog.	= 2·829 lbs. av.
<i>Alma</i>	= 5·236 litres	= 1·152 gall.
<i>Alma</i> (of oil)	= 10·260 kilog.	= 22·630 lbs. av.
<i>Kiloz</i> (of corn)	= 35·560 litres	= 0·979 bush.

This last measure varies in almost every part of the Turkish Empire.

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## PASSPORTS, ETC.

*Passports* are not generally required, but it is so easy for the traveller to provide himself with one that the precaution should never be omitted. Instances have occurred of a traveller having been imprisoned for not having a Foreign-Office passport in his possession. Even *visas* are advisable when travelling out of the beaten tracks. The traveller should always make inquiries at the Consulate before proceeding to a new country.

*Bill of Health*.—The yachtsman should be most careful to have his Bill of Health in proper order, and especially to have it viséd by the consul of the nation of the next port he intends visiting. His own consul's visé is not sufficient. The writer has often known yachts kept in quarantine for the want of this precaution.

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## A YACHT AND HER OUTFIT.

(The following memorandum was communicated to the writer by F. W. Earle, Esq., when the first edition of the Handbook was in the press. Since then it has begun to be understood that sailing yachts are far more expensive than vessels with a certain amount of steam power. As sailing vessels of the Mercantile Marine are rapidly disappearing from the seas, so very shortly steam yachts only will be used. The original cost is of course much greater, but the crew required is smaller, and the cost of maintenance is much less.)

The owner of a large sailing yacht lately told the writer that the wear and tear of his sails between the coast of Greece and Algiers would have defrayed the cost of coal many times over. While preparing the present Edition, this estimate has been submitted to a most experienced yachtsman, the Marquess of Ailsa, who has pronounced it substantially correct.)

*In purchasing a yacht great care must be taken to avoid being done. The best plan for a novice is to seek some yachting friend, who by*

making inquiries amongst his own friends or through his own captain can soon learn what vessels are on sale and their characters. If a man is to believe all that yacht agents and other interested parties tell him about vessels, he will probably end by giving for his yacht considerably more than she is worth, and finding himself in a vessel which has never been in the Bay of Biscay in her life and can ship green seas to his heart's content!

A good cruising yacht 3 to 6 years old, well found in boats, sails, furniture, linen, and china, may be purchased from 20*l.* to 25*l.* per ton.

Having bought your yacht and decided on a long voyage, she ought to be insured, which may be done at Lloyd's at 3 g. %<sub>o</sub>, or about that price, and at most of the marine insurance offices. In case of damage, loss of spars or boats, few underwriters will make any allowance for claims amounting to less than 3% on the whole sum insured.

A 150-ton schooner yacht is well and sufficiently manned with the following complement:—Captain, mate, 6 able seamen, steward, steward's mate, cook, and cook's mate. These are quite enough, though many yacht captains are not so easily satisfied, especially where there is likely to be much boat-work. The more men they have, the better, they think, it looks. The writer has however been twice across the Atlantic with this crew.

The owner should always place himself as captain on the ship's articles, which must be filled up and signed before leaving England, his skipper being entered as sailing-master. This gives the owner entire control over every one on board, and in case of any one misconducting himself he can discharge him at once, which is often not done when the skipper is on the articles as captain. Cases have occurred in which a yacht skipper has put his owner under arrest and confined him to his cabin!

The only possible trouble resulting to the owner by being entered as captain is that sometimes business about Bills of Health may have to be transacted by himself.

A yacht captain gets from 130*l.* to 150*l.* per annum and two suits of clothes. A mate gets 35*s.* to 40*s.* per week, and finds himself; he has one suit of uniform, and a jersey and pair of trousers for doing his work in.

When a vessel is laid up on the mud, with everything out of her in a store (which can be hired at 12*l.* per annum), the captain finds himself. When the yacht begins to fit out for a cruise, the captain lives on board and has 14*s.* per week board wages. In most yachts, as soon as the owner begins to live on board, the captain, steward, steward's mate, and cook are boarded. Seamen's wages for a Mediterranean cruise are usually 25*s.* per week per man, finding themselves *entirely*.

Owners are saved much trouble by doing this, no satisfaction ever being obtained in a vessel where the crew are fed by the owner.

A good yacht steward may be obtained for 30*s.* a week, and beer-money at 6*d.* per day.

A steward's mate, a youth of 17 or 18, can be got for 11*s.* per week, and he has to be fed.

A good cook's wages are 30*s.* per week and beer-money.

Cook's mate usually gets 16*s.* to 17*s.* per week and finds himself.

It is the usual custom in sailing yachts up to 200 tons for the owner to board the captain, steward, and steward's mate. Sometimes a stated sum



per month is given to include all expenses. The clothing given to stewards and cooks is detailed hereafter.

In hiring a yacht the price asked varies from 25*s.* to 30*s.* per ton per month. The owner pays captain's, mate's, and seamen's wages, finds the vessel in ship's stores, spare rope, &c., and clothes the crew.

The hirer is usually expected to insure the yacht; finds and clothes his own cook and steward, whom he boards, as also the captain.

~ A Chronometer will be required for the Mediterranean, which may be hired at 10*s.* per month at most of the English southern ports.

A Sextant. Price 4*l.* 10*s.*

An Aneroid Barometer.

A Mercurial Barometer.

The expenses incurred on a six months' cruise in the Mediterranean would, of course, differ much according to the number and sex of the party on board.

The following, however, may be considered as almost correct for a cruise of eight months on board a 150-ton schooner, with a party of five in the cabin, three being ladies and two gentlemen. A lady's maid also formed part of the pantry mess. They commence from the time of her leaving England till her return, the party being on board the whole time with the exception of sleeping on shore about ten nights.

£	THE EXPENSES OF FITTING OUT A YACHT WHICH HAS BEEN LAID UP FOR SOME MONTHS.	£
Wages: Capt., Mate, Crew, Cook, Steward . . . . .	560	
Stores, Wines, &c. . . . .	205	
Steward's Market Book . . . . .	176	
Ship's Washing, Pilotage, Small Stores and various items . . . . .	94	Wages, say for two months . . . . . 140
Captain's Book for Stores, Oil, Coke, Water, Paint, extra Rope	124	Painting outside and in . . . . . 45
Clothing for Captain, Mate, and Crew . . . . .	55	Varnish for Bulwarks, &c. . . . . 14
Shoes for Crew . . . . .	7	New Rope, say . . . . . 50
Oilskins . . . . .	10	Charts for Mediterranean . . . . . 6
Insurance . . . . .	114	Upholsterer's Bill, say . . . . . 12
		Shipbuilder's account . . . . . 30
		Flags, &c. . . . . 6
		Various small items . . . . . 15
		Captain's Small Stores . . . . . 10
	1345	£328
Fitting out . . . . .	328	
	£1673	

It is perhaps better to let the men be at the expense of finding their own oilskins. If the owner finds them, they alter and cut them so as to be useless for another voyage, as they should last two or three winter cruises.

LIST OF CLOTHES USUALLY GIVEN TO A CREW FOR AN EIGHT TO TEN  
MONTHS' MEDITERRANEAN CRUISE.

£ s. d.		£ s. d.
Captain—Fine blue cloth suit	4 15 0	Mate—Jersey 12/, cap 5/, neckerchief 5/ . . . . . 1 2 0
Cap 8/6, neckerchief 6/	. 0 14 6	Steward—Blue cloth suit . . . . . 3 15 0
Mate—Blue cloth suit . . . . .	4 5 0	Blue waiting suit . . . . . 3 15 0
Pair pilot trousers . . . . .	1 1 0	

	£ s. d.		£ s. d.
Steward—Blue serge jacket . . . . .	0 12 6	Each man—1 pair pilot cloth	
Cap 5/, neckerchief 5/ . . . . .	0 10 0	trousers . . . . .	1 1 0
2nd Steward—Blue waiting		2 sets Dungaree frocks	
suit . . . . .	3 5 0	and trousers . . . . .	0 8 0
Blue serge jacket . . . . .	0 12 6	Man-o'-war cap . . . . .	0 4 0
Pilot trousers . . . . .	1 1 0	Blue worsted cap . . . . .	0 1 4
Cap 5/, neckerchief 5/ . . . . .	0 10 0	White drill frock & trousers	0 13 6
Cook—Blue cloth suit . . . . .	3 15 0	Black handkerchiefs . . . . .	0 4 6
Cap 5/, neckerchief 5/ . . . . .	0 10 0	Cap ribbon . . . . .	0 1 0
2 white jackets 7/6 . . . . .	0 15 0	Straw hats . . . . .	0 4 0
2 ditto trousers 7/6 . . . . .	0 15 0	These last are usually given to mate	
4 aprons 1/6 . . . . .	0 6 0	and captain also.	
4 caps 1/ . . . . .	0 4 0	250 lbs. of Normandy or Danish butter	
Cook's Mate—Pilot trousers . . . . .	1 1 0	in 2-lb. and 4-lb. tins.	
2 Dungaree frocks and		36 tins cocoa and milk.	
trousers . . . . .	0 16 0	2 doz. chamois leathers.	
Serge frock . . . . .	0 9 6	12 doz. condensed milk.	
Cap 4/, handkerchiefs 5/ . . . . .	0 9 0	70 lbs. brown sugar.	
Each man—Jersey or serge		2 2-lb. tins tapioca.	
frock . . . . .	10/ to 0 12 0	8 tins tongues prs'd. by Poulton & Noel.	

It must not be assumed that stores and wines were actually consumed to the amount of 205*l.* It is always prudent to have a good stock on board, as the time taken in getting from port to port in a sailing-vessel varies so much.

The list of stores below were actually used in the eight months' cruise, and by reckoning up their value and deducting from the amount given above an approximate idea of the expense of the catering department may be arrived at. The amount under the head of steward's market-book was actually expended.

STORES ACTUALLY CONSUMED ON AN EIGHT MONTHS' CRUISE.

18 3-lb. Tins Apples.	8 Bottles Blacking.
18 Tins Apricots.	250 lbs. of Danish or Normandy
5 ½-lb. Tins Arrowroot.	Butter, in 2-lb. or 4-lb. Tins.
18 Bottles Anchovies in oil.	1 Bottle Candied Peel.
2 ½-lb Tins Almonds.	36 Tins Cocoa and Milk.
2 Tins Asparagus.	40 lbs. Coffee.
6 Sides of Bacon.	4 Tins Brand's Potted Chicken.
6 Boxes Baking Powder.	4 " " Potted Grouse.
1 2-lb. Pearl Barley.	3 ½-Pint Bottles Curry Powder.
8 2-lb. Tins Roast Beef.	4 4-lbs. Currants.
4 ½-lb. Brand's Beef Tea.	4 Bottles Chutney.
4 ½-lb. " Beef Tea Jelly.	6 ½-lb Brand's Chicken Broth.
6 2-lb. Tins Brand's Spiced Beef.	1 American Cheese.
1 cwt. Pantry Biscuits.	2 Bottles Parmesan Grated.
6 Tins Mixed Dessert Biscuits, Hunt-	1 Stilton Cheese.
ley and Palmer's.	2 Boxes Piano Candles.
4 Tins Le Mann's Captain's Biscuits.	2 Dozen Chamois Leathers.
6 Tins Orange Wafers.	4 Tins Carrots.
6 Tins Huntley and Palmer's Water	6 Bottles Dessert Fruits.
Biscuits, No. 5.	1 Bottle Essence Cochineal.
6 2-lb. Tins Huntley and Palmer's	1 " " Lemon.
Maccaroons.	1 " " Vanilla.



## TART FRUIT.

- 2 Bottles Red Currants.  
 6 " Black "  
 2 " Gooseberries.  
 2 " Cherries.  
 6 " Plums.
- 
- 9  $\frac{1}{2}$ -lb. Gelatine.  
 2 Bottles Dried Herbs.  
 1 Jar Preserved Ginger.  
 6 Tins California Honey.

## JAMS.

- 14 1-lb. Tins Apricots.  
 13 " " Strawberry.  
 14 " " Raspberry.  
 12 " " Damson.  
 24 " " Marmalade.  
 12 " " Red Currant Jelly.
- 
- 6 Boxes Knife Powder.  
 12 2-lb. Tins Lard.  
 9 Boxes Clarke's Nightlights.  
 1 2-lb. Tin Macaroni.  
 4  $\frac{3}{4}$ -pints Mushrooms.  
 Condensed Milk, 12 dozen.  
 12  $\frac{1}{2}$ -lb. Tins Mustard.  
 6 2-lb. Tins Roast Mutton.  
 2  $\frac{1}{2}$ -lb. Tins Brand's Mutton Broth.  
 12 Bottles Salad Oil.  
 4 " Mixed Pickles.  
 4  $\frac{1}{2}$ -lb Tins White Pepper.  
 6 Large Tins Peaches.  
 8 Tins Paté de Foie Gras.  
 2 " Roast Partridge.  
 2 " Pheasant.  
 6 2-lb. Bottles French Plums.  
 6 Tins Lisbon Peaches.  
 6 3-lb. Boxes Portuguese Plums.  
 6 Tins Pears.  
 6 " Petits Pois.  
 6 7-lb. Tins Rice.  
 8 2-lb. Bottles Sultana Raisins.  
 1 2-lb. Bottle Muscatel Raisins.  
 1 " " Pudding "  
 12 Tins Sardines.  
 12 " Brand's Sausages.  
 1 2-lb. Tin Sago.  
 6 Jars Table Salt.

## SAUCES.

- 6  $\frac{1}{2}$ -pints Worcester.  
 6 " Harvey.  
 4 " Anchovy.  
 2 " Mushroom Ketchup
- 
- 1 cwt. Yellow Soap.  
 2 Boxes Glycerine Soap.  
 70 lbs. Loaf Sugar.  
 20 lbs. Pounded Sugar.  
 70 lbs. Brown Sugar.  
 1 Bottle Celery Salt.

## SOUPS.

- 14 Pints Julienne, Crosse & Blackwell.  
 14 " Gravy " "  
 12 " Mock Turtle " "  
 8 " Hare " "  
 8 " Mutton Broth " "  
 10 " Giblet " "  
 40 lbs. Tea.  
 4 Bottles Truffles.  
 2 2-lb. Tapioca.  
 4 Cooked Tongues, Crosse & Blackwell.  
 8 Tongues, preserved by Poulton & Noel.  
 1 2-lb. Vermicelli.  
 4 quarts Vinegar.  
 4  $\frac{1}{2}$ -pints Chili Vinegar.  
 2 " Tarragon Vinegar.  
 1 Tin Chollet's Pressed Vegetables.  
 36 6-lb. Tins Corned Beef, American.  
 Mineral Waters take up a great deal of room, and a 5-pint Gazogene is really all that is wanted.

## WINE.

- 3 Dozen Champagne.  
 7 " Common Claret.  
 1 " Best Claret.  
 1  $\frac{1}{2}$  " Port.  
 4  $\frac{1}{2}$  " Sherry.  
 8 Bottles Curaçao.  
 4 " Cherry Brandy.  
 6 " Brandy.  
 1 Dozen Rum.  
 2 " Hock.  
 6 " Beer.

As far as possible, all stores should be taken in tins soldered up; these may be found in the Export List of the Army and Navy or Civil Service *Co-operative Societies*. Messrs. Barnes, of Upper Thames Street, can also be *highly recommended* for all yacht stores, particularly jams.

Messrs. Crosse & Blackwell's soups are much to be commended, and no one can surpass Messrs. Brand for spiced beef, sausages, potted meats, and beef-tea. Cheese, bacon, and hams do not keep well on board a small vessel in a warm climate.

The best corned beef is American, in 6-lb. tins, packed by Messrs. Libby & Co., or Messrs. Wilson.

Messrs. Miller & Sons, of Southampton, can be recommended for good material and fair prices.

### PASSENGER YACHTS.

Several companies have lately been formed for sending large *Ocean Steam Yachts* on pleasure excursions in the Mediterranean and elsewhere. One of the best of these vessels is the *Victoria* (office, Carlton Chambers, 4, Regent Street, London). The cost of the voyage varies with the length of it; the average is about 80*l.* The following is one of that vessel's itineraries, and it gives a sufficient idea of the nature of the voyage:—

Gravesend, Lisbon, Malaga (for Grenada and the Alhambra), Naples, Palermo, Corfu, Piræus (for Athens), Constantinople, Smyrna, Rhodes, Beyrout (for Damascus), Jaffa (for Jerusalem), Alexandria (for Cairo), Malta, Tunis, Bougie, Algiers, Gibraltar, Tangiers, Gravesend.

### BAGGAGE.

Another great convenience to the traveller is *Pitt & Scott's Express*. They receive luggage at their office in London (23, Cannon Street, and 7, Carlton Street, Regent Street), and forward it to almost any part of the world, for a moderate sum. Thus a portmanteau weighing a hundred-weight would be sent by *Grande Vitesse* to Genoa in 7 days for 2*s.*

### USEFUL BOOKS TO BE TAKEN ON A MEDITERRANEAN YACHTING CRUISE.

PUBLICATIONS OF THE HYDROGRAPHICAL DEPARTMENT OF THE ADMIRALTY.  
—ATLANTIC AND MEDITERRANEAN, &c.

- ‘Sailing Directions for the West Coasts of France, Spain, and Portugal, from Ushant to Gibraltar Strait, also the African Coast from Cape Spartel to Mogador.’ 4th edition. 1885. Price 4*s.*
- ‘Mediterranean Pilot,’ Vol. I. Comprising Gibraltar Strait, Coast of Spain, African Coast from Cape Spartel to Gulf of Kabes, together with the Balearic, Sardinian, Sicilian, and Maltese Islands. 2nd edition. 1885. Price 7*s.* 6*d.*
- ‘Mediterranean Pilot,’ Vol. II. Comprising Coast of France and of Italy to the Adriatic; African Coast from Jerbah to El Arish; Coasts of Karmania and Syria. Together with the Tuscan Archipelago, and Islands of Corsica and Cyprus. 2nd edition. 1885. Price 5*s.*
- ‘Mediterranean Pilot,’ Vol. III. Comprising the Adriatic Sea, the Ionian Islands, the Coasts of Albania and Greece to Cape Malea, with Cerigo Islands; including the Gulfs of Patras and Corinth. 1880. Price 3*s.* 6*d.*
- *Supplement No. 1*, 1884. Price 3*d.*
- ‘Mediterranean Pilot,’ Vol. IV. Comprising the Archipelago, with the



- adjacent Coasts of Greece and Turkey; including also the Island of Candia or Crete. 1882. Price 3s. 6d.  
 'Sailing Directions for the Dardanelles, Sea of Marmara, and the Bosphorus.' 3rd edition. 1882. Price 3s.  
 'Black Sea Pilot.' 3rd edition. 1884. Price 2s. 6d.

LIST OF LIGHTS.—*Corrected annually to the 31st December.*

- British Islands. Price 1s. 6d.  
 Western Coasts of Europe and Africa from Dunkerque to the Cape of Good Hope, including Azores, Madeira, Canary, Cape Verde Islands, &c. Price 1s.  
 Mediterranean, Black, Azov, and Red Seas. Price 1s.

PUBLISHED AT WASHINGTON.

- 'Coasts and Islands of the Mediterranean Sea.' Part I.—S. and S.E. Coasts of Spain from Mala Bahia to Cape Creux; Balearic Islands and N. Coast of Africa from Ceuta to La Cala. 1875. Part II.—S. Coast of France; W. Coast of Italy; Tuscan Archipelago; Corsica and Sardinia. 1878. Part III.—Coast of Tunis, Sicily, and Malta Channels; Lipari Islands; Coasts of Sicily; Coasts of Tripoli, Egypt, and Syria. 1879. Part IV.—The Gulf of Gioja to Cape Santa Maria di Leuca; S. Coast of Italy; the Adriatic Sea; Ionian Islands; the Coasts of Albania and Greece to Cape Malca, with Cerigo Island. 1883.

CHARTS.

No extravagance in the matter of charts is possible. Those published by the Admiralty are so cheap that the cost of the whole Mediterranean series is not very great. Above all, the yachtsman should distrust *private* charts, which are rarely corrected up to date. The writer witnessed the wreck of a yacht and the death of her owner in the harbour of Algiers, entirely owing to a private chart on which a bell-buoy, marking the submarine prolongation of the breakwater, was not indicated; and he was on board a yacht which run on shore at Marsala for want of a detailed chart of that port.

The Admiralty charts, &c., are sold by J. D. Potter, 31, Poultry, and 11, King William Street, Tower Hill, and by sub-agents at nearly all the principal ports in the United Kingdom. In the Mediterranean they can be obtained at the Custom House, Malta.

PRIVATE PUBLICATIONS.

- Savory's 'Compendium of Domestic Medicine.'  
 'The Yacht Sailor,' published by Hunt & Co.  
 'Hunt's Universal Yacht List.'  
 'Nautical Almanack.'

*Murray's Handbooks:*

- Spain.  
 France.  
 North Italy.  
 South Italy.  
 Greece and Ionian Islands.  
 Turkey in Asia and Constantinople.  
 Algeria and Tunis.

## HINTS FOR YACHTSMEN

REGARDING

## ANCHORAGE, ETC., IN THE MEDITERRANEAN. †

\*† The names of the places as marked on the Admiralty Charts are printed in brackets in *italic*, wherever the spelling differs materially from that of the Handbook.

Places marked (\*) have British Consular authorities residing at them.

## MOROCCO.

\***Tangier**.—Fair anchorage. Bay exposed from N.E. to N.W. No shelter whatever from N.W.

**Ceuta**.—The peninsula of Ceuta forms two bays, frequented by vessels wind or weather-bound in the Strait of Gibraltar. The best anchorage in the eastern bay is N.W. of the middle of new town; 8 to 13 fms.; bottom sand and rock; exposed to winds from E. through N. to W.

\***Tetuan Roadstead**.—Vessels may anchor anywhere off the river-mouth. Entirely open to easterly winds.

**Melilla**.—Holding-ground good. Anchorage exposed to northerly and easterly winds. Run for shelter under Zaffarine Islands, if caught in N. or N.E. gale. Anchorage has rarely to be abandoned in summer.

**Zaffarine Islands**.—These three islands lie about 2 m. N. of Cape Agua. The western is named *Congressa* (*Congreso*), the middle one *Isabel II.*, and the eastern one *El Rey*. The anchorage is  $1\frac{1}{2}$  to 3 cables S. of Isabel II. Island; in 5 to 8 fms. It is the best-sheltered anchorage on the N. coast of Morocco.

† The Author would not have ventured to give these hints on his own unprofessional authority; but they may be accepted with confidence, as they have been revised by members of the Admiralty Hydrographical Department, to whom he is under great obligation for much valuable assistance.

[*Mediterranean.*]

## ALGERIA.

**Nemours**.—Anchorage in 6 to 8 fms., open to W. In N.E. gales run for the Zaffarines. This is the first French port in N. Africa.

**Rachgoun** (*Raschgoun*).—Good Anchorage almost anywhere in the vicinity of the island, but no shelter during northerly gales.

\***Beni Saf**.—A fine new harbour has been constructed in the neighbourhood of the iron mines, close to the mouth of the Tafna River.

**Mersa el-Kebir**.—Anchorage close under the fort, well sheltered from all quarters save N.E.

\***Oran**.—A first-class harbour, well suited for yachts. Every convenience for their accommodation. Rly. communication.

**Arzen**.—An excellent harbour; may be safely resorted to by yachts of any size and in all weathers. Rly. communication.

**Mostaganem**.—A small port, protected from northerly swell in ordinary weather by a jetty running W. Anchorage in road, 6 to 8 fms., quite exposed. Harbour about (1889) to be commenced.

**Tenes**.—A large artificial harbour,  $\frac{3}{4}$  m. N.E. of town, not yet complete.

**Cherchel** (*Shershel*).—Harbour too small for yachts.

\***Algiers**.—First-class harbour, with every convenience for yachts. Sup.  
c



phes of all kinds abundant. Algerian wines good. Docks capable of taking in the largest vessels for repairs. Rly. communication.

**Dellys.**—Anchorage perfectly sheltered during westerly winds, exposed to those from N.N.W. round by E. to W. Not advisable to call here.

**Bougie.**—The best natural harbour in Algeria. Gales from N. to W. not felt at all. Those from E. cause no inconvenience to vessels moored well in the bay. Small breakwater. Strongly recommended for yachts, on account of beauty of landscape, and excursions.

**Djidjelly (Jidjelli).**—Anchorage insecure; to be avoided.

**Collo.**—Bay small, but well sheltered from W. and N. winds.

**Stora.**—Badly sheltered roadstead. N.W. swell sets in very heavily.

**\*Philippeville.**—A magnificent artificial harbour. Rly. communication with Constantine, and on to Biskra, Bône, and Algiers.

**\*Bône.**—The largest and best harbour on the coast, but inclined to silt up. Every convenience for yachts. Rly. communication with Constantine and Tunis.

**La Galle.**—Very small port, only suitable for small craft. Entrance 82 yds. wide; depth 9 to 12 ft. Frequented by coral-fishers.

### TUNIS.

**Tabarca Island.**—Connected with the mainland by isthmus, barely covered, forming two little bays. That to the W. is the best sheltered, but small; that to E. affords anchorage to vessels of any size in 7 to 9 fms., but is sheltered only from westerly winds; neither are safe anchorages.

**Galita Islands.**—Temporary anchorage on southern shore; sheltered from winds between N.W. and E.; 7 to 10 fms.; sandy bottom.

**Bizerta (Benzert).**—Roadstead much exposed. A canal, with from 3 to 7 feet water, communicates with a vast lake, which might be made one of the finest harbours in the world.

**Porto Farina.**—A large lake, once

the winter station of Tunisian fleet, now silted up. Excellent anchorage in roadstead S. of Cape Farina. Sheltered from winds from W. and N. as far as N.E.

**Bay of Tunis.**—Eleven miles wide at entrance, 9 deep; open to N.E. Shores bordered with rocks or shoals.

**\*Goletta.**—The port of Tunis. During the winter a heavy sea rolls in from northerly gales, even when the wind is N.W.; but in summer a vessel drawing 15 ft. may lie in safety half a mile from canal entrance in 3½ fms. Vessels of 7 feet enter the canal. A French Company is constructing an artificial harbour at Tunis.

**\*Hammamet.**—Vessels drawing 15 or 16 ft. may go far enough in to be sheltered from E.S.E. winds. It is a fairly safe anchorage. The easterly winds in summer never rise to a gale, and those of winter rarely blow from the S.E., to which the bay is exposed. Landing is difficult.

**\*Susa (Soussa).**—No harbour. For 5 m. N. and S. of town the shore is fringed with a bank, breadth varying between a cable and a mile. E. and S.E. winds cause a heavy swell. These are most prevalent in spring and autumn. In winter the wind is usually from the land. This is the best place whence to visit the great Amphitheatre of El-Djem.

**\*Monastir.**—Very exposed, should be avoided.

**\*Mahadia (Mehediah).**—Anchorage may be taken on either side of the headland; that on the S. is most frequented in winter, that on the N. is best for summer. Shore everywhere bordered by foul and shoal ground.

**Gulf of \*Gabes (Kabes).**—No safe harbour anywhere in this gulf. The entrance to it is between the great Kerkenah bank in the N. and the Djerba bank in the S. It is only 30 m. wide at the narrowest part. Sfax and Gabes are the only places of importance on its shores. Tides regular here. Anchorages exposed to easterly winds.

**Kerkenah Islands.**—Should not be approached by vessels of any size. Passage marked by luminous buoys.

\***Sfax** (*Sphax*).—Anchorage protected from E. by Kerkena reefs, and is in consequence more secure than any other S. of Tunis. But the whole of the Gulf of Gabes should be avoided without absolute necessity.

\***Djerba Island**.—Surrounded by banks, which extend 5 m. from the coast. Should only be approached in very fine settled weather.

#### PROVINCE OF TRIPOLI.

\***Tripoli**.—Rather a difficult port to make. Depth 19 feet. See text. The roadstead is N. of the town outside the reefs in 13 to 15 fms. There is nothing whatever to tempt a yacht to any other part of the shores of the Syrtis west of

\***Bengazi**, where one may remain in summer without risk, but it would be imprudent to do so in winter, save in a steamer with steam up; only vessels drawing less than 9 feet of water can enter the harbour; the best anchorage is just outside the entrance, in 9 or 10 fms. Convenient place for starting for Cyrene.

**Ptolemeta** (*Tolmeitah*).—To find anchorage here in 10 fms. the vessel would have to go within half a mile of the coast.

**Mersa Sousa**.—The only object of coming here would be to visit Cyrene. Steamers with steam up may lie here, but even in summer there would be danger in a sailing-vessel anchoring. No supplies. Bedouins treacherous.

**Dernah**.—The anchorage is safe in summer, as it is sheltered from the prevailing N.W. wind. It is dangerous in winter.

**Bombah Gulf**.—Good anchorage, sheltered from all but E. winds, will be found inside Tank point. This is the ancient Menelaus harbour.

**Menelaus Bay** contains good anchorage, sheltered from all winds, except from E.N.E. to S.E.

**Marsa Tebruk**.—There is good shelter here from all winds except the E. It is by far the best harbour on this part of the coast, but it is difficult to find the entrance without a pilot.

Perhaps this would be the safest place to leave a yacht if the owner contemplates a lengthened stay in the interior.

#### EGYPT.

There is nothing whatever to tempt a yacht to visit the coast of Egypt W. of Alexandria, but in case of necessity one can anchor at

**The Gulf of Saloom** (*Solloom*), in 7½ fms., or at

**Mersa Matrou**, which is well sheltered, but with a small narrow entrance and many reefs.

\***Alexandria**.—A first-class harbour with every convenience. See text. The coast to the E. should be avoided as far as

**Aboukir Bay**.—Fair shelter from westerly winds. Battle of the Nile fought here in 1798.

\***Port Said**.—See text. No other part of the coast of Egypt should be approached.

#### SYRIA.

\***Jaffa** (*Yafa*).—The port of Jerusalem. The small harbour is formed by a chain of rocks; only boats and small craft can enter when the sea is smooth. The roadstead is quite exposed; communication is frequently suspended in winter.

**Kaiserieh** (*Kaisariyeh*).—No good anchorage.

\***Haifa**.—Near which is a German colony. Anchorage exposed, tolerably good in summer.

**Akka**.—No port or good anchorage.

**Sur**.—The ancient Tyre. The port is considered the safest between Port Said and Ayas for vessels drawing less than 20 ft. The anchorage in the road, in 10 to 4 fms., is quite open.

\***Saida**.—The ancient Sidon. The islet Jezireh forms the port, almost filled with rubbish, but affording some protection to small vessels from a westerly sea. The roadstead is between the N. end of the islet and the beach.

\***Beyrout** (*Beirut*).—The bank on which vessels anchor opposite the town



is  $\frac{3}{4}$  m. wide, with 11 to 20 fms. Bottom not good. During bad weather in winter vessels usually take shelter in St. George's Bay on account of the excellent holding-ground it affords. There is also good anchorage opposite the village of Juneh in 6 or 7 fms.

\***Tripoli.**—The roadstead is sheltered from the westerly gales of winter, and is considered safe in all weathers. The most convenient port whence to visit the Cedars.

\***Lattakia (Latakiah).**—Anchorage very insecure. Should be used only as a temporary anchorage.

\***Scanderon, or Alexandretta (Iskanderun).**—This anchorage is secure in all seasons; sometimes, though rarely, winds from the N.W. prevent safe communication with the shore. Town very unhealthy.

**Bay of Ayas.**—Anchorage may be taken anywhere, as there is excellent holding-ground, and never sea enough from the E. to be troublesome. For a long stay in a moderate-sized vessel the best berths are in the bight W. of Bittern point, that juts from the N. side of the bay. The best landing-place is on the beach on the W. side of the point. The Jaihun Chai river may be entered, and any boat that can cross the bar may ascend 20 miles. The sport is about the best in the Mediterranean.

#### ASIA MINOR.

\***Mersina (Mersyn).**—The port of Tarsus. Anchorage in 4 fms.  $\frac{1}{2}$  a mile from shore.

**Agha Liman.**—An excellent harbour for small vessels. Port of Selefka.

**Provençal Island.**—The channel between it and the main forms an excellent roadstead with shelter in all weathers, and a ready egress in all winds.

**Cape Cavaliere.**—A bold headland connected with main by an isthmus. On the E. side is good anchorage.

**Chelendreh.**—A small but secure harbour.

**Port Melania.**—Small vessels may obtain shelter here. Open to the S. and S.E. winds.

**Cape Anamour.**—A bluff, 500 ft. high, the southernmost point of Asia Minor. Good anchorage for small vessels on its E. side.

**Alaya.**—No harbour, but tolerably good anchorage in the road.

**Sidé.**—Harbour choked up. Fine ruins in neighbourhood, but coast very dangerous.

\***Adalia.**—Harbour too small for general use. In summer good anchorage in outer roadstead in 15 to 20 fms.

**Cape Avova.**—A bold white cliff, with a creek at its S. point, in which small vessels might find shelter. In the middle of cliff a deep cave, where several boats might haul in.

**Trekova, anc. Phaselis.**—Remains of artificial ports. Anchorage abreast of it on clean ground.

**Port Genovese.**—A small and snug anchorage, but subject to squalls.

**Ardrasan (Adratchan) Bay.**—Open to the E., affords a little shelter to vessels in a cove inside the S. point.

**Grambousa Island.**—Anchorage between it and the main 28 fms. Coarse ground.

**Cape Khelidonia.**—In the E. part of bay of Phineka, 2 m. N. of cape, is a second bay, in which anchorage may be obtained, sheltered from all winds except W., to which it is completely exposed.

**Cape Phineka.**—A high bold promontory; on the E. side is inlet of Yeronda, open to southerly winds.

**Kakava Island.**—Entrance to roadstead good. Safe anchorage for vessels of any size.

**Castelorizo Island.**—The harbour is on N.E. side, and though small is very snug. Vessels haul close to town. No difficulty in entering. Pilots for all eastern ports generally to be found here.

**Port Sevedo.**—Good, but water very deep.

**Port Vathy.**—A long and capacious harbour, but very deep in its outer part, and from its length difficult of access to the inner part for sailing-vessels.

**Kalimaki Bay.**—Too deep for convenient anchorage. Open to S.

**Simbalon Cove.**—Secure anchorage in all weathers in 15 to 20 fms. Entrance 150 ft. wide, with 19 ft. water.

**Makry Harbour.**—Landlocked, and affords perfect shelter from all winds. Very unhealthy in spring and summer.

**Kazil Islands.**—Anchorage inside from 20 to 26 fms.

**Skopen Bay.**—Too deep for anchorage except in small creeks. Many ruins.

**Tersaneh Island.**—Good but small port on N. side. No sailing-ship should attempt to pass between this and Iero Island.

**Cape Souvelat.**—Extremity of a rugged peninsula; water too deep for anchorage except in Kapi cove on N. side.

**Dalamon Bay.**—Open and sandy; small vessels may find shelter inshore of Papas Island. Southerly gales, however, send a heavy swell round it.

**Keugezi Bay.**—Open to S., but a snug anchorage in its northern extremity.

**Karagatch Harbour.**—The western arm affords secure anchorage, easy of access, in 5 to 20 fms.

**Marmarice Harbour.**—Ancient *Phycus*. Perfectly landlocked, secure anchorage for any number of vessels in 7 to 20 fms. Protected to S. by **Nimada Peninsula**.

**Chifik Island** forms the south of a small but snug cove.

**Port Apotheka.**—Good anchorage towards the head.

**Gulf of Symi.**—Boz Burnu Liman, a sheltered anchorage on the N. shore of the gulf.

**Gulf of Doris.**—Port Losta on S. side, and Port Kiervasili at the S.E. side of Arineh bay afford sheltered anchorage.

**Gulf of Kos.**—Yede Atala, Port Dermen and Port Gallipoli on the S.E. side afford deep, spacious, and sheltered anchorage. Boudroum harbour, on the N. side, though small, is well sheltered.

**Mandelyah Gulf.**—Many fair anchorages in this gulf, including Port Isene on E. side, and Basilicus Bay on the N. side.

**Gulf of Scala Nuova.**—The anchor-

age off Scala Nuova is open from winds N. to W., and is insecure.

**Sighajik Bay.**—Sighajik harbour on the N.E. side has sheltered anchorage.

**Port Sykia** is open to the S.W., but has good shelter for small craft.

**Port Mersin**, a capacious harbour for vessels of any size, is open to the S.E., but in the eastern part of the port the anchorage is almost landlocked.

**Port Egrylar**, good, but not equal to Port Mersin.

**Khios Strait.**—Chesmeh harbour, spacious and fairly good, is on the S. side of the strait. Egri Liman, a landlocked but narrow and deep inlet.

**Gulf of Smyrna.**—Numerous sheltered and convenient anchorages; including Vourlah road, often visited by vessels of war.

**Gulf of Sandarli.**—Foggi Novia and Port Ali Agha on the S.; and Rema bay and Sandarli harbour afford anchorage.

**Port Ajano**, in Mitylene Channel, though small, is sheltered; 22 feet in entrance, 5 to 6 fms. inside.

**Mosko Road.**—At N. end of Mitylene channel good but limited anchorage, 11 or 12 fms.

**Youkyeri Bay** (eastward of Tenedos).—Good anchorage during fresh N. and N.E. winds.

**Bashika** (*Besika*) Bay, near the entrance to the Dardanelles, is a safe summer anchorage much resorted to by vessels of war cruising in the neighbourhood.

## DARDANELLES.

**Sari Siglar**, or **Chanak Kaleh-si Bay** and **Gallipoli Bay**, are the best anchorages in the Dardanelles.

## SEA OF MARMARA

On the N. shore the roadsteads of Rodosto, Erekli, and Silivri, and the bay of Buyuk Chekmejeah, afford fair anchorage.

On the S. shore, **Pasha Liman** harbour, **Artaki bay** and **Kios road** (at



the head of Mudania bay) afford sheltered anchorage.

**Gulf of Ismid.**—Good anchorage off the town of Ismid.

**Princes Islands.**—Good anchorage on the E. side of the islands.

#### CONSTANTINOPLE.

Good anchorage from a mile E. of Stephano Point nearly up to Seraglio Point for vessels waiting a fair wind to enter the Bosphorus.

Golden Horn, the port of Constantinople, is always crowded with shipping; but the outer anchorage at the entrance of the port is never used, in consequence of the violence of the currents.

The best anchorage for a stranger is off the arsenal of Top-khana, near the line of junction with the descending and ascending currents.

#### SPORADES.

**Thasos (Thaso).**—In the channel N. of Thasos the anchorage is good in all seasons.

**Samothrace (Samothraki).**—No good harbours. Several fair anchorages.

**Lemnos.**—Port St. Anthony, or Moudros, on the E., has spacious and good anchorage.

**Imbros.**—Anchorage along the S. side of the island; excellent sport.

**Tenedos.**—Has a port on the N.E. side of the island, with anchorage suitable only for very small vessels.

**Lesbos (Mitylene).**—Has two of the finest harbours in the world. Port Hero, or Iero, to the S.E., and P. Calloné, or Kallone, to the S.W.

**Psyra (Psara).**—Nothing to repay a visit, but fair anchorage on S. side.

**Icaria (Nikaria).**—No harbours, and no good anchorage.

**Chios (Khis).**—Port Kolokythia on the E. side is sheltered from all winds.

\***Samos.**—Khora is the present capital. Several good anchorages, but the deepest and safest port is at Bathy (or Vathy), on the N. side of the island.

**Patmos.**—Several good harbours, the principal one, or scala, is on the

E. side. This, however is not a good winter anchorage, being exposed to the S.E. swell, but it has shelter from N. winds.

**Leros.**—Several harbours, but Port Pathani on the N. side is well sheltered by the islet Arkhangelo.

**Calymnos (Kalimno).**—Good anchorage at the S.E. end of the island in a bay open from E.S.E. to S., and sheltered from any sea by Kos. Has many other inlets, bays, and coves.

**Astypalea (Stampalia).**—The Port of Stampalia is St. Andrea, situated on the N. side of the island, affording commodious anchorage. On N. side also is situated Port Vathy, a landlocked basin with a narrow entrance, having only 9 feet water. On the S. side is Port Maltezana, deep, and affording shelter from all but S.E. winds.

**Cos (Kos).**—No harbour. Roadstead at E. end.

**Nisyros (Nisero).**—No good anchorage.

**Telos (Piscopi).**—Two anchorages. Livadia bay on the E. side is open from N.E. to E. Megalo bay on W. side is open to the S. The scala is at Plagio bay on the N. side. All are exposed.

**Syme (Symi).**—Has a narrow but deep and safe harbour, generally crowded by shipping.

**Chalki (Karki or Kalke).**—Harbour good and deep, though small.

\***Rhodes.**—Has two artificial harbours; the smaller, a fine basin with a narrow entrance, is sheltered on all sides, but is now so much choked up with sand that it can only be used by small craft. The other is a little larger, and with deeper water, but exposed to N.E. winds. There is anchorage in summer outside these ports; also at Port Lindos, farther S., which is snug and has from 4 to 6 fms.

\***Crete.**—The capital is Chania. Its harbour is in the form of a double bay, the southern one, opposite the entrance, being the deepest, but much exposed to northerly gales. The eastern one is now so shallow that it can only be used by vessels of light draught.



To the E. is the fine bay of Sudra (*Suda*), one of the most capacious and safe ports in the Levant.

At Retimo there is an open roadstead in 8 fms., and also a small harbour admitting only vessels drawing less than 10 feet.

Megalo-Kastron is the second town. It has a good roadstead and a small artificial harbour, into which vessels drawing 12 ft. can enter.

The harbour of Spinalonga is a fine inlet, but owing to a bank it is only available for vessels of less than 12 feet draught.

In Poru bay there is good shelter in a N. or N.E. gale for vessels of all sizes, though open to the S.E.

There are also fair harbours or roadsteads at Grabusa, Bali, Standia islet, Port Nikolo, &c., on N. side of Crete, and at Grands bay at E. end.

The S. coast has a few summer anchorages but no secure harbour. Porto Lutro is the only place where a vessel would be secure in winter. At Selino, to the S.W. of the island, there is fair anchorage.

#### CYCLADES.

\***Syros** (*Syra*).—A great centre of trade and steam communication. An excellent harbour on the E. side of the island.

**Tenos** (*Tinos*).—The capital is on an open roadstead, but there is a good harbour at Panormo on the N. coast, though little frequented. Also in St. Nikolo bay, in 11 or 12 fms.

**Mykonos** (*Mykonos*).—To the S. of the town Korplio harbour runs far into the E. and S.E., and is sheltered from the W. by a cape and islet. Tourla bay, N. of the town, is also a good anchorage.

**Delos**.—Hardly inhabited, but many ancient remains. The channel between it and Rhenea forms a good anchorage.

**Andros**.—Port Gavron, on W. side, though small, affords shelter in all winds. Kordion bay and Port Kastro on E. coast afford moderate shelter.

**Keos** (*Zea*).—Well worth a visit. Good harbour.

**Kythnos** (*Thermia*).—Thermal springs. Three fair harbours—Merika on the W., Irene on the N.E., and St. Stephano on the E.

**Serphos** (*Serpho*).—A good harbour on the S., called Porta Catena (*Port Livadhi*).

**Siphnos** (*Siphano*).—No good harbours; Pharos, the best, is on the S.E. coast.

**Kimolos** (*Kimolo*).—Harbour small and insecure.

\***Melos** (*Milo*).—On the W. is a deep bay, forming an excellent harbour.

**Pholegandros** (*Polykandro*).—Has no good port. There is anchorage in a cove on the S.E.

**Sikinos** (*Sikino*).—A small barren island, with no port. Landing-place at S.E. end.

**Ios** (*Nio*).—A good harbour to the W. Also good anchorage in creeks on the S.E. and S.W. coasts.

**Thera**, or *Santorin*.—A volcanic island, of horseshoe shape. Two landing-places in the concave bay on W. side.

**Anaphe** (*Anaphi*).—No harbour in this island.

**Amorgos** (*Amorgo*).—Three anchorages on N.W. side, viz St. Anna bay, Kakokeraton bay, and Port Vathy. Port Vathy is almost landlocked.

**Naxos**.—Large and fertile. No harbour; anchorage off the town of Naxia exposed, but Procopi bay, on W. side, affords good anchorage in N.W., N., and N.E. gales.

**Paros** (*Parekhia*).—An excellent harbour at Naussa, on the N. coast; another at Parekia, on the W.; and two others on the E. coast.

**Oliaros** (*Antiparos*).—Good port, available for moderate-sized vessels.

**Skyros** (*Skyro*).—Several excellent natural harbours.

**Ikos** (*Kheledromi*).—A small harbour at S.E. end, and several fairly-sheltered bays and coves.

**Peparethos** (*Shapelo*).—Small landlocked harbour on S.W. side. Several open anchorages.

**Skiathos** (*Skiatho*).—Richly wooded. Has an excellent harbour on S.E. side.

## CYPRUS.

Cyprus possesses an artificial harbour, Famagusta, also a few anchorages in open bays on the S. and E. coasts.

**Kyrenia.**—A small and not very safe anchorage, the usual landing-place from Asia Minor.

**Morphou Bay.**—In the western part there is good summer anchorage in 6 to 12 fms.

**Baffo (Papho).**—A small harbour nearly choked up with sand, fit for coasters only. A nasty swell comes in from S.E.

**Akroteri Bay.**—Vessels can obtain anchorage in moderate depth a mile from the beach, sheltered from prevailing winds, but open to S.E.

**Limassol.**—Its roadstead has excellent holding-ground and is the best in the island; vessels can lie during any weather.

**Larnaka.**—Anchorage, though open to S.E. gales, which prevail in winter, is safe for vessels with good anchors and cables. Landing is seldom difficult.

**Famagusta.**—Ruins of a mole still exist; anchorage within it from 6 to 11 feet. Anchorage inside the reef, which extends parallel to the shore.

Three m. to the N. is the ancient port of Salamis, now only a shallow basin. Very unhealthy. Good anchorage in road in 10 to 16 fms.

## COAST OF RUMELIA.

**Gulf of Xeros.**—Extensive anchorage between the two Xeros islands; also good shelter at Port Baklar on the S. shore of the gulf.

**Dédé Agatch.**—A vessel may anchor from a half to a mile off shore; but there is no protection from S.W. winds, which occasionally blow with great violence.

**Kavala,** opposite the N. side of Thaso, has good anchorage, open to S.

**Dewthero Cove.**—Spacious well-sheltered anchorage for vessels of any size; open to the E.

**Erissos Bay.**—A safe and snug harbour named Plati, just within Cape Plati (south horn of Erissos bay).

**Gulf of Monte Santo (Mount Athos).**—**Problaka Bay.**—Anchorage on N. side of bay; very deep water.

**Port Dimitri.**—Anchorage between the island and the main, 4 to 10 fms.

**Port Sikia.**—A spacious anchorage open to the E.

**Gulf of Kassandra.**—**Port Koupho.**—A landlocked harbour, deep water.

**Gulf of Salonika.**—**Salonika Bay.**—Convenient and good anchorage. Landing difficult in strong S.W. winds.

**Katerina.**—A scala (landing-place) sometimes used for the ascent of Olympus.

**S. Theodore.**—Another scala.

## GREECE.

**Gulf of \*Volo.**—Has several anchorages, viz. Port Philio and Port Surbi (Almyro bay) on W. side; Volo bay on N.; and Ports Vathudi and Trikirí on S.E.

**Eubœa.**—No harbour on E. coast except a small cove called Port Petries.

**Gulf of Lamia (Gulf of Zeitoun, or Styliða).**—Landing-place for Thermopylæ.

**Talanda (Talanta).**—Spacious and good anchorage.

**Chalkis and the Euripus.**—Where the Eubœan channel narrows so much as to be spanned by a bridge. See text.

**Marathon Bay.**—The best anchorage is on the N.W. side. The bay is open to the S.E.

**Sunium (or Cape Colonna).**—A rocky promontory, exposed to the fury of every gale.

**\*Piræus.**—The harbour of Athens.

**Kalamaki.**—On the Isthmus of Corinth. The anchorage is open to winds from S. to E.S.E.

**Bay of Eleusis.**—Almost landlocked. Has deep water and is approached by two channels. The E. channel has 3 fms. least water; the W. channel 2 fms.

**Salamis.**—Port Kalouri, on W. side, is a fine harbour.



**Megara.**—A poor village. The bay is deep, but subject to heavy squalls.

**Kenchræ** (*Kekhræes*).—Small artificial harbour, fallen into decay. Unsafe anchorage.

**Epidaurus**, mod. *Pidhavro*.—A secure little port; depth 2 to 3½ fms.

**Ægina.**—An island in the centre of the Saronic Gulf. There is anchorage in Marathon bay on S.W. side.

**Poros.**—A bare and almost uninhabited island except for the town, close to the mainland, with a beautiful and capacious harbour.

**Hydra.**—The harbour is on the N.W. side of the island.

**Spezzia.**—A miniature likeness of Hydra. Port good, and much frequented.

**Nauplia.**—Roadstead one of the best in Greece, well-sheltered and with good anchorage. The harbour for Argos, Tiryns, and Mykenæ.

**Monemvasia.**—The best anchorage is on the N. side of the peninsula, but very exposed.

**Cerigo.**—Formerly one of the Ionian Islands. The chief harbour is that of St. Nicholas, on the E. coast. There is another at Kapsali, to the extreme S., but exposed to S. and S.E. winds, which send in a heavy sea. Excellent sport in spring.

**Vatika** and **Xyli Bays**, anchorages in the peninsula of Elos.

**Marathonisi** is the principal seaport on the E. coast of Maina. The anchorage is N. of Crane islet, which affords protection from S. winds.

**Port Azomato.**—A small anchorage about a m. N. of C. Matapan, sheltered from all winds except those between S. and S.E.

**Kaio**, or **Porto Quaglio.**—A beautifully sheltered small circular harbour near Cape Matapan.

**Bay of Mezapo.**—The best harbour on the W. coast of Maina.

**Kitries.**—Stands on a rock deeply embayed within surrounding mountains. Great depth of water. Vessels must be secured by hawsers to the shore; but being exposed to strong N.W. winds the bay is seldom resorted to.

\***Kalamata.**—Principal place in

Messinia. Breakwater nearly complete; will cover a well-sheltered anchorage.

**Koron.**—Roadstead much exposed.

**Modon** (or *Mothoni*).—The ancient port, formed by a mole, is now filled with stones and sand. Roadstead exposed.

**Navarino.**—A noble basin, 12 to 20 fms. Northern entrance to the harbour now passable only for small boats. A S.W. wind brings a great swell into the harbour, although tolerably well shut in by the island of Sphakteria (*Sphaghia*).—The summer anchorage is half a m. N. of the town; in winter, N. of Kaloneski island.

**Kyparissia.**—Many beautiful ruins in the neighbourhood, but no safe harbour.

**Katakolo.**—The port of Pyrgos, sheltered by a long promontory from the N. and W., but quite exposed to S. A mole is being constructed. Many steamers come here for currants. Starting-point for Olympia. Railway open both to Pyrgos and Athens.

**Bay of Kunupeli.**—8 m. S. of Cape Papa; visit pine forest of Ali-Tchelebi. Fair shelter from N.E., but from W. gales a shelter must be sought at

**Karavostasi Bay**, on the other side of C. Papa, which is exposed to sudden and dangerous shifts of wind. A wide berth should always be given to C. Papa, on account of a projecting sand-bank.

**Gulf of Patras.**—About 20 m. long and 12 m. across, forms a sort of antechamber to the G. of Corinth.

\***Patras.**—Large harbour being constructed. Good anchorage in the open roadstead. Sometimes heavy squalls come down from the mountains around.

**Rhium** and **Anti-Rhium.**—The promontories between which is the strait leading into the G. of Corinth. It is not always easy for a sailing vessel to pass, on account of the strong winds which blow in during the day, and the currents in a contrary direction at night.

**Ægium.**—Only an open roadstead, but a projection to the E. protects it from that quarter.

**New Corinth.**—At the narrowest

part of the isthmus. Entirely exposed to the heavy sea which rolls in from the W. Entrance to the Isthmus canal to be opened in 1891, just northward of this.

**Lutráki.**—An open roadstead, somewhat better protected than that of Corinth by the great mountain promontory running W. Vessels can lie close inshore.

**Kala Nisia Islands.**—Capital shelter amongst these for a yacht.

**Port Vathy, Dobraea Bay.**—Good harbour, but navigation not easy for sailing-vessels.

**Gulf of Aspraspitia.**—Excellent shelter may be obtained here.

**Krissean Gulf (Salona Bay).**—Contains several fine anchorages.

**Itea.**—Scala for Salona, and starting-place for Delphi.

**Galaxhidhi.**—A picturesque bay, with excellent shelter.

**Trizonia.**—Good harbour, used as a quarantine station.

**Naupaktus (Ital. Lepanto).**—Anchorage not safe in bad weather.

**Mesolongi (Missolonghi).**—On the edge of a salt lagoon, most unhealthy in winter. Anchorage quite open.

**Scrophes.**—Off these took place the battle of Lepanto.

**Platia and Panteleimon.**—Little bays, with good shelter.

**Dragomestre.**—At the head of a beautiful bay. A good halting-place for sportsmen.

**Kalamos (Kalomo).**—The largest island off the Akarnanian coast.

**Mytika.**—Beautifully placed at the head of a bay, exposed to the S.

**Zaverdha.**—At the head of a gulf less protected than the preceding.

**\*Leucadia or Sta. Maura.**—The beautiful bay of Viiko, running far inland, forms an excellent anchoring-place in 3½ fms. In the islet of Meganisi is an excellent harbour called **Vathy**. The W. coast of Leucadia is steep and dangerous, but in the extreme N. is a harbour constructed by the Anglo-Ionian Government, protected by a mole. Also a canal to Amaxichi for boats drawing 5 ft.

**Ithaca.**—On the E. side is **Pt. Molo**, a magnificent and unrivalled harbour,

with 3 lovely inner harbours; the middle one, **Pt. Vathy**, runs back S.E. from **Pt. Molo** for 1½ m. with a width of ¼ to ½ m. Here is the capital of the island. Large ships can moor with safety at the very doors of the houses.

**\*Cephalonia.**—Of triangular shape, with a deep bay on each of the sides. That of **Arsos** to the N.W., **Samos** to the N.E., and **Argostoli** to the S.W. The two last are harbours of unusual excellence and spaciousness.

**\*Zante.**—The capital is on a wide shallow bay, somewhat protected by a long mole, but open to the E.

## ALBANIA.

**\*Prevesa.**—Situated on the narrow and tortuous channel giving entrance to the beautiful Ambracian Gulf, has a shifting bar which all vessels must pass. They should never attempt to do so without a pilot. In 1889 the probable depth on the bar was not more than 2 fms.

**Gulf of Arta.**—Accessible only for small vessels, but containing secure and well-sheltered anchorages.

**Parga.**—Two little harbours, only suited for small craft.

**Paxo.**—A small island, with a harbour at **Port Gaio** on the E. side, formed by an islet; must be entered from the N. by vessels of over 6 ft. draught.

**Corfu Road.**—Affords excellent anchorage, 2 m. long by ¾ m. wide.

**\*Corfu.**—The most important of the Ionian Islands. The ordinary landing-place is at the Health-office mole, but there is another for man-of-war and yacht boats in the ditch of the citadel. **Gomenitza**, **Livatatza**, **Paganis**, &c., all good ports for sporting purposes on Albanian coast.

**Bay of Butrinto.**—Best anchorage on the coast of Epirus.

**Quaranta Bay.**—Well protected by all but W. winds.

**Port Palerimo.**—A safe and deep harbour, and a good station for a yacht.

**Valona Bay.**—Best anchorage off **Port Dukati**.



**Gulf of Drino (Drin).**—Good anchorage if a vessel is caught in the Bora.

## AUSTRIA.

**\*Trieste.**—First-class port. See text.

**Capo d'Istria.**—Bay open to the W., the usual anchorage 1 m. N.W. of town. Holding-ground bad.

**Isola.**—A small cove, protected by a mole, for fishing-boats.

**Pirano.**—Unprotected from Bora. Bay open to N. and N.W. winds. The port is a small inlet, protected by a mole.

**Port Omago (or Umago).**—A small semicircular bay, open to N.W.

**Port Qujeta.**—Good anchorage for vessels of any size, sheltered from all but W. winds.

**Port Cervera.**—Sheltered from all but W. winds.

**Parenzo.**—The port is the best shelter in bad weather on the coast of Istria for vessels drawing not more than 15 feet.

**Rovigno.**—An indifferent anchorage.

**Pola.**—An exceedingly fine harbour. See text.

**Gulf of Medolino** contains some well-sheltered anchorages, but rocks and shoals render it difficult of access.

**Gulf of Quarnero** has many good anchorages, but is very subject to the Bora.

**Arsa Canal.**—Six miles long, with several good anchorages for small vessels. Quite landlocked beyond the entrance.

**\*Fiume.**—A most important commercial harbour. See text.

**Porto Ra.**—Small, but sheltered from all but N.W. winds. It has one common entrance with Buccari bay.

**Buccari Bay**—A landlocked basin, with space for a number of vessels of any size.

**Cherso Island.**—The port of the same name is small but excellent.

**Lussin Island.**—Port Lussin Piccolo, on the W. coast, is considered one of the best ports in the N. part of the Adriatic.

**Veglia Island** has several anchorages, but all more or less exposed to the Bora.

**Arbe Island.**—In the middle of the S.W. coast is a cove where vessels are sheltered from all winds by a jetty and mole. There are several other anchorages.

**Pago Island.**—The port, near the centre of the N.E. coast, is large and commodious.

**Selve, Premuda, &c.,** contain no good anchorages.

**Zara.**—A small but secure harbour.

**Uljan (Uglian) and Pasman Islands.**—No good harbours.

**Sebenico.**—A narrow basin, surrounded by high land. Bora severely felt, but the port is a good commodious anchorage.

**Sebenico Vecchio.**—Seldom visited.

**Island of Lissa.**—On the N.E. side is Port St. Giorgio, one of the best harbours in Dalmatia.

**Traù.**—A very small harbour between two jetties, with a depth of 10 ft. Large vessels can anchor in Saldon Bay on the W. side of Bua. An insecure anchorage in bad weather.

**Spalato.**—Anchorage good. A long mole extends from the shore and encloses two artificial harbours; the inner is from 4 to 9 ft. deep. The outer harbour is capacious and deep enough for vessels of any size.

**Island of Brazza.**—The best port is Milnà, perfectly protected from all but N.W. winds.

**Almissa.**—No good port; anchorage in the road in 14 fms.

**Island of Lesina.**—Port Città Vecchia is a fine bay, open to N.W., and well sheltered from the N. winds.

**Sabbioncello Peninsula.**—Opposite this peninsula on the mainland is the new harbour of Narenta and the safe anchorage of Klek Bay.

**Curzola Island.**—Convenient anchorages on the W. and S. side.

**Melida Island.**—The N. coast is easy of access and has several good anchorages.

**Gravosa, the port of Ragusa.**—A very snug harbour with good holding-ground.

**\*Ragusa Port.**—Only space for a

few small vessels. Entrance very difficult in bad weather.

**Ragusa Vecchia.**—No better than the last mentioned.

**Gulf of Cattaro.**—Affords excellent anchorage, though sometimes difficult of entrance and exit for sailing-vessels. It consists of four basins surrounded by high land, all except the outer being very good.

**Budua.**—Open to the S.W.

**Antivari Bay.**—No good anchorage.

### ITALY.

**\*Venice.**—The best anchorage for yachts visiting Venice is **Port Malamocco**, 7 m. distant.

A yacht should not touch at any place on the Italian coast after leaving Venice before

**\*Ancona**, which has a fairly good and capacious artificial harbour.

**Tremiti Islands.**—The anchorage is well sheltered from the Bora.

**Manfredonia.**—This gulf affords the best refuge on the W. coast of the Adriatic from the Bora.

**Barletta.**—A fair harbour, open to the N.

**\*Bari.**—An indifferent harbour, open to the E.

**\*Brindisi.**—Port of departure for Anglo-Indian mails. Excellent harbour.

**Otranto.**—Anchorage exposed to the N.E.

**\*Gallipoli.**—Good harbour, formed by a breakwater.

**\*Taranto.**—A spacious and well-sheltered harbour.

**Reggio.**—Water too deep for anchorage; no harbour.

**Pizzo.**—Indifferent anchorage in 5 to 10 fms.

**Paolo.**—No harbour.

**\*Naples.**—First-rate harbour. See text. Constant complaints of its sanitary condition and awful stenches.

**Castellamare.**—Good harbour.

**Sorrento.**—Indifferent anchorage.

**Capri.**—No good anchorage.

**Procida.**—The best anchorage is on the N. side of the island, W. of the town of Procida.

**Ischia.**—No good anchorage.

**\*Civitavecchia.**—Indifferent harbour. Port of Rome.

**\*Leghorn.**—One of the best harbours in the Mediterranean.

**\*Spezia.**—Great naval arsenal.

**\*Genoa.**—A fine artificial harbour.

**Savona.**—Outer and inner harbour, the latter perfectly sheltered.

**Oneglia (Onelle).**—Small harbour, exposed to the S.

**Porto Maurizio.**—Harbour available for vessels drawing 10 or 11 ft.

**\*San Remo.**—Indifferent anchorage.

### TUSCAN ARCHIPELAGO.

**\*Elba.**—A small but good harbour at **Porto Ferrajo**.

**Pianosa.**—The landing-place is at **Cala S. Giovanni**; there is another on the S. side.

**Giglio.**—The port is in a small bay on the E. coast.

**Gianutri.**—No good anchorage.

**Capraja.**—Deep water close to shore.

**Monte Cristo.**—Deep water all round.

**Gorgona.**—A small bay on the N.W., and another on the S.E. Coast everywhere straight and bold.

### SARDINIA.

**Reparata Bay**, near northern point. Small vessels may find shelter here or in **Port Longosardo**, close to it, from nearly all winds.

**Gulf of Arsachena.**—Much used by Lord Nelson; requires caution on W. shores and head of gulf.

**Congianus Gulf.**—May be used in fine weather by small vessels.

**Terra Nova Gulf.**—18 to 20 fms. Mud.

**\*Port of Terra Nova.**—Can be used by vessels up to 16 feet draught.

**Orosei.**—No harbour here, or until one reaches Cagliari.

**\*Cagliari.**—A safe and convenient roadstead in all weathers.

**Bay of Palmas.**—A deep indentation, forming safe and convenient anchorage for every class of vessel.



**San Pietro Island.**—Anchorage at Carlo Forte on the E. side; much frequented for minerals.

**Oristano.**—Bay open to W. Good anchorage with off-shore wind.

**Porto Conte.**—The head of the bay offers good shelter for a single yacht in bad weather.

**Porto Torres.**—In the gulf of Asinara. Capable of holding a few small vessels.

## LIPARI ISLANDS.

**Stromboli.**—No good anchorage.

**Panaria.**—Anchorage N. or S. of Formiche rock in 10 to 15 fms., or for small vessels in sandy bay on S.E. side of island.

**Salina.**—Three anchorages where small vessels may lie.

**Lipari.**—Anchorage on reef, 3 fms. N. of town; elsewhere deep water all round.

**Vulcano.**—Small anchorages on N., on either side of the isthmus which joins Vulcanello to main island.

**Filicudi.**—No good anchorage.

**Alicudi.**—No good anchorage.

**Ustica.**—Small harbour at S<sup>a</sup> Maria, exposed to Sirocco.

## SICILY.

\***Trapani.**—Harbour open to S.W., but breakwater constructing; in those winds there is anchorage in bay N. of town.

**Maritimo.**—Indifferent anchorage off N.E. side in 12 fms.

\***Marsala.**—Port only suitable for vessels drawing 12 ft.; larger ones anchor in roadstead. Pilot required for port.

\***Mazzara.**—Vessels anchor off town in 8 to 13 fms.

**Porto Palo.**—3 m. E. of Selinunto affords shelter in 3 to 4 fms. to small vessels from N.W. winds.

\***Sciacca.**—Exposed anchorage, 7 to 12 fms.

**Porto Empedocle, port of Girgenti.**—A convenient little harbour.

\***Licata or Alicata.**—A small har-

bour, with from 3 to 4 fms., and temporary anchorage a mile S.W. of town.

\***Terra Nova.**—Anchorage in 6 or 7 fms., much exposed.

\***Siracusa (Syracuse).**—A magnificent harbour. See text.

**Port Augusta.**—A secure and spacious port.

\***Catania.**—Good artificial harbour for vessels of large size.

**Aci Reale.**—Port small.

**Taormina Bay** affords tolerable summer anchorage in 8 to 30 fms.

\***Messina.**—Excellent harbour and dry docks.

**Milazzo.**—Artificial harbour, 9 to 18 ft.

**Cefalu.**—Open roadstead, 8 fms.

\***Palermo.**—Excellent harbour.

## MALTA.

Vessels only allowed to anchor at Valletta. See text.

## CORSIKA.

\***Bastia.**—Old Port, very crowded and suitable only for small vessels; open to the E. Another large and commodious one has been made at

**Port S. Nicolas.**—A mile N. of Bastia, a more capacious harbour has been constructed.

**Porto Vecchio.**—Good landlocked anchorage for vessels of moderate size in this gulf.

**Port Bonifacio.**—A narrow creek open to the W.S.W.

\***Ajaccio.**—An excellent and capacious harbour.

**Calvi.**—Indifferent anchorage.

## SOUTH COAST OF FRANCE.

\***Menton.**—When breakwater is completed, the harbour will be perfectly protected; the present one is small and shallow, and exposed to S.W.

**Monaco.**—Port entirely exposed to E.; rarely entered save by yachts.

**Ville-Franche.**—Port intended exclusively for French Government ves-



sels, but yachts permitted to enter. A depth of 22 ft. inside the mole.

\***Nice.**—Harbour divided into three portions; not more than 13 to 18 ft. water can be depended on. Outer port never used, on account of swell. Non-commercial vessels use the middle, and merchant-ships the inner portion. Smell in the harbour most offensive. Stores of every description procurable.

**Antibes.**—Harbour small, but secure; 16 ft. water.

\***Cannes.**—Port not safe. No pilots.

**Ste. Marguerite (Lerin Islands).**—Good anchorage and shelter N.W. of citadel in 3 to 5 fms.

**Frejus.**—The little port of St. Raphaël is protected by jetty from S., behind which there is room for 5 or 6 small vessels.

**Hyères Bay.**—Anchorage in almost any part in 5 to 18 fms. The bay is exposed to S.E. and S.W. winds.

\***Toulon.**—Great naval arsenal. A small basin E. of the old basin is allotted for merchant-vessels.

**St. Nazaire.**—sheltered road, 6 to 8 fms. Inner harbour, 10 to 13 ft.

**Ciotat.**—Good harbour, 2 to 3 fms.

\***Marseilles.**—Great commercial port. Stores of all kinds obtainable. Every convenience for repairs.

**Gulf of Foz.**—Good shelter from all but S. winds.

\***Cette.**—Artificial port, 13 to 20 ft. deep; large and secure. Great commerce in wine, &c.

**Port Vendres.**—Small and secure, sometimes difficult of access, 18 to 25 ft. alongside quays; in communication with Algiers by mail steamers.

#### BALEARIC ISLANDS.

\***Majorca.**—The bay of Palma is protected from N.W. gales, though

open to S. and S.W. The Harbour of Palma is small, but secure; vessels can lie alongside the quay. Pollensa and Alcudia bays on N.E. both good anchorages.

\***Menorca (Minorca).**—The harbour of Port Mahon is one of the best and most capacious in the Mediterranean. Port Fornells on N. side of island also large and secure.

**Cabrera.**—Excellent and secure harbour.

\***Iviza.**—Small port, open to S., on S.E. side of island.

#### COAST OF SPAIN.

**Rosas Bay.**—Good shelter from N.E. winds.

**Palamos.**—The only safe anchorage between Barcelona and Rosas.

\***Barcelona.**—A large and commodious artificial harbour. In direct railway communication with France.

\***Tarragona.**—A safe and commodious artificial harbour.

**Alfaques.**—Spacious well-sheltered port for vessels under 18 ft. draught.

\***Valencia.**—The harbour **El-Grao**, 2 m. from town, is an artificial harbour. Valencia is celebrated for oranges.

\***Alicante.**—Harbour (artificial) good.

\***Cartagena.**—Great military port, harbour undergoing great improvements.

\***Almeria.**—Indifferent artificial harbour. Breakwater being lengthened.

\***Malaga.**—An artificial harbour of considerable importance; about to undergo great improvements. Starting-place for Granada and Cordova. Great emporium for Montilla sheries and other wines, raisins and oranges.

**Gibraltar.**—See text.

## A PHYSICAL AND HISTORICAL SKETCH OF THE MEDITERRANEAN.†

THE shores of the Mediterranean include about three million square miles of the richest country on the earth's surface, enjoying a climate where the extremes of temperature are unknown, and with every variety of scenery, but chiefly consisting of mountains and elevated plateaux. It is a well-defined region of many parts, all intimately connected with each other by their geographical character, their geological formation, their flora, fauna, and the physiognomy of the people who inhabit them. To this general statement there are two exceptions, namely—Palestine, which belongs rather to the tropical countries lying to the east of it, and so may be dismissed from our subject, and the Sahara, which stretches to the south of the Atlantic region—or region of the Atlas—but approaches the sea at the Syrtis, and again to the eastward of the Cyrenaica, and in which Egypt is merely a long oasis on either side of the Nile.

The Mediterranean region is the emblem of fertility and the cradle of civilisation, while the Sahara—Egypt of course, excepted—is the traditional panther's skin of sand, dotted here and there with oases, but always representing sterility and barbarism. The sea is in no sense, save a political one, the limit between them; it is a mere gulf, which, now bridged by steam, rather unites than separates the two shores. Civilisation never could have existed if this inland sea had not formed the junction between the three surrounding continents, rendering the coasts of each easily accessible whilst modifying the climate of its shores.

The Atlas range is a mere continuation of the south of Europe. It is a long strip of mountain land, about 200 miles broad, covered with splendid forests, fertile valleys, and in some places arid steppes, stretching eastward from the ocean to which it has given its name. The highest point is in Morocco, forming a pendant to the Sierra Nevada of Spain; thence it runs, gradually decreasing in height, through Algeria and Tunisia, it becomes interrupted in Tripoli, and it ends in the beautiful green hills of the Cyrenaica, which must not be confounded with the oases of the Sahara, but is an island detached from the eastern spurs of the Atlas, in the ocean of the desert.

In the eastern part the flora and fauna do not essentially differ from those of Italy: in the west they resemble those of Spain; one of the noblest of the Atlantic conifers, the *Abies pinsapo*, is found also in the Iberian peninsula and nowhere else in the world, and the valuable alfa-grass or esparto (*Stipa tenacissima*), from which a great part of our paper is now made, forms one of the principal articles of export from Spain, Portugal, Morocco, Algeria, Tunisia, and Tripoli. On both sides of the sea the former plant is found on the highest and most inaccessible mountains, amongst snows which last during the greater part of the year,

† Extracted from an opening address by the Author, as President of the Geographical Section of the British Association at Leeds in 1890.  
[Mediterranean.]



and the latter from the sea-level to an altitude of 5000 feet, but in places where the heat and drought would kill any other plant, and in undulating land where water cannot lodge.

Of the 3000 plants found in Algeria by far the greater number are natives of Southern Europe, and less than 100 are peculiar to the Sahara. The macchie or maquis of Algeria in no way differs from that of Corsica, Sardinia, and other places; it consists of lentisk, arbutus, myrtle, cistus, tree-heath, and other Mediterranean shrubs. If we take the commonest plant found on the southern shores of the Mediterranean, the dwarf palm (*Chamærops humilis*), we see at once how intimately connected is the whole Mediterranean region, with the exception of the localities I have before indicated. This palm still grows spontaneously in the south of Spain and in some parts of Provence, in Corsica, Sardinia, and the Tuscan Archipelago, in Calabria and the Ionian Islands, on the continent of Greece, and in several of the islands in the Levant, and it has only disappeared from other countries as the land has been brought under regular cultivation. On the other hand, it occurs neither in Palestine, Egypt, nor in the Sahara.

The presence of European birds may not prove much, but there are mammalia, fish, reptiles, and insects common to both sides of the Mediterranean. Some of the larger animals, such as the lion, jackal, panther, &c., have disappeared before the march of civilisation in the one continent, but have lingered, owing to Mohammedan barbarism, in the other. There is abundant evidence of the former existence of these and of the other large mammals, which now characterise tropical Africa, in France, Germany, and Greece; it is probable that they only migrated to their present habitat after the upheaval of the great sea which in Eocene times stretched from the Atlantic to the Indian Ocean, making Southern Africa an island continent like Australia. The original fauna of Africa, of which the lemur is the distinctive type, is still preserved in Madagascar, which then formed part of it.

The fish fauna is naturally the most conclusive evidence as to the true line of separation between Europe and Africa. We find the trout in the Atlantic region and in all the snow-fed rivers falling into the Mediterranean; in Spain, Italy, Dalmatia; it occurs in Mount Olympus, in rivers of Asia Minor, and even in the Lebanon, but nowhere in Palestine south of that range, in Egypt, or in the Sahara. This fresh-water salmonoid is not exactly the same in all these localities, but is subject to considerable variation, sometimes amounting to specific distinction. Nevertheless it is a European type found in the Atlas, and it is not till we advance into the Sahara, at Tuggurt, that we come to a purely African form in the Chromida, which have a wide geographical distribution, being found everywhere between that place, the Nile and Mozambique.

The Sahara is an immense zone of desert which commences on the shores of the Atlantic Ocean, between the Canaries and Cape de Verde, and traverses the whole of North Africa, Arabia, and Persia, as far as Central Asia. The Mediterranean portion of it may be said roughly to extend between the 15th and 30th degrees of North latitude.

This was popularly supposed to have been a vast inland sea in very recent times, but the theory was supported by geological facts wrongly interpreted. It has been abundantly proved by the researches of tra-

vellers and geologists that such a sea was neither the cause nor the origin of the Libyan Desert.

Rainless and sterile regions of this nature are not peculiar to North Africa, but occur in two belts which go round the world in either hemisphere, at about similar distances north and south of the equator. These correspond in locality to the great inland drainage areas from which no water can be discharged into the ocean, and which occupy about one-fifth of the total land surface of the globe.

The African Sahara is by no means a uniform plain, but forms several distinct basins containing a considerable extent of what may almost be called mountain land. The Hoggar mountains in the centre of the Sahara are 7000 feet high, and are covered during three months with snow. The general average may be taken at 1500. The physical character of the region is very varied: in some places, such as at Tiout, Mogharr, Touat, and other oases in or bordering on Morocco, there are well-watered valleys, with fine scenery and almost European vegetation, where the fruits of the North flourish side by side with the palm tree. In others there are rivers like the Oued Guir, an affluent of the Niger, which the French soldiers, who saw it in 1870, compared to the Loire. Again, as in the bed of the Oued Rir, there is a subterranean river, which gives a sufficient supply of water to make a chain of rich and well-peopled oases equal in fertility to some of the finest portions of Algeria. The greater part of the Sahara, however, is hard and undulating, cut up by dry watercourses, such as the Igharghar which descends to the Chott Melghigh, and almost entirely without animal or vegetable life.

About one-sixth of its extent consists of dunes of moving sand, a vast accumulation of detritus washed down from more northern and southern regions—perhaps during the glacial epoch—but with no indication of marine formation. These are difficult and even dangerous to traverse, but they are not entirely destitute of vegetation. Water is found at rare but well-known intervals, and there is an abundance of salsolaceous plants which serve as food for the camel. This sand is largely produced by wind action on the underlying rocks, and is not sterile in itself, it is only the want of water which makes it so. Wherever water does exist, or artesian wells are sunk, oases of great fertility never fail to follow.

Some parts of the Sahara are below the level of the sea, and here are formed what are called *chotts* or *sebkhas*, open depressions without any outlets, inundated by torrents from the southern slopes of the Atlas in winter and covered with a saline efflorescence in summer. This salt by no means proves the former existence of an inland sea; it is produced by the concentration of the natural salts, which exist in every variety of soil, washed down by winter rains, with which the unevaporated residue of water becomes saturated.

Sometimes the drainage, instead of flooding open spaces and forming *chotts*, finds its way through the permeable sand till it meets impermeable strata below it, thus forming vast subterranean reservoirs where the artesian sound daily works as great miracles as did Moses' rod of yore at Meribah. I have seen a column of water thrown up into the air equal to 1300 cubic metres per diem; a quantity sufficient to redeem 1800 acres of land from sterility, and to irrigate 60,000 palm trees. This seems to be the true solution of the problem of an inland sea; a sea of verdure and



fertility caused by the multiplication of artesian wells, which never fail to bring riches and prosperity in their train.

The climate of the Sahara is quite different from that of what I have called the Mediterranean region, where periodical rains divide the year into two seasons. Here, in many places, years elapse without a single shower; there is no refreshing dew at night, and the winds are robbed of their moisture by the immense continental extents over which they blow. There can be no doubt that it is to these meteorological, and not to geological causes, that the Sahara owes its existence.

Reclus divides the Mediterranean into two basins, which, in memory of their history, he calls the Phœnician and the Carthaginian, or the Greek and Roman seas, more generally known to us as the Eastern and the Western Basins, separated by the island of Sicily.

If we examine the submarine map of the Mediterranean, we see that it must at one time have consisted of two enclosed or inland basins, like the Dead Sea. The western one is separated from the Atlantic by the Straits of Gibraltar, a shallow ridge, the deepest part of which is at its eastern extremity, averaging about 300 fathoms; while on the west, bounded by a line from Cape Spartel to Trafalgar, it varies from 50 to 200 fathoms. Fifty miles to the west of the Straits the bottom suddenly sinks down to the depths of the Atlantic, while to the east it descends to the general level of the Mediterranean, from one to two thousand fathoms.

The Western is separated from the Eastern Basin by the isthmus which extends between Cape Bon in Tunisia and Sicily, known as the "Adventure Bank," on which there is not more than 30 to 250 fathoms. The depth between Italy and Sicily is insignificant, and Malta is a continuation of the latter, being only separated from it by a shallow patch of from 50 to 100 fathoms; while to the east and west of this bank the depth of the sea is very great. These shallows cut off the two basins from all but superficial communication.

The configuration of the bottom shows that the whole of this strait was at one time continuous land, affording free communication for land animals between Africa and Europe. The palæontological evidence of this is quite conclusive. In the caves and fissures of Malta, among river detritus, are found three species of fossil elephants, a hippopotamus, a gigantic dormouse, and other animals which could never have lived in so small an island. In Sicily, remains of the existing elephant have been found, as well as the *Elephas antiquus*, and two species of hippopotamus, while nearly all these, and many other animals of African type, have been found in the pliocene deposits and caverns of the Atlantic region.

The rapidity with which such a transformation might have occurred can be judged by the well-known instance of Graham's Shoal, between Sicily and the island of Pantellaria; this, owing to volcanic agency, actually rose above the water in 1832, and for a few weeks had an area of 3240 feet in circumference and a height of 107 feet.

The submersion of this isthmus no doubt occurred when the waters of the Atlantic were introduced through the Straits of Gibraltar. The rainfall over the entire area of the Mediterranean is certainly not more than 30 inches, while the evaporation is at least twice as great; therefore, were the Straits to be once more closed, and were there no other agency for making good this deficiency, the level of the Mediterranean would sink

again till its basin became restricted to an area no larger than might be necessary to equalise the amount of evaporation and precipitation. Thus not only would the strait between Sicily and Africa be again laid dry, but the Adriatic and *Ægean* Seas also, and a great part of the Western Basin.

The entire area of the Mediterranean and Black Seas has been estimated at upwards of a million square miles, and the volume of the rivers which are discharged into them at 226 cubic miles. All this and much more is evaporated annually. There are two constant currents passing through the Straits of Gibraltar, superimposed on each other; the upper and most copious one flows in from the Atlantic at a rate of nearly three miles an hour, or 140,000 cubic mètres per second, and supplies the difference between the rainfall and evaporation, while the under-current of warmer water, which has undergone concentration by evaporation, is continually flowing out at about half the above rate of movement, getting rid of the excess of salinity; even, thus, however, leaving the Mediterranean salter than any other part of the ocean except the Red Sea.

A similar phenomenon occurs at the eastern end, where the fresher water of the Black Sea flows as a surface current through the Dardanelles, and the salter water of the Mediterranean pours in below it.

The general temperature of the Mediterranean from a depth of 50 fathoms down to the bottom is almost constantly 56°, whatever may be its surface elevation. This is a great contrast to that of the Atlantic, which at a similar depth is at least 3° colder, and which at 1000 fathoms sinks to 40°.

For all practical purposes the Mediterranean may be accepted as being, what it is popularly supposed to be, a tideless sea, but it is not so in reality. In many places there is a distinct rise and fall, though this is more frequently due to winds and currents than to lunar attraction. At Venice there is a rise of from one to two feet in spring tides, according to the prevalence of winds up or down the Adriatic, but in that sea itself the tides are so weak that they can hardly be recognised, except during the prevalence of the Bora, our old friend *Boreas*, which generally raises a surcharge along the coast of Italy. In many straits and narrow arms of the sea there is a periodical flux and reflux, but the only place where tidal influence, properly so called, is unmistakably observed is in the Lesser Syrtis, or Gulf of Gabes; there the tide runs at the rate of two or three knots an hour, and the rise and fall varies from three to eight feet. It is most marked and regular at Djerba, the Homeric island of the Lotophagi; one must be careful in landing there in a boat, so as not to be left high and dry a mile or two from the shore. Perhaps the companions of Ulysses were caught by the receding tide, and it was not only a banquet of dates, the "honey-sweet fruit of the lotus," or the potent wine which is made from it, which made them "forgetful of their homeward way."

The eastern basin is much more indented and cut up into separate seas than the western one; it was therefore better adapted for the commencement of commerce and navigation; its high mountains were landmarks for the unpractised sailor, and its numerous islands and harbours afforded shelter for his frail barque, and so facilitated communication between one point and another.

*The advance of civilisation naturally took place along the axis of this*



sea, Phœnicia, Greece, and Italy being successively the great nurseries of human knowledge and progress. Phœnicia had the glory of opening out the path of ancient commerce, for its position in the Levant gave it a natural command of the Mediterranean, and its people sought the profits of trade from every nation which had a seaboard, on the three continents washed by this sea. Phœnicia was already a nation before the Jews entered the Promised Land, and when they did so they carried on inland traffic as middlemen to the Phœnicians. Many of their commercial centres on the shores of the Mediterranean were founded before Greece and Rome acquired importance in history. Homer refers to them as daring traders nearly a thousand years before the Christian era.

For many centuries the commerce of the world was limited to the Mediterranean, and when it extended in the direction of the East it was the merchants of the Adriatic, of Genoa, and of Pisa who brought the merchandise of India, at an enormous cost, to the Mediterranean by land, and who monopolised the carrying trade by sea. It was thus that the elephant trade of India, the caravan traffic through Babylon and Palmyra, as well as the Arab *kafilahs*, became united with the occidental commerce of the Mediterranean.

As civilisation and commerce extended westwards, mariners began to overcome their dread of the vast solitudes of the ocean beyond the Pillars of Hercules, and the discovery of America by Columbus, and the circumnavigation of Africa by the Portuguese, changed entirely the current of trade as well as increased its magnitude, and so relegated the Mediterranean, which had hitherto been the central sea of human intercourse, to a position of secondary importance.

As I have already said, long before the rise of Greece and Rome its shores and islands were the seat of an advanced civilisation. Phœnicia had sent out her pacific colonies to the remotest parts, and not insignificant vestiges of their handicraft still exist to excite our wonder and admiration.

For a long time the Phœnicians had no rivals in navigation, but subsequently the Greeks—especially the Phœnicians—established colonies in the Western Mediterranean, in Spain, Corsica, Sardinia, Malta, and the south of France, through the means of which they propagated not only their commerce, but their arts, literature, and ideas. They introduced many valuable plants, such as the olive, thereby modifying profoundly the agriculture of the countries in which they settled. They have even left traces of their blood, and it is no doubt to this that the women of Provence owe the classical beauty of their features.

But they were eclipsed by their successors; the empire of Alexander opened out a road to India, in which indeed the Phœnicians had preceded him, and introduced the produce of the East into the Mediterranean, while the Tyrian colony of Carthage became the capital of another vast empire, which, from its situation, midway between the Levant and the Atlantic Ocean, enabled it to command the Mediterranean traffic.

The Carthaginians at one time ruled over territory extending along the coast from Cyrene to Numidia, besides having a considerable influence over the interior of the continent, so that the name of Africa, given to their *own dominions*, was gradually applied to a whole quarter of the globe.

The ruling passion with the Carthaginians was love of gain, not patriotism, and their wars were largely fought with mercenaries. It was the excellence of her civil constitution which, according to Aristotle, kept in cohesion for centuries her straggling possessions. A country feebly patriotic, which entrusts her defence to foreigners, has the seeds of inevitable decay, which ripened in her struggle with Rome, despite the warlike genius of Hamilcar and the devotion of the magnanimous Hannibal. The gloomy and cruel religion of Carthage, with its human sacrifices to Moloch and its worship of Baal under the name of Melcarth, led to a criminal code of Draconic severity, and alienated it from surrounding nations. When the struggle with Rome began, Carthage had no friends. The first Punic War was a contest for the possession of Sicily, whose prosperity is even now attested by the splendour of its Hellenic monuments. When Sicily was lost by the Carthaginians, so also was the dominion of the sea, which hitherto had been uncontested. The second Punic War resulted in the utter prostration of Carthage and the loss of all her possessions out of Africa, and in 201 B.C., when this war was ended, 552 years after the foundation of the city, Rome was mistress of the world.

The destruction of Carthage after the third Punic War was a heavy blow to Mediterranean commerce. It was easy for Cato to utter his stern 'Delenda est Carthago'; destruction is easy, but construction is vastly more difficult. Although Augustus in his might built a new Carthage near the site of the old city, he could never attract again the trade of the Mediterranean, which had been diverted into other channels. Roman supremacy was unfavourable to the growth of commerce, because, though she allowed unrestricted trade throughout her vast empire, and greatly improved internal communications in the subjugated countries, Rome itself absorbed the greater part of the wealth and did not produce any commodities in return for its immense consumption, therefore Mediterranean commerce did not thrive under the Roman rule. The conquest of Carthage, Greece, Egypt, and the East poured in riches to Rome, and dispensed for a time with the needs of productive industry, but formed no enduring basis of prosperity.

The final partition of the Roman empire took place in 365; forty years later the barbarians of the North began to invade Italy and the south of Europe, and in 429 Genseric, at the head of his Vandal hordes, crossed over into Africa from Andalusia, a province which still bears their name, devastating the country as far as the Cyrenaica. He subsequently annexed the Balearic Islands, Corsica, and Sardinia, he ravaged the coasts of Italy and Sicily, and even of Greece and Illyria, but the most memorable of his exploits was the unresisted sack of Rome, whence he returned to Africa laden with treasure, and bearing the Empress Eudoxia a captive in his train.

The degenerate emperors of the West were powerless to avenge this insult, but Byzantium, though at this time sinking to decay, did make a futile attempt to attack the Vandal monarch in his African stronghold. It was not, however, till 533, in the reign of Justinian, when the successors of Genseric had fallen into luxurious habits and had lost the rough valour of their ancestors, that Belisarius was able to break their power and take their last king a prisoner to Constantinople. The Vandal



domination in Africa was destroyed, but that of the Byzantines was never thoroughly consolidated; it rested not on its own strength, but on the weakness of its enemies, and it was quite unable to cope with the next great wave of invasion which swept over the land, perhaps the most extraordinary event in the world's history, save only the introduction of Christianity.

In 647, twenty-seven years after the Hedjira of Mohammed, Abdulla ibn Saad started from Egypt for the conquest of Africa with an army of 40,000 men.

The expedition had two determining causes—the hope of plunder and the desire to promulgate the religion of El Islam. The sands and scorching heat of the desert, which had nearly proved fatal to the army of Cato, were no bar to the hardy Arabians and their enduring camels. The march to Tripoli was a fatiguing one, but it was successfully accomplished; the invaders did not exhaust their force in a vain effort to reduce its fortifications, but swept on over the Syrtic desert and north to the province of Africa, where, near the splendid city of Suffetula, a great battle was fought between them and the army of the Exarch Gregorius, in which the Christians were signally defeated, their leader killed, and his daughter allotted to Ibn-ez-Zobair, who had slain her father.

Not only did the victorious Moslems overrun North Africa, but soon they had powerful fleets at sea which dominated the entire Mediterranean, and the emperors of the East had enough to do to protect their own capital.

Egypt, Syria, Spain, Provence and the islands of the Mediterranean successively fell to their arms, and until they were checked at the Pyrenees by Charles Martel it seemed at one time as if the whole of Southern Europe would have been compelled to submit to the disciples of the new religion. Violent, implacable, and irresistible at the moment of conquest, the Arabs were not unjust or hard masters in countries which submitted to their conditions. Every endeavour was, of course, made to proselytise, but Christians were allowed to preserve their religion on payment of a tax, and even Popes were in the habit of entering into friendly relations with the invaders. The Church of St. Cyprian and St. Augustine, with its 500 sees, was indeed expunged, but five centuries after the passage of the Mohammedan army from Egypt to the Atlantic a remnant of it still existed. It was not till the twelfth century that the religion and language of Rome became utterly extinguished.

The Arabs introduced a high state of civilisation into the countries where they settled; their architecture is the wonder and admiration of the world at the present day; their irrigational works in Spain have never been improved upon; they fostered literature and the arts of peace, and introduced a system of agriculture far superior to what existed before their arrival.

Commerce, discouraged by the Romans, was highly honoured by the Arabs, and during their rule the Mediterranean recovered the trade which it possessed in the time of the Phœnicians and Carthaginians; it penetrated into the Indian Archipelago and China; it travelled westward to the Niger, and to the east as far as Madagascar, and the great trade route of the Mediterranean was once more developed.

*The power and prosperity of the Arabs culminated in the ninth century,*

when Sicily fell to their arms; it was not, however, very long before their empire began to be undermined by dissensions; the temporal and spiritual authority of the Omniade Khalifs, which extended from Sind to Spain, and from the Oxus to Yemen, was overthrown by the Abbasides in the year 132 of the Hedjira, A.D. 750. Seven years later Spain detached itself from the Abbasside empire; a new Caliphate was established at Cordova, and hereditary monarchies began to spring up in other Mohammedan countries.

The Carolingian empire gave an impulse to the maritime power of the south of Europe, and in the Adriatic the fleets of Venice and Ragusa monopolised the traffic of the Levant. The merchants of the latter noble little republic penetrated even to our own shores, and Shakespeare has made the Argosy or Ragusie a household word in our language.

During the eleventh century the Christian Powers were no longer content to resist the Mohammedans; they began to turn their arms against them. If the latter ravaged some of the fairest parts of Europe, the Christians began to take brilliant revenge. The Mohammedans were driven out of Corsica, Sardinia, Sicily, and the Balearic Islands, but it was not till 1492 that they had finally to abandon Europe, after the conquest of Granada by Ferdinand and Isabella.

About the middle of the eleventh century an event took place which profoundly modified the conditions of the Mohammedan world. The Caliph Mostansir let loose a horde of nomad Arabs, who, starting from Egypt, spread over the whole of North Africa, carrying destruction and blood wherever they passed, thus laying the foundation for the subsequent state of anarchy which rendered possible the interference of the Turks.

English commercial intercourse with the Mediterranean was not unknown even from the time of the Crusades, but it does not appear to have been carried on by means of our own vessels till the beginning of the sixteenth century. In 1522 it was so great that Henry VIII. appointed a Cretan merchant, Censio de Balthazari, to be "Master, governor, protector, and consul of all and singular the merchants and others his lieges and subjects within the port, island, and country of Crete or Candia." This is the very first English consul known to history, but the first of English birth was my own predecessor in office, Master John Tipton, who, after having acted at Algiers during several years in an unofficial character, probably elected by the merchants themselves to protect their interests, was duly appointed consul by Sir William Harebone, ambassador at Constantinople in 1585, and received just such an exequatur from the Porte as has been issued to every consul since by the Government of the country in which he resides.

Piracy has always been the scourge of the Mediterranean, but we are too apt to associate its horrors entirely with the Moors and Turks. The evil had existed from the earliest ages; even before the Roman conquest of Dalmatia the Illyrians were the general enemies of the Adriatic; Africa under the Vandal reign was a nest of the fiercest pirates; the Venetian chronicles are full of complaints of the ravages of the Corsairs of Ancona, and there is no other name but piracy for such acts of the Genoese as the unprovoked pillage of Tripoli by Andrea Doria in 1535. To form a just idea of the corsairs of the past it is well to remember that commerce and piracy were often synonymous terms, even among the English, up to the reign of Elizabeth. Listen to the description given by  
[*Mediterranean.*]



the pious Cavendish of his commercial circumnavigation of the globe: "It hath pleased Almighty God to suffer me to circumpass the whole globe of the world. . . . I navigated along the coast of Chili, Peru, and New Spain, where I made great spoils. All the villages and towns that ever I landed at I burned and spoiled, and had I not been discovered upon the coast I had taken a great quantity of treasure," and so he concludes, "The Lord be praised for all his mercies!"

After the discovery of America and the expulsion of the Moors from Spain, piracy developed to an extraordinary extent. The audacity of the Barbary corsairs seems incredible at the present day; they landed on the shores and islands of the Mediterranean, and even extended their ravages to Great Britain, carrying off all the inhabitants whom they could seize into the most wretched slavery. The most formidable of these piratical States was Algiers, a military oligarchy, consisting of a body of janissaries, recruited by adventurers from the Levant, the outcasts of the Mohammedan world, criminals and renegades from every nation in Europe. They elected their own ruler or Dey, who exercised despotic sway, tempered by frequent assassination; they oppressed without mercy the natives of the country, accumulated vast riches, had immense numbers of Christian slaves, and kept all Europe in a state bordering on subjection by the terror which they inspired. Nothing is sadder or more inexplicable than the shameful manner in which this state of things was accepted by civilised nations. Many futile attempts were made during successive centuries to humble their arrogance, but it only increased by every manifestation of the powerlessness of Europe to restrain it. It was reserved for our own countryman, Lord Exmouth, by his brilliant victory in 1816, for ever to put an end to piracy and Christian slavery in the Mediterranean. His work, however, was left incomplete, for though he destroyed the navy of the Algerines, and so rendered them powerless for evil on the seas, they were far from being humbled; they continued to slight their treaties, and to subject even the agents of powerful nations to contumely and injustice. The French took the only means possible to destroy this nest of ruffians, by the almost unresisted occupation of Algiers and the deportation of its Turkish aristocracy.

It cannot be said that any part of the Mediterranean basin is still unknown, if we except the empire of Morocco. But even that country has been traversed in almost every direction during the past twenty years, and its geography and natural history have been illustrated by men of the greatest eminence; such as Gerhard Rohlfs, Monsieur Tissot, Sir Joseph Hooker, the Vicomte de Foucauld, Joseph Thomson, and numerous other travellers. The least known portion, at least on the Mediterranean coast, is the Riff country, the inhospitality of whose inhabitants has given the word "ruffian" to the English language. Even that has been penetrated by De Foucauld disguised as a Jew, and the record of his exploration is one of the most brilliant contributions to the geography of the country which has hitherto been made.

Although, therefore, but little remains to be done in the way of actual exploration, there are many by-ways of travel comparatively little known *to that class of the community with which I have so much sympathy, the ordinary British tourist.* These flock every year in hundreds to Algeria and Tunis, but few of them visit the splendid Roman remains in the

interior of those countries. The Cyrenaica is not so easily accessible, and I doubt whether any Englishmen have travelled in it since the exploration of Smith and Porcher in 1861.

Cyrene almost rivalled Carthage in commercial importance. The Hellenic ruins still existing bear witness to the splendour of its five great cities. It was the birthplace of many distinguished people, and amongst its hills and fountains were located some of the most interesting scenes in mythology, such as the Gardens of the Hesperides and the "Silent, dull, forgetful waters of Lethe." This peninsula is only separated by a narrow strait from Greece, whence it was originally colonised. There, and indeed all over the eastern basin of the Mediterranean, are many little trodden routes; but the subject is too extensive; I am reluctantly compelled to restrict my remarks to the western half.

The south of Italy is more frequently traversed and less travelled in than any part of that country. Of the thousands who yearly embark or disembark at Brindisi, few ever visit the Land of Manfred. Otranto is only known to them from the fanciful descriptions in Horace Walpole's romance. The general public in this country is quite ignorant of what is going on at Taranto, and of the great arsenal and dockyard which Italy is constructing in the Mare Piccolo, an inland sea containing more than 1000 acres of anchorage for the largest ironclads afloat, yet with an entrance so narrow that it is spanned by a revolving bridge. Even the Adriatic, though traversed daily by steamers of the Austrian Lloyd's Company, is not a highway of travel; yet where is it possible to find so many places of interest within the short space of a week's voyage, between Corfu and Trieste, as along the Dalmatian and Istrian shores, and among the islands that fringe the former, where it is difficult to realise that one is at sea at all, and not on some great inland lake.

There is the Bocche di Cattaro, a vast rent made by the Adriatic among the mountains, where the sea flows round their spurs in a series of canals, bays, and lakes of surpassing beauty. The city of Cattaro itself, the gateway of Montenegro, with its picturesque Venetian fortress, nestling at the foot of the black mountain, Ragusa, the Roman successor of the Hellenic Epidaurus, Queen of the Southern Adriatic, battling with the waves on her rock-bound peninsula, the one spot in all that sea which never submitted either to Venice or the Turk, and for centuries resisting the barbarians on every side, absolutely unique as a mediæval fortified town, and worthy to have given her name to the argosies she sent forth; Spalato, the grandest of Roman monuments; Lissa, colonised by Dionysius of Syracuse, and memorable to us as having been a British naval station from 1812 to 1814, while the French held Dalmatia; Zara, the capital, famous for its siege by the Crusaders, interesting from an ecclesiological point of view, and venerated as the last resting-place of St. Simeon, the prophet of the *Nunc Dimittis*; Parenza, with its great Basilica; Pola, with its noble harbour, whence Belisarius sailed forth, now the chief naval port of the Austrian empire, with its Roman amphitheatre and graceful triumphal arches; besides many other places of almost equal interest. Still further west are Corsica, Sardinia, and the Balearic Islands, all easily accessible from the coasts of France, Italy, and Spain. Their ports are constantly visited by mail steamers and private yachts, yet they are but little explored in the interior.



I have endeavoured to sketch, necessarily in a very imperfect manner, the physical character and history of the Mediterranean, to show how the commerce of the world originated in a small maritime state at its eastern extremity; how it gradually advanced westward till it burst through the Straits of Gibraltar, and extended over seas and continents until then undreamt of, an event which deprived the Mediterranean of that commercial prosperity and greatness which for centuries had been limited to its narrow basin.

Once more this historic sea has become the highway of nations; the persistent energy and genius of two men have revolutionised navigation, opened out new and boundless fields for commerce, and it is hardly too much to say that if the Mediterranean is to be restored to its old position of importance, if the struggle for Africa is to result in its regeneration, as happened in the new world, if the dark places still remaining in the further East are to be civilised, it will be in a great measure due to Waghorn and Ferdinand de Lesseps, who developed the overland route and created the Suez Canal.

But the Mediterranean can only hope to retain its regenerated position in time of peace. Nothing is more certainly shown by past history than that war and conquest have changed the route of commerce in spite of favoured geographical positions. Babylon was conquered by Assyrians, Persians, Macedonians, and Romans; and though for a time her position on the Euphrates caused her to rise like a Phœnix from her ashes, successive conquests, combined with the luxury and effeminacy of her rulers, caused her to perish. Tyre, conquered by Nebuchadnezzar and Alexander, fell as completely as Babylon had done, and her trade passed to Alexandria. Ruined sites of commercial cities rarely again become emporia of commerce; Alexandria is an exception dependent on very exceptional circumstances.

The old route to the East was principally used by sailing vessels, and was abandoned for the shorter and more economical one by the Suez Canal, which now enables a round voyage to be made in sixty days, which formerly required from six to eight months. This, however, can only remain open in time of peace. It is quite possible that in the event of war the old route by the Cape may be again used, to the detriment of traffic by the Mediterranean. Modern invention has greatly economised the use of coal, and steamers, by the use of duplex and triplex engines, can run with a comparatively small consumption of fuel, thus leaving a large space for cargo. England, the great carrying power of the world, may find it more advantageous to trust to her own strength and the security of the open seas than to run the gauntlet of the numerous strategical positions in the Mediterranean, such as Port Mahon, Bizerta, and Taranto, each of which is capable of affording impregnable shelter to a hostile fleet.

It is by no means certain whether exaggerated armaments are best suited for preserving peace or hastening a destructive war; the golden age of disarmament and international arbitration may not be near at hand, but it is even now talked of as a possibility.

Should the poet's prophecy or the patriot's dream be realised, and a *universal peace* indeed bless the world, then this sea of so many victories *may long remain the harvest field of a commerce nobler than conquest.*

R. L. F.

# HANDBOOK

TO THE

## MEDITERRANEAN.

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### ADDENDA.—PART I. 1895.

Page 30. **Bizerta.**—The account given of this wonderful inland sea in the body of the Handbook is entirely out of date and must be re-written in a new edition. The harbour is now completed, as also is the Rly. joining it with Tunis. The vessels of the Transatlantic Company enter the Canal and anchor in front of the Rly. Stat. Passengers for Tunis, instead of continuing their voyage by sea, are strongly recommended to land here and proceed to Tunis by land, or when leaving Tunis by sea to join their vessel at Bizerta.

Yachts are permitted to pass through the Canal into the lake beyond, and no more delightful and instructive excursion in the basin of the Mediterranean is conceivable.

The trains to and from Tunis are as follows:—

Leave Bizerta, 7.41 A.M. and 4.25 P.M.

Leave Tunis, 6.45 A.M. and 4.50 P.M.  
So that a traveller can visit Bizerta from Tunis and return the same day.

P. 31. **Tunis**—A canal has now been cut through the lake of Tunis, placing the town in direct communication with the sea at the Goletta. Vessels now run through it, instead of remaining at the Goletta.

P. 33. **Carthage.**—The Cathedral has been completed; in a vault is the  
[*Mediterranean*, Pt. I.—i. 95.]

tomb of Cardinal Lavigerie, who died at Algiers, 26th November, 1892.

P. 51. **Alexandria.**—*Left column, line 33. After "dredged," add "a lighthouse, 46 ft. above sea, has been lately erected on an island close to the shore in front of the old Palace of Said Pasha, once such a conspicuous sea mark, now entirely removed. A second lighthouse, 122 ft. above the sea, has also been erected, 877 yards S.E. of the other. Each lighthouse carries 2 vertical lights of the 6th dioptric order, visible 6 miles; all four lights in one vertical line lead through the centre of the new channel through the reefs, 300 ft. wide by 28 ft. deep, which is now being dredged to 30 ft. A gas-lit buoy has replaced the old Boghaz buoy at the sea end of the new channel; and a gas-lit buoy at the inner end facilitates the entry of ships into port by night. The new lights were lit for the first time on the 1st July, 1894, since when many steamers have entered and left the port after dark. About a mile to the S.W. of the new lighthouses a large Salt Refinery and Storehouses have recently been erected under the direction of Mr. Ayerst Hooker; the monopoly both of import and export of this article of trade being now strictly enforced by the new department of the Egyptian Government."*



P. 53, col. 2. **Ramleh**.—"The Rly. has been extended beyond Schutz Stat. in a curved line to the sea, and a new Stat., called **San Stefano**, established there with a Club, large Casino, Restaurant and Public Baths attached; as well as bedrooms on hire. Half-hour trains run in summer, when this is a great place of public resort. Half a mile to the E. the late Khedive built a summer palace, now occupied by his widow. About 3 m. still further to the E. the present Khedive has built a small palace at a beautiful and picturesque spot called **Montaza**. There is a new Rly. line between Mex and Alexandria, and between Mex and Ramleh, crossing the canal close to the Municipality Gardens."

P. 58. **Jaffa**.—The Rly. to Jerusalem was opened in September 1892. It is a single line: starts from the northern suburb of the town, winds gradually round past Ramleh and among the sandhills till it reaches the Wady Surar, when it turns again to the E. and follows that stream up the mountain gorge, named Wady Ismaïn, as far as the plain of Rephaim, situated S. of Jerusalem. It terminates about half a mile from the Jaffa gate. There are 5 Stats. besides the termini: **Lydda**, **Ramleh**, **Sejed**, **Deir Abban**, and **Bittir**. The length of the line is 57 kil. It was built by a French Company; the rolling stock came from America. The time occupied in the journey is 3½ hrs.

P. 73. **Beyrout**.—The port is approaching completion; but as the depth of water will only allow vessels drawing 12 ft. of water to moor alongside the quays, it will not be of much advantage, beyond affording protection in rough weather.

The Railway to Damascus was begun in April 1893; it will follow, more or less, the present carriage-road.

P. 83. For the most recent account of the country between **Mersina** and

**Selefkeh**, see Theodore Bent's *Explorations in Cilicia Tracheia*, Proc. R. Geog. Soc., August 1890. Also *Tarsus Past and Present*, Blackwood's Magazine, No. 901, November 1890.

P. 108. **Hissarlik**.—Schliemann's excavations have been continued by Dr. Dörpfeld, by means of a grant made by the German Emperor. The whole of the fortified wall in the 6th layer of ruins has been cleared, and found in a remarkable state of preservation. Graves, too, have been discovered, which are declared to be of the most ancient Greek period. A report of these excavations is contained in the *Reichsanzeiger* for September 1894.

P. 118. A great fire took place at **Salonica** in September 1890, which greatly injured the famous Mosque of St. Sophia, consumed the Greek Church, the Greek and English Consulates, entirely destroying besides the dwellings of many thousands of the inhabitants.

P. 135. **Crete**.—The three ports, **Canea**, **Candia**, and **Bethymo**, are so choked up with sand and mud that vessels are obliged to anchor close to the entrance, which in bad weather causes much delay, and endangers the safety of the ship.

P. 157. **Paros**.—There are two very interesting Byzantine Churches within 3 minutes walk of Parikia (*παρourkeia*), the capital of Paros, on the W. coast.

The smaller of the two, *St. Helena*, dates from the 4th cent., and is called the "Panagia of the hundred doors." The other, which is considerably larger and must be entered first, is probably of the 6th cent. One hour would suffice for a hurried tourist to see these Churches, but any one interested in Antiquity or Art would require ½ a day.

P. 192. **Malta**.—A valuable paper on the "Geology of Malta," with geological map and other illustrations, was published by John Murray, I.L.D., of the "Challenger Expedition," in

the Scottish Geographical Magazine, September 1890.

P. 225. The important work of widening the **Euripus Channel** is in progress, and it is expected that it will be completed in 1895. The new iron bridge which is to span it is being made in Belgium. Although the speed of the current, now that the channel is widened, remains the same, the quantity of water passing through it is much increased. When finished, there will be a minimum depth of 8 metres and a minimum breadth of 4 metres.

P. 226. The Director of the American School of Archaeology at Athens has made extensive excavations at **Eretria**. Amongst other things he has discovered a fine Theatre, which is remarkable for a subterranean passage leading from the stage to the middle of the orchestra, thus permitting the sudden appearance and disappearance of the actors. Dr. Waldstein has also discovered a tomb of great magnitude and splendour, which he believes to be that of Aristotle. He read an account of his explorations at the Royal Institution in June 1891, and gave a short account of them in the *Nineteenth Century* for May in the same year.

P. 227. **Laurium**.—An account of these mines is contained in Consul H. Lewis Dupuis' report on the "Trade of the Piræus for 1890."—*F. O. Ann. Ser.* 1891. No. 834.

P. 230. **Athens**.—The contents of the two museums in **Pattisia Road** are now located in one large new building in the same road, which is called the *Central Museum*; including the **Schliemann collection** and the **Tanagra figurines**.

P. 239. **Mykenae** is now a Stat. on the Rly. from Nauplia, passing New Corinth, to Athens. From Corinth to Mykenae takes 2 hrs., and there is a fairly good carriage-road from the Stat. to the ruins.

P. 240. **Argos**.—A special correspondent of the *Times* thus writes, in September 1894:—"The excavation of the ancient temple of Hera, near Argos, may be reckoned among the most successful achievements of recent archaeological research in Greece. The Heræon lies somewhat nearer to Mycenæ than to Argos, and was once connected with the city of Agamemnon by a 'sacred way.' At present it is best approached from Argos, and the distance from that town—some 6 or 7 miles—has an interest of its own for the classical scholar. The visitor, as he arrives at the Heræon from the Argos, cannot fail to be struck by the beauty of the site. He finds himself on a lofty eminence projecting from the descending slope of Mount Eubœa, which towers above him to the height of nearly 2000 ft.; on his right and left are deep ravines, formed by the mountain torrents known in antiquity as Eleutherion and Asterion; before him lies the wide Argolic plain, stretching away to the distant sea, and bounded by the rugged highlands of Laconia and Arcadia; while to the N.-W. the snowy pyramid of Kyllene soars into the deep blue sky. In full view are prehistoric Tiryns and classical Argos, Nauplia with its Turkish citadel, and the Larissa with its Venetian towers—all alike recalling the vicissitudes of the past and the struggles of an afflicted race. Other reflections are suggested by the tiny streak of white vapour crawling stealthily through the valley below, for Tiryns, Argos, and Mycenæ are each in possession of a Rly. Stat., and the shriek of the locomotives can be heard amid the halls of Atreus and the stupendous monuments of the Cyclopes. The sanctuary of Hera was in view of all the dwellers in the plain, and a very imposing sight it must have presented, surrounded by a dazzling group of porticos and galleries enriched with statuary and painting. Not a trace, however, was visible of all this ancient splendour when, in February 1892, the members of the American School at Athens, under the direction of Dr.



Charles Waldstein, began a series of excavations on this site. Nothing was to be seen above the heather of the mountain side save a few layers of the gigantic Cyclopean masonry which formed the retaining wall supporting the platform on which the more ancient temple was built. We can only wonder, but cannot hope to explain, how these enormous blocks, which surpass those at Tiryns in size, were dragged up the steep acclivity and placed in position. Of the later temple built by Eupolemos, which stood on a terrace or plateau some 30 ft. farther down the slope, no vestige was apparent, though some tentative excavations had been carried out on its site by MM. Bursian and Rhangabé in 1854. The researches undertaken by the American School have lasted over three seasons, and will fully occupy a fourth; but the greater portion of this important task has now been completed."

P. 243. **St. Elias.**—About 50 m. S.W. of this cape soundings of 2406 fms. have been obtained, the greatest depth yet recorded in the Mediterranean.

P. 248. At **Katacola** the mole is completed and the harbour quite secure.

At **Pyrgos** it is necessary to change trains for **Olympia**; there is a few minutes' walk between the two Stats. From **Pyrgos** to **Olympia** is about an hour's journey by rail. At the latter place the Stat. is 5 minutes' walk from the Museum and ruins.

P. 259. The **Corinth Canal** was opened on the 6th August, 1893.

Vessels bound from the Adriatic to the Piræus, Smyrna, and Constantinople can now effect a saving of about 120 m. in distance, and also avoid Cape Matapan, the doubling of which is dangerous in winter. General Türr secured a concession from the Greek Government in 1881; work was begun by a French Company in 1882, and on its failure it was completed by a Greek one. Very considerable difficulties had to be overcome, as the Isthmus rises to a height of 200 ft. The canal is 26 ft. deep, 72 ft. wide, and 6890 yds. in length. It begins about 1½ m. to the N. of **New Corinth**, and terminates near the spot where the Isthmian games used to be celebrated. Two new towns have been laid out at its termini: one being called **Fo-seidonia** and the other **Isthmia**. The passage takes a steamer 1 hr. to accomplish.

P. 261. **Itea** is now a respectable village with a decent *Inn*. There is a carriage-road to **Kastri**, which takes 2½ hrs. up and 2 hrs. down. Old **Kastri** has been pulled down by the French excavators and a new village built about 1000 yds. lower down the road to **Chryso**. There is no *Inn* at **New Kastri**, but shelter can be obtained. It is better to take camp-beds and food. The director of the French School of Archæology at Athens has a good house at Old **Kastri**.

P. 279. **Cephalonia.**—Consult *Kephallenia und Ithaka*. Dr. Joseph Partsch, in 'Peterman's Mitteilungen, Ergänzungshft,' No. 98, 1890. An exhaustive geographical monograph, with maps and plans.

# HANDBOOK TO THE MEDITERRANEAN.

## PART I.

### SECTION I.

#### N. AFRICA:—MOROCCO, ALGIERS, TUNIS, AND TRIPOLI.

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## MOROCCO.†

## 1. Tangier.

Tangier Bay offers very fair anchorage. It is protected from all winds excepting the S.E. and N.W., to which it is exposed. During strong easterly winds vessels seek the shelter of its eastern side, but from the S.W. wind there is no shelter.

The view of the town from the bay is very pleasing, rising from the sea in the form of an amphitheatre, its white-washed houses glistening in the sun. The minarets of the three principal mosques, and two or three tall palms, break agreeably the monotony of the straight skyline formed by its terraced houses.

To a stranger who has not travelled in the East, the first view of Tangier is very striking. Although Europe has been left behind but a few short hours, he finds himself transported into a city as thoroughly oriental as a page of the 'Thousand and One Nights.' A concrete pier, of recent construction, enables him to land in comfort, at high tide, but at low water he is still compelled to make his first entry into Morocco by the, perhaps, picturesque but very disagreeable method of being carried ashore on the backs of brawny but unclean Jews.

His baggage will be examined at the custom-house, but the port officials are civil and give no unnecessary trouble. A pass from the Consulate is necessary for the introduction of guns or cartridges. The same cannot be said of the hotel *touters*, all anxious to impress upon him the merits of their respective establishments.

Tangier, anciently *Tingis*, was of Phœnician origin, and, according to an

† The three best modern works on Morocco are:—'Journal of a Tour in Morocco and the Great Atlas,' by Sir Joseph Hooker and John Bede, Esq., 1878. 'Reconnaissance au Maroc, 1883-84,' par Vicomte Ch. de Foucauld, 1888. And 'Travels in the Atlas and Southern Morocco,' by Joseph Thomson, Esq., 1889.

ancient tradition, it was founded by the Canaanites who fled from Palestine before Joshua. It is even said that two pillars existed until comparatively late times, bearing inscriptions to that effect.

It became a Roman colony under the Emperor Claudius, and was known as *Julia Traducta*. It subsequently passed into the hands of the Goths, and became the metropolis of what was known to them as *Hispania Transfretana*. It was abandoned to the Moors by Count Julian, was besieged in 1437 by Ferdinand of Portugal, who was beaten and taken prisoner; conquered by Alfonso V. of Portugal in 1471, and ceded to the English in 1662, as the dowry of Catherine of Braganza on her marriage with Charles II.

During its possession by the English the fortifications were repaired and added to by the Captain-General, the Earl of Teviot. Forts were built by him outside the town; one called Fort Charles on the plateau of Mars-han, and another, called Fort Monmouth, on the sand hills to the south of the town. A fine Mole was also constructed by Lord Teviot, which was 30 yds. broad, and projected from 300 to 350 yds. into the sea. It was destroyed by the English when they evacuated the place in 1683. The foundations are still visible at low tide, and are marked at high-water by the surf which breaks over it when the wind is high.

During the British occupation Pepys had much to do with the management and victualling of the town. He made a handsome profit by his operations, and he had powerful protectors which relieved him from any danger of interference.†

Tangier must always possess an interest for an Englishman, on account of its former connection with English history. The death of the brave Earl of Teviot in a sally against the Moors, who were lying in ambush in the thick woods, and fell upon the English forces in much larger numbers than

† "Samuel Pepys and the World he lived in." By H. B. Wheatley. 1880.



were expected; Colonel Kirke and his "lambs;" good Bishop Ken, who was for some time chaplain to the garrison, will all recur to the Englishman who visits Tangier.

The following passage in 'A Letter from a Gentleman in the Lord Ambassador Howard's Retinue to his Friend in London, dated Fez, November 1, 1666,' is interesting, but it does not give a flattering picture of our ancestors. "You may expect my judgment of that place (Tangier) which I send to you freely. It is a most pleasant seat as is in the world. The air is pure and refined, the territory good and fruitful, the climate very moderate, neither too hot nor too cold, by reason of the continual brizes, or the Etesian winds that refresh the air in the heat of summer. It were to be desired that such industrious and public spirited persons did inhabit there, as might make an improvement of the goodness of the soil, and of the conveniences of the place. If wine were prohibited, so many of our English nation had not found their graves. Scarce any die here but by excess and intemperance; some having brought themselves to the capacity of drinking as that they will make no difficulty to swallow above a quart of strong Nantz brandy at one time. We see therefore in the most of them death appearing in their faces before they die. Their parts are burnt up with the hot spirits of their strong liquors. They seem to take pleasure in destroying themselves."

One more extract, this time in verse, from 'The Straights Voyage, or the St. David's Poem, being a description of the most remarkable passages that happened on her first expedition against the Turkes of Argier, Sir John Harman, Commander, Rear-Admiral of His Majesty's fleet, beginning May, 1669, ending April, 1671. By John Baltharp, belonging to the aforesaid ship.'

"Concerning of the David Saint  
And her straights voyage I'll you acquaint.

August the tenth we sailed away,  
And anchored at Tangier next day;

A place the English now possess,  
On the Barbarians' shore it is,  
'Tis fortyfied very strong,  
Or else we should not keep it long.  
There doth also a mole here stand,  
Where ships may ride within command,  
'Tis fortyfied two miles long,  
With towers also exceeding strong,  
In each of which good guns do stand,  
To drive the Moors away by land,  
Of which sometimes there doth appear  
More than one hundred thousand in one  
year."

Tangier is situated on the western slope of the bay. It is divided into the *Kasbah*, or fort, and the *Medinah*, or city; the whole town being surrounded by walls, an inner wall dividing the *Kasbah* which occupies the northern and more elevated portion of the slope.

With the exception of the Foreign Legations and Consulates, and the residences of some of the more wealthy merchants, there are but few good houses in Tangier, the generality being small, and of one story only, with low entrances and without windows towards the streets, which are so narrow, and resemble each other so much, that the stranger has the greatest difficulty in finding his way amongst them. Still a few larger two-storied houses have been built of late years, and the number will doubtless increase as Tangier becomes more popular as a winter station.

The climate is mild and agreeable, the thermometer ranging in winter between 50° and 60° Fahr. and seldom rising above 82° in summer. It is well suited as a residence for persons suffering from lung diseases. The air is moist, but it is sea-damp, not injurious, except in rheumatic affections. The winter rains are moderate, and the climate much resembles that of Algiers, though cooler than it in summer.

The population of Tangier is generally estimated at from 18,000 to 20,000, of whom about 6000 are Jews; the Spanish colony alone is said to number 4000, almost entirely composed of the lowest classes. It is under the government of a *Kaid* or *Basha*, whose province extends on the W. close to Arzyla, on the E. to the Medi-



terranean, and on the S. to the mountains of Beni M'souar, Oued Ras, and the Tetouan district. The town of Tangier contains few sights. A walk through the town, observing the out-sides of the mosques, into which no Jew or Christian is permitted to enter; the small shops of the Moors raised above ground, and containing a space of but a few feet square; a look into the *Fondacks*; a climb up to the Kasbah, whence there is a fine view of Tangier itself and the coast of Spain in the distance; a glance at the Moorish prison, the arches and columns at the entrance of the Basha's residence, and at the handsome patio and surrounding rooms within, and all that is remarkable at Tangier will have been seen. Travellers can sometimes obtain permission to visit the residence of the Belgian Minister, which is built in the Moorish style, and contains various objects of interest, Moorish and Spanish.

The *Soko*, outside of the town, is worth a visit, and on market days (Sunday and Thursday) presents a curious picture, being filled with men, women and children from the neighbouring villages, coming to purchase or sell provisions. It is difficult to wend one's way through the crowds of people, mules, horses, camels and asses. Here, in the afternoons, may be frequently seen the itinerant story-tellers and snake-charmers, with circles of admiring natives gathered round them, listening with unflagging interest to the oft-told tale, or watching the familiar performances of the snake-charmer. Rough and wild-looking as the Moors appear, they are generally civil and well-behaved towards the foreigner.

Beyond the town, a ride at low tide round the eastern beach will occupy an hour or two pleasantly. After passing the turning off to the Tetuan road the picturesque ruin of an old Roman bridge is passed on the right hand, and soon after the remains of *Old Tangier* are reached, just across the mouth of a small river. Here the *galley* were laid up in winter in ancient times. The place is now use-

less on account of the sand-banks and bar which obstruct the mouth of the river.

The traveller who has the time should make a point of visiting the lighthouse at *Cape Spartel*. The ride occupies from 1½ to 2 hrs.; a good walker would cover the ground in a couple of hours. After crossing the *Oued-el-Yehoud*, or Jews' river, at about 25 minutes from the town, the remains of an ancient aqueduct are passed. The road through the *Djebel*, or mountain, is very picturesque. Here are several gardens and country villas, to which some of the residents of Tangier betake themselves in summer to enjoy the cool and fresh mountain air, and the pure water of the mountain springs. There are several sources of ferruginous water in these gardens. The vegetation is rich; the cistus, heath, lentisk, bay, laurustinus, honeysuckle, yellow broom, dwarf oak, cork trees, myrtle and other plants, are met in great abundance. The lighthouse of Cape Spartel was built at the expense of the Moorish Government by a French architect, and is maintained at the expense of the foreign governments who contribute towards it. After having rested at the lighthouse, ascended the tower, and taken refreshment, the traveller can extend his ride by visiting the caves of *Ras Ashukkar*, near the village of *Mediuna*, which have been used as stone quarries from ancient times, and where all the mill-stones for grinding wheat that are used in the province of Tangier are still cut. The ride home to Tangier can be made through the plain, thus varying the day's excursion.

On that part of the plateau of *Mars-han* which is nearest to the Kasbah, may be observed a great number of tombs, cut out of the living rock, which were probably the burial-places of the ancient Phœnicians.

The sportsman who comes to Tangier in the belief that he will find plenty of game within easy distance of the town, will be woefully disappointed. It was so once, but now the game has been all shot down; partridges and

hares are rarely to be found within some hours' ride of the town. Boars are still to be met with in the neighbouring hills, and hunts are got up pretty frequently in the winter months, when notice of the spot where the boar-hounds meet is always given at the hotels. The close season for shooting hares and partridges is from 1st February to 15th August. Capital shooting, however, is to be had at Tetuan, Arzyla, and Larache.

About 12 m. S.S.W. of Tangier are the Lakes of *Sherf el-Akab*, which afford good snipe-shooting in the season. In winter and early spring boar-hunts are organised at these lakes by Her Majesty's Minister, Sir William Kirby Green.

The boars here are larger and blacker than those found in the hills, being a cross between the latter and some Spanish boars turned loose at the lakes by Sir J. Drummond Hay, the former British Minister. They are preserved as much as possible, and are not shot, but kept for spearing. A subscription pack of foxhounds has lately been started, and as foxes are plentiful, good sport is frequently enjoyed.

Notice is always given at Gibraltar and at the hotels at Tangier when it is intended to camp at the lakes for boar-spearing. There is a rush then for all available horses, tents, &c.

## 2. EXCURSION FROM TANGIER TO TETUAN.

This excursion can be made in one or two days, according to the season, state of the roads, and inclination of the traveller. The distance is about 36 m., but allowance must be made in calculating the length of the journey for the quality of the animals. Local regulations require that foreigners travelling in the interior of Morocco, or making excursions at a distance from the towns, shall be accompanied by a Moorish soldier given by the authorities as an escort. Unless this regulation is complied with, the Government accepts no responsibility in

case of loss of life or property. The usual payment of a foot soldier is half a dollar per diem; that of a mounted soldier 1 dollar. A mounted soldier to Tetuan receives 4 dollars, as it is considered to be 2 days' journey there and 2 days to return.

Leaving Tangier by the sea-gate, adjoining the Victoria Hotel, the road follows the beach for about a third of a mile, and then turns by the sand-hills, and runs inland, crossing a plain, with hills on the left hand; a bridge is passed, and a little farther on a stream is reached, fringed with oleander. Here the country becomes more hilly, the road following the line of hills, and passing by *Zennatz*, which is about 10 m. from Tangier. Partridges are to be met with on these hills. A few miles farther on the road descends into the plain, only a few low hills being crossed, until it approaches a good spring of water, situated at the foot of a prettily wooded hill, about three-quarters of a mile distant from the Fondack. This is the best place for breaking the journey for lunch if Tetuan is to be reached in one day. Travellers intending to spend 2 days on the journey, and having tents with them, had better pass the night at one of the villages 3 or 4 m. on the Tangier side of the Fondack, as the mountains near it are not always safe camping-ground.

The Fondack is a large square building, intended as a caravanserai, and containing a large yard or court with a colonnade round it, into which a number of rooms open. Caravans and travellers usually pass the night here, where they are safe from attack, the hill tribes not bearing a good reputation. As the rooms in the Fondack swarm with vermin, and the court is filled with animals, it will be found better, in summer, to make one's bed on the terrace than to attempt to sleep in any of the rooms.

On leaving the Fondack the country assumes a different aspect, as the road now ascends a very stony hill, round the side of which it runs, having on the right hand a valley and another hill. After rather more than an hour's



ride, on passing round the corner of a hill, Tetuan is discovered in the distance. From this point the road now descends, and gradually becomes less rugged and stony till the valley is reached. Here it follows a small tributary of the river *Bou S'fha*, which it crosses, and, traversing a fertile valley, it skirts the hills on the right. After leaving these hills, it crosses a short plain, passing over a bridge which spans the *Bou S'fha*. Here a small range of hills is passed on the left, which continues to within a short distance of Tetuan. The journey may be counted as occupying from Tangier to the Fondack about 7 hrs., and from thence to Tetuan about 5 hrs.

"The approach to Tetuan presented the most picturesque scene that we anywhere beheld in Morocco. Begirt with a lofty wall, set at short intervals with massive square towers, the city shows from a distance only a few mosques, and a heavy, frowning heap of masonry that forms the castle or citadel. It stands on a slope of a limestone hill, some 200 feet above the river, which flows through a broad valley, rich with the most brilliant vegetation." (Hooker and Ball.)

**Tetuan** (see Index).

Tetuan contains a population of about 22,000 (14,000 Moors, 7500 Jews, and 500 Spaniards). Before the Spanish war it had a larger population, but many of its inhabitants left it at that time, and have not since returned. The city rests on the steep slopes of a rocky hill, facing the valley of the *Bou S'fha* river. It was founded in 1492 by the refugees from Granada, some of whose direct descendants are said still to retain the title-deeds of their ancestors' Andalusian estates, and the keys of their houses in Granada. The view from the town, across the green valleys, river and gardens, towards the opposite range of hills, is very beautiful. These hills present an irregular outline, the peak of *Bent Hosmar*, which is about 3600 ft. high, and generally covered with snow, rising above them. Above the

town is the Kasbah, with a large space of open ground, enclosed within walls. The town is also enclosed within walls, and is locked up at night. The walls and houses on the S.E. are still in a state of ruins, having been battered during the war by the Spanish guns. The streets in the Jewish quarter are narrow and dirty, and frequently spanned by arches. In the Mohammedan part of the town are some very handsome houses belonging to the wealthier Moors. Most of these houses have fountains of running water in them, and trellis-work covered with vines and jessamine. House-rent is exceedingly cheap, owing to the comparatively small number of its present population.

Visit the shops of the gunsmiths, who are the best in Morocco; also the potteries in caverns outside of the town on the west side, where the Moorish *zulaiddj* or *azulejos* are made. The finest pottery is from Fez, where *azulejos* are made in various and beautiful patterns. The other principal industries at Tetuan are silk scarves and handkerchiefs and fajas, matmaking, and ornamental wood-work, brackets, &c., painted. The gardens outside the town are very pretty, and should be visited.

*Marteen*, the port of Tetuan, lies about 5 m. to the E. of it, and 1 m. from the sea, near the mouth of the river, the entrance to which is obstructed by a bar, which can be crossed only by very small craft. It is guarded by a lofty square tower. At Marteen is a house belonging to the British Consulate, and upon it the British flag floats on Sundays and festive occasions. This house is placed at the disposal of travellers on payment of a small fee, which is dedicated to keeping it in repair. Good camping-ground and water are found at Marteen. Here sportsmen can stop for snipe-shooting, and partridges are found not far from it. Trout† may be caught in a stream on the other side of the hills which lie to the S., below the more distant mountains. The

† *Salmo macrostigma*, found also near Collo in Algeria, but nowhere else in Africa.



plain lying between Tetuan, Marteen and the range of hills on the N. is swampy in winter.

### 3. EXCURSION FROM TETUAN TO CEUTA.

This excursion can be made in one day, the distance being about 28 m. On leaving Tetuan by the Marteen gate, and passing a number of gardens, the road keeps to the left, at some distance from the coast, skirting low hills till it nears Cape Negro, when it turns northward, winding through the defiles of hills covered with low wood. The road is not bad, having been made by the Spaniards for the passage of their artillery when marching on Tetuan in 1859-60. On emerging from the hills Ceuta is seen in the distance, and on a clear day Gibraltar and the Spanish coast. The road now takes the coast-line, joining it just N. of Cape Negro, at *M'deek*, distant about 9 m. from Tetuan. Here sportsmen may advantageously camp for a few days, the best ground being near the small ruined town of Sultan Mulâi Yazeed, where there is good water. The scenery is pretty, and it is a good spot for resting. The country hereabout affords very decent sport in the season. Boar and jackal abound in the neighbouring hills, and ducks in the lakes near it. Before leaving Tetuan, arrangements should be made with the hunters (from the village of *Kalateen*) to meet at this spot. They are civil, and take great interest in the sport, provided they are left to hunt in their own way, which will be found the best, as they know every inch of ground, and thoroughly understand their business. Partridges and hares are also found here, but not in great numbers. The Moors employ themselves a good deal off this coast in fishing with nets for the markets of Ceuta and Tetuan.

On leaving *M'deek* the road follows the coast all the way to Ceuta, and is rather monotonous. The lower range of the *Anjera* mountains are seen to the left. After fording the river, called *Es-Smir*, you pass *Mount Negro*,

1240 ft. high, on left, and a small tower on right. A stream is then crossed, named also *Negro*. A clump of mulberry-trees at the large ruined building, called *F'needac*, about 1 hour's ride from the neutral ground, between Spanish and Moorish territory, offers a good spot for a rest and luncheon. On nearing the Spanish lines, numerous towers and forts are seen on the hill-tops. These have been constructed by the Spaniards to guard the land they have taken from Morocco. The Moorish lines are on the S. bank of the small stream, *Oued Aouiat*, which flows from the *Anjero* hills, and forms the southern boundary of the Spanish territory. On the N. bank of this stream is a small Spanish guard-house. Hence to Ceuta is about 3 m., the road lies near the sea, and is kept in excellent order. The land in Spanish possession is well planted with vines, figs, corn, maize and other produce. Seen from the mainland, Ceuta presents a fine appearance, with its many fortifications, and its public buildings.

*Ceuta*, the ancient *Abyla*. The town is built up on a narrow promontory, forming the eastern extremity of the range of hills that line the coast of *Anjera*. It is completely commanded on the land side, but the Spaniards have built forts on the neighbouring heights in their possession in order to strengthen its position. It was taken by Justinian from the Vandals in 534, and by the Goths in 618. It afterwards fell into the hands of the Moors, from whom it was taken by the Portuguese in 1415. It was annexed to Spain, with Portugal, in 1580, and has been held from that time by Spain. Ceuta was besieged by the Sultan Mulâi Ismail, with an army of 40,000 men, without success, in 1694.

The town is clean, and well built in the Spanish style. The main streets are spacious, having trees planted on either side. The houses are bright with whitewash, and have handsome wrought-iron *Rejas*, or balconies, generally filled with flowering plants. The civil population of Ceuta is

about 15,000, the number of convicts 3000, the number of troops 5000.

Amongst the chief sights is the *Presidio*, or convict establishment. The convicts are employed in various industries, and their workshops are well worthy of a visit. Visit also in the season the *Almadra*, or tunny fishery. At the foot of the citadel are some Roman remains. It was from Ceuta that the Moors embarked on their invasion of Spain; and again it was from Ceuta that the Spaniards invaded Morocco in 1859-60.

There are 2 ports, one on the N., and one on the S. side of the peninsula. The highest point is named *el Iecho*, and on it is situated the chief presidio. The workshops are in the lower part of the town.

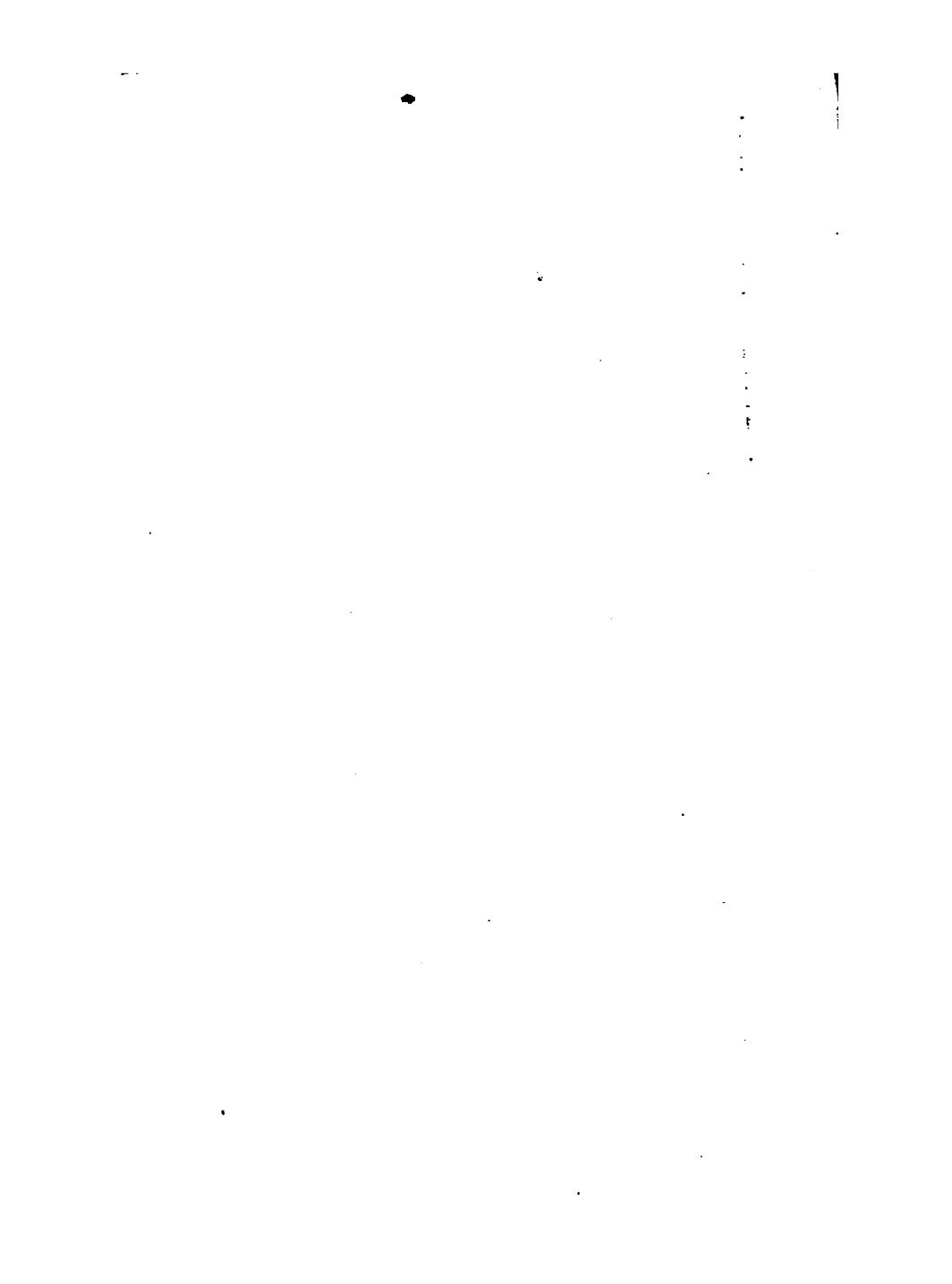
#### 4. EXCURSION FROM CEUTA TO TANGIER.

This excursion is well worth making, some of the scenery being wonderfully fine. The distance is about 40 m., but the road, especially the first half of it, is very rough and bad. The journey can be made in 1 day, but it would be better, if not pressed for time, to divide the journey at *Alcasar*, which, though nearer to Ceuta than to Tangier in distance, can be considered as half-way in time, the worst part of the road being then passed. After leaving Ceuta the road winds round and over the Spanish hills, passing several towers and two good-sized barracks. This road is steep, but kept in good condition, being about the only decent one in Morocco. The highest hill is about 1300 ft. The road then dips into a valley, the rugged bills of *Anjera* being seen standing out boldly in front. After crossing the stream at the bottom, and leaving the Spanish lines, the traveller obtains his first experience of a Moorish mountain route—a mere upward track over loose stones and between boulders. Climbing upwards a short distance an old Moorish guard-house is passed, the greater part of which is in ruins. *As one continues to ascend, the country increases in beauty and in wildness,*

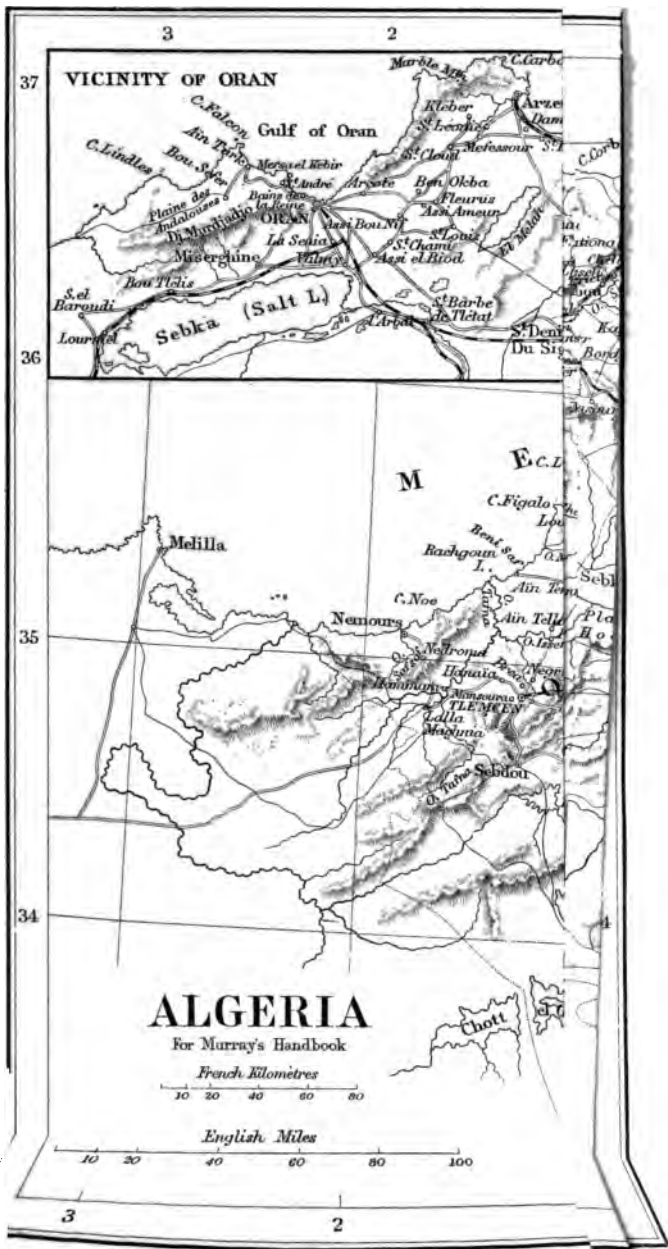
until the first crest is reached. Here a beautiful scene opens of prettily wooded, rocky hills, with every variety of outline, crest topping crest in the direction of Tetuan, with occasional glimpses of the sea, Apes' Hill towering up in front. The valleys and hills are very beautiful, clothed with trees of every shade of green, from the dark olive to the bright pale-green of the young oak-leaves. Here progression is made at the rate of 2 m. an hour at the utmost, and the baggage-animals will find their work laborious and painful; climbing over rocks, and forcing their way through bushes and between trees. Keeping Apes' Hill to the right, the road passes the side of a range of hills; the highest point crossed is 1350 ft. Apes' Hill itself stands about 2300 ft. above the level of the sea. Few villages are passed or seen here. At about 8 m. from Ceuta the village of *Bute* is passed, the largest in *Anjera*; it is partly built upon a hill 1000 ft. high, down the W. side of which it extends; there is good water, and the journey may be broken here. It commands a fine view of the Straits, with Gibraltar in the distance.

[It is an hour's ride from Bute to Apes' Hill (*Jebel Moosa*), which lies away from the direct road to Tangier. A hard and rough climb on foot brings one to its summit, the view from which is superb. Monkeys (*Inuus caudatus*) may still be seen here, and many eagles and other birds of prey.]

The direct road to Tangier from Bute follows a rocky path down-hill, being still very bad and rough, for miles, until it quits the mountain country and reaches the lower hills, where it becomes smoother. The mountains are traversed by several streams, some of which contain trout. Small patches of irrigated land are frequently passed; many of the little canals being made with extreme difficulty, some of them carried on props round the face of rocks. These small fields are generally rudely fenced in to keep out the wild boars which abound in the woods. The road crosses the streams called *Oued er-Remel* and *Oued Tegarmen*, and after ascending







and descending hills from 1000 ft. to 3000 ft. in height, joins the seashore, and shortly afterwards reaches Alcasar, which is situated at the mouth of a small river.

ALCASAR ES-S'GHEIR, or the Smaller, so called to distinguish it from *Alcasar el Kebir*, or the Greater, in the Gharb, between Larache and Mequinez, was built by Abou Yakoob ibn Abd el-Moomen, named el-Munsoor, the sixth Sultan of the dynasty of the Beni Merin, in the middle of the 14th century. It was for some time in the possession of the Portuguese. It is now in a state of complete ruin. The outer walls are of great strength and thickness, being in some places double. It had an entrance on to the sea, which washes up to its walls. The main entrance had a double gate and port-cullis on the land side, the former of which is still perfect. In the centre is a square space which encloses the chief part of the buildings, viz., the remains of two towers and a large hall, the dome of which has fallen in. The outer walls are crenelated and loopholed for crossbows. In the courts large trees are now growing; in one place, about 12 ft. from the ground, at the top of a wall, is an olive-tree about 3 ft. in diameter. A moat, well built in cut stone, surrounds the castle, and was formerly filled with water from the river. This moat also encloses the ruins of other buildings, which occupy a space of about 1000 sq. yds., but of which nothing is left standing, the whole place being a heap of stones, now covered with a thick and almost impenetrable mass of trees, vines and brambles. Alcasar is well worthy of examination. There is good camping-ground and excellent water here, but it is quite uninhabited.

On quitting Alcasar the road turns inland, crossing the river at a point higher up. The country is still hilly and rocky in parts. Proceeding further westward larger pieces of cultivated ground are passed, and the road continues to improve. It also keeps at a greater distance from the sea, of which

glimpses are occasionally caught between the hills. Two rivers are crossed, and some villages are passed. Cape *Malabat*, with its watch-tower, also comes in sight, from which point the road descends to the western end of the Tangier beach, above and beyond the river of Old Tangier.

[Excursions may also be made from TANGIER to ARZYLA and LARACHE to the S. The journey to the former place occupies about 7 hrs. and to the latter 6 hrs. more. Excellent sport is obtainable at either place.]

There is nothing further to tempt a traveller on the northern coast of Morocco: we will therefore proceed to

#### THE FRENCH COLONY OF ALGERIA.†

Algeria, a country of North Africa, is bounded N. by the Mediterranean Sea, E. by the Regency of Tunis, W. by the Empire of Morocco, and S. by the Desert of Sahara. It is comprised between long. 2° 20' W. and 8° 35' E.; and between 37° 5' and 32° 0' N. lat. Its greatest length is about 620 m.; its greatest breadth, 250 m.; and its area is calculated to be about 150,000 square miles.

This area, however, is merely a rough approximation to the truth, as although the eastern and western boundaries are fixed by treaty, the southern one has no natural limit, and the line is drawn wherever it may be most convenient to the French authorities.

Politically, Algeria is divided into 3 departments, the western one, *Oran*; the central one, *Algiers*; and the eastern, *Constantine*; these correspond roughly to the ancient divisions of the country, — Mauritania Casariensis, Mauritania Sitifensis, and Numidia.

The natural divisions of the country are also three: the *Tell*, the *High Plateaux*, and the *Sahara*. The first

† Vide Murray's 'Handbook to Algeria and Tunis.'

is a strip of undulating cultivated land extending from the shore to a distance varying from 50 to 100 m. inland. It includes the Atlas Mountains, which have a course of about 1500 m. from Cape Nun on the Atlantic Ocean to Cape Bon in Tunis.

The most interesting part of the Tell is the great mountain range inhabited by the Kabyles; this may be divided into two very distinct portions, the first comprising the lower part of the Oued es-Sahel, and which may be called the Kabylia of Bougie; the second, the Kabylia of Djurdjura, which bounds the former on the W., and which is separated from it by the range whose majestic peaks, covered with snow during six months in the year, form such conspicuous objects in the landscape seen from Algiers. It extends as far W. as Menerville, 34 m. from Algiers.

The region of the High Plateaux extends longitudinally from E. to W., and is formed by vast plains separated by parallel ranges of mountains, increasing in height as they recede from the Tell, and again decreasing as they approach the Sahara. During seasons of copious rain, and in places capable of irrigation, it produces abundant crops of cereals, but otherwise it presents to the weary eye of the traveller an unbroken stretch of stunted scrub and salsolaceous plants, on which browse the sheep and the camel, the wealth of the wandering Arab.

The Sahara, or Desert, consists of two very distinct regions, the lower and the higher desert; the former comprises the oases of the Ziban, the Oued Gheir, the Souf, &c. It is bounded on the N. by the mountain ranges of the Aures, and the foot of the mountains of Hodna and Bou-Kahil; on the E. it penetrates into the Regency of Tunis, and it stretches away in a south-eastern direction as far as the confines of Egypt.

The higher Sahara extends from the western boundary of the lower one to within the Empire of Morocco. To the S. it reaches to beyond Goleah, and on the N. it is bounded by the last chain of the High Plateaux. It is

principally composed of rocky steppes, only the depressions between which are filled with sand.

The greatest depression does not descend to within 1300 ft. of the sea, while in the lower Sahara there is not a single point attaining that altitude. In the one the plateau is the prevailing feature, in the other the depression. Here rocks abound, there they are entirely absent.

As to moving sand, it occupies a sufficiently extensive zone in both regions, but still it does not cover one-third of the Algerian Sahara.

##### 5. VOYAGE FROM NEMOURS TO ALGIERS.

a. **Nemours** is the first sea-port within the limits of Algeria, 22 m. from the frontier. The anchorage is tolerably good, but there is no shelter from the prevailing winds, and as soon as heavy weather sets in from the N.W., vessels must either run for the *Zafarine islands* or *Beni Saf*. The steamers performing the service between Oran, Spain, Gibraltar and Tangier, touch here both going and returning.

Diligences run between Nemours and Tlemçen viâ Lalla Maghnia.

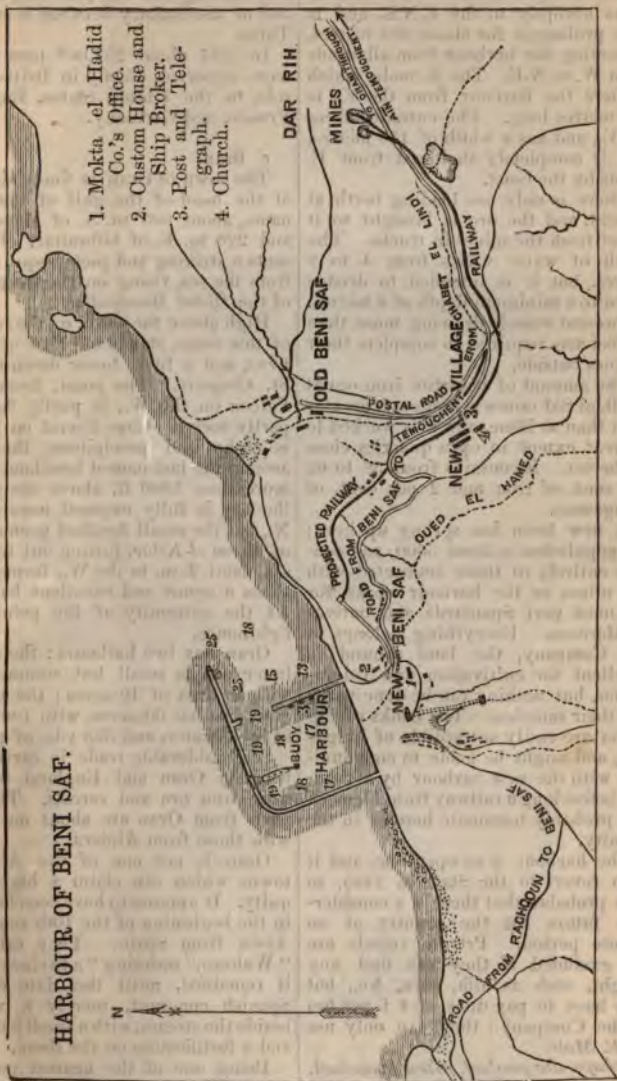
##### b. **Beni Saf.**

The iron ore of the district has given rise to a most important industry, and has caused the construction of a new harbour in a part of the coast where it was greatly needed.

The Company to which the great Iron Mines of Ain Mokra, near Bône, belong, acquired the rich mineral basin of Beni Saf, 6 or 7 kil. E. of the mouth of the Tafna and of the island of Rachgoun. They also obtained by purchase a large tract of country round about, containing about 9000 acres, so as to prevent competition, or the establishment of colonists not under their own control.

Here, under the direction of their own engineers, and without state aid, the company have constructed a commodious port of 30 acres in extent, by means of two artificial moles or break-





waters. The W. mole, after running in a northerly direction for 500 mètres, turns abruptly to the E.N.E. and is thus prolonged for about 600 mètres, protecting the harbour from all winds from W. to N.E. The E. mole, which shelters the harbour from the E., is 300 mètres long. The entrance faces the E., and has a width of 150 mètres, and is completely sheltered from E. winds by the coast.

There is only one loading berth at present, and the ore is brought to it direct from the mines in trucks. The depth of water varies from 4 to 9 mètres, but it is intended to dredge down to a minimum depth of 8 mètres. At present vessels drawing more than 20 feet are required to complete their cargoes outside.

The amount of hematite iron ore at the Beni Saf mines is immense, greater even than at Bône, and it is worked to a great extent in open quarries close to the sea. It contains from 58 to 62 per cent. of iron and 2 per cent. of manganese.

A new town has sprung up here; the population is about 3000, and consists entirely of those connected with the mines or the harbour works, for the most part Spaniards and natives of Morocco. Everything belongs to the Company, the land around is excellent for cultivation and colonization, but nothing can be done without their sanction. The banks of the Tafna are easily susceptible of irrigation, and might be made to communicate with the new harbour by a road, and beforelong a railway from Tlemçen will probably terminate here or in the vicinity.

The harbour is an open one, and it is to revert to the State in 1895, so it is probable that there is a considerable future for the country at no remote period. Private vessels are not excluded if they can find any freight, such as alfa, corn, &c., but they have to pay dues of 4 f. per ton to the Company; they can only use the E. Mole.

*Perhaps the project, often broached, may some day be realised of connecting the island of Rachgoun to the main-*

land by a causeway 1800 mètres long, and making this the port of Tlemçen and of the country between it and the Tafna.

In 1881 about 237,000 tons of ore were exported, chiefly in British vessels, to the United States, England, France, and Germany.

#### c. Oran.

The town of Oran is finely situated at the head of the gulf of the same name, about 600 m. S. of Marseilles, and 220 m. E. of Gibraltar. It presents a striking and picturesque aspect from the sea, rising on the steep slope of the *Djebel Murdjadjo*.

High above the town, on the summit of this ridge, stands the *Fort of Santa Cruz*, and a little lower down that of *St. Grégoire*. The coast, from Cape Falcon on the W., is partly flat and partly rocky. Cape Ferrat on the E. is rocky and precipitous, the cliffs around the last-named headland rising more than 1000 ft. above the water; the bay is fully exposed towards the N., but the small fortified promontory of *Mersa el-Kebir*, jutting out into the sea about 2 m. to the W., forms at all times a secure and excellent harbour. At the extremity of the point is a lighthouse.

Oran has two harbours: the old or inner one is small but commodious, with an area of 10 acres; the new or outer one has 60 acres, with 1200 yds. of breakwater, and 328 yds. of quays.

A considerable trade is carried on between Oran and England in alfa fibre, iron ore and cereals. The exports from Oran are about on a par with those from Algiers.

Oran is not one of the Algerian towns which can claim a high antiquity. It appears to have been founded in the beginning of the 10th centy. by Arabs from Spain. They called it "Wahran," meaning "a ravine;" and it remained, until the date of the Spanish conquest, merely a village beside the stream, with a small harbour, and a fortification on the shore.

Being one of the nearest ports to Spain, Oran had always an intimate connection with the Moors in that







country; and received fresh inhabitants as the Mohammedans retreated before the conquests of the Christians.

In 1505 Mersa-el-Kebir was taken by the Spaniards; and in 1509 Oran itself fell into their hands. Two hundred years later it was taken from them by the Dey of Algiers. In 1732 it was recaptured, and remained in possession of the Spaniards till 1792, when they finally quitted Africa, carrying with them their arms, but leaving standing such of the fortifications as the earthquake of 1790 had spared.

Oran was finally occupied by the French in 1838.

[*Excursion.* The only very interesting excursion in the neighbourhood is to

Tlemçen,† the *Pomaria* of the Romans, subsequently a city contemporary with, and not less illustrious than Granada, with a population of 100,000 or 150,000, renowned for its philosophers and its artists, the seat, equally with the Moorish cities in Spain, of civilisation and refinement, of commerce and wealth, the centre of an extensive trade, the capital of a powerful nation. The Moorish ruins still existing are of great interest. The first part of the journey as far as *Ain Temouchent* is done by rly.; thence by diligence.]

d. **Arzeu** is at present a small town of 1578 inhabitants, but it can hardly fail to become a place of considerable importance. Its harbour is naturally the best in Algeria, and has been further protected by a solidly-constructed breakwater, running nearly N.W. and S.E. It has an area of 140 hectares, and the breakwater a length of 300 mètres. There is a fixed light at the end of the breakwater, and another on a little island to the W. 500 mètres from the coast. This place is the natural outlet for the produce of the rich valleys of the Sig, Habra, Mina and Chelif, also the *entrepôt* for the trade of Relizane and Mascara, as well as the Sahara.

† See Murray's 'Handbook to Algeria and Tunis.'

A rly. starts from this point, joining the main line from Algiers to Oran at *Perregaux*, and continuing to *Mascara*, *Saida*, and the high plateaux, where the *Compagnie Franco-Algérienne*, to which it belongs, has the right of gathering alfa over nearly 30,000,000 acres of land. After the insurrection of Bou Amameh in 1881, the railway was continued by the French authorities, as a means of transport for their forces, right into the Sahara, crossing the Chott at *Kreider*, and advancing as far as *Ain Sefra*.

[A traveller with a day to spare may profitably spend it in visiting the extraordinary **Marble Quarries of Kleber**.

On the high road to Oran, 8 kil. distant from Arzeu, and 34 from Oran, is the small village of *Mefessour*; a branch road to the N.W. leads (2 kil.) to the still smaller village of *Kleber*.

Above this rises the imposing mountain called *Djebel Orouse* on the maps, a corruption, no doubt, of *Djebel Er-Roos*, "Mountain of the Capes," but generally called by the colonists "*Montagne Grise*," from its arid grey appearance.

This chain of hills, the highest point of which is about 2000 feet above the sea, stretches in a N.E. direction, from Cape Aiguille on the W., to Cape Carbon on the E., and includes Cape Ferrat, nearer to the latter than the former. These have, no doubt, given the mountain its Arabic name. The central part of the range forms an elevated plateau, almost perfectly level, with a superficies of 1500 or 2000 acres: it has hardly any soil or vegetation, nothing, in fact, to hide from the most superficial observer that it is an uninterrupted mass of marble and breccia, the largest and the finest, probably, that the world contains.

This is indeed none other than the celebrated *Marmor Numidicum*, so highly prized in ancient Rome; its name implies that it was found in North Africa, but it is also misleading, and till the discovery of *Signor del*

Monte we were tempted to search for it rather within the limits of the ancient Numidia, than in this remote corner of Mauritania Setifensis.

This important discovery was made by Signor del Monte, an Italian gentleman residing at Oran, who had previously been fortunate enough to discover the quarries of Alabaster or *Algerian Onyx* at Ain-Tekbalet near Tlemçen. During the course of some excavations at *St. Leu*, in the vicinity of Arzeu, some very fine mosaics of a totally different marble were brought to light. Signor del Monte, recognising their resemblance to many he had seen at Rome, carefully examined the surrounding country, and eventually discovered the place in question, of which he subsequently became possessed. The whole of this immense area is an uninterrupted mass of marble and breccia interspersed with iron ore, which has imparted an infinite variety of rich tints to this precious stone; all over the surface of the plateau may be seen circular depressions, marking the sites of ancient Roman quarries, and indicating to a great extent the position of the different varieties. Although each variety is found in practically inexhaustible quantities, the most common is the *Giallo antico*. Perhaps the most delicate and beautiful is a marble of an exquisite coralline pink; there is another of a rich creamy white (*Giallo avorio*), some hardly distinguishable from the *Rosso antico*, and a great variety of singularly beautiful *breccias*.

These quarries are hardly worked at all, but the traveller is sure to meet with kindness and hospitality from the agents of Signor del Monte residing there.]

e. **Mostaganem** is the centre of an important agricultural district.

Till the rly. to Oran was made, it had a considerable export trade, but it is now hardly so prosperous as formerly. It is, however, a pleasant, cheerful, well-built, and thoroughly uninteresting French town. A rly. runs hence to *Tiaret*.

f. **Ténés**, the *Cartenna* of the Romans, is a town of 3579 inhabitants.

Before the rly. from Algiers to Oran was made, it was the port of the central Chelif plain, and had a large export trade, but it is now in a declining condition. The harbour, about a mile distant, is an artificial one, similar to that at Algiers.

#### g. Cherchel.

Cherchel was originally the *Jol* of the Carthaginians, and was made the capital of Mauritania, by Juba II., under the name of *Julia Cæsarea*.

From an antiquarian point of view, there is no place in the province of Algiers so interesting as Cherchel and its neighbourhood; and however reckless has been the destruction of the precious architectural treasures which it contained, abundance still remains to testify to the splendour of the capital of Mauritania Cæsariensis.

Yachts which do not draw more than 9 ft. of water may enter the harbour in safety, as, though it has a greater depth than that, some allowance must be made for heavy weather. For such, the little port is perfectly safe, and the entrance is clearly indicated on the French chart, No. 3286 of 1868.

### 6. ALGIERS, TOWN AND PORT.

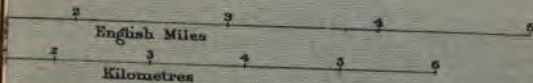
#### Algiers.

Algiers has now become one of the most popular winter stations in the basin of the Mediterranean. It combines almost every advantage which a traveller seeks in quitting England during the season of greatest inclemency there: a fine climate, beautiful scenery, all the comforts of the West, with just enough of Oriental character to make it interesting; numberless excursions in the interior, Roman remains, and reasonable prices. It is principally, however, as a Sanatorium that the traveller seeks its shores, but to such we would give the caution that if he expects to find a rainless and almost tropical winter, he



3° 10'

MAP  
of  
**ALGIERS**  
AND  
ITS ENVIRONS  
FOR  
RAY'S HANDBOOK.



Natural Scale = 1:80,000

Hotels at *Musée Sup<sup>r</sup>*

- a. St George
- b. Kirsch
- c. Continental
- d. d' Orient
- e. Grand
- f. English Club

A L G I E R S



F. S. Walters



will be certainly disappointed. For this he must go to Egypt, where fertility is not dependent on rainfall. At Algiers he will find certainly the best winter climate on the western shores of the Mediterranean, but it will not be without a due proportion of rain, wind, and cold.

June, July, August, September, are practically rainless: the last two are extremely hot.

October and November give what would be counted the loveliest summer weather in England, with occasional, and probably very heavy, rains.

December, January, February, and March are not unlike an English autumn, with a double allowance of sunshine, and of rain also, and none of its dampness.

April and May again give the most perfect English summer weather, with but very little rain, and are certainly the most enjoyable months in the year. As a rule the rain falls heavily, and is seldom of long duration. The fine drizzling rain, so common in the north of Europe, is here of rare occurrence, and in the neighbourhood of Algiers itself the soil is of so absorbent a nature, and the ground so steep, that the moment the rain ceases and the sun has reappeared, the roads dry, and delicate invalids can take their exercise in the open air.

Frost and snow are in Algiers so rare as to be almost unknown, though hailstorms are frequent.

As a rule, the rain and the cold come from the N.W. The N.E. wind, so dreaded in Europe, is here almost unknown, and harmless when it does come. There is absolutely nothing at Algiers answering to the terrible mistral of the Riviera. The north winds, tempered by 500 m. of sea, have had all mischief extracted from them in their passage; and the cold which comes with or after the rain has none of the searching keenness so disagreeable in winds blowing directly from snowy mountains. The sirocco, or desert wind, is in winter merely a pleasantly warm dry breeze; in spring and autumn it can be disagreeably hot, but its terrors are reserved for the

summer months; fortunately it does not often last more than three days at a time.

When the sirocco is not blowing, the nights, even during the hottest season, are cool and refreshing, and dews are copious.

Algiers is the ancient *Icosium*, a city which was of much less importance than its neighbour Julia Cæsarea. The modern town was founded in the 10th centy., and received its name *El-Djezair* from the islands in the harbour. One of these was occupied by the Spaniards in 1302, who fortified it and built a lighthouse, on the base of which the present structure has been erected.

About 1510 commenced the remarkable career of the two brothers Baba Aroudj and Kheir-ed-din, who, at the head of a piratical fleet, came to seek their fortunes on the Barbary coast. The Emir Salem ben Teumi of Algiers implored their assistance to dislodge the Spaniards from their position on the Peñon. Aroudj gladly accepted the invitation, and, leaving his brother with the fleet, marched on Algiers with a force of 5000 men. He was hailed as a deliverer, but he soon made himself master of the town, put Salem ben Teumi to death, and proclaimed himself king of Algiers in his stead.

Aroudj was killed by the Spaniards near Tlemçen, and was succeeded by his brother Kheir-ed-din, who, seeing himself menaced by the Spaniards on the one hand, and by the native Algerians on the other, placed himself under the suzerainty of the Sublime Porte, and was named Pacha by Selim I. In 1530 he captured the fort Peñon, which the Spaniards had held for 30 years, and put its governor to death.

He connected it with the mainland by a mole, in which work 30,000 Christian slaves were employed for three years, and surrounded the town with a wall.

It is impossible within the limits of this volume to follow in detail the subsequent history of Algiers; it was



one continuous record of intestine strife, and of the grossest outrages towards the States of Europe, who each and all submitted to the disgrace of purchasing peace with this nest of ruffians, and even of paying annual tribute in money, naval stores and munitions of war. The piratical search for slaves was an organised system, and their condition here was most pitiable.

The number of whites kept in slavery in 1646 was reckoned at not less than 20,000; and when Lord Exmouth finally destroyed the pirate navy in 1816, he obtained the liberty of 3000. Hundreds of captives were annually ransomed by their respective nations, or by societies formed for the purpose. Many priests nobly devoted themselves to ministering to the slaves, even voluntarily going to the galleys for the sake of being with them.

The subject of the dispute which eventually accomplished its downfall, was the claim of a Jew named Baeri, on account of stores supplied to the French Government during Napoleon's wars. This had been settled by common accord at 7 millions of francs; but, at one of the interviews which the consul had with the Dey on the subject, the latter is said to have struck him on the face with his fan.

This conduct, for which he refused to make any reparation, served as an excuse to the French Government to send an expedition against Algiers, and the town was blockaded during three years in so inefficient a manner as to excite the ridicule of the Turkish officials.

On the 14th of June, 1830, however, a French army, commanded by General de Bourmont and Admiral Duperré, consisting of 34,000 men, landed, with little opposition, at Sidi Ferruch; on the 6th of July the Dey surrendered the town, and a few days afterwards left on board a French vessel of war, accompanied or followed by all the Turkish soldiers in his service.

*The City of Algiers, which is triangular in form, is built on a slope*

of the *Sahel*, the name given to a chain of hills running along the coast for a considerable distance towards the W.; and the view, when approaching it from the sea, is most beautiful. It appears from a distance like a succession of dazzling white steps, or terraces rising from the water; which, contrasting with the bright green background of the *Sahel*, explains the origin of the Arab comparison of Algiers to a diamond set in an emerald frame.

The shores of the bright blue bay are dotted here and there with white villages, French villas, and Moorish houses, appearing in the midst of the richest and most luxuriant verdure, some placed high up on the slopes of the hills, and others standing on the water's edge. Beyond is the verdant plain of the *Metidja*, stretching away in the distance to the foot of the *Atlas* range, whose summits form a magnificent background to the whole picture, which will bear comparison with any in Europe.

The *Harbour*, made by *Kheir-eddin* in 1518, consisted of a mole connecting the town with the rocks on which the lighthouse now stands, but on which *Fort Peñon* stood formerly. The *Lighthouse* is octagonal in form, and was built in 1544 by *Hassen Pacha*. The summit of the tower is about 120 ft. above the sea-level, with a fixed light, and can be seen for 15 m. The tower contains a battery.

The present harbour, commenced in 1836, is formed by continuing this mole for some hundred yards towards the S.E. A similar mole, beginning near the *Fort Bab-Azoun*, runs W. for some distance, and then, turning N., terminates within about 350 yards of the preceding, the entrance to the harbour being between the two. The harbour has an area of 90 hectares (about 222 acres), and an average depth of about 40 ft.

Two docks have been constructed, capable of containing the largest vessels.

The following are some of the principal objects of interest in the town:—

The Cathedral of *St. Philippe*, is next to the Governor-General's palace, built in 1791 on the site of the Mosque of Hassen, named after the Pacha, its founder. The exterior is heavy, and by no means ornamental; a very unsuccessful attempt to combine Moorish with Christian architecture.

In a chapel to the right on entering repose the remains of St. Geronimo, whose history is given by Haedo, a Spanish Benedictine, who published a topography of Algiers in 1612. It is as follows:—During an expedition made by the Spanish garrison of Oran in 1540, a young Arab boy was taken prisoner and baptized under the name of Geronimo. When about 8 years old he again fell into the hands of his relations, with whom he lived as a Mohammedan till the age of 25 years, when he returned to Oran of his own accord, with the intention of living thenceforth in the religion of Christ. In May 1569 he accompanied a party of Spaniards who embarked on a small boat to make a *razzia* on the Arabs in the vicinity. The expedition was chased by a Moorish corsair, and all the members taken prisoners and carried to Algiers. Every effort was made to induce Geronimo to renounce Christianity, but as he persisted in remaining steadfast in the faith, he was condemned to death, and sentenced to be thrown alive into a mould in which a block of *béton* was about to be made. *His feet and hands were tied with cords*, the cruel sentence was carried out, and the block of concrete containing his body was built into an angle of the fort, “des vingt-quatre heures,” then in course of construction. Haedo carefully recorded the exact spot, and added, “We hope that God's grace may one day extricate Geronimo from this place, and reunite his body with those of many other holy martyrs of Christ, whose blood and happy deaths have consecrated this country.”

In 1853 it was found necessary to destroy this fort, and on the 27th of December, in the very spot specified by Haedo, the skeleton of Geronimo was found enclosed in a block of *béton*. The bones were carefully removed, [*Mediterranean.*]

and interred with great pomp in the cathedral. Liquid plaster-of-Paris was run into the mould left by his body, and a perfect model of it obtained, showing not only his features, but the cords which bound him, and even the texture of his clothing. This interesting cast of the dead martyr may be seen in the Government Library and Museum, Rue de l'État-Major.

One of the most interesting sights in Algiers is the English Church of the Holy Trinity, situated close to the Porte d'Isly. It is splendidly decorated with Algerian marbles and mosaics, and contains quite an epitome of the history of British relations with Algiers from the establishment of the Consulate in 1580.

*Mosques.*—There are now but four mosques regularly used for Mohammedan worship in Algiers. These are all accessible to Europeans, but visitors ought to remove their shoes at the entrance, out of deference to the feelings of those for whose use they are intended, and who prostrate themselves on the floor during prayer. The principal is

The Grand Mosque, or *Djamiâ el-Kebir*, in the Rue de la Marine, the most ancient in Algeria. An inscription on the *Mimbar* or pulpit, in Cufic characters, proved the fact of the building having existed in A.D. 1018, while a marble slab in one of the walls records that the minaret was built by Abou Tachfin, king of Tlemçen, in 1324. The interior consists of a square whitewashed hall, divided into naves by columns, united by semicircular Moorish arches. At one end is the *Mihrab*, a niche in the wall, which serves to indicate the direction in which Mecca lies. One part of the mosque serves as a court of justice, where ordinary cases are heard by the Cadi. The exterior presents, towards the Rue de la Marine, a row of white marble columns supporting an arcade, in the centre of which, before the entrance, stands a marble fountain. The worshippers in this mosque are of the Meleki rite, the only one repre-



sent in Algiers prior to the conquest by Aroudj.

The **New Mosque**, Djamiâ el-Djidid, stands at the corner of the Rue de la Marine and the Place de Gouvernement. It was built in 1660, and is in the form of a Greek cross.

The **Zaonia of Sidi Abd-er-Rahmaneth-Thalebi**, overlooking the Jardin Marengo, contains the tomb of that saint; around him are buried several Pachas and Deys, commencing with Khadar Pacha, A.D. 1605, and terminating with Ahmed, last Bey of Constantine. This tomb is well worth a visit. After the Grand Mosque it is the most ancient religious building in Algeria, always of course excepting the tomb of *Sidi Okba* near Biskra, which dates from the 7th cent. There are other mosques and koubbas in Algiers, but they resemble each other so much that a notice of one will suffice.

**Library and Museum.**—This building, which is the ancient palace of Mustapha Pacha, is in the Rue de l'État-Major. The library contains 15,000 volumes and pamphlets, 700 Arabic manuscripts, and a curious and useful collection of Maps and Plans, most of which refer to Algeria. It is open to the public from noon till 5 P.M. daily, excepting holy days and Sundays. The Museum is on the ground-floor, and is open on the same days as the Library. There are a few pieces of ancient sculpture, amongst others a torso of Venus, found at Cherchel; a statue of Neptune, larger than life-size: a group of a Faun and Hermaphrodite, similar to one existing at Rome, and figured in Clarac, *Musée de Sculpture*, Pl. 671, No. 1736. There are also two sarcophagi of the early days of Christianity, discovered at Dellys. One has sculptured representations of Daniel in the lions' den, and Shadrach, Meshach, and Abed-nego in the furnace. The second is much finer, and contains representations of several scenes in New Testament history, such as the miracle of *Canâ in Galilee*, of the loaves and

fishes, etc. There are also some good fragments of mosaic work, including a Bacchus, and a piece of inlaid flooring. A plaster cast of the print left by the body of St. Geronimo in the block of concrete is also to be seen. There is also a collection of medals and old Algerian money. Some of the best sculptures and mosaics have been removed to Paris.

The fanatic religious dances of the **Aïssaoui** occasionally take place in the native quarter of the town. These performances commence by the beating of drums and tambours, after an interval of which, one of the Aïssaoui, being inspired, rushes with a yell into the ring formed by the spectators, and begins a frantic dance, the body being swayed backwards and forwards, and contorted with fearful violence. He is soon joined by others, who continue their maniacal gestures and cries until they fall exhausted, or are stopped by the Mokaddam (head of the order). The next proceeding consists of forcing out the eyes with iron spikes, searing themselves with red-hot iron, eating live scorpions and serpents, chewing broken glass and the leaves of the prickly pear, etc., all of which acts seem to be performed under the influence of fanatical mania, the performers being apparently insensible to pain. The sight is well worth seeing *once* for those who have tolerably strong nerves, but few persons would care about witnessing an Aïssaoui fête a second time.

In the Place du Gouvernement is a bronze equestrian statue of the Duke of Orleans, by Marochetti. It was cast out of the cannon taken at the conquest of Algiers. The bas-reliefs on the pedestal represent, on the N. the taking of the citadel of Antwerp, and on the S. the passage of the Col de Mouzaïa.

Many of the streets in the modern town are arcaded on both sides; a great advantage in this climate, as the pedestrian is thus protected both from the rain in winter and from the sun in summer.

The Boulevard de la République



built on a series of arches, and extends along the sea-face of the town, overlooking the bay, harbour and shipping. The Quay and Railway Station are about 40 ft. below, and are reached by two inclined roads leading from the centre of the Boulevard. This work was constructed by Sir Morton Peto, to whom the town transferred the concession for 99 years, which had been granted to it by the Imperial decree of 1860. The first stone was laid by the Emperor on the 17th September, 1860, and the work was completed in 1866, at a cost of about 300,000*l.* It is still the property of an English company. It is composed of two tiers, containing about 350 warehouses and dwelling-houses, the whole occupying an area of 11 acres, and extending over a frontage of 3700 feet.

The ancient part of the city, inhabited by Moors, Arabs and Jews, lies on the steep hill rising behind the Rues Bab Azoun and Bab el-Oued, and is the very opposite of the French town already described. The quaint streets, thronged with natives in picturesque costumes, are very narrow, tortuous and irregular, and are so steep as to be inaccessible for carriages.

The houses are perfectly symbolical of the private life of the occupants: everything like external decoration is studiously avoided, while the interior is fitted up with all that is rich and elegant.

The *Kasbah*, or *Citadel*, situated on the highest point of the city, was commenced by Arondj in 1516 on the site of an older building, and its history was the history of Algiers down to the conquest, at which period it was still the palace of the Deys, and was defended by 200 pieces of artillery. Here it was that the last Dey gave the now historical blow with his fan to the French Consul, which cost him his dominions. It was much injured by the French after the siege, a road having been cut right through the centre, the mosque turned into a barrack, and the rest of the building appropriated to military purposes. The enormous treasure found here was

stored in vaults, traces of which are yet to be seen, and the ancient door lined with sheet iron still exists, above which is a wooden Moorish gallery, where the beacon and banner were displayed.

Of late years this interesting building has been utterly neglected, the walls despoiled of the tiles which ornamented them, and the wood-work allowed to go to decay.

Of the ancient Fortifications of Algiers, the chief are:—

The *Fort l'Empereur*, so called from being built on the spot where Charles V. pitched his camp during his disastrous attack on Algiers. Hassan Pacha, the successor of Kheir-ed-din, built it, and for a long time it bore his name. It is situated above the Kasbah and without the town, the whole of which it commands. It was here that General de Bourmont received the capitulation of the Dey of Algiers. At the end of the Boulevard de la République stands the *Fort Bab-Azoun*, now connected with the line of works; it was built by Hussein Pacha in 1581; and on one side of the Place Bab el-Oued is the *Fort Neuf*, both now used as military prisons.

The modern line of works, consisting of a rampart, parapet and ditch strengthened by bastions, commences above the Kasbah, and stretches to the sea on either side, terminating in the Place Bab el-Oued to the N.; and in the Fort Bab-Azoun towards the S.

#### [Excursions in the Neighbourhood.]

Pleasant drives may be taken to the following places.

1. *Mustafa Supérieur*, on the Hills, 2½ m. S. of Algiers, where there are good hotels, *El-Biar*, and *Bou-Zarea*, 7 frs.
2. *Colonne Voirol*, *Birmandreis*, *Ravine of the Femme Sauvage* and *Jardin d'Essai*, 6 frs.
3. *La Trappe*, *Sidi Ferrach*, *Guyetville*, *Pointe Pescade*, 20 frs.

Excursions to occupy one or two days.

4. To the Gorge of the *Izer* Izer  
2 de  
*Palaestro* and *Dra-el-Mizan*. c 2

5. **Blida and the Gorge of the Chiffa.** One day.  
 6. **Hamam Rir'ha.** 2 days.  
 7. **Fort National.** 2 days.  
 8. **Teni-el-Ahd.** (Cedar forest.) 3 days.  
 9. **Cherchel and Tombeau de la Chrétienne.** 3 days.

For details of these and more distant excursions the traveller should consult Murray's 'Handbook to Algeria and Tunis,' 1889.]

#### 7. ALGIERS TO THE FRONTIER OF TUNIS BY SEA.

On leaving Algiers the traveller, whether he has his yacht or whether he trusts to the ordinary means of communication, cannot do better than shape his course for Bougie. Steamers go weekly to Tunis, but the traveller can go all the way by rly. if he prefers to do so, and a branch line from Beni-Mansour will take him in one day to Bougie.

The port of Dellys is passed at 44 m. from Algiers, but it is very unsafe, and will not repay a visit; about 1½ m. W. of it is *Cape Bengut*, on which is a lighthouse 208 feet above the sea, with a fixed white light.

In about 10 hours after leaving Dellys, the steamer passes *Cap Carbon*, or *El-Methoub*, "the pierced," so called from a remarkable grotto or natural arch at its foot, through which a boat can pass in fine weather. Shaw mentions a tradition that it was a favourite resort of the celebrated anchorite and saint Raymond Lully of Majorca (*q. v.*), who suffered martyrdom at Bougie. On the summit is a lighthouse of the first magnitude.

Beyond this is *Cap Noir*, and still farther, forming the eastern point of the Bay of Bougie, *Cap Bouac*, on which formerly existed a Turkish battery of 4 guns, whence the arrival of vessels was signalled to the town by the sound of an instrument called *bouc*, the sounder of which is in Arabic *bouac*. There is now a small lighthouse of the 3rd order on the site of the old fort.

a. **Bougie** (Arab. *Boujaïa*). This is the natural seaport of Eastern Kabylia, a region very distinct from the Kabylia of Djurdjura, of which Dellys is the port. The town is built on the slope of a hill, and commands a glorious view of land and water, with Mounts Babor and Ta-babort as a background, 6455 feet high, crowned with forests of cedar and pinsapo. The poet Campbell, who visited Bougie in 1834, thus records his impression:—"Such is the grandeur of the surrounding mountain scenery, that I drop my pen in despair of giving you any conception of it. Scotchman as I am, and much as I love my native land, I declare to you that I felt as if I had never before seen the full glory of mountain scenery. The African Highlands spring up to the sight not only with a sterner boldness than our own, but they borrow colours from the sun, unknown to our climate, and they are mantled in clouds of richer dye. The farthest-off summits appeared, in their snow, like the turbans of gigantic Moors." The various races that have ruled in Bougie—Romans, Berbers, Arabs, Spaniards and Turks—have left considerable traces of their domination. The Roman *enceinte* is still traceable in many places. The Saracenic lines were constructed about A.D. 1067, and various portions of them still remain, notably a large arch at the landing-place, and two walls flanked by towers running up the side of the hill behind the city.

In 1508 Ferdinand V. of Spain sent an army and 14 ships of war under Don Pedro Navarro, to take possession of it. He restored the *Kasbah* or citadel in 1509, and the defensive works were further strengthened and restored by Charles V. in 1545, who himself took refuge at Bougie after his repulse at Algiers; the Algerians took advantage of the occasion, and marched with all their forces upon it. Alonzo de Peralta, the Spanish governor, was fain to demand a capitulation. He was allowed to return with 400 men to Spain, where the monarch condemned him to lose his head. After this the city fell into decay, and when Algiers was taken by the French, Bougie was not in a



position to offer any serious resistance to General Trézel, who took possession of it on the 29th September, 1833. The most interesting buildings at Bougie are the ancient forts: *Bordj el-Ahmer* (the red fort), of which the ruins are seen half-way between the kouba of *Sidi-Fouati* and the *Gouraia*, was, before its destruction by the Spaniards, the most ancient in Bougie, and here it was that Salah Rais established himself when he took the place from them.

The fort of *Abd el-Kader*, on the right hand of the harbour as the traveller lands, was built before the arrival of the Spaniards in 1509.

The *Kasbah*, on the opposite side of the town, was built by Don Pedro Navarro, on Roman foundations, and bears Latin inscriptions, of which the following are translations:—

“Ferdinand V., illustrious King of Spain, has taken this city by force of arms from the perfidious children of Hagar, in the year 1509”—and “This city has been furnished with walls and fortresses by the Emperor Charles V., the African, grandson and successor of Ferdinand. To God alone be honour and glory. The year 1545.”

The fort *Barral* to the N.W. was also built by Pedro Navarro, and owes its present name to the fact of General Barral, who was killed in 1850, having been interred there. His remains have since been removed to the cemetery. This is now used as a prison.

On the top of *Mount Gouraia* is the fort of the same name; below it is a barrack occupied by military prisoners; lower down to the W. *Fort Clauzel*, and on the beach, near the *Oued Seghir*, the Blockhouse, *Salomon de Musis*, called after a commandant superieur, assassinated by the Kabyles in 1836.

Bougie, strictly speaking, had no port; it is situated in a deep bay well protected from the N.W. and S., but exposed to the E. A new harbour has been commenced, and will, when completed, contain an area of about 15 or 20 acres.

The mole has a length of 230 mètres from *Fort Abd-el-Kader*, and termi-

nates in a depth of 8 fms. Its direction is S.E. A tendency to silt up has, however, been observed, owing to the mud brought down by the *Oued Sunman*. Yachts may lie here in the most perfect safety.

#### [Excursions.]

The traveller, who has generally at least a morning to spend at Bougie, cannot better employ his time than by visiting the lighthouse on *Cape Carbon*, distant about 6 kilomètres. A very easy road leads from the town along the flank of the mountain east of *Gouraia*, through the Valley of Monkeys, the southern slope of which is well wooded with kharoub, olive and oak trees; it then traverses the mountain by means of a tunnel, and passes over the pointed crest of the isthmus connecting the peninsula of *Cape Carbon* with the mainland. The northern face of the mountain is much more sterile, but covered in many places with scrub, the only trees being Aleppo pine. Nothing can exceed the sublimity of the landscape from every point of view. In front is the open sea, to the W. the littoral richly festooned with bays, capes and promontories, and to the E. the majestic mountains of Kabylia. Another interesting excursion is to the top of *Gouraia*, from which a magnificent view is obtained; there is a good road up, and the ascent may be made on foot or by mule in an hour: each excursion occupies 3 hours. 4 f. are usually paid for mules.

But by far the most interesting expedition which it is possible to make from this place, or indeed from any other part of the coast, is to the magnificent pass of the *Chabet el-Akhira*. This is about half-way on the road from Bougie to Setif, and the traveller can either take it on his way to the latter place, and thence on to Constantine by rly., or he may go up as far only as *Kharata*, and return the same way, fortunate in being able to see every feature of the landscape from two points of view.

He may either hire a carriage, or



take a place in the diligence which runs daily to Setif. The cost of a carriage for the two days is 120 francs. At Kharata he will find a fairly good inn. On the second day he can reach Setif in time for the afternoon train to Constantine. The traveller is strongly advised to hire a carriage in preference to going by the diligence.

The first point of exceptional interest after leaving Bougie is *Cape Okas*, a bold and bluff promontory jutting out into the sea, on the vertical cliff of which the road has been rather excavated than built, at a height of 100 ft. above the sea, like the stern gallery of an old ship of the line. The view both E. and W. is most beautiful; on the one side is a long stretch of beach fringed with green, behind which rise the hills into which the traveller is about to enter, and beyond these the more distant blue mountains culminating in the snow-clad peak of Babor. On the other is the Gulf of Bougie, a vast amphitheatre of water bounded by the most picturesque mountains.

The traveller now enters the *Oued Agrioun*, a picturesque and beautifully wooded valley. The river flows along a wide bed in the most beautifully tortuous manner, through dense thickets of oleanders. The summits of the hills are covered with pines and cedars, and their slopes, furrowed in every direction with perennial streams, are clothed with forests of cork and other varieties of oak, the finest of which is the *Chêne Zain* (*Quercus Mirbeckii*), while the ground amongst them is brilliant with bracken, heath (*Brica arborea*), myrtle, and a thousand wild flowers of every tint and hue. Soon he enters the *Gorge of the Chabet*, and the first idea that crosses his mind is the powerlessness of words to depict scenery so grand.

It is impossible to conceive anything more sublime and terrible. A huge defile, 7 kil. in length, winds in a tortuous manner between two immense mountains, from 5000 ft. to 6000 ft. high. At the bottom an impetuous torrent has worn itself a deep and narrow channel, from either side of

which the rocks arise sometimes almost perpendicularly, sometimes actually overhanging the bed of the river, to a height of nearly 1000 ft. So narrow is this gorge, that although the road is cut in the side, at from 100 to 400 ft. from the bottom, there is hardly any spot where a stone could not be thrown from one bank to another, and so steep is it, that before the first trace of the road was made by the French, an Arab could not pass along it on foot! The only means of approaching it was by descending and ascending the lateral valleys, and exploring a small portion of the main ravine on each side of them.

Beyond Kharata the scenery, though still fine, is tame in comparison. Near Takitount is a spring of gaseous water, held in high repute.

From Bougie to Kharata the distance is 59 kil., thence to Setif 53 kil., where the rly. may be taken to Constantine. Thence the traveller may continue his journey to Bône by rly., stopping at Hammam Meskoutine (*q. v.*.)

b. The next port on the coast is Djidjelly, 140 m. distant from Algiers. The anchorage is protected from the extreme violence of northerly gales by a reef of rocks, which runs out from the salient angle of the old town, in an easterly direction for nearly a kilomètre. Unfortunately the rocks which form this reef are not sufficiently close together, or high enough above the water, to afford anything like perfect shelter. An attempt was made to convert this into a breakwater by means of beton blocks, but it was abandoned for want of funds. Here it was that the expedition under the Duc de Beaufort, sent by Louis XIV. in 1664, was so disastrously defeated and almost annihilated by the Kabyles.

[Djidjelly is perhaps the best point from which to attempt the ascent of Babor and Ta-babort. The journey has no physical difficulties, but it will be found hardly practicable without the co-operation of the local authorities. The writer performed it in

March 1878, but it ought not to be attempted before May on account of the snow on the summit of the mountains, and the difficulty of passing the rivers which take their rise in it.

The first night he passed at the mines of Cape Cavallo, distant from Djidjelly about 35 kil.,  $4\frac{1}{2}$  hours on horseback. The second day he proceeded by a very difficult path along the coast, visiting the picturesque cave of *Oued Taza* and the ruins of *Ziama*, and sleeping at *Ain Bou Mraou*, the residence of the Kaid of Ta-babort. The journey took 9 hours. Thence, on the third day, after a ride of 8 hours, he reached the village of *Beni Bizaz*, beautifully situated in an elevated valley between the peaks of Babor and Ta-babort; the scenery throughout was extremely beautiful and interesting in many respects. On the summit of the mountains are forests of cedar and pinsapo (*Picea Pinsapo*). The latter exists in no other part of Africa; the African variety is very distinct from that found in Spain. If he cannot ascend Babor, he will see both the Atlas and the Spanish varieties growing in juxtaposition in the plantation of *Djebel Ouache*, near Constantine. The most easy and the most picturesque route by which to return to Djidjelly is through the beautifully wooded country of the *Beni Foughal*, the only tribe in Eastern Kabylia which remained faithful to the French in 1871. During the writer's visit the trees were not yet in leaf, but the whole country was carpeted with violets, periwinkle and blue irises.]

c. Collo, 188 m. from Algiers.

The bay which serves as the harbour of Collo is protected from all the most dangerous winds, and offers not only a safe refuge for vessels trading on the coast, but a tolerably convenient landing-place for merchandise.

The solitary attraction to the tourist at this place is the proximity of the *Oued Zhour*, the only river in Algeria in which there are trout.

In about 3 hours' steaming after leaving Collo, the boat passes between the island of *Srigina*, on which stands

a lighthouse, and the coast, distant about  $\frac{1}{2}$  m., and passing the port of *Stora*, enters the harbour of *Philippeville*.

For many years the former was the regular station of the coasting steamers, as a bend in the coast gives some shelter from the most dangerous winds, except in unusually heavy weather, when it is dangerous even to approach the coast.

d. Philippeville, 206 m. from Algiers.

A magnificent harbour was completed in 1882. It is formed by the projection in a W.N.W. direction from Cape Skikdah immediately to the E. of the town, of a grand mole or breakwater, 1400 mètres long, and by the projection in a N. direction, from *Château Vert*, W. of the town, of a mole of *pierres perdues* about 400 mètres long; the width of the entrance will be about 200 mètres, and it will have a lighthouse at the head of the grand mole. The area thus protected is divided into an outer and inner basin; the former has now an area of 95 acres, to be subsequently reduced to 50, and varies in depth from 8 to 19 fms.; the inner basin will be of 45 acres, with a depth varying from 22 to 50 feet.

It is contemplated to increase this harbour to a very great extent, and if the proposed works are carried out, it will have a surface of upwards of 1200 acres, effectually sheltered from all winds. During the great storm of 26th and 27th January, 1878, nearly the whole of the harbour-works were carried away, and every vessel in the harbour was wrecked. The whole has been reconstructed, and the breakwater widened to 30 mètres at the water line; crowned with a parapet 5 mètres thick and 13 mètres above the level of the sea. Vessels of the largest size are able to load and discharge their cargoes without the intervention of lighters. The cost has been about 16 $\frac{1}{2}$  millions of francs.

There is very little to be said about the modern town of *Philippeville*, which owes its existence to the necessity which arose after the taking of



Constantine, of having a more direct means of communication with that city than by Bône. On the 7th October, 1838, Marshal Valée encamped on the site of the ancient city of *Busicada*, and purchased it from the Beni Meleh for 153 f.

At an early period it had attained a high state of prosperity, and, with Cirta, Collo and Mila, formed one of the four colonies of the Cirtensians. No city of Numidia, with so small an area, has furnished such a mass of archaeological treasures. Many of these

have disappeared, but all that remain are now preserved in the ancient theatre, itself the most interesting ruin in the place.

On the plateau above are the Roman reservoirs, which were filled by a canal, bringing in the waters of the *Oued Beni Meleh*. These have been carefully restored, and still serve to supply the modern town.

[Excursion to Constantine.†

This is easily done by railway trains run twice a day.



Walker & Boutall, sc.

No traveller can fail to be deeply impressed by the situation of Constantine, whose grandeur and picturesque beauty can hardly be surpassed; it may be truly said to deserve all the praise that has been so lavishly bestowed on it by writers on Algeria.

Nature seems to have constructed it entirely with a view to defence and picturesque effect. It occupies the summit of a plateau of rock, nearly quadrilateral in shape, the faces corresponding to the cardinal points, and its surface sloping from north to south.

Its sides rise perpendicularly nearly 1000 feet from the bed of the river Roummel, which surrounds it on the N. and E., and it is connected on the W. side only by an isthmus with the mainland. The deep ravine, through which the Roummel flows, varies in breadth from about 200 ft. on the S.E. side, to nearly double that distance opposite the Kasbah; and is spanned on the N.E. by four natural arches of rock, about 200 ft. above the stream,

† Murray's 'Handbook to Algeria and Tunisia'; Playfair's 'Travels in the Footsteps of Bruce'





Walter & Bauhoff sc.

one of which serves as the foundation for the bridge of *El-Kantara*. The town is, as usual in Algeria, a mixture, partly Arab and partly French; and hardly any traces now remain of the city of Cirta, of which it is the successor.

The Arab quarter is almost as curious as that of Algiers; though much circumscribed in extent since the French occupation.]

e. The next port to the eastward is **Bône**, 264 m. from Algiers.

Formerly the anchorage in the bay was very insecure; but in 1868, after more than 10 years' labour, the new harbour was finished, and is now as good as any in the colony, not excepting that of Algiers itself. It consists of an outer harbour, having an area of 150 acres, formed by two breakwaters, leaving between them an aperture of

about 300 yards; within this is a basin containing 30 acres, surrounded with handsome quays, alongside which vessels can load at any state of tide or weather.

Bône, called by the Arabs *Annaba* (City of Jujube Trees), was founded by them after the destruction of Hippone, about 1 m. N.E. of the ancient city.

The ancient Carthaginian *Ubbo* or *Hippone* received from the Romans the name of Hippo Regius, not only to distinguish it from Hippo Diarrhytus, but from being one of the royal cities of the Numidian kings; it was created a colony of the Empire, and with Carthage it was one of the most opulent commercial centres of Roman Africa.

St. Augustine, who had been converted four years before, was ordained priest here A.D. 390; here he resided, a priest and bishop, for 35 years; and here also he wrote his 'Confessions,' and his 'City of God.'

In 428 A.D. the intrigues of the ambitious Count Boniface opened to the Vandal the door of the African continent, and Hippone was besieged by them for 14 months. St. Augustine died during this time, and in 431 the city fell, and its conquerors reduced it to ashes. The town, which was partially rebuilt under Belisarius, was again destroyed by the Arabs in the year 687. It was occupied by the French in 1823.

There is a railway to Constantine and Tunis.

[*Excursions.*—Drive to the ruins of Hippone. Drive or ride to Forest of Edough, the ancient *Mons Papua*; but the most interesting excursion is to Hammam Meskoutine, by rail. There is a very good Hotel here, close to the Rly. Station. The excursion will require two days.

These springs were known to the Romans under the name of *Aqua Tibilitana*, so called from the neighbouring town of Tibilis, afterwards Announa. Some of the Roman baths cut out of the rock are still used by the hospital patients; but the largest one is higher up the stream, which has since changed its course, owing to

the mass of deposit having gradually raised the surface of the rock over which it then flowed. The temperature of the water is no less than 203° Fahr. which, taking into consideration the height of the source above the sea-level, is just about boiling-water heat; and is only surpassed by the Geysers in Iceland, and Las Trincheras in South America, the former of which rise at 208°, and the latter at 206° temperature.

The whole scene is most extraordinary. The surface of the rock where the waters rise is everywhere thickly encrusted with carbonate of lime as white as marble. On issuing from the earth they fall in a succession of little cascades into a richly wooded glen, shut in by hills; and by the stream below, the natives may be seen cooking their provisions and washing their clothes in the hot water. Above the cascades are numerous little natural basins of a creamy-white colour, bubbling over with boiling water. The rock over which the water falls is rough and uneven, owing to the thick calcareous deposit; and presents the appearance of a petrified rapid.

Above and below the sources are some enormous cones, the largest of which is about 36 ft. high, and 40 ft. in circumference. These were evidently deposited by the action of the waters overflowing the edges of the basins wherein they rose, which were thus gradually raised higher and higher, until the spring had no longer force sufficient to run over, but was obliged to find another outlet.

Earth has gradually collected on some of them, in which shrubs and flowers have sown themselves, giving the whole the appearance of huge flower-pots. Many of them have been split as if by earthquakes.

Clouds of steam rise from the falls and from the earth in all directions.

The best view is from below, where, looking up at the white shining rock and steaming water, the scene is very strange, and almost unearthly.

These springs are extremely efficacious in cases of rheumatism and nervous or cutaneous diseases, and for healing wounds. The volume is very



large, being, from the two principal, 18,000 gal. per hr. The carbonate of lime becomes nearly all precipitated as the water cools; when quite cold it is used for drinking purposes.]

**f. La Calle, 298 m. from Algiers.**

A small town, 15 kil. from the frontier of Tunis, the principal industry of which is the coral fishery.

The old town was contained within the present fortifications, on a ridge of rocks surrounded by the sea, excepting on the E. side, where a bank of sand connects it with the land. On this a new town has sprung up, which year

by year is attaining greater importance. An attempt was made to create a harbour of refuge in the Bay of Bou Liffa, a little farther to the west, the old port being too small to contain vessels of a greater burden than 100 tons, but it proved too expensive and was abandoned. Roads have been constructed into the Khomair country and to Tabarca from this place.

At  $8\frac{1}{2}$  miles beyond La Calle is the headland known as *Cape Roux*, the eastern extremity of the colony of Algeria. It is composed of rocks of a reddish colour, scarped on every side. A large cutting may be noticed in the



rock from the summit, descending to the sea. Formerly vessels used to anchor here, and the old *Compagnie d'Afrique* used thus to bring down the cereals purchased from the Arabs. The remains of the storehouse built by that company may still be observed.

## REGENCY OF TUNIS.

### 8. FRONTIER OF ALGERIA TO TUNIS.

Shortly after passing La Calle the traveller enters Tunisian waters. This country is very similar in its natural

features to Algeria, excepting that in it the proportion of hill to plain is much less; the mountain-ranges nowhere attain so great an elevation; the country is less wooded; the rainfall is less; and throughout a great part of the Regency the land is, if not absolutely sterile, capable only of yielding abundant harvests when stimulated to fertility by more than the usual amount of rain. It is naturally divided into four tolerably distinct regions, by parallel lines running N.E. and S.W. The first is the mountain region north of the *Medjerda*, the best watered of all, and abounding in forests of oak. The second, or *Tell*, consists of moun-



tains and elevated plateaux enclosed between the Medjerda and a parallel line passing through Hammamet; the third, or *Sahel*, is a region of wide, dreary plains, more or less productive after copious rains; and beyond this is the *Sahara*.

It is difficult to understand how the Sahel could have supported the immense population which it must have contained during the Roman period. It is covered in every direction by the ruins not only of great cities, but of isolated posts and agricultural establishments. In many parts one cannot ride a mile in a long day's journey without encountering the ruins of some solidly-built edifice.

The Regency of Tunis corresponds to the most important part of the ancient Pro-Consular Province of Africa. It excludes the eastern portion, but it comprises the *Byzacena*, *Zeuqitana* and the territory of *Carthage*.

The government of Tunis was till 1881 an independent hereditary Beylik. The reigning Bey, Sidi Mohammed Es-Sadek, acknowledged the suzerainty of the Porte, but paid no tribute. The Bey is still supposed to reign, but since the French Protectorate he cannot be said to govern. The active competition between the Rubattino Company and that of the French Railway for the purchase of the small line between the Goletta and Tunis, constructed by an English Company, in which the Italians carried their point, and subsequently the Enfida affair, between a British subject and a French Company, created much sensation, and led to the active interference of Monsieur Roustan, the French Consul-General. In the spring of 1881 a new question arose, the misdoings of the Khomair tribe (see p. 29). This led to a French expedition, which was supposed to have for its object the punishment of these marauders. Even in France it was hardly believed that this was its ultimate end. No sooner had the invading force commenced its operations than the dreaded marauders dropped out of sight; the island of Tabarca was occupied, so was Bizerta, Kef, and various other points of the Regency.

General Bréart advanced on the capital, a treaty was presented to the Bey for signature, and two hours were allowed to him to execute a document involving the virtual abandonment of his country to France under the guise of a protectorate.

The military promenade was soon over; it was on the 4th of April that the French ministers announced their intention to chastise the Khomair; on the 12th of May the treaty of the Kasr-Saeed was signed. Mons. Roustan, who had been mainly instrumental in getting up the expedition, was made Minister resident of the Bey and virtual ruler of the country. The sensibilities of Italy were deeply wounded, but none of the Powers thought it to their interest to oppose this high-handed proceeding. Mohammedan fanaticism was stirred from the borders of Tripoli to Morocco. The Bey lost all authority over his troops, who refused to obey a ruler who had delivered them over to the foreigner, and when the expeditionary force was recalled, a general state of insurrection ensued, and the French found themselves obliged to conquer the country, city by city and tribe by tribe, and to send an immense force from the mother country to effect this end. The holy city of Kairouan was taken, and French columns marched all over the country to the very borders of Tripoli. A strong point has been occupied, and a fortress constructed in the heart of the Khomair country at AÏN DRAHAM, at the source of the Oued-el-Kebir and on the flank of Djebel-Bir, 900 metres above the level of the sea, and there is hardly a city of any importance throughout the Regency which has not a French garrison.

a. At about 9 miles from the frontier is the island of Tabarca,† the history of which is most interesting. It lies close to the shore, the strait by which it is separated being about a quarter of a mile broad at the west end, widening to nearly a mile at the eastern extremity. It has a small harbour, much

† Murray's 'Handbook to Algeria and Tunis' & Playfair's 'Travels in the Footsteps of Bruce.'

frequented by coral boats when the weather is too rough to permit them to pursue their avocations at sea, and vessels of a larger size sometimes come under the shelter of the island to the east.

It is about 400 feet high, rising to a peak in the middle, on which are the picturesque ruins of a mediæval castle.

In ancient times Thabraca was a Roman colony.

In 1535 took place the celebrated expedition of Charles V. against Tunis. On the conclusion of peace, the perpetual right of fishing for coral was conceded to the Spaniards.

About the same period Jean Dorea, nephew of the celebrated Andrea Dorea, captured on the coast of Corsica the no less celebrated Algerian corsair Dragut. On the partition of the spoil he fell to the share of one of the Lomellini family of Genoa, which exacted as the price of his ransom the cession of Tabarca.

The Lomellini came to an agreement with Charles V., who undertook the fortification and defence of the island, the Genoese agreeing to pay five per cent. on all the commerce which they made. Soon, however, the Spaniards neglected to keep up the works or pay the garrison, and the flag of Genoa was substituted for that of Spain; and though the governor was still named by the latter power, he was obliged to render his accounts to the Lomellini.

In 1741, during the war which Monsieur Gautier, the Consul of France, brought about between his country and Tunis, the latter took possession of the island.

A part of the inhabitants, about 500 in number, effected their escape to La Calle, and thence proceeded to the island of San Pietro, to the south-west of Sardinia (*q. v.*), then uninhabited, where their descendants exist to the present day, under the name of Tabarini, and still pursue the coral fishery, as well as aid in loading vessels arriving at their port of Carloforte for minerals.

The river which falls into the sea opposite Tabarca, is the *Oued el-Kebir*,

the Great River, or the *Oued ez-Zan*, River of Oak Trees, the ancient *Tusca*, which formed the boundary between the Roman province of Africa and Numidia.

The *Khomair* tribe (erroneously called by the French *Kromirs*), who inhabit this district, were the most warlike, and the most inimical to strangers, of any on the N. coast of Africa. It was the depredations committed by them that afforded a pretext to the French for interfering in the affairs of Tunis in 1871. Up to that time their country had been almost unvisited by Europeans; the author is not aware of any Christians having passed through it except himself and his companion, the Earl of Kingston. Now the country and its inhabitants are as peaceable as any other part of N. Africa.

There is a practicable carriage-road from Tabarca to La Calle.

A little way beyond Tabarca, is *Cap Nègre*, where the French founded a trading station before their settlement at the Bastion de France in 1609. It was subsequently taken by the Spaniards, and for a short time occupied by the English; but from 1586 till its destruction, it belonged to the French.

About 25 miles to the north is *Galita* island, the ancient *Calathe*, once a favourite resort of pirates, when they wished to careen their ships or lay in fresh water. It is easily recognised from its outline: the S.E. extremity is rugged and steep, and the sugarloafed peak over it appears isolated when seen from the north or south; in a bay on its south side is temporary anchorage. Off the N.E. end are three islets, *Gallo*, the outermost and largest, is about a mile distant; *Pollastro* is the centre and smallest, and *Gallina*, the inner, is half a mile from the island. At 1½ miles S.W. of the S.W. end of *Galita* are two other larger islets, *Galitona* and *Aguglia*. At a distance of 14 miles W. by S. of the north end of *Galitona* are the *Sorelle Rocks*, always a great danger for shipping. In 1847 H. M. S. *Avenger* was lost on one of them. The crew consisted of 270 persons, all of whom were lost with the



exception of a lieutenant and 4 men. She was commanded by a stepson of Admiral Sir Charles Napier. A little farther on, about 3 miles from the shore, are two high rocks, the *Fratelli*, the *Neptuni arae* of the Romans, one of them exactly resembling a high-backed chair; passing these the bold promontory of C. Blanc is passed, easily identified by the white colour at its extreme point, then an indenture of the coast line marks the site of a place which may one day play an important part in history as a naval station.

b. Bizerta† is only 36 miles from Tunis by land; its name is a corruption of the Arabic one, *Binzerte*, which is as evidently derived from the ancient one, *Hippo Zarytus* or *Diarrhytus*, so named to distinguish it from its neighbour, *Hippo Regius*, the modern Bône.

The situation of the town is extremely picturesque, being built on each side of the canal which connects the lake with the sea, and on an island in the middle of it, principally occupied by Europeans and joined to the mainland on either side by bridges. Since the French occupation, fixed red and green lights have been exhibited from the outer extremity of the pier.

The important feature of Bizerta, however, is its lake, now called *Tinja*, formerly *Hipponitus Sinus*, which in the hands of an European power might become one of the finest harbours and one of the most important strategical positions in the Mediterranean. Its length from E. to W. is about 8 miles and its width  $5\frac{1}{2}$ , but the shallow portion which passes through the town is less than a mile in length, with a depth of from two to ten feet. Beyond, it widens out, and has a depth equal to that of the lake, from five to seven fathoms. A comparatively slight expenditure would be required to convert this lake into a perfectly landlocked harbour, containing fifty square miles of anchorage for the largest vessels afloat. At present the anchorage off

\* Murray's 'Handbook to Algeria and Tunis,'  
Playfair's 'Travels in the Footsteps of Bruce.'

the entrance is very insecure; vessels are compelled to remain in the open roadstead, and at a considerable distance from the town, and there is no shelter from the prevailing bad winds. The lake teems with excellent fish, which produce a large revenue to the State; they are caught both in weirs and nets, and are carried on donkeys to Tunis for sale.

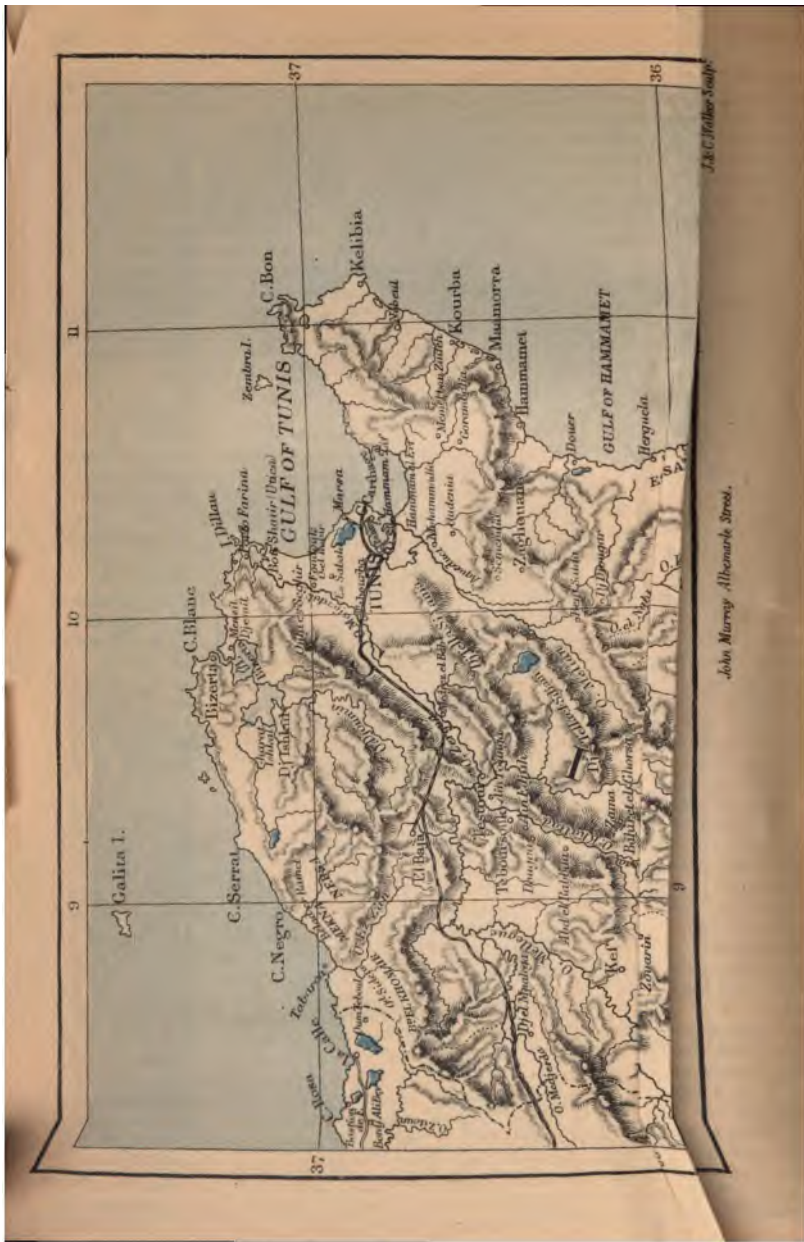
To the S.W. of this lake is another nearly as large, but with a depth of from two to eight feet only. It is the ancient *Sisara*, now called the *Gharat Djebel Ishkul*, or lake of Mount *Ishkul*, a remarkable hill 1740 feet high, situated at its southern extremity, the *Kirna Mons* of Ptolemy. The water is almost sweet in winter, when a considerable body is poured into it by the *Oued Djoumin* or river of *Mater*; but in summer, when the level sinks, the overflow from the salt lake pours into it by the *Oued Tinga*, a tortuous canal which connects the two, and then its waters are not potable.

Beyond Bizerta is *Ras ez-Zebib*, where are the tunny fisheries of *Count Raffo*, and *Ras Sidi Ali el-Mekhi*, where the Bay of Tunis commences. This is enclosed between the cape just mentioned, the ancient *Promontorium Apollinis*, and *Ras Addar*, or *Cape Bon*, the *Promontorium Mercurii*. The extreme width of the entrance is 41 miles, and its length 27. Close to the former cape is *Kameta*, or *Ile Plane*, the *Corsura* of the ancients, a low island, pierced through in one part by a natural arched canal, while on the opposite side of the bay is the lofty island of *Zembra*, the *Djamores el-Kebir* of the Arabs, and the *Egimurus* of the ancients, with the smaller one of *Zembretta* and *Tonnara*.

South of *Ras Sidi Ali el-Mekhi* is the *Ghar el-Melah*, or Lake of *Porto Farina*, into which flows the river *Medjerda*. This was at one time the most famous arsenal and the winter port of the Tunisian fleet, and here our own *Blake* gained one of his most celebrated victories. A little to the S.W. is the wretched little village of *Bou Chater*, the site of the celebrated







J. & C. Fisher, Southampton

John Murray, Albemarle Street.

city of UTICA, *The Ancient*, one of the first founded in Africa. When later Phœnician colonists founded Carthage, Utica still maintained its importance, though it was obliged to submit to the supremacy of the younger city. In 300 b.c. it fell into the power of Agathocles, and it subsequently played an important part in all the Punic Wars, but it is especially famous as being the scene of the unnecessary self-sacrifice of Cato. It continued to exist till the Mohammedan invasion, when it lost not only its being but its name, and was thereafter known by that of Bou Chater. The ruins still existing of the ancient city are not very extensive or interesting. Soon Cape Carthage is doubled, with the Arab town of Sidi Bou Säid, then the site of the great Carthage itself; while the eastern horizon is bounded by a picturesque chain of hills, the most conspicuous of which are *Hammam el-Enf*, *Bath of the Nose*, so called from a fancied resemblance it bears to that organ, and to the existence of a celebrated thermal spring at its base; *Djebel Ressay*, the *mountain of lead*, and *Zaghwan*, which gave its name to the district of Zeugitana.

o. Eventually the traveller arrives at the *Goletta*, or port of Tunis.

The name is a corruption of the Arabic words *Halk el-Oued*, or *throat of the Canal*, an artificial passage cutting the town into two portions, and communicating between the sea and the lake of Tunis. In the northern half are the town, fort and battery; in the southern, the Bey's summer palace, the seraglio, arsenal, custom-house and prison. Vessels are compelled to anchor in the roadstead, as there is not sufficient depth of water in-shore, but they are tolerably well sheltered from all winds except that coming directly from the N.

Boatmen here demand pretty much what they please; the charge, however, for landing a passenger with an average amount of luggage is 2 francs.

The town, like Tunis, has been constructed entirely with the materials of Carthage. The fortress which

defends it has been frequently besieged, the most celebrated occasion being that of Charles V.

There are three means of reaching Tunis: by the railway, by carriage—both routes skirting the northern shore of the lake—or by boat on the lake itself; the first is, of course, much the most convenient and economical. The distance is about 9 kil.

### 9. TUNIS.†

The *City of Tunis* stands on a rocky isthmus separating two salt fetid lakes; that to the north-east communicates with the sea at the *Goletta*, and is called *El-Bahira*, or the *Little Sea*, by the natives; it is about 18 kil. in circumference, but nowhere more than one or two metres in depth. The other to the S.W. is the *Sebkha es-Sedjoumi*.

Tunis was certainly known to the ancients by its present name, even before the foundation of Utica and Carthage; it was probably founded by native Africans, and not, like those cities, by Phœnician colonists; it was also called *El-Hadhera*, the *Green*, on account of the beauty of its gardens.

It is surrounded by a wall, the southern part of which is of great antiquity, but the northern portion, enclosing what was at one time the Christian suburb, is of quite recent construction, and is defended by occasional bastions instead of the towers which strengthen the more ancient part. A great portion of this wall has now been demolished, and what remains is rather useful for police purposes than for defence.

In addition to the *enceinte*, the N.W. side of Tunis is defended by three large forts built by Charles V., called respectively *Bordj Manoubia*, *B. Filfila*, and *B. er-Rebla*. A lofty *aqueduct*, built at the same period, supplied them and the Kasbah with water. This is now disused; it must not be confounded with the great Roman aqueduct from *Zaghwan*.

† Vide Murray's 'Handbook to Algeria and Tunis.'



The city is commanded by two hills in its immediate vicinity ; one to the S., on which is the ancient fort *Sidi bel Ahsan*, or *Bordj Si Ali Rais*, occupied by the French, and another to the N., called *Belvedere*. The view from both is very fine.

The principal gates are the *Bab el-Bahr*, or *Sea gate*, now quite disconnected from the walls ; the *Bal el-Khadra* ; the *Bab Abd es-Selam* ; the *Bab es-Sadun*, towards the Bardo palace and the Manouba ; the *Bab Sidi Abdulla*, at the citadel ; the *Bab Sidi Alewa*, on the road to Zaghouan ; and the *Bab Souka*, on that leading to Susa and the coast.

The lower part of the city and the faubourgs nearest to it are occupied by Christians and Jews ; the upper part principally by the Mohammedan population ; it is built in the form of an amphitheatre crowned by the Kasbah or Citadel. In front of this a square, called *Souk el-Islam*, was built, under the ministry of Khair-ed-din Pacha ; but as Jews and even Christians were jealously excluded from the shops which surround it, the affair proved a commercial failure. The old *Kasbah* or citadel has been entirely demolished and its site occupied by French barracks.

The interior of Tunis presents a confused network of streets and lanes, one or two of which, wider than the others, run nearly through its whole length ; these all converge towards the citadel, so it is very easy to find one's way. A new French city has sprung up between the Marine Gate and the lake, but the curious old native town, with its picturesque *Bazaars*, remains intact.

The trades keep together, so that the purchaser has the advantage of comparing the various articles of the same sort in one place. The principal are the *Souk el-Atterin*, or bazaar of the perfumers, near the *Djamia ez-Zaitouna*, and the *Souk el-Bey*, where arms, inlaid boxes, carpets, etc., are sold ; this was at one time the slave market also.

*English Church.*—See Index.

*English Cemeteries.*—There is a very ancient *English Cemetery* (of St. George) in which Protestants of other nations were interred. It used to be beyond the walls, but as the town has increased so greatly in that direction it has become surrounded with houses and is now disused. It contains the graves of several English consuls. Amongst others, Richard Lear, 1663 ; Richard Lawrence, 1750, 38 years Consul-General ; James Trail, 1777, 23 years Consul-General ; and Sir Thomas Reade, 1849, 23 years Consul-General. Another person rested here whose name is known wherever the English language is spoken, Colonel John Howard Payne, twice consul for the U.S. of America, who died at Tunis on the 1st of April, 1852. A monument was erected to him by his "grateful country," recording the fact that he was author of "Home, Sweet Home, the tragedy of Brutus, and other similar productions." In 1883 his body was disinterred and taken to the United States, but a monument marks the spot where he was originally buried here.

A *Roman Catholic Cathedral* has been erected on the Boulevard de la Marine. It is not a building of any architectural merit, but it is interesting to record that on its consecration by Cardinal Lavigerie, in April, 1882, a solemn service was performed in thanksgiving for Queen Victoria's escape from assassination.

*Mosques.*—Throughout the Regency of Tunis Christians are rigorously excluded from entering any of the mosques except those of Kerouan. It is therefore unnecessary to do more than enumerate a few of the principal ones in the city.

*Djamia el-Kasbah*, in the Kasbah or citadel. Built in about A.D. 1232.

*Djamia ez-Zaitouna*, the mosque of the olive-tree, in the *Souk el-Atterin*, or market of the perfumers. It contains many columns from Carthage and a fine library.

*Djamia Sidi Mahrez*, in the quarter of the *Bab es-Souika*, distinguished by its large dome surrounded by smaller cupolas.

There are also in the city innumerable other mosques, medrassas or colleges, zaouias, and tombs of celebrated Mohammedan saints.

*Public Instruction.*—There exists a college for the education of Mohammedan youth named *Es-Sadiki*. It contains about 150 pupils, fifty of whom are supported by the State or by mosque revenues, and reside in the building; the others receive their education gratuitously. In addition to the usual branches of purely Mohammedan education, there are European professors to teach French, Italian, and mathematics.

Cardinal Lavigerie has founded a College, in which 240 youths of all nations receive an excellent education.

The *Dar el-Bey*, or town palace of the Bey, is well worthy of a visit. Some of the older rooms are perfect gems of Moorish art, while the more modern apartments are decorated in a style that would disgrace a cheap tea-tray.

It was at one time occupied by Queen Caroline, subsequently by the brother of the Emperor William I. of Germany, by three of our Royal Princes, and by Sir Hastings Yelverton when he came to invest the late Bey with the Grand Cross of the Bath.

The works for the *new harbour* of Tunis are being pushed on with great activity by the "Société de Construction des Batignolles." At present (1889), they consist in dredging a canal from the Goletta to Tunis, through the lake, and in preparing concrete blocks to be thrown in on each side of it. A provisional canal about 9 feet deep will be ready for the use of barges in 1891. The depth will eventually be 30 feet, and it is expected that the works will be entirely finished in 1894.

## 10. EXCURSIONS IN THE NEIGHBOURHOOD OF TUNIS.

### a. CARTHAGE.

Naturally the first excursion that the traveller will desire to make is to the site of the mighty Carthage. He may go by train, the station of Carthage being within half-an-hour's walk of the chapel of St. Louis; but the preferable course is to hire a carriage.

Carthage is said to have been founded by a Phœnician colony from Tyre about B.C. 852. They gave to it the name of *Kart-Hadaa*, the new city, in opposition to *Utica*, the old. This name became in Greek *Carchedon*, and in Latin *Carthago*.

It continued in uninterrupted prosperity and glory for upwards of 700 years, till its destruction by P. C. Scipio in B.C. 146. Thirty years later it was colonised by C. Gracchus, raised to a considerable condition of prosperity by M. Antonius and P. Dolabella, and rebuilt by Augustus. It subsequently became the chief seat of Christianity in Africa, and many of its most splendid buildings were destroyed with a view of rooting out the last traces of paganism. Its utter destruction, however, did not commence before the Arab invasion in 697, since when one generation after another has continued the operation with unremitting zeal. Little now remains of the great city; all that is valuable has been carried off either for the construction of the modern city of Tunis, or to enrich the public buildings and museums of Europe.

The situation of the city was singularly well chosen, on the shores of a magnificent and well-sheltered bay; it consisted, properly speaking, of three different towns, all enclosed within the same wall, namely—Byrsa, the citadel; Cothon, which included the port and that part of the town occupied



by the merchants ; and thirdly, *Magara*. The first occupied the site of the present Chapel of St. Louis, the second the lowland between it and the Goletta, and the third stretched in rear of both, from the banks of the lake to the sea-shore, below the village of Sidi Bou-Saeed.

*Chapel of St. Louis.*—On the 8th of August, 1830, a treaty was concluded between Charles X. and the Regency of Tunis, containing the following article:—

“We cede in perpetuity to H. M. the King of France, a site in the Mälakal to erect a religious monument in honour of Louis IX. on the spot where that Prince died ; we engage to respect and cause to be respected this monument, consecrated by the Emperor of France to the memory of one of his most illustrious ancestors.”

It is difficult to determine the exact spot where St. Louis died, on the 25th of August, 1270, but the spot selected as the site of the chapel was the Byrsa itself, to which place, according to Joinville, St. Louis retreated after his defeat before Tunis, the better to be able to superintend the embarkation of his troops and the movements of the enemy.

Regarding the style and architecture of the chapel, the less said the better. Above the entrance is the following inscription:—

LOUIS PHILIPPE, PREMIER ROI DES FRANÇAIS, A ÉRIGÉ CE MONUMENT EN L'AN 1841, SUR LA PLACE OÙ EXPIRA LE SAINT LOUIS, SON AÏEUL.

Round the chapel is an enclosure containing a large and handsome *Seminary* ; the *Hall of St. Louis* ornamented with frescoes of the last events in the life of the Royal Saint, and a most interesting *museum* of antiquities found at Carthage (open on Sunday, Monday, Thursday and Saturday from 2½ to 6 P.M.). An immense number of *sculptured stones* have been built into the walls around.

Behind this group of buildings is the new *Cathedral*, of great size, and destined to be the resting-place of its

distinguished founder, Cardinal Lavigerie.

The Byrsa was the first point fortified by the Carthaginians, and around it arose by degrees the houses, public buildings, streets, etc., of this great city.

*The Palace of Dido.*—The walls supposed to be those of the Palace of Dido are to the N.E. of the Byrsa. On leaving the enclosure, turning to the left, a few vestiges are found supposed to be the remains of this building.

*Temple of Æsculapius.*—The Temple of Æsculapius is situated under the Chapel of St. Louis ; four or five small apses are still visible. This building was destroyed at the close of the third Punic War, when the wife of Asdrubal voluntarily perished in the flames with her whole family rather than submit to the Romans.

*The Forum.*—The forum was situated between Byrsa and the sea, close to the military harbour.

*The Harbours.*—The site of the ancient ports of Carthage is well known and easily recognisable. On leaving the Goletta by the gate of Tunis the traveller passes over a tongue of land called formerly *Tænia* and *Ligula*. On following this he soon finds himself between the lake of Tunis to the left and the sea to the right. After a walk of twenty minutes he arrives at the house of General Kheir-ed-din, formerly Prime Minister of the Bey, and subsequently Grand Vizier of Turkey. On continuing his walk for about twenty-five minutes more, he arrives at a summer palace of the Bey, and it is on the shore near this that the ports are situated.

From the Chapel of St. Louis the traveller can see two little lakes, excavated a few years ago on the site of the ancient ports ; but it must not be supposed that the latter were as limited in extent as their modern imitation. They were, however, artificial basins



and both were named *Cothon*, a word used to express a harbour excavated by the hand of man. Like many of the other principal features of Carthage, these ports were destroyed by Scipio, restored by the Romans, enlarged by the Byzantines, and subsequently allowed to fall into ruin and be filled up after the Arab Conquest.

Of the various other temples to Apollo, Saturn, Astarte, Hercules, etc., few or no remains are visible, and the traveller will look in vain even for their foundations.

*Cisterns.*—Punic Carthage was supplied with water entirely from cisterns constructed to catch and preserve rain-water. These are found in every direction, but there were two great public reservoirs, one near the sea, and the other at *Maalaka*. The first of these are situated close to the fort called *Bordj el-Djedid*. These have been entirely restored, but the greatest care has been taken to preserve their original character. They are 18 in number containing in all 27,000 cubic mètres of water. Visitors desiring to inspect them should apply for permission to the water-works office in town. The cisterns at the *Maalaka* were very much larger, but are now in a perfectly ruinous condition; the Arabs of the village make use of them as a residence for themselves and their flocks.

When the aqueduct from *Zaghounan* was subsequently constructed, these reservoirs were used for the reception and distribution of the water. The former of these two systems will revert to its original purpose, and will distribute the water of the restored aqueduct to the *Marsa* and *Goletta*.

*The Amphitheatre.*—The amphitheatre is situated S.W. of the *Maalaka*, and close to the Carthage station of the railway. All that remains, however, is an elliptical excavation, about 12 mètres in depth. This was the scene of the martyrdom of St. *Perpetua* and her companions on the 7th of March, 203.

*The Circus.*—The circus is situated

to the S.E. of the Arab village of *Douar Ech-Chott*, and about 3½ kil. from the temple of *Æsculapius*. Its outline is easily distinguished, and even some vestiges of the *Spina*, but all the cut stones have been removed.

*Theatre.*—*Apuleius* describes the theatre at considerable length, without specifying its exact site, but *El-Edrisi* says that it was W. of the sea-baths. Standing at the great cisterns and looking towards the *Goletta*, the ruins of this building are seen on the left hand near the sea-shore.

*Basilica.*—The ruins of the great Christian Basilica should also be visited.

The history of Christian Carthage is no less interesting than that of its earlier days. Owing to its constant intercourse with Rome, the religion of Christ was implanted here at a very early date. In the 2nd century there were a great many bishops in the proconsular province, and *Agrippinus*, the first bishop of Carthage, convoked them in council.

The first recorded martyr at Carthage was St. *Namphanion*, who was killed in 198 under *Septimius Severus*. *Jocundus* and *Saturninus* followed about the same time. St. *Perpetua* and her companions were thrown to wild beasts in the amphitheatre in 203. St. *Cyprian* was beheaded in 258; other brilliant names adorn the African Church; *Tertullian* and *Augustine*, the latter of whom was born at *Tagaste* and partially educated at *Medaura*, he came to Carthage to complete his studies. In his time the see of Carthage numbered 160 churches in the *Byzacene*, and almost as many in *Zengitana*. The names of only 28 bishops of Carthage are, however, recorded, of whom the last, *Cyriacus*, lived in 1076.

To the E. of the Chapel of St. *Louis*, and distant about 3000 mètres from it, is the village of *Sidi Bou-Saeed*, which is esteemed as holy by the Arabs, on account of a tradition that St. *Louis* became a convert to *El-Islam*, and was interred there under the name of *Sidi Bou-Saeed*.

## b. EXCURSION TO THE BARDO.

The *Bardo* is one of the most interesting and characteristic of all the palaces of Tunis. Exteriorly it has the air of a fortress, being surrounded by a wall and ditch, and flanked by towers and bastions. The entrance leads into a square court through a little street lined on each side with shops. To the right of the court is the entrance to the old harem, in front to the stables, and to the left, after having passed through a second court, is the Bey's hall of justice, where periodically His Highness in person administers the patriarchal but substantially equitable justice which seems far better suited to semi-civilised people than the more elaborate jurisprudence of Europe.

The public rooms have lately been entirely rebuilt. The old *Harem* has been fitted up as a *Museum* under the direction of M. René de la Blanchère. The gem of the collection is the great Mosaic of Susa, which has been laid down in the principal hall, but it is full of interesting antiquities from all parts of the Regency.

## c. EXCURSION TO BIZERTA AND UTICA.

This may be done by carriages from Tunis in three or four days. The cost will be from 120 to 140 piastres (3*l.* to 3*l.* 10*s.*). There are no good hotels beyond the city of Tunis, but it is possible to find accommodation at Bizerta. (See p. 30.)

## d. EXCURSION TO ZAGHOUAN AND OUDENA.

This expedition can be done in three days by carriage—cost of a carriage about 3*l.* If the traveller only wishes to see the aqueduct of Carthage, he can visit it and the ruins of Oudena, and return to Tunis in the same day.

At 11 m. from Tunis is the *Mohammedia*, an immense ruined palace, built by *Ahmed Bey*, who died in 1855; he decorated it with great magnificence,

but since his death it has been allowed to go to ruin.

Shortly after leaving the *Mohammedia*, the ruins of the ancient aqueduct come in sight, and at a distance of about 14 m. from Tunis the road crosses the Oued Melian, the *Catada* of Ptolemy. Here is seen, in all its surpassing beauty, one of the greatest works the Romans ever executed in North Africa.

It was commenced by Hadrian and finished by Septimius Severus; partly destroyed by the Vandals; restored by the Byzantines, and finally ruined by the Arabs. It was reserved for the late Bey, Sidi Mohammed es-Saduk, once more to restore this ancient work, and to bring the pure and abundant springs which formerly supplied Carthage into the modern city of Tunis.

The original aqueduct started from two springs, those of Zaghoun and Djougar; and to within 16 m. of the present city of Tunis, namely, to the S. side of the plain of the *Catada*, it simply followed the general slope of the ground without being raised on arches. From this point, right across that plain, a distance of 3 Roman, or 2½ English m., with slight intermissions, owing to the rise in the ground, and so on to the terminal reservoir at the modern village of Mäalika, it was carried over a superb series of arches, sometimes, indeed, over a double tier. The total length of the aqueduct was 61 Roman m., or 98,897 yards, including the branch from Mons Zuecharus, which measured 22 m., or 36,803 yards; and it was estimated to have conveyed 32,000,000 litres (upwards of 7,000,000 gallons) of water a day, or 81 gallons per second, for the supply of Carthage and the intermediate country.

The greatest difference is perceptible in the style of construction, owing to the frequent restorations which have taken place. The oldest and most beautiful portions are of finely-cut stone, each course having a height of 20 in.; the stones are bossed, with a squared channel worked at the joints, and the *voussoirs* are single



stones reaching quite to the bottom of the specus, in which there exist, at intervals all along its course, circular man-holes, both to admit air and to permit the repair and cleansing of the channel.

A great part of the aqueduct, however, is built in a far less solid manner, of concrete blocks or of small irregular stones. In some places a threatened danger had been guarded against by the erection of rough and massive counterforts. Along the plain of the Oued Melian, in a length of nearly 2 m., there are upwards of 300 arches still entire.

The aqueduct passed the river on a double series of arches. These were all destroyed in order to make use of their foundations for the modern bridge which now carries the water across, and serves at the same time as a viaduct.

From this point to Carthage, along the plains of the Mohammedia, the Manouba and Ariana, the ancient aqueduct is entirely ruined, and its stones have been used in the construction of Tunis.

Leaving the Oued Melian, the road to Zaghouan follows the line of the aqueduct: but a détour to the E. may be made to visit the ruins of *Oudena*, the ancient city of Uthina.

The present condition of the ruins proves it to have been a place of very considerable importance; they cover an area of several miles, and must certainly have contained a very large population.

At about 33 m. from Tunis is Zaghouan, the ancient *Zeugis*, which gave its name to *Zeugitana* or the Province of Africa proper. A pleasant little town, situated on a spur proceeding from the N.E. side of the mountain bearing the same name.

The principal industry is the dyeing of red caps or *cachias*, which has been carried on here for generations.

The great interest of the place, however, is its vicinity to the springs from which the aqueduct is supplied, about a mile and a half distant from the town.

The source issues from below the ruins of a Roman temple, known to the natives by the name of *El-Kasbah*, or the fortress.

The building is extremely elegant, and in its original condition must have been one of the most charming retreats which it is possible to imagine. It is situated at the gorge of a narrow and precipitous ravine descending from *Djebel Zaghouan*, but at a very considerable elevation above the plain at its foot.

It consists of a paved area of a semi-circular form, but with the two exterior limbs produced in straight lines as tangents. Round the perimeter was a raised colonnade, and at the end, in the middle of the circular portion, was a rectangular cella, which is still tolerably entire; at the extremity there is a niche lined with cut stone, surmounting what may either have been the base of a statue of an emperor, or an altar to a divinity. To the rt. and l. of this proceeded a lateral gallery. The posterior wall was of finely-cut stone, with thirteen square pilasters on each side, between every alternate pair of which a round-headed niche for statuary was sunk in the thickness of the wall. Towards the interior, a Corinthian column corresponded to each of the pilasters, but these have long since been removed, and now decorate the interior of the principal mosque of Zaghouan. Each end of this colonnade was terminated with a handsome gateway; and from the lower surface of the area on either side a flight of fifteen steps conducted to a basin or nymphæum, shaped like a heart in cards, but with a rounded instead of a pointed apex; in this the spring rose, and was conducted into the aqueduct. The spring is no longer visible, being led into the modern aqueduct before it emerges from the ground.

The colonnade was roofed by one general half-cylindrical vault in the direction of the length of the building, intersected by twelve other transversely directed cylindrical vaults rising from the pilasters in the walls, and the columns in front. A cornice



of a bold outline ran all round, serving as impost to the vaults and ornamental doorways, and as capitals to the pilasters. A great portion of the vaults supported by the walls still remain, to show the nature of the construction.

A magnificent view is obtained by mounting the hill immediately S. of the town, crossing the valley watered by the Ain Ayat; and a still finer one by climbing to the top of Djebel Zaghouan, which may easily be done by spending an extra day at this place.

There is a small French garrison at Zaghouan, and a heliographic station has been constructed on the mountain, access to which is obtained by a winding path 5500 mètres in length.

The other branch of the aqueduct was and still is supplied from a spring at Ain Djougar, close to the village of Bent Saïda, which occupies the site of the ancient Zuchara Civitas. Like the other, this one also issued from a monumental fountain, now in a very bad state of preservation.

#### e. EXCURSION TO THE AMPHITHEATRE OF EL-DJEM.

See p. 39. This may also be done by carriage from Tunis in 3 days, sleeping at Hammamet and Susa.

#### 11. VOYAGE ALONG THE COAST FROM TUNIS TO THE ISLAND OF DJERBA.

Steamers of the *Transatlantique* and *Italian* Companies run from Tunis every week, visiting all the principal ports on the coast as far as Tripoli, and thence to Malta.

a. *Susa* is the ancient Hadrumetum, capital of the province of Byzacium. It is often mentioned in the Punic and civil wars, and, like many other cities, it was destroyed by the Vandals and restored by Justinian.

After *Okba* had built the city of *Kerouan*, he remained at *Susa* during a considerable period. Subsequently,

when the Turks took up the profitable trade of piracy, this became one of their favourite haunts, whence they made predatory excursions to the coasts of Italy.

In 1537 Charles V. sent a naval expedition from Sicily against the place, which refused to submit to his protégé *Mulâi Hassan*. The command was given to the marquis of Terra Nova, but he was obliged to retire and leave victory in the hands of his enemies. In 1539 another expedition was sent, commanded by *Andrea Doria*, with better success, but no sooner had he left than it revolted again, and welcomed the celebrated pirate *Dragut* within its walls.

In all the frequent dissensions between the Arabs and Turks, the importance of *Susa* as a strategic post was so great that its possession was generally the key to supreme power. The town is situated on a gentle slope rising from the sea, and presents a most picturesque appearance from a vessel in the harbour. It is surrounded by a crenulated wall, strengthened at intervals by square towers and bastions, and crowned by the *Kasbah*. The view from the terrace is very fine, but the building itself is entirely devoid of interest.

The modern port is simply an open roadstead, very slightly protected by a curve in the coast towards the N., where was the ancient harbour, between the Quarantine Fort and *Ras el-Bordj*. The accumulation of sand has rendered the water too shallow to permit vessels to make use of it. A great part of the ancient harbour is, in fact, now dry land.

The roadstead has good anchorage in 6 to 8 fms. water, but is dangerous in winter, being entirely exposed from N. to E.

The town has a prosperous appearance, the houses being well built, and as a rule less dilapidated than usual. The population is about 8000, of whom 1000 are Europeans and 2000 Jews. A very considerable part of the trade is in the hands of Maltese, who are here, as everywhere else in North Africa, the most industrious and frugal, and

about the best-behaved class of the population.

The principal objects of interest in the town are:—

The *Kasr er-Ribat*, a square building flanked by 7 round bastions, with a high tower built on a square base. It was erected about A.D. 827 by a Prince of the Aghlabite dynasty as a convent for *Merabetin* or devotees.

There is also an extremely interesting building, now turned into a coffee-shop, and called by the Arabs *Kahwat el-Koubba*, or Café of the Dome. It is a small building, square in plan up to about 8 feet from the ground, thence rising cylindrically for about the same distance, the whole surmounted by a curious fluted dome. The cylindrical portion has 4 large and 4 smaller arched niches, with very bold cornices, springing from semicircular pilasters between them. The walls are, however, so thickly encrusted with white-wash, that the architectural details are considerably obscured. A good view of the exterior of the building is obtained by mounting to the top of the *Morestan*, or public hospital, just opposite.

There is also a curious old building either of Roman or Byzantine construction, now used as an oil-mill. It consists of a central dome, supported on 4 arches, 3 of which give access to narrow chambers, the entrance being in the fourth; beyond the left-hand chamber, on entering, are 2 parallel vaulted apartments, extending the whole length of the building. The piers of the arches have originally been ornamented with columns, and the ceiling appears to have been decorated with tiles or mosaics.

There is a very important trade in olive oil from Susa.

#### [EXCURSION TO EL-DJEM.†

The journey to El-Djem and back to Susa may be made by carriage in three days, including one whole day

† Murray's 'Handbook to Algeria and Tunis'; Playfair's 'Travels in the Footsteps of Bruce.'

at the amphitheatre. A carriage costs about 90 piastres, or 2l. 5s.

At El-Djem there is a *Fondouk*, where the traveller can obtain shelter and nothing more; it is dirty and full of fleas, and nothing short of the magnificence of the amphitheatre could compensate him for two nights spent here. He must provide himself with bedding and provisions for the time he contemplates remaining absent.

The drive is not particularly interesting, and there is nothing at El-Djem, save its amphitheatre, which may be said to be all that remains to mark the site of the ancient city of *Thysdrus*.

It was here that the pro-consul Gordian first set up the standard of rebellion against Maximin, and was proclaimed Emperor in A.D. 288, in his 80th year.

The solidity of the masonry and the vast size of this building have induced the Arabs at various periods of their history to convert it into a fortress; it has frequently been besieged, and on each occasion, no doubt, to the great destruction of the fabric.

This edifice offers the same exterior divisions as the principal monuments of a similar kind built elsewhere by the Romans, three outside open galleries, or arcades, rising one above another, crowned by a fourth storey with windows. But at El-Djem the architect seems to have tried to surpass, in some respects, the magnificence of existing structures. In the Coliseum at Rome the lower storey is decorated with a Doric half-engaged order, the second with an Ionic, and the third with a Corinthian. The fourth storey was pierced by windows like this one, but pilasters alone are employed, so that the general aspect is that of three storeys, gradually increasing in magnificence as they rise, crowned by a high attic, which supported the masts destined to receive the ropes of the velum. In many other amphitheatres the Doric order is alone employed. But, here, at El-Djem, the orders of the first and third galleries are Corinthian; the middle one is composite; the fourth was probably



Corinthian also, if it ever was completed.

The windows of the fourth storey of the Coliseum are square-headed, as was generally the case in monuments of this kind; but at El-Djem the heads of the windows are neither straight nor semicircular, but segmental, and they are built as true arches, with voussoirs. They are placed at every third interpilaster.

Each of the three lower storeys possessed sixty-four columns and arches, and at each extremity was a grand entrance, but the W. one is included in the breach made by Mohammed Bey in 1697, to prevent the building being again used as a fortress. Since then the work of destruction has gone on rapidly, and now fully one-third of the whole perimeter is destroyed.

The interior of the amphitheatre has suffered much more than the exterior, doubtless from the fact that it has so often served as a fortress, and partly from the material having been taken to block up the lower galleries, and to build the modern village.

It is by no means certain that this amphitheatre ever was completed, or whether the attic ever was decorated with pillars, though undoubtedly some of the pedestals of this order were placed in position. Some of the ornamental details also are in an unfinished condition. The keystones of the arches of the lowest order were probably all intended to be sculptured, but they are still in their original rough condition, with the exception of two, one of which bears the head of a human being, and the other that of a lion.

The outside gallery on the ground-floor, where most perfect, has been utilised by the Arabs as store-rooms for their corn and forage; some of the arches are converted into shops, and there is evidence that the upper galleries also have at some time or other been converted into dwellings, holes in the masonry for the reception of joists being visible in every direction.

Several inscriptions have been found here; the most important has been preserved at *St. Louis* (Carthage), and has been often quoted: the name of

the town is twice mentioned in it, once as *Thysdrus*, and again as *Thysdritana Colonia*.

A number of rude Arabic or Cufic inscriptions, accompanied by representations of swords and daggers, have been scratched on the exterior wall above the principal entrance, and one which is certainly of Berber origin, may date from the era of El-Kahina.

The stone of which the amphitheatre is built was obtained from Salektra on the sea-coast: the Salletti of the tables of Peutinger and the Syllectum of Procopius, the first resting-place of Belisarius in his march from Caput Vada to Carthage. It is a somewhat fine-grained, marine-shell limestone, with an admixture of siliceous sand full of fossil shells. Such a material is worked with the utmost facility; indeed, it may be cut with an axe, but it is not susceptible of being dressed with the same precision as more compact stone. The consequence is that the masonry is far inferior to the finest specimens of Roman work in Africa. Mortar has been plentifully used between the joints, and the stones are neither as large nor as closely fitted as usual; the average dimensions are—length,  $37\frac{3}{4}$  in., and height of courses,  $19\frac{1}{2}$  in.

A feature of the construction of this building, never seen in others of the best period of Roman art, is the manner in which the appearance of nearly all the stones has been spoilt by triangular *lewis holes* being cut in their exterior faces, for the purpose of raising them into position. This gives the masonry a slovenly appearance.

Another excursion from Susa is to *Kerouan*, a city which, next to Mecca and Medina, is the most sacred in the eyes of Western Mohammedans. It was founded by *Sidi Okba* in the 7th century, and contains numerous splendid Mohammedan shrines, which since the French Protectorate are freely open to visitors. The principal are—*The Great Mosque* of *Sidi Okba*; the *Zaonia* of *Sidi Abd-el-Kadir El-Djilani*; the sacred well of *El-Barota*; and the



most important of all, the *Djemâat es-Schebi*, or Mosque of the Companion of the Prophet. These are all fully described in the 'Handbook to Algeria and Tunis.'

Kerouan will well repay a visit. It is only 6 hrs.' drive from Susa, with which place it is joined by a tramway.]

b. The next port at which the steamer stops after leaving Susa is **Monastir**, the *Ruspina* of the Romans, situated on a promontory about 12 m. S.E. of Susa, with the little islands known as the *Tonnara* a stone's throw off the land. The Arab name is *Misteer*. It is built on the shore, a little S. of the extreme point of the Cape. The fortifications are similar to those of other Tunisian towns, and the Kasbah, with its battlemented walls, and a lofty tower rising in the centre, is placed on the side nearest the sea. The port is small and of no great importance. There is good holding-ground about half a mile from the shore in  $7\frac{1}{2}$  fms., but the position is much exposed. In some respects, however, it is better than Susa, being sheltered from the N. and N.E. by the promontory.

To the S.E. is an extensive spit of shallow and dry banks, extending 10 m. from the coast, at the extremity of which are the Kuriat islands. Vessels should round the first of these, as the depth of water within them is insufficient for any but the smallest craft. The trade of Monastir is very inconsiderable, consisting chiefly of olive-oil.

c. After leaving Monastir the steamer rounds *Ras Dimas*, the ancient *Thapsus*, celebrated for the decisive victory which Cæsar won under its walls against Scipio and Juba I., and anchors in the afternoon at **Mahadia**—a picturesque but dilapidated town, situated on a narrow promontory extending about a mile to the E. It has anchorage on the N. and S. sides, according to the direction of the wind, but it is entirely exposed to the E. The southern one is that generally used, and

vessels can lie there in 8 fms. water. Yachts may lie much closer in.

This is the ancient *Turris Hannibalis*, or country seat of Hannibal, whence he is said to have embarked after his flight from Carthage. The modern city, at one time the seaport of Kerouan, was built in 912 by Obeid-ulla el-Mahedi, a descendant of Ali, Khalifa of the West. The fortifications were strengthened by Charles V., but that monarch, finding the place untenable, subsequently destroyed them.

At Bordj Arif, about 3 m. to the W., are the ruins of a very interesting Arab building, situated in a grove of ancient olive-trees.

d. Leaving Mahadia, the steamer passes **Salekta**, the *Syllectum* of Procopius, the first stage of the march made by Belisarius from Caput Vada to Carthage.

The landing-place of the Byzantine army was at the modern *Kapoudiah*, or *Ras Khadidja*, a low rocky point, 11 m. S.E. of Ras Salekta, on which is built a remarkable tower, nearly 150 ft. high, which still serves as a post for a few soldiers.

e. Here may be said to commence the extensive banks which surround the **Kerkenas Islands**. The distance between them and the mainland is about 25 m., but the navigable channel is not more than a mile broad, and is the most dreaded part of the coast. It has lately been marked out by luminous buoys. Sailing-vessels going to Sfax had better round the islands altogether, giving them a wide berth.

The Kerkenas were known to the ancients as the *Circinæ Insulæ*. The two principal ones are *Cherka* or *Ramlah* to the E., and *Ghurba* to the W. They are low, and covered with date and olive-trees. Cereals also are cultivated where the ground is not too sandy; but the inhabitants, of whom there are about 3000, live, to a great extent, on the produce of the sea, and by making mats, baskets, etc., from the alfa, which grows in abundance.

f. At the S. of the channel is the town of **Sfax**, the ancient *Taphroua*,

now the chief place of a district in which there is an important trade in alfa. The upper portion of the city is reserved for the Mohammedans, the lower is occupied by Christians and Jews.

The anchorage is at 2 to 2½ m. from the town, and can be chosen according to the depth of water required. There is a rise and fall of 5 ft. in spring tides, and 3 at neaps, a thing very uncommon in the Mediterranean. A few m. farther to the N. the rise is only 1 ft., while in the Gulf of Gabes, farther S., it is as much as 8 ft.

It is in this region, just below the 34° parallel of latitude, that Captain Roudaire proposed to pierce the Isthmus of Gabes,† which now separates the sea from the region of the Chotts, whereby he hoped to create an inland sea, and introduce fertility, commerce, and life into the Sahara. Unfortunately, the most eminent authorities did not agree as to the possibility of the project, and even the position of the Lake of Triton, which existed within the limits of history, has not been satisfactorily settled. French geographers assert that it covered the region of the Chotts, while Sir Richard Wood, with great plausibility, argues in favour of the bay S. of Djerba, which is still open to navigation by small vessels. The scheme has been definitely abandoned.

g. From Sfax the steamer crosses the *Gulf of Gabes* or *Syrtis Minor*, and anchors off *Homt es-Sook*, in the Island of Djerba. This is none other than the spot made for ever immortal by Homer as the Island of the Lotophagi, it is the *Meninx* of Pliny and the *Brachion* of Scylax.

Much controversy has arisen regarding the lotus of the Odyssey. "Now whosoever did eat the honey-sweet fruit of the lotus had no more wish to bring tidings nor to come back, but there he chose to abide with the lotus-eating men, ever feeding on the lotus, and forgetful of his homeward way." Most writers have been content to

† Roudaire, 'Etudes relatives au projet de Mer Intérieure,' Paris, 1877.

follow Shaw, who identifies it as the *Seedra* of the Arabs, the *Ziziphus lotus* of botanists, or *jujube*, a fruit which in its wild state is hardly eatable, and even when cultivated is quite unworthy of immortality, a fruit moreover which does not exist upon the island at all. It seems unnecessary to go out of one's way to search for the Homeric food, the island is covered with it, no greater blessing than it was ever bestowed by Providence on man, and no other fruit is so all-sufficient for human sustenance as the "honey-sweet" lotus of the ancients, the DATE of the modern Arab.

The island is very flat, and though possessing little water is tolerably fertile. It is celebrated for the fine quality of its olive-oil, and now exports a large quantity of alfa. Near the anchorage existed, not many years ago, a remarkable tower, composed entirely of human skulls. It was seen and described by Sir Grenville Temple† in 1832. It was 20 ft. in height and 10 broad at the base, tapering upwards to a point, composed entirely of skulls reposing in regular rows, on intervening layers of the bones appertaining to the bodies. It is probable that they belonged to Spanish soldiers who landed here under the Duke d'Alva, in 1560, and were defeated and slain by the Moors. This barbarous monument was destroyed by the Bey at the request of the European Consuls at Tunis, and a column in the French cemetery marks the spot where the bones were reverently interred.

A light vessel, 'The Mater,' has been placed by the French near the island. It has a fixed white light, and can be seen from a distance of about 3 m.

Beyond this point the coast is uninteresting, consisting of sandy downs stretching as far as the eye can reach, an absolute desert, without tree or trace of habitation. The inhabitants have the worst possible reputation, and exercise robbery and brigandage on a large scale.

† Sir Grenville Temple, 'Excursions in the Mediterranean,' i. p. 156.



## PROVINCE OF TRIPOLI.†

## 12. Tripoli.

Tripoli is a province or *vilayet* of the Ottoman Empire, governed by a *Vali*, or Governor-General, appointed by the Sultan. It extends along the coast from the island of Djerba to Tobruk, a little beyond the Bay of Bomba over 800 m., including all the territory between Tunis and Egypt. It extends southwards about 400 m., but its delimitation in this direction is rather indefinite. It may be said to comprise all the territory of *Fezzan*, the town of *Ghadames*, and the oasis of *Ghat*. Along the coast, and to about 70 m. inland, there are fertile tracts, but beyond this limit the country is for the most part a barren desert, interspersed at wide intervals with a few oases. The whole country, with the exception of the palm and olive-groves near the coast, and a part of the Cyrenaica, is treeless; the line of coast flat and uninteresting, and almost entirely devoid of landmarks for the guidance of mariners. The population of the whole *vilayet* is from 600,000 to 800,000.

The harbour of Tripoli is formed by a long reef of rocks running out into the sea, in a N.E. direction, and by other reefs at some distance to the eastward of these, all of which make a tolerably good shelter in ordinary weather. In the deepest part, however, there is not more than 5 fms. of water.

At the extremity of a rocky projection to the northwards, forming part of the first-mentioned reef, are two batteries called the New and

Spanish Forts, and on an isolated rock is a circular one called the French Fort, better known by its native name of *Bordj Boo Leilah*, or "Fort of One Night," from a tradition that it was built in that space of time. It is now in ruins, and is used as a lazaretto.

The reef of rocks extending from the New or Long Fort in a northerly direction, and forming a natural though imperfect breakwater to the harbour, is partly above and partly under water. Small vessels can enter through these rocks in some places, but those drawing more than 8 ft. have to go round the reef, and pass between two iron buoys marking the channel leading into the harbour. The depth nowhere exceeds 22 ft. As there are sandbanks in the way, vessels cannot tack here; the channel, therefore, is only practicable for sailing-vessels with a fair wind. Vessels drawing more than 18 ft. should anchor outside, to the N. of the Long Fort. During the summer months strong easterly breezes prevail along the coast from midday till sunset, after which they gradually fall and change to S.E. These winds are not accompanied by a high sea, and do not extend farther out than 40 m.

During the latter half of the autumn and winter, W. and N.W. winds prevail, usually accompanied by heavy chopping seas, rendering all the bays and harbours along the coast, including Tripoli, unsafe anchorages. All heavy weather comes from W. and N.W., tending to veer round sometimes to N. and N.E. In winter, ships are not unfrequently driven from their anchors and wrecked in the harbour; yachts should therefore carefully avoid this coast between the months of October and April.

On an angle of the rampart, on the summit of the Kasbah, at the western extremity of the town, is a revolving light with a *flash every minute*; it is 115 ft. above the sea, and should be visible at 18 m.

There is very little *Sport* to be had in the district of Tripoli. A few hares and red-legged partridges are to be had in the hills, and sand-grouse and

† *Blaquière*, 'Letters from the Mediterranean,' 1813; *Tully*, 'Ten Years' Residence in Tripoli,' 1816; *Lyon*, 'Narrative of Travel in Africa,' 1821; *Beechey*, 'Exploration of North Coast of Africa,' 1828; *Playfair*, 'Travels in the Footsteps of Bruce,' 1878; *Rae*, 'The Country of the Moors,' 1878; *Playfair*, 'Bibliography of Tripoli and the Cyrenaica,' published by the R.G.S. in 1889.



gazelles, and occasionally a few bustards, in the plains and desert.

The town is very picturesque from the sea; it is situated on the W. side of the harbour, facing the E., of a semi-circular shape, surrounded by high walls, strengthened at intervals by bastions, which were once no doubt very strong, but are now crumbling into decay. Above are seen the square, solidly-built houses, interspersed with minarets and domes, all of a brilliant whiteness, which contrast pleasantly with the thick groves of palm-trees behind. Beyond this fringe of vegetation stretches a wide, low, sandy plain, only very partially cultivated. The streets of the town are not narrower and are somewhat cleaner than in most towns in the Levant.

The *Castle*, where the Governor-General resides, is a large, straggling, half-ruined building, at the S.E. angle of the city, close to the water's edge; behind it, just outside the walls of the town, is a little sandy plain called *Sook eth-Thelath*, where a market is held every Tuesday.

The town has four gates—the *Bab el-Bahr*, or sea-gate; the *Bab el-Khandak*, under the castle walls; the *Bab el-Menshiah*, within 10 yards of it, and the *Bab el-Djidid*, or new gate, behind the Jewish quarter. The Europeans live chiefly in the quarter between the harbour gate and the centre of the city.

Tripoli is the ancient *Oea*, founded originally by the Phœnicians, but after the destruction of Carthage it became a Roman province, and, with the neighbouring cities of Leptis and Sabrata, constituted a federal union styled *Lybia Tripolitana*.

It subsequently passed into the hands of the Vandals, from whom it was rescued by Belisarius. The extraordinary progress of Mohanmedanism involved it, together with the whole of North Africa, in the general wreck of Christianity. Since when, with few exceptions, it has ever remained under Mohammedan sway.

Little remains to mark the ancient city save the magnificent quadrifrontal arch, of white marble, the

finest known to exist; the only others being the arch of Caracalla at Tebessa, and that of Janus Quadrifrons at Rome. It has a carriage-way in both directions, one crossing the other, and when in its original condition, clear of all obstructions, it must have had a most imposing appearance. The general order of the front is Corinthian, and the whole of the structure, including the soffits of the arches, is covered with the richest sculpture. The only inscription now remaining, and that is partly hidden by a house, records the fact of its erection by the Consul Scipio Æfritus, in the reign of Antoninus Pius, and subsequent dedication to Marcus Aurelius and L. Aurelius Verus, his successors. This magnificent building is situated in the N.E. quarter of the town, about 100 yards from the Marina gate. It is buried up to the spring of the arches in sand and rubbish, its arches are bricked up, and it is now used as a Maltese wine-store!†

Bruce has left a most exquisite and elaborate series of drawings of this arch, with all its details, two of which have been given in Sir Lambert Playfair's work.

Amongst the mosques the most interesting is that of Dragut Pacha, A.H. 1013. The body of the celebrated corsair lies under an adjoining *koubba*.

The trade of Tripoli is carried on to some extent by means of British vessels; the amount of tonnage during 1888 was as follows:—Under the British flag, 90,816 tons; under all others, 235,526 tons. The exports and imports during the same year were:—Imports 364,500*l.*; exports 339,500*l.*

In good years cereals are exported, but, as the rainfall is very precarious, it frequently happens that there is not a sufficient quantity grown for the use of the place. Baracons—substantial garments which serve the Arabs as mantles by day and coverings by night—are produced in considerable

† Beechey's 'Exploration of North Coast of Africa,' 1828; Rae's 'Country of the Moors,' 1878; Playfair's 'Footsteps of Bruce.'

numbers and of excellent quality. Ostrich feathers, ivory and gold dust are brought by Ghadamsee merchants from the interior, but by far the most important item of export is alfa or esparto grass, which continues to be in great demand: the collection and preparation of this fibre affords occupation to the major part of the inhabitants, and the profits from it now render them almost independent of the corn crops, the failure of which used to produce so much want and misery.

### 13. FROM TRIPOLI TO BENGAZI.

About 53 m. to the E. of Tripoli is Lebda, the ancient *Leptis Magna*. It must always be a matter of surprise why the former was chosen as capital of the district in preference to the latter, which seems to unite in one beautiful spot all the advantages of plenty, convenience and security. The ruins of the city are still of considerable extent, but year by year they are becoming less, owing to the depredations of Maltese and others, who eagerly search for marble columns to be exported for the vilest uses, such as mortars and oil-mills.

Beyond this is Cape Mesurata, the eastern boundary of the cultivated districts, where they terminate on the margin of the Syrtis.

The town is of some importance; the gardens round produce dates and olives in abundance, and in good seasons cereals are also exported. To the W. are numerous villages and rich tracts of corn land, to the E. a tenantless and desolate waste, without a single object, as far as the eye can range, rising above the level of the sand.

There is no steam communication across the Syrtis Magna, and assuredly no temptation for the ordinary traveller along its desert and inhospitable shores, where there is not a single inhabited town or village, and not more than one tree visible in 400 miles; the country is not entirely uninteresting, but the journey will require little short of a month, including occasional halts.

The Bedouins bear the reputation of being tolerably obliging and hospitable.

In former days the sea-passage across this bay was considered as being attended by all sorts of terrors—of course without the slightest foundation; during the greater part of the year the winds are westerly, so that vessels going eastwards will find the voyage easy and pleasant, with plenty of sea room.

### 14. EXCURSION IN THE CYRENAICA.

On the opposite side is the large promontory of Barca, which bears a striking contrast to the countries on either side of it. Instead of a sandy or rocky waste, with a few rare oases, it consists of a succession of wooded hills and smiling prairies, well watered by rain and perennial springs; the climate is healthy, and cool even during the summer months, and the moist sea breezes blowing over it protect the country from the devastating wind of the desert.

This district, first called the *Cyrenaica*, or country of *Cyrene*, comprised the Greek cities of *Barca*, *Teuchira*, *Hesperis*, and *Apollonia*, the port of *Cyrene*. Under the Ptolemies, *Hesperis* became *Berenice*, the modern *Bengazi*; *Teuchira* was called *Arsinoë*, the modern *Tauca*, and Barca was entirely eclipsed by its port, which was raised into a city by the name of *Ptolemais*, the modern *Tolemeta*. The country was at that time called the *Pentapolis*, from the five cities above mentioned.

The capital of this district, *Cyrene*, the most important Hellenic city in Africa, was founded B.C. 1631, by a colony from Thera (*Santorin*) under Battus, a noble of that island, in obedience to a Delphic oracle. The Greek settlers were from the very first on terms of friendship with the native Libyans, and the two races coalesced in a much greater manner than was common in such cases. The dynasty of the Battiadae lasted for the greater part of two centuries. A republic



succeeded, and in 321 B.C. the whole country was made subject to Egypt. The last king of the Egyptian dynasty left the country to the Romans by his testament, B.C. 95.

The decline of the country dates from the reign of Trajan, when the Jews, large numbers of whom had settled here under the Ptolemies, massacred 220,000 Romans and Cyrenæans, and were put down with great difficulty and much slaughter.

These Jews were celebrated both as friends and enemies of the Christian faith; they are frequently mentioned in the Scriptures, and it was one of them who bore the Saviour's cross.

This loss of population rendered the country an easy prey to the Libyan barbarians, whose attacks were aided by the ravages of locusts, plague and earthquakes. In A.D. 616, Chosroes the Persian overthrew the remnants of the Greek colonies, and left little to be subsequently destroyed by the Arab invaders. Subsequently a few wretched villages sprang up amongst its cities, whilst the soil relapsed into barrenness.

Cyrene held a distinguished place in the records of Hellenic science. It gave its name to a well-known philosophic sect, it was the birthplace of Eratosthenes, the founder of astronomy, of the poet Callimachus, and of the rhetorician Synesius, afterwards Bishop of Ptolemæis.

The district occupied by the Greek colonies was one of the most favoured regions on the earth's surface. In its commercial importance it almost rivalled Carthage, and in the fertility of its soil, Egypt. Its cities were adorned with magnificent edifices, and its fountains and forests became the scene of many interesting mythological events. The most important town in the modern province of Barca is

a. Bengazi,† probably an Arab corruption of Berenice.

† Beechey, 'Exploration of the North Coast of Africa,' 1828; Hamilton, 'Wanderings in North Africa,' 1856; Smith and Porcher, 'History of Recent Discoveries at Cyrene,' 1864; Playfair, 'Footsteps of Bruce,' 1878.

The approach by sea is not picturesque. A long stretch of sand is hardly broken here and there by groups of palm-trees. The town itself is not seen till the traveller is close to it; it looks like a collection of mud huts, an impression not much modified by a closer inspection.

Nevertheless its position is good; it is built close to the sea, at the extremity of a rich plain, extending to the foot of the mountains about 14 m. to the S.E.

The harbour appears to have been formerly capable of containing good-sized vessels, but it has been spoiled by careless Turkish dredging, and now it cannot be entered by any drawing more than 7 ft. of water, and that only in moderate weather. It is well protected by reefs of rocks, but the entrance is so narrow that a pilot is necessary. The outside anchorage is quite open and unsheltered, so that vessels lying there have to put to sea when it blows hard from leeward.

Near the mill on Cape Sidî Kreibeesh, at the N.E. part of the town, is a revolving light with a flash every 30 seconds. It is 72 feet above the sea, and should be seen 15 m.

The town is half-ruined, wretched and filthy, and its trade, which is not very important, consists in cereals, sheep, ostrich feathers, ivory and sponges. It used to be entirely in the hands of the Maltese, now it is shared by the Greeks of Crete.

Very little remains of the ancient Berenice. It was famous for its temple of Venus on an island in the harbour; this has entirely disappeared. Traces of the ancient town are still visible on the N.E. of the Salines at *Sulimanieh*; unfortunately the most likely sites for excavations are occupied by Mohammedan cemeteries. Pottery, vases, and silver and bronze coins are still occasionally dug up.

There are hardly any antiquities; all that remain of the ancient Berenice being a few blocks of squared stones scattered along the beach, and the foundations of some ancient buildings in the sea.



It was in the neighbourhood of this city that ancient authors placed the river Lethe, and there are several subterranean caves in the vicinity, full of water and of considerable extent, which may have given rise to the description of Lucan:—

"Here Lethe's streams from secret springs below

Rise to the light; here heavily and slow,  
The silent, dull, forgetful waters flow." †

The site which is usually pointed out is about 5 m. from Bengazi, and 1 m. from the *Garden of Oman*, conjectured to have been that of the Hesperides. It is situated in an abrupt ravine, called the *Jokh*, 100 ft. deep, with a dark-looking cavern at the bottom. At the entrance it is low and narrow, but after descending a few yards it suddenly expands to a height of 15 and a width of 40 ft. At the bottom extends a large sheet of water which cannot be explored without a boat, and which probably never has been explored.

The Garden of the Hesperides, sometimes placed here, is probably a beautiful valley near the coast, N.W. of Cyrene at Balagræ.

#### EXCURSION IN THE CYRENAICA.

The only inducement for the traveller to visit this coast at all, is to explore the wonderful Greek remains, and the lovely scenery at Cyrene. Very few ever attempt it; yet with a yacht, and in the summer months, the expedition is by no means a difficult, and certainly a most enjoyable one. It is not however devoid of danger. The German scientific expedition, led by the celebrated traveller Dr. G. Rohlfs in 1879, was plundered, and the members barely escaped with their lives. Yachting along the coast, however, and visiting the various places of interest, would not be difficult. ‡ Some of the

† Rowe's 'Lucan,' b. ix. p. 203.

‡ The author has had the honour to receive from the Archduke Luis Salvador of Austria a magnificent volume containing the narrative of just such a yachting voyage as he here recommends, along the coast of the Cyrenaica, the Syrtis, Tripoli, and Tunis, written and copiously illustrated by that distinguished

scenery on this coast is exceedingly fine. If the traveller is not content with this, and is determined to travel in the interior, he had better make Bengazi his base of operations, and send on his yacht to wait his arrival at Derna, or he might send on his horses, etc., to Taucra or Ptolemeta and disembark there. The best course, however, will be most surely indicated to him by the British Consul at Bengazi, who will gladly aid him in procuring the necessary means of transport. He should provide himself beforehand with a tent, and everything else that may be necessary.

b. *First and Second days.*—The road from Bengazi to Teuchira and Ptolemeta lies through a very fertile and beautiful country, though a small portion only of it is cultivated; the mountains gradually approach the coast, the width of the plain being 12 miles at Bengazi, but not more than 1 m. at Ptolemeta.

The distance to Teuchira, the modern *Taucra*, is about 38 m. It is close to the sea, and about 3 m. from the foot of the mountains. The only ruin of any interest is the city wall, restored by the Byzantines, which has a circuit of nearly 1½ m. and is strengthened by twenty-six quadrangular towers.

This could never have been a port, as it affords no protection whatever to vessels.

c. *Third day.*—To Ptolemeta, or *Tolmeita*, the port of Barca, 25 m. or 7½ hrs., over a very fair road, following the line of the shore the whole way.

The position of the town was well chosen. In front was the sea, and on either side a ravine along which are still seen traces of fortification, while the only passes from which it could be approached from the mountains are

traveller. This voyage is well worthy of imitation. Unfortunately the narrative of it is inaccessible to the general public, being printed only for private circulation. Its title is 'Yacht-Reise in den Syrtens,' 1873.

easily susceptible of defence. In fact, with the sole exception of Lebida, there is no place on the coast between Ptolemeta and Tripoli that can equal it for beauty, convenience and security. The harbour was not a natural one, one side of it only was sheltered by nature, and the remains of the Cothon are still very visible, though much encumbered with sand.

Many interesting ruins still exist, the most conspicuous of which are three Ionic pillars, the remains probably of a colonnade. Bruce has left a beautiful sketch of them, showing a fragment of the entablature, which was thrown down by the Arabs in his presence, in search for lead; † thus, as in the case of the tombs of the Mauritanian and Numidian kings in Algeria, the very means adopted by the ancients for rendering their buildings eternal, have been the cause of their destruction.

The most imposing of the remains is the large tomb to the westward of the city, which is 55 ft. in height, and still in a very perfect condition.

*Fourth day.*—After leaving Ptolemeta the road leads through a very beautiful and interesting country, over the large and fertile plain of *Merdj* (*Arab.* a meadow), near the site of Barca, about 20 miles long and from 6 to 8 miles in breadth, situated on the top of a range of hills S.E. of Ptolemeta, and about 1000 ft. above the level of the sea.

The Turkish Castle, in which it is possible to pass the night, is near the S.W. end of the plain, and is usually occupied by a small detachment of Turkish soldiers.

*Fifth day.*—At half a day's journey farther on, the road enters the hills, which are well wooded, and a little farther still are some wells in an open cultivated plain, a convenient halting-place for the night.

*Sixth day.*—The next day's ride passes over a succession of hills, from

† See figure on outside of Playfair's 'Travels in the Footsteps of Bruce.'

which beautiful and extensive views are obtained.

The *Seventh day* will take the traveller to the interesting Roman fort called by the Arabs *Kasr Bilghadem*.

d. On the *Eighth day* he will be able to reach **Cyrene**, the modern *Grenneh*, where he will do well to pitch his tent or take up his residence in one of the rock-tombs near the cool, clear *fountain of Apollo*, the *Ain Shahat* of the Arabs, which no doubt induced the Greek colonists to settle at Cyrene.

By far the most interesting remains of the former grandeur of this city are the cemeteries, which consist for the most part of tombs hewn out of the solid rock, many still in a very perfect condition, extending for miles in every direction. In some places the monuments and sarcophagi rise in terraces of 10 and even 12 rows one above the other, and have been richly decorated with painting and sculpture. The ruins of the town itself are in a complete state of dilapidation; there are few remains of private buildings above ground, but still the traveller and antiquary will find abundant occupation for several days' research; while the noble position of the city itself, and the fine views of the land which lies stretched at the foot of the range on which it is built, can hardly be exaggerated.

Many of the ancient roads can be traced for miles from the city; that to Apollonia, the sea-port of Cyrene, is quite distinct the whole way, a distance of 12 m.

A rich harvest of antiquities was discovered at Cyrene in 1860 and 1861 by Captain R. Murdoch Smith, R.E., and Commander E. A. Porcher, R.N. These are now in the British Museum, and the result of their labour is recorded in their sumptuous work quoted at p. 46.

It is not our object to describe these ruins minutely, but rather to indicate to the more adventurous yachtsman a pleasant excursion, out of the beaten paths of travel, in a country as interesting for the beauty of its scenery as for its classic associations and the

magnificence of its actual remains. For further particulars he must consult the authorities before mentioned.

The journey from Cyrene to Derna may be made in two days, spending the night at *Beit Thama*, where is a spring of fresh water, near the remains of an ancient fort. The road is exceedingly steep and difficult even for horses, and the travellers will frequently have to alight and lead them by their bridle. The distance from Cyrene is about 50 m., and occupies 18 hrs.' actual riding.

e. Derna is situated at the north of a large ravine, and is built on a low point of land running out from the foot of a range of barren mountains distant about a mile from the coast. It is on the site of the ancient Darnis, but there are no buildings remaining deserving of notice. The houses are better than those of Bengazi, and they

are surrounded by gardens yielding an abundance of fruit, while a delightful stream of water gushes out from the rock above the town. What is called the port affords some protection for small vessels, with the wind from the N.W. to S.E., but even these cannot remain with a northerly or N.E. wind.

Near the Marabout on Ras Boahsah, about  $\frac{1}{2}$  m. W. of the anchorage, is a revolving light with a flash every minute, elevated 92 ft. above the sea, and visible 15 m.

There is nothing whatever to interest the traveller between this point and Alexandria. This desert and inhospitable country was the ancient Marmarica, whose territory extended inland as far as the celebrated Oasis of Jupiter Ammon. Near this is Djerboub, the abode of the celebrated Sheikh Es-Senousi, the head of one of the most important Mohammedan confraternities in Africa.



SECTION II.  
EGYPT, SYRIA.

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EGYPT.

15. Alexandria.†

The coast of Egypt is so low that it only begins to be seen at a distance of about 18 m., and it is dangerous to approach it at night. On nearing Alexandria, the first objects perceived are the Ramleh Palace, Pompey's Pillar, the forts on the mounds constructed by the French and the detached forts added by Mohammed Ali, the old and the new lighthouses, the buildings on the *Ras el-Tin* (cape of figs), between the two ports, and on approaching closer, the Pasha's harem and palace, and finally the shipping in the harbour and the breakwater.

The Bay of Alexandria was divided into two parts by Alexander's *Heptastadium*, an artificial dyke which con-

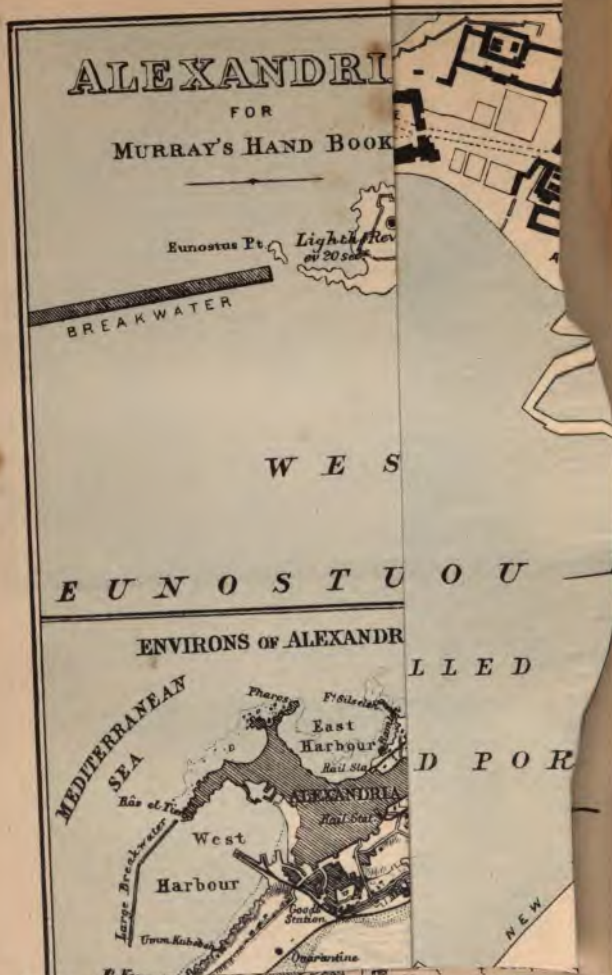
† Consult 'Murray's Handbook to Egypt.'

nected the island of Pharos with the mainland: the eastern portion formed the ancient harbour, long styled the new Port, now only used by small craft. The western portion, called the *Eunostus* or *Old Port*, forms the modern harbour. As the vessel approaches the shore, the strip of land is seen on the rt., which separates *Lake Mareotis* from the harbour; the palace commenced by Said Pasha, but never finished, and now in a ruinous condition; the quarries of *Mex*, and at the western extremity of the bay, the forts of *Adjmi* and *Marabut*.

The old lighthouse, which occupies the site of the ancient *Pharos*, had long been pronounced insufficient. To replace it Mohammed Ali built the new lighthouse on the point of *Eunostus*, and the late Khedive, Ismail, perfected his grandfather's work by placing in it a 20-second revolving light, visible at a distance of 20 m.

Vessels can only enter the harbour in daylight, and with a pilot, on account





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rock which lies in the middle of the central channel.

New Harbour Works executed by an English company, Messrs. Field and Co., were commenced in 1880, and were completed in 1880 at a cost of 2,542,000*l.* They consist

of a great exterior breakwater, 2900 feet long, built of blocks of concrete, and exteriorly with rubble masonry, and the quarries of Mex. It contains 1,000,000 of the former, each measuring 10 cubic metres, and 109,061 metres of the latter.

The interior works comprise the mole, and its eastern arm, in addition to a moat as additional shelter to the mole and as traffic quays, along which ships of the heaviest tonnage can lie, also quays along the shore of the harbour, extending from the mole to the careening ground, a distance of over 2 miles. These are of masonry, others of iron. The foundation was not good, and the shore end resting on blocks, the outer on cast-iron

to maintain the necessary depth of the inner harbour, 672,000 cubic metres of sand and mud have been dredged.

When all the projected improvements are completed, ships will be able to leave or enter the harbour by night as well as by day, and almost all weathers.

For a traveller, the traveller would do well to consign himself to the care of the missionaire of the hotel to which he intends going. His luggage will be examined at the Custom-house, and the officials are rarely obdurate in their decisions.

Alexandria was founded on the site of an old town called Racotis, by the conqueror whose name it bears, and he had thereby to unite Europe, Asia, and India, and make it the centre of the world. The plan was drawn out by the celebrated

Dinocrates, the same who designed the famous temple of Ephesus;

it is said to have resembled a Macedonian mantle in plan, intersected by spacious streets; its temples and public buildings occupied one-fourth of the area, as every succeeding king added something to what already existed. Under the Ptolemies and the Caesars it was a world-renowned city of 500,000 souls, adorned with the arts of Greece and the wealth of Egypt, and its schools of learning far outshone all those of the more ancient cities.

At the commencement of the 3rd century it began to wane, constant revolts, arising sometimes from political, and sometimes from religious causes, gradually brought about its ruin; but it must still have been a wonderful place when taken by Omar, after a siege of 14 months in A.D. 641.

From this date its commerce and importance sank rapidly, and the discovery of the route to India by the Cape of Good Hope completed its ruin. In the early part of this century, Alexandria and its neighbourhood was the scene of the conflict between France and England for supremacy in the East. The main reason for the decadence of Alexandria was the difficulty of procuring good water after the Nile had deserted its ancient canopic mouth; to remedy this, Mohammed Ali Pasha constructed the celebrated Mahmoudieh Canal, connecting the city with the river, and thus restoring the former, a work in which he has been followed by every succeeding viceroy. It became the centre of steam communication with India by the Overland Route, and though much of this traffic has been diverted to the Suez Canal, it must ever remain the most commodious and the natural commercial emporium of Egypt.

In 1881 Egypt became the scene of a military insurrection, which, for want of bold and decisive action at its commencement, developed into such formidable dimensions as to necessitate the Bombardment of Alexandria by the British Fleet in 1882, and the subsequent military occupation of the

country by Great Britain. Space will not admit of a detailed account of Arabi Pasha's rebellion. The phase of it which is especially connected with our subject was the pre-arranged burning of Alexandria. This was carried out on the 12th and 13th of July with marvellous rapidity and dexterity, large quantities of petroleum, tow and other inflammables having been prepared for that purpose. The great square, a quarter of a mile long, was, with the exception of the English Church, and the buildings pertaining to it, entirely destroyed, as also were the Rue Chérif Pasha, R. Attarine, and other principal streets. The value of the property thus destroyed may be estimated by the amount of the indemnity paid by the Egyptian Government to the sufferers in 1885, on the valuation of an international commission, viz., 4,250,000*l.* Since the payment of this sum, the city, with the exception of a portion of the great square, has been entirely rebuilt in a far handsomer style than before, and may now vie with large Continental cities as regards the imposing character of its buildings.

The sea forts of Alexandria have now been abandoned, thus permitting the utilization of the Egyptian military force for the defence of the interior and land frontier.

The principal public buildings stand on the peninsula of Ras et-Tin, the old island of Pharos; the town is built on the Heptastadium, constant accumulation of rubbish having made its present width. It gradually extended to the mainland, where the ancient city stood; and this part, occupied almost entirely by Europeans, contains houses, streets and shops that may bear comparison with many European cities. The Arab quarter, extending from the harbour to the Great Square, is an agglomeration of dirty, narrow and tortuous streets, without a single object of interest, and the bazaars in it are mean and ill-provided.

Hardly a vestige remains of the ancient city of Alexandria; the Pharos, *which was esteemed one of the seven wonders of the world*, has entirely

disappeared, and the old lighthouse occupies its site.

The most striking monument that remains is the so-called

**Pompey's Pillar**, which stands near the Mohammedan burial-place, on an eminence, probably the highest point of the ancient city. It consists of capital, shaft, base and pedestal, which last reposes on a substructure of smaller blocks, once belonging to older buildings, intended, no doubt, to be under the surface of the ground. The total height of the column is 98 ft. 9 in. The shaft is 73 ft., the circumference 29 ft. 8 in., and the diameter at the top of the pillar 16 ft. 6 in. The shaft, of beautiful red granite or syenite, highly polished, is exceedingly elegant, but the capital and pedestal are of inferior workmanship, and probably of a later period, added at the time that the pillar was erected in honour of the Emperor Diocletian. On the summit is a circular depression, intended to receive the base of a statue, and at each of the four sides is a cramp by which it was secured.

The traveller can now only see the site where once stood two of the most interesting monuments of ancient Egypt, **CLEOPATRA'S NEEDLES**, obelisks of red syenite 71 ft. in height and 7 ft. 7 in. in breadth at the base. They were brought from Heliopolis in the reign of Tiberius (17-37), and were set up in front of the Cæsareum, which the Alexandrians had erected in honour of the Emperor. One of them had been prostrate and half-buried in the sand for centuries; it was presented to the British Government by Mohammed Ali Pasha; but it was not till 1877 that, owing to the liberality of two private individuals, Prof. Erasmus Wilson and Mr. John Dixon, C.E., it was actually brought to England.

It was encased in an iron cylinder where it lay, and then rolled into the sea. After being fitted with a rudder, deck-house, cabin, &c., in the harbour of Alexandria, it started on its voyage in the winter of 1877, in tow of a steamer. Owing to rough weather the "Cleopatra," for so this novel



ship and its contents had been named, was abandoned by its tug in the Bay of Biscay. It was found, however, after some days, and taken into Ferrol, whence it was safely towed to London in January 1878, and in October of the same year was successfully put up on the Thames Embankment.

Some may be of opinion that it would have been a more noble monument to England had this buried obelisk been re-erected beside its fellow on its native soil; but few will hesitate to stamp as sacrilege the removal of the remaining one from the place where it had so long stood, and its transport to the United States, to the government of which it was presented by Ismail Pasha. It was erected in Central Park at New York on January 22, 1881.

Not the least remarkable of the remains of ancient Alexandria are the *Cisterns* constructed for storing the water brought into the city by the Canopic branch of the Nile; many of them remain perfect to the present day. They are no longer used, but several of them were cleaned out and filled for the supply of the garrison and inhabitants during the revolution of 1882.

The *Mahmoudieh Canal*, which connects Alexandria with the Nile, was begun by Mohammed Ali in 1819, and opened on January 20, 1820. The cost is said to have been 300,000*l.*, and 250,000 men were employed a year in digging it, of whom 20,000 perished by accident, hunger and plague. The right bank for some distance is lined with houses and gardens of the wealthy inhabitants, and is the fashionable afternoon promenade. The gardens of Moharrem Bey and the Villa Pastré are open to the public, and a band plays here on Sundays and Fridays.

The so-called *Baths of Cleopatra* and the *Catacombs* are worthy of a visit: the former are about 5 m. from the city, and are merely excavations, perhaps tombs, at the water's edge; the latter are a little farther on. Their extent is remarkable, and one of the chambers is exceedingly elegant,

having a Doric entablature and mouldings in better taste than is to be found in any other part of Egypt. It is advisable to take candles and a rope.

Close to these are the *Quarries of Mex*, and an excellent hotel and sea baths, known as St. Stephano, to which trains run regularly.

The traveller should visit the *Arsenal* and *Palace of Ras et-Tin*, and the site of the ancient Pharos. The second was built by Mohammed Ali, who died in it in 1849.

A pleasant afternoon's excursion may be made to *Ramleh*, either by rail or road. Nearly all the British residents live here, as it is healthier and cooler in summer than Alexandria. There are two very decent Hotels, the *Beau Séjour* and the *Miramar*. Trains leave the station near the obelisk every hour, and return from Ramleh at the half hour. A branch line is in contemplation to serve that part of Ramleh between the present line and the sea; if this be carried out, there will be half-hourly trains from Alexandria as far as Bulkeley station. The train should be left at the second station from Alexandria, for the purpose of visiting the Roman camp, and the site of the battle of Alexandria, where the French were defeated and Abercromby fell. This neighbourhood, once a sandy plain, as its name implies, is now covered with European villas, many of them occupied by English officials.

At about 3 m. from Alexandria the train stops by signal at an abandoned palace of the Khedive near the tomb of an Arab santon, *Sidi Gaber*: into this sanctuary Sir R. Abercromby was carried when he was wounded at the battle of Alexandria in 1801; he was afterwards taken on board ship, where he died. In the neighbourhood of this tomb there was very hard fighting, and also in that of *Bulkeley Station*, near a well mentioned in Col. Wilson's work on the British Expedition to Egypt. Between Alexandria and Sidi Gaber Stat. may be seen the remains of the earthworks erected by the French.

There is very little to detain the



traveller more than a day or two at Alexandria. Few who are unconnected with business will call here, save for the purpose of proceeding to Cairo and the Upper Nile. Boats may be obtained on the canal, but the traveller will do better to proceed direct to Cairo by rail, and make his arrangements there.

#### 16. PORT SAID.

**Port Said**, the entrance to the Suez Canal.

From the Mediterranean the first object that strikes the eye is the lighthouse, which, owing to the low level of the coast, appears to rise out of the sea, but as the vessel nears the shore two groups of houses appear: one, the town of Port Said, and the other, the Arab village, which is separated from it by a distance of about 500 yards.

The harbour is formed by two breakwaters, formed of blocks of concrete. The western one is built at right angles to the coast, but curves slightly to the E. near the end; the eastern one, whose base is 1400 mètres to the E. of the other, is 1900 mètres in length, and curves gradually to the W. The area between these forms an outer harbour, the channel dredged out for the passage of vessels being along the western mole.

A light-vessel is moored off the extremity of the western breakwater, showing a red light, whilst a lighthouse at the end of the eastern jetty exhibits a green one, and on either side of the channel are stationed vessels showing plain lights. Having rounded the light-vessel at the end of the western breakwater, the course into harbour is to steer for a lighthouse built in Lake Menzaleh, at the top of the harbour, showing a plain light at night; and passing between the light-vessels moored on either side of the channel, which is 400 mètres broad at the entrance, and 200 mètres on reaching the inner harbour, *with a depth of 9 mètres, being 1 mètre or 3 ft. 3 in. more than the depth of the canal.*

The Port Said Lighthouse, standing near the base of the western mole, measures, with its lantern, 180 feet in height; and contains an electric light visible at 20 miles, and flashing every three seconds.

The tower, as well as the breakwater, is built of concrete, manufactured on the spot, of sand and hydraulic lime; the latter imported from France. It is built in one solid piece.

On the western or African side of the harbour lies the town of **Port Said**, so named after Said Pasha, the Viceroy who ruled Egypt in 1859.

The streets are well laid out, the principal thoroughfares being wide, and planted with trees on either side of the footway, which also is formed of concrete, and is in the centre of the streets; camels, donkeys, &c., passing on the soft sand on either side. The trees are still young, and several years must elapse before they will furnish shade to the passenger.

In the centre of the town is a square arranged as a garden, with masses of geraniums and other flowers surrounding a basin of fresh water in the centre.

With the exception of a few houses built by some of the great shipping firms for the use of their agents, and of the principal hotel, the houses are of a very primitive description, built of all kinds of material, wood, lath-and-plaster, bricks, &c.; several officers' huts, which did duty at Eupatoria or Balaklava during the Crimean War, appearing amongst the number.

Coal is supplied to passing steamers by several large firms, and vessels replenish their bunkers with great expedition, 100 tons per hour being about the usual rate at which it is put on board by the native labourers. About 320,000 tons of coal are exported annually from Great Britain.

The Canal Company possess a small dockyard, with foundries, steam hammers, diving apparatus, and the usual requirements for the repair of vessels; and there are numerous ship-chandlery stores, where all kinds of provisions may be procured.

1. *Phragmites australis* (Cav.) Trin. ex Steud.

2. *Spartina patens* (Muhl.) B. S. P.

3. *Spartina cynosuroides* (L.) Trin.

4. *Spartina anglica* (Muhl.) Trin.

5. *Spartina pectinata* (L.) Nutt.

6. *Spartina patens* (Muhl.) B. S. P.

7. *Spartina cynosuroides* (L.) Trin.

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9. *Spartina pectinata* (L.) Nutt.

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11. *Spartina cynosuroides* (L.) Trin.

12. *Spartina anglica* (Muhl.) Trin.

13. *Spartina pectinata* (L.) Nutt.

14. *Spartina patens* (Muhl.) B. S. P.

15. *Spartina cynosuroides* (L.) Trin.

16. *Spartina anglica* (Muhl.) Trin.

17. *Spartina pectinata* (L.) Nutt.

18. *Spartina patens* (Muhl.) B. S. P.





There is also an ice-manufactory, turning out good, clear, solid ice.

The traveller is able to purchase at the general stores most articles requisite for a voyage, but of course at higher prices than in England.

Several hotels afford accommodation, whilst cafés of all descriptions abound, from the music-hall, with its orchestra of Austrian musicians, to the more humble grog-shop, where poor Jack is not unfrequently robbed of his money and brains by his universal enemy the Land Shark.

The harbour of Port Said is capable of holding about 50 large steamers, besides a considerable number of coasting craft, for whose accommodation three creeks or bays have been formed on the African shore.

When the harbour is pretty full of vessels of various nationalities, the town presents a curious and animated appearance: seamen, soldiers, Arabs, pilgrims, Nubians, and even Chinese, may be seen passing through the streets, mixed up with representatives of nearly every European nation.

Sportsmen detained here, awaiting steamers, may pass the time pleasantly during the winter months, when water-fowl of all kinds abound. The number of ducks, geese, pelicans, flamingoes, &c., in the lake, is incredible. In September and October flights of quail arrive from the northward, and a good bag may easily be made.

Expeditions by boat may also be made to the ruins of *Thenesus* and *Pelustum*; the latter is about 17 m. distant.

### 17. THE SUZ CANAL.

Towards the close of the last century Napoleon Buonaparte, who at that time commanded the French Expeditionary Army in Egypt, caused a survey of the Isthmus of Suez to be made, with a view of joining the waters of the Mediterranean and the Red Seas by means of a canal; but the French evacuated the country before the report of the surveyors—M. Lepère, an

eminent engineer, being in charge of the survey—had been made.

Monsieur FERDINAND DE LESSEPS, the founder of the existing *Canal Maritime de Suez*, was employed at one time in the French Consular Service at Alexandria. Being persuaded of the feasibility of uniting the two seas by a navigable channel, he obtained from the Viceroy of Egypt, Saïd Pasha, in November 1854, an Act of Concession empowering him to construct a canal under specified conditions. In 1855 MM. Mougel Bey and Linant Bey drew up a plan, proposing to excavate it between Pelusium and Suez, passing through Lakes Menzaleh, Ballah and Timsah, and the Bitter Lakes, which trace was in the main adopted; but the Mediterranean entrance was changed to about 17 m. to the W. of Pelusium, where Port Saïd now stands, as there was a greater depth of water in the sea at that point. A fresh-water canal was also excavated from the Nile near Cairo, to Lake Timsah, with branches to Suez and Port Saïd.

In 1856 the Concession was modified and renewed. Subscriptions were opened in 1858, the capital to consist of 8,000,000*l.* in 20*l.* shares. The greater part of this sum having been taken up, the Viceroy took the remainder, amounting to 3,500,000*l.* More money was subsequently required, and by 1867 about 17,000,000*l.* had actually been raised. The Viceroy's shares have since been purchased by the British Government.

On the 25th April, 1859, the work was solemnly inaugurated. One of the stipulations of the Act of Concession was to the effect that the Egyptian Government was to supply labourers, who were to be fed and paid at a low rate. They were taken compulsorily in monthly gangs of 20,000. On the accession of Ismail Pasha, he put a stop to this; partly on account of the drain on the population, and partly owing to remonstrances addressed to the Sublime Porte by foreign powers.

The enterprising originators of the canal were quite equal to the occasion,

and the works were continued by substituting the most ingenious machinery for the labour of the *Fellahin*. The most remarkable of the machines thus improvised was the *Drague à long couloir*, being a steam dredging machine, with a long spout, which carried the matter raised by the buckets clear of the bank when the dredge was in the middle of the canal. Although the passenger now sees the Bitter Lakes, Timsah, &c., imposing sheets of water, he must not imagine that they saved much labour to the excavators, as, with the exception of the centre portion of the great lake, the channel had still to be made. All through Lake Menzaleh the excavation had to be carried on under water, first by hand labour, and subsequently by dredges of various dimensions. In 1869 the waters were let into the Bitter Lakes from both ends, and controlled by means of sluices: Lake Timsah had previously been filled from the Mediterranean; and on the 17th November, 1869, this gigantic operation, the greatest and most useful that the world has ever seen, was duly inaugurated. The benefit from the Suez Canal is to a great extent monopolised by Great Britain; the honour is entirely due to France, and the courageous and persevering engineer who triumphed not only over a thousand physical difficulties, but over the far more serious opposition of the nation which now derives so great advantage from it. A very small part of our national obligation to Sir Ferdinand de Lesseps was acquitted when Her Majesty created him a Knight Grand Commander of the Star of India.

As no fresh water was to be found in the whole district, a canal had to be constructed from the Nile, as before mentioned, to Ismailia, whence the water was conveyed to Port Said, and to all the intermediate stations, in iron pipes, and forced along by steam pumps.

Opposite to the entrance of the harbour is the mouth of the canal, which, after following for a few hundred yards a south-westerly direc-

tion, forms a curve, and continues in a straight southerly line for many miles through Lake Menzaleh, which extends on the rt.-hand side up to the bank of the canal; but to the l., since the excavations and embankments have been made, it has nearly entirely dried up.

In the portion of the canal which runs through Lake Menzaleh, the width from bank to bank is 100 mètres, and the breadth of the bottom is 22 m., the depth is 8 m. A line of buoys on either side marks the channel for vessels. As the width does not permit two ships to pass, *gares* or sidings have been excavated at intervals, and these are in communication with each other by electric telegraph, the movements of ships being regulated by signals to the pilots. The speed through the canal is limited to 10 kil. per hour (about 5½ naut. m.), and at night vessels are moused till daylight, unless provided with electric light.

The first station beyond Lake Menzaleh is *Kantara*, where the canal intersects the caravan-track between Egypt and Syria; there are only a few huts here and a café where some refreshment may be obtained. From this point the ground becomes higher, but falls again towards the next station, at which point Lake Ballah is reached; after passing which lake the next station, *El-Feidan*, appears, and beyond commences the higher land which continues to *Lake Timsah*. In this cutting the banks are only 60 mètres wide, but the same depth, 8 mètres, and width of channel, 22 mètres, exists all through the canal.

With a curve the canal now enters Lake Timsah, passing a chalet built by the company for the Viceroy. The town of *Ismailia* now appears on the rt., or western, side of the lake; and as abundance of fresh water is obtainable from the canal from Cairo, the desert here is beginning to assume quite a verdant appearance,—a great relief to the eye after the long stretch of low land and water through which the traveller has passed. *Ismailia* has been built with great taste; trees have been planted in the squares and along



the boulevards. The Khedive has a palace here, which he never occupies; M. de Lesseps has a pretty Swiss cottage near the landing-place, and several of the Canal Company's chief officials live in the town, which has a population of 3000. There is communication by the fresh-water canal with Cairo, and the chief cotton marts of Zagazig, Mansoura, &c. In fact, with the maritime canal from Ismailia to the Red Sea, and this one to Cairo, we have almost a reproduction of Pharaoh-Necho's celebrated canal of antiquity. The waterworks supplying the stations between this and Port Said are worthy of a visit, and are surrounded by beautiful gardens.

Trains from and to Cairo, Alexandria and Suez pass here. There are several hotels where a day or two may be spent in tolerable comfort, and there is fairly good shooting in the neighbourhood.

Passing through **Lake Timsah**, about 5 m. long, the canal passes in a southerly direction by *Serapeum* (so called from remains having been found of a temple of Serapis), and about this point it is by some writers supposed that the ancient city of Heropolis existed) to the **Great Bitter Lake**, where there is a siding, kil. 95.

The Great Bitter Lake is traversed in its length, about 15 m., by the canal, the channel being dredged at each end until deep water is reached. At each entrance of the channel, north and south, a lighthouse is placed.

Between this and the smaller of the

Bitter Lakes is the *Gare de Rabiet*, then the small lake is passed, and the *Seuil de Chalouf*, which with the plain of Suez separates the lakes from the shore of the Red Sea. In this part of the canal there are three sidings. The view is desert and monotonous in every direction. At its entrance to the Red Sea a breakwater, about half a mile long, running out from the eastern shore, protects the entrance of the canal from the southerly winds and the effects of the tide.

The site of the passage of the Israelites through the Red Sea is supposed to have been near the Lesser Bitter Lake or some distance N. of Suez, where an arm of the sea stretched in this direction.

The navigation of the Suez Canal is yearly rendered more easy by the construction of additional sidings, and especially by the new regulation which came into force on the 1st of March 1887. All vessels provided with electric light are now permitted to navigate the canal by night. During 1888 the number of vessels which availed themselves of this privilege was 1611. This has materially shortened the time of transit generally; in 1886 the average time was 36 hrs., now it is only 31 hrs. 15 min.; while the time occupied by vessels having electric light is 22 hrs. One steam yacht actually did it in 1888 in 13 hrs. 53 min.

The following statement shows the increase of navigation through the Canal in 1888 as compared with the year 1876.

YEAR.	No. of Vessels, British.	Net Tonnage, British.	No. of Vessels, Foreign.	Net Tonnage, Foreign.	Total Number of Vessels.	Total Net Tonnage.
1876	1092	1,578,233	369	517,637	1461	2,095,870
1888	2619	5,224,842	821	1,412,220	3440	6,637,070

At Suez the Egyptian Government possesses a dry dock capable of taking large steamers. The town, which lies

some 3 m. from the Suez Canal anchorage, contains but little to interest the traveller. The railway station is situ-



ated close to the quay. A few tolerable shops are to be found, and an English hotel near the station affords good accommodation.

In the neighbourhood the **Wells or Fountains of Moses** can be visited, the trip occupying some 6 or 8 hrs.

We now return to Port Said, and continue our voyage northward along the coast of Syria.

## SYRIA.

### 18. JAFFA.

**Jaffa.**† Although the port of Jerusalem, Jaffa has no harbour, and it is only under favourable circumstances that a vessel can lie a mile or two from the shore. Ledges of rock shoot out into the sea, affording tolerable shelter for small boats, but the passage between them is narrow and difficult.

The town is built on a low rounded hill, dipping on the W. into the Mediterranean, and having the plain of Sharon on the E. The houses are crowded together without much regard to convenience or appearance, and the streets are crooked and dirty. A new suburb is springing up to the N., outside the walls, amongst pleasant gardens and orchards.

Joppa is one of the oldest towns in the world; Strabo makes it the scene of Andromeda's exposure to the sea monster. Here was conveyed the timber from Lebanon for the construction both of the first and second Temples.

It was the scene of many events recorded in the New Testament, and it occupied a no less important place in the civil history of Palestine. It was captured by the Crusaders under Godfrey, and its fortifications were rebuilt by Richard of England after having been destroyed by Saladin. During the last century it was thrice *sacked*; the last time by Napoleon in

† *Murray's 'Handbook to Syria, Palestine, &c.'*

1799, and the massa after capitulation has staid on his name.

The traditional Tanner is shown a of the town, over one of the rooms is mosque, and on a po little lighthouse nov it are still some tann

[*Excursion to Jeru* the chief seaport principal interest wh to the traveller is a for a pilgrimage to The journey may be or on horseback.

road is by *Ramleh* a (*Kirjath-Jearim*) an The road is fairly g able carriages can good inn has been o half-way between Ja

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### 19. JERUS

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† Consult *Murray's 'E Palestine'*; *Williams' 'son's 'Essay on the Ar Jerusalem'*; *'The Recov Wilson and Warren; ' Tomb,' by Col. Warren.*

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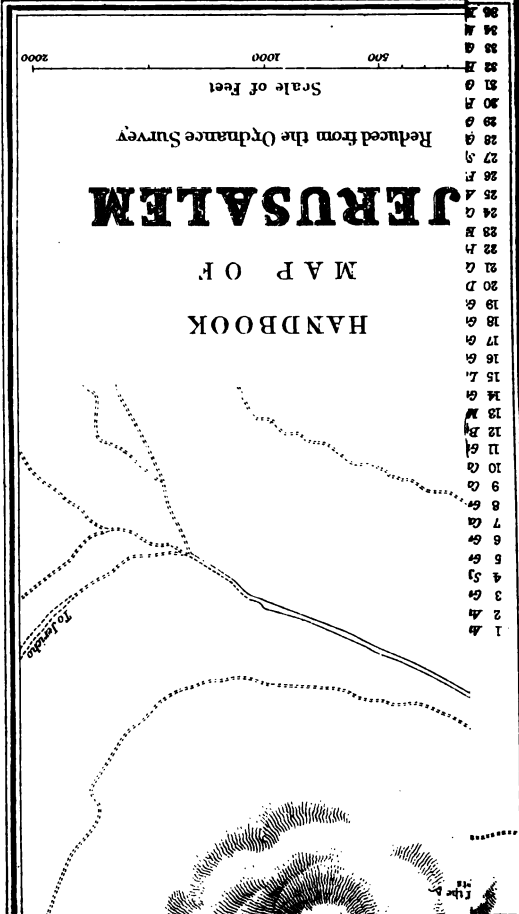
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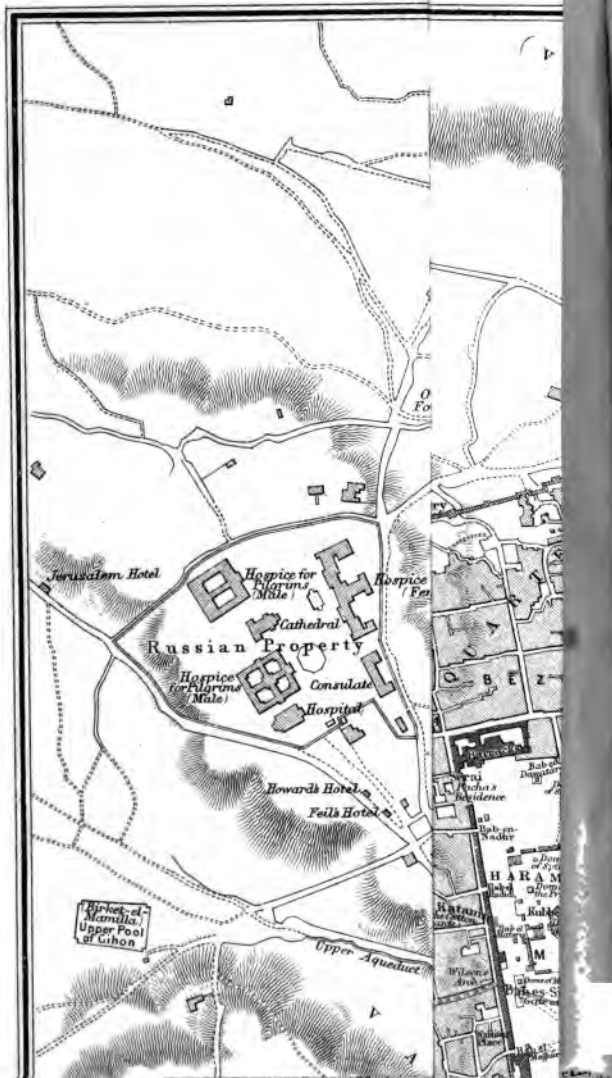


Mount of Olives, on the E., is the  
capped Mount of Olives, its ter-

The rains begin about the  
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† Murray's 'Handbook to Syria, Palestine, Wilson and Warren; 'The Temple of the Tomb', by Col. Warren.



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 ited Church of England  
 id in Jerusalem. He died  
 and was succeeded by the  
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 Dr. Barclay, who died in  
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the foundation-stone of the  
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 indebted to English arms  
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m is called by the Arabs  
 he holy), or *Beit el-Mukdis*  
 (house). It stands on the  
 a mountain ridge between  
 s, in one of which flows the  
 e other is the valley of  
 The ridge itself is divided  
 ortions by another valley,  
 an; the western portion is  
 ind loftier, and is the *Mount*  
 ripture; that on the E. is  
 Beyond, on the E., is the  
 d *Mount of Olives*, its ter-

aced sides rising steeply from the  
 Valley of Jehoshaphat. On the S.  
 is the so-called Hill of Evil Counsel,  
 overhanging Hinnom.

Jerusalem is surrounded by the old  
 and picturesque walls built by Sultan  
 Suleiman in 1542, from the ruins of  
 those of the middle ages. The form  
 of the city is irregular, but four sides  
 can be made out, facing the cardinal  
 points. There are 5 gates, two on the  
 S. and one near the centre of each  
 other side. They are as follows:—  
 1. *Bab el-Khalil* or "Hebron Gate,"  
 called by Europeans the "Jaffa Gate."  
 2. *Bab el-Amud*, "Gate of the Column,"  
 or "Damascus Gate." 3. *Bab el-Asbat*  
 "Gate of the Tribes," called by the  
 Christians *Bab Sitti Mariam*, "Gate  
 of my Lady Mary" or of "St. Stephen."  
 4. *Bab el-Mugharibeh*, "Gate of the  
 West Africans," sometimes called the  
 "Dung Gate," and 5. *Bab en-Nebi*  
*Daood*, "Gate of the Prophet David,"  
 or "Zion Gate." There are two more  
 walled up, one of which, in the eastern  
 wall of the Haram, is the well-known  
 "Golden Gate."

The streets are narrow and ill-  
 paved: one leads from the Jaffa Gate to  
 the principal entrance of the Haram;  
 another traverses the city from the  
 Damascus Gate and terminates a little  
 to the E. of the Zion Gate. These  
 divide the city into four quarters. The  
 N.E. is the Mohámmedan quarter,  
 the N.W. that of the Christians, the  
 S.W. the Armenian, and the S.E. the  
 Jewish.

The *Haram* constitutes a quarter in  
 itself almost equal to one-fourth of the  
 city, and beautiful as it is spacious,  
 alike the pride and ornament of the  
 city, worthy of its name *El-Haram*  
*esh-Sherif*, "The Noble Sanctuary."

*Climate*.—The climate is on the  
 whole good, but it might be much im-  
 proved by a proper attention to clean-  
 liness. Filth of all kinds is thrown  
 out and left to decay, there is little  
 or no sewerage, and the numerous  
 cisterns for catching rain-water are  
 allowed to become stagnant and foul.

The rains begin about the end of  
 October. Snow often falls in January

and February; and sometimes late in the month of March. Ice occasionally appears on the surface of the pools. The rains usually cease in April, though showers sometimes fall in May. The sirocco wind, which blows at intervals in spring and early summer, is the most oppressive.

It is perfectly impossible, within the scope of a work like the present, to enter into the early history or even the topography of Jerusalem; we shall limit ourselves to a brief description of the principal objects of interest in the city, leaving the traveller who desires to study the place in greater detail to consult the literature before quoted.

The **Citadel**.—A very prominent object in approaching the city from the W. The tower at the N.E. angle, that of David, is identical with "The Phasaelus," not with "The Tower of Hippicus," which latter was much smaller; it is an important point to steer from in identifying the ancient topography of the city.

The **Haram esh-Sherif**.—First amongst the buildings of Jerusalem was the Temple, which covered part of the ground now occupied by the Haram. This is an artificial platform, supported by massive walls, built up from the declivities of the hill on three sides; varying in altitude according to the nature of the ground, but greatest towards the S. The area within the enclosure is nearly level, and shows on the N. side of the mosque, and especially at the N.W. corner, sections of the natural rock, cut away and levelled by art. Nearly in the centre of the enclosure is a flagged platform, about 15 ft. above the general level, and ascended by several flights of stairs. It is 550 ft. long from N. to S., and 450 wide. In the middle of it stands the octagonal mosque called **Kubbet es-Sakhrab**, beneath whose dome is an irregular projecting crown of natural rock, 5 ft. high and 60 ft. across.

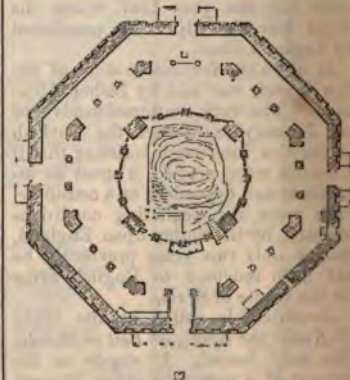
The Haram is oblong, its eastern side measuring 1530 ft., and its southern 922; the W. and N. sides

are somewhat longer than their opposites.

The **Fortress of Antonia**, which was the fortress of the Temple as the Temple was that of the city, occupied the whole northern section of the Haram. The projecting rock at the N.W. angle is the site of the "Tower of the Corner" or Citadel of Antonia.

The **Kubbet es-Sakhrab**, or "Dome of the Rock," crowning the summit of Moriah, and the most prominent object in the landscape from every point of view. The common story of its origin is that the Caliph Omar, after taking the city, inquired where the Jewish Temple stood. He was conducted to the rock *Es-Sakhrab* by the patriarch, and over this he built the mosque which sometimes goes by his name. And historians say that the Caliph Abd-el-Melek rebuilt it after a design of his own.

We confine ourselves to giving Fergusson's graphic description of



KUBBET ES-SAKHRAH.

it, † without entering into details of measurement or construction, or discussing the question of its early history. The whole controversy between Mr. Fergusson and his opponents is given in ample detail by Col. Warren

† 'Hist. of Arch.,' ii. p. 304.



in his work, 'The Temple or the Tomb.'

"The typical example of the latter class (circular churches with wooden roofs) is the church which Constantine erected over what he believed to be the Holy Sepulchre of Christ at Jerusalem. This building is now known to the Moslem world as the *Dome of the Rock*, by Western Christians it is called the *Mosque of Omar*. In reality it is a nearly unaltered Christian building of the 4th century. As such its interest to the Christian, in marking what to him is one of the most sacred spots in the whole world is, or ought to be, immense. It is equally important to the archæologist as being the earliest important ch. of its class erected wholly for Christian purposes, while it is even of more value to the architect from being one of the most beautiful buildings in the whole world. In dimensions it is surpassed by many, being an octagon of only 160 feet in diameter, but in richness of materials there are few that can be compared with it. Its pillars are of marble of the most precious kinds, and either belonged to the temple of Herod or to that erected by Hadrian in honour of Jupiter, on the same spot. Its mosaics are complete though very much altered in design by its present possessors, who have added painted glass in the windows, of patterns more beautiful and colours more exquisite than any to be found in our northern Cathedrals. The design of this church is also singularly appropriate to the purpose for which it was erected. The Emperor's orders were, 'that a House of Prayer should be erected round the Saviour's tomb on a scale of rich and lavish magnificence, which may surpass all other in beauty, and the details of the building be such that the finest structure in any city of my empire may be excelled by this.' No orders were ever more literally or more successfully obeyed. The details still retain much of the classical purity and elegance, but combined with something of mediæval variety and richness : and the effect produced by the whole is quite unrivalled

by any other known building of its class."

This building, called by William of Tyre *Templum Domini*, was assigned by Baldwin II. to a new military order, who took the name of Knights Templars. These, in building their round churches in the West, did not seek to imitate the Holy Sepulchre, but their own house, the Dome of the Rock, the representation of which was on the seal of the order.

The rock stands 4 ft. 9½ in. above the marble pavement at its highest point, and one foot at its lowest; it bears the marks of hard treatment and rough chiselling. On the western side it is cut down in 3 steps, and on the northern side in an irregular shape. At the S.W. corner is shown the "footprint of Mohammed," where the Prophet's foot last touched the earth, and near it the "hand-print of Gabriel," where the angel seized the rock as it was rising with the Prophet!

The *Mosque of El - Aksa*.—This mosque stands near the S.W. corner of the Haram. It has been universally regarded by Oriental Christians and Frank Catholics as a ch. of the Virgin. The original structure has been, no doubt, much modified by Mohammedan architects; but its form of a basilica, its cruciform plan, and the existence of certain ancient remains, prove that it was preceded by a Christian church whose ruins served as the kernel of the mosque.

It was rebuilt by the third Caliph of the house of Abbas. On the capture of the city by the Crusaders it again became a Christian temple, and a part of it was occupied by the Kings of Jerusalem. It was the *Templum Salamonis* of William of Tyre. It was subsequently remodelled by Saladin.

In the interior four styles of capitals are noticed; those on the thick stunted columns forming the centre aisle, which are heavy and of bad design; those of the columns under the dome, which are of the Corinthian order, and similar to those in the "*Dome of the Rock*;" those on the pillars forming the western



boundary of the women's mosque, which are of the same character as the heavy basket-shaped capitals seen in the Chapel of Helena; and those of the columns to the E. and W. of the dome, which are of basket-shape, but smaller and better proportioned than the others.

The last are probably all of plaster, the Corinthian ones are of white marble.

A great part of El-Aksa is covered with whitewash, but the interior of the dome is richly decorated with marble and mosaic work. *Obs.* a magnificent pulpit made at Damascus and brought to Jerusalem by Saladin. The peculiar objects of reverence in the mosque are "the tombs of the sons of Aaron" and the "footprint of Jesus."

#### THE HOLY SEPULCHRE.

Even with the uncertainty which hangs over the site of the **Holy Sepulchre**, no spot in Jerusalem can be more interesting. We do not intend entering into the discussion at all: the traveller must form his own opinion. We shall limit ourselves to pointing out what is best worth his attention within its walls.

The original church containing the "Sacred Cave" was built by Constantine in 326, and dedicated in 335. It was destroyed by the Persians in 614, and rebuilt about 16 years afterwards.

It was again destroyed by the Caliph Hakim in 1010, and rebuilt in 1048. During the rule of the Crusaders all was remodelled and new shrines added; the present façade was built with the chapel over Golgotha. The buildings remained in the state in which the Crusaders left them till 1808, when they were partly destroyed by fire. It was not without long negotiation that permission was obtained from the Porte for their re-edification; at last the work was completed and the new church consecrated in 1810. It is entered from a paved court of which the façade occupies the northern side.

"The church being so much encumbered with other buildings, the only part of the exterior which makes any pretension to architectural magnificence is the southern double portal. This is a rich and elegant example of the style of ornamentation prevalent in Sicily and southern Italy in the 12th century, but its most elaborate decoration is supplied by two rich cornices of classical date, built in unsymmetrically as string-courses amongst details belonging to the Crusades. These undoubtedly belong to the times of Constantine, and are probably fragments of his basilica."†

The *Interior*.—The entrance-door is in the end of the S. transept; but from the peculiar arrangement of the chapels of Golgotha on the rt., and the filling up of the arch admitting to the nave in front, it has the appearance of a vestibule. In front of the door is a marble slab surrounded by a low railing, with several lamps suspended over it. This is the Stone of Unction (1 on the Plan), upon which the Lord's body was laid for anointing. The *real* stone lies below the marble, which has been placed here to protect the relic from the hands of pilgrims. Turning to the l. and advancing a few paces, we observe in the passage a circular stone with a railing over it (2); it marks the spot on which the Virgin stood when the body of Jesus was anointed.

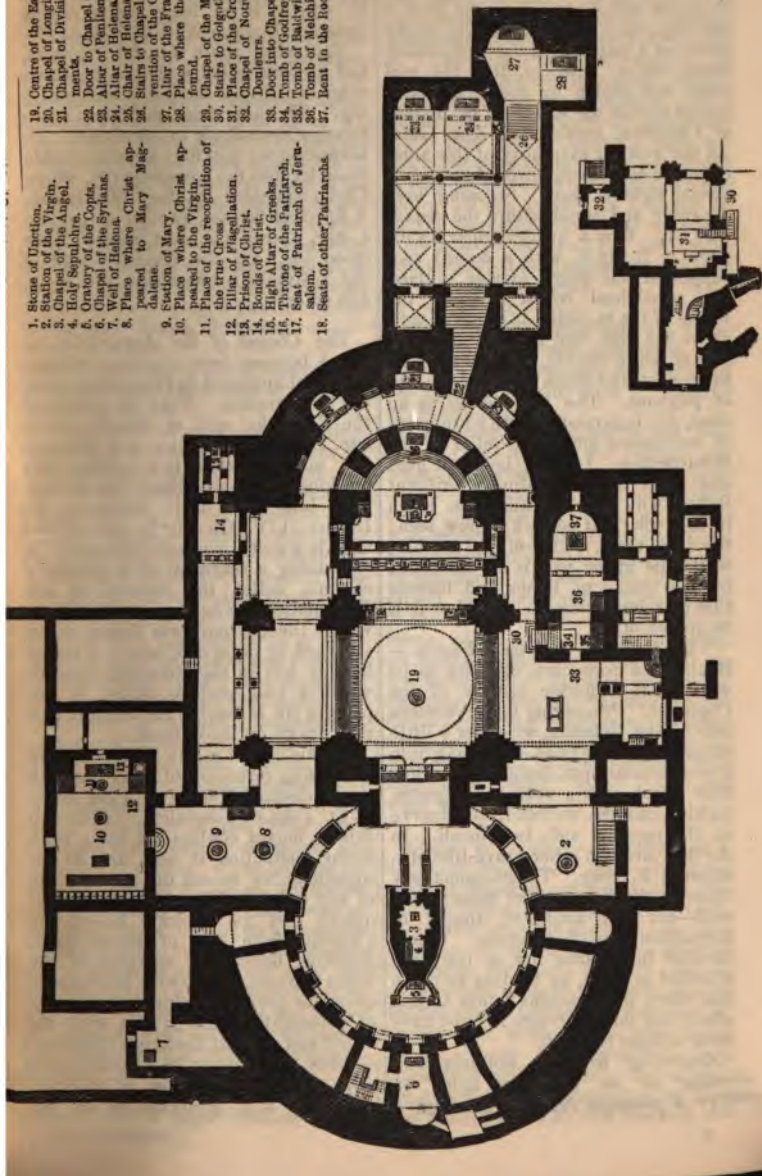
We now enter the *Rotunda*, 67 ft. in diameter, encircled by 18 piers, supporting a clerestory and dome. A vaulted aisle runs round the western half; it is divided into compartments, and portioned among the various sects. Over it are two ranges of galleries.

In the centre stands the **HOLY SEPULCHRE**, covered by a building 26 ft. long by 18 broad, pentagonal at the W. end. It is cased in yellow and white stone, ornamented with slender semi-columns and pilasters, and surmounted by a dome resembling a crown. The entrance is on the E., where a low door opens from a small area into the first apartment (3), called

† Ferguson's 'Hist. of Arch.

1. Shrine of Ulfstan.
2. Station of the Virgin.
3. Chapel of the Angel.
4. Holy Sepulchre.
5. Oratory of the Copris.
6. W Chapel of the Syrians.
7. Place of Holan.
8. Place where Christ appeared to Mary Magdalene.
9. Station of Mary.
10. Place where Christ appeared to the Disciples.
11. Place of the recognition of the true Cross.
12. Pillar of Flagellation.
13. Prison of Christ.
14. High Altar.
15. High Altar of Graves.
16. Tombs of the Patriarch.
17. Seat of Patriarch of Jerusalem.
18. Seats of other Patriarchs.

19. Center of the Earth.
20. Chapel of the Virgin.
21. Chapel of Division of Yentments.
22. Door to Chapel of Helena.
23. Altar of Penitent Thief.
24. Altar of Holan.
25. Chapel of Holan.
26. Stairs to Chapel of the Invention of the Cross.
27. Altar of the Franks.
28. Place where the Cross was found.
29. Chapel of the Mocking.
30. Stairs to Georgia.
31. Place of the Cross.
32. Chapel of Notre Dame des Miracles.
33. Door into Chapel of Adam.
34. Tomb of Godfrey.
35. Tomb of Baldwin.
36. Tomb of Melchisedek.
37. Bent in the Road.





the Chapel of the Angel—for here, it is said, the angel sat on the stone that had been rolled away from the door of the Sepulchre. In the middle of the floor, on a pedestal, is the stone itself. Some affirm, however, that the *real* stone was stolen by the Armenians, and is now in the chapel of the Palace of Caiaphas, outside the Zion Gate. At the western extremity of this antechamber is a door, through which a strong light is shed. Stooping low, we enter, and stand within the *Sepulchre* (4). It is a quadrangular vault, about 6 ft. by 7, with a domed roof supported on short marble pillars. The sepulchral couch occupies the whole of the rt. side; it is raised 2 ft. above the floor, and is covered with a slab of white marble, cracked through the centre, and much worn by the lips of pilgrims. The slab serves as an altar, and is garnished with a profusion of ornaments and a bas-relief of the Resurrection. Over it lamps of gold and silver burn, shedding a brilliant light. The vault is said to be hewn in the rock; but no rock is now seen; the floor, tomb, walls—all are marble; while the upper part is so blackened by the smoke of lamps and incense that it is impossible to see what it is composed of.

*The Rotunda and its Adjuncts.*—Behind the Sepulchre, clinging to its wall, is the humble oratory of the Copts (5). Proceeding to the western side of the Rotunda, we enter a little chapel of the Syrians, extending into a semicircular apse, from which a low door opens into a rock-hewn grotto. Getting candles, we enter, and observe on the opposite side two loculi. In the floor are two other grave-like pits, about 3 ft. long. These—some say those in the floor, others those in the wall—are the tombs of Joseph of Arimathea and Nicodemus. Considerable importance has of late been attached to them, as tending to prove that there *were* ancient tombs at this place, and that therefore it must have been without the city.

Returning to the Rotunda and crossing to its northern side, we observe a passage leading through a

section of the aisle to the northern apse, and through this to a courtyard, in which is a large subterranean cistern called the Well of Helena (7).

Returning again to the Rotunda, and turning round a pier to the l., we enter the Frank section of the building. There is here an open space forming a vestibule to the chapel. In advancing we pass first a round marble stone let into the pavement (8), where Christ appeared to Mary Magdalene. A few feet farther, another stone, like a star, shows the spot where Mary stood (9). On the northern side of the vestibule we ascend a few steps, and enter

*The Chapel of the Apparition*, so called because here, tradition affirms, our Lord appeared to His mother after the Resurrection. Near the centre of the floor the spot is shown where our Lord stood (10); and between this and the altar is a marble slab marking the place where the crosses were laid after their discovery by Helena (11). On the S. side of the altar is a niche, now covered over (12), containing a fragment of a porphyry column, called the column of the Flagellation, being a piece of that to which the Saviour was bound when scourged by order of Pilate. A round hole is left in the covering, through which a long stick is thrust by the pilgrim till it touches the column, and then drawn out and kissed.

In this chapel is still performed the interesting ceremony of investing such as are deemed worthy with the order of St. John of Jerusalem. Although this no longer confers the same high social distinction it once did, its associations are among the most heroic of any order in Christendom. It required that the aspirant be of the Catholic faith and of noble birth. Kneeling before the superior of the Latin convent, he answers the various questions proposed, joins in the prayer of consecration, and is girt with the sword and spurs of the heroic Godfrey;—relics that cannot be handled even now without some glow of feeling; these are still preserved in the sa-



cristy adjoining the church. There can be little doubt that they are genuine.

Returning to the vestibule, we enter a corridor on the l. running eastward, parallel to the aisle of the Greek ch. At the eastern end, two steps down, is a low dark chamber, 19 ft. by 17, partly hewn in the rock. The vaulted roof rests on rude piers, and at the E. end is an altar with a dim lamp. This is styled by a tradition as old as the 12th cent. the "prison of our Lord" (13). It looks like an old reservoir. On the rt. side of the door, without, is an altar, beneath which is a stone with two holes in it (14), dignified by the title of the "Bonds of Christ."

The *Greek Church*.—Crossing the northern aisle from the *prison*, we enter the Greek ch. by a side door. It is the nave of the great building, but is now divided from the aisles by high wooden partitions, carved and gilt. This nave is curiously arranged. On the W. it opens by a pointed arch into the Rotunda, directly facing the entrance to the Holy Sepulchre. Within this arch is the central lantern, supported by 4 piers about 40 ft. apart, and 52 high. At the eastern end the nave terminates in a semi-circle of piers, outside which the aisle runs uninterruptedly. The length of the nave is 98 ft. and the breadth 40. The style was originally Romanesque, corresponding to the southern façade; but having been much injured by the fire in 1808, it was reconstructed more in accordance with Greek taste. The arches and piers of the lantern still preserve their former character, and will be regarded with interest as memorials of the Crusades. To understand the singular form and arrangements of this ch., it must be remembered that when built by the Crusaders it was intended for a choir only, and adapted to the Latin service. A convent of Augustinian canons was placed in possession; but when the Crusaders were expelled, the Greeks got possession and have since retained it. Accordingly it is now fitted in their manner with a huge wooden screen

[*Mediterranean.*]

cutting off the semicircular apse and half the presbytery. The high altar (15) stands in the centre of the apse, with the patriarch's throne (16) behind it. The choral seats still remain on each side, between the piers. Beside the S.E. pier of the lantern is placed the *seat* of the patriarch of Jerusalem (17); and at the opposite one are chairs for such of the other patriarchs as may be present (18). Beneath the centre of the lantern is a circle of marble pavement, on which stands a short marble column (19), said by a tradition as old as the 8th cent. to mark the *centre of the earth!*

The *Aisle* encircles the ch., communicating on each side with the transepts and Rotunda, and forming the usual procession-path of Romanesque buildings.

Returning to this aisle by the door opposite the prison, we resume our walk. We soon come to a little apse on the left (20), with an altar dedicated to St. Longinus the centurion, who, according to the Gospel of Nicodemus, pierced the side of our Saviour. In this place, it is said, was once preserved the *title* which Pilate affixed to the cross. It has been removed to Rome, where it may be seen in the ch. of *Santa Croce in Gerusalemme*. A few paces farther, at the E. end of the building, is (21) the "Chapel of the Division of the Vestments;" being built, according to tradition, over the spot where the soldiers divided the raiment of Christ. A few feet southward is a door leading to the

*Chapel of Helena*.—We descend a flight of steps, and enter the most striking building connected with the Church of the Sepulchre. It is 16 ft. below the level of the Rotunda, and measures 51 ft. by 43, being divided into nave and aisles by two columns on each side, supporting a groined roof. In the centre of the roof is a cupola, having four windows, the only lights of the chapel. The architecture is massive and cryptlike; the columns are dwarf, with capitals of early Byzantine character. At the eastern end of

the northern aisle is an apse with an altar (23), dedicated to St. Dimas, the *Penitent Thief*. At the end of the nave is another altar (24), dedicated to St. Helena; and on its S. side, in a break of the wall, stands a patriarchal chair of marble (25), said to be that in which Helena sat while superintending the search for the true cross. Near the eastern end of the S. is a staircase hewn in the rock, leading down to

The *Chapel of the Invention of the Cross*—an irregularly-shaped vault about 20 feet across, excavated in the rock. Here were dug up, as tradition affirms, the three crosses, the crown of thorns, the nails, the inscription, &c.

In a recess on the S. side (23) an altar and crucifix stand on the spot where the *True Cross* was found. This chapel is one of special sanctity. The vault was evidently an old cistern; perhaps connected with the great cistern of Helena, which adjoins it on the N. The *Chapel of the Invention of the Cross* belongs to the Latins, and that of Helena to the Armenians; but the several sects are permitted to visit them in turns. They both lie under the Abyssinian convent.

*Golgotha and its Chapels.*—Ascending again to the great aisle, we have on our left, on leaving the staircase (29), the *Chapel of the Mocking*. Here beneath the altar is a fragment of a column of grey marble, on which the Jews made our Saviour sit “while they crowned Him with thorns.”

Advancing up the aisle to the place where it joins the S. transept, we observe on the left a flight of steps (30) leading to the *Chapel of Golgotha*. Golgotha is a Hebrew word signifying “a skull.” The Latin synonym is *Calvaria*, from which is the English “Calvary.” It is never called a mount or hill in Scripture. There was a singular tradition, as early as the time of Origen, that the body of Adam was buried in Golgotha; but there is no evidence that the Golgotha referred to by Origen was the rock now within the *Church of the Sepulchre*. The author of the ‘*Jerusalem Itinerary*’ is the

first who mentions the latter Golgotha; calling it a “little hill” (*monticulus*). The chapels of Golgotha stand on a rock elevated about 15 ft. above the floor of the aisle.

Ascending the steps, we enter a vaulted chamber with a marble floor: this is the *Chapel of the Elevation of the Cross*, and belongs to the Greeks. At the eastern end is a platform 10 ft. by 6, raised about 18 in. above the floor; in its centre stands the altar, and under it a hole in the marble slab communicating with a similar one in the natural rock. Here we are told the Saviour's cross was fixed (31). Near it on the rt. is another opening in the marble to lay bare the *rent* in the rock occasioned by the earthquake. The holes for the crosses of the two thieves are shown on the right and left. Adjoining this chapel on the S. is the Latin *Chapel of the Crucifixion*, so called because it stands on the spot where Christ was nailed to the cross. The Chapel is an upper chamber, not standing on the rock at all, but upon a crypt, now used as a vestry and in no way venerated! Quaresimus suggests a solution of this anomaly. The ground beneath the chapel was removed by Helena and conveyed to Rome, so that the chapel still occupies the *true position in space* where the event it commemorates occurred! In the S. wall is a barred window, looking into a small exterior chapel (formerly the *porch*) dedicated to *Notre Dame des Douleurs*; and marking the place, in *space* of course, where the Virgin Mary stood during the Crucifixion.

At the W. end of the Latin chapel a flight of stairs leads down to the transept, terminating within the great door. Descending by these, and turning to the rt., we enter the *Chapel of Adam*—a low, crypt-like chamber, lying under the western end of the *Chapel of the Elevation of the Cross*. At the farther end is an apse, hewn in the rock. On passing the door we have on our left the spot where once stood the tomb of Godfrey, the first Latin king of Jerusalem. It was a roof-shaped monument of fine porphyry, with vertical gable-ends and



ornamental edges—supported on four dwarf twisted columns, resting on a plain of marble. On the sloping surface was the following inscription:—

Hic jacet inclytus  
Dux Godefridus de Balion.  
Qui totam istam Terram  
Acquisivit Cultui Christiano :  
Cujus Anima regnet cum Christo. Amen.

The tomb of Baldwin, his brother and successor on the throne, stood opposite on the rt. hand of the door. Both were defaced by the Charizmians in 1244 ; and subsequently by the fanatical Greeks, because they commemorated Latin princes. When the church was restored in 1810 they were wholly destroyed. These *sites* are in a vestibule—passing which we are shown the *Tomb of Melchizedek!*

The *Holy Fire*.—A description of the Church of the Sepulchre could hardly be considered complete without some account of the miracle of the Holy Fire. On the Easter Eve of each year it is affirmed that a flame descends from heaven into the Holy Sepulchre, kindling all the lamps and candles there. The Greek patriarch or his representative enters the tomb at the prescribed time ; and the fire soon appearing is given out to the excited multitude through a hole in the northern wall. The origin of this extraordinary scene is involved in mystery. Eusebius tells a singular legend of the transubstantiation of water into oil for the use of the lamps on Easter Eve in Jerusalem ; but in the 9th cent. it began to be believed that an angel came and lighted the lamps which hung over the Sepulchre.

Originally all the churches partook in the ceremony of the Holy Fire, but one by one they have fallen away. And unless they are greatly misrepresented, the enlightened members of the Greek Church would gladly discontinue the ceremony, could they venture on such a shock as this step would give to the devotion and faith of the thousands who yearly come far and

near, over land and sea, for this sole object.

**Hospital of St. John.**—On the opposite side of the narrow street that runs eastward past the Church of the Sepulchre stands a picturesque Gothic gateway, once the principal entrance to the Palace of the Order of St. John. This interesting building is now the property of Prussia, and has lately been cleared of rubbish and thoroughly explored.

The Greek Convent of Constantine stands on the W. side of the Church of the Sepulchre, with which an arched passage over Christian Street connects it. It is the official residence of the Greek patriarch.

The Latin Convent of St. Salvador stands on very high ground near the N.W. angle of the city. It formerly belonged to the Georgians, but was bought and enlarged by the Latins, about A.D. 1591, when they were driven out of the Cœnaculum. The church is dedicated to St. John the Divine, and is frequented by such of the native inhabitants and foreign residents as conform to the Latin ritual. The *Casa Nuova* is the hostelry of the convent, in which pilgrims, without respect to faith, are permitted to sojourn for a fortnight.

The Armenian Convent is the largest in the city, and its buildings the most commodious and comfortable. It formerly belonged to the Georgians, who founded it in the 11th cent. ; the church occupies the traditional site of St. James's martyrdom.

The Church of St. James is, with the exception of that of the Sepulchre, the largest in the city. In the richness of its decorations and sacred vestments it is unequalled ; but everything is tawdry and in the worst style of Oriental barbarism.

The Syrian Convent of St. Mark is in a narrow street on the north-eastern side of Zion, and is one of the oldest in Jerusalem. It is respected by all



the Christian sects as the *home* of St. Mark; and it has a full complement of traditions and relics.

The *Convent of the Cross* is situated in a shallow valley, about  $1\frac{1}{2}$  m. W. of the city. It is a large rectangular building, with massive walls, and a low portal guarded by a heavy iron door. Such strength was, and still is, needed to defend the inmates from hostile Arabs, who are always prowling about the half-desolate country. Only a few years ago some of these wretches effected an entrance during the night, and murdered the superior. After lying long half-ruinous, the convent has been thoroughly repaired by the Greeks, and many extensive additions made to it, so as to fit it for a collegiate establishment. Russian gold has done wonders with the old walls and gloomy corridors; while it has built halls, chambers and refectories which would not disgrace an English university. The ch. is well worth a visit. The walls are covered with faded frescoes, and some beautiful pieces of mosaic pavement remain beneath the dome. The altar-screen is curiously painted in compartments intended to illustrate the history of the wood of the cross, from the time it was planted by Abraham and Noah, till the Crucifixion. Behind this, in an apse, is the sanctuary, in the centre of which, beneath the altar, is a circular hole, bordered with silver, marking the spot on which the tree of the cross grew.

The *Via Dolorosa* commences with the *Palace of Pilate*, now the governor's *Serai*. Here, on the l., are 2 old arches built up, where the *Scala Santa*, or staircase leading to the Judgment Hall, stood, until removed by Constantine to the Basilica of St. John Lateran. On the opposite side is the *Church of the Flagellation*, so called from the tradition that on its site Christ was scourged. Others call it the "Church of the Crowning with Thorns." A few paces westward the street is spanned by the *Ecce Homo Arch.* On the right of

this arch has been built the *Convent of the Sisters of Zion*, which well repays a visit. It is a model of cleanliness and order, and the female schools taught by the sisters appear to be well conducted. Behind the altar in the adjoining chapel is one of the two side arches of the *Ecce Homo Arch.* Beneath the convent extensive cisterns were found, hewn in the rock, and perhaps originally connected with the water supply of the Haram. We now descend an easy slope, having on the rt. the *Austrian Hospice*, and turn sharply to the l. into the street coming from the *Damascus Gate*—passing on our way the spot where the Saviour fainted under the cross; and then the spot where, meeting the Virgin, He said, *Salve Mater!* In the bottom of the valley is pointed out the *House of Dives*. Turning another sharp corner to the rt., and ascending the hill, we have on the l. the place of Christ's second fall under the cross; and then the *House of St. Veronica*. The ascent hence to the Church of the Sepulchre is considerable, and the street has a picturesque aspect. The pavement is rugged, the walls on each side prison-like, pierced here and there with a low door and grated window; while a succession of archways shroud portions of it in gloom, even when the intervals are lighted up by the bright sun of noonday.

Just at the western termination of the *Via Dolorosa* tradition places the *Porta Judiciaria*, the site of which is supposed to be marked by a single upright shaft at the angle of the street and the bazaar.

Amongst other works of the Crusaders is the *Church of St. Anne*, the Virgin's Mother, about 100 yds. N.W. of St. Stephen's Gate. It is a small building divided into 3 aisles, each terminating in an apse and covered with intersecting vaults, with a dome on the intersection between nave and transept. It now belongs to the French, by whom it has been restored. One of the most interesting recent discoveries is the *Pool of Bethesda* within the inclosure of this church.

One or two walks around Jerusalem will enable the traveller to see all the most important objects of interest, but to study them as they deserve to be studied much more time will be necessary. Every step is holy ground and replete with associations of Prophets and Apostles, and One greater than all.

He may commence his excursions at St. Stephen's Gate, outside of which is the traditional scene of that Saint's martyrdom. Descending the Valley of Jehoshaphat or of the Kidron, and crossing the bridge, he sees on his l. the Chapel and Tomb of the Virgin, a low building standing on the N. side of a Greek court. Entering the door, he descends a broad staircase of 60 steps to the gloomy chapel, which seems to have been excavated in the rock. On the right hand in descending are pointed out the Tombs of Joachim and Anna. Close to it is the Grotto of the Agony, a dark and irregular cave.

Just beyond the bridge, to the S. of the preceding, is a small enclosure, the reputed Gethsemane, within which are several venerable olive-trees, its chief attraction.

Between these two holy places passes the ancient road to the top of Olivet. On reaching the summit, within the little village of *Kejr et-Tur*, is the Church of the Ascension, a modern chapel covering the supposed spot whence our Lord ascended to heaven. It is connected with a mosque and is in charge of a Dervish. The imprint of the Saviour's foot is even pointed out. Although the tradition regarding this spot is one of the oldest connected with this holy city, yet it does not fulfil the description in Scripture, "And He led them out AS FAR AS TO BETHANY."

Passing the summit, the wide panorama eastward opens before him, extending as far as the valley of the Jordan and the Dead Sea. A short walk thence takes him to Bethany, now *El-Azariyeh*, a poor village situated on the eastern slope of Olivet, about  $1\frac{1}{2}$  m. distant from Jerusalem. The sites of all the sacred incidents

connected with it are of course pointed out; the house of Simon, that of Martha and Mary, and the tomb of Lazarus.

Retracing his steps and descending the Mount of Olives a little farther to the S., he reaches the Tombs of the Prophets. Through a long descending gallery the first part of which is winding, he enters a circular chamber 24 ft. in diameter and 10 ft. high, having a hole in its roof, through which an entrance may be also obtained. From this chamber 2 parallel galleries, 10 ft. high and 5 wide, are carried southwards through the rock for about 60 ft.; a third diverges S.E., extending 40 ft. They are connected by 2 cross-galleries in concentric curves, one at their extreme end, the other in the middle. The outer one is 115 ft. long, and has a range of 30 loculi on the level of its floor, radiating outwards. Two small chambers with similar loculi also open into it.

M. Ganneau discovered, under the plaster which covers the walls, a number of Greek inscriptions. The greater part of them are proper names, with the usual formula, "Here lieth," and "Courage! none is immortal." The inscriptions are placed over the loculi where the bodies lie; and the crosses which accompany them show their Christian origin. The date may be about the 5th cent.

Thence he may descend to the Valley of Jehoshaphat, which, like every hill and valley around the Holy City, is studded with tombs. Indeed, tombs are far more numerous than houses at Jerusalem. Conspicuous amongst these is the so-called Tomb of Zechariah, cut in the rock, but standing free; each side is adorned with Ionic pillars, and square piers at the angles, the whole crowned with a pyramidal roof. No cave or sepulchral chamber has been found in it. Near it is another, known as the Tomb of Absalom, with a nearly identical basement, but surmounted by a structural spire.

Continuing to descend the valley of the Kidron, on the E. side is *Kejr*



*Silwan* or *Siloam*, and on the W. the *Fountain of the Virgin*, or *Ain Omam el-Deraj*. The water springs from the bottom of a cave 25 ft. deep, excavated in the rock of Ophel. A tradition asserts that the Virgin came here to wash the Saviour's clothes. Continuing the walk down the Kidron about 310 yards, the traveller reaches a verdant spot, sprinkled with trees and cultivated. This is the site of the "**King's Garden**," mentioned by Nehemiah as beside the "Pool of Siloah" (iii. 15).

Turning up to the rt., he passes the projecting cliff of Ophel, and soon stands beside **Siloah's Pool**. It is a reservoir 53 ft. long, 18 wide, and 19 deep; in part broken away at the western end. The masonry is modern.

No fountain about Jerusalem has obtained such a wide celebrity as Siloah, and yet it is only 3 times mentioned in Scripture. Isaiah speaks of "the waters of Shiloah that flow softly" (viii. 6); Nehemiah says Shallum built "the wall of the pool of Siloah by the king's garden" (iii. 15), and our Saviour commanded the blind man, "Go, wash in the pool of Siloam. . . . He went his way, therefore, and washed, and came seeing" (John ix. 7).

A very ancient Hebrew inscription was discovered in the rock-cut channel of this pool, narrating how the work was executed. It has been assigned to the 7th century, B.C.

The German explorer, Dr. Guthe, has discovered on the slope of Ophel remains of the city wall which defended the entrance of the **Tyropæon Valley**, with other ancient vestiges. He has also laid bare a great portion of the Crusaders' stables situated outside the Damascus gate.

*En-Rogel*, called by the Arabs *Bir Eyub*, "The Well of Jacob," and by Franks "The Well of Nehemiah," is situated in the bottom of the Kidron, a little below its junction with Hinnom.

Entering now the **Valley of Hinnom**, and about half-way up the southern side, is the reputed site of *Acl-*

*dama*, bought with the 30 pieces of silver, the price of our Lord's betrayal. It is a long, vaulted building of masonry, in front of a precipice of rock, behind which is a natural cave. The interior is excavated to the depth of about 21 ft., thus forming an immense charnel-house. The cliffs on the southern side of this valley are honey-combed with tombs, small gloomy caves, with narrow doorways and hardly any architectural decoration.

Higher up the valley and on the southern brow of Mount Zion, is a group of buildings over the vault said to contain the **Tomb of David**. Ophel is said to be the "upper room" where the Lord's supper was instituted, hence called the *Cænaculum*. The room is 50 ft. long by 30 wide, and decidedly ancient. The buildings belong to the Mohammedans, but the Latin monks are permitted to continue the practice of washing the pilgrims' feet here on Maundy Thursday.

Between the *Cænaculum* and the **Zion Gate** is a building surrounded by a high wall, which has been dignified by the title **Palace of Caiaphas**. This appears to have been built by the Armenians, in whose hands it still remains; the sites of all the events connected with our Saviour's detention there, and his denial by Peter, are pointed out!

Still higher up the valley and W. of the *Cænaculum* is the *Birket es-Sultan*, or **Lower Pool of Gihon**. The aqueduct from Bethlehem, to supply the Temple, crosses the Valley of Hinnom on 9 low arches just above this pool; it then sweeps round the southern brow of Zion, and enters the city above the Tyropæon. To the N.W. is the *Upper Pool of Gihon*, or *Birket el-Mamilla*.

To the N. of the city,  $\frac{1}{2}$  m. from the Damascus Gate, and 60 yards to the rt. of the Nablous road, are the **Tombs of the Kings**, or *Tomb of Helena*.

M. de Sauley supposes them to be the tombs of the kings of Judah. Mr. Fergusson maintains that "their architecture is undoubtedly later than the Christian era, and the slab, which De



Saulcy calls the cover of the sarcophagus of David, is *certainly more modern than the time of Constantine.* Mr. Williams believes them to be the "monuments of Herod," and considers their splendour and extent entirely suited to the magnificent ideas of that great monarch. Dr. Schultz identifies them with the "Royal Tombs" mentioned by Josephus in the line of Agrippa's wall. And Dr. Robinson affirms that this is the *Tomb of Helena*, the widowed Queen of Monobazus, King of Adiabene.

*Excursions in the Neighbourhood.*

Interesting excursions may be made to

Bethlehem, Hebron, the Pools of Solomon, Bethany, Dead Sea, Jordan, &c.]

20. JAFFA TO BEYROUT.

Returning now to the coast :—

a. About 28 m. to the N. of Jaffa is *Kaiserieh*† (*Cæsarea - Palestina*). This capital of Herod is entirely ruined; but it has been explored, and the circuit of its walls traced by Lieut. Conder. The most interesting of the remains is the port; unfortunately it is not only utterly destroyed, but many of the stones have been carried off for the rebuilding of Akka, and of many private buildings in Jaffa and Beyrout. It was equal in extent to that of the Piræus, and consisted of an immense breakwater, affording a shelter from the western and south-western gales. Cæsarea was closely connected with the history of the Early Church, and was the birth-place of many distinguished men; amongst others of Eusebius, the father of ecclesiastical history, and of Procopius, the historian of Justinian's wars.

b. Farther N. is the promontory of *Carmel*, the scene of Elijah's sacrifice, with its magnificent convent, the most pleasant resting-place the weary traveller can meet with in Palestine.

† See 'Handbook for Syria and Palestine.'

In the bay formed by this N. shore of this promontory is

c. *Haiffa*. (Pop. 5000.)

• The ancient *Helbah* (Judges i. 31) and the *Scaminum* of St. Jerome and Eusebius, now—thanks to the German Colony established here—after Beyrout, the most rising and prosperous place in Syria. Its present population of 5000 contains 2000 Christians, 2000 Mohammedans, and 1000 Jews. There is a mosque, a Greek and a Latin ch. The Carmelite convent has a school for boys, and the "Dames de Nazareth" one for girls; but the cause of its rapid prosperity is undoubtedly the German Colony founded in 1869 by a religious body called "The Society of the Temple." Members of this community gathered here from the Fatherland, Switzerland, Russia and the United States, for the double purpose of elevating the moral condition of the Syrians by the example of a well-conducted industrial establishment and of affording them spiritual instruction.

In spite of many obstacles and difficulties, this deserving colony has increased from year to year. It has built substantial stone houses, laid out pleasant gardens and vineyards, carried on a good system of agriculture, established various trades and industries, and possesses a well-organised hotel, a soap-manufactory and a flour-windmill, quite unknown before in this part of the world.

The anchorage at Haiffa is safe during the summer months, and its port might be made, with comparatively little cost, much more commodious and secure. Its exports consist of cereals, sesame, cotton, olive-oil and hides; and if the favourite idea of the German colony, a railway to the Hauran, could be realised, Haiffa would no doubt become the great commercial emporium of Southern Syria.

There is regular communication by omnibus with Akka, and the German Colony has constructed a good carriage-road inland as far as Nazareth, where it meets the ordinary tourists' route between Jerusalem and Damascus.

Sometimes there is communication by carriage with Jaffa.

The Carmelite Convent is only half an hour's walk from the town.

A little to the N. is

d. **Akka** or **ACRE**, the ancient *Ptolemais*, a town more closely connected with European history than any other in Syria. Napoleon called it the key of Palestine; and during the last 700 yrs., from Baldwin to Napier, it has been grasped by many a rude hand. Its situation is peculiar. It is almost a fortress in the sea. It is built on a triangular tongue of land, which projects in a south-westerly direction from the plain, forming the northern limit of the bay of Haiffa. From the point of this tongue the ruins of a mole extend eastward, enclosing a little harbour, now nearly filled up with sand. Massive fortifications defend the town towards the sea; while on the land side there is a double rampart, with a fosse and glacis. Few remains of antiquity are to be met with, and many of the columns, &c., which are to be seen built into the mosques and houses, were obtained from Cæsarea, Tyre and Ascalon.

Now the traveller sails along the classic "Coasts of Tyre and Sidon," the land of the Phœnicians, whose commercial enterprise has gained for them as great a celebrity as their connection with sacred history.

e. **Sur**, the modern representative of **TYRE**, "the Mistress of the Seas," "the Cradle of Commerce," contains about 3000 inhabitants. Her harbour shelters a few wretched fishing-boats, and her whole trade consists of a few bales of cotton and tobacco.

One is reminded at every glance of the prophecies uttered against this city:—"And they shall make a spoil of thy riches, and make a prey of thy merchandise; and they shall break down thy walls, and destroy thy pleasant houses. . . . They shall lament over thee, saying, What city is like Tyrus, like the destroyed in the midst of the sea?" (*Ezek. xxvi, 12; xxvii, 32*).

Tyre has been often destroyed. Ruins on the top of ruins cover the peninsula, and are strewn among the waves, round it. There was a Phœnician Tyre, and a Roman Tyre, and a mediæval Tyre, each built on the ruins of its predecessor; and now there is a modern Tyre standing over them all. This explains the strange and motley aspect of the remains. Within the modern town the only thing worthy of notice is the old ch., in the south-eastern angle, one of the most venerable monuments of Christianity. It was once a large and splendid edifice, and is most probably that for which Eusebius wrote a consecration sermon, still extant in his 'Ecclesiastical History.'

Here also the historian of the Crusades, William, archbishop of Tyre, presided for 10 yrs.; and here, too, says Stanley, "lie, far away from Hohenstauffen or Salzburg, the bones of the great Emperor Frederic Barbarossa, brought thither after the long funeral procession which passed down the whole coast from Tarsus to Tyre, to lay his remains in this famous spot, beside the dust of a far greater man—Origen."

[An excursion of 1½ hr. may be made to the **TOMB OF HIRAM**, *Kubr Hairan*, on the hill side nearly E. of the town. It is an immense sarcophagus of limestone, hewn out of a single block 12 ft. long, 8 wide, and 6 high; covered by a lid, slightly pyramidal, 5 ft. in thickness; the whole resting on a pedestal about 10 ft. high, composed of 3 layers of masonry, the upper stones projecting a few inches. The monument is perfect, though weather-beaten. The entrance to it is an aperture broken through the eastern end. A tradition received by all classes and sects in the country, makes this the tomb of *Hiram*, Solomon's friend and ally.]

f. Beyond Tyre is **Sarepta**, *Zarephath*, where dwelt Elijah's "poor widow woman," and still farther N., **Saida**, the representative of the Great Sidon, which once divided with Tyre the



empire of the seas, now a town of 9000 inhabitants, producing a little tobacco, silk, and fruit, but without a boat in its harbour, which is neither approachable in bad weather nor serviceable in good. The most prominent features in the town are the two castles built by the Crusaders in the 13th century. The plain behind it is very rich and productive. The tide of commerce has left it, and has gone to

ful. The promontory on which it stands is triangular—the apex projecting 3 m. into the Mediterranean, and the base running along the foot of Lebanon. The south-western side is composed of loose sand, and has the aspect of a desert. The north-western side is different. The shore-line is formed of a range of deeply-indented cliffs, behind which the ground rises for a mile or more, when it attains the height of about 200 ft. In the middle of the shore-line stands the city—first a dense nucleus of substantial buildings; then a broad margin of picturesque villas, embowered in foliage, running up to the summit of the heights, and extending to the rt. and l. The old town of Beyrout is now very much like what the City is to London, devoted to business, whilst the residences of the merchants are outside. The roads in the environs are excellent, many of the villas are handsome and commodious, whilst the view from them, especially from those situated high above the town, is magnificent.

## 21. BEYROUT.

**Beyrout.** (Pop. 70,000.)

Beyrout has improved more within the last 20 years than any city in Syria. It has assumed a European aspect in its public buildings, wide streets, handsome equipages and elegant suburban residences. Its prosperity is entirely due to foreign enterprise. The European mercantile firms have infused new life into the natives; and, though only ranking third in size, Beyrout is now the commercial capital of the country. Its population is estimated at about 100,000—one-half being Mohammedans and the rest Christians and Jews. It is the first town in Syria where a European system of water-supply is being applied; and great results, both financial and hygienic, are confidently anticipated. The enterprise has been undertaken by a London company, and was opened in 1875. The water is brought from the Dog River, 10 m. from the city. A weir is built across the river, and a canal over 2 m. in length, of which a tunnel 1100 yds. long forms part, conveys the water to a place where a portion of it is used to drive turbine wheels, which force the rest, through a main of iron tubes, to reservoirs on the east side of the town, whence it is distributed as required. The municipality contributes 60,000 francs a year for the free supply of water to mosques, churches and public fountains; and the company engages to supply private houses at a maximum charge of 40 centimes per cubic mètre.

The situation of Beyrout is beauti-

ful. The antiquities in and around Beyrout accessible to the traveller are few, and of little interest. A number of columns of grey granite, scattered about the town; some foundations, pieces of tessellated pavement, and excavations in the rock, probably the remains of baths,  $\frac{1}{2}$  m. along the shore to the westward; a group of sarcophagi about the middle of the south-western shore of the promontory; the ruins of an aqueduct at the base of the mountains on the E.; and some singular cisterns and Roman remains discovered in making the excavations for the Protestant College;—such is about a complete list of the antiquities. Almost every year shows that there are many others, far more important, buried beneath the soil and rubbish. Old tombs are frequently laid open by excavation, sometimes containing sarcophagi of pottery, with lachrymatories and other articles of glass.

Beyrout occupies the site, as it preserves the name, of the Berytus of the Greeks and Romans. It was



probably founded by the Phœnicians, though the first mention of it is in the writings of Strabo, and the first historical notice only dates as far back as the year B.C. 140, when it was destroyed by Tryphon, the usurper of the throne of Syria, during the reign of Demetrius Nicator. After its capture by the Romans it was colonized by veterans of the Fifth Macedonian and Eighth Augustan Legions, and called "Colonia Julia Augusta Felix Berytus." It was here that Herod the Great procured the flagitious mock trial to be held over his two sons. The elder Agrippa greatly favoured the city, and adorned it with a splendid theatre and amphitheatre, besides baths and porticoes, inaugurating them with games and spectacles of every kind, including shows of gladiators. Here, too, after the destruction of Jerusalem, Titus celebrated the birthday of his father Vespasian by the exhibition of similar spectacles, in which many of the captive Jews perished. But it was chiefly as a seat of learning that Berytus was celebrated. Its fame drew to it students from distant countries. Law, philosophy and languages were cultivated. The well-known Gregory Thaumaturgus, after passing through Athens and Alexandria, came here to complete his knowledge of civil law; and Apion the martyr spent some time at Berytus, engaged in the study of Greek literature. From the 3rd to the 6th cent. was the golden age of Berytus' literary history. In A.D. 551 the town was laid in ruins by an earthquake, and its learned men sought a temporary asylum at Sidon. Ere it had time to revive, the Arab invasion swept over the land, destroying alike literature, commerce, agriculture and architectural splendour. In the year 1110 Beyrout was taken by the Crusaders under Baldwin I.; it remained long in their hands, was made the seat of a Latin bishop, and was celebrated, as it is still, for the richness and beauty of its gardens and orchards. With the exception of a short occupation by Saladin, the Christians retained possession of the town till the final overthrow of their

power in 1291. From that period till the beginning of the 17th cent. Beyrout scarcely ranked higher than a village; but the Druze prince Fakir ed-Din, rebuilt it, made it the seat of his government, and erected a large palace. This prince is also the traditional planter of the pine-grove on the S. side of the city. He may probably have planted some trees there: but we have the evidence of Edrisi that a forest of pines existed here as early as the 12th cent. The last important episodes in the history of Beyrout were its bombardment by the English fleet in September, 1840, and the French occupation of 1860.

The little port, now nearly filled up, lies between a projecting cliff and a ruinous insulated tower called Burdj Fanar. A new port has been commenced by an Ottoman Company, consisting of French capitalists. It is expected that it will be finished by 1894 at a cost of 24,000*l.*

The *Prussian Hospital* was founded and is supported by the Knights of St. John. The building occupies a commanding site about a mile from the town, near the Syrian Protestant College.

The educational institutions of Beyrout are the best in Syria; they have all been originated by foreign agencies.

The *Syrian Protestant College* occupies a commanding site on the promontory, about a mile W. of the town. It consists of four buildings: the college, the medical hall, the refectory and the Lee observatory, erected by Henry Lee, Esq., of Manchester. The institution was established by a statute of the legislature of New York in 1863, and the buildings were erected in 1872-74 by the liberality of friends in America and England. The course of instruction embraces language, literature, science and medicine. Instruction is given through the medium of the Arabic tongue, from text-books prepared by the professors and printed at the mission press. The college is cou-

ducted on Protestant principles; but is open to students from any of the Oriental sects or nationalities who will conform to its rules. It is supported by voluntary contribution. The annual cost of an undergraduate in the literary department is 15*l.* and in the medical 20*l.* The number of students is about 70; a considerable number have already graduated, and are now labouring with great success in various parts of the country, as physicians, missionaries, and teachers. The college will give a great impulse to education and civilization in Syria.

The *American Mission*, established in 1823, has done more than any other agency for the cause of education. The admirably-conducted press has supplied the whole country with religious literature; and has besides issued a complete series of literary and scientific class-books, most of which have been prepared either by, or under the superintendence of, the missionaries. The mission school for girls is an excellent institution. It gives a sound and thorough training; and, what is of great importance, it requires those who are able, to pay for it.

The *Institution of the Prussian Deaconesses* has two departments. 1. A school for the education of the daughters of foreign residents, and such natives as are willing to pay. French is the ordinary language employed; but English, German, Greek and Italian are taught. The system is thorough, and the results satisfactory. 2. A school for orphan girls, who are educated, boarded, clothed and taught to sew, cook and keep house. Arabic is the language of this school; instruction is also given in German. The average age of entrance is eight, and they are kept if possible eight years. The house is a model of order and cleanliness; and yet the average annual cost of each girl is only 9*l.*

The *Mission School*, under the superintendence of the Rev. G. Mackie and Mr. Steiger of the Church of Scotland, contains upwards of 190 boys and girls. There are other schools in

Beyrout supported by foreign liberality; but it is a very unwise policy to continue to give free instruction to children, whether boys or girls, whose parents can afford to pay for it, and can get it for payment. Under present circumstances, such institutions do harm rather than good in Beyrout.

#### RIDES ROUND BEYROUT.

There are several places in the neighbourhood of Beyrout deserving of a visit, alike from their historic associations and splendid scenery. No correct idea can be formed of the scenery of Lebanon from the plain at its base, or from the sea. The mountain-sides have a comparatively bleak aspect. The white limestone, of which the great mass of the ridge is composed, crops up in cliffs and pointed rocks; and these originally gained for the range the name it still bears, *Djebel Libnan* (Lebanum in Hebrew), "the White Mountain." Another feature of Lebanon tends to increase the aspect of barrenness as seen from below. The sides are cultivated in terraces. The walls of these terraces consist in some places of the naked sides of horizontal limestone strata, and in others of rude walls of rocks and stones. On looking up, the fronts of these cliffs and walls are before us: while the soil and verdure which they sustain are hidden. When, on gaining some commanding crest, we turn and look down, we can scarcely repress the thought that the wand of an enchanter has been waved over the mountain. Terraces of green corn, and long ranges of mulberries, figs and vines, have taken the place of bare rocks. To such as desire to see this singular transformation, we recommend a ride to the heights of Deir el-Kullah, during early spring. The grandeur, the fertility, and the beauty of Lebanon will then be seen to advantage.

a. RIDE TO Nahr el-Kelb.—About a mile from the town we are shown



the remains of an old brick building, which has been linked to the legend of *St. George and the Dragon*. Some affirm the Dragon was slain on this spot; others say that the combat took place on the neighbouring beach, and the victorious saint came here to wash his hands. *Nahr Beyrout* flows into the sea beside the scene of St. George's encounter with the Dragon. A streamlet in summer, it swells into a river in winter, and is crossed by a bridge of 7 arches, said to have been built, but more probably only repaired, by Fakir ed-Din. It is the *Magoras* of Pliny. Hence to the bold promontory which forms the S. bank of Nahr el-Kelb is about 5 m., the road following the sandy beach.

INSCRIPTIONS AND SCULPTURES AT NAHR EL-KELB.—The rocky ridge on the S. bank of Nahr el-Kelb projects into the sea, terminating in a cliff about 100 ft. high. On approaching it from Beyrout, we observe to the rt. and l. numerous excavations, like quarries. The old road, which still forms the only means of passage, winds up the steep slope, runs along the edge of the cliff, and descends a yet steeper bank on the N. side. It is hewn in the rock; in some places there is a deep cutting, in others the surface is merely levelled. It is 6 ft. wide, and is paved with large stones. On the summit of the pass, overhanging the sea, is a rude pedestal of masonry, perhaps marking the place where a gate once stood. Beside it is a prostrate column with a Latin inscription not yet deciphered—apparently a Roman milestone. Popular tradition, however, informs us that the image of a "Dog" once stood here, but was hurled over the cliff. Descending on the N. side, we soon see the famous tablets on the cliffs to the rt., which we leave for the present, and pass on towards the modern bridge. Before reaching it a Latin inscription attracts attention on the face of a low cliff to the rt. It is perfect, with the exception of a portion of a single line purposely erased; and we learn from it that this road was made in the reign of the Emperor

Marcus Aurelius Antoninus. Aurelius died in A.D. 180; and the title *Germanicus*, which we find on this tablet, was given him on the occasion of his victory over the Marcomanni in A.D. 172; so that this road must have been constructed between these two dates—probably about the year 173. The inscription is as follows:—

IMP. CÆS. M. AVRELIUS  
ANTONINVS PIVS FELIX AVGVSTVS  
PART. MAX. BRIT. MAX. GERM.  
MAXIMVS  
PONTIFEX MAXIMVS  
MONTIBVS IMMINENTIBVS  
LYCO FLVMINI CÆSIS VIAM  
DELATAVIT  
PER . . . [purposely erased] . . .  
ANTONINIANAM SVAM.

Two other inscriptions have recently been discovered on this old road, both in Greek. The first is on a rock near the top of the pass, and is now almost illegible. It appears to be to the effect that a young Phœnician, a native of Acre, who became lord of Heliopolis (Baalbee), made this road round the promontory. No date is given. The inscription seems to show that the Phœnicians were the real makers of this road, and that the Romans only repaired it. The other inscription is shorter, containing ten lines. It is on the face of a rock on the same line of road. It has not been deciphered. An account of these inscriptions may be seen in the *Second Statement* of the American Palestine Exploration Society.

The traces of a much more ancient road are seen higher up the cliff, quite distinct on the northern side of the promontory, but obliterated on the southern, probably from the falling of some of the rocks. It can only be ascended on foot. The sculptured tablets are found at intervals on the smooth faces of the rocks, on the upper side of the old road. They are nine in number, of which 3 are regarded as Egyptian and 6 Assyrian.†

† It may be of interest to the traveller who visits the Dog River to know that there have recently been discovered at Balawat (Mesopo-



They are of different sizes and shapes, but all large enough to contain life-size figures. Commencing at the northern base of the pass, the first 3 tablets are close to the present road, which so far runs in the line of the more ancient one. The old road then strikes up to the l. over steep rocks, and we follow it to visit the remaining sculptures. The following is the order of the tablets:—

1. *Egyptian*—Square at top, ornamented by a *cavetto* cornice. The inscription had become effaced, and the tablet has been appropriated by the French, and contains a record of their occupation of the country in 1860.

2. *Assyrian*—About 5 yds. from the former. Square-topped, containing an Assyrian figure with the right hand elevated and the left across the breast: it is so much defaced that the outline alone is discernible.

3. *Assyrian*—2 yds. from the preceding. Square-topped. An Assyrian figure can be made out, though even more defaced than No. 2.

4. *Assyrian*—About 20 yds. from No. 3, and 10 yds. above the Roman road. Rounded at the top, and set as if in a frame, with a full-length figure in better preservation.

5. *Assyrian*—30 yds. farther, on the side of the *ancient* road. Round-topped: the figure is more distinct, with the right arm elevated, and the hand apparently grasping some object.

6. *Egyptian*—On the same rock as the former, and only 8 in. separated from it. It is square-topped, with a cornice like No. 1. When the light falls obliquely on this tablet we can trace the outlines of two small figures near the top—the head of Ra, the Sun-God, on the left; and the monarch presenting an offering on the right. There are other marks upon the tablet which may have been hieroglyphics.

7. *Assyrian*—15 yds. higher up. Rounded at the top, and hollowed out

to the depth of 3 in., with a border like a frame. It contains an Assyrian figure in tolerable preservation, but no trace of inscriptions.

8. *Egyptian*—About 30 yds. farther, and near the top of the pass. This tablet resembles Nos. 1 and 6, but is in better preservation. A sharp eye can here detect 2 little figures near the top—that on the left is Ammon. The borders of the tablet are covered with inscriptions, among which, about the centre of the left-hand frame, Egyptian scholars have discovered the cartouche of Rameses II.

9. *Assyrian*—On the same rock as the preceding, and close to it. It is the best preserved and most interesting of all. The top is rounded, the figure has the long dress, the large curled and plaited beard, and the conical cap so well known now, from the monuments of Nineveh, to be characteristic of the effigies of Assyrian monarchs. The left hand is bent across the breast, and grasps a mace, while the right is raised and has over it several symbolical figures. Nearly the whole dress and background are covered with a cuneiform inscription, considerable portions of which are still legible, though parts are greatly worn and injured.

In the corners of the 3 Egyptian tablets are holes. Their object has not been ascertained; some have suggested that the sculptures were originally covered with folding-doors, and that these holes mark the places of the hinges; others suppose that inscribed tablets of bronze or marble were once fastened on by means of clamps—taking it for granted that the rocks themselves have not, and never had, any sculptures upon them.

According to Lepsius, the 3 Egyptian tablets bear the cartouches of Rameses II., the Sesostris of Herodotus; the middle one (5) is dedicated to Ra (*Helios*), the highest god of the Egyptians; the southernmost (8) to the Theban, or Upper Egyptian, Ammon; and the northern one (7) to the Memphite, or Lower Egyptian, Ptaha. Herodotus tells us that Sesostris, in his expeditions to Asia Minor, left

tania) two large portals containing in bas-relief a description of the conquests of Sennacherib; and one of these bas-reliefs represents the Assyrian conqueror halting at the Dog River to erect the monument of his victories which has been here preserved to us.

behind him *stelæ* and *figures* as monuments of his exploits, and that he himself had seen some of them in Palestine and Syria. Probably these are the *stelæ* referred to by the historian.

All the Assyrian tablets are considered by Layard to be the work of *Sennacherib*, the monarch whose army was miraculously destroyed on the plain of Philistia, and who is known among Assyrian scholars as founder of the palace of Konyunjik. Dr. Robinson, however, questions the probability of one monarch having cut *six distinct* tablets on one short pass and during one expedition. We know from sacred history that no less than *five* Assyrian monarchs either invaded this country or passed through it on their way to Egypt: Pul (2 Kings xv. 19), Tiglath-pileser (2 Kings xvi. 7-10), Shalmaneser (2 Kings xvii. 3-6; xviii. 9-11), Sargon, or at least Tartan his general (Isa. xx. 1), and Sennacherib (2 Kings xviii. 13). Why may not each monarch in succession have executed a tablet in celebration of his passage?

"The epoch of Sesostris," says Robinson, "covered the last half of the 14th cent. B.C., and was 3 centuries earlier than the accession of King David. Sennacherib is supposed to have ascended the throne in B.C. 703. Between the tablets of the former conqueror and those of the latter, therefore, there intervened a period of not less than 6 centuries. And, looking back from our day, the Assyrian tablets have continued to commemorate the progress of the Assyrian hosts for more than 25 centuries; while those of Egypt, if proceeding from Sesostris, have celebrated his prowess for 31 centuries. They reach back to hoary antiquity, even to the earliest days of the Judges of Israel, before Jerusalem was known."

*Nahr el-Kelb* is the *Lycus flumen* of old geographers—the Greek "Wolf" having degenerated into an Arab "Dog." The origin of the name is uncertain. Some tell us that a monster of the wolf species was chained at the

river's mouth, which, when lashed to fury by the storms, awoke the echoes of far-distant Cyprus with his bark. Others say that the sharp shocks of the waves on the cavernous cliffs gave rise to both the name and the legend. And another story is that the statue of a dog formerly stood on the pedestal that crowns the cliff; its mouth being wide open, strange words were wont to issue from it when the winds were high; the Arabs hurled the monster into the sea.

The river dashes along through a glen which opens the very heart of the mountain. Its banks are fringed below with shrubs, and crowned by grey crags, on which is perched a Maronite convent. An old aqueduct, partly hewn in the cliff and partly supported on tall arches, skirts the base of the northern hill—garlanded with creeping plants, that have wound themselves among long stalactites pendent from the arches; it adds another feature to the romantic beauty of this glen.

Some distance up the glen are enormous caverns, from which issue a great part of the water of the river. Three caves have been long known; but inside the lowest of the three another was discovered in the autumn of 1873. An exploring party, consisting of Doctors Bliss and Brigstocke and Messrs. Maxwell and Huxley, entered and penetrated about 1200 yds. by water, when they came to rapids and rocks, over which they could not transport their rafts. The cavern is narrow and tortuous; but in places the roof is of enormous height, and gorgeously decorated with stalactites.

The villages on the western slope of the Lebanon are much frequented by the European and native residents of Beyrout during the summer months, on account of the cooler air and more bracing climate. These villages vary in height above the level of the sea, from 1700 ft. to 2700 ft., some of them (*Aleih*, *Soul el-Gharb*, and *Aitat*), situated to the S. of the Damascus road, are accessible by a branch carriage-road from the Khan Sheikh Mahmoud.



The most frequented is Aleih, where there are already two hotels open during the summer. The drive from Beyrout to Aleih occupies from 2½ to 3 hrs., and the return journey about 1½ hr.

At Aleih is the summer residence of H.M. Consul-General; there is also a telegraph station and a post-office. With all these advantages there is probably no more delightful residence in the East than Beyrout in winter and the Lebanon in summer.

Since 1880 the road has been continued from *Ailat* through *Ain-Anub* to *Shovefat*. There it joins another branch from the Damascus road which passes through *Haddad*, and gains the main road at *Hasmiyeh*, at the foot of the mountain. A carriage-road has been constructed to the large village of *Belefaya*, to the north in the district of the *Metn*, which, from its picturesque position, abundance of water and vegetation, may in time become a formidable rival to *Aleih*.

Near *Hasmiyeh*, *Roustem Pasha*, when Governor of the Lebanon, succeeded after two or three failures, in building across the Beyrout river a handsome stone bridge; this connects the north and south of the Lebanon, without obliging travellers to pass the old ford, often dangerous in winter, or to lose several hours in passing through Beyrout.

In connection with this bridge, he constructed a carriage-road which joins the Tripoli one close to the old Beyrout Bridge; so that it is now possible to drive from Beyrout by the Damascus road to the *Hasmiyeh*, then turn to the left along this new road, cross the bridge, pass the Pasha's garden, and return by the old Tripoli road; this is a charming drive of about one hour and a half.

[Numerous *Excursions* may be made from Beyrout: such as to the Cedars (p. 80), Baalbec, Damascus, &c.; for which the ordinary guide-books must be consulted, or information obtained on the spot.]

## 22. BEYROUT TO THE BAY OF AYAS.

Leaving Beyrout, the next place at which the coasting steamers touch is

a. Tripoli, now *Trabulus*, the *Tripolis* of the Greeks and Latins. (Pop. about 12,000 Mohammedans and 3000 Greek and Maronite Christians.) The town is built on both sides of the river *Kadisha*, at the place where it issues from the roots of Lebanon, amongst orchards of orange, lemon, apricot, and apple trees. Water murmurs and sparkles everywhere, and covers the plain with verdure. The houses are large, and the streets have a quaint antique look, winding under groined arches. On the N. side of the river, on the top of a mound, stands the tomb of Sheikh Abu Nasr; and opposite it, on the S. side, is the castle built by Count Raymond of Toulouse in the 12th cent. Half a mile above the town, in *Wady Kadisha*, is a building occupied by dervishes. It is beautifully situated. Some distance beyond it is an aqueduct carried across the ravine, and bringing water to the town.

To the W. of the town lies a rich plain, in shape a triangle, its apex running into the sea. On the N. side of the promontory is a small town called *el-Marina*, whose population consists of about 5000 Mohammedans and Christians. It is about 1½ m. from Tripoli. Across the broad neck of the promontory, from shore to shore, we can trace an old wall, 18 ft. thick; and along the shore northward is a line of towers, extending to the mouth of the *Kadisha*—about 1 m. Around these towers, on the beach, and in the sea at the *Marina*, are numbers of granite shafts. The whole promontory westward of the wall is strewn with ruins.

The exports consist of silk, sponges, oil, wool, and tobacco; the value of which amounts to about 300,000*l.* annually. It is the natural entrepôt for the commerce of the interior, especially of Homs (*Emesa*) and Hama (*Epiphania*). *Midhat Pasha*,



when Governor-general of Syria, made a carriage-road to the former city, and thence to Damascus. A tramway from the Marina to Tripoli was opened for traffic by Midhat Pasha in January 1880, the capital for which was subscribed by the inhabitants.

Messageries Maritimes and Russian steamers call in going to and from Constantinople.

[An excursion may be made from Tripoli to the CEDAR FOREST OF LEBANON, or rather to that usually visited, for clumps of those trees have been discovered in other parts of the mountains of late years.

A ride of about 6 hrs., through a wild and picturesque country, takes the traveller to the village of *Ehden*, and 2½ hrs. farther on are the great cedars.

At the head of Wady Kadisha there is a vast recess in the central ridge of Lebanon. Above it rise the loftiest summits in Syria, 9200 ft. high, streaked with perpetual snow. In the centre of this recess, on a little knoll, or rather group of knolls, stand the *Cedars*. They are alone. "They stand at the apex," as Dean Stanley observes, "of the vegetable world." When we see them from a distance we feel disappointment, for they look like a speck on the mountain. But on entering the grove feelings of disappointment vanish. Then the beautiful fan-like branches and graceful pyramidal forms of the younger trees; the huge trunks of the patriarchs, and their gnarled branches extending far on each side, and interlacing with their brethren; and the sombre shade they make in the midst of a blaze of light—all tend to excite feelings of highest admiration. And when we think of their antiquity, their ancient glory, the purposes to which they were applied, we can comprehend the wondrous attraction that has for centuries drawn numbers of pilgrims from the ends of the earth to this lonely spot.

The grove is now scarcely ¼ m. in circumference, and contains about 400 trees of all sizes—the young ones

mostly on the outskirts, and the oldest in the centre. Only a few, perhaps a dozen, very ancient trees remain. There, are, however, 30 or 40 others of very considerable dimensions; some of them 3, 4, and 5 ft. in diameter. One or two of the oldest are upwards of 40 ft. in girth; but the trunks are short and irregular. They are much broken and disfigured; partly by lightning and the snows of winter, but chiefly by the Vandalism of visitors. The patriarchs, in fact, are all hacked and hewn—tablets cut on their sides, with names inscribed on them.

These venerable trees have now been fenced in, but, with certain restrictions, they will continue to be accessible to all who wish to inspect them. In future no encampments will be permitted within the enclosure, except in the part marked out for that purpose by the keeper, nor may any cooking or camp fires be lighted near the trees, a regulation that has been rendered specially necessary by the partial destruction by fire of three of the largest cedars. Lastly, no animals will be allowed to enter the enclosure, and the keeper of the ground has orders to hold the dragomans and tourists' guides responsible for any infraction of the regulations.]

The next port is

#### b. Lattakia.

This ancient city, though only a shadow of what it once was, possesses still some commercial activity. It exports grain, tobacco, sponges, silk, oil and several other products; the tobacco is celebrated in all the markets of the Levant, and is even exported to England.

The journey from Lattakia to Aleppo can now be made on horseback in 4 days of 8 hrs. each, and when the road is finished as far as *Djesser Shogour*, the time will be reduced to 24 hrs.

It stands upon a rocky promontory projecting 2 miles into the sea, with an elevation of from 100 to 200 feet.

The harbour is at the N.W. angle of the promontory, about ¼ m. from

the town. It is a deep oval-shaped cove, nearly encircled by high banks of rock. The narrow entrance is made still narrower by a pier on one side, founded on granite columns, and a projecting Saracenic tower on the other. Only small vessels can enter the harbour, and the anchorage outside is not very safe, especially during the winter months, when the steamers are sometimes unable to touch. About 4 m. north is a harbour called MINET EL-BAIDA, the white harbour, where the anchorage is excellent; with a comparatively small outlay it could be made capable of containing a considerable number of large vessels.

Amid the labyrinth of modern houses in the town are some few remains of ancient grandeur. A square structure near the S.E. quarter is curious. It looks like a triumphal arch. Each side measures about 50 ft., and is pierced by a large arch; the angles are ornamented with pilasters. Above are a pediment and entablature ornamented with representations of shields, helmets, coats-of-mail, &c. The arches are filled in with modern masonry, and the whole is occupied as a dwelling.

Near this monument are 4 Corinthian columns, with their entablature perfect. The building to which they were attached is gone. In other parts of the town are granite columns and hewn stones in abundance. The surrounding rocks and cliffs are filled with rock-tombs, some of which are very large. It is quite possible that this port, or rather Minet el-Baida, may be selected as the starting-point of a railway; the climate is excellent and the plain extremely fertile.

About 35 m. N. of Lattakia, is the mouth of the Orontes, and a little farther on the ancient port of Seleucia, built by Seleucus Nicator, the first of the Seleucidæ. It is one of two sites proposed as the terminus of a railway from the shores of the Mediterranean along the Euphrates Valley to the Persian Gulf. At present there is neither harbour nor sheltered roadstead. The ancient harbour was a great dock excavated in the plain, and [Mediterranean.]

connected by a canal with the open sea; altogether it was one of the most remarkable works of the kind on the Syrian coast.

A short distance E. of Seleucia is the village of SWEIDIYEH, where a little Paradise was created by the late Mr. Barker, formerly English Consul at Alexandria. Now it is utterly neglected.

[From the Ruins of Seleucia to Antioch is a ride of 5 hrs. This capital of the Seleucidæ, the third city of the Roman Empire, where the name of CHRISTIAN was invented, has dwindled down to the miserable little Arab town of Antakia of 6000 inhabitants.]

#### c. Scanderoon, or Alexandretta.

Alexandretta is the port of Aleppo, of Southern Armenia and of Mesopotamia, and it is a station of the British, French, and Russian mail steamers; it is also very frequently the winter anchorage of the British men-of-war, stationed on the coast of Syria and at Cyprus. The anchorage is excellent, and it and the bay of Ayas are the only places on the coast of Syria and Caramania capable of containing a large fleet in safety.

The road which traverses the defile of the Amanus is now, as of old, the great highway by which the trade of the interior passes to the sea.

In virtue of its unrivalled geographical position it may perhaps be selected as the terminus of the Euphrates valley railway.

Alexandretta has recently made great progress. Some new stone houses have been built along the seashore, the streets have been paved, a supply of good water has been brought into the town, and although it is still very unhealthy, owing to the pestilential marshes behind it, some attempt has been made to drain them, and fever is not nearly as prevalent as it once was. The town is surrounded by a magnificent and picturesque chain of mountains abounding



in perennial springs and beautiful forests teeming with game.

A road practicable for carriages has been made all the way to Aleppo, but it has been allowed to fall into ruin; carriages take 3 days to do the journey in fine weather, and the cost is from 3*l.* to 5*l.*

d. On the opposite side of the Gulf, and at a distance of about 30 m., is the Bay of Ayas, before mentioned. Ayas

is a wretched village, but a surrounding country abounds in all kinds,—wild boar, gazell colin, red-legged partridge woodcock, snipe, wild fowl, is therefore a favourite sportsmen and the officers ships.

The climate here also is healthy during the summer autumn, and is only safe in end of November till about the of March.



London, Sturords Geog. Anze



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## SECTION III.

## ASIA MINOR AND TURKEY IN EUROPE.

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## ASIA MINOR.†

## 23. VOYAGE FROM AYAS TO SMYRNA.

After leaving the Gulf of Scanderoon, we round *Cape Karadash*, a white cliff 130 ft. high, and proceed to

*a.* Mersina, the port of *Tarsous* and

† Consult Captain Beaufort, R.N., 'Karamania, or a brief Description of the South Coast

*Adana*. This is a town of very recent foundation. During the expedition of Mohammed Ali Pasha the roadstead was found a safer anchorage than the former port of *Tarsous*, *Kazouluka*, 5 m. to the E. Some camp followers

of Asia Minor, 1817; C. T. Newton, 'Travels and Discoveries in the Levant,' 1865; Sir Charles Fellows, 'Travels and Researches in Asia Minor,' 1852; Davis, 'Life in Asiatic Turkey,' 1879; Lt. Spratt, R.N., and Prof. Forbes, 'Travels in Lycia, Mylas, &c. 1847.



commenced to build huts on the beach, and gradually a village sprung up. During the Crimean War large quantities of grain and other provisions were shipped here, and the village became improved into a town. Now it is a place of some importance, and a rly. has been constructed to Adana.

The most important building in the town is the Greek Church, built with stones from Pompeiopolis.

5 m. W. from Mersina are the ruins of Pompeiopolis, the ancient *Soli*, horses or carriages to visit which may be obtained at Mersina. Many columns bordering the principal street are still standing. The arrangement of a fine street with colonnades on each side is nowhere seen to greater advantage. There were about 200 in all, with Corinthian and Composite capitals, and with consoles attached to them, as at Palmyra, probably to support galleries or statuary. There are several inscriptions on these. There are many ruins of the time of Diocletian. The port was a beautiful artificial basin with parallel sides and circular ends, now filled up with sand and petrified beach. There are also the ruins of a theatre.

The ruins of *Soli* are distinctly seen from the deck of the steamer.

The rly. from Mersina to Tarsous and Adana was completed in July 1887. It passes to the N. of the carriage-road.

8 kil. Line crosses the *Deli Tschai* torrent.

10 kil. Halt of *Kudebas*.

19 kil. Halt of *Hadj Taleb*.

26 kil. Tarsous Station, where carriages may always be had for the town, about a kilomètre distant.

#### b. Tarsous.

This once proud capital, which was ranked by Strabo above even Athens and Alexandria, still retains its name almost unchanged, though not a fourth part of its ancient size, and none of its former magnificence.

The river *Cydnus*, which in the days of *Cyrus* and *Alexander* flowed through the city, now holds its course

$\frac{1}{2}$  m. to the E. No inscriptions or monuments of beauty and art are to be found here. There is an ancient Armenian church, now used as a mosque.

The chief object of interest, however, is the *DUNEK TASH*, situated S.E. of the town, and supposed by M. Langlois to be the *Tomb of Sardanapalus*, who founded the city. It is formed of huge masses of concrete, once, no doubt, faced with cut stone; the interior of the walls shows traces of having been lined with slabs of stone or marble, very probably sculptured like an Assyrian palace. It is a parallelogram, about 300 ft. long by 150 broad, the enclosing walls, which have the appearance of an inverted flight of steps, being nearly 23 ft. broad. Within, at the two narrow ends of the rectangle, are two square masses of concrete, which may have been pyramidal, and have served as the bases of statues. Traces are visible of a covered passage, which probably ran all round the structure. The interior of the monument has been converted into an Armenian burial-ground.

The land around is fertile, yielding all kinds of grain in abundance, which is exported to various parts of Europe. Copper from Maden, cotton and gallnuts from the mountains, are staple commodities.

It was in Tarsous that *Alexander* nearly lost his life by bathing in the *Cydnus*, and that *Mark Antony* had his first interview with *Cleopatra*. It was called *Juliopolis*, in honour of *Julius Cæsar*, who spent some days here; and *Augustus* made it a free city. It is uncertain at what period it became a Roman colony. *St. Paul*, who was born here, was a Roman citizen, but it is probable that this was by virtue of some hereditary right, and not as a denizen of Tarsous.

To the W. of the town still stands one of the gates of ancient Tarsous, built of large blocks of cut stone; travellers entering from Mersina by carriage pass through it.

There are several establishments for cleaning cotton; one with 4000 spindles is worked by the river *Cydnus*, which

also supplies motive power to many mills.

The rly. now leaves Tarsous; 23 kil. It crosses the Cydnus by a latticed bridge.

31 kil. *Kulek Boghaz* Station (*Pylæ Cilicia*). Here the line crosses the newly-opened road to the High Plateau of Asia Minor, bringing the coast into communication with the interior of Karamania. The country from Mersina to Adana is a plain highly cultivated with cereals, cotton and sesame seed.

66 kil. **Adana Station.**

c. Adana retains its ancient name, and is situated on the W. bank of the *Sihoun*, the ancient *Sarus*. It is still a considerable town, and the capital of a vilayet, including the chief part of Cilicia proper. Next to Tarsous, it was the most flourishing town of Cilicia. The modern town is partly situated on what appears to be an artificial mound, surrounded on all sides by groves of fruit-trees and vineyards. The plain on every side is extremely fertile. The town is large and well built, and the population, composed of Turks, Armenians, and Ansariyeh, is nearly equal to that of Tarsous. A bridge over the *Sihoun-chai* is said to have been built by Justinian. A part only of the ancient *Walls* remain.

There is nothing of particular interest at Adana, except the Mosque *Ouglou Djami*, built by Ramazan Ouglou in the reign of Sultan Suleiman; it is a good specimen of Mohammedan architecture.

The American Mission Society has built a church, and opened a school for girls.

Continuing westward, the coasts of Karamania and Lycia are magnificently fine, full of ancient ruins of the greatest interest, but it is beyond the limits of this work to describe these in detail; we confine ourselves to indicating a few of the points of the greatest interest, such as may possibly be seen from the deck of a passing vessel, leaving the traveller who may desire to visit them to con-

sult the literature on the subject before quoted.

d. **Ayash.**—The ancient *Sebaste*. For several miles on each side of it the coast presents a continued series of ruins, all of which being white, give to the country an appearance of splendour and populousness, very different from its real condition.

e. **Agha Liman**, a small sheltered bay, once the harbour of *Selefkeh* (anc. *Seleucia*), the remains of which are 9 m. inland. Here the general aspect of the country begins to change, and the high mountains approach the coast. Between Agha Liman and Cape Cavaliere is the ISLAND of *PROVENÇAL*, called by the Turks *Manarata*, once occupied by the Knights of St. John. It is high and precipitous towards the sea; on the other side there is a profusion of ruined buildings. A citadel crowns the highest point.

f. **Cape Cavaliere** is a noble promontory, whose white marble cliffs rise perpendicularly from the sea to a height of 600 or 700 ft. Every accessible point of the peninsula has been defended by walls. The contortions in the strata are most curious.

g. **Chelindreh**, a small but strong port, the ancient *Celenderis*. In front of it are three small islands.

h. **Cape Anamour** terminates in a high bluff knoll, one side of which is inaccessible, the other has been fortified by a castle and outworks, with walls descending to the shore; 2 aqueducts at different levels, winding along the hill for several miles, supplied this fortress with water. Within the walls are the ruins of 2 theatres, and outside a vast necropolis of solidly constructed tombs. The place is quite deserted, but there is a castle and village 6 m. to the E. This cape is the most southern point of Asia Minor.

The hill and Cape of *Selintz* rise steeply from the plain on one side,



and break off with a chain of magnificent cliffs on the other. On the highest part of these are the ruins of a castle which commanded the ascent of the hill in every direction, and looked perpendicularly down into the sea. The view from it is very extensive, and Cyprus can be distinctly seen on a clear day. There are many important remains on the summit of this hill, at its foot, and lower down the river to the W., amongst which is a long ruined aqueduct on arches. This was the ancient *Selinus* which, after the death of Trajan, assumed the name of *Trajanopolis*.

*Eski-Adalia*.—A few hours' steaming farther on bring us to *Alaya*, picturesquely situated on the slopes of a steep hill overhanging the harbour. The houses rise one above the other, and the whole is crowned by the remains of a strong fortress.

i. Side was the chief port of Pamphylia, and bore a very evil reputation till the 10th century. The city stood on a low peninsula, and was surrounded by walls, parts of which are still perfect. The theatre is one of the finest in Asia Minor. There are vast numbers of other ruins, but they are much overgrown with tangled brushwood.

k. *Adalia*, at the head of the Gulf of Pamphylia, is beautifully situated round a small harbour. The streets appear to rise behind each other like the seats of a theatre, and the whole is surrounded by a ditch and triple wall strengthened by square towers. The country round is fertile and well watered. The town contains numerous fragments of ancient buildings and inscriptions. The extensive ruins of *Perge*, 3 hrs. from *Adalia*, can be visited in a day. This is an excellent place for sport. Excursions may be made to *Aspendus* (*Balkiz*), 12 hrs. distant by horse; where is a splendid theatre in good preservation. To *Syllœum* (*Ahssar-Dagh*); *Selge* (*Serick*); and *Termessus* (*Gul-Dagh*).

l. *Sailing S.* along the western shore

of the Gulf, the great mountain of *Takhtalu* is seen rising as an insulated peak 7800 ft. above the sea. The more distant mountains of the *Taurus* range behind it, are not less than 10,000 ft. On a small peninsula at the foot of *Takhtalu* are the remains of the city of *Phaselis* with its three ports and lake, as described by *Strabo*; the latter is now only an unwholesome swamp.

m. 5 m. S. of this is the village of *Deliktash*, consisting merely of a few huts, but behind it is the mountain *Tchিপaly*, containing the famous *Yanar*, or *Chimæra fire*, mentioned by *Pliny*, who says that "Mount *Chimæra* near *Phaselis* emits an increasing flame that burns day and night." It is about  $1\frac{1}{2}$  m. inland, amongst the ruins of what may be a temple of *Vulcan*. The principal flame proceeds from behind an arched opening in the rock, and smaller flames dart out from crevices, around the larger one; a second flame issues from a pit close by.

A little farther S. is the majestic peak of *Ardrasan*, whose white marble cliffs rise perpendicularly from the sea to the height of 600 or 700 feet. They are crowned with pines; and in the distance still loftier mountains rise, whose tops, generally streaked with snow, exhibit every variety of outline and effect.

Still farther S. is the island of *Garambusa* (the *Crambusa* of *Strabo*), which is separated nearly in two parts by a chasm, under which is a natural tunnel or cave containing a small spring of water.

This part of the coast terminates in *Cape Khelidonia*, the ancient *Promontorium Sacrum*, off which lie 5 barren islands.

Rounding this cape, and continuing to the W., is the Island of *Kakava*, pronounced by the Turks *Kekyova*, in front of a spacious bay, with numerous small islets, a favourite resort for Levant cruisers. A little to the E. is the *Andraki* river, 3 m. up which are the ruins of the city of *MYRA*.

n. *Castelorizo*, or *Castel Rosso*, the ancient *Megiste*, is a small barren



island, though the largest on the coast of Lycia. It has a fine old castle, built by the Knights of St. John, when they held Rhodes, from which it is only 60 m. distant. The population of the island is 6000 or 7000, nearly all the males being sailors. It forms the W. side of a gulf crowded with small islets and rocks, from which run into the land two spacious harbours, SEVEDO and VATHY; the former especially is safe and commodious, and a tongue of rock projecting from the land forms a natural pier. At both are numerous rock-sepulchres, and at Vathy the remains of a considerable theatre.

Yedi Booroon, or the Seven Capes, is a knot of high and rugged mountains, the ancient *Mount Cragus*, the abode of the fabulous Chimæra. At the foot of these mountains the river *Xanthus* winds through an extensive valley, and a little farther to the E. the ruins of the city of PATARA stand near the shore; the harbour is sanded up, and the place uninhabited.

o. The coast thence takes a northerly direction leading to Makri, the ancient *Telmessus*, the most perfect natural harbour on the S. coast. The scenery is very beautiful, and there are many tombs and other ruins, which are amongst the most remarkable monuments in Asia Minor.

To the N. of the northern point of Rhodes is the beautiful land-locked harbour of Marmarice, which has frequently been the station of the British fleet during troubles in the Levant. The village, built on the site of the ancient *Phystos*, was defended by a small castle built by the Knights.

Passing thence between Rhodes and the mainland, the yachtsman will find an excellent harbour at Syme (*q.v.*), after which he rounds the long peninsula, 90 m. in length, terminating in

p. *Capo Krio*, or *Kavo Krio*, where are the ruins of *Onidus*. Mr. Newton made extensive excavations here in 1857-58. *Cnidus*, like many other *Hellenic cities*, was originally built

on an island close to the mainland; this is now united to the western extremity of the Doric Chersonese. Projecting far beyond the adjacent coast, this cape forms a well known sea-mark for the navigation of the Archipelago. The city subsequently extended to the mainland, and the outline is still quite easily traced. Near it was found the colossal lion now in the British Museum.

On the opposite coast of the Gulf of Kos is

q. Boudroum, the ancient *Halicarnassus*, beautifully situated on the shore of a small bay, divided into equal parts by a promontory, on which stands the stately castle, a worthy specimen of the military architecture of the Knights of Rhodes. The tower at the S.E. corner was probably built by Englishmen, as it contains the arms of Edward IV. and of the different branches of the Plantagenet family, together with many other English coats sculptured in a row above the door. Here were born Herodotus and Dionysius the historian; and here stood the tomb of Mausolus, one of the ancient Wonders of the World, erected by Artemisia his sister and queen, whose pious act has conferred her husband's name on every *mausoleum* which has been erected since. This magnificent monument was brought to light by Mr. (now Sir Charles T.) Newton in 1857-58, and all its principal parts are now in the British Museum.

To the N. of the peninsula on which Boudroum is situated is the *Gulf of Mendeliah*, and on its southern shores, three miles from the island of *Karakot*, is *Geronta*, the ancient *Branchidæ*, where are the ruins of a celebrated Temple of Apollo. Sir Charles Newton says of them, "the mighty ruins lie as they originally fell, piled up like scattered icebergs."

Thence threading its way amongst the Sporades (*q.v.*), the imaginary vessel whose course we have been following will enter the beautiful Bay of Smyrna, a striking contrast to the

apparently barren and uncultivated islands which it has left behind.†

Quite at the bottom of the W. shore of the gulf is the **Bay of Vourla**, one of the finest harbours on this coast, and the frequent resort of the British and other fleets. The town of Vourla is about 3 m. from the Scala; it is a thriving little place, the centre of the Sultana raisin trade. Close to the Scala is an island, the site of the ancient *Clazomenæ*, now used as a lazaretto.

#### r. Smyrna.‡

From the earliest antiquity Smyrna has been one of the richest and most important cities of Asia Minor; after the introduction of Christianity, it figured as one of the Seven Churches referred to by St. John in the Apocalypse, and here its bishop, St. Polycarp, suffered martyrdom.

It followed all the vicissitudes of the Byzantine empire. The Knights of Rhodes held it for 57 years; these were expelled by Timour and his Mongol army in 1402, and it was finally annexed by the Turkish Sultans in 1419.

Smyrna, though badly drained and exposed to the miasma of the Meles valley, is not unhealthy. It is refreshed during the afternoon by the *imbat*, or sea-breeze, which drives off the noxious exhalations.

The lower slope of Mount Pagus is occupied with the quarters of the Turks and Jews, which extend down into the plain. There is now no well-defined separation of quarters. The Armenian quarter lies in the plain near the Cassabá railway terminus, and adjoins the Turkish and Greek districts, but the wealthiest Armenians generally reside in the Frank quarter. The Greeks occupy the main body of the city. There is now no proper Frank quarter. The European shops and counting-houses are in Frank Street, but the Europeans who do not reside in the neighbour-

ing villages of Bournabat, Boujah, or Ghios-Tépé, inhabit that quarter of the city which stretches along the shores of the bay to the N.E., and in which the European Consulates are situated. The bazaars lie at the southern end of Frank Street, between the Turkish and Jewish quarters, and are interesting to strangers from their picturesque character, and the numerous objects of Oriental manufacture exposed for sale. Gold lace trimmings are almost the only speciality of Smyrna there displayed.

The mosques are numerous, but not remarkable. Access to them can generally be obtained by foreigners by means of *backsheesh*.

The Theatre was burnt down in 1887, but a project is on foot (1889) for building a new one worthy of the city.

Smyrna possesses a peculiar institution in its Casinos, or family clubs, founded by the English in the last century. Of these, among others, are the European Casino, comprising members of all Christian nationalities and races, but principally Levantines and Armenians, and the Greek Casino, supported by the Greeks. A stranger can get admission to these casinos on the application of a friend; and, in the ball-season, will probably receive invitations for himself and family.

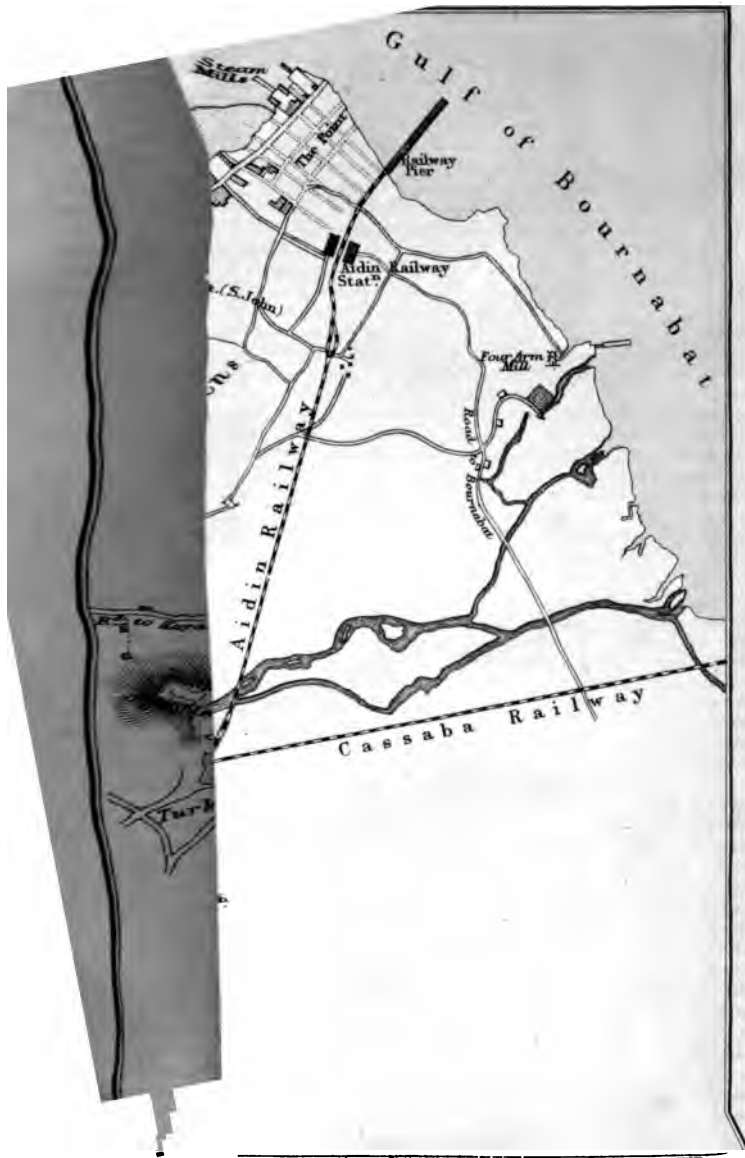
The *New Club* is in a fine building and is carried on upon the same principles as a good English one. Visitors can be made honorary members on proper introduction.

The most characteristic native sights are Turkish, Jewish, Armenian, Greek, and Levantine weddings. At the former, Gipsy and Jewish singing and dancing women are called in.

An important feature of Smyrna is the **Quay**; a concession was granted in 1868 to an English Company, but it was transferred by them to Messrs. Dussaud of Marseilles. It forms an embankment and roadway along the sea face of the town, 18 metres *b<sub>m</sub>* and 3½ kil. long. On its outer edge a tramway connects the Ottoman Stat. with the new custom-house which occupies a broad mole betw

† C. T. Newton, 'History of the Discoveries at Halicarnassus, &c.', 1863. *Ibid.*, 'Travels and Discoveries in the Levant,' 1866.

‡ Murray's 'Handbook to Turkey in Asia.'







the two ports. This is the favourite promenade in the evenings, and in summer up to a late hour at night. The numerous cafés along it are brilliantly lit up, and form the rendezvous of motley costumed crowds, while strains of Oriental as well as European music and the bubbling of *nargilehs* are heard on all sides.

Beccafico-shooting is obtainable in the fig season. Partridges and hares are to be found in all districts. In hard winters there is abundance of snipe, woodcock, and wild fowl, for which the Smyrna and Aidin railway stations afford some chance, but the whole country in the Smyrna district is beset by numerous small bird-shooters.

Wild boar can be got in the valleys. Leopards are sometimes found.

There are no accurate statistics of the trade of Smyrna, but it is estimated that the annual exports and imports together amount to from 8 to 10 million pounds sterling, according to the condition of the crops. The place itself produces nothing, and its large population is maintained exclusively by the commerce which its fortunate position commands for it. It is the chief place of export for figs, raisins, valonia, madder, opium, liquorice, &c.; and though, by the rise of other places, it has lost some of its ancient trade, yet, by the development of its resources, the value of it has increased.

It is a great emporium for Turkey carpets and rugs. They come from Oushak, Koula, Ghiordes, Kedos, and other towns in the interior. Persian carpets are also on sale at the Persian Khan.

#### MOUNT PAGUS AND THE ACROPOLIS.

MOUNT PAGUS is about 500 ft. high, and may be ascended either on foot or on donkeys. On the summit are the ruins of the ACROPOLIS, chiefly the work of Byzantine emperors, but on the S. side based on the massive regular masonry of the Macedonian period.

Within the walls are a ruined mosque (formerly a church, in which Polycarp preached) and a reservoir.

Below this are the ruins of the theatre destroyed by an earthquake, and to the west the site of the stadium where Polycarp was murdered; the position of his supposed tomb is marked by a cypress.

Below, on the skirts of the city, are the Gipsy Quarter and the Negro Quarter.

From the Acropolis splendid views are obtained of Smyrna and its environs.

About a mile inland of Smyrna, and in the immediate vicinity of the Halkabounar station of the railway to Bour-nabat, are the ruins of DIANA'S BATH, or temple, from the centre of which springs of water issue so abundant as to form from their very source a stream navigable by barges.

#### EXCURSION TO EPHEBUS.†

At 48 m. on the Aidin Railway is *Ayasolook*; between which and the sea are the ruins of EPHEBUS. Horses and refreshments can be obtained at the railway station. Or the ruins may be visited by landing from a yacht in the Bay of *Scala Nova*, arrangements having been previously made to have horses in readiness.

The railway passes along the eastern extremity of Ephesus, and sets down passengers at the modern village of *Ayasolook*, about a mile distant from the ruined city. The village stands on the slope of a little hill, which is crowned with the ruins of a large ancient castle. At the foot of this hill, in a deep pit only a few hundred yards from the station, are the remains of the great Temple of Diana, one of the largest, most celebrated, and most magnificent in the world; its exploration by Mr. Wood is a triumph of archaeological skill and industry.

A visitor wishing to stay to examine Ephesus more closely, will find a small but fairly comfortable hotel near the rly. station; in summer *Ayasolook* is very feverish, and it is better to stay at *Azizieh*, the next station, which is

† Consult J. T. Wood's 'Discoveries at Ephesus,' 1877.

700 ft. high and very healthy, and the houses are good.

Ephesus stands out conspicuously as one of the cradles of Hellenic mythology; as the metropolis of the Ionian confederacy, next to Athens, as remarkable for being the scene of memorable events, for having the great School of Art, and as being, next to Jerusalem, the holiest of Christian cities, and the most noted in apostolic labours.

If the glory of Ephesus was great, its ruin is remarkable. What remains attests its vastness, but of that magnificence nought but fragments exist. Though the site is utterly desolate, the ruins of the great theatre, stadium, gymnasia, and other structures are highly picturesque and full of interest for the antiquary and artist.

It is beyond the sphere of the present work to enter into a detailed account of the ruins of Ephesus, but the plan of the locality will suffice to enable the traveller to find his way to all the most important points.

From Ephesus the traveller may proceed along the line to Aidin, a thoroughly Turkish town of 40,000 inhabitants, picturesquely situated at the foot of the terrace on which lie the ruins of the ancient *Tralles*. The ruins of SARDIS and PHILADELPHIA are equally accessible by the other of the two Smyrna railways.

Another excursion may be made to FOKIA, which has retained its ancient name, Phocæa. It has a magnificent natural harbour. The town is surrounded by walls which appear to be of the Byzantine period.

After leaving Smyrna, we propose taking the traveller direct to Constantinople, leaving the various objects of interest in the Dardanelles, &c., for the return voyage thence. The distance is 300 m., and the mail steamers usually occupy 24 hrs. in making it.

The return voyage from Constantinople to Smyrna only occupies 24 hrs.

The space at our disposal will not admit of a minute description of this great city. We must, as in the case of Athens, Venice, and Naples, content ourselves with such a brief notice as

may enable the passing visitor to see rapidly what is best worth seeing, referring him for fuller particulars to Murray's 'Handbook for Turkey in Asia.'

## TURKEY IN EUROPE.

### 24. CONSTANTINOPLE.

Constantinople was founded A.D. 330, partly on the site of the ancient Byzantium, by Constantine the Great, when he determined to remove the seat of government from the banks of the Tiber.

Ancient Byzantium was situated on the extremity of the promontory where the *Seraglio* now stands. No city in the world can boast so magnificent a position; commanding the navigation between the Euxine and the Mediterranean, and the converging shores of Europe and Asia, it unites the advantages of security and great facilities for trade with the most striking scenery. Nature has evidently intended it for the centre of a great empire.

We cannot give more than a very slight sketch of the strange vicissitudes which this celebrated city has undergone. It fell under the power of Rome, with the rest of the Grecian world, before the Christian era, and was made the seat of empire by Constantine in A.D. 330. It was besieged by the emperors Severus, Maximus, and Constantius. Justinian, A.D. 527-565, enriched and beautified the city. In 616 it was besieged by Chosroes II.; and in 626 by the Persians and Avars. In 668 the Arabs, for the first time, attacked Constantinople, but were baffled by the strength of its walls and the strange effects of the Greek fire. In the second siege, 716-718, they were again compelled to retreat. In 865 took place the first expedition of the Russians against Constantinople; followed by a second in 904; a third in 941; and a fourth in 1043. In 1203-4, the Latin Crusaders, under Dandolo, the Doge



of Venice, conquered and pillaged the imperial city, and set up Latin emperors of the house of the Counts of Flanders; but it was recovered by the Greeks in 1261. In 1422 it was besieged by Amurath II., called by the Turks El-Murad, and finally fell, on May 29, 1453, before the conquering sword of Mohammed II. Since that period it has been looked up to, both by Osmanlis and Greeks, as the seat of the supreme spiritual and temporal power of the Sultan and of the Greek Patriarch. The heir of the caliphs has become the heir also of the Cæsars. Constantinople has been besieged twenty-four times and taken six.

There is no lovelier scene on earth than that which opens up before the traveller as he approaches Constantinople from the Sea of Marmora: at once so bright, so varied in outline, so rich in colour, so gorgeous in architecture. On the left, washed by the waves, the quaint old battlements extend from the Seraglio point to the Seven Towers, a distance of nearly 4 m.; and over them rise in picturesque confusion the terraced roofs, domes, and minarets of Stamboul. To the right the white mansions, cemeteries, and cypress-groves of Skutari run away along the Asiatic shore eastward as far as the eye can reach. In the centre is the opening of the Bosphorus, revealing a vista of matchless beauty. The steamer glides on, sweeps round the Seraglio point, and drops anchor in the Golden Horn. The view here is grander still, and more interesting. On the S. rise in succession from the still waters of the inlet, the seven low hills of Old Byzantium, crowned with domes and tapering minarets, and buttresses, with fantastic houses, and shattered walls—all broken now, but which in the age of archers and Greek fire so often baffled Goth and Bulgar, Persian and Osmanli.

On the northern bank of the long "Horn," above the crowded buildings and Genoese tower of Old Galata, appear the heights of Pera, gay and fresh with the new residences of European ambassadors.

Facing the city and the mouth of the Golden Horn, on the Asiatic shore, lies Skutari, with its bright houses and monuments, and clusters of dark cypresses; and near it Kadikœi, now a favourite residence of Galata merchants, but once known to fame as Chalcedon. Looking northwards past the splendid portals of the Dolmabagtche palace, and the graceful minarets of the adjoining mosques, one sees a long reach of the Bosphorus, all aglow with palaces and gilded kiosks, and villas, and terraced gardens.

Nor is the scene less gay and animated on water than on land. Huge ironclads lie at anchor within a cable-length of the Sultan's palace; passenger steamers from every country in Europe are ranged in double rows opposite the quays of Tophane, the chief arsenal of Turkey; cornships from Odessa or the Danube lie side by side with graceful Greek feluccas and Turkish coasters, while hundreds of caiques flit here and there with loads of gold-bedizened Beys, or veiled women. There is no scene in the world like that around one in the Golden Horn.

Constantinople is made up of three cities, each of which is in many respects entirely distinct from the others. Stamboul, the old city, occupies the site of Byzantium, on a tongue of land having the Sea of Marmora on the S., the Bosphorus on its eastern apex, and the Golden Horn on the N. It is about 14 m. in circuit, triangular in form, and the wall on the land side is 4 m. long. The Golden Horn is a deep inlet, half-a-mile wide where it joins the Bosphorus, and gradually narrowing as it curves up to the Sweet Waters some 6 m. distant. On its northern side, along the steep slopes, and over the summits of low rounded hills, are spread the suburbs of Galata, Pera, and Tophane. On the eastern side of the Bosphorus, one mile from Stamboul and the same from Tophane, is the Asiatic quarter of Constantinople—Skutari.

New roads have been made in

several directions, so that one can visit the chief points of interest in a carriage. There is also a tolerable carriage-road from the palace of Dolmabaghtche over the hills to the Sweet Waters.

The principal hotels—indeed all the hotels frequented by European travellers—are in Pera, and most of them in the Grande Rue. The situation is high and good; but the approach to them on foot from the Golden Horn, and from all parts of Stamboul, is exceedingly disagreeable, being through the narrow, steep, filthy lanes of Galata. Of late great improvements have been effected, so that the hotels are rendered easy of access even for ladies. A carriage-road, somewhat steep and rough, but quite practicable, has been made from the main street of Galata to the Grande Rue of Pera, so that one can drive from the hotels to all parts of the city, including the principal mosques and places of interest in Stamboul.

A funicular rly., very near the new bridge, takes one to the top of the hill of Pera in two min., and there is also a tramway connecting Pera with Galata.

Small steamers ply many times a day, from sunrise to sunset, along the shores of Constantinople and the Bosphorus, touching at all the principal places on either side of the straits. They start from the Galata Bridge. The fares vary from 1 to 4½ piastres. It will be best to go up the European side and return on the Asiatic, crossing the Bosphorus from Buyukdereh to Beikos. Small steamers go up the Golden Horn, leaving the new bridge every 15 min., stopping at the *scalas* of the various quarters and suburbs.

The *Caiques* of Constantinople may be hired like hackney coaches in a European capital. The elegance of their construction, the extreme lightness of the wood of which they are composed, and the dexterity of the boatmen, cause them to glide over the smooth surface of the waters with great rapidity. The fares are moderate, and vary with the number of pairs of oars; but when engaged

for the day, or for an expedition up the Bosphorus, it is usual to make a bargain before starting. *Caiques* are always to be found waiting for hire at the landing-stages, but there are particular places for large and comfortable boats suited for ladies, and preferable to all those unaccustomed to *caiques*. Considerable caution must be observed, on entering a *caique*, to step in the middle, as, from the nature of their construction, they are easily upset. They have no seats, the passengers must be careful to sit at the bottom; and when once seated, much attention is requisite in every motion, as their narrowness hinders any steadiness on the water. And now that steamers and carriages are abundant, *caiques* may be dispensed with altogether, especially as they are the most uncomfortable boats afloat.

*Horses*.—The streets of Constantinople are, for the most part, narrow, dirty, and many of them extremely steep. To walk through them is difficult and unpleasant, and it is therefore usual to ride. For that purpose horses stand for hire at 6 or 7 francs a day, at a number of places, where they wait for customers; the principal of these are at the hotels, at both ends of the new bridge, and at the Constantinople end of the old bridge, at the landings of Tophane, Dolmabaghtche, Bagtche Kapousi, Koum Kapou, Yeni Kapou, and Samatia, and near the outer doors of the principal mosques.

*Carriages*.—Excellent carriages can be had for hire, both open and closed. The ordinary fare is half a mejideh (about 2 shillings) for a course, a half-mejideh an hour. It is always well to make a bargain beforehand. The hotel keepers and cicerones are able to procure superior carriages for parties wishing to engage them by the day.

*Tramways*.—There are now 4 lines, one in Stamboul, the other Galata. The former runs from the end of the bridge round near to Sani-Sophia, and the At-meidan, and then









row streets parallel to the Sea of Marmora, terminate very far from the Seven The Galata line commences of the upper bridge, passes main street through Top the Sultan's palaces, and take on the Bosphorus : ury and uncomfortable.

bour of Constantinople is of the Bosphorus, fed by the a small stream flowing from tween two promontories, and Stamboul from Galata and obtained from the ancients, remote period, the appella Golden Horn. The precise he name is undetermined. bour, accommodating 1200 same time, is deep enough en-of-war of the largest size, a moor close to the shore ; erness of the banks, the great water, and its being subject ation of tides, afford great

The only inconvenience ed by the shipping arises powerful currents which flow W. or descend from the N. s of the Turkish navy are ove the second bridge, and of the dockyard in winter, amer in the Bosphorus.

idge of Boats, afterwards by iron pontoons, was first cross the Golden Horn in t below the Arsenal. If Galata with Stamboul ; and e Golden Horn close to the f the Valideh Sultan, con-he eastern part of Galata stantinople. A toll of 10 paid for passing, and it is point that the daily steamers Skutari, the Bosphorus, Princes' Islands. The pas-ese bridges is an achievement ly of some labour, on ac-the crowd of persons and oing to and fro.

bridge, with broad carriage-spacious footpaths, has now e. It was planned and exe-English engineers.

ding objects of interest in ople are the bazaars, the

mosques, the tombs, the Seraglio, the Hippodrome, the ancient Greek churches, the walls, and the ceme-teries, including that of Skutari, where so many British soldiers lie buried. These can be seen in three days, when time is an object. The first day may be devoted to Galata, Pera, the palaces and the Sweet Waters ; the second to Stamboul, and the third day to Skutari. But to those who desire a more thorough examination of the curiosities of Constantinople, a much longer time will be necessary. These objects of interest we shall briefly describe in the order in which we have given them.

#### GALATA—PERA—TOPHANE—KASSIM PASHA—HASKEUI—EYOUB.

Galata is the largest of the suburbs, and the principal seat of commerce for European merchants. It is separated from KASSIM PASHA on the W. by a cemetery, known as the Little Field of the Dead, or Petit Champ des Morts, and unites with TOPHANE on the E. The construction of the tramway along the principal street, and the improvements effected in a few other streets, making them available for carriages, have greatly contributed to the comfort and convenience of both travellers and residents.

One of the most striking features of Galata is its ponderous and lofty Tower, of ancient Genoese construction, which rises to a great height above the crumbling walls, and upon the summit of which a watch is constantly kept to give the alarm in case of fire. The *Seraskier's Tower*, on the opposite side of the Golden Horn, was built at a later time to answer the same purpose. No finer view can be obtained than from the summit of the tower of Galata, which is crowned by a battlemented and projecting gallery.

Pera, or BEY OGHLOO, crowns the summit of the promontory on which the suburbs of Galata and Tophane are situated. It is the headquarters of



diplomacy, and is chiefly inhabited by Franks, who are amenable to the laws of the nation to which they belong.

On the slope of the hill of Pera stands the *English Memorial Church* (Christ Ch.), erected to commemorate our countrymen who fell in the Crimea. The chaplain is appointed by the S.P.G.

In the High Street is the chief *tekeh* or *Convent of Dancing Dervishes*, or *Mevleviyeh*, so called from their founder, *Mevlava Djelal-ed-din*, one of the most important of all the orders of Oriental illuminati.

On the N.E. outskirts, near the artillery barracks, are the Catholic and Armenian burial-grounds. The neighbourhood of these cemeteries, called the *Grand Champ des Morts*, also commands a most glorious and extensive view towards the Bosphorus on the E. It is the favourite resort of the inhabitants of the suburbs.

**Tophane** (*Top-Khaneh*, or Arsenal) is the smallest of the suburbs, forming a continuation of Galata, and thence sweeping round the E. point of the peninsula to the Bosphorus. The *Artillery Barrack*, a fine building, is situated here, at a short distance from the sea. Near the landing-place (*Iskeleh*) at Tophane, caique-building may be seen in all its branches, the peculiar oars being manufactured with the most primitive tools. A fine wide street has been opened between Galata and *Dolmabaghtche*, passing through the centre of Tophane. Along it runs the tramway line to *Beshiktash* on the Bosphorus.

**Kassim Pasha** is an extensive suburb W. of Galata and Pera, from which it is separated by burying-grounds. It extends a considerable way inland, and possesses few attractions to a stranger.

The village of **Eyoob**, a picturesque suburb, is situated on the opposite side of the *Golden Horn*, beyond the walls of *Stamboul*; it is surrounded by gardens and Turkish cemeteries, thickly

planted with cypress-trees. It takes its name from Eyoob, the standard-bearer and companion in arms of the Prophet Mohammed, who was killed at the first siege of Constantinople by the Arabs, A.D. 668, and is said to have been buried there.

In the *Mosque of Eyoob* the *Osmanli Sultans* are installed by girding on them the sword of Osman, the founder of the monarchy, by the hand of a *Mevlevi* dervish from Konia. The mosque is constructed of white marble, and no Christian is allowed to enter it. As a place of sepulture, Eyoob is held in high veneration, and its cemeteries, mausoleums, &c., are the most remarkable of any near the capital for their beauty of decoration.

From the hill above Eyoob may be obtained one of the finest views of the *Golden Horn*.

#### STAMBOUL, OR CONSTANTINOPLE PROPER.

**STAMBOUL** not only occupies the triangular promontory which alone formed the imperial city of Constantinople, but extends beyond it. Its N. boundary is the *Golden Horn*; the S. shore is washed by the *Sea of Marmora*. A triple line of walls extends across the land on the W. side from sea to sea, and its E. point forms the entrance to the Bosphorus.

Within the circuit of the walls of Stamboul are comprised the chief objects of interest—nearly all the royal mosques, all the *turbahs* or tomb-houses of the royal race, the baths, khans, principal bazaars, and the public offices of Government. An order must be obtained for the *Seraglio* and the mosques.

In the *Fanar*, or Greek quarter, the Greek patriarch and some principal families reside. From this place is taken the name of *Fanariotes*, or Greeks employed in the Turkish administration and principalities. Almost all the private houses stand within an area, and they are more Oriental in their construction than those of the suburbs.



On Tuesday, Sept. 5, 1865, a fire broke out in the quarter near Demir Kapou, which destroyed nearly one-fifth of Stamboul before its ravages were arrested. Instead of the former wooden edifices, the Government has determined that only stone or brick buildings are to be constructed. Good streets have been formed in some parts of the devastated area.

The whole city is enclosed by walls, once formidable for their strength, but left unrepaired, and ruinous at nearly every point, especially the water side. They were founded by Constantine the Great, and rebuilt in great part by Theodosius and his successors. They extend along both shores, close to the sea, and in some parts the foundations, which are very solid, are under water.

The line of defence, from the Seven Towers on the Sea of Marmora to the shore of the Golden Horn, presents such a scene as is not surpassed elsewhere in the world for beauty and desolation. It affords a good example of castellated and mediæval architecture. The road runs along the edge of the moat, which bounded the outer wall, within which were two others of far greater strength and magnitude, now in a state of great dilapidation.

The *Seraglio* is no longer used as the Sultan's palace, and is in a neglected and desolate condition. Its principal entrance is the *Bab-i-Hamayoon*, the far-famed Sublime Porte. Much that was interesting in it was destroyed by the fire of 1863, and only the *Library*, *Throne Room*, and several fine *Kiosks*, the *Mint*, the *Church of St. Irene* and the *Museum of Arms* remain.

The *Mosques*.—Independent of the principal churches which the Turks appropriated to their own worship, there are in and about Constantinople at least 100 mosques, all copies, more or less modified, of *Sta. Sophia*. Not one of these is a pillared court like those of Egypt or Syria, nor an arcaded square like those of *Persia* or *India*, none even extended basilicas like those

of *Barbary* or *Spain*. Hardly a single Christian copy of *Sta. Sophia* exists in the world, but the Turks saw and seized its beauties at a glance and made its architecture their own.

AYA SOPHIA, or *Santa Sofia*, was the Cathedral of old Constantinople, founded by Constantine in A.D. 325, and rebuilt and embellished by Justinian in 538; all the finest temples of Egypt, Syria and Greece being put under contribution to supply the splendid materials with which it was constructed. The form of the building will be gathered from the accompanying plan (p. 96); our limits will not permit us to attempt a description of it.

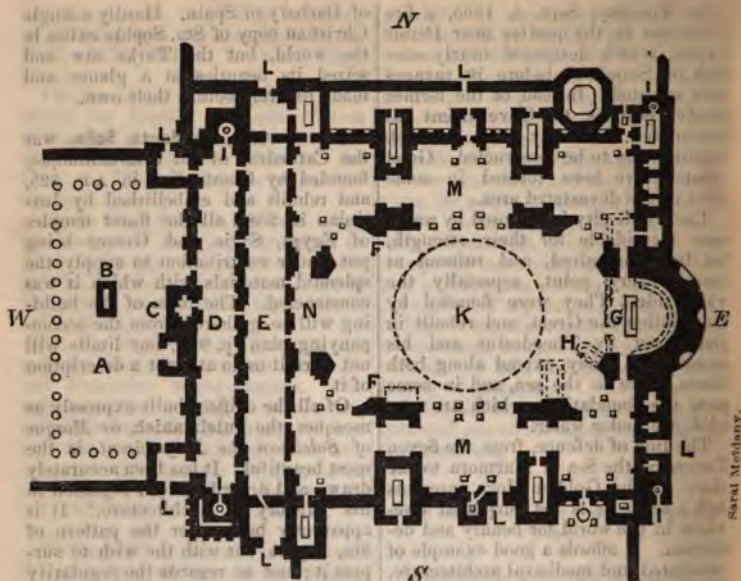
Of all the edifices built expressly as mosques, the *Suleimanieh*, or *Mosque of Suleiman the Magnificent*, is the most beautiful. It has been accurately drawn and described by Fergusson in his 'History of Architecture.' It is apparently built after the pattern of *Sta. Sophia*, but with the wish to surpass it; and as regards the regularity of the plan, the perfection of the individual parts, and the harmony of the whole, that wish appears to have been fully attained.

The tomb of the founder, in the garden behind, a small but elegant structure of marble, well deserves to be visited.

The *Ahmedieh*, or *Mosque of Sultan Ahmed*, occupies a part of the Hippodrome, and is not only the chief of all the mosques, but is the only one in the Ottoman empire which has 6 minarets.

Aya Sofia may be termed, from its vicinity to the palace, the Court mosque, and the *Ahmedieh*, the State mosque of Constantinople; for it is hither that the Sultan generally repairs, accompanied by his suite, on the two great festivals of the Bairam.

Of the *Turbeks*, or tombs of the Imperial family, the most remarkable is that of Mohammed II., contiguous to his mosque, once the Church of the Holy Apostles, and the place of sepul-



Street leading to the Bab-i Humayoun, Sublime Porte, and Old Seraglio, and westward to the At-Meidan and the Mosque of Ahmed.

PLAN OF THE MOSQUE OF STA. SOPHIA.

- A Officers' Court.
- B Aidash house.
- C Ancient belfry.
- D and K 1st and 2nd porch, or narthex.
- F Formerly the Emperor's and Patriarch's seats.
- G Formerly the altar.

- H The Mihrab, where the Koran is kept.
- I The four minarets.
- K Circumference of the dome.
- L The outer doors.
- M The side galleries.
- X Front gallery.

ture of the Byzantine emperors. Many other mosques and tombs are worthy of a visit, but the passing visitor will hardly be able to see more than those we have indicated.

The archæologist and student of architecture will find much to interest him in the Byzantine churches of Stamboul, now for the most part converted into mosques. There is nowhere to be found so fine a series of buildings of this class except at Salonika. There may be seen among them examples of basilicas of Constantine's time; of the square or Greek cross plan, with flat dome, of the time

of Justinian; and of the oblong plan and elevated dome of the 12th and 13th centuries. The most interesting, perhaps, next to Sta. Sophia is the *ch.* of STS. SERGIUS and BACCHUS, called by the Turks little Sta. Sophia, built by the same architect, Anthemius.

*At-Meidan, the Hippodrome.*—The most celebrated of the squares of ancient or modern Constantinople lies to the S.W. of Sta. Sophia. Though in great part built over, the plan and form of a circus 900 ft. long and 450 ft. broad may still be traced. It was formed by the Emperor Severus. He was obliged to leave a portion of it



unfinished, in consequence of the news that the Gauls threatened Rome.

The **Obelisk** of Egyptian granite still occupies its original place in the centre. It is about 50 ft. high, covered with hieroglyphics, and was brought from Heliopolis. From the Greek and Latin inscriptions on the base we learn that the Emperor Theodosius caused it to be set up again, after it had lain on the ground a considerable time. The machines which were made use of in rearing it are figured on the pedestal.

The **COLUMN OF THE THREE SERPENTS** is about 15 ft. high; it is formed of three bronze serpents, with the tails downwards, and the bodies twisted spirally as far as the necks; their heads spreading outward formerly supported, it is said, the golden tripod of the priestess of Apollo of Delphi, whence this singular monument is generally supposed to have been brought.

The **BURNT COLUMN** (*Djemberli Tasch*), nearly 100 ft. high, stands in the Divan Yollee St. It derives its name from the fact that it is blackened and shattered by the repeated fires which have at various times raged around it. It is of porphyry, and the joints of the several pieces of which it is composed are covered with copper rings. The statue which surmounted it was the celebrated Apollo of Phidias; but the popular voice said it was the effigy of Constantine.

The **Seven Towers**, called *Yedi Kouleh*, stand at the S.W. angle of Constantinople, where the walls which cross the promontory join the Sea of Marmora. This imperial castle, once a state prison, has ceased to be used as such. Three of the towers have nearly disappeared, and the whole building is in a state of dilapidation. On one of them is an inscription, recording the imprisonment of various persons. The Janissaries used, in the height of their power, to bring to this castle the Sultans they had dethroned, [*Mediterranean.*]

and keep them in prison or put them to death. Seven Sultans have thus lost their lives in this place, and innumerable heads of less illustrious sufferers have hung from the battlements.

A station of the railway to Adrianople is close to it.

A remarkable feature in Stamboul is the number of its **fountains**, of all shapes and sizes, from a simple arch on a wall to the elaborate structure like that near the Seraglio gate. The more important fountains are covered with a coating of marble, and decorated all over with most delicate surface ornament. Where in Western art we should use figures to break the monotony, the Turks employ representations of vases filled with flowers, or dishes with fruit. These fountains, when carved in stone, are coloured and gilt all over: but when of marble, have only a little gilding, and very little colour. The eaves have a great projection, are boarded, and decorated with painting. The roof is often composed of a series of domes.

The most beautiful are:—

*The fountain before the great gate of the Seraglio*, built in the reign of Ahmed III.

*Soghook Chesmeh*, the cold spring, close to the gate of the Seraglio, between the Alaï Kiosk and the great gate.

*The fountain of the Sultana Zeineb*, opposite Sta. Sophia. These, with the Fountain of Tophane, and the Fountain of the Sweet Waters of Asia, are amongst the most beautiful ornaments in and around the city.

**Turkish Harems.**—To lady travellers a visit to one of the principal harems would probably prove interesting, and it can be brought about by getting acquainted with any of the Pera families who are in the habit of frequenting the harems of pashas.



## SKUTARI AND ITS ENVIRONS.

Large and powerful ferry-steamers ply at short intervals between the landing-place beside Tophane and Skutari; smaller steamers also run from the bridge in the Golden Horn. The distance across the Bosphorus is about a mile.

There is now a railway from Skutari to Ismid on the land route to Brousa.

Skutari, the largest of the suburbs of Constantinople, forms a town of itself. It was in the remotest periods what it is to this day, the post-station for Asiatic couriers, the great rendezvous of all the caravans arriving from Asia, and the spot whence travellers from Constantinople to the East commence their journeys.

On a rock rising out of the sea is the *Maiden's Tower* (Kis Koulessi), 90 ft. high, serving as a beacon; the Franks call it the *Tower of Leander*.

Skutari has 8 mosques, of which that of the *Valideh Sultan*, or Sultan's Mother, is the principal and largest. Sultan Suleiman, who built the mosque of *Ibrik Jamisi*, or of "the coffee-pot," endowed here a kitchen, where the poor receive two meals a-day of soup and bread.

Here also is the convent of the *Roufut*, or *Howling Dervishes*.

The Cemeteries of Skutari are the largest and the most celebrated in Turkey. The marble of the headstones comes from the Island of Marmora, not far off, whose name is derived from its immense quarries of this valuable stone.

The most interesting sight to an English traveller is the *English Burial-ground*. It is close to the hospital (now barracks), the scene of Miss Nightingale's labours, and lies on the banks of the Bosphorus facing down the Sea of Marmora. There, amid many more costly tombs, recording the names of brave men, are seen a number of mounds, beneath which 8000 nameless dead from British homes sleep peacefully. A large granite obelisk, supported by 4 angels, by

Baron Marochetti, is erected in the midst, with an inscription in 4 languages, detailing the history of the place.

It is not wise for a stranger to go about *at night* in any part of Constantinople or its environs alone.

## 25. EXCURSIONS FROM CONSTANTINOPLE.

## a. THE BOSPHORUS.

The steam navigation of the Bosphorus is a monopoly in the hands of the Shirket-i-Hairie Company, whose steamers make 3 or 4 voyages each way daily, between the Galata bridge and the villages on the Bosphorus. The steamers pass alternately along the Asiatic and European side.

Nothing can exceed the beauty of the scenery, but the views must be seen at different times of the day and under various lights to appreciate their full effect.

For a minute description of all the villages along the European and the Asiatic shores the traveller must consult Murray's 'Handbook to Turkey in Asia.'

## b. THE PRINCES' ISLANDS.

The Princes' or the *Daimonitsoi Islands*, may be visited in one day. They are 4 in number, and are called *Proti*, *Antigone*, *Halki* and *Prinkipo*, with two or three others, uninhabited. A steamer leaves the bridge on the Golden Horn every morning, and returns every evening, the distance being accomplished in a little more than an hour and a half. There are 2 fair hotels at Prinkipo, whose charges are reasonable. There is excellent sea bathing on their shores.

*Halki* or *Khalki* (*Hôtel d'Orient*) derives its name from the ancient copper-mine. It has 3 hills and 3 convents, dedicated to the Virgin, St. George, and the Trinity. One





is now a Greek  
Here is a tomb  
to commemorate  
ambassador from Q.  
the Sultan of the

he south-western  
is the convent of  
giving a lovely view  
of hills and the sea  
and varied shores.  
the ninth century,  
empress, contem-  
paigne and Haroun  
ren from the throne,  
the convent which  
Prinkipo. She died  
ere in the following

Prinkipo is several  
an Stamboul, being  
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us: it is famous for  
othing can exceed its

call at *Antigone* and  
island of *Plate*. Sir  
uilt an Anglo-Saxon  
subsequently sold to  
gypt.

#### BRUSSA.

at excursion may be  
stantinople to Brussa,  
the Sea of Marmora.  
the Golden Horn for  
times a week. The  
re easily ascertained  
the passage occupies  
ere is no safe anchor-  
ek, at the head of the  
rt, though not so con-  
ing Brussa. Horses  
waiting at the land-  
y the travellers to  
vening. In return-  
e Brussa at 5 A.M.  
ng steamer at Mou-

port of *Brussa*, and  
llage, in a well culti-

vated district. The culture of silk is  
the prevailing industry, and the road  
for several miles passes through a  
succession of mulberry plantations.  
Long strings of camels passing to and  
from the interior give interest to the  
scene. A railway was constructed a  
few years ago, but the work was  
so badly planned and executed that  
it could not be used. The road is  
about 20 m. in length; grand views  
are obtained of the Bithynian Olympus,  
5000 ft. high, with a snow-covered peak  
rising 2000 ft. higher. As Brussa is  
approached, the ditches may be seen  
steaming from the hot springs which  
issue from the N.W. flank of the  
mountain and supply the baths.

The bazaars are celebrated for  
silks and gauze, towels, embroidery,  
camels' hair felt carpets and Kutaya  
pottery. Brussa, the ancient capital of  
the kings of Bithynia, derives its name  
from Prusias, the protector of Hanni-  
bal. It is one of the loveliest places  
in Asia Minor, situated on the lowest  
slope of Mount Olympus, about 600 ft.  
above the sea. In the centre, on a  
terrace protected by abrupt cliffs,  
stands the citadel, the site of the  
ancient town, surrounded by walls,  
with towers at intervals. Within the  
citadel are the tombs of Osman and  
Orkhan, the two first Turkish sultans,  
occupying part of the site of the  
great Byzantine Ch., which was  
destroyed in the earthquake of 1855.  
There are no antiquities of any  
interest, except the mosques and  
tombs of the early Turkish sultans.  
The principal of these are the green  
mosque and tomb of Sultan Chelebi  
Mohammed I., celebrated for the  
beauty of the tiles with which they  
are decorated, and the mosques and  
tomb of Sultan Yilderim Bayazid I., in  
the E. quarter of the town; the Oulou  
Jami, in the centre, built by Sultans  
Murad I., Bayazid I. and Mohammed I.;  
the mosque and tomb of Murad II., in  
the W. quarter; and the mosque and  
tomb of Murad I. in the suburb of  
Chekirgeh, whence there is a magni-  
ficent view over the rich valley of  
Brussa. These mosques are the finest



specimens of early Turkish architecture and of high interest.

The *Baths*, which are celebrated throughout the East, and are much frequented by invalids from Constantinople, are situated  $1\frac{1}{2}$  m. from the town, on the N.W. side. They are handsome structures, containing a number of apartments, and fed by both hot and cold springs, some chalybeate, others sulphureous. Those of *Yeni Kaplidju* are the finest. The spring is slightly sulphureous, and the heat about  $180^{\circ}$  Fahr. Here is a circular pool, not less than 25 ft. diameter, paved with marble and lined with coloured tiles, in which the youths of Brussa divert themselves with swimming. This apartment is surmounted by a lofty cupola. There are 2 other apartments, in the centre of each of which is a marble fountain, yielding a stream of pure cold water for drinking. Near this bath is a similar building for females. They are said to be very efficacious in cases of rheumatism and chronic dysentery.

The slopes of Mt. Olympus are covered with plantations of mulberry-trees, which afford food for worms producing a peculiarly fine sort of silk. This is manufactured by the inhabitants in their houses, as at Lyons, into a gauzy material with stripes at intervals, which is employed throughout the Levant for the vestments of females of the richer class. The number of persons employed in raising the silkworm and weaving the silk amounts to about 30,000.

The Ascent of Olympus can be made with perfect ease in fine weather. The best months for the ascent are June, July, and August; earlier in the season the snow renders the climb difficult.

## 26. THE HELLESPOINT (THE DARDANELLES).

*Yachts should never attempt the navigation of the Dardanelles without the Admiralty Chart, large scale, cor-*

rected to latest date. The following hints may be useful.

On passing the Straits for the Sea of Marmora, yachts should hoist the *red ensign*. Several days' detention at Sultanieh Kalehsi (Inner Castle of Asia) is the invariable result if the *white* or *blue* ensign be flown, as reference to Constantinople for special permission is made, on the ground that the yacht might possibly be a man-of-war.

Anchorage in northerly winds:—

*Cape Baba*, entrance of Mitylene Channel. Coast of Troy, *Youkyeri Bay* and *Besika Bay*. S. side of Tenedos, *Lee of Yeni-Sheher Shoal*, *Cape Hellas*, and especially *Morto Bay*, last good in all winds. *Havouzelar* (bad in southerly weather). *Sestos Bay*, good with winds from N.E. to N.W. *Fisherman's* or *Pesquier's Point* (Asian side). *Galita Point*, *Gallipoli*.

With S. winds:—

East side of Tenedos, *Morto Bay*.

Good with all winds:—

*Morto Bay*, *White Cliffs*, *Sari Siglar Bay*, *Nagara Bay*, *Lampsaki*.

Special danger:—

*Suffren Shoals*, *Youkyeri* and *Besika Points*, *Yeni-Sheher Shoals*. Banks extending from *Havouzelar* to *Namazieh Battery*. European coast from *Cape Sestos* to *Galita Point* to be approached with care, current setting strongly towards shore.

Fresh water:—

Best watering places.—*Besika Bay*, *Neohori*, *Yeni-Sheher*, under *Cape Hellas Light-house*, *White Cliffs*, at the quarantine station, *Havouzelar*, and *Lampsaki*.

On leaving Constantinople by steamer, there is little to be seen in the Sea of Marmora. After entering the Straits, the first place of importance on the W. shore is *Gallipoli*, the voyage to which usually occupies about 14 hrs. It is the Kallipolis of ancient geography, and is situated at the mouth of the Sea of Marmora, where the strait is above 5 m. in breadth; is 25 miles from the Dardanelles, from the Isle of Marmora, 80 m. S. Adrianople, and 108 S.W. of Con-  
stantinople.



London, John Murray, Albemarle Street.





tinople. It is the capital of the sanjak and seat of the Kaimakam. It is situated on the peninsula, known to the ancients as the *Thracian Chersonesus*, and has 2 harbours, N. and S., and frequently receives the Imperial fleets. Its population is about 20,000. The town was once fortified, but is now without walls, its only defence being "a sorry square castle, with an old tower, doubtless that of Bayazid."

The bazaars are extensive and well furnished. Gallipoli was the first European town that fell into the hands of the Osmanlis, having been taken by them nearly a century before the fall of Constantinople, A.D. 1357. The Emperor John Palæologus, to comfort himself for the loss of Kallipolis and of Choiridocæstron (Pig's Fort) said, "he had only lost a jar of wine and a sty for hogs," alluding to the magazines and cellars built by Justinian and of the fortress at Sestos. Bayazid I., knowing the importance of the post for passing from Brussa to Adrianople, caused Gallipoli to be repaired in 1391, strengthening it with a huge tower, and making a good port for his galleys. Gallipoli, with the lines of Bulair to the N., is the key to Constantinople, the Bosphorus, and Black Sea, and was occupied by the English and French as the first step to the Crimean expedition, 1854. Fortifications were thrown up by them across the Isthmus to the Bay of Saros. On the S. side of the city are some tumuli, said to be the sepulchres of the ancient Thracian kings: and N. of the town are some undefined ruins, supposed to be the remains of the ancient city.

2 m. S., on the Asiatic side, is **Lampsaki** (Lampsacus), occupying a beautiful position amidst olives and vineyards, with a fine background of wooded hills. The present town, or rather village, is inconsiderable, and, with the exception of a handsome mosque, offers nothing worthy of notice. Lampsacus was one of the towns given by Xerxes to Themistocles; Magnesia was for his bread, Myus for his meat, and this for his wine. It had a good roadstead, and was estimated to be 170 stadia from

Abydos. On the European side, opposite the tongue of land on which Lampsaki stands, is the *Ægospotamos*, called by the Turks the *Karah ovasou*. The victory obtained here by Lysander terminated the Peloponnesian war. The Hellespont is here  $1\frac{3}{4}$  m. in width. On the Asiatic side, a few miles to the N., is the mouth of the Granicus, now called the *Demotiko*, on whose banks Alexander the Great gained a signal victory over the Persians.

Below this are the mouths of the Practius (now *Mousa keui-soo*) and the river of Percote (*Bourghaz-soo*). For several miles the channel now preserves nearly a uniform width, and the banks on either side, cultivated with corn intermixed with vineyards, with hedge-rows, and frequent villages, present a succession of beautiful scenery on the European coast. A rocky strand, or mole, preserves the name of *Ghaziler Iskelesi*, the Victor's Landing, in memory of the first Osmanli invaders. 2 or 3 m. farther is a hill crowned with the ruins of the Byzantine fortress of Choiridocæstron (Pig's Fort), built on the site of ancient *Sestos*. It was here that the standard of Suleiman, the son of Orkhan, was first planted on the Thracian shore. Close to this is the bay of *Ak-bashi-timani*, the ancient port of Sestos, and farther down a deep inlet called Koilia, and the bay of Maito (*Madytos*). Nearly opposite to Sestos is the ancient site of Abydos.

About  $1\frac{1}{2}$  m. below the western point of that bay are the famous Castles of the Dardanelles. The castles of *Sultanieh-kalesi*, on the Asiatic side, and *Khilid-bahar* (the lock of the sea), on the European shore, are called by the Turks *Boghaz-hissarlari*, and by the Franks the Old Castles of Anatolia and Roumelia.

Kaleh Sultanieh (previous to the visit of late Sultan Abdul Medjid called *Chanak-Kalehsi*), **Dardanelles**. After Constantinople, this town is in more constant communication with Europe than any other place in Turkey. Situated in the narrowest

part of the great channel between the Mediterranean and the Sea of Marmora, as a sort of advanced post to Stamboul, it is visited almost every day by vessels of one nationality or another, which are compelled to stop to show their papers. Consequently, it has opportunities of carrying on a considerable trade in valonia, grain, wine and pottery, the chief products of the place. The houses painted in various colours, and the flags of the consuls, give the long line of edifices which borders the sea-shore a very gay and lively aspect. The enormous brass guns and stone shot, which used to form the armament of her castles, were of historical interest: now some of the forts have been armed with Krupp guns, which command a large part of the straits both above and below the town. *Khilid-Bahar* is built on the side of a projecting hill, in the shape of a double heart. A number of batteries and redoubts have been made of late years, and others are in course of construction. Some of those already armed carry guns of the heaviest calibre.

These castles were long supposed to occupy the sites of *Sestos* and *Abydos*; but this was manifestly a mistake. N. of *Kaleh Sultanieh* the Hellespont forms a long bay, 3 or 4 m. across, terminating in a low point of land. The high mound upon the back, *Mal Tepeh*, is supposed to be the height, now crowned with a redoubt, from which *Xerxes* surveyed his army and fleet. This was the acropolis of *Abydos*. A fort has been raised on the point of land at *Nagara*.

The Thracian side of the strait, immediately opposite to *Nagara Point*, is a strip of stony shore projecting from between 2 high cliffs; and to this spot, it seems, the European extremity of *Xerxes'* bridges must have been applied; for the height of the neighbouring cliffs would have prevented the Persian monarch from adjusting them to any other position.

*Sestos* was not opposite to the Asiatic town, nor was the Hellespont in this

place called the Straits of *Sestos* and *Abydos*, but the Straits of *Abydos*.

This part of the *Dardanelles* is likewise memorable as the place where the army of *Alexander*, under *Parmenio*, crossed from Europe to Asia. Here the *Osmanli* crescent was first planted in Europe by *Sa-leiman*, son of *Orkhan*, A.D. 1300. Here *Leander* used to swim across to visit *Hero*. The same feat was performed by *Lord Byron*, and in recent times by some officers of H.M.S. *Shearwater*, and by Mr. *John Thacker Clarke* of the *Assos* expedition. The building (*teké*) in which *Lord Byron* resided still exists.

The mouth of the strait is  $2\frac{1}{2}$  m. across. It was defended by the new castles built by *Mohammed IV.* in 1659, to secure his fleet from the insults of the *Venetians*, who used to come and attack it in sight of the old castles; strong works have lately been added to them. The castle on the *Asiatic* side stands on the extremity of the *Sigean* promontory. Between this and the extremity of the *Rhœtean* promontory is the celebrated harbour, where it is asserted that the *Greek* fleet was drawn on shore during the *Trojan* war. The *Sigean* promontory, now called *Cape Yenishelher*, is covered with wind-mills.

After leaving *Kaleh Sultanieh*, the route, which lies by the shore of the *Dardanelles*, at 1 hr.'s distance from the town, ascends a slight eminence upon which stood *Dardannus*—a city formerly called *Teucris*, and older than *Ilium* itself. *Dardannus*, that is, the more ancient city, is placed by some archaeologists at the foot of *Mount Ida*. *Mal Tepeh*, a small truncated hill rising on the extremity of a spur of land, and stretching out into the low flat promontory of *Barber's Point*, marks the site of the ancient *Acropolis*, and foundations may be traced round it on all sides. This town, an *Æolian* settlement, was never a place of importance. It was here *Cornelius Sylla*, the Roman general, and *Mithridates*, surnamed *Eupator*, terminated the war by a treaty of peace. A short distance



from Dardanus is a farm-house, where also a treaty of peace was concluded between Great Britain and Turkey in the present century.

**Erenkeui** (3 hrs.), called by the Turks *It Guelmez*. It stands on the top of the ridge, commanding a fine view of the mouth of the Hellespont and plain of Troy. It is a Greek village of 3000 inhabitants.

The direct route descends the ridge from Erenkeui into the valley of the *Doumbrek* (*Simois*), crosses the stream by a ford, then passes through—

**Chiplak** ( $1\frac{1}{2}$  hr.), a small village on the point of a low ridge, containing some ancient remains brought from Ilium. Hence the route runs to the little hill on which lie the ruins of *Hissarlik* ( $\frac{3}{4}$  hr.).

## 27. EXCURSION FROM THE DARDANELLES TO THE TROAD AND HISSARLIK.†

For the traveller who has but little time to spend in Turkey beyond that necessary for seeing Constantinople and the Bosphorus, there is no excursion so easily made, and at the same time so interesting in an antiquarian point of view, as that to the Troad. In the course of 6 or 7 days he can visit the sites of Old and New Troy, the extensive ruins of Alexandria, Troas, and Assos, the excavated temple of Apollo Sminthens, and make the ascent of Mount Ida. If he has a longer period to devote to the tour, he may spend it pleasantly and profitably in examining the various sites and ruins on this historic plain, to which the researches and remarkable discoveries of Mr. Calvert and Dr. Schliemann have given new interest.

If he has but 3 days at his disposal, he can visit Troy, spend a

† Consult 'Asie Mineure,' by Texier, 8vo. Didot Frères, 1862; Leake's 'Plains of Troy,' 1 vol., with map; Lord Derby's translation of the 'Iliad'; Tozer's 'Highlands of Turkey,' Murray, 1869; and Schliemann's *Ilios*, 1880, and 'Troy and Its Remains,' 1875, and his 'Ithaca, the Peloponnesus and Troy,' 1869.

day in the plains, and return to the Dardanelles; or, if he is bound for Smyrna, cross to Tenedos from Gheykli Scala, and catch the Austrian steamer from Constantinople or Smyrna. Boats, however, are not always to be obtained unless ordered beforehand.

Spring or late autumn is the best time for the trip, as in summer and early autumn the malaria from the marshy plains occasionally causes intermittent fever. After the middle of November, however, the rains generally commence, and the streams from the mountains become so much swollen, that travelling is impracticable.

The best point for commencing the tour of the Troad is the town of the *Dardanelles*, *Kaleh Sultanich*, as horses and stores are not often to be procured elsewhere on the coast. Here several modest inns afford shelter to visitors in summer, but are not desirable residences during the cold weather which often prevails in winter. Horses are sometimes obtainable at Neochori, Yenischeher, and Koum Kaleh.

The traveller will do well to lay in a stock of preserved meats at Constantinople, and to take an English saddle and bridle with him, and also a pair of saddle-bags, and a canteen. A *Levinge*, or some other sort of contrivance to keep out the mosquitoes, is also desirable.

A tent is not absolutely necessary, but it will be found very convenient to take one, as the sleeping-quarters are not always the cleanest, and it will afford greater facilities for the exploration of remote spots.

As to the dragoman, that is to say, a person knowing the roads and localities, a little French or English, who can procure lodgings in the villages, and be at the same time a sort of personal attendant on the traveller, such a person may be found at the Dardanelles (*Kaleh Sultanieh*) for 8 or 10 francs per day. Nothing more, except a little superior knowledge of European languages, can be looked for in the dragoman obtained at Constantinople, whose terms will generally be higher. In neither one nor the other must the traveller seek



for any acquaintance with antiquarian subjects. Mr. Frank Calvert, the American Consul, is a great authority on the local antiquities, and would no doubt give all travellers, who are properly introduced, any information they may require before going into the interior, should he happen to be on the spot.

Horses should be taken for the entire route at Kaleb Sultanieh. They are to be had for about 20 to 30 piastres a day, including their keep, and the food and pay of the *suruji* who accompanies them. Promise him a *baak-sheesh*, on condition that he behaves well.

If you intend to spend more than a week in the country, it is advisable to get an introduction to the Pasha of the Dardanelles through your Consul, and to obtain from him a *banyourouldi*, or order for accommodation in the villages; for although this order is not absolutely necessary, you will find your journey greatly facilitated by it. A mounted policeman (*soovari*) affords similar protection, and can be obtained from the Turkish authorities if applied for through the Consul.

The Plain of Troy comprises that angle of the Troad which is bounded by the Hellespont on the N., and the Ægean Sea on the W. Away to the S.E., 30 m. distant, rises Mount Ida, covered with snow during the entire winter and early spring. From it long, rugged spurs, mostly clothed with forests of valonia oak, extend to the sea, intersecting the plain of Troy, and enclosing valleys through which flow three principal streams, the Doumbrek or *Simois*, the Kemer or *Thymbrius*, and the Mendere or *Scamander*. The Scamander runs through a broad marshy vale northwards into the Hellespont, and, owing to the nature of the ground and winter torrents, has evidently changed its bed more than once. The Doumbrek and the Kemer fall into the same vale; the former joins the Scamander; the latter has a separate mouth near In *Tepeli* (tomb of Ajax), though probably it joined the Scamander in classic times. All of them, however, are

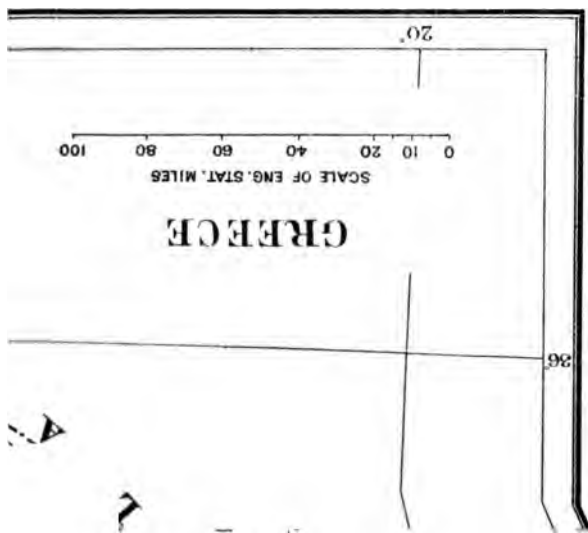
winter torrents, which are usually dry in autumn. Along the western side of the valley of the Scamander, separating it from the Ægean, is a low bare ridge, dotted here and there with *tumuli*, and having upon it several villages; at the southern end of this ridge is the now celebrated anchorage, Besika Bay. Still farther S., some 3 m. from the shore, is the island of Tenedos.

The plain of Troy, like most plains in Asia Minor, is marshy. Its soil is naturally fertile. The miasma rising from the swamps occasionally produces fever during summer and autumn. Were the plain drained and properly cultivated, it would become healthy; and with the green brushwood on the lower hills, and the park-like groves on the mountain sides, the aspect of the whole country would be improved. A large amount of draining has been done on his estate by the late Mr. Consul Calvert. The traveller can avoid fever generally by a few precautions. He ought not to expose himself to the dew or to bathe in rivers, and to be careful the water he drinks be pure. A grain or two of quinine is a great prophylactery.

The view from the higher points on the plain of Troy is wide and grand. On the E. is Ida, with its snowy crest, encircled by peaks and dark ridges that cluster round it; on the W. is the coast-line, flanked all along by undulating high land, beyond which are the bright waters of the Ægean, studded with islands. Nearest us Tenedos; farther off, Lemnos, vast and mountainous; more to the N. the low ledge of Imbros over which Neptune looked down upon old Troy from the peaks of Samothrace. On the N., across the plain, is the Hellespont, and beyond it the low, bleak coast of Thrace; and far away, dimly seen on the horizon, the pyramid of Mount Athos. Such was the grand panorama over which Priam may have looked from the citadel of Troy.

The halo which Homer's great poem cast round the city and territory of Troy caused them to be revered in all ages; Alexander &







gean Sea, called by the the *Archipelago* (probably *ἄρον πέλαγος*), and by the *White Sea* (to distinguish the *Black Sea*), is bounded on the north by Macedonia and Thrace, on the east by Greece, and on the south by the *Ionian*.

Navigation has always been on account of its numerous islands and rocks, which occasion a rough sea, and also on account of the Etesian or northerly wind which blow with great fury, especially about the equinoxes. The poets frequently allude to these

islands, on approaching them, and

Instead of the rich verdure and groves of Corfu and Crete they generally present rude rocks and declivities, scarcely varied by a single tree, and whose loneliness is enlivened by a human habitation.

Every islet presents a different aspect; and every hamlet a new picture of life, manners, of costume, and some-dialect. The soil of one is fertile and verdant; that of another only a few miles distant, is sterile and volcanic; the third is filled with the ruins of the ancient craft of all the surrounding islands, its quays rife with the hum of commerce, and its coffee-plantations crowded with the varied inhabitants of a hundred trading-marts; the fourth, of equal capacities, is only an hour's sail beyond it, and as quiet and noiseless as a city in the desert; its shores unvisited, its rocks trodden, and its fields un-

cultivated. The natives of these spots have continued to preserve their ancient customs and those manners of antiquity is now their greatest pride, and which long association has rendered almost sacrilegious to alter.

The islands of the *Ægean* are divided into two principal groups:

1. The *Sporades*, which derive their name from being *sown*, as it were, along the coasts of Macedonia, Thrace and Asia Minor; and

2. The *Cyclades*, which are so named from their encircling the holy Sanctuary of Delos.

The former of these groups, with the exception of a group lying off the northern extremity of Eubœa, are still under the dominion of Turkey, though the Ottomans have rarely settled in them; and they have been almost invariably treated with less oppression than the continental provinces of the Sultan. The latter group belong to the Kingdom of Greece. The population of the latter group in the year 1879 amounted to 165,543.

The following is a list of the principal islands in both groups:—

#### SPORADES (Turkish).

30. Thasos.
31. Samothrace (Samothraki).
32. Lemnos (Stalimene).
33. Imbros.
34. Tenedos.
35. Lesbos (Mytilene).
36. Psyra (Psara).
37. Icaria (Nicaia).
38. Chios (Scio).
39. Samos.
40. Patmos (Patino).
41. Leros.
42. Kalymnos.
43. Astypalæa (Stampalia).
44. Kos (Stanco).
45. Nisyros.
46. Telos (Episcopi).
47. Syme.
48. Chalki.
49. Rhodos (Rodi).
50. Crete (Candia).

## CYCLADES (Greek).

51. Syros (Syra).
52. Tenos.
53. Mykonos.
54. Delos.
55. Andros.
56. Keos (Zea).
57. Kythnos (Thermia).
58. Serphos.
59. Siphnos (Siphanto).
60. Kimolos (Aigentiera).
61. Melos.
62. Pholegandros (Polykandro).
63. Sikinos.
64. Ios (Nio).
65. Thera (Santorin).
66. Anaphe (Nafio).
67. Amorgos.
68. Naxos (Naxia).
69. Paros.
70. OIiaros (Antiparo).
71. Skyros.
72. Ikos (Chiliodromia).
73. Paparethos (Skopelos).
74. Skiathos.

ISLANDS BELONGING TO  
TURKEY.

## 30. THASOS,

The most northerly of the Ægean islands, situated off the coast of Thrace, and the promontory of Mount Athos, from which it forms a striking object. It is about 40 m. in circumference. In olden times it was celebrated for its gold mines, marble, and wine; its soil is now very barren. The highest mountain, *Ipsario*, rises to 3428 ft., and is covered with pine.

The principal town, also called *Thasos*, was situated on the N. coast

upon 3 eminences, where there are still some remains of ancient walls mingled with Venetian towers. In the neighbourhood there is a gigantic statue of Pan cut in the rocks. The mines have long ceased to be worked. Thasos is now scantily inhabited by about 7000 Greeks, dispersed in several villages. Timber, chiefly fir, is exported.

This island was presented by Sultan Mahmoud to Mohammed Ali, first Viceroy of Egypt, on account of his connexion with Cavalla, on the mainland opposite, and is now an entail or *wakf* in his family. As the present Khedive of Egypt is not, according to Mohammedan law, the direct heir, the island is no longer under the government of Egypt, but has passed to the direct heir, Halim Pasha, uncle of the late Khedive.

## 31. SAMOTHRACE (SAMOTHRAKI)

is 18 m. N. of Imbros, and about 32 m. in circumference. It is rugged and mountainous, a fit shrine for a gloomy superstition. In ancient times Samothraki was the chief seat of the worship of the *Kabiri*, and was celebrated for its religious mysteries.

In the centre of the island rises a lofty mountain, called Saos or Saóke; whence Homer (*Il.*, xiii. 13) represents Neptune to have surveyed the plain and city of Troy and the Greek Fleet. The highest peak is 5240 ft. above the sea—the greatest elevation; in any Ægean Island except Crete; and it has been remarked that the view, from the plains of Troy, of Samothraki towering over Imbros, is one of the many proofs of the truthfulness of the *Iliad*. There is no good harbour in this island, though there are several good anchorages on its coast.

32. LEMNOS (STALIMENE, *i.e.* εἰς τὰν  
Λῆμνον).

Lemnos is midway between Mt. Athos and the Hellespont, and about 22 m. S.W. of Imbros. The area is nearly



150 sq. m. Its population amounts to about 12,000, chiefly Greeks. It is of an irregular quadrilateral shape, being nearly divided into 2 peninsulas by 2 deep bays, *Port Paradise* on the N., and *Port St. Anthony* on the S. The latter, which is capacious and land-locked, has good anchorage for large ships. The E. side presents to the sea a bold rock, called the *Ἐρμῶν λέπας* *Ἀήμων* by Æschylus in his brilliant description of the watch-fires between Mount Ida and Mykenæ, announcing the capture of Troy. The general appearance of Lemnos is far from picturesque: barren and rocky, though not very high, mountains cover about two-thirds of its surface; and scarcely a tree to be seen, except in some of the narrow valleys, which are green and fertile. The whole island bears marks of volcanic action. Here is a hot spring, still resorted to for its healing properties.

The chief town, *Kastron*, on the W. side, contains about 2000 inhabitants, who are excellent seamen.

A few miles to the S.W. is the small island of *St. Strates*, the ancient *Nevee*.

### 33. IMBROS.

*Imbros* is situated near the Thracian Chersonese, about 18 m. S.E. of Samothraki, and 22 m. N.E. of Lemnos. It is about 25 m. in circumference, and is hilly and rugged; but it contains many fertile and woody valleys, and several villages. The highest summit is 1845 ft. above the level of the sea. There was a town on the N. side of the island, of the same name, and of which there are remains. *Imbros*, like Samothraki, was of old a chief seat of the worship of the *Kabiri*. Its history contains no events of importance.

The island is frequently resorted to in the autumn by sportsmen, on account of the excellent sport which it affords.

### 34. TENEDOS.

*Tenedos* has retained its name ever since the time of Homer. Its circumference is little more than 10 m., but it has always enjoyed importance on account of its position near the mouth of the Hellespont, from which it is about 12 m. distant. Its distance from the coast of the Troad is 5 m.; and in the story of the Trojan war it appears as the station to which the Greeks withdrew their fleet, in order to induce the Trojans to think that they had departed.

Its population is about 7000; and the island, though rugged, is fertile and well cultivated. The town, on the N.E. side of the island, is defended by a mediæval fortress, and has a port with tolerably good anchorage. In former ages it was a *depôt* for produce destined for Constantinople; its chief product being a light wine, much esteemed in Constantinople.

Close to the mouth of the Hellespont is a cluster of small islets, the *Lagusæ* of the ancients, and now known to English sailors as the *Rabbit Islands*. The largest of these is 4 m. in length, and possesses an excellent spring of water.

### 35. LESBOS (MITYLENE).†

*Lesbos*. The chief facts in its political history are connected with the city of Mitylene, which stood on the E. side upon a promontory which was once an island, and both sides of which formed excellent harbours.

This "noble and pleasant island" (*insula nobilis et amœna*, Tacit., *Hist.*, vi. 3) is separated from the coast of Asia Minor by a strait which varies in breadth from 10 to 18 m. *Lesbos* is about 33 m. in length from E. to W., by about 26 m. in breadth. Though in parts rugged and mountainous, it has a considerable extent of level and fertile land, and is generally salubrious. It produces bad wine,

† Consult C. T. Newton, 'Travels and Discoveries in the Levant.'



great quantities of oil, figs, a little corn, and timber is obtained from the pine-forests with which the mountains are covered. The chief town, *Mitylene* or *Castro*, as it was called by the older travellers, on the site of the ancient city, is on the E. coast of the island, and still contains a few vestiges of antiquity. It has a population of 12,000, of whom only 2000 are Mohammedans.

The 2 ports adjacent to the town are too shallow and confined for the requirements of modern navigation; an old Genoese castle occupies the site of the ancient acropolis, and still serves as a Turkish fort, though one of no strength or importance. The town is only a straggling dirty village, the houses being constructed of wood, either entirely, or on a lower storey of stone; the roofs are of red tile, which gives the town a mean appearance. Lesbos, however, can boast of 2 of the finest harbours in the world, *Port Hiero*, or *Olivieri*, and *Port Calloné*. The former, in the S.E. angle of the island, has a narrow entrance, but the water is deep, and within it expands into a noble basin capable of containing the largest fleets. *Port Calloné*, on the S. side of the island, is a bay similar to that last mentioned, but of more ample dimensions—nearly, in fact, intersecting the island. It has deep water throughout, but the narrowness of the entrance causes it to be but little frequented.

Before the war of the Greek revolution, Lesbos is said to have contained 60,000 inhabitants: now the population amounts to 100,000, of whom 80,000 are Christians. The excursions into the interior are replete with interest, from the picturesque scenery and the magnificent views commanded from many of the heights. At the village of *Morea*, about an hour to the N.W. of Mitylene, are the remains of a Roman aqueduct extending across a small valley: it consists of 3 rows of arches, of which the uppermost is of brick, the lower is of finely squared stones. The highest part of the island is *Mt. Olympus*, 3080 ft. high. The

view from the top is very fine; on a clear day Athos can be seen from it. *Ereso* (Eresos), in the western part of the island, was the birthplace of Sappho.

The situation of this island is particularly favourable for commercial enterprise, as it commands an extensive line of coast, and is placed midway between the Gulf of Smyrna and the Dardanelles, in the direct course of the steamers to and from Constantinople. A very severe earthquake occurred at Mitylene on the 7th of March, 1867.

### 36. PSYRA' (PSARA).

*Psyra* is a poor and desolate island now, with nothing to repay a visit: but it has acquired an imperishable renown from the gallantry of its inhabitants during the war of independence. The population numbered about 6000 souls when it began, but it was more than doubled by Christian refugees from Asia Minor and auxiliaries from Macedonia and Thessaly. Under the guidance of *Constantine Canaris*, and of other gallant leaders, the Psarians inflicted great damage on the Turks, and in 1824 the Sultan determined to crush them. The *Capitan-Pasha* in person appeared before their isle with nearly 200 ships of various sizes, carrying 14,000 troops: at daybreak, on July 3, 1824, the Turkish fleet commenced a violent cannonade against the town, while, hidden by clouds of smoke, the transports steered towards a little sandy cove at the N.W. angle of the island, where they disembarked the troops unperceived and unresisted. The Moslem soldiers rushed forward, driving before them some weak parties of the Christians, and at 7 o'clock in the morning planted the Ottoman standard on the summit of the hills overlooking the town. At that sight, the Psarians saw that the fate of their country was decided; men, women and children rushed on board their ships, or plunged into the waves, where many of them perished. About 2000, however, forced

their way through the Turkish fleet and escaped to Ægina and elsewhere in Greece. Six hundred Macedonians threw themselves into the convent of St. Nicholas, and when all hope of resistance was lost, and the enemy were scaling the walls on every side, they set fire to the powder magazine, and defenders and conquerors perished in one fearful explosion.

The subsequent carnage was awful; 3600 persons were missing out of the indigenous population, and the Moslems themselves lost 4000.

### 37. ICARIA (NICARIA).

Icaria is a mountainous island, containing a population of 8000 souls, whose principal trade is in charcoal and firewood. There is no good harbour. The group of barren and rugged islands between it and Samos were anciently called *Corassie*; they are now known as *Phurni*, from the resemblance to *ovens* of the numerous small caves in their cliffs.

### 38. CHIOS† (SCIO).

Chios is the most beautiful, the most fertile, the richest, and the most sorely afflicted island in the Ægean sea. Its extreme length from N. to S. is 32 m.; its greatest width 18; its circumference about 110 m. Its area is nearly 400 sq. m., and it is separated from the shore of Asia Minor by a strait about 7 m. across, the ordinary route of steamers running between Constantinople, Syria and Africa. Seen from the sea its rocky and mountainous surface justifies the epithet (*παιναλόεσσα*) in the Homeric hymn quoted by Thucydides (iii. 104), but when one approaches the land the aspect changes, and though the summits of the mountains are still barren, their lower slopes are seen to be richly covered with vines, oranges and almond trees. The *wine* of Chios

† Consult Testevuide, 'Le Tour du Monde, 1878, p. 337. Henry Houssaye, 'Revue des Deux Mondes,' 1881, p. 82.

was highly esteemed in antiquity, and still enjoys some repute. It is also noted for its figs, its silk, and especially for its *lemons* and *oranges*, which form the chief staple of its commerce.

The capital, *Kastro*, is on the eastern coast: its harbour is elliptical in form, bounded on the N. by the citadel, on the W. by the town, on the S. by Turkish cemeteries, and on the E. by 2 dilapidated breakwaters; the northern one commencing at the fort and the southern one at the cemeteries. It is only where these approach each other that there is any considerable depth of water.

There is not much of interest in the town. The Genoese citadel is picturesque in its decay, and contains a great mass of houses within its old bastioned walls. The streets are mostly narrow, ill-ventilated, and devoid of all local character. Between the citadel and the town is a large open space called the *Vounaki*, once covered with houses, now used as a parade ground, and a promenade in winter. The favourite summer promenade is at *Bellavista*, to the S. of the port.

It is outside of the town that the charm begins. The suburb called *Kampos*, to the S. of the city, was and may soon again be covered with orange gardens and villas, to which the more wealthy inhabitants retired when the labours of the day were over. Now all this is a mass of ruins. The roads here are narrow, and the enclosure walls very high, which detracts greatly from the beauty of the landscape. Round it were numerous flourishing villages, of from 60 to 300 families, the richest and most fertile in the island. From two of these, *Karies* and *Daphniona*, the town is supplied with water.

The N. part of the island, if less picturesque than the *Kampos*, is as rich and well cultivated; an excursion may be made to *Latomi*, once celebrated for its marble; *Vrontato*, a small harbour at the foot of Mount Epos, on the summit of which there is a sort of natural amphitheatre, and a seat rudely cut in the rock, which



have received the name of the SCHOOL OF HOMER, whose birthplace Chios claims to be; *Langada*, with its small but deep port; *Coloquinta* (ancient *Delphineum*), whose anchorage is rarely used; *Cardamilla*, another harbour opposite to the *Anoussai* islands, and *Volisso*, a very ancient town, celebrated for its pigs and lepers.

The southern portion is much less fertile, but it is this barren district which produces the largest revenue. The *Gum Mastic*, one of its chief sources of wealth, is the product of the lentisk (*Pistacia lentiscus*). Incisions are made in the bark about the 1st of August, when, in a day or two, the mastic begins to exude, and in the course of a week it is sufficiently hardened to be removed. It is then refined and exported for the use of the Turkish ladies, who amuse themselves by chewing it, deriving from that practice as much gratification as their male relations do from the fumes of tobacco. It is also used in certain varnishes.

One of the principal villages in this district, *Kalimassia*, which used to contain a convent of nuns, situated on a small pudding-shaped hill, was so completely reduced to ruins in 1881, that it was impossible to distinguish the remains of one from those of another. Other villages in the mastic district are *St. Georges*, *Nenita*, *Mesta* and *Kalamoti*.

There are not many objects of antiquarian interest in the island. One or two Genoese towers, the foundations of the temple of Apollo at *Phanae*, traces of a Roman aqueduct, fragments of Byzantine columns, and a very few inscriptions, complete the catalogue.

In the early part of the 14th century, the Turks took the city of Chios and massacred the inhabitants. In 1346 the island fell into the hands of the Genoese, who held it for nearly two centuries and a half, when it was reconquered by the Turks. But the Chians were better treated than perhaps any other of the Christian subjects of the Porte. The island was considered the peculiar demesne of the

Sultan's mother; and the inhabitants were left with little interference on the part of the Turks, on condition of their annually furnishing a certain quantity of mastic for the use of the Imperial Seraglio, and paying a moderate capitation tax.

When the Greek revolution broke out, the island was in a very flourishing condition, and neither sought nor wished for a change in its political condition. A party of Samians, however, landed in the spring of 1822, and forced a number of the Chians to join them. Hereupon the Turkish Governor, *Bashit Pasha*, shut himself up in the Castle of Scio, awaiting the arrival of succour. The *Capitan-Pasha* soon appeared with a powerful fleet; and an army of fanatical Moslems was ferried across from the opposite coast of Asia Minor, and let loose upon the unfortunate island. Then commenced the work of destruction. The inhabitants, taken by surprise, and enervated by long peace and prosperity, offered no effectual resistance. The island was given up to indiscriminate pillage and massacre. The Archbishop and the heads of the clergy, with many of the principal inhabitants, were hanged, and their remains thrown into the sea. A populous city, 50 flourishing villages, and many splendid convents and churches, all reduced to ashes, attested the fierceness of Moslem revenge; it was calculated that within 2 months 30,000 Chians had fallen by the sword, and 32,000 had been dragged into slavery. About 42,000 Chians, mostly in a state of total destitution, escaped to various parts of Greece; and in the end of August, 1822, only 16,000 were left in the island.

Whilst at Scio the Moslems were gorging themselves with spoil and carnage, the narration of its sufferings, as told by the surviving exiles, covered Greece with mourning; but sorrow soon gave place to indignation, and the Greeks prepared to avenge signally the massacre and slavery of their brethren. "We have now to narrate," writes General Gordon, "one of the most extraordinary military exploits



recorded in history, and to introduce to the reader's notice, in the person of a young Psariot sailor, the most brilliant pattern of heroism that Greece in any age has had to boast of. The Greeks were convinced that if they did not by a decisive blow paralyse the Turkish fleet before its junction with that of Egypt, their islands must be exposed to imminent danger: it was proposed, therefore, to choose a dark night for sending in 2 *brulots* by the northern passage, while at each extremity of the strait 2 ships of war should cruise in order to pick up the *brulottiers*. Constantine Canaris of Psara, and George Pepines of Hydra, with 32 bold companions, volunteered their services; and, having partaken of the holy sacrament, sailed in 2 brigs, fitted up as fire-ships, and followed at some distance by an escort of 2 corvettes, a brig, and a schooner. At midnight they bore up with a fresh breeze, and ran in amongst the Turkish fleet. The Psariote *brulot*, commanded by Canaris, grappled the prow of the Admiral's ship, anchored at the head of the line, a league from the shore, and instantly set her on fire; the Greeks then stepped into a large launch they had in tow, and passed under her poop, shouting "Victory to the Cross!"—the ancient war-cry of the imperial armies of Byzantium. The Hydriotes fastened their brig to another line-of-battle ship, carrying the treasure and the Reala Bey's flag, and communicated the flames to her, but not so effectually, having applied the match a moment too soon; they were then picked up by their comrades, and all sailed out of the channel, through the midst of the enemy, without a single wound. The *Capitan-Pasha's* ship, which in a few minutes became one sheet of fire, contained 2286 persons, including most of the captains of the fleet, and unfortunately also a great number of Christian slaves; not above 180 survived." The *Capitan-Pasha* was amongst the dead.

Numbers of Sciot families returned and rebuilt their city and villages, and resumed their former *habits of industry*. The *culminating misfortune* of the

island occurred on Sunday, the 3rd April, 1881. About 2 o'clock, a terrible earthquake shook the whole island; houses, mosques, churches, crumbled to pieces in a moment, burying thousands in their ruins. The earth opened in many places and engulfed others, sometimes as many as fifty or a hundred at a time. The shocks continued at intervals until the 11th, when there was one almost as violent as the first; this consummated the destruction of the capital, and caused the death of many more victims.

The country naturally suffered more than the city. The district most affected was that between Kastro and Cape Mastic. Nearly all the villages in the Kampos were destroyed; the monastery of *Neamoni*, the largest in the island, was hurled over the cliff on which it was built, burying 60 monks in its ruin, one only escaped. Forty-two out of the 75 villages which the island contained were more or less destroyed, those in the Mastic district suffering most. *Menita*, which had 4000 inhabitants, had 700 killed. At *Semina*, 40 perished out of 70; at *Kalimassia*, there were 400 deaths; at *Tholopotami*, 200; at *Thymiana*, 300.

Great efforts were made all over Europe to send succour to the unfortunate survivors. Capt. Trotter, the delegate of the Relief Committee at Constantinople, took great pains to ascertain the exact number of persons killed. He estimates it at upwards of 5,600—the wounded were comparatively few in number. Chios has recovered from equally great misfortunes before—let us hope that the effects of this visitation of Providence may not be more permanent than the ravages committed by the Turks.

### 39. SAMOS.

*Samos* is one of the principal and most fertile islands of the *Ægean Sea*, and has a population of 40,000. It is separated from the coast of *Iona* by

the *Little Bosphaz*, a strait less than a mile in breadth, and from Iearia by the *Great Bosphaz*, which is 11 m. This is the usual passage used by vessels plying between Egypt, Syria, and Constantinople. The circumference of the island is about 80 m., and it is nearly 30 m. in breadth and 8 in mean breadth.

Of old it was regarded as the centre of Ionian manners, art, and science. It was the birthplace of Pythagoras, and of several famous artists, philosophers, poets, and historians. The ancient capital, also Samos, stood on the S.E. side of the island; there still exist remains of its walls, towers, theatre, and aqueduct.

Samos is, to a great extent, self-governed; the Porte nominates a governor with the title of "Prince of Samos," who rules with the aid of a senate composed of four members, nominated by himself, out of eight chosen by a general assembly, which itself has 36 elected members. The "Porte" receives a tribute, but otherwise the island is independent. It exports wines, both dry and sweet, raisins, olive oil, and Kharoub or locust beans, also a few skins imported raw and worked in the island. It imports cereals which it does not produce, and the various manufactured goods of Europe. Its mountains furnish quarries of marble and forests of timber.

The old capital was *Khora* (Χώρα, the town), on the S. side, about 2 m. from the sea, on the lower extremities of a mountain, on which the ancient Acropolis (*Astypalæa*) was placed.

Since 1832, Vathy (Turk. *Badı*, deep) has been the capital of the island; it is there that the Prince resides, and the senators and representatives of the people hold their sittings. It is the residence of a British consul, and has a population of 6000 souls. It is a very clean town, situated at the extremity of the roadstead, with a mole and convenient quays. It is well paved and lighted, and its police is admirable.

Samos did not suffer from the severe

earthquakes, which desolated Scio, and the towns and villages on the mainland in 1881.

#### [40. PATMOS (PATINO).

Patmos or *San Giovanni di Patino*, as it is called by the Italian mariners of the Levant, is 20 m. S. of the W. extremity of Samos. It is a solid irregular mass of rock, bleak and barren. Its shores are indented with several good harbours, and its principal port, or *scala*, on the E. side, is one of the safest in the Greek islands. Patmos is about 10 m. in length, 5 in breadth, and 28 in circumference. The island was used by the Romans as a place of banishment, and here, according to universal tradition, St. John wrote the Apocalypse, during the exile to which he was condemned, A.D. 94, by the Emperor Domitian, for preaching the Gospel.

At the landing-place is a small village, comprising about 50 houses and shops. On the ridge of a mountain, overlooking the port, stands the town, which is reached by a steep and rugged ascent of half an hour. A still higher ridge is crowned by the celebrated monastery of *St. John the Divine*, presenting the appearance of a fortress of the middle ages. It was built by the Byzantine emperors in the 12th centy., and endowed with lands in several of the neighbouring islands. The church and library should be visited; the latter contains about 300 MSS. and about 1000 printed volumes. The famous grotto or cavern where St. John is said to have written the Apocalypse, is situated on the face of the hill, about half-way between the town and the port. It is covered by a chapel, where numerous lamps are kept constantly burning, and on whose walls are rudely depicted various subjects relating to the Apocalypse.

The population amounts to 4000, and is exclusively Greek.



## 41. LEROS.

Leros, a small island, lying off the coast of Caria, is 6 m. long and 4 broad. It is irregularly formed of rocks and mountains. The town stands on a sloping hill on the N.E. side, and is crowned by the ruins of a mediæval castle. The inhabitants are about 3000 in number, and are under the Pasha of Rhodes.

## 42. KALYMNOS.†

Kalymnos lies off the coast of Caria, between Leros and Kos. It also is subject to Rhodes, and has a population of about 7000, who are engaged, like those of Leros, principally in the carrying-trade and sponge fishery. The island is bare and mountainous. The modern church of Christos is built on the site of a temple of Apollo.

## 43. ASTYPALÆA (STAMPALIA).

Astypalæa consists of two large rocky masses, united in the centre by an isthmus, which, in the narrowest part, is only 500 ft. across. On the N. and S. the sea enters two deep bays between the two halves of the island; and the town, which bore the same name, stood on the western side of the southern bay. To the S. and E. of this bay lie several desert islets. The modern town contains about 1500 inhabitants, who are tributary to the Pasha of Rhodes. Here is a stately mediæval castle, which commands a splendid prospect, extending in clear weather to Crete. This little town contains an extraordinary number of churches and chapels, sometimes as many as 6 in a row. They are built to a great extent from the ruins of the ancient temples, and in every part of the town are seen capitals of columns and other remains.

† Consult C. T. Newton, *Travels and Discoveries in the Levant*, 1855.  
[*Mediterranean.*]

## 44. KOS (STANCO).

Kos is one of the most renowned of that beautiful chain of islands which covers the western shore of Asia Minor. It is nearly opposite the Gulf of Halicarnassus, and is separated by a narrow strait from Cnidus and the Triopian Promontory. It is 23 m. in length from N.E. to S.W., and about 65 in circuit. The principal city, bearing the name of the island, was near the N.E. extremity. It was illustrious as the birthplace of the painter Apelles, and of the physician Hippocrates. An interesting inscription associates it with Herod the Tetrarch, whose father, as we learn from Josephus, had conferred many favours on Kos.

The present population amounts to about 8000. The capital stands picturesquely on the site of the ancient city. An unhealthy lagoon to the N. marks the position of the harbour. There is some curious sculpture in the walls of the castle, perhaps from the Temple of Æsculapius.

An hour and a half W. of Kos is the celebrated fountain of Buriona; an ancient aqueduct descends from this source to the town: a circular vaulted chamber is built over it.

## 45. NISYROS.

Nisyros is a small, round, volcanic island, the highest point being 2271 ft. There is no good harbour, and the population does not exceed 2500.

## 46. TELOS (EPISCOPI).

Telos is a little island between Rhodes and Nisyros, containing about 1000 inhabitants. The chief village is at half an hour's walk from the landing-place.

## 47. SYME.

The town of Syme is situated on the principal port, which forms a narrow  
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but deep and safe harbour, called the *Strand* (*Αἰγιαλός*). The inhabitants amount to 7000, and live together in the town and at the port. They are chiefly occupied with the sponge-fishery, which employs 150 boats, and a dozen good-sized vessels.

#### 48. CHALKI.

**Chalki** is a small rugged island lying off the W. coast of Rhodes. It contains about 1500 inhabitants, chiefly engaged in diving for sponges. The harbour is good, though small.

#### 49. RHODOS OR RHODES (ΡΟΔΙ).†

From the most remote period of antiquity **Rhodes** has occupied a conspicuous place in the page of history. In more modern times it was famous as the stronghold during two centuries of the Knights of St. John of Jerusalem, and as the scene of one of the most heroic defences on record. Besides these associations, its beautiful climate and scenery will well repay a visit.

It is the most eastern island of the *Ægean Sea*, and lies off the S. coast of *Caria*, at the distance of about 12 m. Its length from N.E. to S.W. is nearly 43 m.; its greatest breadth 20 m. Ancient tradition and recent excavations clearly indicate the early peopling of the island by the Phœnicians. It soon became a great maritime confederacy: the Rhodians made distant voyages, and founded numerous colonies in *Iberia*, *Sicily*, *Italy*, and on the coast of *Asia*.

After the Peloponnesian war the history of the island presents a series of conflicts between the democratical and oligarchical parties, and of sub-

jection to Athens and Sparta in turn till the end of the Social war, B.C. 355, when its independence was acknowledged. The Rhodians submitted to Alexander; but at his death they expelled the Macedonian garrison. In the ensuing wars they formed an alliance with Ptolemy, the son of Lagus, and Rhodes successfully endured a famous siege by the forces of Demetrius Polioretetes, who at length raised the siege and abandoned the engines which he had used against their city, from the sale of which the Rhodians defrayed the cost of the statue of the Sun, celebrated under the name of the "Colossus of Rhodes," as one of the Seven Wonders of the world. It was the work of Chares of Lindus, a statuary in bronze, and a favourite pupil of Lysippus. The height of the statue was upwards of 105 English feet, it was 12 years in erecting, and cost 300 talents. It stood at the entrance of the harbour of Rhodes, but there is no authority for the statement that its legs extended across the entrance of the port. It was overthrown and broken to pieces by an earthquake 56 years after its erection, B.C. 222. The fragments remained on the spot 894 years, till they were sold by the general of the Caliph Othman IV. to a Jew of Emesa, who carried them away on 900 camels, A.D. 672.

In the wars with Antiochus and Mithridates, the Rhodians gave the Romans the powerful aid of their fleet, and they were rewarded by the supremacy of Southern *Caria*, where they had settlements from an early period. In the Civil Wars they took part with Cæsar, and suffered in consequence from Cassius, B.C. 42, but were afterwards compensated for their losses by the favour of Antony. They were at length deprived of their independence by Claudius; and their prosperity received its final blow from an earthquake which laid the city of Rhodes in ruins, A.D. 155. On the division of the empire, this island was allotted to the Emperors of the East. It was seized for a short period by the Saracens, but having been recovered by the Greeks, it was under their

† Murray's 'Handbook to Turkey in Asia'; Newton's 'Travels and Discoveries in the Levant,' 1865; Guérin, 'Voyage dans l'île de Rhodes,' Paris, 1856; 'L'île des Rhodes,' by Edouard Billotti and l'Abbé Cottrel, printed as well as written at Rhodes, and sold by Cottrel, 11 R. de l'Étoile, Compigne; 'Rhodes in Ancient Times,' by Cecil Torr, M.A., with six plates (Cambridge University Press, 1885).

nominal power when it was conquered in 1309 by the Knights of St. John of Jerusalem, who had recently been expelled from Palestine. The Knights, as the declared enemies of the Infidels, were engaged in perpetual warfare with the Turks, and sustained several blockades and sieges. It is said that it is the memory of one of these struggles which is perpetuated on every Italian coin at the present day. A Prince of the House of Savoy having performed prodigies of valour, the Grand Master authorized him to inscribe on his banner the following motto: *Fortitudo Ejus Rhodium Tenuit*, the first letters of which words, FERT, are inscribed three times on the edge of Italian coins. The Knights retained possession of Rhodes, however, till A.D. 1522, when, after a glorious resistance, they were compelled to surrender to Suleiman the Magnificent. The Knights then retired first to Crete, and next to Sicily, where they continued till 1530, when the Emperor Charles V. ceded to them the island of Malta.

Few historic feats surpass in interest the siege of Rhodes by Suleiman. It lasted 5 months, during which prodigies of valour were displayed by both Turks and Christians. The Knights being at last moved at the fate which must have inevitably attended the Greek population, if the town, which was no longer tenable, should be carried by storm, acceded to the terms held out by Suleiman. The principal stipulations were: that the churches should not be profaned—that no children should be taken from their parents—that the citizens should be allowed the free exercise of their religion—that every individual, whether knight or citizen, should be at liberty to quit the island—that those Christians who remained should pay no tribute for 5 years—that the Knights should depart in their own galleys, and be supplied with additional transports from the Turkish fleet, if they required them—that they should be allowed 12 days from the ratification of the treaty to embark their property—that that property should include relics, conse-

crated vessels, records, and writings, and all the artillery employed on board their galleys.

Villiers de l'Isle Adam, the Grand Master, embarked last of the sorrowing band. On the morning of the 1st of January, 1523, the fleet, consisting of about 50 sail of all descriptions, put to sea. It was an hour of woe; but the mourners looked their last on the shattered towers from which the fate of war had driven them, supported by the consciousness that, though Rhodes had passed from under their sway, their protracted resistance had conferred the fame of victory even on defeat. The Turks, in token of respect for the vanquished, long refrained from defacing their armorial insignia and inscriptions on the public buildings of the city.

The island of Rhodes is of an irregular quadrilateral form, rising gradually from the sea till it attains a considerable elevation towards the centre, where it terminates in the lofty summit (4068 ft.) of *Mount Attairos* (the ancient Atabyros, on which was a temple of Jupiter), commanding a noble view of the island and of the neighbouring shores of Asia Minor. In ancient times the interior of the island was covered with dense forests of pine, whence the Rhodians drew supplies of timber for their fleets; and in modern times it has supplied considerable quantities for the dockyards of Constantinople. Speaking generally, the soil in the lower parts is dry and sandy; but there are some fine valleys, well watered by the numerous streams that descend from the mountains. The fertility of Rhodes was celebrated by Pindar (*Olymp. vii.*); but, owing to the insecurity and extortion of which the inhabitants have been long the victims, its agriculture is now in a very depressed state, many of its finest fields being allowed to lie waste, and the island not producing corn sufficient even for its scanty population. The wine, too, has sadly degenerated from that mentioned by Virgil (*Georg. ii. 102*) as fit for the feasts of the gods. Rhodes produces oil, oranges, citrons and other fruits; and, if pro-



perly cultivated, might produce most necessities in profusion.

The climate is proverbially fine. Hardly a day passes throughout the year in which the sun is not visible, but the powerful radiance of the East is neutralized by fresh gales from the sea. The only beasts of burden used are mules and donkeys, there being no camels, and but few horses. Partridges are abundant. Various species of excellent fish, with coral and sponges, are found in the surrounding sea.

The city of Rhodes is situated at the N.E. extremity of the island, and has an imposing appearance from the sea. It is built in the form of an amphitheatre, on ground rising gently from the water's edge, and was strongly fortified, having a moated castle of great size and strength, and being surrounded by walls flanked with towers. These works were constructed by the Knights of St. John, and they bear evidence of the same skill as was afterwards exhibited in the fortifications of Malta. Above the ramparts appear the domes and minarets of the mosques, together with some tufted palm-trees. On entering Rhodes, as is also the case in so many other Eastern towns, the interior disappoints the expectations raised by the exterior—narrow winding lanes and mean houses of soft stone having generally replaced the substantial buildings of the Knights. Contrary to what might have been expected, the best streets are in the quarter inhabited by the Jews. The Greeks occupy several distinct suburbs, called *Marasses*, outside the city. On the land side the town is surrounded by a Turkish cemetery, beyond which are some detached and finely situated country-houses and gardens, and then suburbs and more country-houses. The palace of the Grand Master and the ch. of St. John, which contained some tombstones † of Grand Masters and Knights and which had been converted into a mosque, were almost entirely destroyed by the explosion of the powder magazine by lightning on the 6th of November, 1856, which also

† Some of these have been removed to the *Musée de Cluny* at Paris.

killed about 600 of the inhabitants. An earthquake a year afterwards completed the destruction. The massive houses in the streets of the Knights withstood the shock. The Grand Hospital of the Knights is used as a barrack. The Street of the Knights bears a strong resemblance to parts of Valletta in Malta, for which it probably was the model. Many of the stone houses in this quarter have the armorial bearings of the Knights sculptured on their walls, where may be distinguished the arms of England, France, the Popes, and the heraldic devices of some of the most illustrious families in Europe. The windows have generally been disfigured by the wooden lattices placed before them by the Turks to conceal the ladies of their harems. The modern town, though occupying only a fourth part of the site of the ancient city, is still too extensive for its present population.

It has 2 HARBOURS: the smaller, a fine basin, with a narrow entrance, is perfectly sheltered on all sides; but the Turks have allowed it to be so much choked up by sand that it can now be used only for small craft. It is quite practicable, however, for vessels drawing 13 ft. of water. The other harbour is a little larger, with deep water, but is exposed to the N.E. winds. When the wind is strong in this direction, ships cannot enter the harbour, but either bring up under the lee of Windmill Point, or deeper into the Bay of Trianda, during the gale, or else run across and anchor in the Marmarice Bay, or in Port Cavaliere on the opposite coast. A lighthouse is erected on the Mill Point, and another one on the Mole between the 2 harbours, over a fort which protects them. The trade of Rhodes is now inconsiderable.

There are scarcely any *Hellenic* remains in the city. The ancient coins bear a pomegranate flower on their reverse. A traveller with 10 days or a fortnight at his disposal will do well to employ that period in excursions into the interior of the island.

He should procure through his consul a *bouyourouldi*, or order to the *dit-*



ferent primates of the villages, who will afford him every assistance. Each mule and its attendants will cost him from 10 to 12 piastres a day. Rhodian muleteers are generally serviceable and honest people. The traveller should take with him tea, coffee, sugar, rice, macaroni, cheese, some spirits, wine, butter and candles. He should provide himself with a pair of the famed Rhodian boots, which are made of stout, soft, untanned calf-skin, to come well up over the knees, as without them, when walking, which he will be obliged to do very frequently, his nether garments will soon be torn to pieces by the underwood.

There are several convents in the islands, but they are mostly very dirty, and the private houses, although clean, are full of fleas, so that both the one and the other ought to be avoided, unless one is provided with a good supply of insecticide powder. If the traveller is a sportsman, he had better take his gun with him, as there are plenty of hares and partridges in all parts of the island, and woodcocks during the season, together with deer in the pine districts.

In one hour from the capital, the traveller reaches the pretty village of TRIANDA, beyond which a shattered column and multitudes of potsherds mark the site of *Ialysos*. Four hours farther down the W. coast of the island, there are indisputable traces of *Camirós* and its necropolis. On the E. shore, the modern village of *Lindus* still retains the name of the ancient city. There are considerable Hellenic remains in this neighbourhood, and elsewhere in Rhodes; and the scenery is always charming.

There are now 54 villages or hamlets, many of whose names are evidently Hellenic. They are generally thinly inhabited, the largest containing 1600 inhabitants. The population of the whole island amounts at the present day to about 27,000, of whom 6000 are Turks, 3000 Jews, and the remainder Greeks. Of this whole number, 10,000 dwell in the capital and its suburbs.

The 3 highest points are—*Mount Elias*, 2620 ft.; *Mount Atabyros*, called *Artamite* on its lower easterly side, 4068 ft.; and *Mount Acramyti*, 2706 ft. The island is divided lengthways by a mountainous chain which runs in a zigzag from N.E. to S.W. throwing out spurs in a variety of directions. From Mount Elias to Mount Atabyros this chain approaches the northern coast, sending out a branch in the direction from Mount Atabyros and Mount Acramyti to Cape Monolithus, which forms a mountain barrier between the N.W. and S.W. sides of the island. The village of *Embona* is situated at the foot of Mount Attairos.

The coast between Mount Attairos, from the sea rises in steep mountain sides. Proceeding from *Embona* in a N.E. direction towards the city of Rhodes, we find a gradual descent of the ground, and expansion of the landscape, as the scale of the hills diminishes. This district produces much corn, which is cultivated on the sides of the hills and on the level land near the sea.

The character of the scenery of this portion of the island is exceedingly rugged, the lower ranges of hills being torn, broken and convulsed by the action of earthquakes. The hilly ranges extend along the coast till within a very short distance of the sea, leaving a level plain between *Calavarda* and *Trianda*, after which village it is reduced to the width of a roadway. This part of the island, which is fertile, would, with better cultivation, yield an abundant produce. In the level land along the coasts there are numerous streams which irrigate the grounds, thus causing them to bring forth luxuriant crops of corn, figs, olives, lemons, oranges, water and marsh melons, and other fruits. The richest portion of this part of the island is between the village of *Villanova* and *Trianda*. At the latter the ground is mostly laid out in gardens.

The eastern side of the island runs in a direction from N.E. to S.W., and, with the exception of the plains of *Aphanos*, *Malona* and *Massari*, is not nearly so fertile as the western side.

The peasant in the Isle of Rhodes is almost always the proprietor of a small piece of land, which he tills himself, sufficient for the maintenance of his family. Nearly the whole of the land is thus distributed into small portions cultivated by peasant proprietors, a system no doubt favourable to the peasants, considered as individuals, but a great impediment to the improvement of the soil. The peasants have neither the capital nor the intelligence for the proper cultivation of their land, nor have they indeed a sufficient motive for it. They consider the land as the means of obtaining enough for their own wants, not as capable of yielding a surplus for exportation; consequently their agriculture is of the rudest kind. They are in the habit of clearing quantities of ground on the sides of the mountains, generally magnificent forests, by burning them, merely for the sake of ploughing it over, abandoning these new clearings after the first year's crop, and leaving the ground a barren waste. Even supposing the peasant to have the means and inclination to increase his agricultural produce, exportation on a large scale would always be hindered by the absence of roads, the whole produce of the island being carried on the backs of mules. The Rhodian peasant lives in a house built solidly of freestone of a good quality, which is abundant in the S.E. part of the island. The interior of the house consists of a single square chamber, the roof of which is usually supported by a stone arch of a very wide span, but in the villages near the pine-forests, in the centre of the island, a large beam is employed instead of the stone arch. The whole of the furniture consists of a bedstead, and a row of large wooden chests, to keep household articles, which are always provided by the wife on her marriage, and handed down from mother to daughter. It is only occasionally that such luxuries as a table or chair are to be met with. In the house of a thriving peasant there is always a large stock of pillows, μαξιλάρια (*maziliaria*), which are used both

as pillows and seats. There is also a good supply of cotton quiltings called *παιλόμενα* (*paipomata*), which serve the double purpose of blanket and mattress. These bedding materials may be regarded as a considerable portion of the peasant's saving, which he has had the prudence to secure by this permanent investment. One wall of the chamber is always decorated by a collection of earthenware plates. These were formerly in great part of the kind known as *Lindos* (or Rhodian) plates; but owing to the great demand which has arisen for this ware in Europe, they are now seldom seen; and the prices asked in the island are as high as elsewhere. The manufacture of Lindos plates was introduced at an unknown period during the Middle Ages by Persian exiles. The industry was partly contemporary with the rule of the Knights, as is proved by some rare specimens on which are depicted coats of arms. A plate of inferior make, which bears a Greek inscription with the date 1667, is supposed to be among the latest produced. The peasant's food consists principally of bread of a good quality, cheese, eggs, and salt fish. In most of the villages the soil is sufficiently fertile, and produces fruit and wine, the sale of the surplus of which enables the peasant to supply himself with such imported articles as coffee, rice, and sugar. In the districts where the produce is of a less valuable kind, these last-mentioned articles are almost altogether wanting (from the poverty of the inhabitants), and oil is substituted for butter.

Marriages in Rhodes are unnaturally early; notwithstanding, the Rhodians, both male and female, are a fine, strong, healthy, handsome race, which may be attributed to the fineness of the climate.

Generally the Rhodian peasant can neither read nor write. There are at present a few schools in the principal villages, and in the town of Rhodes. The Rhodian peasant is not deficient in intelligence; his disposition is quiet and obliging, combined with great simplicity of manner; and



he is so extremely hospitable that he always refuses payment for any refreshment the traveller may take in the house. The craft and duplicity which distinguish the Greek race are less prominent features among the Rhodians than in the other islands in the Archipelago.

The peasants are exceedingly attached to their religion, and devote the surplus wealth of each village to the erection of a church. These are all creditable specimens of a style of architecture which may be regarded as indigenous in the island, which has retained the pointed arches, groined vaultings and piers of the mediæval Gothic. It would appear, then, that the style of architecture employed by the Knights of St. John in the 15th century has been preserved by tradition amongst the Rhodian people, and transmitted as a craft from generation to generation, through the rude hands of these native builders.

#### 50. CRETE (CANDIA, KIRIT, ADAST).†

This island is known among its own inhabitants only by its Greek appellation of Crete, pronounced Kriti by the modern Greeks. The Saracenic *Khandaz*, applied to the principal city (called by the Greeks *Μεγαλόκαστρον*, i.e. *Greatcastle*), became with the Venetian writers *Candia*, and hence that name has been given to the whole island.

Its length from E. to W. is about 160 m.; its breadth is very unequal, being in the widest part nearly 40 and in the narrowest only 6 m. The whole island may be considered a prolongation of that mountain chain which runs through the Peloponnesus to Cape Malea, and which, broken by the sea, appears in the intervening islands of Cythera and Ogylos. The geological formation resembles that of the Hellenic peninsula. About the middle of the chain which runs through the

island is Mount Ida, terminating in 3 lofty peaks 8000 ft. high; to the W. it was connected with the ridge called the *White Mountains* (Λευκὰ Ὄρη, or in *Romanic*, *Άσπρα Βούνα*), whose snow-clad summits and bold and beautiful outlines are visible in clear weather from the southern shores of the Peloponnesus. The rivers of Crete are numerous, but are little more than mountain torrents, and are for the most part dry in summer.

The country was celebrated in antiquity for its fertility and salubrity. It was probably first settled by Phœnician colonies at a very early period. Homer speaks of its hundred cities, and Minos was said to have extended his maritime empire over the *Ægean*. Its ancient warriors had a great reputation as light troops and archers, we also know that they were slingers, and to the present day we find the mountaineers and shepherds handling the sling with singular adroitness. As its ancient Doric customs disappeared, the people became degenerated in morals and character, and St. Paul, quoting the Cretan poet Epimenides, describes them as "always liars, evil beasts, idle gluttons" (Titus i. 12). Their internal disorders had become so violent that they were under the necessity of summoning Philip IV. of Macedon as a mediator. Finally, in B.C. 67, Crete was conquered by the Romans under Q. Metellus, who received in consequence the surname of Creticus. Subsequently Crete and Cyrene were united as a single Roman province. Under Constantine a division took place, and in A.D. 823 the Saracens wrested the island from the Lower Empire. In A.D. 961, after a struggle of 10 months, Crete was recovered to the Byzantine Emperors by Nicephorus Phocas. After the taking of Constantinople by the Franks, Baldwin I. gave the island to Boniface, Marquis of Montferrat, who sold it in A.D. 1204 to the Venetians, and it became the first of the three subject kingdoms whose flags waved over the piazza of St. Mark. In spite of frequent attacks from the Mohammedans and incessant revolts of the Greek

† Fashley (R.), *'Travels in Crete,'* 2 vols. svo. 1837; Spratt (*Capt. R.N.*), *'Travels and Researches in Crete.'*



inhabitants, who here as elsewhere preferred Moslem to Latin masters, Venice retained her hold on this magnificent island until A.D. 1669, when it was reduced by the Turks after a 24 years' war. The insurrection in Greece of 1821 was followed by a rising in Crete, which was subdued by the Turks, and in 1830 the island was given by the Sultan to Mohammed Ali, Viceroy of Egypt, in requital for his great services during the war, but was restored to the Sultan.

The *Climate* is excellent, except in the few places where marshes exist. The temperature is often excessive between the middle of June and the end of September; during the rest of the year it varies between 36°, on the coldest night, and 80°. The average rainfall is about 26½ inches. The air is singularly pure, sweeping as it does over seas and mountains, and extremes either of cold or heat are rare, and never of long duration. Snow seldom falls below 1500 ft. above the sea.

*Resources.*—The exports of the island consist mainly of olive-oil and soap (of which the former is the chief constituent), kharoubs, or locust-beans, valonia acorns, wine in small quantities, wool of inferior quality, oranges, lemons, and cheese, which last is much esteemed in the Levant. Locust-beans are almost exclusively the product of the eastern half of the island, and valonia acorns, so valuable for their quality of fixing dyes, are only grown in the neighbourhood of Rethymo. The olive tree is seen everywhere, but attains its largest size in the western district of Selino. Being never pruned, but allowed to grow in its native luxuriance, groves of these trees form a beautiful feature in the landscape. The oil is largely used by the natives as an article of diet, though most unpalatable to Europeans.

There are several varieties of wine manufactured, all very strong; the best is that grown at Haghios Myron, in the district of *Malevesi* near Candia. It was formerly celebrated under the

name of *Malvoisie* or *Malmsey*, a name immortalised in English history in connection with the death of Clarence. The plant producing this wine was introduced into Madeira by Henry II. of Portugal, and is the parent of the modern Madeira to which, when well matured, Malmsey bears a certain resemblance. Although vineyards cover a large extent of land, and the production of wine is so great that it is sold in the wineshops at twopence a bottle, while its wholesale price is scarcely more than half that price, very little is exported.

*Sport.*—Crete is generally thought to be well stocked with game, but the traveller will be wofully disappointed if he comes with that impression. Partridges (the Greek red-legged) and hares may indeed be found in every part of the island, but seldom in large numbers, while in the neighbourhood of the towns, and notably of Suda Bay, the country is so denuded of game as to afford small chances of a day's sport. This arises from the number of natives who seek to earn a few piastres by supplying the market of Canea with game, for which there is always a demand among the foreign residents. The country moreover where partridges may be found is rocky and broken up into ravines, and the coveys, which are always wild, take their flight from one side of a ravine to another, involving half an hour's difficult climbing to come up with them again. With the approach of winter the woodcock makes its appearance, and during bad weather they may be found in sheltered valleys among the hills. They are generally to be had in the market of Canea during December, January and February. A species of thrush comes in large numbers in the winter; quail may be found now and then in the spring and autumn. Turtle-doves are regular visitors in spring and autumn, and at the latter season are plump and good. Mallard and teal may also be met with between August and spring.

The common wild mammals are the hare, badger, and several species of weasel. The rabbit is met with in

several small islands off the coast, but not in Crete itself. The only animal peculiar to this island is the Cretan Ibex (*Caprea picta*), found only in the most inaccessible mountains of Sphakia and Ida. Three specimens were sent to the Zoological Gardens in London, in 1873, by the English Consul, Mr. T. B. Sandwith. It is easily tamed if caught young, but rarely seen except by shepherds.

*Ports.*—The southern coast of the island is destitute of ports, and has scarcely any safe roadsteads, but on the N. side there are several excellent and capacious harbours. The bay of Suda is one of the best in the Levant; nevertheless, about once a year, or once in two years, it is visited by a fierce S.E. wind, which tears with terrific violence down the mountain sides, lashing the surface into foam, and lifting up whirling columns of spray. This truly "typhonic" wind, which visits the bay in February, March, or April, lasts from 6 to 24 hrs., and during its continuance the vessels in the harbour have to steam against the wind in order to take the strain off their cables. Vessels, unless well-found in ground-tackle, are apt to be driven on shore on these occasions.

*Population.*—A marked difference may be observed between the Cretan mountaineers and the inhabitants of the plain; the former are much finer men, and especially remarkable for agility and swiftness of foot. In moral qualities they very much resemble the Greeks generally, and have many of the bad qualities common to all people who have been long subject to oppression. Nothing more marks their want of civilization than the poorness of their dwellings and the filth and discomfort in which they are content to live. They differ from their neighbours in respect of dress and arms; instead of the shaggy mantle, camise, and classic buskin of Albania, or the cumbersome garments of the Ottomans, they wear short jerkins and drawers of light texture, their white cloaks, and boots reaching to the knee, but

extremely pliable; and in place of the ill-poised Albanian musket which had hardly any stock, or the ponderous Turkish carbines, they use long and light guns mounted like European fowling-pieces. Since the insurrection of 1878 they have taken to the chassepot rifle, 22,000 of which were then introduced into the island. In handling these weapons they display as much skill as their ancestors did in shooting with the bow; they are reckoned the best marksmen in the East, but their warfare is entirely one of ambushade and bush-fighting, resembling that of the North American Indians, where it is considered the chief excellence of a soldier to take aim at the foe without suffering himself to be seen. A census of Crete was taken in October, 1881, which gives a population of 279,192 souls, 204,781 of whom, or nearly  $\frac{3}{4}$ , were Christians belonging to the Greek Church, the residue of 73,487 being Mussulmans, with the exception of 646 Jews and 254 Roman Catholics, both of whom are of foreign extraction. The census further reveals the fact that the males exceed the females by 5304.

The Cretans, who profess the faith of Islam, must be looked upon as Mussulman Greeks rather than Turks, their origin being mainly derived from apostacy and the custom of intermarrying with Greek women. They speak Greek, seldom Turkish. So much alike are the Christians and Moslems in speech and semblance, that in action they found it difficult to discriminate friends from enemies, and the Greeks adopted a practice of fighting bareheaded, in order that their own party might recognise them by their flowing locks.

There is one district on the southwestern coast which has always enjoyed a certain share of wild independence, though tributary to the Porte,—a circumstance for which it was indebted, like Mania and Suli on the mainland, to its asperity and poverty. It is called Sphakia, and is neither extensive nor populous, the number of its shepherd warriors little exceeding



800. According to general opinion, they are Cretan aborigines. Inhabiting a narrow and mountainous territory, the Sphakiotes are brave, hardy, and laborious, but greedy and arrogant. The fertile island of Gavdo (the ancient *Clauda*) composed a valuable part of their possessions. It is useful to note that on the summit of this island, 1181 ft. above the sea, is a *revolving light*, with a *flash every minute*; it should be seen at a distance of 25 m. Another light is exhibited on the extremity of Cape Sidero, the N.E. extremity; it is *revolving*, with a flash every minute, elevated 138 ft. above the sea, and visible at a distance of 18 m. There are also lights on Cape St. John on the N.E. coast, and on the fortress of Suda islet at the entrance to the bay of the same name.

The garrison consists in ordinary times of about 4000 men, generally recruited in Anatolia and Syria; they are located in the above-mentioned fortified towns and in the fortresses of Grabusa, Spina Longa, Kissamos, Castelli, Hiera petra, and Izzidin in the Bay of Suda—all these fortresses, except the last, were built by the Venetians, and though incapable of resisting the attack of modern artillery, they form an effectual barrier against native methods of attack.

*Government, &c.*—Crete at the present day has an autonomous system of government which was granted to the inhabitants after the suppression of the insurrection of 1866-68 and completed in 1878. It is a *Vilayet*, being governed by a *Vali* or Pasha of the highest rank, under whom are 4 *Mutessarifs*, or Pashas of inferior rank. The present Vali is a Christian, 2 of the *Mutessarifs* being Christians and 2 Mussulmans. Canea or Chania (*Xávia*) is the capital, and the 2 Mussulman governors have their headquarters at Rethymo and Candia, while the Christians reside, one at Vamos in Apokorona, a village 4 hrs. from Chania, and the others at Néo Chorio, in Mirabollo, in the E. of the island. These 5 districts or *Sanjaks*, Chania, Candia, Rethymo, Mirabollo and Apokorona

and Sphakia, are subdivided into 18 sub-districts or *Kazas*, in each of which a *caimakan* resides. The most remarkable feature of this system of government is the General Assembly which is elected by universal suffrage, and meets in Khanea for 40 days in the year. It is composed of 49 Christians and 31 Mussulmans. It is authorised to discuss most questions affecting the general interests of the island, to put measures to the vote, provided they do not encroach on the authority of the Sultan, to whom they must be submitted for sanction before they become law. The sittings of the Assembly are presided over by the Vali. At the capital there sits an administrative council composed of the Vali, and 3 Christian and 3 Mussulman Councillors, who are annually elected by the General Assembly. To it are submitted all questions of an administrative nature, such as those connected with taxation, industrial enterprises, public works, &c.

There is a similar Council at the seats of government of the 4 *Sanjaks*.

The *Mutessarif Pashas* are appointed by the Porte, the *Caimakans* by the Governor-General.

The judicial system of the island is thus regulated. A Court of First Instance sits at the capital, and one in the chief town of each *Sanjak*. In every *Kaza* also there is a court of law which takes cognizance of all suits in which is not involved property of more than 150*l.* in value. Disputes about interests or property exceeding that value are tried by the higher Courts. An appellate Court sitting at Canea receives appeals from the lower tribunals. Each Court is composed of 4 judges, 2 Mohammedans and 2 Christians, and a president; the former are elected by the people, the president appointed by the Government. The elective system does not work well, experience proving that the people are not qualified to decide on the qualities required for forming an upright judge.

Besides the above, there is a commercial tribunal in each of the 3 principal towns, Canea, Candia and



Rethymo, the judges and president being local merchants.

Crete is very lightly taxed; it pays a tithe of all its produce, which may be roughly estimated to produce 100,000*l.* The customs receipts come to 30,000*l.*, but are capable, under honest management, of bringing in nearly double that sum. The sheep and goat tax produces 2300*l.* more, and the excise on wine and spirits 5000*l.* The tax on sheep, which in other parts of Turkey is 3 piastres (6*d.*) a head, is in Crete only a halfpenny a head; while the *Verghi*, or personal tax, which is levied everywhere else, does not exist.

Of the above taxes the whole of the tithe and half the Custom House receipts amounting to about 115,000*l.* a year remain to the Cretans. The annual public expenditure having exceeded 120,000*l.* during the last few years, there has been an annual deficit which now amounts to 60,000*l.* The gendarmerie, which from 1800 was reduced to 1400 men, is still absorbing one-third of the total revenue of the island, and lacks so much discipline and obedience that it is an almost useless body, if not worse.

*Agriculture* is still at a low ebb, due in part to the constant uprising of the inhabitants. From the mountainous conformation of the country and the dryness of the climate, it is more suited to the cultivation of trees than of grain. The olive thrives admirably, and the vineyards, already extensive, might be indefinitely multiplied. But the frequent insurrections to which the island has been subjected, have greatly retarded the development of its resources. In whatever part of the island one may ride, half-ruined villages attest the misery to which the inhabitants have been reduced, and this is more evident in the neighbourhood of Canea and Rethymo than elsewhere.

Most of the land is held by peasant proprietors, but there are large farms belonging to Mussulman proprietors, which are generally cultivated on the *Metayer* system. Some of the Greek

monasteries also have large holdings, which are partly tilled by the lay monks, and partly on the *Metayer* system.

*Language*.—The Greek language is in general use throughout the island, but Mohammedans of the towns, and sometimes of the country, speak Turkish as well, as it is the language taught in the schools, from which the Greek is excluded.

a. Chania. (*ἡ Χανία*; Ital., *Canea*. Pop. 14,000.)

The residence of the Governor-General, and capital of the Vilayet of Crete. H.M. Consul for the island also resides here. A sea port, on the N. shore of the island, 25 m. from its W. extremity, and about 130 m. S. of Syra.

The town, inclusive of the port, is twice as long as it is wide, and is inclosed by walls with bastions and a ditch on the land side, which latter, of considerable width, is now converted into kitchen gardens. The fortifications are the work of the Venetians, and the port is protected by a mole 1200 ft. in length. It affords anchorage near its entrance to vessels not drawing more than 12 ft. of water; but it is exposed to the N. wind, and hence it is not safe anchorage from December till April, except for vessels found in very strong ground-tackle.

At the N. part of the town is a kind of citadel, formerly containing the arsenal, docks, &c. The Venetian city dates from A.D. 1252, when a colony was sent to occupy it. Their object was to keep down the Greeks, who had been almost constantly at war with their Italian masters, from the period of the first establishment of the Venetians in the island. The view of the town of Chania from the sea, and the grandeur of the White Mountains rising in the background, and covered with snow from December till April or May, are very striking. A beautiful plain extends from the gates of the city to the Rhiza, a term which includes all the lower northern slopes of the Sphakian mountains.

The arches are still to be seen, which were designed for the Venetian galleys; and coats of arms are found over the doorways of some of the principal houses. Most of the churches, both Greek and Latin, have been converted into mosques. The chapel of San Rocco is recognised by the following inscription on its entablature: 'Deo O. M. et D. Rocco, dicatvm, MDCXXX.' In the Venetian building, now used as a military hospital, at a considerable height from the ground, is a bas-relief of the lion of St. Mark, with an inscription below it. The natives of Crete long considered their own countryman Titus as their patron saint.

The *environs of Chania* afford several delightful excursions. The traveller should not omit to visit the village of *Murnies*, which is less than 3 m. S. of the town, at the foot of the mountains; near it is the monastery of St. Eleutherios.

In the chapel of this convent are paintings of our Saviour, the Virgin, and various saints, and a crucifix consisting of an iron cross, with a Christ in alto-relievo upon it. This latter is remarkable as being a novelty in the Greek Church, approaching to the practice of the Roman Catholic worship.

All the villages at the edge of the plain of Chania present a most ruinous aspect. Such are *Tzikellaria*, *Nero Kouru*, *Murnies*, *Perivolio*, where the inhabitants, being chiefly Christian, had their houses pillaged and destroyed in the insurrection of 1866, and again in that of 1878. No traveller can fail to be impressed with the desolation wrought by these civil wars in a country blessed with every advantage of soil and climate.

#### EXCURSIONS IN CRETE.

Several delightful excursions may be made in Crete, but few who visit the island will be tempted to undertake *anything more than a day's trip* in the neighbourhood of the port where they

may happen to be. Those who intend to make a serious exploration of the island will certainly procure the literature treating of it, quoted before. To the ordinary traveller, we recommend the following excursions.

#### b. FROM SUDA BAY THROUGH THE OLIVE GROVES OF THE PLAIN OF CHANIA.

The traveller, avoiding the high road to Chania, should seek a path along the S. side of the plain, and running close under the villages of *Tzikellaria*, *Nero Kuru*, *Murnies*, *Perivolio*, the garden called *Sersembilia*, and ending at the fountain of *Mana tou Nerou* (*Μαυα του νερου*), "Mother of the waters," otherwise called *Boutsanaria*. Here is a copious spring of water issuing from a rock on an elevated platform, from which a delightful view is obtained of the town and plain of Chania. The water is conducted by an aqueduct to the latter town, to which it gives an abundant supply. *Mana tou Nerou* is the spot which has been more than once chosen as the *rendezvous* for the discontented chiefs when they contemplated a rising. It is a charming spot for a picnic, and the distance from Suda Bay is only an hour and a half, while from Chania it is only an hour across the plain through the village of *Perivolio*. The excursion may be extended to a neighbouring hill, half an hour beyond, crowned with a block-house, from which a more extended view is obtained. On the way back a visit may be made to a garden called *Kokonara*, belonging to one of the Mohammedan Beys, where a good idea of the system of garden irrigation can be formed. A present of 10 or 20 piastres may be made to the gardener for the *bouquet* which will certainly be offered.

#### c. TO APTERA.

A second trip, which will occupy 2 hrs. from Chania, and half an hour less from Suda Bay, may be made to



the site of the ancient city of *Aptera*, situated on a hill to the S. of the bay. When the head of the bay is reached 3 m. from the town, we come upon a marsh from which salt used to be extracted, hence called *Touzla*. In 1872, the then governor endeavoured to fill it up, and built two rows of miserable houses on the spot, a custom-house, and a mosque. The place was peopled by the hardy seamen inhabiting the islet of Suda at the entrance of the bay, whose dwellings were razed to the ground to make way for fortifications. From being a healthy, they have become a fever-stricken colony, owing to the pestilential marsh in the midst of which they live. The road runs through the midst of this marsh (in which a few snipe may occasionally be found) past the new Turkish arsenal, begun in 1868. The Vice-Admiral commanding the Archipelago, of which station Suda Bay is the head-quarters, resides either at the arsenal or on board his flag-ship. After passing the arsenal, the road runs along the S. side of the bay for about an hour, when the traveller leaves it to climb the hill on which the old city was built, and which is called by the natives *Palaio Castro* (old castle).

The rock of Suda, which is a conspicuous object the whole way, is said to have been a resort for corsairs during the 16th century, and was used as a landing-place in 1571 by the Turks, who ravaged the territory of Chania, and burnt the town of Rhithymnos. In consequence the Venetians fortified the islet and retained it with the castles of *Grabusa*, at the N.W., and *Spina Longa* near the N.E. extremity of Crete, for many years after the Turks took possession of the rest of the island. The islet of Suda and the rocks around it were the *Leucæ* of the ancients, and the *Siren Isles* of Homer have been supposed to be identical with them.

Half an hour's riding, after quitting the main road, brings the traveller to the site of an ancient city, commanding a fine view of the bay on the N., and on the S. a magnificent prospect of the *Sphakian mountains*, with the

fertile plains of Apokorona lying between. To Pashley, who wrote an interesting book on Crete in 1833, is due the credit of identifying this site with the ancient city of *Aptera*, and the presence of an inscription alone was needed to make the identification complete. One was happily discovered in 1875 by a French savant, who, by digging at the base of a building, where Pashley had found an inscription, came upon another, which has been thus rendered by Professor Babington of Cambridge:—

"It was resolved by the Senate and people, on the motion of . . . .

"Seeing that King Attalus, himself a friend and of friendly ancestry, has taken an interest in the common good of the city of Aptara, whether in his dealings or his arbitrations, and has shown all kindness towards those citizens who have come under his notice, be it enacted by the Senate and people do honour King Attalus with an image of finished brass, if he pleases, on foot, if he pleases, on horseback; and if he pleases that he should be proclaimed at the close of the games, at which wreaths are the prizes, let the magistrates make it their business to see that he is proclaimed: be it also enacted that he have precedence of seat in the games, and inviolability of person, right of exemption and safe-conduct in peace and in war, both in the city and in the harbours and in the houses of strangers to lodge in, and that he be entitled to anchor in the harbour, both he and his descendants, and to all other privileges which belong to other benefactors."

The Attalus here mentioned is probably the first of that name, who reigned from B.C. 241 to 197.

This interesting inscription is still *in situ*; and the wall is covered with many others, chiefly decreeing privileges to consuls (*προξένοι*) of foreign states. The building is within a stone's throw of the monastery, and to the S. of it.

The city occupied a strong position, and was further strengthened with walls where the sides of the hill on which it was built were not precipitous



enough to afford protection. These walls can be almost everywhere traced, the stones being in some places polygonal, in others rectangular, and put together without cement. Scattered over the rich soil are to be seen fragments of marble. Several ancient subterranean cisterns exist, the largest being formed of 2 arches springing from a row of buttresses. The walls are built of small broken stones faced with regular brick-work, on which cement was laid. There are also the indistinct remains of a theatre and other ruins. The monastery on the spot is inhabited by a monk from Patmos, it being the property of that monastic fraternity. Two marble statues of Roman age, which are now in the Imperial Museum at Constantinople, were discovered here in 1874.

Here was placed the scene of the legendary contest between the Sirens and the Muses, when, after the victory of the latter, the Sirens lost the feathers of their wings, and, having thus become white, cast themselves into the sea—whence the name of the city *Aptera*, and the neighbouring islets *Leuceæ*. Bercynthos was in the district of *Aptera*, and has been identified with the modern *Malaxa*.

The traveller should leave *Aptera* by a road leading from a newly-erected block-house overlooking the fortress of *Izzedin* opposite the islet of *Suda*. It contains 13 Krupp guns, mounted *en barbette*, which completely command the southern and broader entrance to the bay. After visiting the fortress, which, if the commandant is obliging, can generally be managed, an hour's ride will bring him back to an anchorage at the head of the bay.

#### d. TO THÉRISON AND MESHKLA.

The third trip proposed is a good deal longer, and should only be undertaken by the strong. Leaving *Chania* or *Suda Bay* at 7 A.M., the traveller arrives at *Murnies* by 7.40. Directly after leaving the village, the road

ascends a mountain gorge, near the top of which it extends gradually to the rt. till the summit is reached 8.40. Here the eye ranges over a desolate stretch of barren mountain, unrelieved by a single tree. Fifty minutes are occupied in traversing this naked waste, when the road leads up into a wild mountain pass with its precipitous sides rising abruptly to a height of 600 ft. A mountain torrent, dry in summer, lies to the l. of the road following which for 15 minutes the traveller emerges from the pass; the torrent bed begins to be verdant with plane-trees; it gradually opens out into a little valley in which the olive again appears, and the hill-sides are covered here and there with the Cretan cypress. Just 3 hrs. after leaving *Chania* the village of *Thérison* is reached at 10 A.M.; its miserable hovels scattered over the hill-sides, which here meet too close to allow the valley to be freely swept by the mountain breezes. The inhabitants consequently have a sickly look which one hardly expects to find in mountaineers. After 2 hrs. allowed for refreshment, the traveller retraces his steps for 5 minutes, and then turns the shoulder of a hill to the l., when, after 5 minutes' more riding, he will find himself looking down a steep hill-side, at the bottom of which is nestled the village of *Meshkla*, embosomed in trees. Down the precipitous sides of this hill it will be safer for him to lead his horse till he arrives at a stream of gushing water at its foot, by the side of which, after the 40 minutes taken to descend, he will be glad to repose for half an hour. Again mounting, at 1.30 the return journey begins along the tolerably level road running by the side of the river of *Platania*. Over much of this road, which every now and then is shaded by trees, cantering is practicable, so as to enable the village of *Fourné* with its orange groves, to be reached by 2.30. By 3 o'clock the high road to *Chania* is struck, cantering and walking alternately over which, the town will be entered at 5 o'clock, after a 10 hrs. absence, 7½ of which have been passed

in the saddle. Another half hour must be allowed for reaching Suda Bay.

By taking the above trips, the visitor to Crète will be able to form some idea of the grandeur of its mountain scenery, the desolation of its barren wastes, and the softer aspect presented by its plains and watered valleys.

#### e. TO THE AKROTÉRI AND KATHOLICÓ.

By those who have more leisure, a long day should be devoted to the *Akrotéri*, the peninsular promontory immediately to the N.E. of Chania. By setting out early the traveller may reach the convent of *Katholicó*, where he can dine on provisions taken with him, and return to the city the same evening. Half an hour N.E. of Chania is the village of *Chalepa*, situated on a rising ground not far from the shore, where the consuls reside. From above this village is a noble view of the snow-clad Sphakian mountains, and of part of the plain, to the l. and to the rt. of the fortified city and the Gulf of Chania, with the Dictynnæan promontory beyond, and, in the distance, the Corycæan cape. The road hence to the convent of the *Holy Trinity* passes near two or three villages without entering any. The part of the *Akrotéri* over which it passes is barren and uncultivated. The monastery of the *Trinity*, surrounded by lofty cypresses, is substantially built. The ch. in the middle of the court is in the form of a Latin cross; the front is ornamented with Doric columns; over the doorway is an inscription, appropriate to a convent dedicated to the Trinity. The monasteries in this part of Crète pay conjointly a sum of money to the patriarch of Constantinople, who is said to receive not less than 2000*l.* annually in dues from the island. The convent of St. John is less than 3 m. from that of the Trinity; half a mile further is the *Cave of the Bear*, at the entrance of which is a little chapel. The cavern derives its name from the resemblance of a piece

of rock within it to the form of a sitting bear. At the distance of half a mile from this cave is the secluded monastery of *Katholicó*. Near it is a beautiful grotto, to which the traveller descends by a flight of 140 steps. The height of it varies from 10 to 50 or 60 ft., and it is nearly 500 ft. long; its sides are covered with stalactites, some of them forming columnar supports for the roof of the cavern, some transparent and others brilliantly white. A few paces below the mouth of the cavern is a small ch. cut out of the solid rock. Near it are the cells of monks, now abandoned. In the bridge, which is here thrown across the deep ravine, is an opening leading into a solitary cell, which is said to have been used by the monks as a place of imprisonment. The wild and sequestered spot in which the convent of *Katholicó* is situated is not above 1000 paces from the sea. Many Greek monasteries are picturesque and beautiful objects; but there is no place more fitted than this glen for those who may have desired "remote from man with God to pass their days."

#### f. FROM CHANIA RHITHYMNOS (COMMONLY CALLED RETHYMO), AND ON TO MEGALO KASTRON (or *Candia*).

From Chania the traveller will ride to Suda Bay, and, after skirting the southern shore for 2 hrs., will arrive at the village of *Kalyves*. Here 2 streams pour their clear and rapid waters into the sea, and, after crossing the bridge over the second stream, the road turns S., and brings the traveller in 1 hr. to the village of *Vamos*, which is the *chef-lieu* of the *sanjak* of Sphakia. Having in 1868 been made the seat of a Christian *Mutessarif* Pasha, a stately palace was built to accommodate his Excellency, but was never quite completed from want of funds. In its unfinished state it was converted into a barrack, just before the outbreak of the insurrection of 1878. The Turkish troops were obliged to abandon it, but, before



doing so, they destroyed the house of every Christian in the village; the natural result was that the insurgents on entering it demolished every Mohammedan habitation, including the mosque and the palace, the ruins of which form a conspicuous object. Leaving the village the road descends, and, after crossing a bridge, leads to the so-called *Hellenic Bridge*. It then follows the E. bank of a river which runs down from the White Mountains, and falls into the sea near the desolated hamlet of *Armyró*; at  $\frac{3}{4}$  hr. from it is *Murni*, and near it *Lake Kurna*. 1 hr. hence on the shore is the village of *Dramia*, inhabited in winter by the Sphakians, who descend from the mountains in October, and remain here till April. The village of *Episkopi* is a short distance farther: its population has been greatly reduced by the revolutions. Thence to *Polis*, called also *Gaiduropili*, "city of asses," within the confines of Rhithymnos, though very near the borders of Sphakia. Before reaching Polis some massive ruins are passed, and 300 paces S.S.W. of the village is an ancient cistern, 76 ft. by 20. There are several other remains of Roman and Venetian buildings; one of which, in the village, is evidently a large palace. Polis is supposed to be the site of the ancient city of *Lappa* or *Lampe*.

The village of *St. Constantine* is only 4 m. from Polis, but the road is so bad that it requires 2 hrs. to reach it. After passing several other villages, the traveller arrives at a curious old bridge of 2 rows of arches, one above the other. Near it are excavations in the rock, one of which is a chapel dedicated to *St. Antony*.

Rethymo or *Rhithymnos*, a place of less importance in ancient than in modern times, now contains a population of about 8000 souls, of whom 1500 are Christians. It is the capital of the sanjak of that name, and the residence of a Mutessarif Pasha. It possesses a small port, which is always *being silted up with sand*. A steam dredge is sent now and then to clear

the bar at its entrance; and when it has done its work, vessels drawing 10 and even 12 ft. of water can enter and find safe anchorage, but in a year or two the entrance is silted up again.

The bazaars and streets are better than those at Chania, and have entirely a Turkish character. The citadel is like most other Turkish forts, the guns which are not dismounted are either broken or unserviceable. Hotel accommodation wretched.

Leaving Rhithymnos, we proceed to the village of *Pighi*, "The Wells," on one side of which are about 1000 olive-trees, formerly the property of the Sultana. The *Kislar Agha*, or chief of the Eunuchs, used to name the Agha of the village, who, if not liked by the inhabitants, was removed at the end of 2 years. They once kept the same Agha, a native of the village, for 33 years. After passing several villages, mostly ruined, the road, beyond *Pérama*, turns to the l. of the regular road to *Megaló-Kastron*, and after a short and steep ascent reaches a barren tract, which extends as far as the olive-trees, with which *Melidoni* is surrounded. An ascent of  $\frac{1}{2}$  hr. from the village conducts to a *cavern*, which from the beauty of its stalactites rivals even that of *Antiparos*. It was dedicated of old to the Talleian *Hermes*, as appears from an inscription over its entrance, now nearly obliterated, but recorded in *Pashley's* work. A number of lights are necessary for the exploration of the cavern; these may be obtained at the neighbouring village. On passing the entrance the traveller finds himself in a spacious chamber, running E. and W., almost as wide as long, the vaults and sides are fretted with noble stalactites, while stalagmites of great size are scattered on the ground. On the opposite side of the entrance cavern is another passage, 20 ft. wide and 60 high, almost closed at its extremity by a great group of stalactites. Beyond this spot the passage becomes 30 ft. wide and 80 ft. high; it terminates in a perpendicular descent of 18 ft., beyond which the cavern has not been explored. At the N.E. extremity of the



entrance is another passage, 10 ft. long, terminating in a chamber 27 ft. long, on the opposite side of which is another narrow pass 13 ft. long. On emerging from this passage we descend to another apartment, where a spectacle of surpassing beauty presents itself. This apartment is 150 ft. long. It varies greatly in width, and the height is considerable. Between 20 and 30 ft. from the mouth of the pass is a great stalagmite, which rises up and forms a column reaching to the top of the cave, while the stalactites on each side hang in the most perfect order; a range of stalactites, on the S.W. side, separates it from a good-sized passage, which leads to a very small room; below this are 2 other small rooms. This grotto became, during the revolution, the tomb of 300 Christians, whose bones and skulls were lying in heaps in its chambers when it was visited by Mr. Pashley in 1834. These unhappy people took refuge there when Mustafa Bey and Hussein Bey came to Melidóni with their troops. They felt no fear, for they retreated to what was deemed an impregnable fortress, and had provisions to stand a siege of half a year. Hussein Bey in vain summoned the fugitives to come from their lurking-place; his messenger was fired upon and fell. He then attempted to force an entrance, and in so doing lost 24 brave Arnauts. A Greek woman was then sent to them, but she was shot, and her body cast from the mouth of the cavern. Hussein Bey then caused the entrance of the cavern to be filled up with stones, thus depriving the Christians both of air and light. The next morning it was found that an opening had been made. The attempt of the Turks to close the entrance was twice repeated, but finding that the Christians could still breathe and live, they filled up the entrance with wood, barrels of oil, straw, sulphur, &c., and when their work was completed, set fire to these combustibles. The dense vapour so rapidly filled the first apartment that many perished before effecting their escape to the inner recesses; gradually

[*Mediterranean.*]

it penetrated into the second chamber, where many more fell, and finally into the smaller and farthest chambers, when the work of destruction was completed, and not a soul escaped.

Leaving Melidóni, we regain the regular road to Rhythymos, which we had quitted at Perama, and pass by the village of *Dafnides*; Mount Ida is to the rt., and the hill of Melidóni still in front; 3 m. farther is the Khan Papativrysi, now a ruin. The village of *Gharázo*, a short distance off, is celebrated for the beauty of its women, and for a magnificent valonia oak-tree, the pride of the village. A Turkish soldier, encamped under it in the war of 1867, fired a bullet through one of its largest limbs, which caused it to perish; this has destroyed its beautiful symmetry.

From *Gharázo* a gentle ascent of 1½ hr. leads through vineyards to *Axos*. Before entering the village, we observe some tombs excavated in the rocks. The river *Axos* is alluded to by Virgil, "*rapidum Cretæ venientis Oaxem*" (Ecl. i. 66). On the hill adjoining, round which the road winds, are the remains of a mediæval fortress, and on the N. side some fragments of polygonal masonry, belonging probably to the Acropolis of *Axos*. A little distance from these remains is the dilapidated ch. of St. John, whose sides and roof are covered with rude frescoes. A few inscriptions are to be found in the village: on one, discovered by Pashley, was a decree of the Common Assembly of the Cretans, an instance of the well-known *Syncretism*, as it was called.

Leaving *Axos*, the road descends to a river, and, after traversing several miles of broken ground, it ascends a rugged chain of mountains from whose summit there is a view of *Megalo-Kastron*, whose solid walls and lofty minarets make it very conspicuous. A rather tedious descent leads to *Tilissos*, leaving which we pass a ruined khan, and arrive at the picturesque fountain of *Selvili*. In rather more than an hour after this we reach the Gate of *Megalo-Kastron* or *CANDIA*, which has given its Italian name to the

island. The town, which occupies, probably, the site of the ancient *Matium*, is exclusively Turkish in its character, and its bazaars are filled with articles required for the use of a poor population, Manchester goods holding the first place. The Mohammedan women go about completely enveloped in a shawl. The poorer classes, instead of the white sheet once universally worn, have now adopted a striped pattern from the looms of Manchester.

A large building, the cathedral ch. of the Latin Archbishop, was, next to the massive walls, the most considerable of the Venetian remains. It was dedicated to St. Titus, the patron saint. On the conquest of Crete by the Turks, the priest carried the head of the saint to Venice. This cathedral had long been in a dilapidated condition, but was still an object of interest, the walls being almost entire. Quite recently, however, the Turkish authorities have demolished it for the sake of repairing the fortifications. A part only of one of the 4 walls remains. A very elegant little circular chapel, which in the beginning of 1879 was quite entire, has been unroofed, and the masonry broken up to repair a road hard by. For the moment this act of Vandalism has been arrested by the Christian Governor-General.

Among the mosques of Megalo-Kastron is one called after St. Catherine, its name being *Haghia Katerina Djami*.

The population of Megalo-Kastron amounts to about 23,000; 20,000 of whom are Mussulmans, the rest being Christians of the Orthodox Greek Church. It is the seat of a *Mutessarif* Pasha, who is under the orders of the Governor-General residing in Chania. The educated Greeks often call the town *Heracleon*, which was the name of the port of the ancient capital of the island, *Gnosos*. Europeans call it *Candia*, but with the peasants it invariably goes by the name of *Kastron*, the abbreviation of *Megalo-Kastron*. Its walls inclose four times the space occupied by

Chania; but there are large deserted spaces, with half-ruined houses, which give it a look of desolation. In 1856 the town was visited by an earthquake, which shook down a few old buildings.

Near the old Jewish corner of the city is a Venetian fountain, with a Latin inscription, which records the occasion of its erection, and the name of the Venetian Proveditor, by whose beneficence it was built. Several other relics of the Venetian sway still exist, such as the vaults built for the galleys. The massive fortifications also are of Venetian construction.

The port is protected by two moles, the tower at the extremity of one of them was thrown down by the earthquake of 1856, and the fallen ruins have rendered the already narrow entrance still narrower. A vessel drawing 12 ft. of water can enter, and when once inside, the protection is complete. Should a N. wind be blowing, it is impossible to enter, and vessels then seek shelter under the lee of the little isle of *Dia* or *Standia*, at a distance of 6 m. opposite. Hotel accommodation extremely poor.

3 m. S. of Megalo-Kastron is *Makro Teikho* (*μακρὸν τείχος*), the site of *Gnosos*. All that now remains of the ancient metropolis of Crete are some rude masses of Roman brickwork, part of the so-called *long wall* from which the modern name of the site is derived.

Recent excavations have brought to light some interesting antiquities, such as terra-cotta, statuettes, vases, &c., and in one place the digger came upon large subterranean chambers, filled with jars, 4 ft. high, covered with Phœnician ornamentation; they were probably intended to hold oil of wine. Several marble statues have been found; and a particularly noble one, representing Pallas, was sold by the *Mutessarif* Pasha to the Museum at Vienna for several thousand pounds. The authorities are very jealous of foreigners making excavations, and unless provided with a firman, no one is allowed to dig.

Among the distinguished men of



Gnossos were Ctesiphon, and his son Metagenes, the architect of the great temple of Diana of Ephesus; *Enesidemas*, the philosopher; and *Ergoteles*, whose victories in the Grecian games are celebrated by Pindar (*Olymp.* xii). Gnossos was an early Dorian colony; and in later times, by its alliance with Gortyna, obtained the dominion over the whole island. Afterwards it became a Roman colony. Mr. Pashley had observed that the natural caverns and excavated sepulchres in the neighbourhood of Gnossos recall the well-known legend of the Cretan labyrinth, whose locality is uniformly assigned to that city. It was described as a building erected by *Dædalus*, for the Minotaur: there is, however, no sufficient reason to suppose that the Cretan labyrinth ever had a more real existence than its fabled occupant. Much as is said in the Homeric poems of *Dædalus*, *Minos*, *Ariadne*, and other Cretan worthies, it is in vain that we seek to find in them any evidence of the material existence of the monument.

**g. FROM MEGALO-KASTRON, BY ARKHANES, KANI KASTELLI, SARCO, ETC., BACK TO MEGALO-KASTRON.**

Crossing the cultivated plain surrounding the city, the road in less than  $\frac{1}{2}$  hr. begins to ascend the stony slopes of the E. side of *Mount Juktas*. At length, on a slightly rising ground, the village of *Arkhánes* appears, surrounded by a few olives and cypresses.

Before reaching it we pass through numerous vineyards, where the vines are trained to climb up stakes supporting a roof of reeds 5 or 6 ft. high. They produce a white, oval grape, the best in the island, which ripens in September. In no other part of Crete are the vines thus supported, the stems are cut down every year to within a foot of the ground.

It requires an hour from the village to reach the summit of *Mount Juktas*, where remain the massive foundations of a building, the length of which was

about 80 ft. Within this space is an aperture in the ground, which may once have led to a moderate-sized cave; but it is now not more than 8 or 10 ft. in diameter, and so low that a man cannot stand upright in it. These are the only remains of the supposed tomb of the "Father of Gods and Men" which was an object of such deep religious veneration among the ancient Cretans down to the extinction of Paganism. From this point is an extensive view over the plain of *Kastron*. On the E. side of the mountain, about 100 paces from its summit, are traces of ancient walls.

Below the village of *Arkhánes* are the remains of a Venetian aqueduct.

The road from *Arkhánes* to *Kani Kastelli*, after ascending for 2 miles, descends round the S. escarpment of *Mount Juktas*, and comes in sight of the lofty mountains which bound the plain of *Megalo-Kastron* to the W. The road now runs over low ranges of hills, and reaches *Kani Kastelli* 2 hrs. after leaving *Arkhánes*. It derives its name from a ruined fortress of the Middle Ages, on the summit of a very remarkable hill. The space contained within the walls of the fortress is considerable, and includes 2 rocky summits; a single line of wall runs between the two, and the highest summit, called *Rhoka* (*Ρόκα*, from the Italian *rocca*), is defended by an inner wall. In ascending may be observed the remains of a church. This *Rhoka* is probably the *Castello Temenos* of the Venetians, founded in the year 961 by *Nicephorus Phocas*, the victorious commander of the Byzantine army. The castle became celebrated in the Venetian history of the island, as the place of refuge of the Duke of Candia, when *Marco Sanudo*, Duke of *Naxos*, rebelled against Venice, and obtained for a while possession of the principal cities of Crete. The ancient town of *Thenas* was probably in this neighbourhood.

Four miles from *Kani Kastelli* is  
L 2



the monastery of St. George *Epáno-Siphes*, beyond the village of Karkadiotissa. It suffered severely in the revolution. The monastery is surrounded by cypresses and palm-trees.

Three miles farther is the small village of *Arkadí*, which Pashley proves *not* to occupy the site of the ancient *Arcadia*, which stood on the sea shore towards the E. extremity of the island. The road then winds round a chain of hills to the village of *Galéne*, which is not above 3 m. from Kani Kastelli. The road now lies across low ridges, and comes to a river whose l. bank it follows, and reaches *Veneráto* in rather more than 2 hrs. after leaving *Arkadí*.

*Veneráto*, before the revolution, had a considerable population. It is one of the many places where, on the outbreak of the Greek revolution, scenes took place which rivalled those witnessed on the same occasion in the large cities of the Turkish empire. Parties of infuriated Moslems, issuing from *Megalo-Kastron*, scoured the country, and a band of them reached *Veneráto*; most of the Christians fled for refuge to the lofty mountains above, but 27 were found and massacred.

Half an hour from *Veneráto* the road passes through *Síva*, which, like most of the other villages hereabouts, is in ruins. A rapid descent of 7 minutes leads hence to a ford over a stream, which flows through this valley. On the opposite side an equally steep ascent of  $\frac{1}{2}$  hr. leads to the village of *St. Myron*, celebrated throughout the island for the excellence of its wine, which is supposed to be the same as the celebrated *Malmsey*. This district is called *Malevesi*, corrupted into *Malvoisie* or *Malmsey*.

This village is probably on the site of the ancient *Rhauos*. It derives its present name from a native of this place, who is not only styled in the *Greek Calendar* bishop, saint, and *worker of miracles*, but also "holy martyr," though it is admitted by all

that he died a natural and quiet death.

From *St. Myron* the road descends to the village of *Pyrgos*, and in little more than  $\frac{1}{2}$  hr. afterwards crosses a stream which is probably the *Triton* of the ancients. An ascent of  $\frac{1}{4}$  hr. leads to the summit of the ridge, and soon after the village of *Sarko*, embowered in trees, appears. But even the retirement of this beautiful spot could not save it from the horrors and devastation of war. The ruins of half its former houses show that it shared the fate of the other villages of the island. A cavern in the vicinity of *Sarko* frequently served as a place of refuge and security to the Christians. It is  $\frac{1}{4}$  hr. W. of the village. It consists of a number of different chambers of various dimensions, one of them 80 ft. long, connected by long and dark passages. In winter all these chambers and passages are flooded. In some places the cave is extremely lofty, and the whole is of great extent.

Quitting *Sarko* the road ascends and comes in sight of the Cretan Sea. It then passes the village of *Kulesia*, and, leaving *Kavro-Khori* to the rt., in  $2\frac{1}{2}$  hrs. reaches *Armyro* (the site of *Apollonia*), whence a path over the mountains leads to *Rogdia*, a very picturesque village;  $\frac{1}{2}$  hr. hence are the ruins of a Venetian fortress, *Paleo-Kastron*, situated near the sea-side W. of *Rogdia*. Two hrs. more bring the traveller back to the city of *Megalo-Kastron*.

Many other interesting excursions may be made in Crete, but we confine ourselves to the programme sketched out at p. 140.

We may mention, however, one excellent harbour towards the eastern end of the island, which may be visited by the yachtsman. On its northern shore and facing the E. is

**H. HAGHIOS NÍCÓLAS**, pronounced *Aya Nicolás*, not far from the isle and fortress of *Spina Longa*. There is no village on the spot, but only a custom-house and a few stores for housing

kharoubs and other produce. Two interesting trips may be made hence, each occupying a day. The first may be made to the village of *Néo Choro*, or *Neapolis*, 8 m. up the valley of *Mirabello*, where resides the *Mutessarif* Pasha of the easternmost *sanjak* of Crete. The Valley of *Mirabello* is one of the most fertile districts in the island, and the view from the village down the valley quite charming.

A second excursion may be made to the little town of *Hierapetra* on the S. coast, a distance of 10 m. There are numerous remains of antiquity here, the ancient city having been of great importance before the conquest of the island by the Roman general *Metellus*. Its two ancient harbours are nearly filled up, and form pestilential marshes productive of a malarious fever, which should warn the traveller against passing a night here.

## ISLANDS BELONGING TO GREECE.

### 51. SYROS OR SYRA.†

The climate is extremely healthy. Frost is infrequent, snow rarely falls, and the summer heats are usually tempered by refreshing northerly breezes.

The island of Syra is 10 m. in length by 5 in breadth. It is the seat of the local government and the residence of the *nomarchos* or governor of the *Cyclades*. Syra is alluded to by Homer as a land "teeming with fertility;" now there is not a tree to be seen, and very little land under cultivation; but of late years, owing to its central position, it has become a great emporium, and may conveniently be chosen by the traveller as his head-

† Murray's 'Handbook to Greece;' and 'The Cyclades, or Life amongst the Insular Greeks,' by J. Theodore Bent.

quarters for exploration in the *Ægean* Sea.

The modern town, called *Hermoupolis*, contains 21,540 inhabitants, and the rest of the island 13,192. It is built round the harbour, on the E. side of the island. A stately lighthouse, rising on an islet, in front of the harbour, a quay with numerous warehouses, and handsome houses built of white marble, show the mercantile importance of the place; but the streets are still narrow and crooked, though clean and well paved. Vestiges have been found of temples of *Poseidon* and *Amphitrite*. Great attention is here paid to education. There are more than 3000 scholars in the various schools.

The favourite promenades in the cool of the evening are on a cliff to the N., and in a handsome square, paved with marble, in the centre of the town, in which is the town-hall, a building of *Tenos* marble, containing the post, telegraph, and other public buildings. On the opposite side of the square is a statue of *Admiral Andrea Miaoulis*. There is an Italian opera and a Greek theatre.

*Old Syra* is situated on a remarkable conical hill commanding the port, and is divided from the new town by a tract of ground not yet built over. On the top stands the ch. of *St. George*, from which the view is very fine; below is that of the *Jesuits*. *Old Syra* contains about 6000 inhabitants, mostly Roman Catholics, for Syra was the centre of a Roman Catholic Mission in the Levant, and to protect the missionaries from molestation, France took Syra under its protection, and hence in the revolution it was a sort of neutral ground, on which Greek refugees could take refuge and safely carry on their merchandise; this reason, and the fact that it possesses a good harbour half way between Asia and Europe, have been the causes of the prosperity of modern Syra.

The imports of Syra in 1888 amounted to £1,201,000, of which £674,000 were from Great Britain and her colonies; the exports during the same year were



£78,700. The Custom and Municipal duties collected here form no inconsiderable part of the revenues of the island. It produces a little inferior wine, and is the mart for the vegetables of the neighbouring islands, which are exported principally to Constantinople and Alexandria.

There are extensive tanneries employing about 1000 people, a large engineering establishment capable of turning out steam-engines up to 200 horse-power, and a hydraulic slip capable of lifting vessels of 1000 tons, belonging to the Greek Steam Navigation Company, several other engineering factories and steam flour-mills owned by private individuals.

A large number of wooden ships were formerly built here, but of late years this industry has greatly declined. The wealthier inhabitants have pleasant country villas in the villages of Chryse and Talanta, and at Phœnikè, where are still to be seen the ruins of the ancient town of that name.

#### 52. TENOS.

Tenos (Pop. 16,681) is 60 m. in circumference, and consists of a long, lofty and rugged chain of hills running from N.W. to S.E. The industry of its inhabitants, aided by a plentiful supply of water, has covered the greater part of it with terraces for vines and fig-trees. The modern town of Tenos, or *St. Nicholas*, stands on the site of the ancient city. It is situated on an open roadstead, very dangerous, and where it is sometimes impossible to land, when it is blowing hard from S.E. to S.W., but an extensive breakwater is now (1889) being built; there is a good harbour at *Panormo*, on the N. coast, though it is little frequented.

At 10 minutes' walk from the town is situated the celebrated Greek ch. of the *Evangelistria*, a large straggling pile, built of white marble found on the island. The miraculous healing powers which are ascribed to "Our Lady" of this ch. cause thousands of people to flock there every year from

all parts of the Levant, bringing with them valuable gifts to the ch., which is said to be immensely rich. This concourse of pilgrims, on the 25th of March, the day of the declaration of independence, on which the miraculous picture is supposed to have been found, is the great national gathering of Greeks; as many as 5000 come from Asia Minor, Macedonia, and other remote places. All the Levant steamer companies send ships crowded with devotees, and sick who hope to be cured.

There is a good college for girls kept by the Ursuline Sisters of Mercy, at Lutra, about 1½ hrs. from the town, which is well worth a visit.

*Exoburgo*, the Venetian town, was perched on the top of a lofty hill 6 m. off. The remains of the castle are picturesque.

There are several quarries of white and coloured marble on the island. The marble of Pyrgos, to the N. of the island, is in great repute for building purposes.

#### 53. MYKONOS.

Mykonos is a rocky island, 36 m. in circumference. The town (Pop. 6302) is situated at the W. side, and is large and prosperous, notwithstanding that the island itself produces only a little corn and wine. Knitting stockings is one of the principal industries. Some of the inhabitants are large ship-owners, and the greater part of the male population are engaged in a seafaring life. Mykonos has a sinister reputation throughout all the surrounding islands for its *Mæcologistai*, or women who improvise death-wails at funerals.

There is a small museum of antiquities found on the island, in which most of the spoils from Delos are kept. The museum and municipal rooms are in a large building erected by the Russians, who in 1777 intended to make Mykonos the centre of their operations in the Ægean.

The bay is much exposed to the



W.; but round the town to the southward there is a harbour running far in to the E. and S.E., and sheltered from the W. by a cape and islet. Here ships can winter in safety.

## 54. DELOS.

In passing from Syra to Delos, the traveller leaves the busy scenes of commercial enterprise for silent and solemn recollections of the past. At Syra all the interest of the island is of modern date; that of Delos belongs to antiquity. The birthplace of Apollo and of Artemis, the sanctuary of the Ægean, the political centre of the Greek Islands, the holy isle, to which the eyes of every Greek turned with instinctive veneration—Delos, which boasted an oracle second in sanctity to that of Delphi alone, and a magnificent temple of Apollo, raised by the common contribution of the Greek states, is now a desert and uninhabited rock, with scarcely one picturesque ruin to recall the image of its greatness.

The French School at Athens, under the direction of M. Homolle, have lately made an almost complete excavation of Delos, the results of which are exhaustively treated in the 'Bulletin de Correspondance Hellénique;' and a restoration of the plans of all the old temples has been made, and many archaic statues brought to light and inscriptions of the greatest interest.

To the W. of Delos, separated from it by a strait only  $\frac{1}{2}$  a mile across, and forming a good land-locked harbour, is the island of RHENEA, called *the Greater Delos*, where is a quarantine establishment. Both are now uninhabited, except by a few shepherds with their flocks.

## 55. ANDROS.

**Andros**, the most northerly, the most fertile, and one of the largest of the Cyclades, is 21 m. long and 8 broad. It is separated from the S.E. promontory of Eubœa by a narrow strait,

now known as the *Doro passage*, much dreaded by mariners during the winter on account of the prevalence of bad weather, and its iron-bound coast.

The ancient city was situated nearly in the middle of the western coast of the island. It had no port of its own, but its inhabitants used the fine harbour in the neighbourhood, called *Gaurion*, a name which it still retains. There are yet extensive remains. Andros is conspicuous for its old towers, where the "Archons" of Italian origin lived, and which are in the possession of their descendants. The Archons of Andros are still noted amongst the democratic modern Greeks for their family pride. The round Hellenic tower in the N.W. of Andros is one of the most interesting relics we have of ancient strategic art, and well merits a visit.

The modern town of Andros, called *Kastron* is, on the other hand, placed on the E. side of the island, where it has a bad and shallow port, now (1889) being improved. The population of the island in 1879 was 27,615, of whom about one-third are of Albanian race, and still speak that language. The island produces a considerable quantity of silk, wine, and lemons. The corn raised generally suffices for the consumption of the inhabitants. Andros was celebrated for its wine in antiquity, and was sacred to Dionysos.

There are 2 interesting monasteries on Andros, Panachrantas and Hagia. The latter has a valuable library, with a Gospel of the date 1156. There are traces of ruins about it, and a curious warm stream, which leads one to believe that the Temple of Dionysos stood on this spot.

Many of its inhabitants are engaged in seafaring occupations or are ship-owners: but the principal trade is in oranges and lemons, which grow in profusion in the sheltered valleys of Menites and Korthi.

## 56. KEOS (ZEA).

Keos well deserves a visit. It is situated 13 m. S.E. of the promontory

of Sunium, and is 14 m. from N. to S. and ten from E. to W.

The most important town on the island was *Iulis*, on the same site as the modern one, *Keos*; there are several interesting remains, notably a colossal lion 20 ft. in length, lying at present E. of the town. The houses are piled up in terraces one above another, so that the roofs of one range sometimes serve as a street for those higher up. The harbour is at *Koressia*, or, as it is now called, *Livadhi*, 3 m. distant. It is large, and fit for vessels of any size. Before the trade of the Cyclades centred on Syra, Keos, from its large harbour, was the emporium of the islands.

At the monastery of *Hagia Marina*, on the road to *Poïessa*, is a very interesting ancient Hellenic fortress. King *Otho* and his Queen went to the top and wrote their names; now the staircase is dangerous.

*Karthaia*, excavated in 1811 by the Danish archæologist *Bronsted*, was on the S.E. side of the island. The road from the capital to it is one of the most interesting relics of antiquity in Greece. It was broad and level, and supported by a strong wall, remains of which may be traced in several places.

The population of the island in 1879 amounted to 5650, nearly all of whom live in the town. Keos produces silk, wine, &c., but its principal article of commerce is the valonia acorn (the acorn of the *Quercus Ægilops*), which is exported in large quantities for the use of tanners.

There are three barren and uninhabited islets a few miles from Keos, *GYAROS* (*Gioura*), *HELENA* (or *Makris*), and *BELBINA* (*St. George*), occasionally resorted to by shepherds with their flocks.

#### 57. KYTHNOS (*Thermia*).

*Kythnos* (Pop. 4258) resembles somewhat in physical character its neighbour *Keos*, but it is smaller and much lower. The ancient Acropolis stood on the W. coast, upon a cliff rising over

the sea to a height of 600 ft. There are remains still to be traced down by the shore of temples and aqueducts, and a tiny islet is covered with ruins. Its position is so advantageous, with the 2 good harbours, *Phykias* and *Colonna*, to the N., and 2 more to the S., that an idea has been entertained of again making it the seat of the local government.

On the N.E., near *Cape Kephalos*, is the small fork-shaped port of *St. Irene*; having a chapel and a few houses on the S., and on the N. the famous warm-springs from which the island derives its modern name. They rise near the shore, and are 3 in number. Many invalids arrive here every summer to bathe in them. The bathing establishment is a commodious building, erected by King *Otho*.

*Kythnos* is celebrated still, as it was in ancient days, for its cheese, which is sent over in quantities to Athens. They have a festival once a year called "Cheese Sunday."

A singular custom prevails among the unmarried girls of this and some of the neighbouring islands; they wear white cotton gloves, and cover their faces up to the eyes when engaged in out-door pursuits.

#### 58. SERPHOS.

*Serphos* is a small rocky island between *Kythnos* and *Siphnos*, celebrated in mythology as the place where *Perseus* turned the inhabitants into stone with the Gorgon's head.

The chief village is situated  $\frac{3}{4}$  a mile from the harbour, on a rocky hill 800 ft. high, and contains most of the population of *Serphos*, that is, 3387 souls. The ancient city stood on the same site; but there are no ruins of importance. The island produces a little wine, corn, and many grapes for eating. On the S.W. side there is a good harbour, called by the Franks *Porta Catena*, from a story of its mouth having been formerly closed with a chain.

A valuable iron-ore is found on the island, and a large quantity of it is



yearly exported, principally to England.

The Convent of the Archangel at the village of Galene, contains some good frescoes, and on the rock above the town there is a curious inscription in large letters.

#### 59. SIPHOS (SIPHANTO.)

Situated to the S.E. of Serphos, *Siphos* is of an oblong form, and about 36 m. in circumference.

In consequence of their gold and silver mines, of which the remains are still visible close to the Church of the Saviour, the *Siphniotes* attained great prosperity, and were regarded in the time of Herodotus as the wealthiest of the islanders.

The population in 1879 was 6906, and the inhabitants are a quiet and industrious race, worthy of their picturesque and fertile island. *Siphniote* journeymen potters are noted throughout the Levant, and many inhabitants of *Siphos* go to live in the towns on the mainland.

A range of hills extends along the island from N.W. to S.E., and there is a small monastery, dedicated to St. Elias, on the highest summit, which reaches an elevation of 3000 ft. On the table-land towards the E., 1000 ft. above the sea, stands a group of villages; the central and largest is *Stavri* (Σταυροί) or *Crosses*. This is a delightful residence in the summer, with a fine view of the eastern Cyclades. On the S.E. coast there is a good harbour, named *Pharos*, from an ancient light-house and watch-tower, now in ruins. Between this port and *Stavri* stands the *Monastery of the Fountain* (εἰς τὴν βρύσην) in a very picturesque situation.

The capital, called by the name of the island, or more frequently the *Castle* (τὸ Κάστρον, from its ruinous Venetian fortifications), is on the eastern cliffs, which rise abruptly from the sea to the height of 1000 ft.; and the inhabitants of Italian origin still retain jewelry and dress of the epoch when the *Da Corogna* family were

lords of *Siphnos*. There are here some scanty traces of the ancient city, which occupied the same site; and an inscription in Gothic letters setting forth the name of the Italian governor in A.D. 1369.

#### 60. KIMOS (ARGENTIERA).

A small island between *Siphnos* and *Melos*, and separated from the latter by a strait only  $\frac{1}{2}$  m. broad. Its extreme length is 5 m. and breadth  $3\frac{1}{2}$  m. There are many caverns in the hills, which used to be the favourite haunts of corsairs. The ancient fortress in the centre of the island may still be traced.

The modern town (Pop. 1653) is the only inhabited place in the island; it is in the S.E., a mile from the harbour, which is small and insecure.

About 200 paces from the S. of the island is a rock called St. Andrew, covered with the remains of houses and cemeteries. The name *Argentiera* was owing to the existence of silver-mines in the island. The elevated rock of *Polino* lies near its S.E. extremity. The great industry of the place is the exportation of *terra kunolia* (fuller's earth), which is found in the volcanic rocks of the shore.

#### 61. MELOS.

*Melos* (Pop. 5556) is the most westerly of the Cyclades. Its length is 14 m. from E. to W., and its breadth 8 m. It contains on the N. a deep bay, which forms one of the best harbours in the Mediterranean. Until quite lately it was the seat of foreign consulates, and pilots lived here to direct vessels through the Archipelago. The old Italian capital of the lords of *Melos*, called *Zephyria*, is still standing, and contains five churches; but it was abandoned 50 years ago on account of its unhealthiness. The ruins of the ancient city are on the northern shore of this harbour, and extend from the hill above to the water-side. Here was found the cele-



brated *Venus de Milo*, now in the Louvre, which was found by a peasant in 1820 when pulling down a heap of stones in his field.

Ancient remains and mutilated statues are still constantly found in the Valley of Klima. Very curious catacombs may also be seen.

Melos is of volcanic origin, and volcanic agency is still at work in its hot-springs and mines of sulphur and alum. *Mount Kalamos* is sometimes semi-active, emitting smoke and sulphureous vapours. There are several sulphureous springs said to possess great efficacy in cutaneous affections.

The surface of the island is generally rugged and mountainous, and has a naked and sterile appearance, but the valleys and low grounds are extremely fertile. The coloured marbles, of which there are several quarries, are much esteemed, and the millstone found here is exported to all the neighbouring islands.

Milo also exports sulphur, lead and manganetic iron ores.

The present seat of government is *Kastron*, a large village on a rocky height on the N. side of the entrance to the bay. A few miles to the N.W. is the rugged, uninhabited islet of ANTI-MELOS, abounding in wild goats.

#### 62. PHOLEGANDROS (POLYKANDRO)

is one of the smallest of the Cyclades. Its northern shores are harbourless and very precipitous, offering some of the finest coast-scenery amongst the islands, and a visit to the "Golden Grotto" is very repaying. The harbour is on the E. coast, and the modern town, containing about 1189 inhabitants, is 4 m. N. of it, at the foot of the hill on which the ancient city stood. The Venier family, of Venetian origin, still possess many of their old treasures.

#### 63. SIKINOS.

*A small island, the greater portion of which is barren. The landing place,*

an open roadstead, is on the S.W., and the 2 villages, each of 1000 souls, stand on an elevated ridge, about an hour's walk from it. To the W. are the ruins of the ancient town, and, not far from them, on a height looking down sheer into the sea, a small temple of Apollo, in perfect condition, now converted into a church.

#### 64. IOS (NIO).

After the rugged scenery of Pholegandros and Sikinos, it is refreshing to gaze upon the softer and more lovely features of this little island. It has an excellent harbour on the E., with a few store-houses round it, and the S.E. and S.W. coasts are indented with creeks affording good anchorage. Ios was called "Little Malta" by the Turks, from its excellent harbour. The town, of 3630 inhabitants, occupies part of a small hill rising from the harbour, the site of the ancient city. Ios has innumerable small churches, nearly 400 in number. *Paleokastron*, a mediæval fortress, stands on a commanding height in the N.E. extremity of the island, and not far from the sea. The ruins are still in good preservation. Tradition states that Homer died and was buried on this island at a place called Plaketos, where are ancient remains, and where Count Pasch von Krienen professed to have actually found the tomb last century.

#### 65. THERA (SANTORIN).†

The modern name *Santorin*, or *Santorini*, has been usually derived from St. Irene, canonized by the Greek Church. There is a cathedral of St. Irene on the island. Many of the Cyclades are of volcanic origin, but none bears so evident traces of such origin as Thera.

It was originally circular, but it now resembles a horseshoe in shape,

† Consult Lyell's 'Geology,' and Fouqué, 'Santorin et ses Eruptions,' Paris, 1879, 462 pages, with 61 large plates and woodcuts in text.



the capital, as the island, harbour; and the central ed fragments of the ancient cliffs over-ruined strong-cos. Most of he island are porous rock; constructed that only the appear, and is cut out of

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- A. Shoal formed 1713. All tion in 1850.
- B. Northern ent-entre of the island Kati- nuary, 1866,

Aspronserved signs on February wn up from m this date increasing,

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- a. Old Ka-ruption. oc-
- b. New Kruary 20th.
- c. Little f

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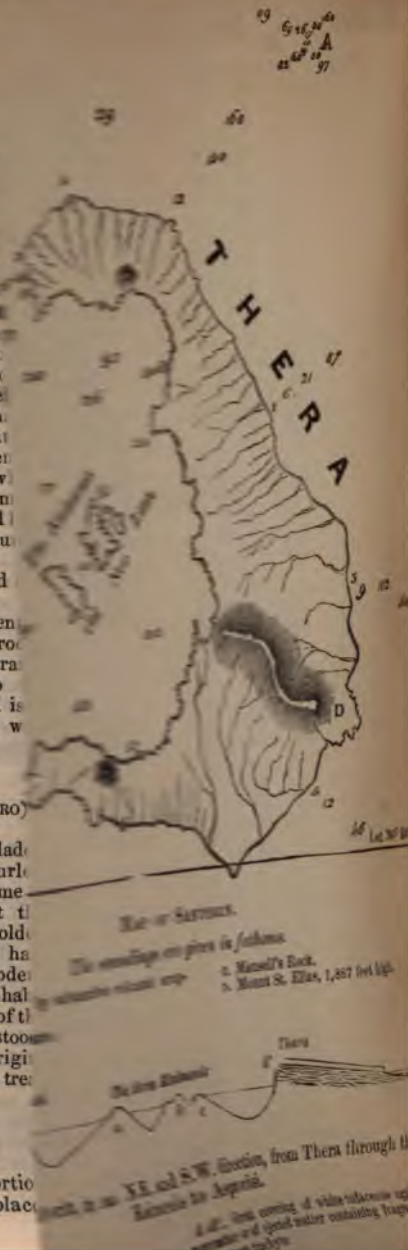
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A small island, the greater portion of which is barren. The landing place





the islet of THERASIA having been torn from it by an earthquake about B.C. 237. The half-moon harbour thus formed is the crater of a submarine volcano, and is in parts unfathomable, but boats can be secured by being moored on a bank, the position of which is pointed out by a buoy, or by being hauled up on the beach. Sailors bring their ships here to be cleaned, for the sulphurous streams from the volcano clear off all growth from the ships' bottoms. The dark calcined rocks around this bay have a somewhat dismal though highly interesting and picturesque appearance; but the S. and S.E. districts of the island are verdant, well-cultivated, and beautiful, well worthy, even at this day, of the ancient title *Calliste*.

Thera is 36 m. in circumference. Its surface consists of decomposed pumice-stone, supplying, in certain localities, a fertile soil, which, after careful cultivation, produces corn and cotton, and excellent wine. Water and firewood are very scarce; and the islanders are sometimes obliged to procure even the former from Ios or Amorgos. Large cisterns are cut in the porous rocks to preserve water, but in dry seasons these often fail. The inhabitants number about 16,702, and are an honest and industrious community, passionately attached to their "lone volcanic isle." There are 600 Latins, descended from Frank settlers in the Middle Ages; they live on good terms with their countrymen of the Greek Church, and are not separated from them by so strong a line of demarcation as elsewhere. There is a Greek and a Latin bishop, and a college for girls, kept by Sisters of Charity. Eye-diseases are very common, and the inhabitants suffer much from damp in winter.

There are two landing-places in the great concave bay on the W. side, below the town of Thera, and at St. Nicholas, each with a steep ascent up the cliffs, about 900 ft., the cliffs all round the interior of the harbour being about the same elevation. They are formed of tufa, in streaks of green, black, and red. The only towns

of any consequence are the capital, bearing the same name as the island, and overhanging the harbour; and *Pyrgos*, situated among the central hills, near the scattered fragments which mark the site of the ancient city. At *Scaros*, on the cliffs overhanging the bay, is a ruined stronghold of the Dukes of Naxos. Most of the houses throughout the island are partly excavated in the porous rock; and several villages are constructed in volcanic gullies, so that only the front walls of the houses appear, and in one even the church is cut out of the rock.

A visit to the ruins of the old town on Mesa Vounó, the only non-volcanic portion of the island on to which the pumice from the volcano has attached itself so as to form the rest, is very repaying. A curious serpent on the rock, various old "herba," and many other remains are still to be seen.

The islet of THERASIA is 6 m. in length, and 2 m. in breadth, and contains 400 inhabitants. Between it and Thera rise 3 volcanic rocks, of which the largest, NEA KAÛMÉNE, or *New Burnt Isle*, was thrown up above the sea in A.D. 1707. N. of this is MIKRA KAÛMÉNE, or *Little Burnt Isle*; and to the S., PALAIA KAÛMÉNE, or *Old Burnt Isle* (also called Hiera), which emerged B.C. 197. Thera will amply repay a visit from the scholar and the antiquary, and more especially from the geologist. According to Professor L. Ross (see 'Inselreisen,' B. i., p. 86), the following are the dates of the known eruptions in this island, viz. B.C. 197; A.D. 46, 726, 1573, and 1707: the last continued until 1713. All these took place in the centre of the gulf, where now is the island Kaïméne. At the end of January, 1866, the people of Kaïméne observed signs of a new eruption, and on February 1st they saw stones thrown up from the port of Volcano. From this date the new volcano went on increasing, and by the end of the month had reached a height above water of about 100 ft. The first great eruption occurred at 10 A.M. on February 20th.

it being followed on the 21st and the 22nd by similar eruptions. From this date, till the autumn of 1870, these phenomena, on a similar scale, continued in unceasing succession. Enormous masses of lava rose above the sea, surpassing the size of those projected in 1707. A lateral eruption, named Mount Afressa, began on the 13th February. In January, 1868, this formation had disappeared. In 1868, Mount George, still without a crater, but under continuous eruptions, formed a regular cone to the S. of Nea Kaïméne, of the height of 325 ft. At the end of August, 1870, these phenomena ceased (see Dr. Julius Schmidt, in Petermann's 'Geographische Mittheilungen,' 1866).

Large quantities of ashes and decomposed pumice-stone, called "porcellana," are exported from the island, and form, when mixed with lime, a very durable hydraulic cement extensively used in the Levant. Knitting stockings is also one of the principal industries of the island, and the wine of Santorin is celebrated throughout the Levant.

#### 66. ANAPHE (ΝΑΦΙΟ).

A few miles E. of Thera rises the small island of Anaphe, celebrated of old for its temple of Apollo Ægletes, or *The Refulgent*, some remains of which were in the walls of a Greek monastery, which was destroyed by an earthquake in 1888. The ruins of the old town are very extensive, and point to a large population in ancient times.

The modern village is near the W. end of the island, and contains about 900 inhabitants. Anaphe is very full of partridges.

#### 67. AMORGOS,

N. of Anaphe, contains a population of 4556, who dwell in several villages *besides the capital*. They are said to be *the most dishonest people of the Cyclades*.

Perhaps the greatest curiosity in the island is a convent founded by the Emperor Alexius Comnenus (dedicated to Ἡ Παναγία ἡ Χαροβιότισσα), and built in the mouth of a cavern situated on the face of the eastern cliffs, about 3 m. from the town, and somewhat resembling the monastery of Megaspelæon, in Arcadia. The situation is exceedingly romantic, and well deserves a visit. Amorgos is also celebrated for its prophetic stream, over which the Church of St. George is built; it is much consulted by sailors in the Ægean Sea.

The remains of the 3 ancient towns of Amorgos may be visited, also old Hellenic forts.

#### 68. NAXOS (ΝΑΧΙΑ).

Naxos is the largest of the Cyclades, being 18 m. in length and 12 in breadth. It is connected with various legends relating to Dionysos, which have been carried on into modern times and attributed to St. Dionysius. Here he is said to have found Ariadne when deserted by Theseus.

Its history in the Middle Ages is remarkable. About A.D. 1204, it and several of the adjacent islands were seized by a Venetian adventurer named Marco Sanudo, who founded a powerful state under the title of the *Duchy of Naxos*. Favoured by Venice, the Sanudo and Crispi dynasties ruled over many of the Cyclades for 360 years, and finally succumbed to the Turks in 1566.

Naxos is one of the most fertile and beautiful of the Ægean Islands, especially the valleys of Potamia and Tripodes, and the marble found in it is hardly inferior to that of Paros. Its population numbers about 17,000, all Greeks with the exception of 300 or 400 Latins, descendants of settlers in the time of the Dukes. It is the seat of the Roman Catholic Archbishop of the Cyclades.

The capital occupies the site of the ancient city on the W. coast. Its houses look gay and bright from the sea, but the streets are narrow, intri-



cate and filthy. The ducal palace is entirely in ruins. The antiquities of Naxos relate almost exclusively to the worship of Bacchus. A small portion of the temple still stands on an islet close to the town, and other ruins are found, not only in the town, but high up in the mountain called Mt. Zea. To the N. of the island, 2 days' journey from the town, is an unfinished colossal statue, which, from an inscription near, was evidently to be dedicated to Apollo; it lies in the centre of the old Naxiote marble quarry. Vestiges of a causeway from the rock to the land are also visible. The inhabitants of the mountain village bear a very bad character, and were until lately addicted to piracy.

In this island are the mines, or quarries, of the celebrated emery stone, of which the Government allows only 3000 tons to be exported yearly. Till within the last half century this mineral was only found here; now, however, mines have been discovered in several parts of Asia Minor.

Quantities of preserved citron are yearly exported to England and Italy, the cultivation of which is the principal industry of the Island.

#### 69. PAROS.

Paros is about 36 m. in circumference, and consists of a single round mountain sloping evenly down to the maritime plain, which surrounds it on every side. The scenery is picturesque, and the soil fertile, though imperfectly cultivated. The population in 1879 was 8980. Here also the citron is extensively cultivated.

There is an excellent harbour at *Naussa*, on the N. coast; another at *Parakia*, on the W., near the site of the ancient city, adapted only for small vessels; and 2 others at *Marmara* and *Drios*, on the E. coast.

The great interest of Paros is centred in its quarries, from which the marble (called *Lychnitis*) of the finest specimens of Grecian sculpture extant was obtained. The chief Lych-

nitic mine is at St. Minas, and has over its entrance an ancient relief representing a wedding banquet. They are situated in Mount Marpessa, and were re-opened, after a long period of disuse, for the tomb of Napoleon I. in the Invalides. Some of the quarries are subterranean, and others *à ciel ouvert*, but everywhere the marble is abundant. A Belgian company purchased them, and constructed a tramway to the port, and a breakwater enables vessels to load alongside, but the works were suspended until 1889, when the plant was purchased by a Glasgow firm, and the works re-opened.

#### 70. OLIAROS (ANTIPARO)

is about 7 m. in length by 3 in breadth, and separated from the W. coast of Paros by a narrow strait, where there is depth for the largest vessels, though the port is navigable only for small craft. There is only one wretched village, of about 600 inhabitants, enclosed in a wall, for Antiparos not many years ago was a hotbed of piracy.

The great curiosity of the island is its grotto, about 1½ hrs.' ride on ass-back from the village; but the descent is extremely difficult, and can only be managed by the aid of long ropes and rope-ladders. The interior is rich and magnificent; the roof, floor and walls of a series of chambers are covered with incrustations of dazzling whiteness, while stalactites of great size hang like icicles from above. The grotto below so resembles a cathedral, that a French ambassador to the Porte, M. de Nointel, held a midnight mass here on Christmas Eve, 1673, and inscribed the event at the base of one of the stalactites.

On Naxos, Paros, Antiparos, and two other islets, are evidences of a vast prehistoric population. These islands were once joined together, and beneath the sea at Antiparos may be seen ruined walls and buildings.

Rich mines of calamine and other metals have lately been discovered on



the island, which are worked on a small scale.

#### 71. SKYROS.

Skyros is the chief of the northern Sporades. It is divided into two parts nearly equal, by a narrow isthmus which lies between Port *Achilleion* on the E. and the Port *Klamitza* on the W. There is another natural harbour of great size, on the S. coast, vulgarly called *Trimpouchais* (a corruption of "Tre Bocche"), from the *three mouths* formed by the two little isles which protect the entrance. There is also anchorage for small vessels at *Puria*, 5 m. to the N. of Port Achilleion, where an islet shelters a low point terminating a fertile plain, which extends southwards as far as to the heights of the town of St. George, presenting an appearance very different from that of the dry and naked Cyclades. The southern part of Skyros consists of high mountains, intersected by deep gullies, the summits being clothed with oaks, firs, and beeches. The northern part is not so mountainous; all the hills bear corn and wine.

Although Skyros is frequently mentioned in the stories of the mythical period, the relics of antiquity are neither numerous nor very interesting. There are several islets along its western shore, the most important of which is SKYROPULOS.

#### 72. IKOS (CHILIODROMIA).

This island abounds in wooded slopes, but the population does not exceed 50 families, all collected in a village in a very strong position, on the S. extremity of the hills near the sea. There is a landing-place below the village on the S. shore, another on the northern; and a large natural harbour, well sheltered, and affording

anchorage for vessels of any size, between Chiliodromia and the smaller island now called XERONISI (*Dry Island*) which lies to the W., and was anciently called Eademia.

#### 73. PEPARETHOS OR SKOPELOS.

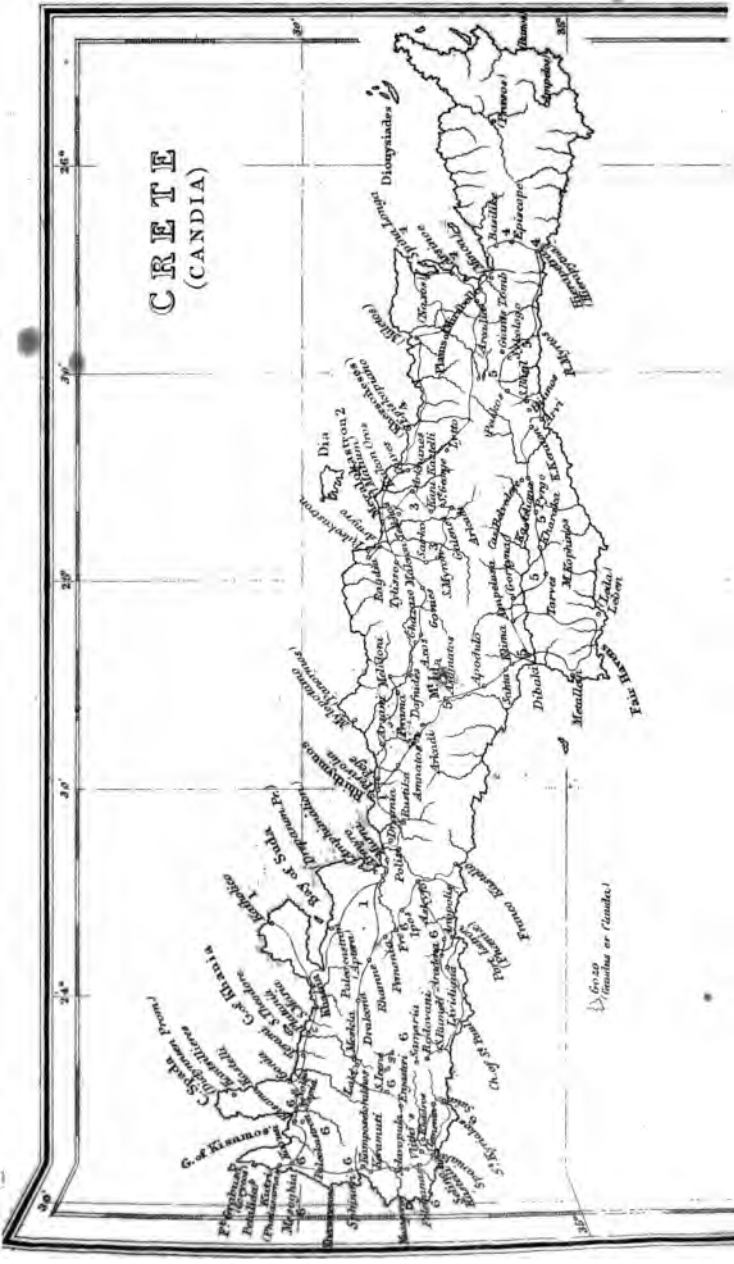
There are two TOWNS on Skopelos at the present day. The capital, called by the same name as the island, stands at a rock near the landing-place on the S.E. coast, and is bordered on the S. by a fertile plain surrounded by a semicircle of woody hills. It is a flourishing little town, containing no less than 6000 inhabitants. About 2000 more reside in *Glossa*, on the north-western extremity of the chain of hills which bisects the island from N. to S. There are two good harbours—*Panormos* and *Agnontias*. The chief produce of the island is a light and pleasant red wine, besides oil and citrons.

#### 74. SKIATHOS.

No Grecian island is more rich in wood and thicket than is *Skiathos*. The steep sides of the low hills, with which its abounds, are overspread with evergreen foliage. The new town is prettily situated upon a declivity on the S.E. coast, with densely-wooded hills rising behind it; but the streets are wretched. It has an excellent harbour. After the destruction by Philip of the ancient city, which occupied the same site, the inhabitants built their town near the N.E. coast, in an almost inaccessible position, with a view to security from pirates; and it was not till 1829 that they ventured to return to the ancient site. The deserted town presents a singular appearance. The inhabitants are almost entirely occupied in seafaring pursuits, and the beauty of the women is as conspicuous as their costume is picturesque.



# C R E T E (CANDIA)



6127  
(miles or Candia)



1. The first part of the document discusses the importance of maintaining accurate records of all transactions and activities. It emphasizes that proper record-keeping is essential for transparency and accountability, particularly in financial matters. The text notes that without clear documentation, it becomes difficult to track expenses and revenues, which can lead to misunderstandings and disputes.

2. The second section focuses on the role of technology in modern record-keeping. It highlights how digital tools and software solutions have revolutionized the way data is stored, accessed, and analyzed. These technologies not only improve efficiency but also enhance the security and integrity of the information. The document suggests that organizations should invest in reliable digital systems to streamline their record-keeping processes.

3. The third part of the document addresses the legal and regulatory requirements surrounding record-keeping. It outlines the various laws and standards that govern the retention and disposal of records, depending on the industry and jurisdiction. Compliance with these regulations is crucial to avoid penalties and legal challenges. The text provides a general overview of these requirements, encouraging organizations to consult with legal counsel for specific guidance.

4. The final section discusses the importance of regular audits and reviews of the record-keeping system. It explains that periodic audits help identify any gaps or weaknesses in the current system and allow for necessary adjustments. This process ensures that the record-keeping system remains up-to-date and effective over time. The document concludes by reiterating the overall goal of maintaining a robust and reliable record-keeping system to support organizational success and compliance.

# CYPRUS



ographical Establishment.

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CYPRUS AND MALTA.

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BRITISH ISLANDS.

75. CYPRUS.†

*Travelling in the Interior.*—A diligence leaves Larnaka daily at about 6 A.M. for Nikosia, returning at 2 P.M. The distance is 25½ m., and takes between 4 and 5 hrs. Fare, 3s. 6d.

† The Editor is under the greatest obligation to Dr. Guillemard for his elaborate revision of his article.

Murray's 'Handbook for Turkey in Asia'; Di Cesnola, 'Cyprus, its Cities, Tombs, &c.,' Murray, 1877; De Mas Latrie, 'L'île de Chypre,' Paris, Firmin Didot, 1879. Sir S. Baker, 'Cyprus as I saw it in 1879;' Unger u. Kotschy, 'Die Insel Kypren;' 'Sunshine and Storm in the East,' Lady Brassey. See also 'A Bibliography of Cyprus,' by C. D. Cobham.

Other roads are hardly suitable for carriages. The chief mode of travelling is on mules, which are very good, and can be hired, if for a journey of some days, at from 2s. to 2s. 6d. per diem. The traveller, however, will do well to provide himself with a European saddle, as the native arrangement is clumsy and uncomfortable. He should also bring a complete camp-equipment, as, though the natives are most hospitable, and fair accommodation can be obtained at the monasteries, yet there are few if any native houses where the traveller could pass an undisturbed night in a native bed. If he wishes to be completely independent, and see the country thoroughly, he should bring tents with him, in any case a camp bed, mattress, and bedding, an



India-rubber bath, and a canteen. There are at present no hotels in Cyprus, except at Larnaka, so the traveller must depend on himself or on the hospitality of the inhabitants, English and native. Good introductions are of the greatest service, and with these, a good camp outfit, and a servant capable of acting as cook and general factotum (who can generally be obtained on the island), he will alone be able to see the country properly.

**Population.**—In ancient times the population is said to have been about 2,000,000. The Census of 1881 gave a total of 186,084; of whom 136,629 are of Greek religion, and 46,389 are Turks. The remainder are;—Roman Catholic and Maronite, 2,132; Gregorian (Armenians) 154; English churches, 691; Jews, 69; Gipsies, 20. Of these latter there are doubtless, however, many more. There are some persons of Italian and French origin residing chiefly at Larnaka and Limassol, and some Maronite villages in the N.W. of the island, but the great bulk of the Christian population belongs to the Greek Church. The natives are hospitable as a rule to strangers, but have little wherewith to show it.

The Maronite villages are in the neighbourhood of Kormakiti, they are the remnants of what was formerly a considerable and prosperous colony, which was so oppressed by the enmity of the Greeks that they have been reduced to their present insignificance. Considerable numbers of Arabs, however, have immigrated since 1878, and are prospering from their industry and intelligence.

The climate, in spite of all that has been said against it, is, during the greater part of the year, extremely healthy in almost all parts, and for a resident who is able to choose his quarters and move at will, hardly a more perfect combination of warmth, dryness, brightness and equability can be found, than may be obtained by residing at Nikosia in the spring and autumn, Limassol in the winter, and

Troödos in the summer. The extremely good health of the troops, who live at a camp near Limassol from October to May, and on the cool slopes of Troödos from June to September, is a proof of this, and their immunity from chest disease, and in fact from most climatic ailments, shows incontrovertibly the merits of the climate. The heat is, no doubt, great in summer, but the mountains are available for those who are not tied by duty, where they can revel in the purest air, fragrant with the wholesome scent of the pine-trees. Nikosia is a dry climate, and is liable to hot winds in the summer, but with cool nights. In winter frosts sometimes occur at night, and fires are a necessity. The seaports have a more equable temperature, but are damp from the sea breeze in summer. Famagusta and Larnaka suffer in the autumn from the neighbourhood of marshes; and the natives in all irrigated districts are liable to fever. But, with ordinary care and common-sense precautions, no European need suffer from it. Chills and draughts are the most frequent causes of fever, and to guard against these is the best method of avoiding an attack.

**Sport.**—The attractions of Cyprus as a scene of sport have been somewhat overrated, and owing to the high price of game since the English occupation, and the unsportsmanlike and thoughtless habits of the natives, game would speedily have disappeared had not laws for their protection and a close season (from 15th Feb. to 31st July, for moufflon, hares, partridges and francolin) been introduced.

Hares, partridges (*Caccabis chukur*), and francolin (*F. vulgaris*) are plentiful in some parts. The latter most frequent the neighbourhood of Papho, Khrysokhou, Kormakiti and the Karpas. In the winter season woodcock occur in some abundance, and wild duck, snipe, and various waders frequent the marshes near Famagusta, Larnaka, Limassol and Kouklia; but their quantity is variable, and depends upon the severity of the winter. The

best time for snipe is from the beginning of January [to March. The only large game is the moufflon, which exists in the almost inaccessible wilds to the N.W. of Troödos, but is very seldom seen. Several have been shot by Europeans since the occupation.† The moufflon of Cyprus is a distinct species from that of Corsica, and has been named *Ovis cyprius*. No fishing whatsoever is to be had, the rivers becoming dry in summer.

There is a pack of harriers at Nikosia, which hunt twice a week during the winter, and afford very fair sport. Polo is also much played during the season, and there are Spring Race Meetings at Nikosia, Larnaka, and Limassol.

Cyprus, in Turkish *Kubris*, the most eastern island of the Mediterranean, is 40 m. from its north-westernmost cape, Kormakiti, to Cape Anamur in Karamania; 60 from its N.E. cape, St. Andreas, to Lattakia in Syria; 295 from its western point, Cape Epiphania, or Arnauti, to Cape Xacro in Crete. From Larnaka to Beyrout, 107 m.; to the Suez Canal, 234 m.; to Alexandria, 234 m.; to Scanderoon, 170 m.; to the Dardanelles, 650 m.; and to Malta, 960 m.

Its position is thus central and commanding, and in the hands of England it ought to become the key to the commercial and military supremacy of the East, to command the Suez Canal, to control the turbulent tribes of Asia Minor, and to aid in developing the enormous resources of that rich and fertile country.

Hitherto it has been little visited by travellers, owing partly to the difficulty of communication, and partly to the bad reputation which its climate has enjoyed; the former objection no longer exists, the latter has been recognised as greatly exaggerated. The enterprise of English merchants, and of the natives who may be stimulated by their example, no longer repressed by corrupt government and local disturbances, ought to revive in Cyprus

something like her ancient prosperity and make her an important factor in the regeneration of Asiatic Turkey.

Cyprus, seen at a distance from the W., has the appearance of two large oblong islands running parallel to each other:—the two ranges of mountains which run, the one along the northern, the other along the southern part of the island. Between lies an extensive plain—the Mesorea—which seldom exceeds 400 ft. above the level of the sea. These apparent islands were real at no very remote geological period, the Mesorea being covered by the sea, as its abundant beds of late Tertiary shells demonstrate.

The range running along the northern shores of the island is that of *Kyrenia*, so called after its principal town. It extends from Cape Kormakiti to Cape St. Andreas; its crest is beautifully notched, and the sides are rather steep. On the northern coast the hills slope abruptly towards the sea, leaving only a narrow plain along the shore. The highest summit of this range is the castle-crowned crag of *Buffavento* (3135 ft.), and the most remarkable as to shape is *Pentadactylon* (2405 ft.), an inaccessible ridge which resembles a hand with the fingers open—whence it takes its name.

The other range is called *Troödos* or *Olympus*; it is situated in the S.W. part of the island, and is far higher than that just described. Its highest peaks are *Troödos* (6406 ft.), *Papouta* (5124 ft.) and *Makhera* (4674 ft.). In an eastern prolongation of this range is *Mt. Santa Croce*, better known as *Stavrovouni* (2260 ft.), on which is said to have stood a temple of Jupiter. It is so called from the tradition that the Empress Helena caused a chapel to be built here, and placed in it a piece of the true Cross.

The extreme length of Cyprus, from Cape Epiphania to Cape St. Andreas, is 140 m. The extreme breadth, from Cape Kormakiti to the shores of Akroteri, 60 m. From the north-eastern corner of the island a narrow

† A specimen is now deposited in the Nat. Hist. Museum, S. Kensington.

[*Mediterranean.*]



strip of land, called the Karpas, stretches out into the sea in an easterly direction; it is 47 m. long and its average breadth 6 m. The whole area of the island is 3970 sq. m., equal to about  $2\frac{1}{2}$  million acres; and its circumference is 400 m.

Cyprus does not contain a single river, properly so called; the torrents which figure as such on the map are dry in summer, or show only a few pools here and there. The largest of them is the Pédias, which rises in Mt. Makhera, passes Nikosia, and debouches near Salamis, N. of Famagusta.

In early times the hills of Cyprus were densely wooded, but the great demands made on the forests in ancient times for smelting the ores, for which the island was famous, and from the time of Alexander the Great to that of the Venetians for shipbuilding, were the main causes of their destruction. Large demands were also made on the resources of the forests for all purposes by Egypt; and during the 300 years of Turkish rule they were utterly neglected. Now the principal forests are restricted to the southern range of mountains, and the best growth is only to be found in the more inaccessible regions. The sides of Mount Troödos are still clothed with splendid timber, which adds to the beauty and salubrity of the summer encampment of the troops, which has been established within a few hundred feet of the summit. The most important trees are the Cypress, the *Pinus maritima* and *Pinus laricio*, the Cedar, the Juniper, the Oak, of which a variety called *Quercus anifolia* is said to be peculiar to Cyprus, the Caroub and the Olive. The *Eucalyptus*, which has been planted since the occupation, has been only partially successful, though some species thrive better than others.

Water is plentiful below the surface in the valleys and plains, but except during winter there are few running streams. The usual methods for bringing it to the surface are by

means of *Norias* or water-wheels of a very primitive and clumsy description, worked by mules or donkeys, and irrigating about 2 acres; and by chains of wells at about 10 yds. distance from each other, and connected by a tunnel at the bottom. These wells either collect small quantities, and by their numbers form a stream, or else tap some underground channel and bring it to the surface. This method supplies the three principal towns of Nikosia, Larnaka and Limassol with plentiful supplies of pure water. The two former have been put into good repair, and the last entirely constructed since the occupation. There are several springs in the northern range, the largest of which—that of Kythrea, yields over 3 million gals. per day—and puts in motion 27 mills; there are other springs at Lapithos, Karava, Hierokipos, and Bellapais, besides numerous small ones of fair volume in various parts of the island.

Lakes are not numerous, the largest are the two salt lakes called *Alivká* (Αλιικά) of Larnaka and Limassol. Both dry up in summer and yield an almost unlimited supply of salt. The freshwater lake of Famagusta is worthy of particular mention. It is situated about  $3\frac{1}{2}$  m. from Famagusta. It is almost dry in summer, but when full of water, it abounds in eels.

The extent of land capable of cultivation is out of all proportion to the agricultural population. The total area of the island is estimated at 24 millions of acres, of which not more than one-half is ever cultivated, and most of that, owing to the unscientific method employed, is only cropped once in three years. An estate of arable land, with means of irrigation and a farm-house and garden, is called a Chiftlik, of which there are about 80 of considerable extent, usually cultivated by the proprietor.

The different Greek monasteries own a number of *Chiftliks* and large quantities of the best land. There is also a good deal of valuable property held as *Vakouf*, i.e. endowments for



the Mohammedan mosques, and charitable institutions, which is inalienable.

The villages are almost all alike, and are built of sundried-brick in the plains and in the mountains of stone, cemented with mud; the roofs are supported on numerous arches, except in the few regions where timber is abundant. These arches are a distinctive feature of Cypriote architecture, and are of considerable elegance. On them are laid small rafters supporting reeds or brushwood, on which the roof of mud, mixed with chopped straw, is laid. This is often a foot thick and very heavy, it has but a slight slope, and requires repairing and rolling every year before the wet season. The better class of houses have 2 storeys and porticoes with arches, and are plastered with gypsum. The floors of the rooms are throughout the island constructed of slabs of gypsum. More European architecture is being gradually introduced into the towns.

The present value of land, in the vicinity of towns, and irrigated, is about 20*l.* a *donum* (4 donums to an acre), and un-irrigated land about 10*s.* a *donum*. The price of land in the towns has greatly risen, and varies considerably.

The principal drawbacks to agriculture are the uncertainty of the seasons and the visitations of locusts. The latter are said to have been almost exterminated by the ingenious system of screens and traps invented by the Chev. R. Mattei.

The principal productions of the island are wheat, barley, cotton, wine and raisins, olive oil, caroubs, silk, salt, sponges, and leather.

**Wheat and Barley** are grown in very large quantities in the great plain of the Mesorea, and to a considerable extent in the Papho and Limassol districts. A large proportion is consumed in the green state as "forage." Irrigation being unknown in the Mesorea, the crop is a very uncertain one; but the loam and white marl soils appear to be extraordinarily fer-

tile, and give good returns except in seasons of drought. The harvest is generally over early in June. The barley is of very fine quality and is chiefly consumed upon the island; but much of the wheat is exported.

**Cotton** is cultivated chiefly in the eastern part of the Mesorea. The exportation in 1886 was to the value of 31,895*l.*, and almost the whole of it consisted of the raw product. Much of it, like the wine, and indeed other articles of export, goes to France. Two kinds are cultivated—the indigenous and the American; the latter fetching as much as 65 francs the 50 kilos. The cotton harvest is in the autumn, and the cultivator calculates on gathering it before the onset of the rains. In the time of the Venetian occupation 30,000 bales were exported annually, and the cultivation increased so largely that cereals were scarcely considered worth growing. Hitherto the system of collecting the tithe before harvesting has much hampered the peasant, but in the future the cultivation should prove both large and remunerative.

**Wine.** The vine is the most important plant in Cyprus, and its cultivation is capable of almost unlimited extension. There are few parts of the island where it could not be advantageously cultivated. In the mountains especially, grapes of magnificent quality are produced, and large tracts of waste land are being annually planted.† The tithe on grapes is now happily abolished.

There are two kinds of wine made by the natives. *Mavro*, or black wine, and *Commandaria*. The black wine is usually coarse and rough in flavour, but some of the better quality, when drunk with water, is tolerable. The *Commandaria*, a very sweet, luscious wine, much appreciated in the Levant, is made with more care, and with selected grapes. Both kinds usually

† The Madeira 'Malmsey' vines were originally brought from Cyprus, Crete, and perhaps Chio, and were replanted from the same source after their destruction by disease some years ago.

taste strongly of the tar which is used to coat the jars and skins in which it is stored and transported. The best wines are made in the neighbourhood of Levka, Kalokhorio, Omodos and Pera. A good system of "wine-roads" has been constructed in the Limassol district and the cultivation largely encouraged by the English, who have also initiated improvements in the present barbarous methods of manufacture and treatment. An English firm has commenced operations in wine-making on a considerable scale at Mandria, with every prospect of success. Mastie is much drunk by the natives. Raisins are largely exported, but are so carelessly made that they have not the value which the excellent quality of the grapes might produce.

Olive trees are plentiful in some parts, and bear well, but the oil is badly made, and consequently of little value. Some of the trees in the neighbourhood of Anoyira are probably as old as any in the world.

Caroub trees (*Ceratonia siliqua*), which supply the locust-bean, are indigenous, and form a valuable source of profit. As an article of export the beans rank next to wine, nearly 40,000*l.* worth leaving the island annually. They are largely used in the manufacture of "Thorley's Food for Cattle." The wild trees are grafted, and bear fruit in about 5 years. The tree is especially valuable from the facility with which it grows in dry, barren, rocky ground.

Silk. Cyprus produced formerly between 70,000 and 80,000 lbs. of silk per annum, but now the produce is very much smaller. It is chiefly exported in the cocoon. Of late the industry has been encouraged, and with improved methods and the recent introduction of Japanese and other varieties it should do well. The natives have a custom of putting a playing-card, generally the King, with the eggs when hatching, to avert the "evil eye;" and of hanging a hen's egg in the room when the worms are

spinning, in order that their cocoons may emulate it in size! The silk is of coarse quality and badly manufactured, but the native weavers of Nikosia make textures of peculiar qualities not to be found elsewhere.

Salt. The salt-lakes of Larnaka and Limassol are capable of producing an almost unlimited supply of salt. The revenue derived from this source by the Sultan was about 17,360*l.* per annum. Since the occupation only the amount required to hand over to the Sultan in satisfaction of this claim and for Island use has been raised, as the salt being prohibited in Turkish ports, no market can be found for it.

Sponges. The coast of Cyprus has acquired a great reputation for sponges, and every year considerable numbers of small craft visit the grounds, coming from all parts of the Greek Archipelago. Many of them are even sent from Athens. The license of those fitted with diving apparatus is costly—25*l.* Those working with divers alone pay 9*l.*, and those with dredge rakes 3*l.* 10*s.* There is no doubt that with the single Revenue cutter owned by the British Government a large number of the vessels escape the tax.

Leather is largely manufactured on the island; the high boots invariably worn by the peasantry being a home product. The weight of these articles is almost inconceivable, the soles being covered with a series of iron plates in order to resist the sharp rocks which form so marked a feature of the country. Little or no leather appears to be exported.

An important source of wealth in ancient times was in the copper mines, which yielded a larger quantity and finer quality than any known to the ancients. It was from its prevalence in this island that the name of the metal Χαλκός Κύπριος—*Æs Cyprium*—came to be shortened into *Cuprum*, and Anglicised into 'copper.' The principal mines were at Tamassus, Amathus, Soli, Curium, and near the



promontory of Krommyon. Copper mining and the manufacture of swords, armour and other articles in bronze, formed the staple trade of Cyprus from the heroic ages down to the time of the Romans. That the quality of the armour was highly prized in Homer's time, is evident from his account of the present made by Cinyras to Agamemnon. Alexander the Great had a Cyprus sword given him by the King of Kitium; and Demetrius Poliorcetes, when besieging Rhodes, got two suits of armour from Cyprus, which the maker is said to have tested by exposing them at 20 paces to darts shot from an engine. In 1886 the Cyprus Copper Company commenced the working of a mine near Politis-Chrysochou, and spent a large sum upon the venture, which had, however, ultimately to be abandoned. During the process of sinking the shaft the remains of ancient workings were found at a depth of over 100 ft. In many places in the neighbourhood heaps of slag may be seen, which probably owe their existence to Phœnician hands.

**Gypsum** is roughly made throughout the island, and at Larnaka is a recently-established English factory, where the finest quality is made.

**History.** Cyprus is in all probability the *Chittim* or *Kittim* of the Bible, mentioned in Gen. x. 4, as a son of Javan, or rather a nation descended from Javan. Balaam, in his remarkable prophecy (Num. xxiv. 24), speaks of ships of Chittim afflicting Assyria; and in Is. xxiii. 1, 12, Chittim is represented as the resort of the fleets of Tyre, whence, according to Ezekiel (xxvii. 6), they brought cedar or boxwood which they inlaid with ivory for the decks of their vessels. Josephus considers Cyprus to be the original seat of the *Chittim*, which is a plural form, and consequently denotes a people. A proof of this identification is found in the name of the principal town of Cyprus, *Citium*. From Eratosthenes we learn that the Phœnicians established settlements in the

island about B.C. 1045. Kitium was unquestionably a Phœnician town, and the name, as it appears in Phœnician inscriptions, exactly agrees with the Hebrew. From the town the name extended to the whole island, which was occupied in parts by Phœnician colonies, and remained subject to Tyre till about B.C. 720.

With the decay of Tyrian power Cyprus began to be occupied by colonies from Greece. The aboriginals too were doubtless a Greek-speaking people who had passed southwards to Cilicia, and thence to the island. Henceforth the island had a mixed population, of which we find many evidences in its history and antiquities.

Cyprus was known to the ancients under the various names of Akamanthis, Kerastis, Makaria, Ærosa, Amathusia, Paphos and Salamis. It was called *Κύπρος* by the Greeks, from the shrub *κύπρος* with which the island formerly abounded; this plant is the *henna* of the Levant—*Lawsonia inermis*—used by Turkish women to dye the nails and hair of a bright orange colour. According to Herodotus, it was originally colonised by three different nations, Greeks, Libyans and Phœnicians; who each founded cities on its coasts for the purposes of commerce. It contained nine principalities, the most celebrated of which were Salamis, Kitium, Soli and Amathus. In B.C. 707 tribute was paid by most of these kinglets to Sargon, king of Assyria, and, later, to Esarhaddon; but about B.C. 550 the island was rendered tributary by Amasis, king of Egypt, and, on the overthrow of that kingdom by Cambyses, passed under the dominion of the Persians, who, however, permitted it still to be governed by its native princes. The inhabitants made several attempts to shake off the Persian yoke; but, though supported by the Greeks, they always failed, principally owing to the jealousy which existed between the different chieftains. When Alexander undertook the siege of Tyre, the Cypriotes, of their own accord, offered him their assistance, and afterwards became subject



to the Macedonian empire, but continued to maintain their own form of government, and other important privileges, till Ptolemy Lagus made the island a province of his kingdom of Egypt.

Cyprus is stated, by heathen mythologists, to have been the birth-place and favourite abode of Venus (*Ἀφροδίτη*), who was believed to have sprung from the foam of the sea (*Ἀφρός*) off Paphos. A fair, called *κατακλυσμός* (deluge), is annually held at each seaport, 50 days after the Greek Easter, which, there is every reason to believe, derives its origin from the custom mentioned by Herodotus (i. 109) and other Greek authors. Tradition states it to be the anniversary of the birth of Venus; and the inhabitants still flock from all parts of the island to attend it. No Cypriote would on that date dispense with going on the water in boats. This festival was in ancient times proverbial for its lascivious rites; and even now peasant girls suppose that their presence at the fair facilitates their marriage, as formerly it was the custom for young men to come from distant parts in order to select wives from among the females attending.

It appears also that the fine arts, and especially sculpture, were greatly cultivated in the island. In literature it occupied no mean place, having produced one of the celebrated epic poems of antiquity, the *‘Kypria.’* Solon also resided in Cyprus for some time.

After the fall of the Ptolemies, Cyprus passed into the hands of the Romans. It formed part of the province of Cicilia when Cicero was appointed Proconsul of that province in B.C. 51. Subsequently, in 365, it fell to the share of the Eastern Emperors. In 648 the Arabs under Caliph Othman invaded the island and held it for two years. Again, in the Caliphate of Haroun-er-Raschid, the Saracens gained it, and held it from 802-964. It fell once more under the government of Byzantium till A.D. 1191, when Richard Cœur de Lion, to *avenge the insults offered to his fiancée Berengaria, and to some Princesses of*

his family, who had put in from stress of weather to Limassol on their way to the Holy Land, attacked and devastated the island, deposed the usurping Duke Isaac Comnenus, and himself assumed the title of King of Cyprus.

Two years after its capture, having first sold the island to the Knights Templars, who failed to pay the stipulated price and abused their power, Richard made it over to Gay de Lusignan—a rich compensation, as Gibbon observes, for the loss of Jerusalem, which this prince then ceded to Henry Count of Champagne. The island continued to be governed by kings of the Lusignan family, several of whom bore a distinguished part in the wars in Palestine, carried on for the recovery of the Holy Sepulchre from the hands of the Saracens.

The bad government and internal dissensions of the later kings having weakened their power, they became tributary to the sultans of Egypt, while Famagusta was taken possession of in 1373 by the republic of Genoa. Notwithstanding the repeated efforts made to expel them, the Genoese held it for a space of 90 years, till they lost it in the reign of James the Bastard. This prince seemed, by his great abilities, to promise to restore the ancient glories of the Lusignan kings, but he died after a reign of seven years, leaving an infant son, who only survived him a few months. The government then fell to his widow, Catherine Cornaro, who, being herself a Venetian, took every opportunity of encouraging and patronising her family, and other Venetian nobles, who had settled in the island; and at length, in A.D. 1485, she formally abdicated, and made her kingdom over to the republic of Venice. Nothing of interest occurred during the 80 years that the Venetians remained in possession of Cyprus, till it was taken by the Turks in the reign of Sultan Selim II., A.D. 1571. Cyprus rose in insurrection in 1822, when the revolt was quelled with much slaughter, and the condition of the island was greatly injured. By the Anglo-Turkish Con-

vention of 1878 the administration was handed over by the Sultan to England, and Sir Garnet Wolseley became the first English governor.

On his appointment to the command of the army in South Africa in 1879, Major-General Sir R. Biddulph, K.C.M.G., C.B., was appointed High Commissioner, and was relieved in 1886 by Sir Henry Bulwer, G.C.M.G.

The following is the text of the Treaty by which Cyprus was assigned to the British :—

“If Batoum, Ardahan, Kars, or any of them, shall be retained by Russia, and if any attempt shall be made at any future time by Russia to take possession of any further territories of His Imperial Majesty the Sultan in Asia, as fixed by the Definite Treaty of Peace, England engages to join His Imperial Majesty the Sultan in defending them by force of arms.

“In return, His Imperial Majesty the Sultan promises to England to introduce necessary reforms, to be agreed upon later between the two Powers, into the government, and for the protection, of the Christian and other subjects of the Porte in these territories; and in order to enable England to make necessary provision for executing her engagement, His Imperial Majesty the Sultan further consents to assign the Island of Cyprus to be occupied and administered by England.”

In the annexe to this convention it is stipulated “That if Russia restores to Turkey, Kars and the other conquests made by her in Armenia during the last war, the Island of Cyprus will be evacuated by England, and the Convention of the 4th of June, 1878, will be at an end.”

The Antiquities of Cyprus are as varied as they are numerous. The central position of the island; its fertility; its mines; its forests—have caused it in the course of its long history to own a more varied sovereignty than probably any other country in the world. Phœnicia, Greece, Assyria, Egypt, Persia, Rome; and in

later days the Saracens, Byzantines, the Normans, Genoese and Venetians have all held it and exercised their influence over its people and their art. Against the latter three things have militated. First, the fact that the Cypriotes have always been, more or less, a conquered people; secondly, that the material at hand for their statuary was of so soft a nature, that though the ease with which it was worked encouraged quantity in production, it was, from its perishableness, strongly against quality; and lastly, that the climate of the island, and the great heats † to which it is exposed induced an indolence and laxity both of moral and physical fibre which was fatal to all good work. The Cypriote statuary has an appearance easy to be recognised; it is, indeed, almost unmistakable. But it is devoid of style, and lacks both action and grace. The figure is almost always in repose, and almost always draped, the arms in contact with the body and the legs together. The pottery has been disinterred in such vast quantities that scarcely a museum in Europe is without a series of examples. Unlike the statuary, it has a vast range both in material and style. It embraces all periods, from the rude incised black earth resembling that found at Mycenæ, to the elaborately shaped black glaze of late Greek times. The rifling of Cypriote tombs has been carried on from the earliest periods. Cesnola, however, was the first to undertake systematic researches.

He began his explorations in 1866 in the neighbourhood of Larnaka, where he discovered a number of tombs, most of them dating from 400 years before Christ to the beginning of the Christian era. He also discovered the remains of temples of the Greek age. In one tomb was found a bronze urn, containing about 600 gold staters of Philip and Alexander. There were also Phœnician remains. He next excavated at Dali the ancient Idalium, opening numerous Phœnician tombs. Thence he pro-

† “Infamen nimio calore Cyprium.” Mart. ix. 32.



ceeded to Athieno, where he laid bare the ruins of two temples, containing nearly a thousand statues representing the best periods of Egyptian art, with bas-reliefs and other sculptures of the Assyrian, Greek and Roman ages. He next went to Salamis, but other antiquaries had been there ages before him, and little remained. Proceeding to Cape Pedalium, he identified the site of Leucolla, and discovered some curious terra-cotta coffins.

Curium also yielded him some rich returns. Since the English occupation permission to excavate was unfortunately granted to several private individuals, and much information was thereby lost to science. In 1888 the Cyprus Exploration Fund was started, the excavations being carried on under the direction of Mr. Ernest Gardner, head of the Archæological School at Athens. The principal result hitherto has been the bringing to light of the great temple of Aphrodite at Papho, but this is only a commencement. In course of time there is every probability of a thorough and exhaustive exploration of the island being completed.

Few remains of classical times are to be found above ground in Cyprus, but for the mediævalist and student of ecclesiology the island offers as rich a field as any in the East. The churches are chiefly of two classes; the Byzantine, of which countless ruined examples are to be found throughout the country; and the Gothic, erected under the Lusignan dynasty, of which some strikingly beautiful instances exist in Famagusta and Nikosia.

#### a. Larnaka.

No harbour. Roadstead exposed to E. and S., and heavy seas occur not infrequently in winter, landing at such times being very difficult. The holding-ground, however, is good, and it is very rare for vessels to come ashore. Best anchorage some distance off shore.

Vegetables and fruit abundant and cheap, also eggs and poultry. English gold and silver (except the half-crown

and fourpenny piece) current, but piastres take the place of pence.

The *Bazaars* are picturesque, though greatly spoilt by the abundant importation of English and German goods.

*Antiquities* may sometimes be obtained. Fair snipe-shooting in the season in marshes at the N. of the town.

The chief town of a district containing 20,000 inhabitants; the principal commercial emporium of the island, the place and residence of the various foreign Consuls, and the only town which has a considerable European population. The old town, situated about half a mile from the sea, is properly known as LARNAKA (Turkish, *Touzla*), the newer portion along the sea-shore as LA SCALA or MARINA. In the former are three orthodox churches, to one of which is attached the residence of the Bishop of Kitium; a handsome Roman Catholic church and adjoining convent, served by Franciscans under the Patriarchal See of Jerusalem, and a mosque. Between the two towns lies the church, convent and school of the sisters of St. Joseph. In Scala are two mosques, and a small Turkish fort, now used as a prison and police barrack.

Beyond the well-stocked bazaar is the Greek Church of St. Lazarus. In a vault beneath the altar is shown the cenotaph of the saint. After his resurrection the Jews are said to have driven him from Joppa; his boat drifted to Larnaka, where he became bishop and died. His body is interred at Marseilles. Other accounts say that he was not buried at Marseilles, but simply passed through it on his way to the north of France, where he was buried. Adjoining the church is a little graveyard, in which are English graves, with inscriptions dating from 1685.

To the N. is the quarantine station, between which and the town the new custom house and public offices have been built. Other visible



results of the English occupation are the abattoir, the hospital, and two iron screw-pile piers.

There can be no doubt that Larnaka occupies the site of Kitium, the child and rival of Phœnician Tyre, and the birthplace of Zeno, the founder of the Stoics. As early as the days of the Assyrian Sargon (B.C. 707), it had its own kings; and about B.C. 448 was strong enough to resist the fleet of the Athenian Cimon.

The whole neighbourhood, which is flat and arid, is one vast cemetery (*λάρναξ = a coffin*). To the N., under a hill called *Bamboula*, are the remains of the old harbour, with the ruins of ancient buildings of large, well-squared stones, many of which lie embedded *pell-mell* in the soil, as though dislodged by an earthquake. In the ancient fosse, which can be traced for some distance between Larnaka and the Marina, is a remarkable Phœnician monument, known as the *Agia Phaneromene*, a rude dolmen, shaped partly out of the living rock over a tomb or well, the roof formed of a stone of gigantic size. From this point southward to the Salt Lake the soil is honey-combed by the excavations of M. di Cesnola and others, which have yielded coarse pottery, terra-cotta figurines, and coins in immense numbers. In the more perfect tombs gold and silver ornaments, iridescent glass, and mirrors of metal were freely found.

The name of Kitium is still preserved in the modern village of Kiti, near the cape of the same name, about 6 m. from Larnaka, celebrated for its gardens (*perivolta*). Here are the ruins of a castle, or fortified country house, built by the Lusignans, and called the *Château de Quid*, and near the coast the remains of a Venetian watch-tower.

The Greek Church of the Blessed Virgin at *Kiti* is well worthy of a visit, as one of the best examples of the Byzantine churches in Cyprus. It is a large building, with three aisles, two central domes and terminal apses. To the S. aisle, a large side aisle, now

used as a school, was added in the Gothic period. The central dome has a fresco of our Lord in the act of blessing, and the central apse has a curious mosaic of the Theotokos, in a blue dress standing between two angels, swinging censers in the early Byzantine manner. It has a fine semicircle of white marble steps, with an upper bench for the presbyters. The iconostasis is magnificently decorated with rich gilded carving and sacred pictures. A picture of the archangel Michael, on the screen in the southern aisle, is a really fine work of art.

One of the most interesting objects near Larnaka is the Hala Sultan Tekke; in the eyes of the Mohammedan world one of the most sacred of all spots next to Mecca. The mosque contains the tomb of Mohammed's nurse Halima, and seen across the Salt-lake, on the west edge of which it stands, it has a singularly picturesque appearance. Admission is permitted. It would appear that a large monolith of some pre-existing structure has been used in the construction of the tomb.

TOUR OF CYPRUS, STARTING FROM LARNAKA.

(The time given is that required for a laden mule to travel.)

| LARNAKA to                  | Hrs. |
|-----------------------------|------|
| Mount Santa Croce . . . . . | 5    |
| Moni . . . . .              | 5    |
| LIMASSOL. . . . .           | 4    |

To Platris, 36 miles; to Troödos, 40 miles.

|                             |    |
|-----------------------------|----|
| Episkopi . . . . .          | 1½ |
| Pissouri . . . . .          | 4  |
| Kuklia . . . . .            | 3  |
| PAPHO . . . . .             | 3  |
| Khrysaorghiatissa . . . . . | 5  |
| Kykko . . . . .             | 4  |

To Troödos, 4; Troödos to Levka, 3

|                          |   |
|--------------------------|---|
| Levka . . . . .          | 3 |
| Morphou . . . . .        | 4 |
| St. Pantelemon . . . . . | 3 |
| Kyrenia . . . . .        | 6 |

|   | Hrs. |
|---|------|
| To Bellapais, 1½; to Hilarion . . . . . | 2    |
| NIKOSIA . . . . .                       | 4    |
| Kythrea . . . . .                       | 2    |
| Trikomo . . . . .                       | 7    |
| To Kantara . . . . .                    | 3    |
| Famagusta . . . . .                     | 4    |
| Larnaka . . . . .                       | 6    |

b. The usual road from Larnaka to Limassol leads along the coast, but it is devoid of interest. It is passable by a carriage, but the traveller had better not try the experiment. The more interesting route is *viâ* Ayia Varvára, Tochni, and Moni. The first night may be spent at the monastery (Ayia Varvára), and the celebrated "Stavrovouni" (Mt. Santa Croce) ascended next morning at sunrise. The view is magnificent; even the peaks of the Lebanon can be discerned in clear weather. On the summit is a quaint Greek monastery or hermitage, built by St. Helena on her return from Jerusalem. She is said to have deposited in it a piece of the true cross, as well as the cross of the penitent thief. The former relic is now shown at the church of Pano-Levkara, about 3 hrs. distant. The monastery was formerly used as a penitentiary for the punishment of priests of the Greek Church. The path from the monastery leads past Tochni, and 2 m. further joins the carriage-road to Limassol. From hence it is nearly 12 m. to

c. Amathus, also called *Paleo Limissos*, is on the coast, 6 hrs. from Santa Croce and 12 from Larnaka. It is wholly desolate, and only a few ruined walls mark the site of the ancient city. On the top of the hill, de Vogué found two large stone jars, one of which was removed to the Louvre, and the other broken to pieces. The remnants may still be seen. In the side of the rocky hill on which it is situated, are great numbers of rock-cut tombs, and di Cesnola excavated *sepulchres* at a depth of 40 ft., in which many valuable antiquities were found.

Amathus was possibly an early Phœnician settlement, devoted to the worship of Malika, the Tyrian Hercules. It was hence that Agamemnon drove Cinyras on account of his breach of faith; and it is said that he colonized it with a body of his followers when returning from Troy. In B. C. 332, Androcles, king of Amathus, was present in the Cypriote fleet which supported Alexander in the siege of Tyre. Under the Ptolemies, the city lost its importance. It was finally destroyed by Richard I. of England in revenge for the perfidy of the Duke of Cyprus.

d. Limassol (*Λιμνησός*), 1½ hrs., where the Turks, on taking the island, first landed in 1570, is about 1½ m. in length and situated in a position on the sea-shore similar to that of Larnaka. An iron pier has been constructed for embarking and disembarking. A new *konak* and custom house have been built. Water is laid on through the town by iron pipes.

The principal trade is the shipment of wine and spirit to Egypt, Turkey and France; raisins and caroubs are sent in large quantities to England, France and Russia. The place is thriving, and will evidently become one of the most important commercial ports of the island. Its healthy climate and its vicinity to the summer station of Mount Troödos ought to make it the principal place as a winter residence for visitors. The English troops are quartered on the low hills near Polemidia, 3 m. from the town, and a good road leads from Limassol to the camp, and thence to the mountains.

The roadstead is somewhat better than that of Larnaka, has excellent holding ground, and ships with adequate tackle ride at anchor at all seasons in safety. Landing is easily effected at the iron pier except during a storm.

There is little of interest in the town. There is an old *castle* of the time of the Lusignans, now used as a prison. Here Richard Cœur de Lion was married to Berengaria, 1191. The principal Greek Church has a



finely carved iconostasis; and the gardens in the vicinity of the town are rich in fruit and vegetables.

A day's excursion should be made to the Akrotiri peninsula. Keeping the track nearest the sea the Great Salt-lake is reached 3 m. after leaving the town. There is no doubt that this once formed a most extensive harbour, not only for the mediæval town of Limassol, but also for the Greek and Phœnician cities with which the peninsula was once covered. There is no part of Cyprus which has so large and continuous an area, so thickly strewn with fragments of pottery as the now utterly deserted country beyond the lake. Keeping the lake to the rt. the traveller should visit the Latin Monastery of Ayios Nikolaos. 3 m. beyond, at C. Gata, is a light-house, from which a splendid view of Limassol and the bay can be obtained. From here a guide can be probably got to *Francomatris*, an interesting Phœnician site, where are two Norman rock-hewn chambers side by side, the roof of one of which has fallen in. This site is about 2 m. N.W. of the lighthouse. A little further to the W. are the ruins of "Katalymata," and still nearer C. Zevgari lie the broken columns and shapeless stone heaps of Kurias. The remains of yet another city can be made out on the coast about equidistant from these two, and the cliff-face is in many places honeycombed with rock-cut tombs and old quarry workings.

Before leaving Limassol the traveller should visit Mount Troödos, the summer camp of the troops from June to September. The military road will enable him to reach Platris in one day, and ascend the mountain and return the next. The scenery is magnificent, and the ancient forest, though much injured by the inhabitants, still contains some splendid timber. A good mule track leads from Platris through the camp to the summit of the mountain.

Leaving Limassol for Papho, the road leads through a fertile plain well

watered and dotted with groves of olive and caroub trees. In about 1½ hrs. we reach the picturesque village of COLOSSI, where is a castle keep, said to have been built by the Knights Templars and ceded to the Knights of Rhodes, who gave it this name in memory of the Colossus. The entrance is on S. side, by a steep slope which received the drawbridge. The basement, probably originally used by the attendants, is now a granary. A spiral stair in S.E. corner leads to the first floor, where the fine fireplaces with fleurs-de-llys on the jamb should be noticed. A cross wall parallel with the entrance side divides the floor into two rooms, which in their turn appear to have been divided into two stories, judging from the marks of beams at the spring of the arch. The summit of the tower commands a fine view; and on the exterior—on the E. wall—are the arms of the Knights Templars and Knights of St. John. Close to this keep is a small but interesting church, now disused, dedicated to St. Eustachius, of whom an equestrian figure is painted in fresco on the N. wall. It is of very small dimensions, but situated as it is, on the edge of a rock, it is most picturesque.

About ¼ m. beyond, on l. side of road to Episkopi, is the partly ruined and disused *Ch. of St. George*, a small but admirably proportioned building, with a single aisle ending in an apse, and with the stone roof of the nave supported by pointed arches; remains of ancient frescoes, including one of the Empress Helena, are found on the walls.

e. Episkopi, 1½ hrs. from Limassol, close to the ancient *Curium*, one of the 9 kingdoms, is a very pretty Turkish village, situated on the river *Lycos*, which takes its rise in the Troödos range. Owing to the abundance of water in the neighbourhood, trees of all sorts flourish well; and this advantage, added to its picturesque situation, renders it a delightful resort.

*Curium* was built on the top of a flat-



topped hill, some 300 ft. above the sea, and almost inaccessible on three sides. Thousands of rock-tombs are hewn in the sides and round the base of the cliff. The little dales near the site are also filled with tombs at a depth of from 10 to 20 ft. below the surface. The city appears to have been founded by an Argive colony. In the time of Alexander, its king sent ships to aid him in the siege of Tyre. There are still visible the ruins of a pretty large town on the summit of the hill. It had three entrances—one on the S., one on the W., and a third on the N. side, near the present road to Paphos. The southern entrance, a square opening hewn in the rock, is 56 ft. wide. A flight of steps leads up to where the gate was, now only marked by the fragment of a column. The western entrance faces the bay, but no traces of steps or road leading to it can now be seen. Entering the city from the southern gateway, and walking a few minutes in a N.E. direction, one meets with the ruins of a semicircular structure, measuring 720 ft. in circumference, probably those of a theatre. The area of Curium was much greater than that of Amathus. Except Nea-Paphos, there are few places in Cyprus which present on the surface of the soil so large a quantity of *débris*. Here and there parts of street pavement are visible, marked with the tracks of wheels. In Curium and its neighbourhood excavations have been largely carried on, and it was here that Cesnola claimed to have discovered his "Temple Treasure." Hardly a tomb, no doubt, remains unrifled, but no systematic exploration of the site has ever been attempted.

A short distance N. of the ruins, and a few yards only distant from the road, which is here of the roughest description, are the remains of the temple of *Apollo Hylates*, so called from the old name of the town or grove, *Hyle*. It was 79 ft. long by 32 wide, and was adorned by pillars of marble and granite. Beneath the pavement di Cesnola dug up some figures in

terra-cotta, and a large jar containing an inscription in Greek. In an adjoining ravine he also found a great number of fragments of statues in stone and marble, which had been purposely destroyed. Rising abruptly from the sea, not far distant, is the promontory spoken of by Strabo, whence those who touched the altar of Apollo with their hands were precipitated.

f. Pissouri, 4 hrs., situated on the summit of a lofty hill, commanding a fine view of the surrounding country. On the way, a little to the rt. of our route, is the Turkish village of *Ardimnou*, and by the road a milestone of Tovin, but it is not worth visiting. Inland from Pissouri, at a distance of 6 or 8 m., lies the village of Anoyira, in the immediate neighbourhood of which faint but unmistakable signs of a very considerable site are traceable. The whole country, now as wild as any part of the island, must have been well inhabited, there being many other, though smaller, sites. At Despotikos,  $\frac{3}{4}$  m. E.S.E. of Leinipi Chiftlik, is a curious megalithic building of small size, which may possibly have been a theatre; and scattered about the country, especially in the picturesque valley of the Kostithes river, are numbers of the huge stone uprights of Roman oil-presses (see p. 176). The olive trees are here of very large size. The next place arrived at is

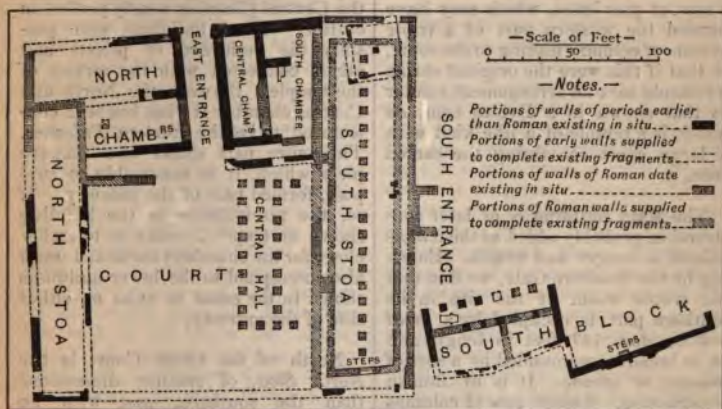
g. Palsea-Paphos, now called *Kuklia* (3 hrs.), perched on the top of a conspicuous bluff, though in ancient times one of the most important places in the island, is now a village of small size. A day should be spent here to examine the antiquities laid bare by the Cyprus Exploration Fund, under the direction of Mr. Ernest Gardner.

Paphos is said to have been founded by a certain Cinyras, whose descendants long retained both civil and priestly authority in the city. Their wealth was great; and the dignity attached to the priestly office was

such that the Roman Senate, after taking the kingdom of Cyprus from Ptolemy, offered him in compensation the position of high priest. The city was afterwards ruined, and its population migrated to Nea-Paphos, to which, as it would seem, they also conveyed many of the building-stones of the old city. The former was the official residence of the Roman Proconsul, Sergius Paulus, who was visited and converted by St. Paul (Acts xiii. 4-13). In the time of the Lusignan kings old Paphos had almost disappeared.

Paphos was the first site chosen for

examination by the Cyprus Exploration Fund in 1888. As one of the two or three great centres of worship in the ancient world its remains possess the highest interest. Of the great Temple of Aphrodite little appeared above ground, but the commencement of the work, but the two or three astonishing megaliths at the S.W. corner, the remainder being deeply buried and having numerous houses built above it. This temple is known to be of Phœnician construction, though dedicated to an originally non-Phœnician goddess, no trace whatever of any building of the



TEMPLE OF APHRODITE.

Walker & Boutall sc.

nature and shape of a Greek temple was found. In Roman times it was twice much injured by an earthquake; once in the early part of the 1st cent., and again towards the close of the second, but on each occasion it was restored with great magnificence, and in the main in conformation with the original design. In the Second Book of Kings we have a tolerably full account of Solomon's Temple at Jerusalem—which may practically be considered as a Phœnician temple, and the resemblance between it and the Paphian building as brought to light by the recent excavation is very

striking. The main features are a series of arcades and large outer courts, with a lofty central chamber of small dimensions flanked by lower ones. Roman coins exist, giving a view of the Papho temple. They show this tall central chamber with lower chambers or portions on each side, and a court in front enclosed by a wall with gates.

The plan annexed shows that the building may be described as consisting of two parts: (1) an irregular southern block, detached from the main building and of more ancient construction, and (2) the main build-



ing itself, quadrangular in outline, and composed of various chambers and colonnades.

The **South Block**, characterised by the magnificent stones of the W. wall, is the earliest part of which any traces remain, and is probably the original temple, or the tomb of Cinyras. It consists of a large hall or court, the eastern boundaries of which no longer exist. The megaliths of the W. wall stand on a basement of rough stones with a carefully prepared upper bed. Between this court and the main building to the north are remains of irregular chambers and a row of pier bases, which may have formed the western part of a triple avenue of columns leading to the court, so that if this were the original shrine we should have an arrangement similar to that shown in a Byblos coin, on which is a temple of a like kind with a large court containing the sacred cone.

The **Main Building** is of later construction, probably added as the temple gained in renown and wealth. Entering by the Southern Gate, we find that the whole width of the site in its southern part is occupied by a *great hall* or *stoa*, 187 feet in length and 35 in breadth, surrounded by a sort of passage or arcade. It is of Roman construction. A single row of columns adorned the middle of the stoa in its long axis and supported its roof. Round its walls inside is a broad platform two feet above the general floor level, and from the low wall supporting this platform, a series of small corbels project to carry a seat. A rather rough mosaic pavement of geometric pattern formed the floor, which was removed during the excavation. Beneath it were found several inscriptions and a very beautiful marble head of Eros. North of this, and abutting on it, is the *Central Hall*, also of Roman construction, and with a double line of columns which, like those of the Stoa, were of the Doric order. It was probably roofed, and was of much smaller dimensions than

the southern stoa, from which it was most likely entered. Northward it opened into the *Great Court*, which must have been roofless, and contained, no doubt, many of the bronze statues whose pedestals were found during the excavations to have been thrown pell mell—probably in mediæval times—into a large pit.

East of the Central Hall and Court are the *North, Central, and South Chambers*. These are of much earlier date, and have walls built of carefully squared stones of tolerable size, generally laid without mortar. The walls are remarkably regular, and those of the Central Chamber nearly perfect in outline. These buildings were possibly the residence of priests and others connected with the service of the temple. Between the North and Central chamber is what has been conjectured to be the *Eastern Entrance*. The outer part shows two massive piers which, it is reasonable to suppose, formed part of the gateway. If so, the resemblance to the building shown on Cypriote coins is tolerably close, for the chambers north and south also correspond to the lower buildings shown in the coins to exist on either side of the gateway.

North of the Great Court is the *North Stoa*, of smaller dimensions than the southern, and with no columns. Its walls are partly Roman, partly of much earlier date. The floor was of a coarse mosaic of no interest. Beyond the limits of the temple on this side are various detached fragments of walls and courts, all apparently of Roman date.

The *trouvailles* at Papho—where 250 workmen were employed for a period of over three months—were considerable. One hundred and fifty inscriptions were brought to light, of which three or four were in the Cypriote syllabary. Two marble tablets were found of especial interest: one a letter from Antiochus to Ptolemy Alexander; the other a list of contributors to the Elaiocristian,—doubt-



less a feast connected with the ceremony of anointing the sacred cone. An altar-top records the fortification of the town at the suggestion of King Nikokles (Nikokles conspired with Antigonos against Ptolemy in B.C. 310). But by far the greatest number of inscriptions were on the pedestals of statues dedicated to the temple in Ptolemaic times. The titles both of the corporate bodies that dedicated them, and of the officials in whose honour they were erected, throw much light on the Constitution of Cyprus at that period. Many of these bodies seem to have been military colonies established in the island. The officials usually bear the title *συγγενῆς τοῦ βασιλέως*, often with the addition *στρατηγός*. The offices of admiral or high priest are sometimes associated with that of military governor. Several other officials are mentioned as the *τροφεὺς βασιλέως*, *ἀρχισωματοφύλαξ*, an officer described as of the great library at Alexandria, and an official called the *ἀρχιδέατρος* or "chief taster." In statuary two objects only were found calling for mention: one a late archaic marble head of about the 5th cent. B.C.; the other the head of Eros already mentioned—a very interesting child-type, probably Hellenistic. The bulk of the tombs had already been rifled, most probably in ancient times, and the pottery found in the few tombs that were found undisturbed could not be assigned to a date earlier than the 5th cent. B.C. With this, however, were sometimes found vases of unmistakable Mycenæ type, showing that the very great age commonly assigned to these latter is to some extent erroneous.

The ancient city covered the slopes of the hill on which the temple stood, the remains being most apparent on the W. and S. In the courtyard of Kiamil Effendi, E. of the ch., very solid substructures, including a bath-chamber, were temporarily uncovered in 1888. The place is probably the site of the Palace of the Kings and High Priests of Paphos. Although a tablet was disinterred, recording the fortification of the city by Nikokles,

no trace of walls was found. The traveller should not fail to see the *Σήλαιον τῆς Ρηγινῆς*, or the *Tomb of Aphrodite*, as it is called by the natives, one of the finest tombs in Cyprus. It lies about 600 yards E. of the temple, on a hill side facing the sea. It was seen by De Vogüé, who cut from it two Cypriote inscriptions now in the Louvre. The tomb runs 34 ft. into the rock, and consists of three main halls and eight smaller chambers. Nothing was found in them; their contents having been long ago removed, as has been also the case with most of the tombs in the great Necropolis which lies to the north.

There are two Churches in Kuklia, Agios Luka, and Panagia Chrysopolitissa, and the ruins of at least six others can be made out. In Ag. Luka an inscribed pedestal exists at W. end (outside), and another in the S. aisle. The altar-stone is formed by a third, and a late inscription is built into the wall over the screen. Panagia Chrysopolitissa was restored by the Cyprus Exploration Fund in return for digging rights on church lands. It used to form part of the monastery which in late Byzantine times covered the site of the Temple of Aphrodite. An inscribed pedestal may be seen built into its S.W. angle.

The edge of the bluff south of the great temple is occupied by a Turkish Chiftlik, the east side of whose large courtyard is formed by a portion of a *Castle*, said to have been built by Hugh III. (1267-84). This, which is the only part remaining, is a vaulted chamber of large size, which is possibly a dining-hall, but was more probably used for stores.

About a mile W.S.W. from the temple at Kuklia, some 300 yards from the sea, and rather more than that distance from the Zeropotamo, on its l. bank, is a small site formerly supposed to be that of a temple of Aphrodite Anadyomene. It is conspicuous by the presence of two large upright monoliths, 9 ft. 7 in. in height, pierced by a vertical hole, concerning which the Cypriotes have many superstitions.

Stones, beads and bright pieces of glass are left in the hole to rid a sufferer from fever of his malady, sick children are passed through it, and betrothed couples join hands through the opening. These two stones, in close proximity to each other, were by some supposed to form the gateway of a temple of great antiquity, and Professor Sayce described them as memorials of the worship of Bethels or sacred stones which the Phœnicians brought with them to Cyprus. Three or four only were then known, but in 1888 Mr. Hogarth and Dr. Guillemard discovered nearly forty others in the neighbourhood of Anoyira, and have conclusively shown them to be the fulera of oil or wine presses, most probably the work of Roman hands.

Leaving Kuklia for Ktima the road passes over a flat plain. Between Cape Zephyros and the promontory W. of it is the site of Strabo's *Arsinoë*, of which city hardly a trace remains. 5 m. from Kuklia is *Aschelia*, now a mere hamlet, but at one time the seat of a Commandery dependent on the Castle of Hugh de Lusignan at Kuklia. In a ruined ch. on l. of road close to the Chiftlik are a tombstone bearing a lion and coat of arms, and an altar-stone of fine Renaissance work; but by far the most interesting mediæval relics are in a ch. standing by the side of the road on entering the village. Here are a magnificently-carved wood pulpit, screen, and baldacchino—most probably Italian work—brought to light by the members of the Cyprus Exploration Fund in 1888.

Two miles beyond is *Hieroskopos* (Strabo's *Ἱερόκηρια*, the Sacred Garden of Adonis), a spot whose beauty has been much exaggerated by Cesnola. The only signs of the site are the tombs on a line of hills to the north, and the numerous coins and engraved gems continually being found by the villagers. Near the village is the cave and fountain known as the "Bath of Aphrodite." The Ch. is worthy of inspection, and in its precinct may be seen some florid Corinthian capitals

and marble shafts which may at one time have formed part of the Temple of Adonis. Another twenty minutes takes the traveller to Ktima.

Ktima is now the capital of the Papho district, and is distant about 43 miles from Limassol. It is placed upon a high cliff some 200 ft. above the sea, and about a mile distant from it and the ancient city of Nea-Paphos. This district is the head-quarter of the silk industry, and includes some of the wildest part of the island. A day at least should be spent in exploring the site of Nea-Paphos.

**h. Nea-Paphos (Baffo).** The visitor should proceed by a path leading from N.W. end of Ktima, past a single granite shaft erected as a landmark in the middle of the plain, to *Palæocastro*, a clump of rocks honeycombed with tombs which lies at the head of the northern bay. Here are most interesting *architectural* tombs, probably of the 2nd and 3rd centuries B.C., with rock-cut Doric columns, triglyphs, &c. Hence bear southwards in the direction of the new lighthouse across a cemetery of huge dimensions, the whole plain being riddled with rifled tombs. Bounding the plain in front a low cliff will be noticed, and halfway between its eastern termination and the lighthouse a roadway of rock is seen running down into the plain. Mounting this, the visitor enters Nea-Paphos by the "*Cemetery Gate*," the best preserved in the city. The sockets can still be seen. Following the *Wall* to the N., observe the variation in its breadth according to the strength of the natural defence. After about 400 ft. it turns at an acute angle and runs S.E., soon becoming no longer traceable. The foundations of a tower are noticeable at the corner. The wall S. of the gate is well worth inspection, showing very perfect sally-ports opening out beneath the cliff which it surmounts.

From the gate proceed towards the lighthouse, the N.W. part of the site being a mere heap of stones which



will not repay inspection, and passing it on the land side notice the Roman pavement and remains of houses, probably of the aristocratic quarter, on the hill-top beyond. Below the hill to l. is the *Theatre*, a poor building of about 120 ft. in diameter. Passing due E. from here over a tumbled mass of ruins for about 100 yards a large mound is reached strewn with broken granite shafts of 22 inches diameter. This bears the name *Σάραντα κολόννες*, and tradition asserts it to be the site of the *Temple of Paphian Aphrodite*, to which in late Imperial days most of the belongings of the great Kuklia temple were transferred. The *Amphitheatre* lies near the shore a little distance westward and is, like the theatre, of small size. From it the traveller had better proceed to the *Castle* at the entrance of the harbour. This is almost certainly Turkish, although perhaps built of the ruins of Lusignan buildings. Though of massive construction it is now fast falling to decay. It is built upon much older foundations, and from its eastern end a mole—said to be of Phœnician construction—runs out towards another from the E. to form the harbour, now so shallow as to be used for nothing but small craft.

The ruins within the precincts of the village should now be visited. Enquire for Alexandro's *καφένειον*. Just N. of it is a massive Lusignan ruin with extensive vaults beneath, which is possibly the *Latin Cathedral*. Cross the road opposite the café, and turn down a lane leading to the S.E., passing a small Turkish Hummam with grey granite shafts lying near it, and a Lusignan building later converted into a mosque. A road turning to l., beyond this, will lead to the north-eastern corner of the site where the city-wall may again be traced running down to the sea. Immediately outside it is the little ruined Ch. of *Agia Marina*, in which lies a Byzantine inscribed stele. In the house and garden of Hadji Iannikos to the south-east of this spot are two Lusignan relics, one a relief of a warrior in armour [*Mediterranean*.]

cut on a sliced column, the other a pedestal with a Greek inscription.

Outside the wall lies *Agios Georgios*, famous for the great grey monolithic shafts close to its southern wall. To one of these St. Paul is said to have been tied by Sergius Paulus. The hole between the columns was dug by Cesnola; they are apparently *in situ*, and the remains of a very small temple or stoa. In the field near are some late fluted shafts, and a very late Greek inscription built into the wall of a tank at its N.W. corner.

North-west of this church observe the foundations of a very large *Greek Cathedral*, and in a yard to the south-west a pedestal with the well-known inscription *Φειδίακη ἀρετή*.

This finishes the city site, but the traveller should not omit visiting the *Ἀλώνια τοῦ Ἐπισκόπου*, the "Bishop's Threshing Floor," a mass of rock rising from the plain distant  $\frac{3}{4}$  m. in an easterly direction. Here there is a rock tomb with two Cypriote inscriptions, as good specimens of the character as exist. They have been published by De Vogüé and others, and record the dedication of the cave to Apollo Hylates. The plain should then be crossed N.W. for another  $\frac{1}{2}$  m. to a second group of tombs—"Hellenica"—where are other Cypriote inscriptions over tombs of the priests of Aphrodite.

Thence a path leads direct to Ktima, about 1 m. distant, from which the monastery of St. Neophytus should be visited.

i. *Khrysaorghiatissa*, 5½ hrs. This is a large monastery, where the Greek monks are very hospitable. The scenery here, although we are on the "white ground," is very fine, and the view from the monastery itself is of magnificent extent. Leaving this, we soon enter a rough uncultivated country, which, as we progress, affords still finer views, until Kykko is reached. The summits of the mountains are for the most part only sparsely covered with vegetation, but the slopes and valleys are densely wooded with arbutus, various kinds of oak, oleander,



myrtle, wild caroub, juniper, and other trees. In the spring (the beginning of April) this part of the country is ablaze with flowers—cistus, cyclamen, and furze. About a mile before reaching Kykko the track passes along a narrow crest, whence the view down into the Mylikouri valley should be noticed.

k. **Kykkó** (4 hrs.), is the largest and richest monastery in the island, possessing land in Cyprus, at Smyrna, in Thessaly and in Caucasia. It was founded by Alexius Comnenus, out of gratitude for the restoration of his daughter to health by a hermit who lived at this spot, and was endowed with a picture of the Virgin by St. Luke, which now hangs on the iconostasis of the church in a splendid shrine, but the face is always concealed. The monastery has been thrice burnt down, but is still an interesting pile of buildings. There are two fairs held here in the summer (Aug. 27th and Sept. 20th) at which several thousand persons assemble, but on such an occasion it is well to avoid the precincts. The monks are hospitable, and good accommodation for the night is to be had, for which a contribution to the "poor-box" is expected. There is a very fine bell, a contribution from the faithful in Russia; it was rolled up from the sea near Levka, with much difficulty, in a barrel. A walk of an hour over very rough ground, guided by a shepherd from the monastery, will bring us to a group of *Cedar trees*, few of which now exist in the island. They are said to be a species peculiar to Cyprus, more resembling the African than the Lebanon cedar. They are, no doubt, the Chittim wood of Scripture.

l. From Kykko we may visit **Mount Troódos**, if we have not already done so from Limassol (4 hrs. by a road which will take us through some very wild and picturesque country), and thence go to Levka (4 hrs.), through *the fine valley of Marathasa*, or we may continue our journey, viâ *Kambos*, a much rougher road, to

m. **Levka** (4 hrs.). An important village, well watered by perennial streams from Mount Troódos, charmingly bowered in mulberry trees, and abounding in nightingales. The land in this neighbourhood is very rich, and lemons, oranges and pomegranates are grown in great abundance. A great deal of wine is produced. The grapes are often seen growing in apparently inaccessible places, and it is said that lives are sometimes lost in gathering them, and in tilling the land.

We are now leaving on our left a very picturesque district, in which were situated several ancient cities of importance, and the principal mines from which Cyprus obtained its ancient wealth. A couple of miles N.W. of Levka is **Soli**, where the great Greek legislator Solon passed some years. The king of Soli was one of the 10 kings of Cyprus who sent presents to Esarhaddon, and next to Salamis it was the most important city in the island. Near it were rich copper mines. It stood on the left bank of the winter torrent Clarios, and covered the northern slope of a low hill. Now its only remains are confused ruins with rock-hewn tombs in the adjoining hills. The remains of the theatre are visible on the N. face of the main hill on which the theatre was built.

It is probable that a systematic search would reveal antiquities of great interest and value at this spot. Its port, now called *Karavastasi*—a miserable hamlet where only very rough accommodation can be had—is the only one, except Kyrenia, which affords shelter for vessels on the N. coast, but it is hardly ever made use of.

n. From Levka to **Morphou** is about 3 hrs. (Visitors are generally permitted to put up at the *Konak*.) It is the largest village in the island, inhabited almost entirely by Greeks. We have now entered upon the great central plain of the Mesorea, which stretches from Morphou to Famagusta, and is the great corn-bearing district of the island, and, if well watered, would rival the Egyptian delta.

richness. The remains of the monastery, close to the *Konak*, should be visited. The Ch. contains the tomb of Agio Mama, and some good carved marble in the screen.

o. From Morphou to Lapithos is an easy day's journey, but we may visit on our way the Monastery of St. Pantelemon, the residence of the Bishop of Kyrenia, at the village of Myrton, where strangers are hospitably entertained. It is a fine building and picturesquely situated. One of the great fairs of the island is held here during the summer, Aug. 8th, at which many thousand people assemble, and much business and bartering is carried on.

3½ m. E. of the convent is a hamlet called *Larnaca-tis-Lapithou*—so named from the number of rock-hewn tombs around it. A night may be passed here, and the journey to Lapithos resumed on the following afternoon. On the slope of a conical hill, some fifteen minutes' walk from Larnaca, there is a bilingual inscription in Greek and Phœnician ("Ἀθηνα σόστρεπα" . . .), of the age of the Ptolemies, and in its vicinity are the ruins of a small temple. In the churchyard is another well-known inscription on a pedestal ("Νουμήμιος Νουμηνοῦ").

p. **Lapithos** (5 hrs. from Morphou) was formerly the residence of one of the 10 kings and the site of a temple of Venus. It is still one of the most productive and prosperous villages of the island, and the people are particularly intelligent and hospitable. It has an abundant supply of water, the source of which is worth visiting, as the rock out of which it flows has been excavated, and found to contain five small chambers. Instead of sleeping at Lapithos, it would be preferable to proceed to

The convent of *Acheropiti*, a mile distant, situated on a rock overhanging the sea, and surrounded on all sides by the extensive ruins of the ancient city. *Lapithos* was apparently

founded by Greek colonists, and in Ptolemaic times was one of the four capitals of the island. The surface ruins which line the coast for about 2 m. are, however, chiefly Roman. To the E. of the convent, a short distance beyond the ch. (Agios Evlálios), are abundant remains of baths, constructed of various kinds of beautifully coloured marbles. The ch. itself is built on the foundations of a Roman edifice. In the enclosure surrounding it is a very beautiful mosaic pavement, which must, apparently, have been of great extent. The convent affords a good room, and its ch. containing an interesting body-stone, and with a lengthy Greek inscription on a pedestal near its N. door, should be seen. Rude Byzantine columns form the cloisters. Note the ancient city gate, which coincides with the road close to the gate of the convent. The outline of the harbour can be distinctly made out, and W. of the convent may be seen the holes bored in the rocks for the hawsers of the vessels.

q. We now proceed along the coast to **Kyrenia**, 7 m. distant. On the rt. of the road, on the top of the hills, 2386 ft. above the sea, is the castle of *Dieu d'Amour*, now called *Saint Ilarion*, which should be visited from Kyrenia. This town, which is reached by an excellent road, has a small and safe port, constructed by the English, the usual landing-place from Asia Minor; but it will only admit sponge boats and such small craft. It is protected by a large, strong, and very curious old fort, enlarged by the Lusignans, which is nearly square in form, and flanked at each corner by a circular tower. It is now used as a prison, and can be inspected by obtaining permission from the commissioner. The best view is from the sea. This fort formed the eastern or north-eastern boundary of the ancient town, the S.W. corner of which is marked by an interesting circular building, now used as a sort of store-house or magazine. The flat dome of this is worthy of inspection. By



some this building has been supposed to be Roman, but it is more probably of mediæval construction. From it a wall can be traced running N. to join a round tower of much later date, and thence towards the sea in the direction of the Church. The quarries lying to the W. of the town are most curious; from the most ancient times the stone has been cut out in square blocks, till the cliffs resemble huge flights of steps.

St. Ilarion, the most western of the three great mediæval castles which guarded the northern coast of Cyprus—the others being Buffavento and Kantara—may be visited in a day's excursion from Kyrenia. Like the others it is a most remarkable structure, perched upon an almost inaccessible peak, and clinging to the rocks, as every projection affords a precarious foundation. It consists of an outer *enceinte*, including the only piece of ground which is not bare and precipitous rock, with a castellated wall and round flanking towers. A passage in the side of the rock leads from this to the main building, which consists of numerous chambers and halls, including a chapel, from which a lovely view is obtained. A steep climb, past the huge tank which supplied the castle with water, brings us to the keep on a flat plateau between the two precipitous peaks of the mountain, on one of which are some still more inaccessible buildings, only to be reached by active climbing. In spite of its magnificent position, it surrendered to Richard Cœur de Lion, after a short resistance, in 1191. The extent and solidity of the structure, which still testify to its original importance, are the more wonderful, as it is apparent that the stone used in its construction has been mostly brought up from the plains.

From Kyrenia *Bellapais* will be visited—the well-preserved ruins of a perfect Benedictine monastery, and one of the most beautiful spots in the island. Except that, owing to the site, the *Ch.* is on the south side, the

usual plan of these buildings has been adhered to. Entering by the original gateway—which has been much altered in later times with a view to fortification—the *Church* is seen in front. It is quite perfect, and has a fine porch with bell-cot over the gable of the W. wall, and was probably built in early Lusignan times by French workmen. The interior is peculiarly pleasing. The N. door (intended for the monks only) leads into the cloisters—three sides of which are tolerably perfect. Although much of the tracery is gone, the richness of the work is apparent, especially at the N.W. corner, opposite to the Refectory door. Here stands a Greco-Roman *sarcophagus*, a very fine example of its period. Lebrun, who visited the place in 1683, describes it as in the same position. The rich door of the *Refectory* is ornamented by three coats-of-arms. The dimensions of this hall are 98 feet by 33 feet, and its height about 40 feet. Its north wall is ornamented by a pulpit, from which the monks read at meal-times. On the W. wall, about 8 ft. from the ground and some 10–15 feet from the S.W. corner, is a half obliterated Latin inscription evidently not *in situ* and bearing date 1485. In any case the monastery buildings are much later than the *Ch.*, and are 15th-cent. work. Below the Refectory is a fine vaulted *crypt*, with central octagonal pillars carrying the vaulting ribs. The E. side is occupied by a two-storied building, of which nothing but the shell is now standing. The northern of the two lower apartments was probably the *Kitchen*, and that next to the *Ch.* the *Chapter-house*. The upper story consisted of a single room—the *Dormitory*, having a large window in the north wall surmounted by a rose-window. The western, and fourth, side of the court was probably filled in by the Abbot's quarters and *Hospitium*, but few traces of these are left. The views obtainable from the walk over the cloister can scarcely be excelled in beauty. Northwards the snow-capped mountains of Asia Minor are clearly discernible, and to the south the bold grey cliffs of the northern



range tower above to the height of 3000 feet. The monastery is embosomed in greenery even during the summer, and forms a charming picnic ground for the dwellers in the parched plains of the Mesorea. On the south side of this upper cloister walk, over the middle bay of the north aisle, is a small *Abbot's Cell*, provided with a window looking into the Ch. The Chapel on the north side of the chancel has been completely walled up.

The road from Kyrenia is an excellent one, and affords beautiful views as far as the summit of the low pass. Clearing this, the vast plain of the Mesorea lies at our feet, with a dark spot—Nikosia—in the distance. And from here the ride is of the most monotonous kind.

r. **Nikosia**, in Greek *Leucosia*, the capital of Cyprus, is about 4 hrs. ride from Kyrenia. It contains a population of 11,513 souls, of whom 5397 are Turks, and 5653 are of the Greek Church. The district contains 56,275 inhabitants. From the time of Constantine the Great the walls were 9 m. in circumference, but when the invasion of the Turks was expected, the Venetians reduced them to 3, and erected the present fortifications, leaving three gates instead of eight. The walls are in the form of a perfect circle with eleven flanking bastions. The old Papho gate has been walled up, and a new entrance made through the adjacent wall. Though fortified by Savorniani, one of the most famous engineers of the day, the town is far from strong, as it is commanded by the higher ground about it; it, however, offered a most obstinate resistance to the Turks, and was only lost through the folly and ignorance of the governor, Nicolo Dandolo. In reducing the circumference of the fortifications some splendid temples, palaces, and monuments were destroyed, and among them the church of St. Dominic, in which several of the kings of Cyprus, including Hugh IV., were buried. Although the walls are in a ruinous condition the fortifications are still of imposing appearance. When possessed

by the Lusignans, Nikosia was the residence of the kings and an archiepiscopal see; the monasteries were very numerous; and there were about 300 Greek and Latin churches, and many palaces and public buildings.

The siege of Nikosia by the Turks under Lala Mustapha commenced on the 26th July, 1570, and lasted forty-five days. The garrison consisted of 8000 or 10,000 men, while Lala Mustapha had with him 2500 cavalry and 50,000 infantry. The trenches he constructed can still be seen. On the 9th September the city fell, and 20,000 of the inhabitants were put to the sword. From that period may be dated the rapid decay of this once celebrated city. Between the gates of Famagusta and Papho, situated in a pretty garden, is a small mosque, in which is interred the Bairakdar (or standard-bearer) who first planted the Turkish flag on the walls. It is worth visiting, and from the summit of its minaret the best view of this pretty Oriental town is obtained; the variety of shrubs, mulberry and palm trees, interspersed with minarets and ancient Christian churches, now converted into mosques, with the Kyrenia range of hills in the background, make this scene worthy the attention of an artist. It is extremely picturesque and beautiful. The bazaars form a labyrinth very difficult to traverse, as in most Oriental towns.

The new Government house is outside the city; it is of a temporary construction, but is in a splendid position, and considerable plantations have been made around it.

The **CATHEDRAL CH. OF ST. SOPHIA**, in which were crowned the kings of Cyprus, is now a mosque; it is composed of three large naves, and the style throughout is Decorated. It is in excellent preservation. There are still to be seen the tombs of some of the Lusignans and of Venetian families, but the Turks have much disfigured them, as also all other symbols of Christianity. The two western towers remain unfinished, and their place is taken by two lofty minarets, which

should be ascended, as a fine view of the town and surrounding country is obtained. The Ch. presents the peculiarity of a door at the E. end, but there is little doubt that this was added in Turkish times.

The actual Cathedral of the Greek archbishop is a small unpretending building, apparently of no very ancient date. The interior, however, is covered with very curious and archaic-looking frescoes; on the roof is a representation of the Last Judgment, with the figure of Christ in the centre. On his right hand are the blessed, on the left the condemned, amongst whom are a great number of bishops, descending in a band of flame into the mouth of a huge green monster. In this church, moreover, are some very fine silver lamps, and an artificial ostrich egg in Rhodian porcelain.

An exceedingly interesting church, at present used as a granary, is that of *St. Nicolas*, close to the Mosque of *St. Sophia*, probably the same as that mentioned in ancient records as *St. Nicolas of the English*. When Acre surrendered to the Turks in 1291, and the Christian forces had withdrawn from the Holy Land, some found a home in Cyprus, and among them the Order of *St. Thomas of Acre*, a small semi-religious knightly order of Englishmen. It was founded by the sister and the brother-in-law of *A'Becket*, and during the Crusades the members devoted themselves to burying the dead. At the siege of Acre the order led the soldiers whom *Edward I.* sent to Palestine, and such members as survived the siege settled at *Nikosia*, where they possessed a church called "*St. Nicolas of the English*." Its porch is the best preserved and most elaborate specimen of Gothic architecture in the island, but is doubtless a later addition.

The small *Ch. of St. Catherine* was formerly connected with a nunnery, of which no trace exists. It is also of the Decorated period. The S. and W. doors are good. The *Armenian Ch.*, a building of the 14th cent., contains

the tombs of several knights and other warriors renowned in the Crusades, all of which are well preserved.

The *Serai*, or governor's palace, formerly used by the English as the Courts of Justice and government offices, is of Gothic construction, and has still over its entrance the arms of the Republic of Venice; it was the royal residence in Christian times, but is now in a dilapidated condition, and has been partly pulled down. In the square outside the *Serai* is the tree on which were hung the archbishop and notables of Cyprus after the insurrection of 1821. Near it also is a fine granite column, on which the Venetian lion is said to have stood. *Nikosia* was the seat of the *Mutesarif* of Cyprus, who was under the Governor-General of the island of Rhodes. The public bazaars are worthy of inspection. The principal trade of *Nikosia* is printing British calicoes with Oriental designs, after which they are exported to all parts of the Levant, and serve as window-blinds, sofa-covers, &c. Tanning is also carried on to some extent, and the Greek females manufacture silk with great taste, and in a style unknown in Europe. Silver ornaments of local manufacture and quaint design may be obtained in the silversmith's bazaar. *Nikosia* is the residence of the Greek archbishop of the island.

There are establishments of the Dancing and Howling Dervishes in the town, which can be visited. The time and place can be learnt by local inquiry.

The origin of *Nikosia* is unknown, *Pococke* says it occupies the site of the ancient *Tremithus*; but this is impossible, for both places are mentioned as episcopal cities at the close of the 4th century. It seems, however, that *Nikosia* was built upon the ruins of some more ancient town, as in its immediate neighbourhood are many tombs in which *Di Cesnola* found little clay figures of the Assyrian *Mylitta*, cylinders in serpentine, scarabs, and other objects, none of which could be of a later date than the year 500 B.C.



The only pleasant walk is the circuit of the ramparts, as they are elevated, and command a fine view.

From Nikosia the wonderful ruins of *Buffavento* should be visited. A ride of 1½ hrs. brings the traveller to *Agios Khrysostomos*, or *Ak Monastir*, one of the most celebrated of these establishments in Cyprus. It is a dependency of the Greek Church of the Holy Sepulchre at Jerusalem and has an abbot directly appointed by the patriarch. The Ch. is an interesting one, and the view of the monastery seen from the rising ground behind is very beautiful. From here the mules can be ridden for about 1 m. to the foot of the great crag upon which the Castle stands. Climbing this, the summit of a small pass is reached in about half-an-hour, whence a delightful panorama of the northern coast-line is obtained. A stiffer climb of 150 yds. further, and the gateway of the Castle is reached. But little masonry now remains; but how the building—massive as it was—could ever have been taken and destroyed is even more wonderful than the fact of its construction. *Buffavento* is of the same character as *St. Ilarion* and *Kantara*, but placed in a far more inaccessible position than either. It yielded to *Richard Cœur de Lion* and was later destroyed by the Venetians. Within the gateway the fortifications and buildings are shattered beyond recognition. The actual summit can only be reached by those who have good nerves, but the views from it are superb. It is hard to say which of the three castles bears the palm in this respect. Perhaps *Kantara* is the most beautiful—*Buffavento* the grander. The return to *Nikosia* may be varied by skirting the southern slopes of the mountains westward to *Sykari*, where there is a small ruined monastery. Hence to the city it is about 7 m.

We shall now quit *Nikosia* and pursue our route to the eastern part of the island. A fair road, passable by carriages, takes us (7 m.) to

s. *Kythrea*, a small but beautiful village, surrounded by gardens and

fruit-trees, through which runs the remarkable stream which issues from a cavern in the mountain side and waters a large extent of land. The ruins of the ancient city, the capital of one of the 10 kingdoms of Cyprus, lie about a mile from the village on a low hill. The site is strewn with rubbish and fragments of pottery. *Cesnola* discovered the remains of two temples, with a granite altar, two heads in marble, and several fragments of stone and terra-cotta with Cypriote characters on them.

t. *Trikomo*, 8 hrs., the N.E. limits of the *Mesorea* plain. This village, although offering nothing of interest, is the best halting-place. Next day the ascent of the northern range to *Kantára Monastery* (about 2½ hrs.) may be made. This is deserted and ruined, but there is one room in fair repair, or the traveller can sleep in the Ch. The Castle is 2 m. distant.

*Kantara*, which in 1191 opened its gates to *Richard Cœur de Lion*, is the best preserved of the three great mediæval crag-built castles of Cyprus, and a day should be given to exploring it. The views from the summit are superb. Eastward the great promontory of the *Karpas* runs out for a distance of 40 m., and the bays and headlands of the N. coast can be traced far to the W.

Just north of *Kantara* on the coast are the ruins of an ancient town, covering a plateau. Here may be seen a mass of ruin of poor character, and other remains, half-buried in the soil. Below, there are traces of an enclosed harbour. These may mark the site of *Aphrodisium* or *Achaon Acte*. About a mile W. of it is the headland of *Davlos*, where there are also a few insignificant ruins.

At this point the island becomes narrow, and stretches away eastward in the long rugged promontory called the *Karpas*, having on the S. the gulf of *Salamis*. This promontory bears evidences of a former dense population. Along the shores are many cemeteries, the tombs in which are



among the oldest in Cyprus. Some are cut in the rock, others excavated in the earth. The most remarkable are the caves near Elisis and Galinopuni, the former cut for nearly 100 feet into a precipitous cliff. The ruins of Carpasia (Agios Philonos) and Urania (Aphendrika) are among the most remarkable in Cyprus. Notice the harbour-moles of the former, and the rock-cut chambers upon the citadel of the latter.

From Kantara we may either proceed to Cape St. Andreas, exploring the eastern promontory, or we may turn south to Famagusta, passing the Greek Convent of St. Barnabas and the ruins of Salamis on our way. Both of these are best visited from Famagusta.

**u. St. Barnabas (Agios Varnávas),** 6 hrs. In a grotto adjacent was discovered the body of that saint, and by his side the manuscript of the *Gospel of St. Mattheu*, said to be written in the Evangelist's own hand. Owing to this precious discovery, in the time of the Greek emperor Zeno, A.D. 473, peculiar privileges were accorded to the archbishops of Cyprus, who, although they own the supremacy of the patriarch of Constantinople over the Orthodox Greek Church, still are entirely independent of him as regards church discipline; they were also allowed to dress in purple, and to sign in red, like the emperors themselves. The whole of the above privileges are retained to this day, the ch. of Cyprus being what is called *autocephalous* (αὐτοκέφαλος). Near St. Barnabas is *Agia Ekaterina*, a curious building deeply sunk in the ground, and built of huge blocks of stone. The roof is arched. Whether tomb or temple, it is most probably of Phœnician origin, and bears a strong resemblance to the *Agia Phaneroméne* at Larnaka. Its dimensions are 33 ft. by 20 ft.

**v. Salamis,** formerly one of the most flourishing cities of Cyprus, but now desolate. Its harbour is covered with sand, and its whole site overgrown

with thorns and thistles. Remains of the city wall may be seen, and also of some large Roman building, and various broken columns and portions of pavements; but there is nothing else to mark its greatness. Salamis was founded, according to tradition, by a colony of Greeks under Teucer, son of Telamon, king of the island of Salamis. The legend says that he married Eune, the daughter of Cinyras, and that from them sprang the line of the kings of Salamis. At a subsequent period Salamis fell under the power of the Persians, but was wrested from them by Evagoras, a descendant of the old kings, in the 4th century B.C. He was, however, finally subdued by Artaxerxes, B.C. 379. In 306 B.C. Salamis underwent its celebrated siege by Demetrius Poliorcetes, which ultimately resulted in the whole island falling into his hands. Hardly 10 years later the Ptolemaic dynasty was established, and the city formed the capital of one of the four districts, the others being Paphos, Amathus, and Lapithos. In 648 A.D. it was destroyed by the troops of the Caliph Othman on the occasion of the Arab invasion. It fell into decay in the early part of the Christian era; and in the Middle Ages its place was taken by the neighbouring town of Famagusta. To the N.W. are some remains of a Roman aqueduct, which brought water from Kythrea, 22 m. distant.

**w. Famagusta,** 1 hr., in which, however, no accommodation or provisions are to be procured. The traveller must therefore procure lodgings at the large and populous suburb of *Varoshia*, outside the walls.

Famagusta, called by the Turks *Maousa*, was one of the four cities erected by Ptolemy Philadelphus in honour of his sister Arsinoë, and was originally named after her. The present name is derived from the sand by which it is surrounded (Ἀμμόχωστος), but the older name was retained in that of the Greek see in the Middle Ages. Its present fortifications are the work of the Lusignans, Genoese, and

Venetians. The works are in good preservation, of exceeding interest, and offer a striking contrast to the interior of the town, which is a confused mass of ruins and filth. There are only two gates; that from the land side is very striking, as it spans the enormous fosse 140 ft. wide, cut out of the rock. The present land gate is not the original, which may be seen a few yards to the l. on entering. The water-gate was approached by a winding entrance beneath a powerful circular bastion, from a very narrow quay. The harbour is the only one in the island that can be made available for large vessels; at present it is quite choked up, and the unhealthiness of the site must prevent Famagusta being used as a military station till the causes of this condition are remedied. There are two harbours, the outer one is natural and is available for the largest ships. The inner one was artificial, and is now silted up, and can only be entered by small vessels drawing not more than 10 ft. of water. The town was most valiantly defended by the Venetians under *Marco Bragadino*, against an overwhelming force commanded by Lala Mustapha Pasha, and only capitulated after a siege of four months, when reduced to the utmost extremity, and when all hope of succour from without had been lost (August 1, 1571). The conditions agreed upon were most honourable to the besieged, but when once put in possession of the town, the treacherous Mustapha put the principal officers to death, and delivered Bragadino up to the most cruel tortures. After he had been made to labour at rebuilding the batteries he had so valiantly defended, he was flayed alive, and his skin stuffed with straw and hung to the yard-arm of a galley. It was subsequently ransomed by the Republic, and is now preserved in an urn in the Ch. of SS. Giovanni and Paolo in Venice.

Just before reaching the bridge leading to the land gate some Turkish tombs are seen on the l. of the road. Here are buried those of importance who fell in the siege of 1571, the tomb

nearest the bridge being that of Omar Bey. Entering the gate, note the masonic marks on the stones in the covered way. Beneath the citadel (*Ach Kaleh*) are two Venetian coats-of-arms in fresco, and the original doors remain, as do those at the end of the passage leading out on to the bastion below the citadel. Close to the original land-gate, the inner side of which may here be seen, are the arms of the Knights of Jerusalem and Cyprus. The citadel should be ascended for the magnificent view it affords, not only of the ruined and almost deserted town, but of the sweep of the Bay of Salamis with the mountains of the Karpas beyond. The massive ramparts, which are pierced by galleries, should be followed to the l. passing many ruined churches—too numerous to mention—till the N.W. corner is reached. Here, tunnelling the ramparts, is the enormous magazine; its wonderful vaulting as fresh as if built yesterday. The N.E. angle of the city is formed by another citadel, but from hence to the S.E. the ramparts disappear, leaving the sea-face to be defended by a mere curtain. The Water Gate, which pierces it, bears the inscription NICOLAO PRIOLO, PREFECTO, MCCCCLXXXVI, and is a good example of Italian Renaissance. Just within stands a large but much dilapidated Venetian lion. The traveller should now proceed to the eastern end of the south wall, where is the well-like tomb of Jamboulat Pasha, who fell in one of the assaults of July 1571, and was buried where he fell.

Famagusta formerly contained, it is said, 200 Greek and Latin churches, the principal of which was the Latin CATHEDRAL OF ST. NICHOLAS, now converted into a mosque, which, though inferior in length to that of Nikosia, is superior to it in beauty of architecture. It is a French Gothic building of the 14th century. The dimensions are 180 ft. by 75 ft. in breadth. The W. front, which is tolerably perfect, except the spires which are gone, somewhat resembles that of Lichfield Cathedral in general style, but bears a still stronger re-



resemblance to some of the French W. fronts of the Middle Pointed style. There are three large doorways, with straight-sided gabled canopies overhead. Over the centre of these is a magnificent window of six lights, with a wheel in the tracery; above the side doors are long double-light windows, and over these again the heavy windows, which are also of two lights. From an inscription in a marvellous state of preservation which is cut on the face of the buttress on the W. side of the beautiful S. door, some ten or fifteen feet from the ground, we ascertain the exact date of the construction of the building. It runs:—

ANNO . DNI . M . CC . LXXV . DIE . III . IDU .  
 FEBRUARII . A . III . HOC . SACRUM . EC-  
 CLESIA . SANCTI . GEORGII .  
 TOME . URSINO . P . URSINO . S . P .  
 S . OMARIS . URSINO . URSINO .  
 URSINO . M . CC . LXXV . AN . LXXX .  
 HOC . SACRUM . EC-  
 CLESIA . SANCTI . GEORGII .  
 TOME . URSINO . P . URSINO . S . P .  
 S . OMARIS . URSINO . URSINO .  
 URSINO . M . CC . LXXV . AN . LXXX .

It is to be noted that the latter part is written on the east face of the buttress. The floor of the mosque is covered with marble tombstones, bearing the names of the arms of the Christian Knights of St. George whose remains once rested here, but were thrown into the sea by the Moslem conquerors. Observe the circular piece of the nave arch and the small capitals—a reminiscence of Cyprus. In this cathedral the Lusignans were crowned kings of Sicily, and in it James the Bastard and his son were buried. Opposite this ch. are some arcades, supported by granite columns, which are no doubt brought from the ruins of a Roman and adorned with the arms of the Venetian Republic, and those of principal Venetian and Genoese families who held the command in this town. Behind these arcades stand the ruins of the ancient "Palace of Lusignans Kings." Another ch. was used as a store and stable by the Turks in the Komnenoque style.

and appears originally a regular basilica at the E. end. Its size, and was probably the time of Richard. The ch. of *St. Peter and St. Paul* is the most beautiful almost entirely. The latter is a striking former wealth and grandeur, for it was Nostran, a merchant realised in a single day. The *citadel* is in preservation.

The Governor resided in a small town, flanked by a wall called *Torre del Re* that in this once General Christoforo In 1508 he was He was the Othello

About 2 m. N. Famagusta Lake, winter is crowded Its surrounding snipe shooting.

**x. Tremithus.**—Lacina are the city, now almost village of Tremithus; and around which glassware and pottery, have one of the ancient Cyprus.

**y. Golgoi,** now where the mule 6 m. further W seat of the w and gave her the cemetery to the many objects of various times figures with C pottery, sculpt beautiful silver.

**z. Lalium,** now of Golgoi, situated little from the times for a





1



semblance to some of the French W. fronts of the Middle Pointed style. There are three large doorways, with straight-sided gabled canopies overhead. Over the centre of these is a magnificent window of six lights, with a wheel in the tracery; above the side doors are long double-light windows, and over these again the belfry windows, which are also of two lights. From an inscription in a marvellous state of preservation which is cut on the face of the buttress on the W. side of the beautiful S. door, some ten or fifteen feet from the ground, we learn the exact date of the construction of the building. It runs:—

LAN . DE . M . E . TROI . CENS . E . XI  
 D'CRIST . A . III . IORS . DAoust . FU .  
 DESPENDUE . LAMONNE . ORDENE .  
 E . POR . LELABOUR . D . EGLISE . D . FAM  
 AG' . E . COMESA . LELABOUR . LEVESQ'  
 BAUDCIN . LE . DIT . AN . LEPRE  
 MIRE . IOR . D'SEPTEMBRE . DO . D'  
 U . QUEL . LABOUR . VI . VOTES . D'  
 DEUS . HELES . ESTOIENT . FAITES . E  
 X . VOTES . DES . HELES . AUG . VIII . VOTS . D'  
  
 LANAVE . D'  
 EGLISE . E  
 SVOIT . A . FA  
 IRE .

Note that the latter part is written on the east face of the buttress. The floor of the mosque is covered with marble tombstones, bearing the names and arms of the Christian Knights of Europe whose remains once reposed beneath, but were thrown into the sea by the Moslem conquerors. Observe the circular pier of the nave arcade and the small capitals—a peculiarity of Cyprus. In this cathedral the Lusignans were crowned kings of Jerusalem, and in it James the Bastard and his son were buried.

Opposite this ch. are some arcades, supported by granite columns, which were no doubt brought from the ruins of Salamis, and adorned with the arms of the Venetian Republic, and those of the principal Venetian and Genoese families, who held the command in this town. Behind these arches stand the ruins of the ancient "Palace of the Lusignan Kings." Another ch., once used as a store and stable by *the Turks, is in the Romanesque style,*

and appears originally to have been a regular basilica, with three apses at the E. end. It is of considerable size, and was probably erected about the time of Richard Cœur de Lion. The ch. of *Sta. Croce*, and that of *St. Peter and St. Paul*, which were among the most beautiful of the town, have almost entirely fallen to ruin. The latter is a striking example of the former wealth and prosperity of Famagusta, for it was built by one Simoa Nostran, a merchant, with profits realised in a single voyage to Syria. The *citadel* is in a good state of preservation.

The Governor of the town formerly resided in a small fort overlooking the sea, flanked by a large round tower called *Torre del Moro*. Tradition says that in this once lived the Venetian General Christoforo Moro (1506–1508). In 1508 he was recalled to Venice. He was the Othello of Shakspeare.

About 2 m. N.W. of Varosia is the Famagusta Lake, which at the end of winter is crowded with wild fowl. Its surrounding marshes afford fair snipe shooting.

**x. Tremithus.**—About 10 m. N. of Larnaca are the remains of this old city, now almost obliterated. The village of Tremethousha stands on the site; and around it are many tombs in which glassware, sepulchral figures, and pottery, have been found. It was one of the ancient episcopal cities of Cyprus.

**y. Golgoi, now Athieno**—the village where the muleteers chiefly live—is 6 m. farther W. This place was a seat of the worship of Aphrodite, and gave her the name *Golgia*. In the cemetery to the N.E. of the village, many objects of interest have been at various times discovered, including figures with Cypriote inscriptions, pottery, sculptured sarcophagi, and beautiful silver patenæ.

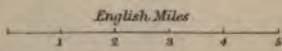
**z. Idalium, now Dali**, is 6 m. W.N.W. of Golgoi, situated in the centre of a little plain. It was famous in ancient times for a shrine of Venus. The







**THE  
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Longitude

been explored by De Vogüé, and others, and from them have been brought many interesting old ornaments, vases of glass, potters' ware, and articles of pottery. The foregoing directions will help the traveller to form some idea of the amount of work that can be done in a month's stay. But it should be remembered that they do not touch upon the most important places; and should be more than touched upon by the archaeologist, more than that time may well be spent on the tour. Very much still remains to be done in the deciphering of the history and antiquities of the island, and although the quantities of papyrus, bronzes, coins, statuary and other treasures brought to light have been almost limitless, yet there is no doubt that quite as much still remains to be discovered. Now that the Cyprus Exploration Fund is permanently established, we may look forward to a fuller knowledge of the island's history, and to the identification of many of the sites which have so long remained unknown.

## 5. MALTA AND ITS DEPENDENCIES.

Malta is situated in 35° 53' N. lat. and 14° 30' E. long. It is 60 m. from the Cape Passaro in Sicily, and nearly 200 m. from Cape Bon, the nearest point of Africa. The islands of Gozo and Comino are to the W.N.W. The latter is halfway in the channel, 4½ m. from the main island, which separates Malta from Sicily. On the opposite shores of the two main islands traces of wheels and ruts, showing the passage of carts, are still apparent, even at some distance from the water, proving that the intermediate space has been very recently submerged. The greatest length of Malta is about 17 m.; its breadth 9; its circumference 60; and its area is 95 square miles. Of an irregular

oval form, its S. shore presents a line of rock, often very precipitous, and rising in places to an elevation of 400 ft. To the S.E. lies the large port of Marsa Scirocco; while on the N.E. (the side opposite Sicily), with its more shelving shore, lies Marsa Scala, and the magnificent ports on either side of Valletta, called the Grand and Marsamuscetto harbours; and still proceeding westward, the bays of St. Julian, St. George, Maddalena, St. Paul, and Mellieha. The interior of the island is undulating, stony, and seamed with *wiedien*, or water-courses. The greatest elevation is obtained near Casal Dingli, on a spot called Tal-Ghalia, where the highest point of the cliffs rises 750 ft. above the level of the sea.

Malta is a simple rock, cropping up out of the ocean, about half of it happily covered with a thin rich mould, which, owing to the industry and frugality of the people, and in consequence of their connection with a great and wealthy nation, enables a larger number (2000 per productive sq. m.) of persons to live on it than on any other number of sq. miles on the globe. Two-sevenths of the land is owned by the Government. The rest is about equally divided between the Roman Catholic Church and private individuals. The great enemy of trees in Malta is the violence of the winds which sometimes blow over the island; consequently, to protect the crops as far as possible, the gardens are made small and are surrounded by high walls, often rising to 7 or 8 ft., so that from a distance nothing green can be seen, and the whole island looks like a huge stone quarry. And yet it is really very fertile: enormous crops of wheat are raised, Maltese potatoes are famous, and there are fields of a fine species of clover, *Hedysarum coronarium*, called *sulla*. Many oranges and lemons are also grown, but as the trees are carefully protected by walls, one may pass from one end of the island to the other without becoming aware of their existence. The most common tree is the kharoub, *Ceratonia siliqua*; this forms round masses 10 to 15 ft. high, with twice that diameter, the branches

twisting in every direction and touching the ground all round. Many of these overgrown bushes seem to be of great age, and bear large crops of the bean, which is valuable as food for cattle. Figs, pomegranates, peaches, grapes, and melons, are excellent; and after these, strawberries, apples, pears, apricots, plums, and Japanese medlars (*nespoli*, also called *loquots*).

The temperature varies during the three hottest months of July, August, and September, from 76° to 86° Fahr., and in January from 50° to 60°; below this it rarely falls. The *sense* of heat depends, however, more on the particular wind blowing than upon the actual temperature. The *sirocco* coming from the S.E. is especially enervating. It is most prevalent in September and October. The winter may be regarded as somewhat equivalent to an English October, but far more sunny. Snow and frost are unknown. As it is, the climate must rank between that of the S. of France or Italy, and Egypt.

The average rainfall is 20 inches a year.

Malta, from her commanding situation between Europe, Asia, and Africa, and her magnificent harbours, was from the earliest times a position of the greatest importance. According to tradition the earliest settlement was connected with the expulsion of the Phœnicians from Canaan by Joshua. A colony of Greeks settled here about 700 B.C., and seemed to have lived in harmony with the older inhabitants. The Carthaginians conquered both in 480 B.C., and in 216 B.C. the island was taken possession of by the Romans.

In A.D. 399 it became part of the Empire of the East, and remained under the Byzantine Emperors till A.D. 870, when it was conquered by the Abbasside Caliphs, then masters of the greater part of Spain, the southern part of France, Italy and Sicily. Count Roger the Norman, after delivering the last-mentioned island from the Arabs, came in 1090 to the rescue of Malta.

But the most interesting part of its history lies in the 268 years during which it was subject to the Knights of

St. John, or Knights Hospitallers as they were frequently called. A few merchants from Amalfi obtained permission from the Caliph to found a hospital and chapel at Jerusalem for the use of poor and sick pilgrims to the Holy Sepulchre. These were dedicated first to St. John the Almoner, and shortly afterwards to St. John the Baptist. Peter Gerard was the first rector of the hospital, but after the capture of Jerusalem by Godfrey de Bouillon in A.D. 1099, and the death of Gerard in 1118, this originally humble institution expanded into one of the most famous Orders of mediæval chivalry. The new rector, Raymond du Puys, "proposed to convert his peaceful fraternity into a band of warrior monks, who, without abandoning either their vows or principles, should add thereto the further obligation of combating on behalf of their faith." The King of Jerusalem approved, Papal sanction was obtained, princes and nobles bestowed lands and money, "and before many years had passed, the white cross banner of the Order of St. John had waved over many a field of strife, and had spread terror and dismay amidst the ranks of many an infidel host." The Order comprised three classes, the "Knights of Justice," the "Chaplains," and the "Serving Brothers;" the last were either esquires aspiring to obtain the accolade, or servants in a menial capacity. The rector was termed the Grand Master, and "Commanderies" were formed all over Europe, stimulating zeal, and regulating the finances of the Order. Garnier, the 8th and only English Grand Master, fell in A.D. 1187, at the fatal barrier of Tiberias, which resulted in Salah ed-din's gaining possession of Jerusalem. In 1191, Richard Cœur de Lion established the Order in Acre, where they remained nearly a hundred years, under 12 Grand Masters. On Acre being taken by the Sultan Khalil, they sought refuge in Cyprus, in A.D. 1291. In 1310, the Grand Master Fulke de Villaret, after a struggle of 4 years, seized the island of Rhodes, and established the Order there. It was at this period that the



Order was divided into nationalities, or "languages," at first seven in number, subsequently eight. The attack of Sultan Mohammed II. on Rhodes in 1480, and the successful defence by the Grand Master, Peter D'Aubusson, only roused Solymán the Magnificent to greater efforts to expel the knights. In 1523 L'Isle Adam was forced, after an heroic and lengthened defence, to yield the island to the Turks on honourable conditions. For 216 years under nineteen Grand Masters, Rhodes had been the home of the knights, but though they were finally compelled to surrender it, the defence had been against such desperate odds that their reputation for gallantry and courage was rather increased, and caused Charles V. to exclaim, "There has been nothing so well lost in the world as Rhodes." After seven years of wandering, the history of the Knights of St. John becomes identical with that of Malta.

In the year 1530, Charles V. made over Malta and its dependencies, in perpetual sovereignty, to the Order. This deed is dated 24th March, and is preserved in the armoury of the Palace. L'Isle Adam arrived on the 26th October, and was received by the Maltese at first with some fear, but afterwards with enthusiasm. St. Angelo was the only fort; this was speedily strengthened, and St. Elmo on the extreme seaboard of Mount Scceberras, and Senglea, called after the Grand Master, Claude de la Sengle, were soon added to the fortifications. Turkish efforts to expel the knights had been made in 1546 and 1551, and had both failed. It was in the year 1565 that the Porte made its greatest and final effort to obtain possession of the island. John de la Vallette was the Grand Master. The invading fleet consisted of 138 vessels, and 38,000 soldiers; which was increased shortly afterwards by the arrival of the corsair Dragut, with a considerable force. The siege lasted from the 18th of May till the 8th of September, and is admirably described by Colonel Porter, R.E., in his *history of the Knights*. *The contest was marked on both*

sides by the utmost skill, patience and valour. The Castle of St. Elmo, which was the first fort attacked, was taken after a long and desperate defence. But all the efforts of the Turks were unavailing against the other forts; and at last, after the arrival of a succouring force from Sicily, long withheld and much needed, they withdrew, and re-embarked but 10,000 men out of fully 40,000 who had been engaged in the siege, one of the most memorable in the annals of warfare; while of the 9000 under La Vallette but 600 were left capable of bearing arms. Well nigh crushed, the Knights became by their tenacity and invincible courage the heroes of Christendom. The activity and foresight of the Grand Master was not relaxed. He commenced on the 28th of March, 1566, a new city on the promontory of Mount Scceberras, fortifying it with the aid of Francesco Laparelli, a Tuscan from Cortona, and christening it after his own name *Valletta*. During the temporary absence of Laparelli from Malta and on his final departure for Cyprus, for the object of lending his aid to the Venetians in their war with the Ottomans, the direction of the work was, at the request of that eminent engineer, entrusted to the Maltese Girolamo Cassar, "Capo Maestro," or chief engineer of the Order, who had by his great ability contributed so much towards the defence of the "Borgo" in the memorable siege of 1565. The Conventual Church of St. John, the Magisterial, at present the Governor's Palace, the Infirmary of the Order, the Verdala Palace at Boshetto, the Ovens, the Slave Prisons, and several churches, are most eloquent monuments of the genius and striking ability of Cassar. The Knights removed to their new city in 1571, and called it Valletta after its heroic founder. Successive Grand Masters strengthened its fortifications, and added yet others: the Floriana enceinte, the Margarita, and Cotonera lines, lower St. Elmo, Forts Ricasoli, Mancel, and Tigné—all supporting one another, and forming one gigantic line of defence, which may probably

be regarded as the strongest specimen of the old system of fortifications in the world. Many distinguished men held the Grand Mastership, and not the least among them was Emmanuel de Rohan, the last head of the Order but one, elected in A.D. 1775, who organized a battalion of infantry, revised the municipal laws, and strengthened the foreign policy of the Order. Before his death, however, French revolutionists had seized the possessions of the Order in France, two-thirds of their whole revenue.

The following is a list of all the Grand Masters who ruled in Malta:—

|   |           |
|---|-----------|
| Fr. Philippe de Villiers                        |           |
| L'Isle-Adam . . .                               | 1521-34   |
| " Pietrino del Ponte . . .                      | 1534-35   |
| " Didiers de St. Jaille . . .                   | 1535-36   |
| " Juan de Homedes . . .                         | 1536-53   |
| " Claude de la Sengle . . .                     | 1553-57   |
| " Jean de la Vallette . . .                     | 1557-68   |
| " Pietro di Monte' . . .                        | 1568-72   |
| " Jean Levesque de la<br>Cassière . . .         | 1572-81   |
| " Hugues Lobenx Ver-<br>dala . . .              | 1582-95   |
| " Martin Garzes . . .                           | 1595-1601 |
| " Alof de Wignacourt . . .                      | 1601-22   |
| " Luis Mendez de Vas-<br>concellos . . .        | 1622-23   |
| " Antoine de Paula . . .                        | 1623-36   |
| " Jean Paul Lascaris<br>Castellar . . .         | 1636-57   |
| " Martin de Redin . . .                         | 1657-60   |
| " Annet de Clermont<br>de Chates Gessan . . .   | 1660-60   |
| " Rafael Cotoner . . .                          | 1660-63   |
| " Nicolas Cotoner . . .                         | 1663-80   |
| " Gregorio Carafa . . .                         | 1680-90   |
| " Adrien de Wignacourt . . .                    | 1690-97   |
| " Ramon Perellos y<br>Rocaful . . .             | 1697-1720 |
| " Marc' Antonio Lon-<br>dadari . . .            | 1720-22   |
| " Ant <sup>o</sup> Manoel de Vil-<br>hena . . . | 1722-36   |
| " Ramon Despuig . . .                           | 1736-41   |
| " Manuel Pinto de<br>Fonçeca . . .              | 1741-73   |
| " Francisco Ximenez<br>de Texada . . .          | 1773-75   |
| " Emmanuel de Rohan . . .                       | 1775-97   |
| " Ferdinand Hompesch . . .                      | 1797-     |

The final disaster which befel the knights was delayed till the year 1798, when Hompesch was Grand Master. The French under General Bonaparte obtained such easy possession of Valletta that General Caffarelli exclaimed, "It is well one was within to open the gates to us, we should else have had some difficulty in entering, had the place been altogether empty." The French soon made themselves odious to the people, chiefly through their unsparing policy of pillaging the churches and charitable institutions. A popular insurrection took place headed by Canon Carnana, afterwards Bishop of Malta; and General Vau-bois, who was left in command, was obliged to retire within the lines. Lord Nelson left Captain Ball (soon elected by the Maltese as President of their National Council) to aid the inhabitants, and blockade the harbours. Four English regiments, under Major-General Pigot subsequently assisted the Maltese in a siege which lasted exactly two years, and ended in the surrender of the French from famine on the 5th of September, 1800.

It was the delay in restoring Malta to the Knights of St. John that occasioned the rupture of the Peace of Amiens in 1802. English Civil Commissioners, Sir C. Cameron, Sir A. Ball, Sir H. Oakes, and Sir T. Maitland, were successively entrusted with the government of the Island, until its final transference to England, with the approval of Europe, at the Treaty of Paris in 1814—the seventh Article, signed on the 30th of May, being as follows: "The Island of Malta, with its dependencies, will appertain in full authority and sovereignty to His Britannic Majesty." From that date the inhabitants have enjoyed all the rights and privileges of English subjects. Sir Thomas Maitland, who arrived in Malta in 1813, was the most absolute and the most respected of all the Governors of Malta, "King Tom," as he was familiarly called, by prompt and energetic measures wisely put an end to radical intrigues and introduced valuable reforms, especially as regarded the administration of justice.



His death occurred in 1824. He was succeeded by the Marquis of Hastings, who died in 1826, and is buried under the cavalier of St. John. Sir Frederick Ponsonby was his successor. During his administration a council was formed of seven members to assist him in the Government, four of whom were Englishmen holding office, and three were unofficial members selected by the Governor. Sir Frederick remained in Malta, except during temporary absence, for nine years. Constant efforts were made to force the authorities in England to grant the Maltese a more liberal form of government, and the Colonial Office sent out two Commissioners, Mr. J. Austin and Sir G. C. Lewis, in the year 1836. The commission resulted in various minor alterations in the local administration, and the system of education was revised. Sir Henry Bouverie became Governor in 1836, and paid great attention to various practical matters, such as the construction of roads and the drainage of the great harbour. It was during his administration that the Dowager Queen Adelaide paid Malta a visit, and remained three months. Sir Henry resigned in 1841, but was reappointed, to the great satisfaction of the Maltese; ill-health, however, compelled him to retire in 1843. Sir Patrick Stuart succeeded him: and in 1847, M. R. More O'Ferrall, who was the first *civil* Governor. In 1849 Her Majesty's Government sent out new letters-patent, reforming the Council, in future to consist of eighteen members, ten of whom were to hold offices under Government and eight to be elected by the people every five years. One of the first acts of the new Council was once more to revise the Penal Code. Mr. O'Ferrall resigned in 1851, and was succeeded by Sir William Reid, who had been Governor of Bermuda, and was well known in the scientific world as the discoverer of the Circular Theory of Storms. Sir William remained Governor throughout the Crimean War, and resigned on the score of health in the year 1853. He was succeeded by Sir John Gaspard Le Marchant, who again

united in himself the two offices of Civil Governor and Commander-in-Chief of the troops. The water supply—the planting of trees—the improvement of roads—the investigation into the condition of hospitals—the erection of a good market—the concentration of public offices—the embellishment of the palace—the extension and deepening of the great harbour—the extension of the electric telegraph—the erection of Pembroke Barracks—and the building of a new opera house are amongst Sir Gaspard's many works, and will leave upon the islands the impress of his strong, able and successful administration. He was succeeded temporarily by Major-Gen. Ridley, and then by Sir Henry Storks in 1864, who left for Jamaica in the following year. He returned for a few months, and was followed by Sir Patrick Grant in 1867, who retired in 1872, and was succeeded by Sir Charles T. van Straubenzee, G.C.B., whose term of office expired in 1878.

Gen. Sir Arthur Borton, G.C.M.G., C.B., succeeded in 1878 and left in 1884. During his administration the following important works, mooted by his predecessors, were undertaken: *i.e.*, the remodelling of the drainage of the four cities and Floriana, the improvement of the water supply throughout the island (a benefit which is now on the point of being extended to Gozo island), the former under the direction of Captain Tresidder, R.E., and the latter under that of Mr. Osbert Chadwick, C.E., both with the assistance of Dr. G. C. Schinas, C.E.—and the lowering of *Secesa Marina*, including the doubling of the old *Marina Gate* or *Porta di Monte*, since christened *Victoria Gate*. All these works, with the exception of those in connection with the water supply, were pushed on and completed during the following administration (1884–88) of Sir John Lintorn Arabin Simmons, G.C.B., G.C.M.G., R.E.—under whose tenure of office a poor-house, a model of its kind, was commenced, and a new constitution granted to these Islands under Letters Patent, dated 12th December, 1887.



The Government is now administered by a Governor assisted by an Executive Council, composed of the Governor as President, seven official members holding office under Government, viz.: the General commanding the troops, the Lieut. Governor who is also Chief Secretary to Government, the Crown Advocate, the Auditor General, the Collector of Customs, the Comptroller of Charitable Institutions, and the Superintendent of Public Works. There are also three unofficial members belonging to the Legislative Council. Legislation is carried on by means of a partly Elective Council, consisting of the Governor as President, six official and fourteen elected members, four of whom are returned by special electors and chosen from the classes of ecclesiastics, nobles, graduates and members of the Exchange. Public officers are ineligible for election, and not more than two ecclesiastics may be chosen by the General electors. The islands are divided into 10 electoral districts, returning one member each.

The present Governor is Lieut.-General Sir Henry d'Oyley Torrens, K.C.B., appointed in 1888.

The Maltese Islands must be regarded as fragments upheaved of the sea-bottom which connected Europe with Africa. The rock formations belong to the Eocene period. "The deposits arrange themselves," according to Dr. Adams, "from above downwards, as follows:—1. Upper Limestone. 2. Sand. 3. Marl. 4. Calcareous Sandstone. 5. Lower Limestone:" and he points out two or three spots where the position of the beds may be best noted.† For a list of fossil remains discovered, the geologist is referred to appendices in 'Malta, Past and Present,' by the Rev. H. Seddall, and to an appendix in Dr. Adams' valuable work, as also for the living species, both of fish and birds. With reference to the latter, Mr. C. A. Wright, in his interesting contributions to the *Ibis*, raised the total number of species observed in Malta

† 'Notes of a Naturalist in the Nile Valley and Malta.' By Dr. A. L. Adams. P. 123.

to 268, and has since discovered 5 more, altogether 50 more than had been observed 30 years ago in the catalogue published by Mr. Schembri. Mr. Wright states that only 10 or 12 species remain here all the year round, Malta being merely a resting-place in their periodical migrations across the Mediterranean. The winter birds are far more numerous than the summer ones, owing to the more inviting condition of the country, also of course to the migration from Africa taking place in the early spring, and the return journey in October, when Europe begins to be too chilly for the more delicate species.

The indigenous vegetation of these islands, situated as they are in mid-channel, between Sicily and N. Africa, partakes somewhat of the character of each, but is chiefly related to that of Sicily. The population, however, is so dense and the cultivation so thorough that there is very little waste ground, or much variety of vegetation. The families most largely represented are the *Papilionaceæ*, the *Gramineæ*, and the *Compositæ*, and several beautiful orchids may be found in greater or less abundance. When the hot dry summer is over, and the October rains have set in, a few species begin to flower, and from that time the number increases until the month of May, when the flora season may be said to have reached its climax. Many rare and interesting plants are to be found in different parts of the islands, especially in Gozo, which for geological reasons is on the whole more fertile than Malta. There is one remarkable-looking plant, the *Centaurea crassifolia*, which has not as yet been found elsewhere; it grows on the steep cliffs facing the S., and has much the appearance of a sempervivum at a little distance; it flowers in May. The Fungus rock (*Hagrat General*) at the entrance of Cala Dueyra, on the W. coast of Gozo, is one of the few localities for the curious parasite *Cynomorium coccineum*. On the walls of Valletta, and in most of the rocky valleys, the *Orsinia camphorata* is to be found; it occurs also

in the island of Lampedusa. The plant is very viscusous, and smells strongly of camphor. Others of the rarer species are as follows :—*Euphorbia melitensis* and *melapetala*; *Fagonia cretica*; *Hypericum ægyptiacum*; *Orchis undulatifolia* and *saccata*; *Ophrys speculum tenthredinifera* and *lunulata*; *Scolopendrium hemionitis*, &c. A catalogue of the Maltese flowering plants was compiled by Dr. G. Delicata, professor of Natural Philosophy at the University of Malta, subsequent to the descriptive list of Zerapha. Professor Dr. G. Gulia has published a more complete and extensive catalogue since.

On the 31st of December, 1878, the population of Malta, Gozo, and Comino, amounted to 152,553, exclusive of the military and naval forces. Of these 76,040 were males, and 76,513 were females, the increase or population during the preceding decade being 11,233, and it is now calculated that the yearly increase is at the rate of 1100. This number, large as it is, constitutes but a small portion of the Maltese race, which has spread all over the Mediterranean, and always preserves its language and national peculiarity. 61,191 of the entire number are centred in Valletta and its suburbs included within the Cotonera and Floriana lines. Gozo and Comino contributed 18,947 to the above aggregate. About 10,000 Maltese could speak a very little English, and about 16,000 a little Italian, when the census was taken in 1871.

Almost the entire native population is Roman Catholic. The clergy (regular and secular) numbered 1140, exclusive of the Jesuits, who were returned as being 61 in number, but owing to political events elsewhere their number has increased since 1871.

There is nothing distinctive in the dress of Maltese men, but the *foldette* of the women is a garment quite peculiar to the island; it is a sort of mantilla of black silk or stuff, which serves as a covering both for the head and shoulders, of a very penitential

It has long been disputed whether the language of Malta is a remnant of the Phœnician one, or a mere corrupted form of Arabic, bequeathed by the Saracens during the 200 years of their rule in the island. The truth probably lies between the two theories.

Until quite lately the official language was Italian, which was quite foreign to the natives. Now it has been changed to English. It appears inexplicable that so many years of British rule were allowed to pass without any serious attempt to introduce our own language, especially as the more enlightened part of the Maltese were in favour of its being placed at least on the same footing as the Italian which is extensively spoken in the place. The matter of education, which, until 1887, had proved one of the burning questions of the day, has also been happily settled, and this department has been placed under the direction of one of the most eminent scholars of the place, Dr. A. A. Caruana.

The entire number of students and pupils of all classes is returned as being 12,949. Of these 10,329 are receiving instruction at the Government primary schools. The higher University and Lyceum education is afforded to 520 students, and the remainder are accounted for by ecclesiastical and conventual schools.

The Knights of St. John introduced a code of laws based on that of the Roman and canon law. This was revised by the Grand Masters Manoel de Vilhena and De Rohan, and was afterwards modified by successive British governors, and by the local legislature, and confirmed by the sovereign. Trial by jury was introduced in certain criminal cases in 1829; its scope was extended in 1844; and since 1855 it has been applied to all crimes. From the civil law courts there lies an appeal to Her Majesty in Council.

There are no direct taxes in Malta; the revenue being derived from rents on Crown property, duties on imports, customs, tonnage dues, licences, &c. These, and the corresponding expenditure, generally vary between 150,000l. and 180,000l. per annum.



## a. VALLETTA.

The traveller on his arrival, if he comes by the P. and O. steamer, which anchors in Quarantine Harbour, will land at the Marsamuscetto stairs; but in all other cases he will land at the Custom House, whence a fine new road has been constructed, passing through the noble *Victoria Gate*, a substitute for that originally called *Porta di Monte*, which was a very narrow entrance situated at the top of a tortuous and steep approach, the only thoroughfare between Valletta and the three cities. Owing to the great increase in trade and population plans were prepared for improving both the gate and the approach as early as 1859; the work, however, was only commenced in 1884 and completed in 1887. The designs were by Mr. E. L. Galizia, C.E., then Superintendent of Public Works.

**Strada Reale.**—This is the High Street of Valletta, extending for a mile along the whole length of the summit or ridge of promontory on which the city is built. Inland it is terminated by its gate and guardhouse, the *Porta Reale*, and at the other end by the fort of S. Elmo. Seven main streets run parallel with it, and eleven cut it at right angles, and reach in straight lines across the promontory from harbour to harbour. The architect employed, and by whom the whole design of the city was carried out, was Gerolamo Cassar, the foundation-stone being laid by La Valletta on the 28th March, 1566, and the whole completed under his successor, Pietro de Monte, on the 15th May, 1571.

The *Porta Reale* faces the drawbridge which crosses the ditch reaching from the Quarantine to the Great Harbour, and cutting off all communication. This ditch is 950 yds. long, 55 ft. deep, and 30 ft. wide.

The original gate was styled *Porta San Giorgio*, it was rebuilt during the administration of Sir W. Reid, and

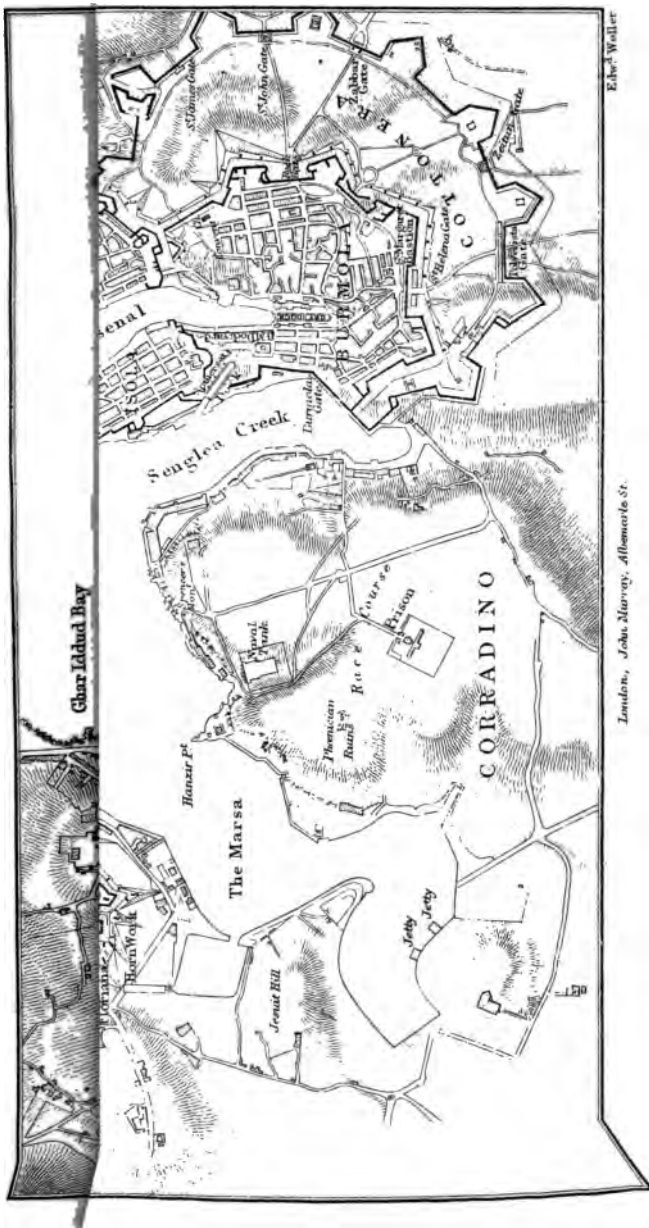
nothing of the original one now remains but the Latin inscription recording the foundation of the city. Under the arms of Great Britain are placed the tiara and keys and the arms of Pope Pius IV., who took great interest in Valletta and contributed greatly to the erection of the fortifications. It is also adorned with the statues of L'Isle Adam and La Vallette.

Descending the *Str. Reale*, the first thing we notice, immediately on the rt., is the *Opera House*, built in 1864, partially destroyed by fire in 1873, and subsequently rebuilt. Mr. C. Barry was the architect, and on it the Government spent about 80,000l. It is open from October to May. It is erected on the site formerly occupied by the *Auberge d'Angleterre*; in front of it is a private mansion built on the site of the *Arsenal* of the Order.

About one hundred yards below this, and on the l. of the street, is the ancient *Auberge de Provence*, now the Union Club. Its banquetting room 90 ft. long, 50 ft. wide, and 45 ft. high, is a fair specimen of the refectory of these noble old inns. A little farther on, on the rt., approached through an open space, planted with trees, is one of the chief glories of Valletta—

The *Church of St. John*.—This church is remarkable alike for its historical associations, its architectural proportions, its richness of decoration, and for the wonderful diversity of its treasures, in monuments, tapestries, pictures, relics, ornaments, &c. Gerolamo Cassar, a Maltese, was the architect employed by the Grand Master De la Cassière, and the first stone was laid in 1573. Five years afterwards it was so far completed that on the 20th Feb. 1578 the ch. was consecrated by Ludovico de Torres, Archbishop of Monreale in Sicily, the see of Malta being at that time vacant. The example of Cassière was followed by his successors, and the ch., embellished by the zeal, almost rivalry, of the various Grand Masters, and further enriched



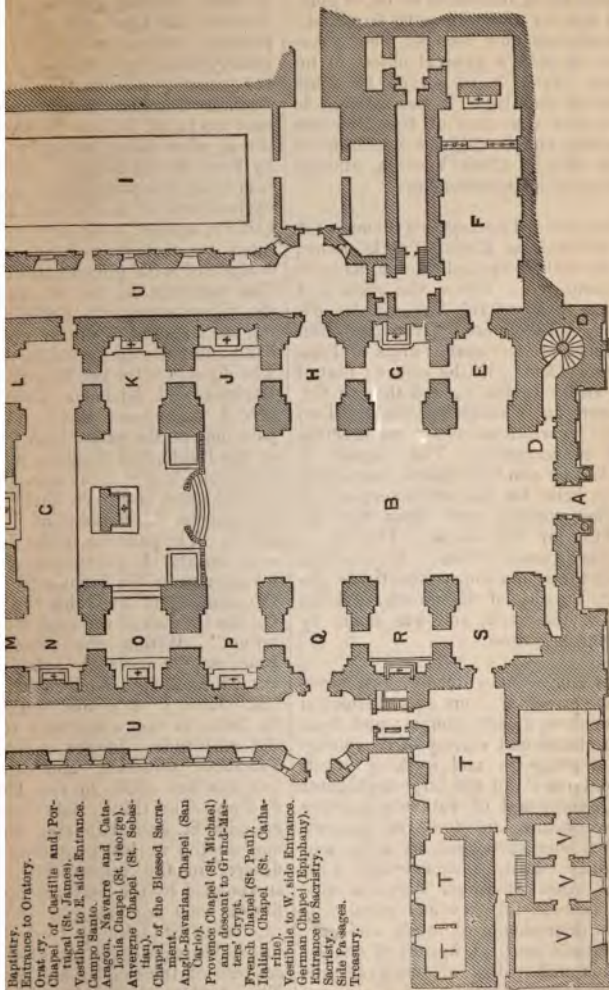


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PLAN OF CHURCH OF ST. JOHN OF JERUSALEM.

- I. Baptistry.
- K. Vestibule to Oratory.
- F. Oratory.
- G. Chapel of Cardillo and Portugal (St. James).
- H. Vestibule to E. side Entrance.
- J. Campo Santo.
- I. Campo Santo and Calistonia Chapel (St. George).
- K. Auvergne Chapel (St. Sebastian).
- L. Chapel of the Blessed Sacrament.
- M. Anglo-Bavarian Chapel (San Carlo).
- N. Provençe Chapel (St. Michael) and descent to Grand-Masson Chapel.
- O. French Chapel (St. Paul).
- P. Italian Chapel (St. Catharine).
- Q. Vestibule to W. side Entrance.
- R. German Chapel (Epiphany).
- S. Vestibule to Sacristy.
- T. Sacristy.
- U. Side Passages.
- V. Treasury.



by the "gioja" or present which every knight was bound by statute to make on promotion, that of the Grand Master being limited to 50 oz. of gold, and also by numerous gifts from individuals, has now become, from pavement to roof, a general object of interest. From being served by chaplains of the Order, it was allowed to pass into the care of the Diocesan Chapter, and is called a co-cathedral with that at Città Vecchia, though belonging to Government.

*Exterior.*—The façade is surmounted by the Maltese Cross, of eight points, the cherished symbol of the Knights of Jerusalem. Below the cross is a bronze bust of the Saviour, by Algardi, a Bolognese. Over the chief entrance are the coat-of-arms of Pope Gregory XIII., in the centre; that of the Order to the r., and that of Gr. Master La Cassière to the l. Two Latin inscriptions record the erection and consecration. The façade is flanked by two bell-towers, containing seven bells for the announcement of public worship, and three for the striking of the clock. This is of singular construction: it contains three faces, marking respectively the hour, the day of the month, and the day of the week, and was made by Clerici, a Maltese.

*Interior.*—On entering, the pavement presents, from its historical mementoes, a deep interest; and from the richness and variety of its colouring a gorgeous and striking effect. It contains about 400 large sepulchral slabs, composed of valuable marbles of every hue, laid down in memory of the long succession of noble and knightly dead, and adorned with their coats-of-arms, heraldic emblazonments, military and naval trophies, instruments of music and war, mitres and croziers, figures of angels, crowns and palms of martyrs, grotesque representations of skeletons, and other quaint symbols.

*The roof demands especial attention. It was the work of Matthias Preti, who*

came to Valletta on the invitation of Grand Master De Redin in 1661, and continued to reside there till his death in 1699. During this long period he devoted his time and talents to the pictorial decoration of this ch., particularly encouraged by the patronage of the princely-minded Grand Master Nicholas Cottoner. The pictures on the roof are in oil, laid on the stone themselves, after being specially prepared by Preti for his designs. It is divided into seven compartments, viz., the one narrow zone at the W. end above the gallery, and six other large ones separated by projecting bands of stone sculptured with gilded palm branches. The painting on the W. wall above the gallery represents 'Religion,' holding the standard of the knights in one hand and a drawn sword in the other. The figures of the two Grand Masters, Raphael and Nicholas Cottoner, are placed on either side. The roof-paintings on the small arch represent, on the l. side, St. Elizabeth, and below, Raimond du Puy, the second Grand Master; and on the rt. Zacharias, and S. Gerardo, the founder of the Order, below. The painting in the first large zone on the l. represents Zacharias ministering in the Temple; on the rt., the naming of St. John the Baptist. On the summit of the roof, the "Visitation." Within the second large zone, on the l., is St. John pointing out Christ to SS. Andrew and Peter (St. John i. 41), and on the rt. St. John in the wilderness receiving the multitude. In the centre is St. Elizabeth prostrate, and an angel presents her child to the Heavenly Father. The third zone on the l. contains St. John baptising our Lord, and on the rt. his preaching in the desert; in the centre The Father, surrounded by the heavenly host. The fourth zone contains, on the l., the capture of St. John by Herod, and on the rt. the answer he gave to the messengers of the Scribes and Pharisees. The centre represents him giving counsel to the soldiers. The fifth zone represents on the l. St. John reproving Herod, and on the rt., in prison sending disciples to the Messias. The cen-

tral painting represents Herodias with the Baptist's head in a charger. The sixth and last zone represents, on the l., the Snapper of Herod, and the daughter of Herodias dancing. Two evil spirits suggest wicked counsels to her mother. On the rt. is the beheading of the Baptist. In the summit is a Chorus of Angels. This series finds its final triumph in the apse, which represents St. John with the ensign of the Order held triumphantly in his hand, and kneeling before the emblems of the "Holy and Blessed Trinity." These zones further contain at each corner twenty-four figures of martyrs, illustrating the history of the Order. The short description of this splendid roof would be imperfect without a notice of the special peculiarity of the artist. Matthias Preti excels in the "Sotto in Su," or that just appreciation of perspective, which enables the spectator looking upwards to see the figures as if standing out from the flat ceiling in bold relief, and in the most lifelike proportions. These paintings were restored by the Maltese artist, Ignazio Cortis, during the administration of Sir Patrick Grant, and the pavement under that of Sir H. Bouverie.

The general plan of the ch. consists of a choir and apse, nave and 2 aisles, the latter being divided into chapels, one of which was formerly assigned to each of the various "languages" of the Order. The length is 187 feet, breadth of nave 50, or, including side-chapels, 118. The total height is 63 feet. The pillars, inlaid by Grand Master Nicholas Cotoner with slabs of green marble, bear in relief the crosses of consecration and the arms of their donor.

At the entrance stand 2 marble vessels for holy water, presented in 1641, and a marble font brought in 1643 from the Church of Vittoria, near the Auberge de Castile, the first church built by La Vallette, and covering, as is reported, the stone laid by him at the foundation of the city.

Immediately to the right of the great W. doorway, is the entrance (E) to the large Chapel of the "Decollation

of St. John" or Oratory (E), containing 3 pictures by Favray. This fine chapel was built by Grand Master Wignacourt, in 1603, for the instruction of the novices of the Order. The great picture behind the altar was painted in 1609 by *M. A. Caravaggio*, and is by far the finest in the church. It represents the beheading of the Baptist. All the remaining pictures are by Preti, those on the roof being especially good. The altar is formed of valuable marbles, surmounted with a group of the Crucifixion. Over it stood a splendid *monstrance*, a gift of the Gr. Master Caraffa, in which was formerly preserved the most celebrated *Relic* of this church, viz., the reputed right hand of St. John the Baptist. It was said to have been brought from Antioch to Constantinople by the Emperor Justinian, who built a church expressly for its reception. Shortly after the capture of Constantinople by the Turks, the Sultan Bajazet gave it to the Grand Master D'Aubusson at Rhodes, from whence it was brought to Malta by L'Isle Adam. It was encased in an arm or glove of gold, which was richly set with gems. By the side of the hand, amongst other offerings, was a fine *solitaire*. Napoleon put the ring on his own finger, and Hompesch carried the hand away with him, and presented it to Paul I., Emperor of Russia. It is still jealously preserved in the Winter Palace at St. Petersburg. This chapel also contains part of the splendid tapestries with which the church is adorned from the fête of Corpus Christi to that of SS. Peter and Paul. They were by Devos Frères, of Brussels, and the gift of the Grand Master Perellos. They are said to have cost 6000*l.* They were captured by the Moors during their transit to Malta, and ransomed at their full value.

Proceeding up the S. aisle, the first side-chapel (C) is dedicated to St. James, and allotted to the language of Castille and Portugal. The monument of the Grand Master Manoel de Vilhena is a splendid specimen of bronze



workmanship. The group in front commemorates the erection of Fort Manoel. Notice the weapons then in use. Vilhena died Dec. 12, 1736. The other monument of Grand Master Pinto (who died Jan. 24, 1753) has a mosaic portrait admirably executed. The arms of Cassière, with his emblem, a lion, are painted on the cupola, as is the case in most of these chapels. The entrance beyond this (H) leads to the **Campo Santo** (I), where were deposited the remains of many heroes of the Order who fell during the siege of 1565. In the centre a plain stone slab, with a pyramid erected by Fr. Flaminio Balbino, prior of Messina, commemorates these.

The second side-chapel (J) is dedicated to St. George, and was allotted to the language of **Aragon, Navarre and Catalonia**. The altar was the gift of Grand Master Ramon Despuig, whose bust and arms are placed near it. Within the gilded grating is placed the body of S. Fidele, presented by the same Grand Master, and obtained by him from Pope Clement XII. The tabernacle contains a fragment of the "true cross." Notice the painting in front, with miniature likeness, in the right-hand corner, of Grand Master Perellos. This chapel also contains monuments to Grand Masters, Martin Redin, the two Cottoners, and Perellos, all well worthy of inspection. The monuments of Perellos and of N. Cottoner, amongst the finest in the ch., were executed at Rome, in the studio of Bernini, in which the Maltese sculptor Melchior Gafa was a pupil. The allegorical figures of Africa and Asia, which are copies from the celebrated bronze originals of Giovanni di Bologna, support an admirably executed figure of Fame, though too much after the Bernini school. Nicholas Cottoner was a great benefactor to the church in many ways, and it is to him, as the steadfast patron of Preti, that the credit of bringing it to a state of decorative completeness belongs.

The next chapel (K) is dedicated to S. Sebastian, and allotted to the lan-

guage of **Auvergne**. The walls are covered with crowned fleurs-de-llys and crowned dolphins alternately. The portrait of the saint is by Paladino. The single tomb is to the memory of De Gessan.

The chapel (L) on the S. side of the choir is dedicated to the **Most Blessed Sacrament**, or to the "Lady of Philermos." This latter title was given because the chapel formerly contained a picture on wood of the Blessed Virgin, said to have been painted by St. Luke. This, too, like the hand of St. John, was taken by Grand Master Hompesch to St. Petersburg. The tabernacle of silver was the gift of a former Bishop of Malta; the silver rails were given in 1752 by the Bailiff Guerana and the Knight De la Salle as votive offering of one-fifth of their personal property, and are valued at 800*l.* The silver tablets record the history of the ancient keys suspended over them. They are those of Patras and Lepanto, and of Hammamet, a city in Tunis which was taken in 1603 by the fleet of the Order.

**The Choir (c).** The marble altar at the extremity of the apse, with boldly executed reredos in bronze, was the gift of Grand Master Perellos. Over the altar is a really good little painting of the Tuscan school. The high altar was designed at Rome by Bernini, at the cost of about 4500*l.*, and is formed of lapis lazuli, and other costly marbles. The six large silver candlesticks were presented by one of the priors: and the handsome silver lamp by a bailiff in 1689. The choir affords a good specimen of decorated woodwork. The 56 seats on either side of the choir with their "misereres" and the pulpit, were erected in 1598 by Grand Master Garzes. Notice the ancient desk and chest for the reading and keeping the sacred books. These, 24 in number, and of much interest, are now kept in the sacristy. They were originally presented by L'Isle Adam to a church in the Borgo. The two reading-desks in bronze were the gift of Francis, Prior of Lotharinga. The two organs were first erected



1661, and improved in 1704 and 1860.

Under the choir is the **Crypt** or chapel dedicated to the *Holy Crucifix*. The following Gd. Masters are entered in it—Del Ponte, La Sengle, Homedes; their tombs are in the middle of the crypt covered with a white marble slab cut in *bas-relief*. Close to them lies Ximenes, with nothing to mark his grave. Along the face of the crypt lie buried in the following order, starting from the left of the Altar of the Crucifix—Del Monte, L'Isle Adam, Vallette, Aloff de Wignacourt, Cassière, Vasconcellos Verdala, and Garzes. The second, third, fifth and seventh are buried in sarcophagi placed in recesses, the rest underground with monuments over their graves.

Such of the Grand Masters as had died before the erection of Vallette were interred in the chapel of Fort St. Angelo, whence they were removed to the crypt of St. John, on the completion of the Church. The ceiling and sides of this most interesting chapel are decorated with arabesques, allegorical figures, and military trophies, the work of Nicolo Nasoni from Siena; they are fast decaying from the effect of time and damp.

The sarcophagi of La Vallette and L'Isle Adam were opened during the visit of Queen Adelaide, and their bodies were found to be embalmed. This chapel also contains the tomb of Sir Oliver Starkey, La Vallette's faithful secretary, one of the three Englishmen present at the great siege, and last Turcopolier of that language. The inscription on the tomb of La Vallette is from his pen.

Again ascending, the **Anglo-Bavarian** chapel on the right (M) is dedicated to S. Carlo, and in the two handsome reliquaries over the altar are deposited the majority of the *sacred relics*: a list of which is suspended on the wall. The most noteworthy of these are a thorn from the crown placed on the head of our Lord—a fragment of the sacred cradle in which Our Lord lay (said to be in Sta. Maria

Maggiore at Rome)—one of the stones with which St. Stephen was stoned—the right foot of Lazarus—some of the bones of Thomas à Becket—and portions of three of the Apostles, &c. The Crucifix over the altar is said to have been made from the basin used by Our Lord when He washed the Apostles' feet. The statue in wood of the Baptist was anciently attached to the stern of the great galley of the Grand Master. The rails are of Corinthian brass. At the creation of the new "language" of the Anglo-Bavière in 1784, this chapel was allotted to it by Grand Master de Rohan.

The Chapel of St. Michael (N) (within the rails) was allotted to the language of **Provence**. The picture over the altar is a copy of Guido Reni's celebrated one in the Church of the Cappuccini at Rome. This chapel contains the remains of two Grand Masters, De Paula and Lascaris.

The first side-chapel (O) westward on leaving the choir is that of St. Paul, allotted to the language of **France**. It contains four monuments: to Grand Master Wignacourt, and his brother John; to Grand Master de Rohan, who died in 1797, and one to the Comte de Beaujolais, a brother of Louis Philippe, by whom this very beautiful monument was erected.

The next chapel (P), that of St. Catherine, was allotted to **Italy**. The decorations of the altar are elaborate; and there are relics of St. Catherine and the body of St. Euphemia. There is a handsome monument to Grand Master Caraffa, who died in 1690; and two very good pictures of SS. Gerolamo, and the Magdalen by Caravaggio.

Passing through the next vestibule (Q), forming a side entrance to St. John's, we enter the Chapel of the Magi (R), allotted to the language of **Germany**. This is marked by extreme simplicity.

Beyond this the entrance (S) to the Sacristy contains five pictures on canvas, but is most noteworthy as containing the Tomb of Preti, whose fame will endure as long as the ch

remains. His epitaph describes him as "painting for eternity rather than for time," as was written of an ancient Greek artist.

The spacious **Sacristy** (T) contains 15 pictures. In the smaller room is an ancient painting on wood, said to have been brought from Rhodes.

The Chapter enjoys several distinctions. They wear pectoral cross, and on great festivals mitres, as is the case at Benevento, and one or two other places in Italy. Their treasury, despite French robbery, is still rich in valuable antiques—crosses, pixes, jewels, vessels of gold and silver.

The **Tapestry** is especially interesting; it measures 705 sq. mètres, consists of 29 pieces, 14 of which *au grisaille* are long and narrow to fit the pilasters, and 15 are large *tableaux* in full colours to be hung between them. The former represent the 12 apostles, our Saviour and the Blessed Virgin; 14 of the latter contain scriptural and symbolical subjects; the 15th is the portrait of the donor.

This tapestry from long neglect had become almost ruined, but it has been most creditably restored by the Chev. Luigi Palmieri; it occupied upwards of 7 years, from 1879 to 1887, and cost £3000, which expense was defrayed by the local government.

Quitting the ch., and again descending the *Strada Reale*, a short distance farther on is the **Auberge d'Avvergne**, now used as the *Courts of Justice*. Near to this is the former treasury of the Knights. Opposite is a garden, round two sides of which runs the arcade. From this we ascend to the

**Public Library**, which had its origin in the Bailiff Louis de Tencin, who left it his collection of books, which was subsequently enlarged from the libraries of many of the knights. The present building was erected by *Grand Master de Rohan* in 1784, and was made a public library by Sir H. Oakes in 1811. It is open from 9

a.m. till 3 p.m., and books may be taken out on application to the Librarian. It is under the management of a committee appointed by Government, and contains about 49,500 vols., and MSS.

Attached to the library is a **Museum**, containing chiefly antiquities found in Malta and Gozo. Amongst the principal objects may be mentioned a Phœnician Cippus of Salino marble, with inscription—sarcophagus—seven stone figures from the ruins of Hagiar Khim—a statue of Hercules in marble—a torso of Diana—an altar of Proserpine—a wolf suckling Romulus and Remus, discovered at Gozo, marble—an alto-relievo of two female figures, Tullia, the daughter of Cicero, and Claudia, wife of Cæcilius Metellus, whose daughter's tomb is so well known on the *Via Appia*, marble, but of inferior workmanship, and probably not originals—a bust in alto-relievo of Zenobia, Queen of Palmyra—a Norman capital from an old well in the Borgo—a piece of the tabernacle from the choir of the Church of the Knights at Rhodes, presented by Lord Clarence Paget—with many Roman jugs, tazze, urns, and lacrymatories.

Almost adjoining, and on the same, the S. side of the street, is the **Governor's Palace**, formerly the residence of the Grand Masters. This forms one side of St. George's or the Palace Square, and is itself divided into two courts. These are planted with orange-trees, Euphorbia, Hibiscus, &c., and two fine Norfolk Island pines planted by the Prince of Wales and the Duke of Edinburgh. The walls are covered with beautiful creepers, especially the brilliant *Bougainvillia*. The Government offices on the ground floor form a part of this noble range of buildings, which is the principal residence of the Governors of Malta. The marble staircase is exceedingly wide and easy, so that the Grand Master could be carried up in his lettica, or state chair. A striking feature of the palace are the *Corridors*, paved with marble, the walls ornamented with portraits and a series of figures of men-at-arms in full



armour, with their shields are armorial bearings arranged in chronological order from the days of the Crusades down to the present English Government. The lunettes contain pictures representing the exploits of the galleys and ships of the Order.

The **Armoury** is a splendid room, filled with trophies and specimens of ancient arms, and at intervals are ranged the majolica vases once used in the pharmacy of the knights. In the five cases in the centre are preserved the original Bull of Paschal II., founding the Order—the original grant of Malta to the Knights by Charles V.—the silver trumpet which sounded the retreat of the knights from Rhodes—the sword, axe, and surtout of Dragut, the second in command of the Turkish army in the siege of 1565—and the bâtons of Grand Masters La Vallette, A.D. 1565, and Wignacourt, A.D. 1606.

The **Council Chamber** is hung with tapestry made at Brussels by Devos Frères, manufacturers to Louis XIV., and purchased, like that in St. John's, by the Grand Master Perellos, A.D. 1713. It illustrates the scenery, natural productions, and customs of India, Africa, and South America.

The Dining-room contains ten portraits. One of Grand Master Wignacourt is by *Caravaggio*, and those of George IV. and Victoria are after Sir T. Lawrence and Winterhalter.

The **Hall of SS. Michael and George** serves the double purpose of a throne and ball-room. It is so called because the investiture of the members of the "Most Distinguished Order of SS. Michael and George" was held here. This order was created by Royal Mandate 27th April, 1818, and was confined to residents in Malta and the Ionian Isles. It is now extended so as to include such of H.M. servants as have distinguished themselves in any of the British colonies or abroad.

The **Private Apartments** are ornamented with frescoes commemorative

of the earlier history of the Order of St. John, and with many oil paintings.

They contain some splendid majolica and furniture. One of the rooms, that occupied by the Prince of Wales, is paved with beautiful tiles, and was the Grand Master's private chapel.

The Palace is surmounted by a lofty square tower, erected as an **Observatory** by Grand Master de Rohan, and now used as a station for signalling the arrival of ships.

The **Clock** placed in the interior court is worthy of notice. Quaint Moorish figures strike with hammers the bells for the quarters and the hours. There is a tradition that it was brought by the knights from Rhodes. The *Statue of Neptune*, in the Prince of Wales' Court, is by the celebrated *John of Bologna*. It was removed from the fish market to its present site by Sir G. Le Marchant.

For permission to see the Palace the visitor has only to apply to the porter at the top of the Grand Staircase; admission to the armoury is obtained by ticket, through the turnstile at the gate of the Duke of Edinburgh's courtyard. Charge, sixpence.

Facing the palace is the **Main Guard** and the **Garrison Library**, which is open to civilians and visitors if introduced by members. There is a good reading room to which ladies are admitted. St. George's Square is the scene of the weekly ceremony of trooping the colours, of the daily retreat and tattoo, and is besides a general rendezvous, and the centre of the Carnival amusements.

After leaving St. George's Square and proceeding down the S. Reale, the only buildings of importance to be seen is the *Échange* or *Borsa*, with the *Maltese and Anglo-Maltese Banks*.

The *Strada Reale* terminates in the *Fort of St. Elmo*. Turning to the left we cross the end of the *Strada Stretta*, or *Narrow Street*, which runs parallel to the Reale the whole length of Valletta, and was celebrated as the



duelling ground of the knights. "The fiction which led to this concession" (for the laws against premeditated duelling were most severe) "was, that a combat in this street might be looked upon in the light of a casual encounter, occasioned by a collision in the narrow thoroughfare." Again crossing the end of the Strada Forni, we are close to the *Auberge de Bavière*, the headquarters of the regiment occupying Lower St. Elmo. This was erected by Grand Master E. de Rohan in 1786, and is a handsome building overlooking the entrance to the Quarantine harbour, with a fine courtyard and staircase.

Within, the **Fort of St. Elmo**, the headquarters of the brigade of Royal Artillery, and also of one of the regiments, is one of the most interesting spots in Malta. One of the grandest features in the great siege in 1565 was the heroism shown by the knights who held St. Elmo. The capture of this fort becoming at last inevitable, the few and enfeebled survivors received the Viaticum in their little chapel, embraced one another, and then went forth to the ramparts to die. This chapel was only discovered a few years ago by Col. Montague, R.E., buried beneath surrounding débris. It is approached by the right hand or old entrance to the fort, and lies immediately to the right of the tunnel through the rock, by which you obtain admittance. It consists of one single vaulted bay, with recess for altar and two side oratories. It was re-decorated in the time of Grand Master Lascaris, whose arms, with those of L'Isle Adam and one or two other coats, still remain in it. Visitors cannot obtain access to any of the forts without a special pass from the Dep. Adj. General.

Crossing the St. Elmo granaries, we are at the foot of the Strada Mercanti, which runs parallel to the Strada Reale. On one side is the *Civil Hospital for Incurables*, endowed by an Italian lady, *Caterina Scappi*, in 1646, with all her possessions, including her silver plate. *It used to be confined to women*, but

is now under Government, thrown open to both sexes, and provides for the maintenance of 250 sick. Close by was the cemetery of the knights. This has been removed, but its contents have been collected into a large crypt, called the *Ossuario*, the walls of which are festooned with human bones.

Opposite to the Hospital for Incurables is the *Orphan Asylum*, in which 150 boys and girls are fed, clothed, and instructed at the public expense, and a Government infant school.

A little higher up is the *Military Hospital*, erected in 1628 by Grand Master Vasconcelos, containing 382 beds. It was added to by Grand Master Perellos, whose arms (three pears) are incorporated into the design of the central fountain. One room, 480 feet in length, is said to be the longest in Europe.

Continuing up the Str. Mercanti, we pass the *University*, founded in 1769, endowed with the confiscated lands of the Jesuits, then expelled from Malta. The present government organization dates from 1839. The Lyceum, for younger students, forms part of the same building, also the Jesuits' Church. Farther on are, the *Monte di Pietà*, a gigantic pawnbroking establishment, under Government control; the *Market*, erected in 1861 by Sir G. le Marchant, and, on the rt., the ancient Banca Giuratale.

Further on is a house with a handsome marble doorway in the Str. Mercanti which is worthy of notice. It was formerly the *Castellania*, and the pillory still remains on the angle of the building about 12 feet above the street. Other punishments were here inflicted in public, such as the suspension of criminals by the hands. The executioner superintended the carrying out of the punishment from the small window above the pillory, and the rope was fastened to the large iron hook still existing in the wall of the building facing the Str. S. Giovanni.

Still ascending, we reach the *Auberge d'Italie*, now the headquarters of the Royal Engineers. The style of architecture is remarkably simple and

pure. Its front is ornamented with a bronze bust of the Grand Master Caraffa, with his coat of arms.

Opposite, on the left side, is a large house, now used as a Post Office, which was occupied by Napoleon I. during his short stay in Malta, and bears the name of Palazzo Parisi.

Immediately adjoining this is the **Auberge de Castille**, the largest and finest of all the knights' palaces. It forms the joint mess of the Royal Artillery and Engineers, and the quarters of the former. The main entrance facing the granaries is approached by a noble flight of steps, and above the doorway is the marble bust of Grand Master Pinto. The staircase and many of the rooms are very fine. Close to this is the **Upper Barracca**. These arcades were erected as promenades for the knights, A.D. 1661. The view from this, over the Grand Harbour, which gives some idea of the wonderful fortifications of Valletta and its suburbs, is one of the most imposing in Europe. It contains numerous monuments erected to commemorate naval and military officers connected with Malta.

Between the Upper Barracca and the Porta Reale is a new gymnasium, admirably fitted for the use of the military.

In the Lower Barracca is a fine Doric monument to Sir A. Ball, restored in 1884.

Many of the best houses in Valletta are in the *Strade Mezzodi* and *Britannica*, such as the **Auberge de France** in the former of these streets, at present the residence of the Deputy-Commissary-General.

Just as we looked down on the Grand Harbour from the Upper Barracca, so from St. Andrew's bastion (at the end of the *Strada Britannica*) we obtain a grand view over Fort Manoel and the Quarantine Harbour. Here is the garrison racquet-court, with dressing and bath rooms. Within this bastion is the memorial column to Sir Frederick Ponsonby, almost destroyed by lightning in 1864. Again, a fine inland view is obtained from

the neighbouring bastion of St. John, where there is a monument to the Marquis of Hastings.

A short account of some of the churches most worthy of notice will suffice for the description of Valletta proper.

1. The **Church of Vittoria**, close to the **Auberge de Castille**, is remarkable as the oldest church, used by the knights and workmen during the building of Valletta. It contains two old pictures of St. Anthony Abbot, and St. Anthony Confessor, brought from Rhodes. Here takes place on the 17th Jan. the annual ceremony of blessing the animals.
2. The **Church of St. Paolo**, in the street of that name. It claims to possess a part of the column on which St. Paul was beheaded. Some of the frontals and other ornaments in this church are of great value. The 10th Feb., commemorating St. Paul's shipwreck, is the grand local festival here, with procession, illumination, &c.
3. The **Church of the Jesuits**.
4. **Church of St. Ursula** in the street of that name. The nuns attached to this were acknowledged as members of the order of St. John, and still wear the cloak.
5. The **Church of the Augustinian Monastery**, in the *Strada Forni*. The Augustinians conduct a good school for boys.
6. In *S. Maria di Gesù* there is a good painting of St. Ursula by *Guido Reni*. The better paintings in the Maltese churches are generally by either Preti (1663-1698), or by Favray (1680-1708).

#### SUBURBS OF VALLETTA.

**b. Floriana.**—The Florian fortifications are so called after an Italian engineer, sent by Pope Urban VIII., A.D. 1635. The plan, however, was not carried out till A.D. 1720, under Grand Master Manoel de Vilhena. The main road from the Porta Reale leads to a large open space. On the rt. is the parade-ground, and in the centre of this a small piece is laid



down with pozzolana for cricket. On the l. are immense granaries—subterranean pits—in which large stores of grain are kept. The central enclosure was formed into a garden A.D. 1805, by Sir A. J. Ball. Farther on is another garden, called D'Argotti, nearer to the ramparts. At the rt. hand corner of the parade-ground are barracks for one of the regiments; near them is the *Ospizio*, erected 1734 by Grand Master Manoel. It is the home of 700 aged men and women. A portion is also assigned to foundling children; another for a penitentiary; and another part is reserved for female prisoners.

The principal *Civil Hospital*, containing 250 beds, is situated above this *Ospizio*. Two surgeons reside on the premises, and the best physicians in the island superintend. These are supported by the local government, one-sixth of whose revenues is devoted to the maintenance of public charitable institutions. Opposite to this hospital is *S. Calcedonio*, erected in 1751, and called also the *Casa della Madonna di Manresa*. It is used as a seminary and for religious "retreats." A road at this corner leads to the pleasant *Gardens of Ste. Maison*, where one of the military bands occasionally plays. In the extreme eastern angle of the fortifications stands the *Capuchin Convent*, erected by Grand Master Verdala in 1584. There are about 40 monks. The chief attraction to some is the crypt, in which (as elsewhere with this Order) the bodies of the deceased members were dried, and the remains subsequently removed in favour of a successor. This custom is now discontinued. Near to this part of the fortifications, at St. Francis barracks, are the quarters of two companies of Royal Engineers. Returning through the streets of Floriana, we find ourselves near the Calcare Gate, which leads down to the Marina, the custom-house, and the usual landing-place of the Grand Harbour.

*On the other side of this harbour are the important and crowded suburbs of*

*c. Vittoriosa and Senglea.*—The usual boats used for crossing are called *dghaisa* (pronounced *dya*), gaily painted, and with elevated prows at both ends; they are by no means ugly, and very safe. The rowers stand while propelling the boat. The Mediterranean fleet is generally at anchor in this harbour during the winter, and all the steamers (except those of the P. and O. Company) and the sailing craft anchor here. On the rt., as we push across, is Senglea Point, and the fort of St. Michael. Beyond is the naval arsenal, and the new dry dock for H. M.'s ships. To the rt. is the naval canteen. Proceeding up the Dockyard Creek between forts St. Michael and St. Angelo, you see the naval dockyard, victualling-yard, the residence of the Port Admiral, the naval bakery, &c.

**Fort St. Angelo** is the oldest fort in Malta. There was a guardhouse here in the time of the Romans, to which Cicero refers. The Knights found some fortifications, which they so strengthened as to resist Solymán's army. The chapel near the entrance gateway likewise boasts great antiquity. The inscription on its walls states that it was erected on the expulsion of the Saracens by Roger the Norman in A.D. 1090. It is open for service on the 8th Sept., when mass is said in memory of those who fell in the great siege of 1565.

On the upper platform, near the officers' quarters, is a larger chapel, now used for the service of the English Church, which is interesting as being at once the work and the *Tomb* of the illustrious Grand Master *L'Isle Adam*, A.D. 1534. His body was afterwards removed to the crypt of St. John's. The red granite pillar which supports the roof is said to have been part of an adjoining temple of Juno. There is also a tradition that this pillar originally stood in Solomon's Temple, and, after many wanderings, was finally brought from Rhodes by the Knights of St. John, and placed in its present position. Returning by the same steep path, iron gratings and



openings in the wall disclose the prisons of the galley-slaves employed by the Knights, the maintenance of which formed a principal item in the expenditure of the Order, even as late as 1778.

The *Church of S. Lorenzo*, near at hand, founded in the time of Count Roger, was enlarged by the Knights as the Church of their Order, before Valletta was built, and was rebuilt as we see it in 1697. The treasury contains a grand silver processional cross, carried in the procession on St. Lawrence's Day, August 10th; a thurible, said to have been brought from Rhodes; and other antiques.

In the adjoining *Oratory of St. Joseph* the Grand Master and great hero, La Vallette, solemnly deposited the hat and sword he had worn during the siege. The sword has a Toledo blade, of the finest temper and workmanship, with a curiously twisted hilt, originally gilt. The hat is made of felt, with a low crown, and wide circular brim. It is a pity that these are so little known, and comparatively inaccessible to strangers. This town, anciently called the "Borgo," obtained its prouder title of *Vittoriosa* on this occasion from La Vallette.

The Str. Maggiore, leading out of the Piazza, brings us to the Inquisitor's Palace. It was erected in 1634 by the Inquisitor, afterwards Pope Alexander VII. One of the few good things which the French did in 1798 was to abolish the tribunal of the Inquisition in Malta. The palace now forms the head-quarters of an English regiment. There are in *Vittoriosa*, the convent of Sta. Scholastica for nuns, formerly the Hospital of the Order of St. John, and the Dominican Monastery, opposite their old palace. At the end of the Str. Maggiore the gateway leads out to the Sta. Margarita Hill, where is situated one of the military school-chapels, and on its summit a nunnery and popular school for girls, under the Bishop of Malta.

Skirting a thickly populated district, called *Burmola*, at the head of the harbour we reach the *Isola Gate*, which

leads into the quarter called *Isola* or *Senglea*.

*Senglea* is called after Grand Master De la Sengle, who fortified it in 1554. The Str. Vittoria is a fine wide street with good houses. On one of the interior walls of a ch. in this street, dedicated to the Nativity of the Blessed Virgin, is a slab recording the title "Invicta," given to this town on the expulsion of the Turks. In the Corradino district are two prisons, and at Zabbar Gate a new military hospital. From this point we may gain an idea of the extent of the Cottonera lines, erected by the Grand Master Nicholas Cottoner from the design of Engr. Valperga. The plans as originally designed were never completely carried out, but these works have of late years been supplemented by others, and by detached inland forts. These will protect not only *Senglea*, *Burmola* barracks, and *Vittoriosa*, but *Bighi* (where there is an admirable and handsomely built naval hospital) and *Fort Ricasoli*, which guards the entrance to the harbour, the head-quarters of another regiment.

d. *Sliema*.—The most frequented drive from *Valletta* is through *Pietà*, at the head of the Quarantine Harbour, by an admirable road on the sea-shore to this fashionable and rapidly-increasing suburb.

It is a place of resort for the better class of the inhabitants of *Valletta* during the summer, and for visitors generally in winter. A regular service of steam-ferry boats ply every few minutes between it and *Valletta*. It contains many villas and comfortable residences, hotels, a theatre, refreshment rooms, and a branch of the U. S. Club of *Valletta*.

The fortifications in this quarter consist of *Fort Manoel*, on an island in the harbour, built by Grand Master Manoel de Vilhena, now occupied by the Royal Artillery. Here Sir Walter Scott was kept for some time in quarantine, when on his last vain search after the health which he was never again to enjoy. *Fort Tigne*,

at the extremity of the mainland (lately strengthened); and a new fort of Sliema, which mounts heavy guns. Close to this one of the military bands frequently plays. Sliema is considered especially healthy, and by boat is within easy access of Valletta. The beautiful little English church is mentioned in the Index. The sea-side drive continues to St. Julian's and St. George's bays. At the latter is Pembroke Camp, called after the late Lord Herbert, who was Secretary for War in 1855, when the permanent camp was designed. Beyond this are the military rifle ranges.

e. *Città Vecchia*, more commonly called *Notabile* by the Maltese of the present day.—Independently of its fine situation, *Città Vecchia* is worth seeing for its historical associations. Cicero mentions it as celebrated for its *textrinum*, or cotton manufacture, and gives it the name *Melita* by which the island is now known. It was founded about B.C. 700, or shortly after the first settling of a Greek colony in these islands. The Saracens on their conquest called it *Medina*, or the City, an appellation which the natives still retain. It received the name of *Notabile* from Alphonso the Magnanimous, King of Castille. Lastly, on the completion of Valletta, the inhabitants called it *Città Vecchia*, or the Old City. It is yet a town of stately palaces and crumbling fortifications. Many of its ancient mansions are occupied as convents or seminaries. A drive of 6 m. or half an hour by train brings us to the foot of a considerable ascent on the summit of which is the old city. A statue of Juno, and bearing her cognisance of a peacock, is embedded in the main gateway. The *Military Sanatorium*, a handsome building, formerly the *Magisterial Palace*, ornamented with a bust of Grand Master Manoel de Vilhena, is situated in a quadrangle on the right of the gateway; close to it is the court-house. The old *dungeons* beneath this building are worth visiting, and may be seen on application to the Sergeant of the

Army Hospital Corps in charge. After visiting them it is pleasant to breathe the fresher air, and from the roof, or covered corridor, to look down on Malta as a map, and the blue Mediterranean beyond. Further on is the *Banca Giuratale*.

The Cathedral of St. Paul has its traditional origin in the year A.D. 58 during the 3 months' residence of the Apostle. Publius is asserted to have assigned a portion of his own palace as a site for a church, and to have officiated in it as the first bishop. The Norman knights erected a cathedral in the 12th century on this site: but it was entirely destroyed by an earthquake on the 11th Jan. 1693. The first stone of the present cathedral was laid on the 21st May, 1697. It was built by Lorenzo Gafa, a Maltese, and was consecrated in 1703. There is a good façade, flanked by two bell-towers, 126 ft. in height, containing 6 bells. One of these, named *Petrina*, was made in Venice, A.D. 1370, and was rescued from the old church. The church is in the form of a cross, and consists of a choir, transept, nave, and 2 side aisles, with 4 bays or small chapels, and 2 entrances on either side. The S. transept chapel is dedicated to St. Publius. The paintings refer to his baptism by St. Paul, and his martyrdom. This church is the burial-place of some of the later bishops of Malta and canons of the cathedral whose tombstones form a beautiful inlaid marble floor like that of St. John's.

The next chapel is known as the *Reliquary Chapel*. The relics can be seen on the 1st Nov., and the contents of the treasury are exposed on Christmas Day, Easter Day, the Conversion of St. Paul, the Festival of St. Peter, and on Corpus Christi Day. In this chapel is a curious picture of St. Paul, of the Byzantine school. Both the altar at the E. end (above which is a good picture by *Sassoferrato*), and also the high altar, are formed of rare marbles. The wood work of the *Choir* was originally made in Catania in 1480 by Parisio and Pietro Antonio,



brothers Calatura, and was intended for the Dominican fathers of Notabile. It has been so much "restored" that hardly any of the old structure now remains. The modern work, however, is very creditable to the designer, Mr. Giuseppe Calleja, and to Mr. Emmanuelle Decelis who executed it.

This ch. has lately been enriched by two beautiful mosaic pictures representing St. Paul and St. Peter, some fine paintings by Gagliardi Magni and Bruschi, and three marble statues by Valenti of Palermo, representing St. Publius, St. John the Evangelist, and St. Luke. The ancient silver rood cross was brought from Rhodes, and is highly ornamented. The parchment office books are richly illuminated, probably of the 14th centy. The marble pavement of the choir was the gift of the late Bishop Pace Formo. The Chapel of the Blessed Sacrament contains a picture of the Virgin, attributed to St. Luke. The font, of white marble, is a good specimen of 15th-century work, with bas-reliefs of St. Paul, and of the Baptism of our Lord. The roof was painted by Vincenzo Manno, a Sicilian, in 1794. The treasury contains many valuable crosses and other ornaments, a group in silver of 15 figures, the Virgin and 12 Apostles, SS. John Baptist and Paul. This was redeemed from the French in 1798. These treasures can only be seen by an express permission from the treasurer.

At a short distance from the cathedral are the **Catacombs**, the passages and chambers of which are of the same character as those at Syracuse, being larger than the generality at Rome, but devoid of mural decorations. There is one curious chamber, the roof of which is supported by roughly fluted columns: it is difficult to determine the use of two circular stones, about 4 ft. in diameter, which could scarcely have been used as fonts, though this is not quite impossible. Besides St. Paul's Catacombs the **Crypt of St. Agata**, and the so-called **Ta l'Abatia**, are worth visiting on account of the mural paintings which adorn those ancient places of worship.

Near the catacombs is the **Grotto of St. Paul**, over which is built a small church. The Apostle is supposed to have lived here during the 3 months he was resident in the island. It is accordingly much venerated, and there is a marble statue of the saint, in the middle of the cave. As we drive towards Verdala Palace we pass 2 convents, one occupied by Augustinians, and the other (conspicuous from Valletta) by Dominicans. The round *Church of Sta. Maria della Virtù*, on a projecting point near at hand, has an ancient crypt, formerly resorted to as a place of pilgrimage in time of war or pestilence. Two miles distant is the *Palace of Verdala*, the coolest of the summer residences of the English governor. It was built by Grand Master Verdala in 1586, repaired by Sir W. Reid, in 1856, and by Sir G. Le Marchant, in 1862. An order from the governor is necessary for admission. Adjoining this is the *Boschetto*, a favourite place for picnics, planted with lemon, orange, and other trees. A mile beyond the Boschetto are the cliffs, overhanging the best coast scenery in the island.

Avoiding Boschetto, we can return by the Palace of the Grand Inquisitor picturesquely situated amidst orange-trees. The route back lies through *Siggiewi* and *Zebbug*. The high altar in the parish church of this latter Casal is surmounted with silver statues of the four Evangelists; and a life-sized one of S. Philippo d'Argirione is carried in the local processions.

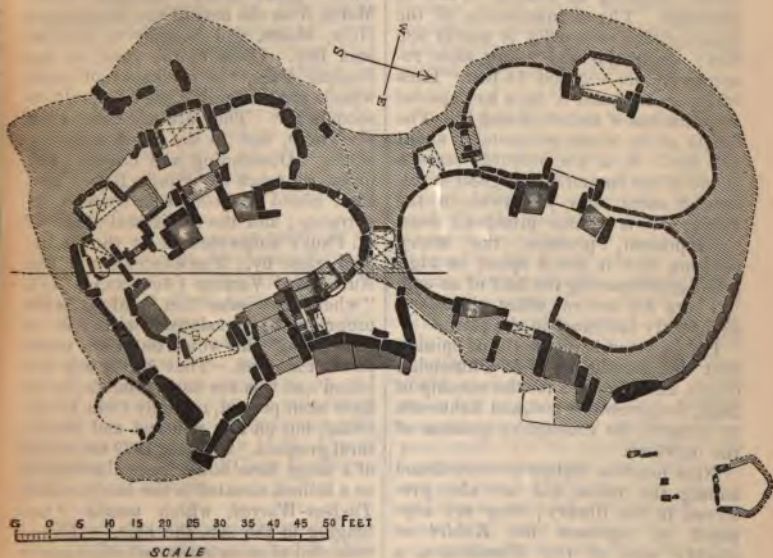
The **Palace of S. Antonio** will be an object for another day's excursion. It was built in 1625, and was the country residence of successive Grand Masters. Here Sir A. Ball lived whilst organising the opposition of the Maltese against the French in 1798, as President of their Congress. It is celebrated for its orange-groves and gardens, the most extensive of which is public. A supply of oranges from this garden is sent every year to the Queen. The house is large, the chief feature being the fine gallery which surrounds the main courtyard. It





where. The nature of the building will best be understood by the wood-cut which we have borrowed from the beautiful work † of Dr. Caruana, the learned director of public education in Malta. The general form of all the parts is elliptical, the egg being the symbol of fertility. The eastern half, including the fore court B and the lesser court C, is nearly a regular ellipse. This is connected with the two smaller ovals D and E, sym-

metrically placed. A A' is the area of the main edifice; F the area in connection with D, and G is another area on the N.W. of the circuit. The length of the whole perimeter is 687 feet. It was enclosed on all sides excepting at the entrance H towards the east. The length of the semi-circumference of the fore court B, if it were entire, would be about 330 feet; its semi-axis major would be 115 feet, its minor axis 190 feet.



PLAN OF MNAIDRA. FROM FERGUSSON'S 'RUDE STONE MONUMENTS.'

The respective entrances to A D E and G are at *a*, *d*, *e*, and *f*. The inner court C is entered from the main temple at *c*. In the middle of this court a quantity of ashes, burnt earth, and stones apparently arranged for burning victims, were found. Several small chambers, *h*, *l*, *m*, *n*, *o*, are distributed along the circumference of

this court; two great stones *p* and *b* are lying close to the entrance A. Every trace of the sanctuary in the area D has disappeared.

The entrance to the area F is at *f*; on the left side of this passage is a horn-shaped enclosure *r*, and the foundations of a similar enclosure are apparent on the other side. Several other recesses and small chambers *s.s.s.*, some with and some without communications with the area F, form the rest of this intricate distribution.

† Recent further excavations of the Megalithic Antiquities of Hagiar Kim. Malta, oblong folio, 1886, pp. 11; five chromo-lithographic illustrations.

The right part of the edifice E., together with its entrance, is to a great extent still preserved. The interior of the two elliptical chambers has a polygonal niche *v* in the middle and two regular hemicycles, *x x* at the side.

The main edifice, however, is the most interesting part. It may have consisted originally of an enclosure enveloping a pair of elliptical areas A and A'. From the sides spread out four oval chambers, M, L, I, K, the whole covering an area of 90 feet in diameter. The circumference of the whole edifice externally is nearly 325 feet; the major and minor axes respectively are 105 and 54 feet. Each of the areas A and A' have had apsidal terminations *s'* and *s''*, *o'* and *o''*. The length of the whole perimeter is about 687 feet. *m, n* are probably seats, *a* is one of the supports of a great stone, laminar slab, now preserved in the library; it is a stone painted all over, to represent, perhaps, the starry heavens, and it has a spiral in high relief encompassing the half of an egg.

There are several other chambers, sufficiently indicated in the plan.

Dr. Cassan is distinctly of opinion that this monument is of Phœnician origin, and intended for the worship of Baal, the generative god, and Ashtoreth or Astarte, the conception goddess of the universe.

Nine headless statues were found among the ruins, and are also preserved in the library; they are supposed to represent the *Idolot* or mighty ones of the Phœnicians, a signification which the word still bears in the modern vernacular, and indeed in *Hebrew* also.

About 200 paces to the W. are the remains of another similar edifice, *Msaidra*. No scientific explanation of this has yet been made, but it is thought to be a temple of the same kind as the one at Msaidra. It is situated on a hillside, and is built of the same materials as the one at Msaidra. It is a circular structure, and is supposed to be a Phœnician temple.

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through Birchircara, which, like that of the Maltese Casals, has a parish ch., built during the first half of the 18th centy. Bearing to the E., we ascend the hill to Nasara, and then three-quarters of a mile beyond reach the *Nasciar Lines*, where a fine view is obtained of the fertile plain below, St. Paul's Bay, and the Islands of Gozo and Guad. These lines follow the natural rock, which sharply defines the strata and configuration of the island.

This "great fault" extends over Malta, from the base of the Begonia Hills, Musta, and Nasciar to Mallela Bay. Close to the road, at the Nasciar Lines, the marks as of cart wheels are noticeable, and difficult to account for. They are to be met with elsewhere, and in the most unlikely places.

Descending and crossing the plain, we reach St. Paul's Bay. The little island of *Silwana* partly bars the entrance; and the traditional site of St. Paul's shipwreck is on the mainland, close by. The expression in the Authorized Version (Acts xviii.)

"where two seas met," might properly be translated "with sea on both sides;" this would be true at no point than one. That Malta was

island and this the bay, seems fully have been proved, not only from tradition, but on their natural and Natural grounds. In about 1870 the remains of a large farm-house were discovered on a hillock situated in the lands of *St. John's Forest*, which means "belonging to the sun, the tree." It consisted of an extensive establishment for making oil; two rows of two nearly cut and running parallel to each other, were laid on each side of central passages, with two mills each situated at those points in the G. House at *Masluha* were still to be seen on either side of one of the ends of passages. The arrangement of these stones, and the position of the mills, were such as to show that the oil was pressed in the mill, and then run into the passages.

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"St. Paul kindly or well re-  
 This indicates the very ancient  
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The right part of the edifice E., together with its entrance, is to a great extent still preserved. The interior of the two elliptical chambers has a polygonal niche *v* in the middle and two regular hemicycles, *x* *x* at the side.

The main edifice, however, is the most interesting part. It may have consisted originally of an enclosure enveloping a pair of elliptical areas A and A'. From the sides spread out four oval chambers, M, L, I, K, the whole covering an area of 90 feet in diameter. The circumference of the whole edifice externally is nearly 325 feet; the major and minor axes respectively are 105 and 54 feet. Each of the areas A and A' have had apsidal terminations *a*' and *a*'', *b*' and *b*''. The length of the whole perimeter is about 687 feet. *m, m* are probably seats, *n* is one of the supports of a great stone, *lamina sacra*, now preserved in the library; it is a stone pitted all over, to represent, perhaps, the starry heavens, and it has a spiral in high relief encompassing the half of an egg.

There are several other chambers, sufficiently indicated in the plan.

Dr. Caruana is distinctly of opinion that this monument is of Phœnician origin, and intended for the worship of Baal, the generative god, and Ashtoreth or Astarte, the conceptive goddess of the universe.

Nine headless statuettes were found among the ruins, and are also preserved in the library; they are supposed to represent the *Kabiri* or mighty ones of the Phœnicians, a signification which the word still bears in the modern vernacular, and indeed in Arabic also.

About  $\frac{1}{2}$  of a mile to the W. are the remains of another similar edifice, *Mnaidra*. No scientific exploration of this has yet been made, but in default of a later survey the plan given by Fergusson in his 'Rude Stone Monuments' will convey a sufficiently accurate idea of its nature. (See p. 209.)

**St. Paul's Bay and the Rocky Valley.**—This will prove a very interesting excursion. The road lies

through Birchircara, which, like most of the Maltese Casals, has a fine parish ch., built during the first half of the 18th centy. Bearing to the rt., we ascend the hill to Nasciar, and about three-quarters of a mile beyond reach the *Nasciar lines*, where a fine view is obtained of the fertile plain below, St. Paul's Bay, and the Islands of Comino and Gozo. These lines follow the natural rock, which sharply defines the strata and configuration of the island. This "great fault" extends across Malta, from the base of the Bengemma Hills, Musta, and Nasciar to Maddalena Bay. Close to the road, at the Nasciar lines, the marks as of cart-wheels are noticeable, and difficult to account for. They are to be met with elsewhere, and in the most unlikely places. Descending and crossing the plain, we reach St. Paul's Bay. The little island of *Selmun* partly bars its entrance; and the traditional scene of St. Paul's shipwreck is on the mainland, close by. The expression in the Authorized Version (Acts xxvii. 41), "where two seas met," might with propriety be translated "with sea on both sides;" this would be true at more points than one. That Malta was the island and this the bay, seems fairly to have been proved, not only from traditional, but on fair nautical and Scriptural grounds. In about 1879 the ruins of a large farm-house were discovered on a hillock situated in the lands called *Ta-Ben-Warrat*, which means "belonging to the son, the heir." These consisted of an extensive establishment for making oil; two rows of troughs neatly cut and running parallel to each other, were laid on each side of a central passage, and two mills exactly similar to those found in the Greek house at Micabiba were still *in situ*, at either side of one of the ends of the passage. Fragments of lozenge-shaped tiles for paving, coloured stuccos, roofing tiles similar to what have been found at Pompeii, show that this was the villa and farm of a person of some importance.

In the midst of the ruins is a small chapel dedicated from time immemorial to San Paul Milkigli, which



means "St. Paul kindly or well received." This indicates the very ancient tradition that here was the country residence of Publius where St. Paul remained a guest for many days. All these ruins, lying as they do in a very lonely place, were shortly afterwards covered over to prevent them being damaged or destroyed. It is earnestly to be hoped that they may soon be "re-discovered" and proper means adopted for their preservation. From a Christian point of view there is probably nothing in the whole island more deeply interesting.

Boats can be hired to cross over to Selmun, on which a statue of St. Paul was erected in 1845. Upon the hill above the farther shore of St. Paul's Bay is the ancient Palace of Selmun, from the roof of which there is a fine view of Malta, Comino, and Gozo. Admission by an order from the Governor.

Another route may be taken in returning to Valletta, by passing through Musta. Before reaching the village, we cross a bridge which spans the

*Valley of Honey*, or the *Rocky Valley*. This may be made the subject of a separate excursion, as a whole day can be well spent exploring up and down the valley. About a mile below the bridge is St. Paul's hermitage, with three statues, erected in 1705. One of the very best views of Città Vecchia is to be obtained here.

**Musta Church** demands special notice. The first stone was laid in 1833, and it was consecrated in 1864. It was erected over the old parish ch., which on its completion was taken down and the débris carried out of the W. door. It cost 21,000*l.*, besides which over 30 years of Sunday voluntary labour was expended on it by the inhabitants. A Maltese engineer—Mr. Grognet—was the architect; and Angelo Gatt was clerk of the works; no scaffolding was used in its erection. It is designed on the model of the Pantheon at Rome, and the diameter of the dome is the third largest in Europe, being 118 ft.; that of St. Paul's, London, being 107; St. Peter's, Rome, 139; and the Pan-

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#### g. ISLAND OF GOZO.

This egg-shaped island, lying W. of Malta, is about 24 m. in circumference, and is considered superior to Malta in fertility and salubrity. Three or four days may be spent here pleasantly, especially in the spring, during the season for quail-shooting, when the country is especially gay with countless wild flowers. To reach this we pass St. Paul's Bay, and the prettily-situated village of *Melleha*, about an hour's drive beyond. The ch. is full of votive offerings, commemorating escapes from shipwreck and pestilence. On the opposite side of the valley is a statue of St. Paul; and near at hand is one of the supposed grottos of Calypso, who delayed Ulysses. Another hour over a rough road brings you to *Marfa*, the place for embarkation. In the channel, or Straits of Freghi, lie the small islands of *Comino* and *Cominotto*. Communication between Malta and Gozo is now regularly carried on by a fast and commodious steamboat, which in summer leaves Valletta twice and in winter once a day.

Near the landing-place in the Bay of Migiarrò is Fort Chambray, commenced by a knight of that name in 1749.

**Rabato**, the capital of Gozo, is about 4 m. distant from Migiarrò. (Inns: the *Imperial* and the *Calypso*, opposite



to one another in the Piazza Reale.) From the ruined walls of the citadel a good bird's-eye view of the greater part of Gozo is obtained, with its characteristic conically shaped hills, flattened at the top, the soil ever gradually sinking down. The church in the citadel became the cathedral, when the diocese of Gozo was separated from Malta, A.D. 1866.

An important Jesuit College has of late years been established at Rabato, and there are Franciscan and Augustinian convents.

Facing the Ramla and Marsa-el-Forn bays to the N.E. of the island is the Calcareous hill *Ta-Xaghra* which attains a height of nearly 700 feet above the sea. Its extensive plateau consists of the upper limestone crust which once covered the whole surface of Malta and Gozo; in other places it has been washed away or weather-worn, while on Gozo it has resisted denudation on the summit of several hills, one of which is Xaghra.

On the E. cliff, towards the Ramla valley, is the stalagmitic cavern of *Caltebes*, one of the *Calypso's Grottos* of which several are pointed out. Another and far more beautiful cave, which has been named the *Ta-Ninu Cavern*, was discovered in December, 1888, under a field close to the parish church of Xaghra. The main chamber is about 80 ft. by 60 ft., but there appears to be several lateral ones not yet explored. The roof, floor, and sides are thickly covered with stalactites and stalagmites of great size, variety, and beauty, mostly of a yellowish cream colour, but some are white and translucent.† On the

† A monograph on this interesting cave has been published by Dr. Caruana (7th January, 1889) illustrated by Dr. Philippo Vassallo.

southern slope of the same hill towards the *Migiar* ascent, on the property of the late Marquis of Cassar Dessain, is what is undoubtedly the most interesting archæological object in the island, the Megalithic remains of *Gigantea* or the *Giant's Tower*, similar in many respects to those of Hagiar Kim (p. 208), but believed to be much more ancient.

Another pleasant walk is to the *Bay of Sclendi*, between 2 and 3 m. from Rabato on the S. coast; this follows the course of a narrow ravine, filled with fruit-trees and well watered. The cliff scenery between this and Fort Chambray is very fine, and makes a good walk. But the best of all is to drive (as far as the road will allow) towards the *Cala Dueyra*, at the western side of the island. Here is the *General's Rock*, on which grows the famous *Fungus melitensis*, or *Oymomorium coccineum*. It springs up from the rock crevices, and is about 5 in. long. It blossoms in April and May, and is of a dark red colour till dried, when it becomes black and hard. Formerly this plant was in high repute for its medicinal properties. Close to this is a curious landslip, of the same character as that of Micabiba; and the coast scenery around is full of interest.

The *Caves in Comino* will be a pleasant excuse for a boating excursion from Chambray. The principal one is in the cliff beneath the Castle, but there are others in the rocky islands adjoining.

The south-east corner of Comino will ever be memorable as the scene of the shipwreck of H.M.S. "Sultan" on the 7th March, 1889.

## SECTION VI.

## GREECE.

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## GREECE (TURKISH).

## MACEDONIA.

77. VOYAGE FROM SALONIKA TO THE  
GREEK FRONTIER.

We return now to Salonika, sailing thence along the Macedonian coast.

The voyager is little tempted to land. The marshy and unhealthy plain has nothing of interest save the two large rivers *Vardar* (*Axius*) and *Vistritza* (*Haliakmon*), which, after draining nearly the whole of Macedonia, pour themselves into the gulf within a short distance of each other, discolouring the sea for miles during the rainy season.

On the left bank of the latter, 8 or 10 m. inland, where it issues from a fine rocky ravine into the plain, is *Verria*, a town of 10,000 inhab. (half Greeks), in whose name, slightly altered in spelling only, may be recognised *Beræa* (Acts xvii.).

Pheasant, grey partridge and woodcock shooting is very good in the vicinity of *Verria*.

About 15 m. S. of *Verria*, and about 3 m. inland, are some ruins and two tumuli, relics of the town of *Pydna*, and of the decisive battle fought in

168 B.C., when the Romans, under *Æmilius Paullus*, defeated *Perseus*, the last king of *Macedon*, and ruined for ever the Macedonian power.

About 5 m. further S. and a little back from the sea, is the small township of *Katerina*, of 2000 inhabitants, possessing a *scala*, or landing-place, sometimes chosen as a starting-point for the ascent of *Olympus*, the outline of whose summit is seen to best advantage from this place.

"Rising at once its whole height of nearly 10,000 ft. immediately from the plain, it presents an indescribably grand appearance, with steep precipices in its upper parts, and below innumerable buttresses, exactly realizing what is expressed by the Homeric epithet 'many folded' (*πολύπτυχος*.) The pyramidal summit, which from this side appears the highest, though not really so, is that of *S. Elias*" (*Toser*).

Some 8 m. S. again, near *Malathria*, may be found, almost hidden by a luxuriant vegetation, traces of a stadium and theatre and other remains of the once important Macedonian frontier town of *Dium*. The coast plain of Macedonia here ceases, reduced to nothing between the buttress of Mount *Olympus* and the sea.

A short distance from *Malathria* is another *scala*, that of *S. Theodore*, at the mouth of a torrent, the *Enipeus* of *Livy*, which descends from the very



heart of Olympus. This scala serves both the village of *Litochoro* and the monastery of *S. Dionysius*, which is gloriously placed in the richly wooded Enipeus valley, some 8 m. inland, and 3080 ft. above the sea-level. Olympus is in form somewhat like a narrow horseshoe, open towards the sea eastwards, and with its highest summits to the W. In the bosom of the amphitheatre thus formed lies the monastery, walled in on three sides, and overlooked by the highest summits, that rise abruptly to a height of almost 7000 ft. above it. The grandeur of the scene could not be easily surpassed. The ascent of the mountain from this spot will take from 6 to 7 hrs.

Olympus, the fabled abode of the Gods of the ancient mythology, was well worthy of the honour assigned to it. Soaring to a height of 9754 ft., and as pre-eminent for massiveness as for height, it is without a rival among all that can be called Greek mountains. (The second highest, *Guiona* in Lokris, is 8241 ft.) Richly wooded about its feet and sides, it lifts far above the limits of vegetation its broad head, a vast expanse of light-coloured rock, generally deeply covered with snow, and never at any time free from it. Grand as must be the panorama from such a mountain, it is unfortunate that no one of the four principal peaks which spring from the main horseshoe ridge on the W. rises sufficiently above the rest to give a clear view all round. On the northernmost of these four is a small chapel dedicated to *S. Elias*, whence this peak, like very many of the principal summits in Greece proper, is named.

Olympus, like Mount Athos, is essentially a monastic mountain, to which circumstance it is owing that these two, alone of all the many famous in Greek story, have retained uninterruptedly in common use, until now, their classical appellations. (*Liakoura*, the modern name of Parnassus, may perhaps be a corruption of *Lylkorea*, the ancient name of its chief summit.)

About 6 m. S. from *S. Theodore* is the village of *Leftokarya*, occupying probably the site of the ancient *Pimplea*, the birth-place of Orpheus; and again 4 m. farther S. is the castle of *Platamona*, crowning a height close to the sea. Here stood *Herakleium*, important as commanding the route from Tempe into Macedonia. *Platamona* is sometimes chosen as a starting-point for excursions about Olympus. In this case, the valley of the large torrent (anc. *Sys*) just S. of *Leftokarya* is followed, past the monastery of *Kanalia*, to either of two villages, *Karya* and *Skannia*, whence the ascent is practicable. That from *Karya* is supposed to be the easiest.

It might be convenient to land at the Scala of *S. Theodore*, and having thence ascended the mountain, to descend to and re-embark at *Platamona*; or even to descend from Olympus into the plain of Thessaly, and follow the *R. Peneus* through the vale of *Tempe* to *Platamona*.

## KINGDOM OF GREECE.

### 78. VOYAGE FROM THE FRONTIER TO THE PIRÆUS.

The conventions between the Powers of Europe and the Sultan, signed at Constantinople on the 24th May, 1881, fixed the new boundary between the Hellenic kingdom and the Ottoman empire. Article I. is as follows:—

“The new frontier-line starting from a point near the defile of *Karalik-Dervend*, between the mouth of the *Salamvrias* and *Platamona*, about 4 kilom. to the S. of the latter point, follows in a westerly direction the crest of the mountains, passes first between *Krania* and *Avarnitza*, then between *Nezeros* and *Analipsis*, arrives at the summit of *Mount Godaman*, then descends towards the S., following the crest of Olympus, reaches the summit of *Kokkinopetra*, and, taking a westerly direction from this point without leaving the same crest, passes between *Ligara* and *Derven-Melona*.

and arrives at the summit of Mount Kritiri. Thence turning towards the S. the line gains the right bank of the Xeraghis, and, following the line of watershed towards the S.W., gains the summit of the heights situated to the N. of the village of Zarko, then turns to the N.W. in the direction of Diminitza and keeps to the line of watershed, leaving to Turkey the village of Elevtherokhorion. Before reaching Diminitza, at a distance of about 18 kilom. from that place, the frontier-line turns towards the W., still on the line of watershed, and passes by the villages of Flamouristi, Gavronon, and Georgitza to the summit of Mount Kratchovo. Then turning southwards by the crest, it passes by the summits of Mounts Zygos, Dokini, and Peristeri, and gains the River Arta, following the stream which carries off by the shortest way the rainfall from the summit of Mount Peristeri to this river, and passing near the villages of Kalarrhytes and Mikalitzi. Beyond these last points the line follows the thalweg of the River Arta to its mouth."

Many frontiers were proposed, but this final arrangement, beginning a little to the N. of the ancient river Peneus, and the flowery vale of Tempe, gives to the Greeks the greater and best part of Thessaly. The northern slopes of Olympus, peopled by hardy mountaineers of Greek extraction, is retained by Turkey, but to the S.W. is the great plain, in olden times the nursery of the famous Thessalian cavalry. Turkish or Albanian landlords still own the greatest part of the soil, but the peasantry is mainly Greek. A valuable gain to the Hellenic kingdom is the seaboard S. of the Peneus, the tract between Ossa and Pelion, the natives of which are still animated by the naval and commercial enterprise of their ancestors.

The first locality of interest we now pass is

a. The far-famed "defile" of Tempe (for the sylvan softness suggested by the word "Vale," though ascribed to

it freely by Latin poets, is by no means its real characteristic) is a magnificent rocky gorge,  $4\frac{1}{2}$  m. long, cut deep between Mount Olympus and Mount Ossa, through which, as Herodotus rightly supposed, the waters of the vast lake that once covered all Thessaly have been drained away. Its modern name, *Lykostomo*, "Wolf's Mouth," is thoroughly appropriate. At the same time, though it possesses every element of the sublime, it has also many soft and beautiful features, in the broad winding river, the luxuriant vegetation, and the glades that, at intervals, open out at the foot of the cliffs.

From Platamona, along the sea coast at first, and then across the wooded Pierian plain, to the entrance of the defile, is about 6 m. Here is a ferry, beyond which the road keeps to the S. bank of the Peneus. Not very far up the gorge a great buttress thrown out from Ossa forces the road to quit the river-bank, and climb over its shoulder. From the summit of the ascent there are grand views, backwards through the mouth of the defile over the plain and as far as the hills of the Chalkidike across the sea, and forwards over a long reach of tranquil river, enclosed on both sides by luxuriant woods, and backed by a succession of towering cliffs. Traces of the ancient road are here visible, and again at the end of the defile. The rocks in general are steepest on the side of Olympus, rising so abruptly from the river as to bar all passage on that side; those on the side of Ossa are the loftier, often not less than 1500 ft. from the valley. Towards the middle of the pass, where the precipices approach each other so nearly as only just to leave room both for road and river, are the remains of two mediæval castles, occupying the sites of ancient fortifications.

The water of the Peneus, never remarkable for clearness, is, in general, of a pleasing pale green, but white and turbid at the melting of the snows. Its stream is swift but silent, being both broad and deep; and it is singular that while neither the great



deur of the scene, nor its beauty, can possibly be heightened by description, yet of the numerous descriptions that have come down to us from ancient writers, every single one dwells prominently on some feature distinctly not characteristic of the place.

The excursion up the vale of Tempe can scarce be considered finished without a visit to **Ambelakia**.

At the upper end of the defile of Tempe a paved road leads from the Turkish village of *Baba* to Ambelakia, so called from the vineyards (*ἀμπέλια*) which surround it, and charmingly placed on the N.W. slopes of Ossa, near the head of a steep valley, embowered by trees, 3 m. from the Peneus in a straight line, and 1100 ft. above the sea.

It is still a considerable village, but its glory is departed. It seems almost incredible that from this obscure and remote mountain village in barbarous Turkey, at the end of last century, civilised Germany was annually supplied with 500,000 lbs. of thread dyed a peculiar red. A co-operative community of Christian Greeks, numbering some 4000 souls, wonderfully organised (all the inhabitants forming one company, and even the lowest taking part in the work, and enjoying his share), found here a practical solution of the difficulties which nowadays rise between capital and labour. The perhaps highly-coloured, but deeply interesting, and often-quoted account of this community by Beaujour, the French consul at Salonika in 1798, is too long for insertion here, but well worthy of study. After a long period of wonderful prosperity, the trade of Ambelakia was at last ruined by disensions at home, by disastrous failures in Germany, and, finally, by the commercial revolution caused by the spinning-jennies in England, which destroyed also several similar smaller communities on Pelion, Ossa, and Olympus. That such a community should at last have fallen is not half so wonderful as that it should ever have arisen. Without a port, far removed from its market, and with no better means of communication

than Turkish roads, its development was indeed a marvel, and only shows what integrity and co-operation can accomplish in the teeth of every disadvantage. Christian Ambelakia had moreover to defend itself against the Turks of Larissa, whose jealousy of its prosperity prompted more than one attack.

From Ambelakia, in returning, one may take another path, striking the Peneus exactly at the entrance of the gorge.

Sailing S.E. from Platamona along the coast of Thessaly, one travels full 60 m. before reaching anything deserving the name of shelter. The E. coast of Magnesia and that of the Island of Negropont as far as Cape d'Oro is most inhospitable, and exposed to the Bora during the yachting season. Mts. Ossa and Pelion, rightly said by Herodotus to "mingle their roots," and rising abruptly from the water's edge, extend between them over all this length; nor is there much upon them to tempt the traveller ashore. The landing-places are numerous, for the Christian population of these mountains is for the most part seafaring, but utterly exposed to the full weight of the Ægean sea. For 20 m. Ossa continues to be the principal figure in the landscape, its pale solitary pyramid rising to a height of 6400 ft. The modern **Kissavo** has here completely supplanted the ancient name. Among the natives of Pelion, however, the restored ancient name has fairly driven out the Slavonic *Plessidhi*.

In the gap between Ossa and Pelion stands the village of **Ayia**, not far from which are the ruins of *Melibœa*, once an important place as commanding a practicable road from the coast into Thessaly. S. of Ayia an outlying summit of the long ridge of Pelion might almost be termed a separate mountain. It is called *Marro-Vuni*, or "Black Mountain." Beyond this a long dip in the backbone of Pelion, whose altitude sinks to as little as 2000 ft. Then a long ride terminates in a small horn-like peak, a little beyond the village of Zagora, and 5310 ft.



above the sea. Between Mavro-Vuni and the sea were quarries of the famous vert-antique marble (said also to exist near Ambelakia).

Near the village of *Keramidhi*, a very little to the S. of the summit of Mavro-Vuni, upon a hill projecting ruggedly into the sea, are the very interesting ruins of *Kasthanea*, well worthy of a visit should fair weather make a landing possible. The fortifications of the Acropolis, consisting of large blocks of stone fitted together without mortar, are in the finest style of Hellenic masonry.

b. *Zagora*, about 10 m. S.E. of *Kasthanea*, is the principal one of many flourishing Christian villages on the E. slopes of Pelion. The district of Pelion, or *Magnesia*, as it is still called, was confessedly the most prosperous in the whole of Turkey prior to the troubles of 1877-8. Their inaccessible position, and the consequent enterprise and industry of the Greek population, unimpeded by interference and the fear of spoliation, sufficiently account for this. Throughout the whole region, except in one or two places on the W. side, there was not a single Turkish village; and though Turkish police were quartered on the people, yet at *Zagora* the captain of these was a Christian. *Zagora* is a large village, and boasted of a Byzantine church of the 12th cent.; this was entirely destroyed by fire in 1887. By ascending to the summit of Pelion from *Zagora*, a panorama, scarcely rivalled even in Greece, is to be obtained at comparatively little pains. Athos, Olympus, Ossa and Parnassus are magnificently seen, to say nothing of many other classic mountains, lakes, and islands, large and small, the beautiful Pagasean gulf, and the channels on either side of Eubœa, gloriously spread at one's feet, the vast expanse of the open Ægean, and the sea-like plain of Thessaly. A cavern close to the summit is supposed to be that of Chiron the Centaur. It is, however, now ruined by a fall of rock.

*From Volo, which is 7 hrs. by mule*

or 21 m. distant from *Zagora*, the ascent of Pelion may be made more conveniently, in some respects, than from *Zagora*; but so one loses what gives its charm and value to this ascent, the sudden revelation of one-half of northern Greece that greets the eye after ascending from the E.

It might indeed be well to descend to *Volo* at once by *Portaria* or *Macrinitza*, while the yacht was sent round.

From *Zagora* the range of Pelion extends still fully 25 m. to the S.E., and contrasting its enormous length with the conical point of *Ossa*, one cannot but be struck by a certain incongruity in the Homeric account of the battle between the Gods and Titans. Pelion upon *Ossa* seems somewhat ridiculous. *Ossa* upon Pelion, as *Virgil* has it, would form a steadier combination, only that he proceeds to pile the huge mass of Olympus upon *Ossa's* point.

Should mythological reflections not present themselves, he who sails in these waters in stormy weather will scarce fail vividly to recall the historical fact that on this "harbourless coast of Pelion," "the terrible *Sepias*," upwards of 400 ships of *Xerxes* fleet were dashed in pieces.

As one nears the cape of *St. George*, the islands of *Skiathos*, *Skopelos*, and others that run off from the extremity of the promontory, present a beautiful variety of outline: then passing through a strait only  $2\frac{1}{2}$  m. across, we turn W. into a more sheltered sea. In this strait there is a dangerous rock, *Lephtari*, about mid-channel, making for the gulf from the E., besides shallows closer in on either shore.

There breaks off here at right angles to the chain of Pelion a long projection with a narrow isthmus and broken outline, so that other 20 m. must be traversed before at *Trichi*, the ancient *Aphetæ*, one can turn N. into the Gulf of *Volo*. From *Aphetæ* the famous *Argo* set out in quest of the Golden Fleece. Here the Persian fleet found shelter after its disaster on the coast of Pelion. In these waters also took place the first naval encounter

between the Greeks and Persians, the drawn battle of Artemisium.

c. The beautiful Gulf of Volo (anc. *Pagasan gulf*) is a fine sheet of water, roughly speaking some 15 m. square, with an entrance from the S.W. barely 3 m. across, containing several islands, and numerous bays and inlets, of which the principal one is a deep recess within a wider bay, due N. of the said entrance, i.e. 20 m. from Tricheri. At the mouth of this inner bay, on its E. side, the rocky hill of *Goritza*, some 350 ft. high, projects into the water. On its broad flat summit stood the highly important city of *Demetrias*, one of the three "Fetters of Greece" (Chalkis and Corinth being the other two) by means of which the later Macedonian kings kept Greece bound. It was built 290 B.C. by the great Demetrius Poliorcetes. The ruins, though not of the highest interest, are yet considerable, and the loveliness of the position alone is worth a visit.

Immediately to the N. of Demetrias is the torrent *Anaurus*, through whose raging flood, at the melting of the snows on Pelion, the Goddess Hera, disguised as an aged woman, was borne by the young hero Jason. Having thus lost a sandal, he was afterwards recognised by his uncle Pelias as the one-sandalled man destined to overthrow him. Extensive works are in progress (1889) to divide this torrent, so as to prevent a recurrence of the inundations which from time to time have threatened to destroy the vineyards, and seriously damage the town of Volo. The plain is less unhealthy now than it formerly was; in 1884 a torrent from Pelion rushed over it, bringing in its course so much *débris* that it raised the level 3 feet above its previous height, thus making the neighbourhood much healthier.

About 1 m. N. of the hill of *Goritza* is another named *Episcopi*, almost certainly the site of the city of Pelias and Jason, the far-famed *Iolkos* by the sea, where the Argo was built with pines from Pelion. It should be remarked that though Pelion still deserves

the Homeric epithet, *ἑωσφόλλον* = "quivering with foliage," its pines have wholly disappeared. Of Iolkos no ruins are left: perhaps it is buried under the alluvion, which is being constantly washed down from the mountains, but the name seems to survive in *Volo*, the appellation borne by the Turkish town close by, the fortifications of which are now (1889) being demolished; a Greek town, *New Volo*, was founded at the Scala, or landing-place, only about 1850, and already it can boast of an active and thriving population. It is separated from the old town by a narrow strip of land formerly an unwholesome swamp, now filled up and planted with Eucalyptus. From the crest of the hills which divide the sea-board from the plains of Thessaly, there is a beautiful prospect of the Turkish quarter, the white houses of the new town, the villages of *Portaria* and *Macrinilza*, perched on the precipitous sides of Pelion, the bold outline of the coast, and the blue waters of the landlocked gulf. Just across the water are the ruins of *Pagasa*.

Volo was occupied by the Greek forces amidst great enthusiasm on the 15th November, 1881. Steamers from the Piræus and many other places conveyed great crowds of people to witness the entry of the Greek troops. Volo is now the terminus of two branches of railway. One traversing the lesser Thessalian plain to Larissa (2 to 3 hrs.). Passing Veles-trino, the ancient Phera, home of King Admetus, and scene of the tragedy of Alkestis. From Larissa, where carriages may be obtained and tolerable rough accommodation, it is a drive of nearly 4 hrs. to the Gorge of Tempe. The Thessalian plain is well worth a visit; in spring the young corn and the grass on the fallows unite to give it the appearance of an enormous cricket field, treeless and houseless, and, save for numerous tumuli which dot its surface, a dead level, across which a furrow might be ploughed for 20 or 30 m. in any direction without encountering an obstacle. The second line traverses the



greater Thessalian plain to Trikkala, and thence to Kalabaka, whence the rock-built monasteries of Meteora, a kind of smaller Athos, may be visited. The ascent of the smaller monasteries is only to be made by swinging ladders, or in a net drawn up some hundred feet over a windlass. The night might be spent at H. Stephanos, or at any of the larger monasteries, in return for which hospitality the traveller may make some slight donation to the church. Or he may return to Trikkala for the night, proceeding to Volo on the following day. In these districts, in the neighbourhood of the northern frontier, it is well to be provided if possible with introductions to the Demarchs of the various towns, and to consult them as to the advisability of escort, &c.

The ruins of other Greek cities may be seen on or near the shores of the beautiful gulf of Volo, which is indeed worthy of more thorough exploration by yachtsmen. It is sheltered by high hills, and its navigation is safe at all seasons of the year.

From Volo a run of 13 m. will bring a boat to Nea Mintzela, also called *Amaliopolis* in honour of the late Queen of Greece, which was, till 1881, the frontier town of the Greek kingdom.

That portion of our Periplus which commences with the Gulf of Volo and finishes with the Saronic gulf, is probably, for the yachtsman, the most delightful in the whole circuit of the Mediterranean, unless perhaps a similar claim may be preferred for the gulfs of Patras and Corinth. Long reaches of quiet, deep, blue water, sheltered perfectly from the fury of the open Ægean, a coast abounding everywhere with harbours and anchorages, and deep recesses safely screened from the angriest winds, magnificent scenery in all directions, and that of the highest possible historical interest—nowhere can a *steam-yacht find seas* more suitable for it; let it, however, be well provided, for with creature comforts this lovely region is not too well supplied.

*Sailing S.E. from Nea Mintzela,*

past *Tricheri*, and leaving on our right the deep bay of *Pteleum*, whose ruins are still visible at its W. end, after 12 m. we clear the long rocky promontory that terminates in Cape Stavros; then making due S. for 7 m. more arrive at *Oreos* on the N. coast of Eubœa.

d. The important island of Eubœa, not less than 97 m. in length, and nowhere so much as 20 broad, runs N.W. to S.E. in close proximity to the mainland coasts of Thessaly, Lokris, Bœotia, and Attica. The mountain range which traverses its entire length may be regarded as a continuation of Pelion; and about midway, where also the island is broadest, the grand pyramid of *Delphi*, anc. *Dirphe*, rises to no less a height than 7266 ft., thus taking rank quite among the first-class summits of Greece. The northern half of the island is extremely fertile, and better wooded than most parts of Greece, though here, as everywhere else, the most wicked destruction of the forests goes on unchecked. The southern half is more arid, and less beautiful.

The principal places in Eubœa are *Xerochori* at the N. end. Situated, as its name implies, in a fertile plain, surrounded by wooded heights; close to it is *Oreos*, where probably the site of the ancient *Histiœa* must be looked for. *Chalkis* and *Kumi*, half-way down on the W. and E. coasts respectively, and *Karystos*, famous for its green-and-white marble, at the S. extremity. The E. coast rivals that of Pelion in its inhospitable harbourless precipitousness, and proved fatal, it will be remembered, to other 200 ships of Xerxes' fleet; and with this knowledge of it, for it is comparatively uninteresting, the yachtsman is recommended to remain content. The W. coast will claim our attention further on.

[A beautiful ride, which will take 2 very long days, may be made from *Oreos* to *Chalkis* as follows:— $\frac{1}{2}$  hrs. through *Xerochori* to *Kokkinimila*, whence is obtained a panorama near



as beautiful as that from Pelion. Other 5½ hrs. to Mandianika, and 4 more to Achmet Aga, where is the property of that Mr. Noel who was such a benefactor to Eubœa. Here is a khan where the night may be passed. On the second day 6 hrs.' journey through very splendid scenery brings one to Castellaes, whence it is 3 hrs. to Chalkis.

Or it might be worth while to ride by Xerochori to Kokkinimilia for the sake of the view, returning to Oreos the same day through lovely scenery by Kastaniotissa, where in August, 1854, Mr. Leeves, the son of the English chaplain at Athens, was murdered with his wife under circumstances of great atrocity. This would be a long day's work, but worth some fatigue.]

Leaving Oreos we find ourselves on the scene of the battle of Artemisium. At the N.E. extremity of Eubœa, near Cape Porticonisi, the Greeks appear to have awaited the advance of the Persian fleet, and resisted their advance during two days, while Leonidas made his famous stand at Thermopylæ (B.C. 480).

In the same waters, on April 23, 1827, took place another smaller but most important battle. One of the first vessels of war ever propelled by steam, viz., the *Karteria*, under command of the famous English Philhellene, Frank Abney Hastings, on that occasion proved the power of steam in warfare, destroying, with the loss of only one man on his own side, a Turkish brig near the scala of Tricheri, assisted by land batteries and manned by a very superior force.

Sailing 15 m. in a S.W. direction through the channel of Tricheri, which varies in width from 3 m. to less than 2, we get clear of the long beak that forms the peninsula of *Lithada*, and obtain immediately a magnificent view of *Parnassus*.

Other 15 m. due W. is the head of the *Gulf of Lamia*, into which we enter for the sake of Thermopylæ. On the northern side of this, the *Maliac gulf of the ancients*, is a broad square-headed bay, at whose N.W. corner is

*Stylydha*, the "scala" of Lamia, whence to Lamia itself is about 8 m.

e. Lamia is historically important as having, by the strength of its fortifications, foiled the last attempt at independence made after the Macedonian conquest by the Greeks on the occasion afforded by the death of Alexander the Great. Here, in 323 B.C., Antipater, the Macedonian Viceroy, held out after a decisive defeat, until the arrival of overwhelming reinforcements from Asia enabled him to crush the patriotic insurgents.

It is important now, as the capital of the fertile valley of the Elladha (the *Spercheus* of history), which runs for 30 m. between the parallel ranges of Othrys and Œta. It is also called *Zaituni*, from the number of its olive-trees.

Lamia stands under the shadow of an old castle, from which there is an extensive view over the Spercheus valley towards Thermopylæ, and particularly of the stupendous precipices on the N. side of the highest point of Mount Œta (7000 ft.), now called *Katabothron*, where legend placed the funeral pyre of Hercules. The remains of antiquity at Lamia are inconsiderable.

f. From Lamia to Thermopylæ is about 8 m. over the swampy plain of the Spercheus, whose alluvial deposits have completely changed the character of this once famous gate of Greece, and deprived it of its chief military importance. In former days the precipitous line of Mount Œta pressed close on the sea, the interval between the two being for the most part occupied by a morass. Hot springs, 111° Fahr. (whence the name *thermo-pylæ*—"hot gates," is derived), burst out from the foot of the mountain in two places about a mile apart, and at each of these points Œta throws out a projection, and between the two there is a plain, once quite narrow, across which a wall was built for the defence of the pass. The springs on the E. side mark the true site of Thermopylæ. The precipitous character of Mount Œta made its pa-

sage impossible for any large army, and so compelled an invader to squeeze by at this place, which would have been almost impregnable, but that there was also a circuitous mountain-track called Anopæa, practicable for light-armed troops, by means of which Thermopylæ could be attacked in the rear. Thus in 480 B.C. the gallant resistance of Leonidas was overcome; so also in 279 B.C. the Gauls forced their way southwards. Thermopylæ has often enough been defended in later times, but rarely with success, the width of the space to be defended having increased with every century, until now the sea-shore is more than 2 m. distant. The mouth of the Spercheus, which in the time of Leonidas was 5 m. N.W. of the pass, is now 4 m. to the E. The coast-line of 480 B.C. seems to have been entirely to the S. of the present bed of the river, crossing it only at a point 10 m. W. of its present mouth. Close to a pool formed by the E. hot springs is a mound, probably that to which Leonidas and his 300 retreated, and where they were killed. From this point the other localities are easily traced. The camp of Xerxes lay about 3 m. to the W.

The expedition to Thermopylæ is perhaps more easily made by approaching it from the eastern side, especially by those going from S. to N. by landing off the village of Molo, whence the site of the battle is reached in about an hour and a half to two hrs. But as there are no carriages at Molo, they must be ordered by telegraph from Styliáha on the opposite side of the gulf.

About 1½ hr. distant, after a steep ascent on the flank of Ceta, is a small plain, where is the Polyandrium, or sepulchral monument of the Greeks who fell at Thermopylæ, an ancient tumulus with the remains of a square pedestal of red breccia, so much decomposed on its surface as to resemble grey limestone.

About 545 A.D. an earthquake, the most widely felt and destructive of which Greece has record, which partly destroyed the then newly-built church

of St. Sophia at Constantinople, and overthrew Patras and other cities in W. Greece, drove the waters of the Maliac gulf far up the valley of the Spercheus in one huge wave, which in its advance and retreat entirely desolated the country.

Leaving the Maliac gulf, and turning S.E., as soon as we have cleared C. Chiliomeli, we have, 3 m. inland (5 m. due S. of the cape), the ruins of *Thronium*. This was situated where the R. Boagrius emerges from the mountains into the plain, and had importance as commanding the principal road from the N. into Phokis and Bœotia.

Thronium belonged to the Eastern Lokrians, whose strip of territory extended along the coast as far as the Bay of Kastri (Larymna), separated from Phokis and Bœotia by the long and low, but unbroken range of *Knemis*, which is a continually diminishing prolongation of Ceta.

Six m. E.S.E. of C. Chiliomeli we pass a group of small islands forming a chain from C. Litháda, the W. point of Eubœa, across to the Lokrian coast, and enter the *Opuntian Gulf*, now called the *G. of Talanda*.

Six m. S.S.E. from Litháda, at the head of a deep bay, are the ruins of *Daphnus*, close to the water's edge.

Opposite to Daphnus, and 12 m. distant, on the Eubœan coast, was *Ædepsus*, now *Dipso*, a place possessing warm springs, near C. Therma, at the entrance of a long inlet that nearly severs from the rest of the island the mountainous district of Litháda.

Due S. of Dipso, 8 m. distant on the mainland, is the promontory and village of *Arkitza*, 1½ m. S.E. from which are the ruins of *Kynus*, formerly the principal port of Lokris.

g. Opposite to this, across the channel here 10 m. broad, is the village of *Rovias*, with name scarcely altered from the ancient *Orobias*, where was an oracle of Apollo. About 3 m. almost due S. of the ruins of Kynus is the scala of the small modern town of *Talanda*, opposite the islet of the



same name, the *Atalanta* of antiquity, which has thus extended its name to the whole gulf. The town is 4 m. inland, at the foot of the mountains.

Continuing our course S. for 2 m. more into the farthest recess of the inner bay of Talanda, and landing opposite to the W. extremity of the second islet (*Gaidhero Nisi* = Donkey's Island), we find, one mile from the shore, by the village of *Kardhenitza*, the ruins of *Opus*, the former capital of the province, once occupying the rank now accorded to Talanda.

Hence returning to mid-channel, and steering S.E., we find it but 5 m. broad, and appearing even less from the height of the land on either side. The Eubœan coast, which from Dipso has been little else than mountain descending steeply into the sea, now becomes an enormous wall of white cliff, extending under the name of *Kandili* for 5 m. at a height of from 3000 to 4000 ft.

As this is cleared, the peak of *Delphi* (5700 ft.) comes finely into view, rivalling in magnificence Parnassus itself, whose glories will never have been lost to the yachtsman all the way from Thermopylæ, excepting when he was close under the Lokrian shore.

Those who care for curiosities of physical geography are strongly advised to put into the little gulphet of *Kastri*, about 20 m. by water from the scala of Talanda, where, besides the ruins of Larymna, they can examine the *Katabothra* and reappearance of the *R. Kephissus*. This stream, having its source in Mount Guiona, the highest summit in Greece, flows E.S.E. through Phokis and Bœotia, receiving the whole drainage both from the N. slopes of Parnassus and Helicon, and from the S. side of Oeta and Knemis, for nearly 50 m., when finding in Mount Knemis a barrier interposed between itself and the sea, it spreads itself out, turning the whole plain about its lower course into a lake or marsh, according as the season is wet or dry. Thus is formed the extensive lake of *Topolias*, or *Kopais*. It occupies a surface of 100 sq. miles, and

is a pregnant source of fever in the neighbourhood. The waters escape by numerous *καταβόθρα*, or subterranean outlets, which mostly unite underground, for only 4 streams subsequently return to the light, of which one leads S. to *Lake Likeri*, anc. *Hylika*, and the other three E. to the gulf of Kastri. The largest of these is worthy of exploration.

About 1 m. S. of the ruins of Larymna, a powerful stream will be noticed pouring impetuously over the rocks into the sea. Its apparent source will be found under a cliff 30 ft. high, in innumerable springs, which unite and form a river 40 or 50 ft. wide, and 3 or 4 deep, that flows with great rapidity down the vale. Hence for other 2 m. one must traverse a stony hollow, direction generally S.W., between hills, above the subterranean course. There is a line of 15 ancient quadrangular shafts, evidently made for clearing the channel when obstructed. Descending from this, one soon reaches the *Katabóthra*, of which there are three principal ones, each under a lofty rock, the two smaller close together, the third and largest about  $\frac{1}{2}$  m. away. There is also a large cavern, dry in summer, through which the river flows at times.

The natural *Katabóthra* not being sufficient to carry off the flood water, the Bœotians at some very remote period constructed two tunnels, long since choked, one to the sea, the other to the lake *Hylika*. This work has now been undertaken by the *Lake Cogais Company*, and in a short time some 90 square miles of what has hitherto been a most pestilential swamp will be restored to abundant fertility. There are plenty of snipe in this country, and woodcock from November.

[The exploration of the *Katabóthra* may well be combined with an excursion to Thebes itself, which is  $8\frac{1}{2}$  m. from *Kolkino*, a village about 2 m. beyond the *Katabóthra*. From Thebes one can return direct to Chalkis.]

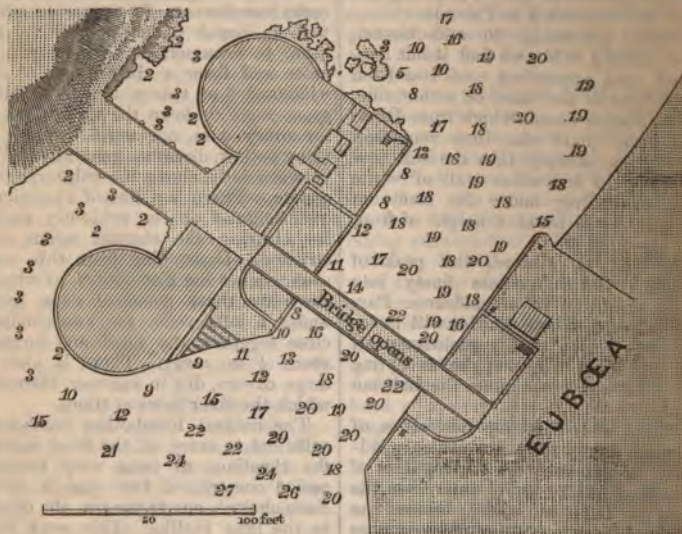
From Kastri a course of 10 m. S.E.



brings us to the rather considerable remains, close to the sea, of *Anthedon*, not far inland from which is lake *Paralimni*, which receives and discharges by *Katabóthra* the waters of *L. Likeri* and *L. Kopais*. Other 3 m. E., a little beyond a small island, are found the ruins of *Salganeus*; from which a course of 7 m., first N.E., then S.E., round a considerable promontory, will bring one to *Chalkis* itself.

**h. Chalkis**, the second of the three "Fetters of Greece," occupies a most important position, where the long *Eubœan* channel has narrowed so far as to be spanned by a bridge, by means of which it can completely command the navigation.

Known as *Chalkis* in ancient history, it received in the Middle Ages the name of *Evripo*, from *Euripus* the name of the strait. This was corrupted into *Egripo*, and then by an



PLAN OF THE EURIPUS (soundings in feet).

addition of "v" or "n" very common in modern Greek, thus—*εἰς τὸν Ἐγρίπον* changing into *στὸ Νέγριπο*—became *Negripo*, which the Venetians further improved into *Negroponite*, the "ponte" referring to the bridge. The latter title, applied first to the town, soon was given to the whole island; but nowadays *Chalkis* for the town, and *Eubœa*, pronounced *Evvia*, for the island, are fast driving out both *Negroponite* and *Egripo*.

Considerable perplexity may be avoided by the traveller who remem-

bers that *au* and *eu* are now, and probably always have been, pronounced by the Greeks as *av* and *ev* respectively, and that *b* also is sounded as *v*.

*Chalkis*, and indeed the whole of *Eubœa*, was generally during the classical period a dependency of *Athens*. Twice it revolted and was again subdued. The first bridge seems to have been built in 410 B.C. by the *Bœotians*, with the express intention of harassing the *Athenians*. Often destroyed and restored, it has continued more or less, in

various stages of repair, from that time till now. The present structure dates from 1857. The strait itself is divided into two by a small rocky island on which is a Venetian fort with two round towers resting on ancient foundations. The shallow channel between the island and the mainland is about 85 ft. wide, and is spanned by a stone bridge, the other, through which is a strong current, is 63 ft. wide.

Under this bridge take place those extraordinary changes of current which have been a perplexity both to ancients and moderns. The direction of the current, which is sometimes as much as 8 m. per hour, changes several times a day; the water remains quiescent but for a few minutes, and speedily resumes its velocity. Curious as these changes appear, they are probably sufficiently accounted for by the combined effects of tide and wind, especially of the latter, upon the surrounding seas. The drawbridge is opened for the passage of vessels at the turn of the tide. In 1848 the channel was deepened to 18 ft. Through this channel there is an active traffic carried on from Volo and other ports by Greek steamers of 300 and 400 tons, and in 1878 H.M. screw surveying vessel "Sylvia," 867 tons, passed through.

In Chalkis, which from the days of its independence and glory has been continuously an important place, whether under Macedonians, Romans, Byzantines, Venetians, or Turks, there are naturally scarce any Hellenic remains. Its aspect at present is more Turkish than that of any other place in Greece. Minarets, significantly truncated, are still seen; and some Mohammedan and Jewish families still remain. It has a population of about 7000.

Immediately to the S. of the Euripus bridge is a shallow muddy circular sheet of water about 1½ m. in diameter, now called Vurko, and once known as the small port of Aulis. On the hill to the S. of this are some ruins supposed to be that of Aulis itself. Escaping by the narrow opening to the S.E. from the inner basin, we enter the [Mediterranean.]

large port of Aulis, a reach of deep water running N. and S., about 3 m. by 1 m. in extent, whose exit southwards is by an opening about ½ m. wide. On the Bœotian side, a mile from the S. entrance, is the village of Vathy, also identified by some with Aulis. Vathy, which is simply βαθύς = deep, is a name often applied in Greece to a place with a deep harbour, and in this connection will meet us again.

It was in this large port of Aulis that the Grecian fleet assembled before the siege of Troy, and here that Agamemnon sought to propitiate the Gods who withheld the wind, by the sacrifice of his daughter Iphigenia. Agesiäus, the Spartan king, before invading Asia Minor in 396 B.C., attempted to offer sacrifice in Aulis in imitation of Agamemnon. The Thebans prevented him by force, and the legacy of mutual hatred left behind proved to all Greece as disastrous as the wrath of Klytemnestra to Agamemnon.

i. Immediately below port Vathy is Dramisi, where mules may be obtained for an expedition to Tanagra (1½ hr. to 2 hrs.), passing through village of Skimatari, where the various tombstones and fragments discovered round Tanagra are stored in two sheds. The road thence to Tanagra is lined with the graves in which the celebrated terra-cotta figurines were discovered. Of Tanagra the circuit of the walls with its gates and towers may be traced all the way round, the upper platform on which Pausanias describes the temples and sacred buildings to have stood isolated may be traced, as well as the site of the theatre, overgrown with scrub, but nothing is to be seen—it is a mere wilderness of stones and thistles. It was the birthplace of the poetess Corina, who won the lyric prize from Pindar, and whose beauty is praised by Pausanias, who saw her portrait at Tanagra. Still further S. we have the village of Delisi, identified with Delium, where in 424 B.C. took place one of the most important battles of the Peloponnesian war; the Athenians,



among whom was Socrates, receiving a severe defeat from the Bœotians. Delisi has unfortunately another and sadder interest for Englishmen, for it was between it and the neighbouring village of Sykamino that the unfortunate Mr. Herbert and his three companions were killed by the brigands in April 1870.

At the head of a small bay, 4 m. E. of Delisi, is the mouth of the *R. Asopus*, so often mentioned in Greek history, and marking also the boundary between Bœotia and Attica.

Again 2 or 3 m. E. is *Scala Oropo (Apostoli)*. Mules and donkeys may here be obtained for an expedition to the *Amphiaraum*, or Oracle of Amphiaraus, the mystic Theban priest and king. (1 hr. or 1½ hr. by the village of Markopoulo, with remarkable view over the Euripus channel). It lies in a beautiful glen traversed by a stream which seems to spring from the rock and runs through a bed filled with oleanders along the remains of a colonnade some 200 yds. in length. Scanty remains of the temple and numerous dedicatory inscriptions to Amphiaraus have been found, a little theatre with fairly perfect scena, and five fine marble armchairs inscribed ΝΙΚΩΝ ΝΙΚΩΝΟΕ ΙΕΡΕΥΕ ΑΜΨΙΑ-ΡΑΟΥ, are built into the hill behind the colonnade. The excavations were made recently by the Hellenic Archæological Society. Much still remains uncovered. Well worth a visit.

Immediately opposite in Eubœa, 4½ m. distant, are the ruins of *Eretria*, very considerable. Eretria, then occupying a different position, was the first Greek city to feel the wrath of King Darius, being destroyed by Datis and Artaphernes in 490 B.C., a few days before the battle of Marathon. Rebuilt after the rout of the Persians, it maintained a rivalry with Chalkis till the Macedonian conquest.

Sailing S.E. from Eretria, a course of 7 m. takes us to the mouth of a torrent near the village of *Kalamos*. The above expedition may be equally well made from this place. The *Amphiaraum* is 2 to 3 miles distant.

A further run of 10 m. E.S.E. brings us to the very interesting ruins of *Rhamnus*. Here two temples, of white marble, beautifully placed on a woody height overhanging the sea, together with fortifications of considerable strength, presented a perfect type both of a Greek sanctuary and a Greek fortress. Though now overthrown, and heaped on the ground in wild confusion, they still make one of the loveliest and most interesting scenes in Greece. This is well worthy of a visit.

The coast of Eubœa, which is here simply a long succession of sharp promontories and deep gulfs, now draws near to the coast of Attica, and reduces the width of the channel to 2½ m.; and this, as also the wider sea immediately beyond, is studded with numerous islets.

k. Making E. from Rhamnus, and then S. till we have cleared a sharp rocky promontory projecting S. from the Attic coast, and called *Kynosura* or "Dog's Tail," we turn N.W. into the bay of *Marathon*, a course of from 10 to 12 m. from Rhamnus. Here, in 490 B.C., a few days after the destruction of Eretria, landed the Persian host under the guidance of Hippias, the former tyrant of Athens. The spot was selected as being both a good landing-place, and the best in all Attica for cavalry movements. "The plain of Marathon," writes Mr. Finlay, "extends in a perfect level along this fine bay, and is in length about 6 m., in breadth never less than 1½ m. Two marshes bound the extremities of the plain; the southern is not very large, and is almost dry at the conclusion of the great heats; but the northern, which generally covers considerably more than a square mile, offers several parts which are at all seasons impassable. Both, however, leave a broad, fine, sandy beach between them and the sea. The uninterrupted flatness of the plain is hardly relieved by a single tree; and an amphitheatre of rugged hills and rocky mountains separates it from the rest of Attica."



The Athenian forces under Miltiades remained entrenched on the hills above for some days, probably until the Persians had sent their cavalry back to Eubœa, and then descended to the attack, and gained that victory whose importance to mankind can by no possibility be overrated, though it may be freely admitted that the loss to the Persians, whether of men or courage, was not great. In the centre of the plain and about  $\frac{1}{2}$  m. from the western edge stands what appears to be an artificial mound about 30 ft. high and 400 to 500 in circumference. It is supposed to have been the common grave of all the Greeks who fell in the battle. In the excavations undertaken by Dr. Schliemann, however, nothing was discovered. The village of *Vrana* occupies the site of Marathon itself.

The fine mountain, nearly 4000 ft. high, to the S.W. of the plain of Marathon is *Pentelicus*, from whose quarries was obtained the white marble with which the Athenian temples were built.

If it be thought worth while to visit *Karystos* in Eubœa, a course of 30 m. passing the island of Petali, and C. Paiximadhi, will bring us to the ruins, situated on the shore at the head of a fine bay sheltered on 3 sides, but badly exposed to the S. The modern *Karystos* is  $1\frac{1}{2}$  m. inland. *Karystos* was famous for its marble, green with white bands, much prized at Rome during the Empire. Here also landed the Persian army before the siege and fall of Eretria, whose unhappy citizens, in spite of the victory at Marathon, were carried away slaves to Asia. Close to is *Mt. Ocha*, 5000 ft. high, now called *Mt. Elias*. 13 m. S. from Marathon, or 23 W.S.W. from *Karystos*, is the port of *Vraona*. Both on the shore of the inlet, and 2 m. inland up a valley are ruins of the ancient harbour town, and city of the same name, *Brauron*, famous for its sanctuary of Artemis in which was the wooden goddess brought from Tauris.

2 m. farther S. we reach the har-

bour of *Raphiti*, the ancient *Prasia*, of which there are some slight vestiges. Here is a commodious harbour separated in two by a tongue of land. On a rocky islet at the entrance of the bay is a colossal statue of a draped female figure in a sitting posture, the head only is wanting. Both figure and chair are hewn out of a single block of Pentelic marble.

Again 10 m. S. we find another excellent harbour, now called *Port Mandri*, sheltered by the Long Island, Makronisi, the anc. Helena. Above the harbour are some remains of the ancient theatre of Thorikus, celebrated in mythology as the legendary home of Cephalus and Procris.

1. Another  $1\frac{1}{2}$  m. S. and we reach the bay of *Ergasteria*, in which lies *Laurium*, a modern town of 5000 inhab. nearly all connected with the mines; the harbour is spacious and is much frequented by our steamers taking in mineral from the works of the Laurium Ore-Smelting Company. A railway of 6 m. connects *Ergasteria* with the old silver and lead mines of *Laurium*, which are situated among hills covered with pines, and are of the highest interest. It was with the silver obtained from these mines that Themistocles persuaded the Athenians to build the fleet that afterwards conquered at Salamis, but their defective method of smelting left 10 per cent. of lead in the scoria. The task of ascertaining whether some 7 per cent. of lead could yet be extracted by modern processes from this refuse was readily accorded by the Greek Government to Messrs. Roux and Serpieri. When the experiment had proved successful, difficulties were raised which terminated in a compromise, the Government buying up the whole concern, and continuing it in reality under much the same management as before, besides the working of the refuse. The old mines themselves have been much extended and are being worked by a French Company.

m. From *Ergasteria*, 4 m. S.W., is *Cape Colonna*, more widely known as

**Sunium.** On the rocky peninsula, high above the waters, and visible from afar, stand the 12 white marble Doric columns that remain of the famous temple of Pallas Athena. The choice of this position for a temple dedicated to the tutelary goddess of the Athenian soil is most appropriate. "Minerva thus appeared to stand in the vestibule of Attica. The same feeling which placed her statue at the gate of the citadel of Athens erected her temple here." Exposed to the full fury of every gale, and deeply weathered by the salt sprays of 20 centuries, these lovely columns form perhaps the most touching memorial of vanished greatness that is to be found even in Greece.

About 4 m. W. from Sunium is another of the many islands bearing the name *Gaidheronisi* or Donkey's Islet.

This passed, we steer N.W. into the *Saronic Gulf*, and after 12 m. arrive at *Vari*, the ancient *Anagyrrus*, situated at the head of a little bay, sheltered from N.E. and W., but terribly exposed to the S. This is much frequented by sportsmen during the autumn for snipe and quail. Only half-an-hour distant from *Vari*, but not to be found without a guide, is an interesting cave with stalactites and inscriptions. The long ridge of *Hymettus* here sinks down into the sea, throwing out the promontory that forms the bay of *Vari*.

n. A 4 m. course will suffice to bring us abreast of the last of the three fingers of this promontory, whence 9 m. N.W. will bring us into the *Bay of Phalerum*.

**New Phalerum** is the watering-place of the Athenians, much frequented for sea bathing.

At the E. corner of this bay, from which the Parthenon on the Acropolis is distinctly seen, being not more than 3 m. distant, was *Old Phalerum*, the original port of Athens, near the spot now called *Treis Pyrgoi*. The direct road from Athens to Phalerum led over firm ground, but immediately to

the W., all along the bay, and intervening between Athens and the peninsula of the Piræus, was a broad swamp, in ancient times far more marshy even than now.

But after the Persian wars Themistocles, perceiving that the two rocky hills of Piræus, with their three natural harbours of unrivalled excellence, afforded a position at once more defensible and convenient, persuaded the Athenians to plant there their port-town, fortify it on an unprecedented scale, traverse the marsh by a raised causeway, and protect the communications between their new harbour and their city by long walls, at first two in number, viz., one from Phalerum, 3 m. in length, and one from Piræus, about 4½ m. long. Subsequently, however, a third wall was built parallel to this second one, and 550 ft. from it on its E. side, and the wall from Phalerum was allowed to fall into decay.

The marsh, into whose swampy extent disappear the scanty waters of those far-famed streams, the *Ilissus* and the *Kephissus*, is now the favourite shooting-ground of Athenian sportsmen; and the sandy beach affords bathing so excellent that a branch line has been constructed from the Athens and Piræus railway, for the convenience of bathers from the capital.

The level beach extends about 2 m. W. from Phalerum, and here in May 1827 landed a considerable army of Greeks and Philhellenes, under Sir Richard Church and Admiral Cochrane, to relieve the Acropolis, then closely invested by the Turks under Reschid Pasha. The issue was disastrous in the extreme, and the defeat received on this occasion annihilated for the moment all the hopes of the Greeks; so much so as to induce the subsequent interference of England, France and Russia, to save them from extermination by the Turks and Egyptians. Navarino followed only five months later.

The monument near the shore at the W. end of the bay is that of *Karaiskaki*, one of the noblest of the



Greek chieftains, who fell in a skirmish a day or two before the battle.

The peninsula of the Piræus, originally no doubt an island, consists of two rocky heights connected by a low and narrow isthmus. The higher of the two, now called Castella, better known as *Munecchia Hill* or *Mt. St. Elias* from the small church on the summit, is that nearest to Athens, and rises abruptly from the marsh and the sea to the height of about 300 ft. The other, *Acte* or *Stavros*, where is the signal station, to the S.W. of the former, is less lofty and less steep, but occupies a larger area. The whole peninsula, roughly speaking  $3\frac{1}{2}$  m. by 1 m., was entirely surrounded by the enormous fortifications of Themistocles, except where precipices, rising directly from the water, made them unnecessary.

The walls are said to have been 60 ft. high, and were of unusual solidity, as the existing remains show. They enclosed also a considerable space on the farther side of the large harbour.

Just  $\frac{3}{4}$  m. S. of the monument of Karaïskaki is the entrance of the first and smallest of the three harbours. This is now called *Phanari*, and is by archæologists generally supposed to be the *Munecchia* of antiquity.

Again  $\frac{3}{4}$  m. S.W. of this is the very narrow mouth, still sharply defined by the ancient moles, of the second harbour, now called *Stratiotiki*, by many thought to be *Munecchia*, but more correctly identified with the *Zea* of the ancients. It is frequently called by its old Turkish appellation of *Leman Pasha*.

It is the very perfection of a harbour; a lovely circular basin, about  $\frac{1}{4}$  m. diameter, with clear water. It is now little used; but the Athenians of old made it more particularly the home of their vessels of war. 196 ship-houses were ranged round its shores, and still under its limpid waters may be seen, sunk in the solid rock, pairs of grooves in which wheels seem to have been used for the purpose of hauling up the triremes. It is

very shallow; only small craft can enter.

From this harbour the traveller is recommended to ascend the hill *Castella*, the *Munecchia* of old. Not now inhabited, it is literally covered with relics of its former occupation. Foundations, &c., are found at every step; but the visitor need look to his going, or he may too easily fall into one of the numerous cisterns, spacious below, and deep, whose narrow necks gape unprotected on the hill-side. These constitute a real danger at dusk. The view from the hill-top towards Athens is remarkably fine, particularly about sunset. *The plain of Attica* is spread before one's eyes, overhung by the three famous mountains, *Hymettus*, on the rt., a long unbroken ridge, *Pentelicus* in the background, and the broken range of *Parnes* on the l.; while from the middle of the plain rise the steep rocky peak of *Lykabettus*, and the bold square Acropolis, crowned by the Parthenon, and surrounded by the innumerable and unequalled monuments of the fairest city of antiquity.

*Zea* now really forms part of the town of Piræus, but thence to the harbour of the latter by water is a circuit of about 4 m.

On the summit of the hill which necessitates this circuit are numerous stone quarries; but nothing of interest, except the noble prospect to S. and W. of *Ægina*, *Salamis*, &c. At the S.W. extremity is a lighthouse, whence the third and largest harbour, the Piræus itself, is approached by a channel  $\frac{3}{4}$  m. long, and rather more than  $\frac{1}{4}$  m. broad.

On the rt., just before the entrance of the Piræus, is found close to the sea, and often under water, the *Tomb of Themistocles*. Not well said by Byron to be "high o'er the land," its position is yet most appropriate, for he who stands there has full in view "the gulf, the rock of Salamis," the scene and monument of the glory of the great Athenian.



## 79. THE PIRÆUS AND ATHENS.

## The Piræus.

The entrance to the Piræus is even straighter than that of Zea, and like it defined by moles, which are in fact part of the ancient fortifications. The mediæval name, *Porto Dhrakhóni*, was derived from a colossal lion of white marble on the beach, now in Venice, whither it was taken by Morosini. The narrow entrance passed, the port widens at once into a magnificent sheet of water,  $\frac{3}{4}$  m. by  $\frac{1}{2}$  m., everywhere deep except at the N.W. corner, which is part of the marsh already mentioned. That portion of the harbour immediately to the rt. on entering seems to have been devoted by the ancient Athenians to their ships of war, and the remainder given to commerce.

There may often be seen anchored here three or four iron-clads, a host of merchant-ships, and small trading craft. The only difficulty is in entering between the two ancient mole-heads.

The modern town has sprung up since 1834. It extends round the N. and E. sides of the harbour, and is continually increasing. There are broad open boulevards, good houses, a large theatre and capacious stores. There are public gardens, where a band plays generally on Sunday, and on one other afternoon in the week. In the Communal School is an interesting small museum. The carriage-road to the capital is 5 m. long, and follows the line of the most northern of the *Long Walls*, of which the foundations are visible.

The rly. stations are near the N.W. corner of the harbour, whence to Athens is 20 min. journey. Trains leave Athens and Piræus at every  $\frac{1}{2}$  hr. In summer, during the bathing season, trains leave both places for Phalerum nearly every  $\frac{1}{4}$  hr.

## Athens.

*It is beyond the scope of the present work to attempt to deal with*

Athens. For details the reader is referred to Murray's Handbook for Greece, where it is treated at great length. The following brief notes may, however, be found useful. †

*Museums.*—1st. That on the Patissia Road, chiefly statues. 2nd. *Polytechnic* (next building on same road), containing Schliemann's Mykenæ treasures and the collection of vases, &c., formerly in the *Varvakeion*. 3rd. *Temple of Theseus* used as a museum. 4th. *Museum* on Acropolis. 5th. Certain reliefs, &c., are to be seen at the Ministry of Public Worship in Hermes Street.

King's Garden, pleasant and shady, open to public after 3.30 P.M.

*Churches.*—Many "Orthodox," the favourite appellation of the Eastern or Greek Church: some Roman, among the Greeks always called "Western" or "Italian:" one Russian church of great beauty; and close to it, near the Palace Square, the *English Church of St. Paul*. The E. window in the latter is a memorial of Messrs. Herbert, Vyner and Lloyd, murdered in 1870 near Delis.

The Byzantine churches of Athens, built between 500 and 1100 A.D., are extremely curious and beautiful. The Bavarian builders of the modern city showed them no mercy, but several remain, gems of their kind, and of extremely small dimensions, of which the tiny old *Cathedral* (containing the body of the Patriarch Gregorius, who was murdered in Constantinople on Easter Day, 1821, at the outbreak of the Greek War of Independence), and the churches of *S. Theodore*, *S. Nicodemus*, and that called *Kapnikarév*, are the most interesting. The last-named was marked out for destruction, as its position in the very centre of the main street shows, but saved by the positive refusal of the population to have it destroyed. Its extraordinary beauty and picturesqueness are now happily better appreciated.

Modern Athens is intersected by two main streets, running at right



Strephon

Lykabettus

0  
100

Hospital

Ecole Francaise

Botanic Garden

Academy

Chapel

Royal Palace

Palace Garden

Rom. remains

Orphan Asylum (Girls)

Ilissus R.

to Cephalonia

Risarion

Shooting Butts

to Koenigsbrunn

Acropolis

Exhibition

Protestant Cemetery

S<sup>t</sup> Peter

Stadium

Roman remains

Railway to the coast

London. Stanford's Geog. Estab.

10

11

12

13

14

15

16



angles one to the other. The one, the street of *Hermes*, starts from the square below the Palace at the extreme E. of the town, and runs W. down to the railway station. The other, the street of *Æolus*, virtually starts from the foot of the Acropolis, which forms the S. limit of the city, and is the first named in two, and runs N., passing by the square called *Concord*, till outside the town it becomes the *Patissia Road*.

*Stadium Street* runs from Palace Square to *Æolus Street*, so that the three main streets may be considered as forming a triangle in the heart of the city.

A bare enumeration of the principal monuments of antiquity is all that can be here attempted. The following list follows as nearly as possible their order of position, starting from the Railway Station.

The Temple of Theseus (Museum).

Rock AREOPAGUS, or Mars' Hill.

Hill Pnyx.

|                                   |                              |
|-----------------------------------|------------------------------|
| Prison of Socrates, so-called     | } on the hill of the Museum. |
| Monument of Philopappus . . . . . |                              |

ACROPOLIS.

PROPYLÆA, with TEMPLE OF NIKE APTEROS.

To the left is the ERECHTHEUM; to the right the PARTHENON. Behind it is the low modern building used as a museum.

FOUNTAIN OF CALLIRRHÖE and the STADIUM on the l. bank of the Ilissus.

TEMPLE OF JUPITER OLYMPIUS and ARCH OF HADRIAN on the r. bank.

Choragic Monument of Lysikrates (the Lantern of Demosthenes).

Horologium of Andronikus Kyrhestes (the Tower of the Winds).

Stoa of Hadrian.

The New Agora.

Some deep excavations in what may be fairly called the *ancient Cemetery* N.W. of the modern town.

The steep ascent to the little church on the summit of *Mt. Lykabettus*, 800 ft. above sea level, 500 ft. above the town, is well worth making, for the sake of

the view, particularly before exploring Athens: the best ascent is at the back. A British School of Archæology has been established at Athens, for the purpose of promoting the study of Greek archæology in all its branches, encouraging and assisting the exploration of ancient sites, and tracing the ancient roads and routes.

## 80. EXCURSIONS.

MARATHON (see p. 226).

THE PIRÆUS, DAPHNE, ELEUSIS, SALAMIS, TO THE ISTHMUS OF CORINTH.

The traveller whose only object is to go from one point to another, will naturally choose the rly. Trains leave the Piræus for Eleusis, Megara, Kalamáki, Corinth and Patras, three times a day, the distance is 142 Eng. m. and occupies 10 hrs. We will suppose he makes the voyage by steamer, or in his yacht.

Starting from the Piræus the regular Greek steamers take but 3½ hrs. to reach the port of Kalamáki on the Isthmus of Corinth; a lovely voyage, closely skirting the outer or S. coast of Salamis, and affording beautiful views of Ægina, Megara, the Skironian rocks, the Geranean mountains, and those of Argolis, the Acro-Corinthus, and the Isthmus itself, with the huge mass of *Mt. Kyllene* (mod. Ziria) in the background.

Not far from the Piræus is a singular view of *Mt. S. Elias*, 1700 ft., in Ægina, capped, as it were, by *Mt. Chelona*, 2400 ft., on the peninsula of Methana, which is again overtopped by *Mt. Ortholithi*, 3550 ft., on the mainland of Argolis. Again, from near the S.W. point of Salamis, may be clearly discerned through a dip in the long line of Argolic mountains the lofty peak of *Kani*, 6350 ft., the highest of the range of *Parnon* (mod. Malevo), in Lakonia.

But more beautiful still, and far more interesting, is the course that would be naturally preferred by a steam-yacht, passing inside the island

of Salamis, and following faithfully the coast of Attica.

a. Bearing to the rt. from the harbour of the Piræus, we leave close on the l. the islet of *Psyttaleia* (mod. Lipsokoutali), where, after the battle of Salamis, the victorious Greeks slew to a man a picked troop of Persians, stationed there by Xerxes to destroy the crews of the vessels he expected to see driven on shore. Beyond this island a somewhat deep bay, the very scene of the battle, runs back into the mainland. A few minutes' walk from the extremity of this bay brings one up a steep stony hill to the spot identified by tradition with the seat of *Xerxes* during the engagement.

In association no prospect can be richer than that from this "rocky brow," but hemmed in, as it is, by rugged treeless hills of inconsiderable height, it cannot be compared in beauty with that of the bay of *Eleusis* which bursts upon the traveller's eye, when, after threading the narrow channel and rounding the bold promontory formed by *Mt. Agaleos*, he emerges into that land-locked sea. "Among the many beautiful bays which adorn the winding shores of Greece, there is none more remarkable than that of *Eleusis*. Formed on the eastern, northern, and western sides by a noble sweep of the Attic coast, it is closed on the S. by the northern shore of the island of *Salamis*, which being separated only from the mainland at either end of a narrow tortuous channel, has the appearance of being a continuation of the mountains of Attica which surround the other sides of the amphitheatre, and thus the bay in every direction resembles a beautiful lake. For modern purposes, however, the Bay of *Salamis* is more useful as a harbour."—*Leake*. Bearing still to the right to the extreme E. of the bay, one arrives at the point where the carriage-road, which has come from Athens through the pass of *Daphne*, descends to and strikes the sea, which it henceforth follows closely as far as *Eleusis*.

Here it is well worth while to land.

The walk up to the summit of the pass, 400 ft., along a good road for 2 m. as far as the monastery of *Daphne*, is itself extremely pretty, and pursued for about another mile affords the most splendid of all the views of Athens itself.

The monastery church, now half ruined, was a splendid monument of Byzantine art; it had a Gothic porch added by the De la Roche, Frank Dukes of Athens. They made the monastery their St. Denis, and a couple of sarcophagi, which once contained their ashes, still remain in the church. It was occupied as a military post during the War of Independence, and suffered terribly in consequence. The marks of Turkish yataghans and pistol-balls may be seen on the frescoes of saints and martyrs, and on the rich mosaics, now blackened by fire, that adorned the interior.

The defile itself, though quite on a small scale, is, for Attica, well wooded; the forms of the mountains are strikingly romantic; but its great charm is the glorious view of the Bay of *Eleusis*, seen to perfection as one returns down the pass.

The "Sacred Way" taken by the solemn procession that went every year from Athens to *Eleusis* was almost identical with the modern road. But the ancient road may have been said to be lined on either side with monuments, many of which are described by *Pausanias*. A temple of *Apollo* stood near to the present monastery, and contributed materials to its building, some of which were removed by Lord *Elgin*, and are now in the British Museum. A short mile nearer to *Eleusis* was a temple of *Aphrodite*. Doves of white marble have been discovered at the foot of the rocks (on the l., facing *Eleusis*). There are also several niches for votive offerings. The perpendicular rock in which they are cut is probably the *ῥο-ποικλον* of *Pausanias*. From the bottom of the pass the road turns sharp to the rt., hard pressed between the rocky hill and the sea. Here may be seen distinct traces of the ancient road cut in the solid rock. A little further are the *Rhetti*, or salt



springs, that once separated the Eleusinian from the Athenian territory, and now, held up by a mill-dam, form a small salt-water lake close to the sea. Sailing hence across the bay direct to Eleusis we enjoy a fine view of the fertile *Thriasian plain*, where, according to tradition, corn was first grown, and of the heights of *Mount Parnes* beyond it. Rounding a point formed by the alluvium of the *Sarandapotamo* torrent, the Eleusinian *Kephissus*, we reach Eleusis itself, where the remains of the ancient quay still afford good landing.

b. **Eleusis**, the birthplace of *Æschylus*, is still a considerable village. This very ancient city is supposed to have derived its name from the *advent* (*ἔλευσις*) of *Ceres*, who, with *Proserpine*, was worshipped here with annual processions and the celebrated *Eleusinian Mysteries*, said to have been prescribed by *Ceres* herself.

"Eleusis was built at the eastern end of a low rocky height, a mile in length, which lies parallel to the seashore, and is separated to the W. from the falls of *Mount Kerata* by a narrow branch of the plain. The eastern extremity of the hill was levelled artificially for the reception of the Hierum of *Demeter* (*Ceres*) and the other sacred buildings. Above these are the ruins of an *Acropolis*. (*Castellum, quod et imminet, et circumdatum est templo.*—*Livy*, xxxi. 25.) A triangular space of about 500 yds. each side, lying between the hill and the shore, was occupied by the town of Eleusis. On the eastern side, the town wall is traced along the summit of an artificial embankment carried across the marshy ground from some heights near the Hierum, on one of which stands a castle (built during the middle ages of the Byzantine empire). This wall, according to a common practice in the military architecture of the Greeks, was prolonged into the sea, so as to form a mole sheltering a harbour, which was entirely artificial, and was formed by this and two other longer moles which project about 100 yds. into the sea. There are many remains of walls and

buildings along the shore, as well as in other parts of the town and citadel; but they are mere foundations, the Hierum alone preserving any considerable remains."—*Leake*.

Upon approaching Eleusis from Athens, the first conspicuous object is a dilapidated pavement, terminating in heaps of ruins, the remains of a propylæum, of very nearly the same plan and dimensions as that of the *Acropolis* of Athens. Before it, near the middle of a platform cut in the rock, are the ruins of a small temple, 40 ft. long and 20 broad, which was undoubtedly the temple of *Artemis Propylæa*. The peribolus which abutted on the propylæum, formed the exterior inclosure of the Hierum. At a distance of 50 ft. from the propylæum was the north-eastern angle of the inner inclosure, which was in shape an irregular pentagon. Its entrance was at the angle just mentioned, where the rock was cut away both horizontally and vertically to receive another propylæum much smaller than the former, and which consisted of an opening 32 ft. wide between two parallel walls of 50 ft. in length. Towards the inner extremity, this opening was narrowed by transverse walls to a gateway of 12 ft. in width. Near this spot lay, until the year 1801, the colossal bust of *Pentelic marble*, crowned with a basket, which is now deposited in the public library at Cambridge. It has been supposed to be a fragment of the statue of the goddess *Ceres*; but some antiquaries consider it to have been rather that of a *Cistophorus*, serving for some architectural decoration, like the *Caryatides* of the *Erechtheum*. The temple of *Ceres*, designed by *Iktinus*, architect of the *Parthenon*, was the largest in all Greece. Recent investigations have made further discoveries, and in all probability will discover much more.

The plain of Eleusis is exposed to inundations from the *Kephissus*; to check these the emperor *Hadrian* raised some embankments, of which the remains are still visible.

The carriage-road from Athens to Thebes leaves the sea at Eleusis.



*Levsina*, as the modern village is called, is a poor place enough, and will probably seem to the traveller to be chiefly remarkable for having, so near to the capital, a population speaking Albanian and not Greek, which is not even understood by some of them.

Sailing S.W. from Eleusis we emerge through a tortuous and narrow channel between Salamis and the mainland into the open Saronic gulf.

**c. Salamis.** The island of Salamis hardly repays the trouble of a visit. Though rich in historical associations, the memories that its name recalls are mostly as it were outside itself, and without doubt it is seen to better advantage by sailing round it than by landing. The island, whose extreme length may be 9 m., in shape resembles an irregular semicircle facing W., and its shores are everywhere deeply indented. It is mountainous, being little else than an aggregation of steep rocky hills, of which the highest is about 1250 ft. Generally rugged and barren, it is also in some parts well suited for the vine and olive, and its honey is abundant and excellent.

Originally colonised from Ægina, it was wrested after a long struggle from the Æginetans by Athens in the time of Solon. At the time of the Persian invasion Salamis became the refuge of the whole Athenian population. Hence the determination of Themistocles, to compel the unwilling Greeks to fight for its defence in those narrow waters. The island has generally in later times been a dependency of Athens. Traces of the ancient city may be observed near the modern *Ampelakia*. The village of *Kulúri*, and one or two small hamlets, contain the present scanty population of the island which Homer records to have sent twelve ships to the Trojan War. The inhabitants are Albanian.

The narrow passage between Salamis and the mainland towards Megara was blocked by Xerxes, the night before the battle, with two hundred Persian ships, at the suggestion of

Themistocles, to prevent the Greeks escaping.

**d. Megara**, now a mean village, once the capital of an independent state, *Megarís*, is about  $1\frac{1}{2}$  m. from the coast, on a low hill with a double summit rising out of a considerable plain. Of its numerous and magnificent buildings nothing remains. Megara was connected by long walls (now wholly disappeared) with a port town named *Nisæa*, of which some ruins are still visible. The port itself was formed by a small island, *Minoa*, which was united to Nisæa by a bridge over a morass. A rocky hill on the margin of the sea, incorporated with the mainland, is commonly now identified with Minoa.

Continuing W. for some 3 or 4 m., we find ourselves abreast of the famous *Skironian rocks*. The Geranean range of mountains, here rising suddenly from the sea, shoots up at once to a considerable height, reducing the coast road to a narrow ledge cut in the face of the cliff some 600 or 700 ft. above the sea-level. Thus it continues for some miles, and, if somewhat dangerous, it yet affords a view of the Saronic gulf, too beautiful to be missed without strong reason. This difficult pass now bears the appropriate name of *Kakiscala* (= Via Mala).

The voyage hence to Kalamaki, some 15 m., though always beautiful, presents nothing of very particular interest. The Geranean mountains rise to a considerable height, about 4400 ft., and are seen stretching far W. into the Corinthian gulf, while as one approaches the isthmus the *Aero-Corinthus* is seen full in front, a magnificent object, standing dominant over the level belt that separates the two gulfs, and breaks the waterway.

**e.** The pretty little bay of **Kalamaki**, well sheltered by steep wooded hills to E., N. and W., affords excellent anchorage to the steamers from the Piræus. It was formerly of some importance as the landing-place for the steamers plying on the Saronic Gulf, whence passengers used to cross

the Isthmus of Corinth by carriage. The line of rly. here turns inland and crosses the cutting of the canal. West of Kalamaki is the harbour of what is to be the Canal of Corinth now (1889) fast approaching completion. It will be protected by a break-water. A small town has lately arisen here.

The canal is spanned by the iron bridge of the Peloponnesan Rly., 200 ft. high, to allow of the free passage of vessels beneath.

We have now reached

### 81: THE PELOPONNESUS.

The isthmus of Corinth is so narrow in comparison with the size of the peninsula that the ancient Greeks called the latter *The island of Pelops*. The mediæval name, *Morea*, is said to be derived from its fancied resemblance in shape to a mulberry-leaf. Although its area is but little larger than that of Yorkshire, no place in the world will better repay a tour of a month or six weeks, or even a fortnight if no more can be spared, both on account of the rare beauty of its scenery and of the immense historical interest which attaches itself to every spot of its surface.

We do not propose to do more than accompany the traveller on a voyage round its coast, not limiting ourselves strictly to the route taken by the Greek coasting steamers, but rather presuming a voyage in a steam-yacht.

In making excursions from the various ports the traveller should remember that carriage-roads in Greece are few and far between, and he must in most cases be content to ride or walk. The so-called roads which traverse the mountains are nothing else than well-worn narrow tracks of incredible roughness among the brush-wood, climbing the rockiest hill-sides, with some regard for shortness, but none whatever for steepness. These, however, are calmly styled "Royal" (*Βασιλικός*), "and national" (*ἔθνικός*) roads by the peasants, who seem quite satisfied with them.

The horses (much preferable to mules, being equally sure-footed and far more manageable) are sorry creatures to look at for the most part, and slow in the plain country, but show marvellous skill in climbing, and as great steadiness in descending the steepest and stoniest places imaginable, to say nothing of their wonderful powers of endurance. On the mountains about 3 miles are reckoned to make an hour's journey, which, considering all the conditions, is not so bad a rate of progress.

a. Still following the coast for 4 or 5 m., skirting the better wooded, less cultivated, prettier and steeper side of the isthmus, we arrive at *Kenchreæ*, once the port of Corinth on the Saronic gulf (*Acts xviii. 18*), now deserted. Some remains of Roman brickwork are still visible, and a spring of tepid saline water, called the *Bath of Helen*, gushes from a rock a few feet above the sea.

For Corinth, see p. 256.

The Saronic gulf is disagreeably remarkable for the number of tiny islets, often mere rocks barely projecting from the water, that stud its surface, more particularly on the side towards Argolis. The frequency of these make its navigation at night a work of danger to those unfamiliar with their precise position. Such islets abound everywhere on the Greek coast, but here more particularly.

Turning E. now, and following the S. shore of the Saronic gulf, we hasten along the coast of Argolis. Lofty, but with no peaks deserving of notice, deeply indented with bays where no villages are seen, rugged and barren, and generally precipitous to the water's edge, it has nothing to detain us until after 25 m. voyage we reach the little harbour of *Piadhæ*. The village of the same name, beautifully situated on a lofty ridge, 2 m. from the sea, possesses an old castle, probably Venetian. At *Piadhæ* met in the winter of 1821-22, a general congress of deputies from all parts of Greece, to concert plans of resistance to the Turk, who, driven out of Gre-



in the first panic of the Christian uprising, was actively preparing to reconquer the country. Here the deputies, unable to find accommodation in the village, and living in the open air, promulgated the first Greek Constitution, January 1, 1822.

b. About 5 m. S.S.E. from Piadha is the secure little port of *Pidhavro*, in which name may be recognised the ancient **Epidaurus**. The little modern village is built on the shore of the bay to the rt. on entering. The ancient city stood on the rocky eminence that runs into the bay, connected by a narrow swampy isthmus with the mainland. The remains are, however, scanty. Epidaurus was in classical times the capital of a small independent state, but its chief importance was derived from the famous temple of **Æsculapius**, 5 m. W. of the town, which was visited by patients from all parts of the Hellenic world, and which was, like other celebrated fanes of Greece, surrounded by a grove, and by numerous other buildings. This Sanctuary or *Hieron* (*ἱερόν*) of **Æsculapius** is well worth a visit. The path to it is singularly beautiful, the situation romantic and secluded, and the ruins both extensive and interesting. The theatre, the work of the renowned architect **Polykletus**, is one of the best preserved in Greece. The form of the stadium may be traced, but out of the confused ruins it is impossible to identify the numerous temples, &c., spoken of by **Pausanias**.

There is a good road hence to **Nauplia**.

Due E. from Epidaurus, and 7 m. distant, is the curious volcanic peninsula of *Methana*, occupied almost entirely by its *Mount Chelona*, 2400 ft., and most interesting to the geologist. In the Peloponnesian War it was occupied by the Athenians, who in 425 B.C. fortified the narrow isthmus by which it is connected with the mainland.

In circumnavigating this peninsula one must pass within 4 m. of the celebrated island of *Ægina* and within

5 m. of its ancient port and capital, where also is situated the modern town.

The distance of the island from the **Piræus** is 11 m., and of the town and harbour about 20 m.

c. **Ægina** (Pop. 7000. Area 41 sq. m.)

This island, in shape very nearly an equilateral triangle, each side about 7 m., lies in the centre of the Saronic gulf. The western half is a plain which, though stony, is well cultivated. The southern corner is occupied by the fine conical peak of *S. Elias*, 1700 ft., and the N.E. district consists of rocky hills, but scantily wooded, and of inconsiderable height.

The climate is delightful and the air so pure, owing to the entire absence of anything like marshy ground, that malarious fevers, the scourge of the Levant, are here almost unknown.

The *Aros* now named *Mt. St. Elias* after a chapel on its summit, is the most conspicuous point in the Saronic gulf.

*Ægina*, though so small, played an important part in Greek history. Queen of the Grecian seas before 500 B.C., acknowledged pre-eminent for the bravery of her sons at the battle of **Salamis**, 480 B.C., the rival of Athens for nearly a century, she succumbed to her in 460, was subjugated in 456, and in 431 saw her whole population expelled to make way for Athenian settlers by **Pericles**, whose forcible expression for *Ægina*, "the eyesore of the **Piræus**" will be best appreciated from the **Piræus** itself. At the close of the Peloponnesian war the Spartans restored the exiles to their homes, and *Ægina* again became an "eyesore" to Athens, and in 389 the Spartan **Teleutias**, sailing from *Ægina* at midnight, succeeded in surprising and plundering the **Piræus** in the early morning with a fleet of only 12 sail.

*Ægina* was one of the few places which escaped the ravages of the War of Independence: in 1828-29 it was the seat of government; the modern city was then built on a more regular plan than most towns in Greece, but



it has declined since Athens became the residence of the court.

The modern town, occupying the ancient site, is on the S.W. side of the island near its W. point. The walls of the ancient city in their entire extent and the moles of the two oval port may still be traced. The ruins of the mediæval Venetian town may be seen on a pointed hill 3 m. inland. Ægina was once celebrated for the beauty of its monuments, but there remains now little of interest save in the town a Doric column, and at a distance of 6 m. from the port, at the N.E. corner of the island, the magnificent ruins of the Temple of Athena. They occupy the summit of a hill of moderate height, but commanding a most extensive and interesting view. By far the pleasantest way of visiting it is to go by sea, and land immediately below the temple, which is approached by a pretty winding path, not more than half-an-hour's walk.

This temple, one of the most ancient in Greece, was probably erected in the 6th century B.C. It is in the Doric style: 22 of its 34 columns are entire, and a considerable portion of the architrave remains. It was built of soft stone, coated with thin stucco, and the architrave and cornice were painted. The platform upon which it stands has been supported on all sides by terrace walls. In the rock beneath there is a cave apparently leading under the temple. Among the ruins were found the Æginetan marbles now at Munich, casts of which are in the British Museum.

Steering S. for 12 miles from Ægina, we shave closely the peninsula of *Methana*, and enter the narrow strait that separates the island of *Poros* (anc. *Kalauria*) from the mainland.

To the right will then be found a deep inlet, at whose head are the ruins of the ancient *Træzene*, situated about  $\frac{1}{2}$  m. N. of the modern village of *Damala*. Here was held the Greek national assembly of 1827, when *Capodistria* was chosen president.

<sup>about 4 m. E. down the channel</sup>  
<sup>ern Poros, ancient Sphæria.</sup>

Pop. 7000. Poros is situated on a dark volcanic rock, separated from the mainland by a very narrow passage (crossed by a ferry, whence the name), and connected with *Kalauria* by a sandbank. It is chiefly interesting as containing the substructions of that Temple of Neptune in which Demosthenes expired. It is covered with large plantations of orange and lemon-trees.

Poros on the mainland opposite was formerly the chief naval station of Greece, and was the scene, in 1828, of the conference of the English, French, and Russian plenipotentiaries, on whose reports the bases of the Greek monarchy were settled.

The opposite shore of the Peloponnesus abounds in oranges and lemons. The regular Greek coasting steamer, though touching at Poros, does not enter its beautiful and capacious harbour.

Quitting the sheltered waters of the Saronic gulf, we steer now S.E. into the open sea.

6 m. distant is *C. Skyli*, anc. *Skyllæum*, off which lie a couple of small islands.

e. These passed, a S.W. course of 8 m. brings us to *Hydra* (Pop. 7000).

This interesting city rises in dazzling whiteness on a rock so barren as hardly to present a speck of verdure; seen by moonlight it is one of the most beautiful pictures imaginable. The harbour is a deep bay on the N.W. side of the island, only protected by the opposite coast of the Peloponnesus. The streets are precipitous and uneven, but scrupulously clean, and the houses are massive and well built; several monasteries are perched on the cliff, and there are about 100 churches and religious establishments. This island also is peopled with Albanians. The Hydriote women are pretty, and their costume picturesque; the men are athletic, and well formed. The islanders were at one time the richest in the archipelago, and its shipowners possessed not only a great part of the carrying trade of the Mediterranean and Black Sea, but extended the

voyages to England and the Baltic. They enjoyed, moreover, a well-deserved reputation for honesty.

This little island took a very important share in the Greek War of Independence, with the still smaller islands of Spetzia and Psara supplying almost the whole of the navy of the Greeks; and some of the most celebrated leaders of the movement, among others Miaoulis, were natives of it. On the mainland, 10 m. W.N.W. of Hydra, are the ruins of Hermione, near the modern village of Kastri. Of its numerous temples, only the foundations remain. The walls of the city may also be traced.

From Hydra the steamer may proceed (16 m.) in 2 hrs. to the island of

**f. Spetzia.** Pop. 4000.

It is a miniature likeness of Hydra, though less rocky and better cultivated; the town is on the eastern shore of the island. The port is good and much frequented. The Spetziotes are proprietors of many vessels, and performed prodigies of valour during the War of Independence. The climate is exceedingly salubrious.

22 m. N.W. from Spetzia is *Port Tolon*, covered from the S. by a couple of islets, and having behind it to the W. a steep hill, 1000 ft. high, on which may be traced the foundations of an ancient town and castle.

Rounding the projection formed by this hill we require 5 m. more N.W. to

**g. Nauplia, Ital. Napoli di Romania.**

(There is also a rly. from Corinth to Nauplia, which passes by Agros, trains twice a day). Accommodation may be found here, but less than might be expected. It was one of the most ancient cities in Greece; here it was that Palamedes (son of Nauplius) detected the feigned insanity of Ulysses when sowing the sea-shore with salt, and was, by the vengeance of the Ithacan, put to death by the Greeks early in the Trojan war.

It became the seat of government after it fell into the hands of the Greeks, and so continued till 1834, when *Otho* removed his residence to *Athens*.

The approach from the sea is very striking. The lion of St. Mark and the arms of the Venetian republic over the gate, remind one that he is entering a modern stronghold. The grand and lofty rock *Palamede* rises precipitously, crowned with a strong fortress, inaccessible on all sides except at one point to the E., where it is connected with a range of barren hills. It is almost impregnable, and the Greeks only took it by blockade. The view from it is magnificent, embracing the plain of Argos, the mountains of Arcadia and Lakonia, and the beautiful Argolic gulf.

The second fortress, that of the *Acro-Nauplia*, is built on a peninsular rock rising above the town, at the foot of the *Palamede*. The summit is encompassed by walls, the foundations of which are the only traces of antiquity in the vicinity. Numerous batteries protect it on either side. The fortifications of the town are all Venetian, and consist of an extensive wall, much out of repair, with outworks, bastions, &c. One of the chief batteries is called the *Five Brothers*, as it contains five Venetian 60-pdrs. To visit the fortresses an order from the military authorities is required. This is the chief fortress and garrison of the Greek kingdom.

The town is between the *Acro-Nauplia* and the sea, and is very unhealthy. The only ch. worthy of notice is that of St. Spiridon, where *Capodistria* fell by the hand of George *Mavromichali*.

The roadstead is one of the best in Greece; it is perfectly protected by both fortresses, and sheltered on all sides; with a great depth of water, and good anchorages in all parts. Within the port is a small castle, on an island called the *Burj*, now used as a prison.

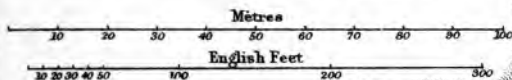
[Nauplia is now, as it was in antiquity, the harbour of *Argos*, and a rly. unites the two, passing close to the ruins of *Tiryns*, whence it proceeds to *Mykenæ*. Rarely indeed are ruins of such antiquity and historical interest embraced within the limit of





Plan of the  
**ACROPOLIS OF MYCENAE**  
WITH THE EXCAVATIONS  
made by  
**D<sup>r</sup> HENRY SCHLIEMANN**

by *Vasilios Drosinos*  
*Lieutenant of Engineers*



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ab. *Kharbat*, ruins)  
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of the road leading from Kharvati to the Acropolis. An avenue of ruins leads by a steep ascent to a massive gate formerly decorated with columns. The interior consists of two chambers, the first surmounted by a dome, not built as a true vault, but formed by horizontal layers of stones, overlapping each other, and gradually decreasing in circumference; the last is a simple slab, supplying the place of the keystone of a vault. There is evidence that this was once splendidly decorated with plates of bronze. The second chamber is smaller, and excavated out of the rock. There are several other monuments of a similar kind.

The masonry of the Acropolis is not all similar to that of Tiryns; a part of it is of polygonal stones, carefully adjusted, and parts again are of perfectly regular crosses of squared blocks. On turning round the ruins of the tower we enter a large avenue formed on the rt. by the tower, and on the l. by the wall of the *enceinte*, at the end of which is the celebrated *gate of lions*, so called from a bas-relief of two lions standing on their hind legs, and with their fore ones resting on a column or altar. Their heads have gone; possibly they may have been of bronze.

The great interest of the Acropolis, however, centres in the wonderful discoveries made by Dr. Schliemann, to which we must refer the reader: we can do no more than give a bare mention of them.†

Encouraged by his successes at Troy, he determined to explore the country of its conquerors, the capital of the Greek confederates under the sceptre of Agamemnon, the political and military centre of Homeric Greece. He made a preliminary examination of the site in 1874, but it was not till August 1876 that he set seriously to work. He first uncovered the threshold of the gate of lions, excavated round the Cyclopean constructions, discovered a system of canalisation, found many curious objects and sculptures, opened out the Agora or public place where the counsellors of the

† Schliemann, 'Discoveries on the Sites of the Ancient Mycenæ and Tiryns.'

king deliberated, and eventually reached a building of large dimensions, containing seven chambers formed by Cyclopean walls and joined together by corridors, which he believes to be the palace of Agamemnon.

But this success, which would have satisfied many antiquaries, was not the object of Dr. Schliemann's excavations: nothing short of the tomb of Agamemnon himself would satisfy him; and at last, on the 28th November, 1876, he was able to announce to the king of Greece, in French, his grand discovery: "Avec une joie extrême j'annonce à votre majesté que j'ai découvert les tombeaux que la tradition, dont Pausanias se fait l'écho, désignait comme les sépulchres d'Agamemnon, de Cassandre, d'Eurymédon et de leurs camarades tués pendant le repas par Clytemnestre et son amant Egisthe. Que Dieu veuille que ces trésors soient la pierre angulaire d'une immense richesse nationale."

We have not space to record all his proceedings or to describe the marvellous treasures, in gold, arms, &c., the mere intrinsic value of which is estimated at 5000*l*. The traveller must consult Schliemann's work, or, better still, inspect the treasures themselves at Athens.

Argos is a straggling modern town, with a deserted citadel behind it.

The Acropolis, anciently called *Larissa*, a ruined castle of Lower Greek or French construction, still retains some remains of the far-famed citadel of Argos. But unlike those of Tiryns and Mykenæ, which remained desolate ever since their destruction 2000 years ago, the *Larissa* has been in constant occupation. It is situated on a conical hill, nearly 1000 ft. above the level of the sea, connected by a neck of land with a lower platform on the N.E. The city walls may be traced along the descent of the hill. A magnificent view is obtained from it.

At the S.W. extremity of the town are the remains of a theatre, originally built by the Greeks and restored

by the Romans, and many other interesting ruins are scattered about.

The traveller may continue his journey by rly. from Mykenæ to Corinth by Nemea and Kleona, through the savage defiles called *Dervenakia*, where in 1822 the Turkish host of *Dramali Pasha*, that had foolishly advanced as far as Argos without supplies, was annihilated by the Greeks during its retreat; or again a much longer, but on the whole the most beautiful journey that the *Morea* affords, is that from *Nauplia* to *Patras*, which may be made to include the lakes of *Stymphalus* and *Phonia*, the mountains *Ziria*, *Chelmos* and *Olonos*, the monasteries of *S. George*, *Megaspelaion*, *Agia Laura* and *S. Nicolas*, and the town of *Kalabryta*.]

About 6 m. N.W. of *Nauplia*, at the foot of the hills beyond the marshy plain, is the source of the *R. Erasinus*, a powerful stream issuing from a large cavern, and doubtless the real outlet of *L. Stymphalus*, whose waters disappear in a *καταβόθρον*, 18 m. N.W. The mouth of the stream is 3 m. from *Nauplia*, and the water is so clear and good that vessels usually stop here to take in a supply.

Other streams, having their origin far inland, issue in this same marshy plain, famous in mythology as the scene of *Hercules'* encounter with the *Lernean Hydra*, the said *Hydra* being very evidently the irrepressible springs of water.

Proceeding S. from the harbour of *Nauplia*, we find, about 8 m. distant, a remarkably fertile plain, extending some 6 m. along the coast round the bay once known as that of *Thyrea*. This was the district of *Kynuria*, whose possession was long disputed between *Argos* and *Sparta*. It is watered by two considerable streams, *Luku* and *Kani*. A mile S. of the mouth of the *Luku* is the modern *Astros*, whence it is 1½ day's journey through the beautiful and interesting *Tzakonian* country to *Sparta*.

The *Kani* river flows from the highest part of the ridge of *Malee*



anc. *Parnon*, whose loftiest peak, also called *Kani*, 6355 ft., is the most conspicuous object now for some distance. Just beyond the mouth of the *Kani* are some ruins supposed to be those of *Prasia*.

Beyond this again the coast is steep and rocky, and the country mountainous. The people of the district, known as *Tzakones*, are industrious and robust. The labour which cultivates the currant-grounds to the N. and W. of the *Morea* comes largely from these parts.

18 m. S.S.E. from *Prasiæ* is a fine bay, affording shelter from the S., but with scarce a single village on its shores.

This bay is terminated by the rocky point called *C. Saphlaurus*, beyond which the coast is more rugged than ever, and diversified by several fine headlands.

The principal mountain summits in this region are from 3500 to 4000 ft. 18 m. from *C. Saphlaurus* is a sharp point called *C. Vathy*, 2 m. beyond which is a tortuous inlet, on whose N. shore are found some remains of the ancient *Zarax*. Other 3 m. and we turn *C. Ieraka*: again 3 m. more round *C. Kremidhi*, and we enter the fine *Bay of Monemvasia*.

On the N. side of this bay are two little gulfs, both open to the S.E. and separated by a promontory; the first is called the harbour of *Kremidhi*, the second that of *Palæa* (old) *Monemvasia*.

Beyond this, about 3 m. W. from *C. Kremidhi*, are the ruins of *Epidaurus Limera*, now called Old *Monemvasia*, situated on a cliff immediately above the beach.

The walls both of the *Acropolis* and the town are traceable all round, and in places still remain more than half their original height. Towards the sea-front there are two terrace-walls, one of which is a perfect specimen of the second order of Hellenic masonry.

Again some 2 m. S. we find *Monemvasia* itself, on the island or promontory anciently termed *Minoa*.

*h. Monemvasia* (*Μομφασία* = *μονή*)  
[*Mediterranean*.]

*ἕμβασις* = *single entrance*) is so called from its singular situation on the island, approachable from the mainland only by a bridge.

The island is about  $\frac{1}{2}$  m. in length and one-third as much in breadth, its length being at right angles in the direction of the main shore. The place is divided into two parts; the castle, on the summit of the hill, and the town, which is built on the southern face of the island towards its eastern end. The town is enclosed between two walls, descending directly from the castle to the sea; the houses are piled upon one another, and intersected by narrow intricate streets. Many of the buildings are of Venetian construction. All is now ruinous and desolate.

*Monemvasia* figures largely in the mediæval Greek history, and suffered cruelly during the War of Independence.

*i. Cape Malea*, still retaining its ancient name, is 18 m. S.S.E. of *Monemvasia*. The mountain range, which has girded the *Lakonian* coast all the way from *Prasia*, continues to the last, being more than 2500 ft. high within 2 m. of the extremity. After rounding it we come to the island of *Cerigo*, the ancient *Cythera*, until lately one of the *Ionian* Islands. This island was so convenient a station from which an enemy might threaten the *Lakonian* coast (during the *Peloponnesian* war it was occupied by the *Athenians* with that very object) that the *Spartans* used to say "It were well for *Lakedæmon* if *Cythera* were sunk under the sea."

The chief harbour is that of *St. Nicholas*, on the E. coast, 15 m. S.E. from *C. Malea*, probably the site of the ancient capital. There is another at *Kapsáli*, to the extreme south.

The length of the island from N. to S. is 17 m.; the greatest breadth 10 m. Its surface is rocky, mountainous, and almost uncultivated, but some parts of it produce corn, wine, and olive-oil. Its honey is celebrated. The chief town, or rather village, bears the same name as the island, and is situated

near its S. extremity. It stands on a narrow ridge, 500 yards in length, terminating at the S.E. end in a precipitous rock, crowned with a mediæval castle, which is accessible only on the side towards the town, by a steep and winding path, but is commanded by a conical height at the opposite end of the ridge. There is excellent quail shooting in spring and autumn; and the peasants are very expert in catching the birds on the wing in a sort of landing-net.

The principal curiosities of Cerigo are two natural caverns: one in the sea-cliff at the termination of the wild, and, in some places, beautiful glen of Mylopotamus. The other is known as the cave of Sta. Sophia, from the dedication of a chapel at its mouth, and is situated in a valley about 2 hrs.' ride from Kapsáli.

Immediately to the N. of the northern extremity of Cerigo, Cape Spathi, and separated from it by a channel  $4\frac{1}{2}$  m. wide, is the islet of *Elaphonisi*, anc. *Onugnathos*.

The mainland approaches this on the N. within half a mile, but sheers away to the E., leaving a fine, almost circular bay, 3 m. in diameter, perfectly sheltered on 3 sides, and toward the S. more or less covered by Cerigo.

15 m. N.N.W. of the outer point of Elaphonisi is another deep bay, formed by the lofty projection (1000 ft.) of *C. Xyli*, itself probably originally an island. To the E. of this bay, which affords good shelter except from the S., are some ruins now called *Blitra*, supposed to be those of *Asopus*.

On the coast to the N. of *C. Xyli* other ruins are found, 3 and 5 m. distant respectively from the cape.

8 m. N. of *C. Xyli* is the isolated mountain of *Kurkula*, about 3000 ft., whose slopes extend to the shore in the N.E. angle of the Lakonian gulf. About 2 m. W. of the mountain and a mile in-shore are the ruins of Helos, somewhat to the E. of the modern village of *Durali*.

Helos, before the rise of Sparta, was the principal port of Lakonia. It was subdued and enslaved by the Spartans, and the

dually extended to all the serf population of Lakonia and Messenia.

We now skirt the maritime plain of Helos, for 7 m. due W., and pass the mouth of the famous *Eurotas*, the river of Lakonia, which province is simply the *λάκος*, Latin *lacus*, or valley of this river, the second largest in the Morea.

Rising in a wild mountain district to the extreme N. of Lakonia, it runs S.S.E. for 40 miles, receiving the whole drainage both from the W., of *Mt. Malevo*, anc. *Parnon*, and, from the E., of *Pentedaktylo*, anc. *Taygetus*; it flows past *Lakedæmon* itself, and finally through marshes and sand-banks reaches the sea.

At the extremity of this plain we find 3 rocky islets, called *Trinisa*, near the coast, which mark the frontier of the district of *Maina*.

k. 4 m. S.W. of these islets we find *Marathonisi*, anc. *Gythium*, during the time of Sparta's power, as also now, the chief port of Lakonia. *Marathonisi* has given its name to the gulf, but itself is fast becoming known as *Gythium*. It is but a poor town; its houses seem to grow out of the rock, being huddled one behind the other on the edge of the sea, and on the slope of a hill above. There is now steam communication once a week between this place and Athens. Near it are the remains of *Gythium*, called *Palsæopolis*, in a valley terminating in the sea, and enclosed by mountains, prettily broken, partly cultivated, and partly covered with valonia oaks. Ninety yards inland from the shore are the remains of a theatre.

A rocky island, with a modern tower, forms a breakwater for the port. Hither Paris carried Helen after their elopement.

[From Marathonisi a carriage-road leads to the beautiful valley of the Eurotas, 22 m. direct: by the river.]

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montory is formed by *Mt. Pentadaktylo*, anc. *Taygetus*, a range which, beginning on the frontiers of Arcadia, runs S. in an unbroken wall for nearly 60 m., attaining its greatest elevation about midway in the peak of *S. Elias*, anc. *Taletum*, 7902 ft. (decidedly the highest in the Morea), and consisting for the last 15 m. simply of a lofty, precipitous and narrow ridge washed on either side by the waves.

Nothing can exceed the magnificence of this mountain range as seen from the Lakonian gulf. A very forest of pinnacles, peak after peak, one pointed summit beyond another, higher and higher to the northward, it culminates at last in the graceful spire of *S. Elias*, that rises dominant over the whole S. of the Peloponnese. And if this range decreases in altitude towards the S., in wild grandeur it increases still, till in Cape Matapan it has a termination for precipitous boldness and savage desolation scarcely equalled in Europe.

The character of the inhabitants of this wild region corresponds well with the scenery. *Maina*, as it is called, has been for centuries the refuge of a race, half-patriot, half-brigand, in whom something of the character, as also of the language, of the ancient Spartan still survives.

Brave, active, enduring, and hospitable, at the same time treacherous and revengeful, and much given to robbery, piracy, and wreckage, they have maintained themselves in a savage stage of semi-independence, giving but little allegiance and less obedience either to Byzantine emperor or to Turkish sultan: even now they retain many of their peculiar characteristics, but these happily of the better kind.

A number of Mainats emigrated in the 17th cent., and settled in Corsica, where their descendants retain something of their Greek religion and language to the present day. (See *Cargese*.) Among the emigrants were

called *Kalomeros*, of which name arte is a literal Italian translation. Hence it is commonly be-

lieved in *Maina* that the Great Napoleon was by origin a Greek.

During the Greek War of Independence the Mainat chief, *Petro Bey*, played a leading but not distinguished part. It was his son *George Mavromichali* who assassinated *Capodistria* at *Nauplia*.

About 3 m. short of *C. Matapan* is the beautiful circular harbour of *Kaio*, anc. *Psamathus*—called by the Italians *Porto Quaglio* from the number of quails that alight here at the time of their passage—sheltered from every wind, with a fine sandy bottom, and depth of water for large ships, except at a shoal near the entrance. About a mile to the N. is *Port Azomato*, which affords good shelter from all winds except those between S. and S.E. The hills around are not so high as those at *Port Vathy*, and a vessel at anchor would not experience such heavy squalls as at that port.

2 m. S. of this, on a point projecting E., is a dilapidated church, τῶν Ἀσωμάτων = the *Bodiless Ones*, i.e., the *Angels*. Part of the ch. consists of Hellenic masonry, and there can be little doubt that here was the celebrated *Temple of Tenarian Neptune*.

Another harbour, called *Vathy*, is formed by this cape.

A mile farther S.W. is *Cape Matapan* itself, the southernmost point of Greece. There is a shoal in the centre of the port with a depth of 2½ fms.; on either side there is from 7 to 10 fms. The best anchorages are on the S. and W. parts of the port, 7 m. N.W. of *Cape Matapan* we find a broad bold projection of the coast, known as *C. Grosso*, requiring a circuit of 8 or 9 m., after which, just beyond the long low promontory of *Tigani*, we enter the bay of *Mezapo*, reputed the best harbour on the W. coast of *Maina*.

Again 9 m. N. of this is another deep recess of the sea, shaped like a hammer-head; at its S. end is *Tzimova*, at the N. end *Vitylo*, anc. *Elylus*, where was a temple of *Serapis*, some remains of which still exist. The family of *Kalomeros* before mentioned were from *Vitylo*.



Again 13 m. N.N.W. is *Skardhamula*, occupying the side of the ancient *Kardamyla*, on a rocky height about 1 m. from the sea. There remain some traces of the Acropolis fortifications.

Beyond Skardhamula the country, hitherto sterile and forbidding, becomes more fertile. The villages are numerous, the population considerable, groves of olives and cypresses abound, and there are also churches of the Byzantine period.

A circuit of 8 m. round the square-headed projection terminating southwards in *K. Kephali*, brings us to *Kitries*, standing upon a rock, deeply embayed within surrounding mountains. There is great depth of water in the bay, even up to the rocks, so that it is necessary to secure vessels by hawsers attached to the shore.

m. Hence it is 5 m. nearly due N. to *Kalamata*, the principal place in Messinia.

It derives its name from the ancient *Kalamæ*, which stood about 2 m. inland. The town is about 1 m. from the sea in the centre of a rich valley watered by the *Pamissos* and *Nedronos* flowing from Mount Taygetus. The soil is highly cultivated and produces currants, figs, olives, oranges and other fruits in great abundance. A good deal of silk also is manufactured. A hill rising behind the town is crowned with a ruined castle of the middle ages, and is strengthened by a perpendicular cliff towards the torrent.

The chain of lofty mountains, which protects the town from the N.E., renders the climate one of the mildest in Greece. Here the blast of winter is unfelt, while the heat of summer is never oppressive. The roadstead is only fit for the summer months.

The environs were well-wooded before the War of Independence, but the trees were cut down, or sawn across 3 ft. from the ground, when *Ibrahim Pasha* ravaged the plain. In many places the groves have been replanted. The total value of the trade is from 25 to 30 million of

frances annually, and a harbour is in course of construction (1889). During 1888 vessels of the aggregate burden of half a million of tons called here. Railway lines connecting Kalamata with Myli and Athens, and with Pyrgos are (1889) in progress.

[An excursion may be made from this place to *Sparta*, over Mount Taygetus. There are three or four routes to choose from, but the shortest and finest, through perhaps the very grandest scenery in the Morra, is by *Kutzava*, *Sitsova*, and *Stavro*—a ride of about 14 hrs.; direct distance, 15 m.

Another excursion is to the ruins of *Messene* on Mount *Ithome*, also 15 m. direct distance, which are splendid specimens of the grandeur and solidity of the Hellenic military architecture. In the tower and square of the town the flag of independence was first hoisted, even before that of *Missolonghi*. The traveller will do well to put up for two nights at the beautifully situated monastery of *Vurkhanos*, 1 hr. distant from Messene, and devote the intervening day to the examination of the ruins.]

From Kalamata W. for 10 m. the country is flat, extremely productive, but often completely inundated by the numerous streams, of which the *Pamisos* is the principal. This river, whose mouth is 6 m. from Kalamata, is even navigable for small boats. About 3 m. up the river is *Nisi*. The extent of the Messenian plain can scarcely be less than 100 sq. m., all extremely rich, were the rivers, which now turn so much of it into unwholesome marshes, restrained within proper limits.

In the N.W. corner of the Messenian gulf, where the coast again becomes lofty, is *Petalidhi*, on the site of *Korone*, where traces still exist both of the acropolis and of the ancient mole.

n. 10 m. S. of *Petalidhi*, on a point projecting E., are the uninteresting remains of the mediæval *Koron*, on the

site of the ancient *Asine*. This was an important post when the Venetians held the Morea. The roadstead is, however, much exposed.

6 m. S.W. from Koron is the S. point of Messenia, *C. Gallo*, anc. *Akritas*. Off this, at a distance of  $\frac{3}{4}$  m., lies the islet of *Venetiko*. A small steamer may pass safely through the channel. 5 m. W. of this is the larger island of *Cabrera*, and again 4 m. N.W. that of *Sapienza*, between which and the mainland the channel is not much more than a mile broad, and 4 fathoms deep. These three islands, anc. *Enusse*, are steep and rocky, and the mainland opposite is very barren. Due N. from *Sapienza*, and 11 m. N.W. from *C. Gallo*, is *Modon*, anc. *Methone*, a considerable fortress under the Venetians, now ruinous and desolate. There are some remains of antiquity 2 m. inland.

At the S. extremity of the town is an old lighthouse, and beneath it an ancient wall, enclosing a port for small craft. The great harbour for ships of war is formed by the island of *Sapienza*.

5 m. N. of Modon is

**o. Navarino**, called by the Greeks *Neokastron*, the new Castle. It is situated on a cape, projecting towards the S. end of *Sphakteria*, off which there is a rock, called, from the tomb of a Turkish saint, *Delililibaba*. Between this rock and the fortress is the entrance to the Bay of Navarino; a noble basin, with a depth of from 12 to 20 fathoms of water. The safest anchorage is about the middle of the port, behind the low rock called *Cheilonaki* (*χελωνάκι*), from its likeness to a tortoise. The northern entrance to the harbour, *i.e.* that between *Sphakteria* and Old Navarino, is now choked up with a bar of sand, and is passable only in small boats. A S.W. wind brings a great swell into the harbour of Navarino.

There can be no hesitation in identifying Old Navarino with the ancient "well-built city" of Nestor. The bay of Navarino is shut in by *Sphakteria* or *Sphagia*

(*i.e.*, slaughter-house), famous in the Peloponnesian war. A visit to *Sphakteria* will enable the traveller to verify the graphic accuracy of the local descriptions of Thucydides. The well near the centre of the island, where the Spartans were surprised by the Athenians, and the craggy eminence at the northern extremity, to which they retired before their final surrender, are both easily recognisable. The island is now inhabited only by hares and red-legged partridges; and the wood which once covered it has never grown up since it was burned down by the Athenians. There was some hard fighting here again during the Greek War of Independence; and the history of *Sphakteria* recalls the etymology of its name. The island, which is 3 m. in length, has been separated, towards its southern extremity, into three or four parts by the violence of the waves, so that, in calm weather, boats may pass from the open sea into the port by means of the channels so formed. On one of the detached rocks is the tomb of the Turkish santon before mentioned. *Sphakteria* is said to be the scene of Lord Byron's 'Corsair,' and was long famous as a resort of pirates.

A castle was built at Navarino by the Venetians at the end of the 15th cent. During the War of Independence it was alternately in the hands of the Turks, Greeks, and Egyptians.

Here Ibrahim Pasha landed a disciplined Egyptian army of 8000 men in May 1825, and occupying the fortresses of Navarino, Modon, and Koron, completely recovered the military command of the Morea, the government of which was promised to him by the Sultan. His conduct was marked by good faith, firmness and moderation, hitherto rare on either side; at the same time his policy of gradually deporting the inhabitants and importing Africans and Asiatics in their room threatened the Greek nation with entire destruction.

To prevent this practical extermination of a Christian people, England, France and Russia at last interfered,



and, in July 1827, combined, to the great joy of the Greeks, to enforce on the Turkish and Egyptian forces an armistice by land and sea, which was to be preparatory to a general pacification.

The allied fleet remained off the W. coast of the Morea to watch the proceedings of Ibrahim Pasha, who submitted to the armistice only under compulsion. At the beginning of October, Ibrahim received the news of the entire destruction of his squadron in the Gulf of Corinth by the steamship *Karteria*, under the command of Frank Abney Hastings, the enterprising English Philhellene.

Considering this a breach of the armistice, Ibrahim made three several attempts to evade the allies, and enter the gulfs of Patras and Corinth to chastise Hastings. Sir Edward Codrington, the English Admiral, compelled him to return to Navarino, and on the 18th of October the three allied admirals resolved, as the most effectual mode of enforcing the armistice, to enter the Bay of Navarino, and there to blockade the Ottoman fleet. It was expected that as Ibrahim when at sea did not venture to engage the English squadron alone, he would submit at once at the sight of the allied fleet. Accordingly, on the afternoon of October 20, the combined squadron of 27 sail in all, mounting 1270 guns, prepared to pass the batteries at the entrance, in order to anchor within the bay. The Egyptian fleet consisted of 82 sail, mounting 2000 guns, but its superiority was in number only. However likely these proceedings of the allies were to provoke a collision, strict orders were given that no gun should be fired unless the example were first set by the enemy. Ibrahim, perhaps as anxious as they to avoid a catastrophe, allowed the European ships to enter without opposition, when he *might easily have destroyed them in detail; and the greater part of the English and French vessels were already placed in order of battle, when the Turks fired with musketry upon a boat sent from H.M.S. Dartmouth*

to one of their fireships, and also upon the pilot of Sir E. Codrington, who was being sent on board the Turkish admiral; at the same time a cannon shot was fired by a Turkish vessel at the French *La Strène*, which was instantly returned, and the battle became general. The dying away of the breeze kept the Russian division from sharing in the first brunt of the battle, and for two hours the Mohammedans resisted with irregular and ill-directed, but persevering fire, the steady and skilful cannonade of the Europeans, until, overpowered by the arrival of the Russian vessels, they abandoned their ships one after another, and set them on fire. After four hours all resistance had ceased—the Turkish fleet was almost annihilated; but as evening fell the allied ships, which were compelled to pass the night inside the bay, found themselves in imminent peril from the burning vessels drifting about them in every direction. The crews, which had been fighting all day to destroy the ships of their enemies, had now to labour all night to save their own from the blazing wrecks, whose explosions one after another threatened destruction to them all. Of the 82 Turkish vessels but 29 remained afloat the next morning: of the allied vessels none were lost, but many had suffered severely, especially the flag-ships of the three admirals.

Ibrahim Pasha was now compelled, under threats of the entire destruction of his forts and remaining ships, to acknowledge himself in fault and hoist a white flag; and peaceful relations between the Turks and their faithful "allies," the English, the French and the Russians, were immediately resumed.

The intelligence of the battle of Navarino was received with exultation in France and Russia, but the English Ministry were doubtful what to say of it, and their successors in office did not hesitate to express their disapprobation of the "untoward event."

Though the destruction of the Mohammedan armament by the Christian powers pointed clearly enough to the



ultimate expulsion of the Turks from Greece, it by no means finished the war.

Ibrahim was left in possession of the Morea, but, knowing now that he would not be allowed to retain it, he altered his conduct, hitherto so humane, and spent the rest of his time in devastating the country, burning the villages, cutting down the fruit-trees and firing the forests. Only two months after the battle, 2000 Greek slaves were sent by him to Alexandria from Navarino, which Sir E. Codrington, dismayed at the censure passed on his former readiness of action, was powerless to prevent. It was not until September in the following year that the arrival of a French army of 14,000 men compelled Ibrahim to relinquish his hold of the country which he had in reality re-conquered for the Sultan. Ibrahim doubtless received hard measures from his "allies," but his conduct under provocation was such as to go far to rob him of the reputation he had fairly earned as a wise and merciful ruler, as well as an able general.

One cannot but see with great regret so little use made of this magnificent harbour. The extremely fertile districts of Messenia, Triphylia and Pyrgos might easily be connected with it by railway; it is practically a good deal nearer for English vessels than any of the dangerous roadsteads, such as Kalamata and Katakolo, from which so large a part of the constantly increasing currant crop is shipped to England. Apparently designed by nature to be the centre of the trade of the Morea with Western Europe, it is doing—nothing.

It is certainly remarkable that, whereas hitherto the Peloponnesian coast has abounded with most excellent harbours, sheltered to perfection, Navarino once passed, there does not occur again, all the way to the Isthmus of Corinth, a single harbour deserving of the name. The roadsteads of Patras and Vostitza are safe only because they are in narrow seas.

*p. Proceeding N. W. from Navarino for 10 m., one can pass between the Island*

*of Prote and the shore. Beyond is the town of Philiatra, picturesquely situated amongst vineyards, olive and cypress trees, and doing a considerable and increasing trade in currants; further N. again is Arcadia, built on the site of the ancient Kyparissia, about 1 m. from the sea, on the narrow summit of a rock, connected with a high mountain. The castle commands a fine view of the slope which descends to the sea, and is itself a beautiful and picturesque object from a distance. The houses extend over the flanks of the ridge.*

The traveller must distinguish between the modern town Arcadia and the well-known inland province of the name, whose nearest point is at least 15 m. distant.

Neither here nor at Philiatra is there anything like a harbour. In the open roadsteads during the winter scarcely a single vessel appears.

[Kyparissia is the most convenient starting-point for excursions to *Mt. Eira*, the stronghold of the great Messenian hero Aristomenes; to the splendid ruins of *Megalopolis*; or to the beautiful *Temple of Apollo Epicurius*, erected at Bassæ by Ictinus, the architect of the Parthenon at Athens, at the charge of the city of Phigaleia, as a thank-offering to the god after a deliverance from plague. This temple is in better preservation than any other in Greece, excepting only that of Theseus at Athens. From Kyparissia to the ruins of *Phigaleia* is about 7½ hrs., whence to the temple it is other 2½ hrs., rather of scrambling than of walking.

These distances might be considerably shortened, if the weather permitted a landing from a yacht at the mouth of the R. Buzi, anc. Neda, the northern boundary of ancient Messenia, 9 m. N. of Kyparissia.]

10 m. N.W. from the mouth of the Neda is *Kaiapha*, near to the ruins of *Samikum*, situated between two long lagoons, themselves separated from the sea by a long, low, narrow bank. Here are wild-fowl in abundance, ex

cellent fisheries, remains of some Roman sulphur-baths, and also of the ancient wall built to defend the fertile provinces to the N. against hungry plunderers from the S.

8 m. farther N.W. is the mouth of the *Ruphias*, anc. *Alpheus*, a very considerable river, by far the largest in the Morea, draining the whole of the central province of Arcadia, and the S. half of Elis. Near this, at the head of the largest lagoon, is *Agulinitza*, also a favourite resort of sportsmen.

From the mouth of the Alpheus a course of 7 m. W.N.W. brings us, passing by a third lagoon, to

q. **Katakolo**, the port of Pyrgos, sheltered by a long promontory from the N. and W., but exposed to a tremendous sea from the S. A fine mole is, however in progress, which it is hoped will render it a safe refuge at all times. In August and September many steamers are here loaded with the currants grown in vast quantity in this neighbourhood.

There is a railway between Katakolo and Pyrgos, leaving every hour.

r. **Pyrgos**, about 5 m. E. of Katakolo, and connected with it by Rly. is a busy, growing town, healthily placed on a well-watered slope, surrounded by miles of currant-vineyards.

The name Pyrgos, which is simply *πύργος*, a tower, is excessively common throughout Greece, but this town is the Pyrgos *par excellence*, and is always intended when that name is used, unless there be reason to understand some other local Pyrgos close at hand.

[About 10 m. E. of Pyrgos are the ruins of **Olympia**, now easily accessible by a carriage-road, which, after an uninteresting course through vineyards and across a marshy plain, after about 5 m. reaches the Alpheus, and follows its N. bank more or less closely for the rest of the way. The river flows swiftly through a beautiful broad flat valley, bounded on either side by well-wooded, steep, broken hills.

The ruins lie immediately under the N. range; the river used formerly to run on the other side of the valley, but during the exceedingly wet winter of 1874-5 it cut for itself a new course dangerously near to the antiquities.

Here for upwards of 11 centuries were celebrated, every fourth year, those famous games, to which we owe not only the odes of Pindar, and the chronology of all Hellenic history, but many of the masterpieces of Greek sculpture, from which modern art has drawn some of its highest inspirations. In the 2nd century after Christ the sacred precinct of Olympia had become one vast museum, in which the progress of art might be traced from the earliest period down to that of the Antonines. It was then visited by Pausanias, who devotes two whole books to a description of what he saw there. The colossal statue of Zeus in gold and ivory, the work of Phidias, the Heraion and other temples, the Philippeion, containing statues of the Macedonian kings, and the priceless Treasuries contributed by various Greek states. He gives a list of 300 statues dedicated by winners in the games, and he indicates the positions of the Stadium, Hippodrome, Gymnasium, and other public buildings. These festivals were suppressed by Theodosius in 394 A.D., and no doubt the treasures had already been dispersed by the Gothic invaders under Alaric in the preceding year. The exploration of the site was carried out by the German Government between 1875 and 1881, at a cost of nearly 40,000*l.*, in virtue of a convention with Greece, whereby the former obtain nothing for themselves but glory, and casts of the antiquities recovered.

Amongst the monuments and objects thus excavated the following sculptures and architectural works have been brought to light:—(1) About 180 statues in a very variable state of preservation, groups, reliefs, busts, &c., among them the *Hermes of Praxiteles*, the *Nike of Paionios*, the groups from the Temple of Zeus, the pediment of the treasury of Megara, &c.; (2)



1500 fragments, belonging to the statues, &c., just mentioned; (3) 400 inscriptions and 600 fragments of lines; (4) more than 14,000 art objects of copper; (5) about 4000 of clay; (6) about forty buildings or foundations of buildings; (7) 6000 coins; and (8) a smaller number of pieces of iron, lead, glass, &c. A very fine MUSEUM standing on an eminence overlooking the plain contains all the antiquities discovered here, which have been carefully set up and classified.

On one of the wooded heights to the S. stood *Scyllus*, the home of Xenophon in his old age.]

s. The whole coast from Pyrgos to Patras, a distance of nearly 60 m., consists of a broad belt of level ground, in some parts as much as 10 m. wide, broken only by the small groups of hills, 700 or 800 ft. high, at Cape Clarentza and Cape Papa. The soil is for the most part dry and gravelly, and in ordinary weather carriages can pass the whole way partly on an indifferently made road, but for nearly half the distance on a natural one far superior to any yet made by the hand of man in Greece. There are, however, marshy places to be crossed, and lagoons, dry in summer, near which one must pass, whose exhalations render this magnificent plain almost uninhabitable in the hot weather, by reason both of fever and of mosquitoes. In winter it is pleasant enough, but the yellow complexions of the scanty and fever-stricken population are at all times sad to see. Drained and cultivated, this region might support, as of old, a very large population.

[There is a rly. from Pyrgos to Patras which is all but finished (1889). The old road passes through *Gastuni* (15 m.), leaves Cape Clarentza far to the rt., crosses the R. *Gastuni*, anc. *Peneus* (17 m.) by a ferry, and at about 27 m. enters a beautiful forest 15 m. across of valonia oaks, magnificent trees, with but little underwood. At Ali Tchelebi (32 m.) is a farm belonging to the monastery of *Megaspelaion*. Here

travellers provided with letters may find accommodation. Close by is one of the aforesaid shallow lagoons, dry in summer, between which and the sea is a second forest, even more magnificent, of enormous stone-pines. It is impossible to over estimate the beauty of this region on a clear winter's day. A fine soft turf stretches uninterruptedly from one gigantic stem to another; each tree stands out singly in full perfection of growth; the wide-spreading branches with their thick dark foliage nowhere even approach the ground; snow-clad peaks, distant indeed but brilliantly distinct, appear in all directions between the stems; the scene is as unusual as it is lovely, and well worthy of a visit even at such pains.

Alas! an ignorant and short-sighted peasantry, in no way hindered by a weak Government, is destroying these magnificent trees at its pleasure! Quite recently a fire, probably not accidental, has devoured a number of the finest!

Large flights of woodcock settle about Ali Tchelebi in cold winter weather. Wild duck and other water-fowl are abundant round the lagoons, and partridges and hares on the nearest hills; but every peasant has his gun, and game is mercilessly shot down at all seasons (the very eggs are taken from the nests), so that it is rapidly becoming scarcer and scarcer, and if the destruction continues at its present rate, in a few years no game at all will be found in the Morea, saving only the birds of passage at the times of their flight, and these in greatly diminished numbers. At the same time the traveller will hear with surprise that wolves are increasing in number, and any winter of unusual severity brings not a few of these ferocious beasts from the fastnesses of Mount Erymanthus into this thinly inhabited plain.

From Ali Tchelebi the road continues through 8 or 10 m. of level oak forest, leaving Cape Papa and its group of hills some distance to the l., and strikes the coast of the Gulf of Patras at the village of *Achaia* (42 m.).



crosses the river Kamenitza by a ford, and continues other 14 m. close along the shore to *Patras* (56 m.)]

Supposing the journey to be made by sea from Katakolo to Patras, a run of 25 m. N.W. will bring one fairly past the large square promontory known as *Clarentza* (anc. *Chelonatas*), crowned by the conspicuous *Castel Tornese*. The island of Zante is beautifully seen to the I., and the Black Mountain of Cephalonia becomes an imposing object ahead. The course must now be changed to N.N.E., and it is another 25 m. to *Cape Papa* (anc. *Araxus*). Those who would visit the pine-forest of Ali Tchelebi from a yacht will find it the easiest way to land in the little bay of *Kunupeli*, just to the N. of two curious small rocky hills which rise directly out of the sea, some 8 m. short of Cape Papa. Hence a short walk will take them into the heart of the forest. A very splendid panorama, of forest, mountain, sea and islands, may be obtained at little pains from the summit of either of these hills, which are little over 100 ft. high.

*Kunupeli* is on or near the site of *Hyrmine*, of which nothing now remains. The modern name refers to the *κωνόπια*, or mosquitoes, which in summer swarm in the adjacent marshes.

The disappearance of ancient buildings is general on the coast of Elis, and is to be attributed partly to the accumulation of alluvial soil.

Farther inland, beyond our limits, are remains in plenty.

The bay of *Kunupeli* gives very fair shelter during storms from the N.E. (very violent and very common here in winter), but against W. gales a refuge must be sought in the roadstead of *Karavostasi*, on the other side of Cape Papa, which is itself most dangerously exposed to gales from the E.

Faint traces are discernible here of ancient trenches and other engineering operations for draining this low-lying country. Some attempts in this direction were once made by Prince Soutzo, but his overseer was carried away by brigands, and he abandoned the project in disgust. At Ali Tchelebi may still

be seen the wrecks of his agricultural machines, regarded by the natives with the greatest contempt.

4 m. N. of *Kunupeli* the rocky hills of Cape Papa rise precipitously from the marsh to a height of 800 ft. A grand panorama is obtainable from some of these.

Conspicuous from *Kunupeli* or Cape Papa, and about 15 m. N.W., are 2 lofty rocks that seem to rise directly from the sea. They are termed the *Skrophaes*, and are valuable landmarks for the navigation hereabouts, where the coast line is generally so low. *Vide* p. 265.

A wide berth must be given to *Cape Papa*, on account of a long projecting sandbank, which has been fatal to many an English currant steamer. A lighthouse has at last been placed here.

Throughout this voyage from Pyrgos to Patras the Alpine group of peaks now called *Olonos* (7300 ft.), once better known as *Erymanthus*, is splendidly seen. Not less remarkable is the smaller mountain of *Santameri* (3300 ft.), whether it presents to view its curiously notched ridge, as seen from *Kunupeli*, and again from Patras, or shows as a knife edge when seen end on from the N.

The name *Santameri*, a corruption of St. Omer, is a relic, like *Clarentza*, *Gastuni*, &c., of the dominion of the Frank barons Champlitte and Villehardouin in the N.W. of the Morea during the 13th cent.

*Parnassus* is distinctly seen before one enters the Gulf of Patras, but soon afterwards disappears behind other mountains.

The *Gulf of Patras*, about 20 m. long by 12 m. across, forms a kind of antechamber to the Gulf of Corinth, with which it is connected by a strait not more than 1½ m. broad.

The land is low on either side at first and the scenery comparatively tame, but near Patras, when the mountains on either side draw towards each other as if to bar altogether any further progress, the outer gulf forms a worthy introduction to that inner

one, which many uphold to be the finest in the Mediterranean.

To the l. as one passes C. Papa is the town of *Mesolongi*, surrounded by extensive flats, lagoons, and marshes, presenting nothing of interest to one viewing them from a ship's deck.

But immediately opposite to Patras *Mt. Varassova* (3100 ft.), a solid mass of limestone, bearing a singular resemblance to the rock of Gibraltar, though more than double its height, rises perpendicularly from the marsh and sea.

Just beyond this *Mt. Kakiscala* (3300 ft.), a beautifully-formed pyramid, entirely destitute of vegetation, rises also immediately out of the water. A whitish scratch at its base is the quarry from which modern Patras has been built.

To the rt. the peaks and precipices of *Mt. Erymanthus*, generally known now as *Olonós*, continue most conspicuous, till as one nears Patras they are hidden behind smaller mountains, and the huge mass of *Mt. Voidhia*, anc. *Panachaicus* (6322 ft.), directly in front, becomes the prominent object in the scene.

The mountain some 40 m. to the N.E., that shows so magnificent a face to the N., is *Guiona* (8241 ft.), before mentioned as the highest summit in Greece, considerably overtopping Parnassus, which is no longer visible. *Guiona*, though a magnificent mountain, is unknown to history, and unsought by tourists. We mention it here, for it will not again be so well seen from the sea.

Little inferior to it in height and beauty is its neighbour to the N., so similar in form, *St. Elias* (8186 ft.); or the mountain beyond that, *Var-dousia* (7762 ft.).

These three form certainly one of the finest ranges visible from the Mediterranean, both as regards height and form; it is strange that they should be so little known.

t. *Patras* (αἱ Πάτραι, in Greek; Ital. *Patrasso*).

To the very foot of *Mt. Voidhia* on its W. side a plain stretches inland 3

or 4 m., bounded to the N. by a spur of the mountain, which runs down towards the sea, and within a  $\frac{1}{2}$  m. of the shore turns abruptly to the southward and gradually sinks down into the plain, leaving toward the sea a steep face, from beneath which, again, the ground slopes to the water's edge. On this strip of gently sloping ground, narrowest at its N. end, and widening considerably towards the S.W., stands modern Patras, the largest town in the Morea, and the most important commercial emporium in Greece. It is, however, rapidly spreading round the base of the said hill, and covers also its southward slope, where stood both the ancient and mediæval city.

Possessing great facilities of communication by sea with the W. of Europe, Patras, though from the earliest times a place of some importance, has chiefly flourished when Greece was under foreign dominion. Hence, unlike many cities more famous than itself in classical times, it has had a continuous history for upwards of 2000 years. It is mentioned by Herodotus, and was one of the four cities which, about 250 B.C., formed the famous Achæan league.

Under Roman rule, Patras prospered greatly. After the battle of Actium, Augustus made it a Roman colony, and the capital of Peloponnesus.

Here, a century later, the Apostle St. Andrew was crucified by the Proconsul *Ægeas*.

The Scottish traveller will remember with interest the tradition which assigns the foundation of St. Andrews to a monk of this place. St. Regulus, it is said, having been warned in a vision, sailed away from Patras with the relics of the Apostle; he was wrecked on the coast of Fife, where he converted the natives to Christianity and founded the stately church called by his name, the square tower of which is still as perfect as when first built.

Pausanias found Patras a populous manufacturing town, growing abundance of flax in the plains now devoted to the currant-vine, and rich in temples and public buildings



The few remains of antiquity now to be seen scarce give a fair idea of the former grandeur of the place. This is partly due to its continuous occupation and frequent calamities in war, and partly to the terrible earthquake about 550 A.D., the most destructive ever known in Greece, which overthrew Patras entirely. *Vide p. 222.*

Patras continued an important and busy place during the palmy days of the Byzantine empire; stood frequent sieges, both from Slavonians and Saracens, but held its own till it fell with the Byzantine power at the beginning of the 13th cent.

A body of French barons in 1205 A.D. invaded and conquered the Morea, one of whom, Geoffrey Villehardouin, began the present castle in 1207. He used in the most unsparring manner the materials of the fallen temples and, in one portion of the wall appear at least 100 columns laid across it, and showing only their round ends.

The Greeks recovered possession of their country but very shortly before it fell under the Turkish power. Patras submitted to Mohammed II. in 1459, passed into the hands of the Venetians in 1687, and again returned under Turkish rule in 1714.

At the outbreak of the War of Independence the population was estimated at 10,000.

Germanos, Archbishop of Patras, was summoned by the Turkish governor to Tripolitza on suspicion of complicity in the insurrection of Ypsilanti, in Moldavia, in 1821, but having found the people disposed for the venture, he openly raised the Standard of the Cross at Kalavrita, and thus gave the signal for a general rising. The Turkish garrison of Patras retired to the castle, which it held till the end of the war, but the mediæval city was entirely destroyed by several successive devastations both of Greeks and Turks.

*After the arrival of King Otho in 1833, a plan was agreed upon for a new town with straight rectangular streets, which has been very fairly adhered to; the result being an utterly prosaic,*

convenient, modern town in a most romantic situation.

The most interesting spot in Patras for any Christian is, without doubt, that of St. Andrew's martyrdom. A modern ch. occupies the site, which is on the sea-shore at the S.W. end of the town. Close to the ch. is a well of water covered over with brick vaulting of Roman construction.

The ancient harbour, originally perhaps artificial, ran in from the shore immediately to the N. of this ch., as far as a high-terrace wall of Roman brickwork about  $\frac{1}{2}$  m. inland. It is now entirely filled up, and is being built upon; but while the modern works were being prepared, evident traces of the original entrance were brought to light.

New harbour works have been constructed by a French company.

Above the said terrace-wall is the parade ground, the favourite promenade of the people on summer evenings, where the band plays, &c.

Beyond this, in a dirty low-lying quarter termed the Gypsy village, is an ancient well, and a part of some ancient house or temple of singularly close-fitting and beautiful brickwork.

In the upper town is a picturesque Byzantine ch., mainly modern, but containing some portions of an earlier structure.

Above the upper town, and extending right across the ridge, at a height of 400 ft., is the mediæval castle, occupying probably the site of the ancient Acropolis, covering about 5 acres of ground, and commanding a most beautiful and interesting prospect.

Nothing can be more perfect of its kind than the sweep of the coast round the Gulf of Patras: the eye ranges over the fertile plain, green with currant-vines, and dotted with the darker olive: Zante, Cephalonia, and Santa Maura appear distinctly to the far W. Immediately across the narrow gulf rise in enchanting loveliness, both of form and colour, the two precipitous rocky giants already mentioned; on either side of the strait appear the Castles of Rhium and Anti-Rhium, a



beyond these again the fortifications of Lepanto climbing the slopes of Rigani; while high above these and the still, blue, lake-like water rise the snowy walls of Guiona, St. Elias, and Vardouisa. This view at sunset is especially beautiful.

A pretty and level walk from the gate of the castle (on its S.E. side), leads one along the course of the old Roman aqueduct, which brought from Mount Voidhia an ample supply of excellent water to the town. About  $1\frac{1}{2}$  m. along this path, which winds prettily among steep hills, we come to a deep valley, across which the water was carried by a magnificent structure of brickwork, with 2, if not 3, tiers of arches, 100 ft. from the ground. The great earthquake was probably the ruin of this; but enough remains to show what manner of work it was. The water is now taken by a different course in iron pipes to large cisterns just below the castle, and thence distributed to the town, which is thus supplied as thoroughly as can be desired. These works were executed in 1874.

The inhabitants of Patras are mostly Greek, but about 2000 Neapolitans, sailors and fishermen, attracted by the high rate of wages, have settled here, and their number is constantly on the increase. For their use a Roman Ch. of St. Andrew has been built.

The English Ch. of St. Andrew, a small pretty Gothic structure, was consecrated in 1874. It lies near the shore, at the N.E. end of the town, and is conspicuous from the ships in the roadstead.

The small stoneless grape, commonly called currant, is the cause of the prosperity of Patras. This plant, not distinguishable from any other vine until the fruit is formed, does not refuse to grow in other countries, but elsewhere develops a larger berry containing stones, and therefore practically useless. The peculiar soil required for producing the currant proper is found only in the Morea, Zante, and Cephalonia, and in one small district near Mesolongi. It seems to have been grown first in the

neighbourhood of Corinth, whence the name "currant;" but its cultivation at the E. end of the Gulf of Corinth has now ceased, while it has greatly developed about Vostitza, Patras, Pyrgos, Kalamata, and Nauplia. The fruit of finest quality is grown near Vostitza; Patras fruit is second best; that of Elis and Messenia, though plentiful, is considered inferior.

The currant is generally grown on more or less level ground near the sea; but behind the currant plains will generally be observed scarred and serrated lines of hills, consisting of layers of yellow-brown marly clay alternating with others of a shingly conglomerate.

The greater part of the currant crop was long shipped from Patras, in whose roadstead 20 English steamers or more might be seen at the end of August. The steamers now go more than they used to do to Vostitza and the other currant ports, but Patras remains the centre of the trade, the chief merchants residing here, and having agents and offices at the other ports.

The trade is steadily increasing, and the average yield of Morea and islands now amounts to about 130,000 tons *per annum*.

A new malady, called "anthracnose," has been developed in the currant-vines, especially in the vicinity of Pyrgos, causing the young shoots to be affected by a rough excrescence, which is followed by the leaves and fruit withering and dropping off. It is to be hoped that it will not become a permanent pest, like the phylloxera. The latter disease, although unknown here, nevertheless exercises a marked influence upon the currant trade, as dried currants are found very useful in making wine in the S. of France.

Patras had formerly an unenviable reputation for malarious fever, but, with the increase of cultivation and improved provision of water, it has become as healthy a town as any in the Mediterranean.

v. Leaving Patras we sail N.N. for 5 m., and enter the narrow str.

that connects the two gulfs.† This is 1½ m. across, and the passage is commanded by two picturesque mediæval castles, called respectively the castles of the Morea and of Koumelia, on the promontories of Rhium and Anti-Rhium. These castles were held by the Turks throughout the Greek War of Independence, yet the Greek sailing-vessels passed freely by them, and it is now said that not one of them ever was hit by the Turkish cannon. To sail, however, between these castles is not always easy. The wind generally blows strongly up or down the strait in the day-time, and much tacking is difficult at night in such narrow waters. The dropping of the wind is often followed by a strong current in the opposite direction.

By following the torrent, which enters the sea about 1½ m. beyond the Castle of Rhium, after a laborious walk of 1½ hr., one may reach the deserted but beautiful little *Ch. of Platani*, a real gem of Byzantine architecture.

At the back of the Morea Castle is a marsh, and as one proceeds E.N.E., signs of cultivation become fewer and fewer; the belt of level ground becomes narrower, till the broken precipitous hills that skirt the N. end of Mt. Voidhia spring directly from the sea. 4 m. from the castle, *Cape Dhrapano*, the northernmost point of the Morea is passed, and now the view of the whole Corinthian gulf opens out beautifully, and Parnassus and Helicon are distinctly seen, though neither of them to much advantage.

Cape Dhrapano passed, the hills gradually recede from the shore, and the summits of Voidhia, Barbas and Pteri appear in the background, their beautifully wooded slopes seamed by innumerable ravines, and the rich belt of plain at their bases traversed, and in many places desolated, by the

† A splendid monograph on the Gulf of Corinth, entitled *Eine spazierfahrt im Golfe von Korinth*, 1876, has been written and copiously illustrated by the Archduke Luis Salvador of Austria. Unfortunately for the public, like all the other works of this learned and accomplished traveller, it is printed only for private circulation.

torrents that flow from them. Cultivation has made little way here as yet, but these same torrent-beds, spreading out like fans as they approach the sea, thickly overgrown with oleander, when that is in flower, afford a sight not to be forgotten.

w. 13 m. E.S.E. from point Dhrapano is *Vostitza*, anc. *Ægium*, the approach to which is marked by increasing cultivation.

The Slavonic name *Vostitza*, signifying garden, is still in commonest use, but the classical *Ægium* restored by law, and the only name recognised officially, is fast being adopted.

The greater part of the town stands finely on a flat-topped hill, terminating abruptly towards the sea in a considerable cliff, bounded to the N.W. by a steep ravine, and sloping down gently into a plain to the S.E. Between the cliff and the sea is a narrow slip of level ground, where are the store-houses of the currant-merchants, and some copious springs of water. A carriage-road winding up the hill connects this latter with the town above, and there is also quicker communication by a steep paved path through a kind of tunnel in the cliff, that leads directly from the place of embarkation, which is just below the fountains. Currants of the very finest quality are grown in the plains to the S. and E. of *Vostitza*, and brought here for shipment, so that a large number of English vessels annually repair to this port. As at *Patras*, the so-called harbour is nothing but a roadstead—better, in that a projection to the E. shelters it from the only heavy sea that can roll into it; worse, in that it is too small, and inconveniently deep, having 6 or 7 fathoms of water close to the shore. As at *Patras*, again, its chief danger is owing to the furious squalls which descend from the mountains. All the way, however, from *Navarino* to the Isthmus, there is nothing better to be found.

The population of *Vostitza*, now probably more than 10,000, subsists principally on the currant trade



Formerly ill-built and straggling, and extremely subject to malarious fever, the town is now rapidly improving in both respects.

Near the springs is a magnificent and very ancient plane-tree, connected by tradition with St. Luke. Its trunk is hollow, and has been used as a prison! Its girth is 46 ft. Its height was formerly not less remarkable, but about 1872 the enormous mass of timber above was considered dangerous to the cottages near, and so was cut down.

Ægium was the chief city of Achaia, from 373 B.C. until the rise of Patras under Roman patronage destroyed its importance.

Pausanias has left a full and interesting description of the city and its public buildings. The neighbourhood is a very mine of antiquities, and several statues, and other sculptures of great merit, have been dug up. But no place in the Morea is more subject to earthquakes, which have overthrown the ancient city, and several mediæval and modern ones.

The view hence of the whole northern coast of the Corinthian gulf is remarkably fine, particularly at sunrise. Parnassus and Helicon are specially conspicuous.

[The extraordinary monastery of Megaspelaion is usually visited from Vostitza, where horses, &c., for the excursion may be procured. The ride occupies 7 hrs.; 2 along the plain near the coast, crossing the R. Selinus, not passable after heavy rains, then up a valley, and over a spur of Mount Ruski to a height of 3400 ft., then a descent of 1200 ft. to the R. Kalavryta, anc. Buraicus, and again an ascent of 1000 ft. to the monastery. This, as its name implies, consists of a wall built across the face of a huge cave, above which again is an overhanging cliff, whose summit is from 300 to 400 ft. from the ground. A shorter route to Megaspelaion from a yacht is that directly up the valley of the Kalavryta river, from its mouth to the bridge below the monastery.

Another interesting excursion from

Vostitza is to the monastery of *Taxiarchi*.]

x. Sailing from Vostitza along the shore of the Morea towards Corinth, it is about 17 m. to the mouth of the Krathis, where is the site of the ancient *Ægæ*, now the Khan of *Acrata*.

[A long day's journey inland up the valley of the Krathis will bring one to the village of *Solos* (3700 ft.), situated just above the junction of the Styx with the Krathis. From Solos to the famous Falls of the Styx is from 2 to 3 hrs.' scramble up the wildest of gorges, under the summit of the huge Mount Chelmos (anc. *Aroanius*). To this excursion not less than 3 days should be given in all. But it would be better to incorporate this with the excursion to Megaspelaion, from which place to Solos by the Falls of the Styx is a good day's journey, which might be made to include the ascent of Chelmos itself (7726 ft.), but this expedition should not be undertaken at any time between Nov. and April, on account of the snow.]

Proceeding on the voyage, now in the broadest part of the gulf, the traveller enjoys a magnificent prospect, whether to N. or S. Parnassus and Helicon are spread out before him on the N.; and to the S. the strangely squared masses of Evrostina, 3600 ft., and Mavronorus, or the Black Mountain (5500 ft.), black with pines, seem to frown down upon the narrow strip of coast plain; and beyond them, if the traveller's yacht is not too close inland, tower the summits of Chelmos, anc. *Aroanius* (7726 ft.); and *Ziria*, anc. *Klylene* (7790 ft.), which are rarely entirely without snow.

3 m. E. from Acrata, and 1 m. inland, are the ruins of *Ægira*; and again, 10 m. E., at *Kamari*, on the site of *Aristonaute*, one may land for an expedition to the ruins of *Pælene*, beautifully placed 4 m. from the sea, on a strongly fortified hill, above the right bank of the torrent that falls into the sea at *Kamari*.



y. From Kamari, for 12 m. more along the coast as far as the mouth of the R. Asopus, there is nothing of very great interest. As we proceed E. the vegetation on the mountains continually diminishes, and with it their beauty.

The mountain range (anc. *Gera-neia*) that forms the promontory by which the eastern end of the Gulf of Corinth is divided into two large bays, now rises conspicuously before us. We steer into the southern fork, and by the time we are abreast of the said promontory on our l., have on our rt., not quite 3 m. inland, the modern village of **Basiliká**, situated on the angle of a little rocky ascent, along which ran the walls of the ancient *Sikyon*.

This city was built in a triangular form on a high flat, overlooking the plain, about 1 hr. from the sea, near a great tumulus on the shore. The citadel was on the highest angle of *Sikyon*. On the road thither is a Roman brick ruin, near which is a large but imperfect theatre. The remains of the Stadium are in good preservation. It was of considerable extent, partly cut out of the rock, and partly artificial.

*Sikyon* was an important city; its situation was magnificent and secure, without being inconveniently lofty. The view from the theatre is beautiful. The foundation walls of the Acropolis, those of the temple of Bacchus, the remains of some other temples, extensive foundations of Hellenic edifices, the pavement of the road, and the lines of the streets, may all be traced upon the level of this tabular hill. It is melancholy to read on this now desolate spot the catalogue which Pausanias has left of the many temples, statues and pictures which once adorned it.

### z. Corinth.

From the mouth of the Asopus along the coast to New Corinth is about 10 m. Here is a landing-place of the Greek steamer company.

**New Corinth** was founded in its

present position after a great earthquake in Feb. 1858 had destroyed the town that had grown up since the War of Independence upon the site of ancient Corinth. Placed on the water's edge, at the narrowest part of the Isthmus, it is most conveniently situated on the line of traffic; but the unhealthiness of the surrounding country, a prey to malarious fever of a virulent type, has hindered its growth. The heavy sea, too, which rolls in from the W., down the whole length of the gulf, makes landing impossible in stormy weather (on such occasions the steamers make for *Lutráki*), so that the new town, though laid out regularly with broad, straight streets, is for the most part unbuilt and presents a sad and forlorn appearance.

**Old Corinth**, which since the earthquake is but a wretched village, lies about  $3\frac{1}{2}$  m. to the S.W., occupying the site of the ancient city, which is a table-land at the foot of the *Acro-Corinth*, overlooking a lower level extending along the sea-shore on one side to the Isthmus, and on the other to *Sikyon*.

From the remotest period of Grecian history, Corinth maintained with a very small territory a high rank among the states of Greece. Hers was the earliest school of policy and of the fine arts, and hers the honour of being the last to submit to the ambition of Rome. Corinth was the third of the three "Fetters of Greece" before spoken of.

Seated securely on the Isthmus, stretching a hand to either sea, to her two ports of *Lechæum* and *Kenchrææ*, and protected by her unrivalled citadel, she naturally became an important commercial capital. Her wealth and influence were still further increased by the Isthmian Games, which were held in the immediate neighbourhood. Of all the Greek cities Corinth was perhaps the most celebrated for luxury, splendour and voluptuousness. It was destroyed by the Romans in 146 B.C. Rebuilt 100 years later under Julius Cæsar, Corinth enjoyed another long period of prosperity. If it is

scarce necessary to remind the reader that St. Paul the Apostle abode here for 18 months, it may yet well be added that his two Epistles to the Corinthians may be read here with tenfold interest in actual sight of that very Isthmian racecourse from which he drew his well-known parable of temperance, soberness, and chastity.

The Roman city was swept away by Alaric at the end of the 4th cent.; but Corinth again revived under the Byzantine Empire, and prospered, more especially during the 9th and 10th cents.

In modern times, after many vicissitudes, Corinth was besieged and taken in 1459 by Mohammed II. It was taken from the Turks by the Venetians in 1687, and restored by them to the Turks in 1715.

During the War of Independence Corinth was reduced to ashes, scarce a building having escaped. A few streets had been rebuilt, and lines marked out for the formation of new quarters, in which, however, but little progress had been made when the growth of the modern town was arrested by the great earthquake of Feb. 1858, which destroyed almost every house. Few remains of antiquity survive, but the *seven Doric columns*, noticed by travellers in all ages, are still erect in the midst of modern desolation. When Wheler visited Greece in 1676, there were 12 columns standing; and the ruin was in the same state when described by Stuart 90 years afterwards. It was in its present condition when visited by Mr. Hawkins in 1795. The temple appears to have had originally 6 columns in front; and it is conjectured by Leake to have been that dedicated to Athena Chalinitis. On a comparison of these columns with other ancient temples, it would seem that the latest date that can be ascribed to this temple is the middle of the 7th cent. before the Christian era. Of the 7 columns, 5 belonged to one of the fronts, and 3, counting the angular column twice, to one of the sides of the Peristyle. Six of them retain their capitals, and portions [*Mediterranean.*]

of the architrave rest still on those 5 that are about the angle. One of these pieces is, however, in a very insecure position. Nothing else remains of the temple. Each column is a monolith of limestone, about 23 ft. high, with nearly 6 ft. diameter at the base.

The *Fountain of Pirene* is frequently mentioned by the ancient writers. There appear to have been 3 springs of that name—the well in the Acro-Corinth, the rivulets which issue at the foot of the hill as described by Strabo, and the source below the brow of the table-land on which stood the city.

The *Acro-Corinthus* rises immediately behind Old Corinth to the S. Its summit in a straight line is not more than 1 m. distant, but being 1886 ft. above the sea, and probably 1600 ft. above the city, requires from 1 hr. to 2 hrs. for its ascent.

Colonel Mure well observes that “neither the Acropolis of Athens, nor the Larissa of Argos, nor any of the more celebrated mountain fortresses of western Europe—not even Gibraltar—can enter into the remotest competition with this gigantic citadel. It is one of those objects more frequently, perhaps, to be met with in Greece than in any other country of Europe, of which no drawing can convey other than a very faint idea. Its vast size and height produce the greatest effect as viewed from the 7 Doric columns standing nearly in the centre of the wilderness of rubbish and hovels that now mark the site of the city which it formerly protected.”

A steep ascent, winding through rocks, on the W. side leads to the first gate. Permission to view the Acro-Corinthus was, during the time of the Turks, rarely granted, but is now never refused. Within the fortress are but few objects of interest. The ruins of mosques, houses, and Turkish and Venetian fortifications, are mingled together in strange confusion. Cisterns have been hewn in the solid rock to receive the rain-water; and in the hill are two natural springs, one of which, the famous Pirene, t



the S. of the highest point of the citadel, and not far from it, rises in a vault of ancient construction into which one can descend by means of a ladder. The water is beautifully clear, 6 to 7 ft. deep, in a basin about 20 ft. by 12 ft. Pirene is now called "Drakonero" ("Dragon water") by the natives.

The summit of the Acro-Corinthus, to the N.E. of the rock, commands a panoramic view, quite one of the grandest, as well as one of the most varied in Europe. Parnassus, Helicon, Kithæron and Hymettus, Salamis and Ægina, Athens and Sikyon are all comprised in this marvellous panorama, which embraces considerable portions of no fewer than 7 celebrated states—Lokris, Phokis, Bœotia, Attica, Megaris, Argolis and Achaia. The territory of Sikyon and that of Corinth itself, with the Isthmus, are spread out as in a map beneath one's feet, while the two gulfs may be distinctly seen throughout their entire length, from Mount Rigani, above Lepanto, to the promontory of Sunium. The great summits of Lokris are well seen, and so also the bold promontory of Antikyrrha, and the Krisean gulf beyond it running in towards Delphi and Amphissa; but the view to the westward is sadly impeded by the great hill of *Phuka* (2800 ft.), "which may be called the eyesore of the Acro-Corinthus, especially with regard to modern war" (Leake); while to the S. the range of vision is soon stopped by the barren precipitous wall formed by the Onean Mountains between the territory of Corinth and Argolis.

The Parthenon may be clearly discerned in a good light; but the traveller should either take good care to reach the summit well before sunrise, in which case he will get the view at its very best, or wait until the sun is high in the heaven, for for some time after sunrise everything to the eastward is lost in a blaze of light.

Again, travellers should be careful, in engaging carriages or horses at New Corinth for this expedition, to understand thoroughly beforehand the

price to be paid, and, what is even of more importance, to know exactly how far the carriages or the horses will take them. A carriage will be of no use beyond Old Corinth, nor will the horses proceed beyond the gate of the fortress, leaving thus a climb on foot of some 700 ft. to the traveller, who must nevertheless expect to be assured that he is to be carried to the highest point.

[A most interesting and not very difficult though long day's journey may be made on horseback from Corinth through the defiles called Dervenakia by Kleonæ, Nemea and Mykenæ, to Nauplia.]

The Isthmus of Corinth.—This celebrated neck of land which connects the Peloponnesus with Northern Greece may be roughly described as a square (5 m. each way) of comparatively level low-lying ground, between two opposite mountain walls, viz., the Onean and Geraneian mountains. At the 4 corners of this square lie Kenchreæ, New Corinth, Lutráki and Kalamaki.

Of these, *Kenchreæ* (Acts xviii. 18), the port of ancient Corinth on the Saronic gulf, is now deserted. Some remains of Roman brickwork are still visible, and a spring of tepid saline water, called the "Bath of Helen," gushes from a rock a few ft. above the sea. *Kenchreæ* will scarcely repay the trouble of a visit. *Kalamaki*, a small village in a beautiful bay that affords secure shelter to the steamers from the Piræus, is connected with New and Old Corinth by a tolerable carriage-road, from which there is also a branch to Lutráki. Corinth and Lutráki again are connected by another road along the beach.

Near Kalamaki,  $\frac{3}{4}$  m. S.E., is the site of the famous Isthmian Sanctuary. It is a level spot, of an irregular quadrangular form, containing the temple of Posidon, a Stadium, and other buildings connected with the great Panhellenic festival celebrated here. The Sanctuary was surrounded on all sides by a strong wall, which can still be clearly traced; there s



many ancient débris within the inclosure, which is about 640 ft. in length; but its breadth varies from 600 to 300 ft.

At a short distance N. of the Isthmian wall, was the *Diolkos*, a level road, upon which small vessels were drawn by moving rollers from one sea to the other. The idea of cutting a canal across the Isthmus was frequently entertained in antiquity, from the time of Periander to that of Nero; but Nero alone actually commenced the work. He continued it for a length of 4 stadia, when he was obliged to give it up in consequence of the insurrection of Vindex in Gaul. The canal was commenced upon the western shore, close to the Diolkos; and traces of it may still be seen. It has now little depth; but it is 200 ft. wide, and may be traced for about 1200 yds.

A Byzantine admiral, Niketas Oryphas, was enabled in 883 A.D., by means of this Diolkos, to surprise near the entrance of the Adriatic a Saracen fleet that had been ravaging W. Greece. He transported his whole fleet across the Isthmus in a single night, sailed with all speed down the gulf, came suddenly on the enemy, and destroyed them.

The canal across the Isthmus of Corinth has made great progress, but at present (1889) it is almost at a standstill, owing to the failure of the *Comptoir d'Escompte* of Paris, but the works will no doubt be resumed, and the canal completed in 2 or 3 years.

## 82. VOYAGE FROM THE ISTHMUS OF CORINTH TO THE TURKISH FRONTIER AT THE GULF OF ARTA.

a. Lutráki.—The port of Lutráki is nothing more than an open roadstead, somewhat better protected than that of Corinth, by the great mountain promontory that runs westward. The water here is deeper also, and steamers can lie nearer in-shore.

Some buildings belonging to the Austrian Lloyd's Company, together with a few houses, form a village nestling very prettily under the

almost vertical face of the mountain. Lutráki derives its name from the baths afforded by a copious warm spring (temp. 88° Fahr.) which pours into the sea from the mountain base.

The accommodation at the baths is of the roughest, but the waters are efficacious in cases of rheumatism, and many invalids resort to them.

b. From Lutráki, pursuing our coasting voyage, we go W.N.W. for 7 m. under the long ridge of rock that juts out into, and divides into two forks, the E. end of the Corinthian gulf. This great length of the Geranean range fully justifies its modern name of *Makryplagi* (long side). Near the point, and close to the sea, is a pretty, small salt lagoon. The point itself rounded, we have ahead of us, 8 m. N.E., a small group of islands called *Kala Nisia* (beautiful islets). Among these is capital shelter for a yacht, not rarely used.

In the northern fork of the Gulf of Corinth there is little to take the traveller ashore, unless he intends to penetrate to the heart of Bœotia, but the scenery is of extreme beauty. Helicon to the N., Kithæron to the E., and Gerania to the S., all show to great advantage, and the numerous little bays and inlets round the coast are in pleasant contrast to the unbending shore of the Morea. That the remains of antiquity are so few, we may perhaps thank the earthquakes, from which this region has suffered severely, and more particularly that terrible one in the middle of the 6th cent. (*vide* p. 251).

Some 10 m. E. of the Kala Nisia, by the modern village of *Alepuchori*, are traces of the ancient *Pagæ* near the shore; and again a little N. of this, after rounding a large rocky headland, we find at the head of the deep recess, now called Porto Germano, some ruins of *Ægosthenæ*.

Hence sailing W. for 15 m., we pass two more headlands, and, passing one considerable bay, enter a second, whose broad mouth is sheltered by 3 small islets, and find at its W. extremity, a tortuous gulf, now called Pt. Vath  
s 2

one more of the many bearing that name (see p. 224). Here is good shelter, but navigation not easy, at least for sailing-vessels. At the head of the first named bay was *Kreusis*, the port-town of the more famous *Thespiea*, situated at some distance inland.

Emerging from the sinuous recess of Vathy, we pass by the 3 islets aforesaid, and continue our course W.; pass *Cape Tambourde*, 2 m. from the westernmost of the three, and the little islet of *Vromonisi* that lies off it. Thence 7 m. W.N.W. brings us clear of *Cape Yelanidhia*, and, following the coast of Phokis we enter the gulf of

c. *Aspraspitia*. All this time Helicon, mod. *Zagora*, has been the principal figure in the landscape, but its soft sylvan character would hardly be suspected by those who see it only from the S.

Other 5 m. N.W. bring us abreast of the islet of *Ambelonisi*, whence we steer almost due N. 5 m. more, to the innermost recesses of the waters now named after *Aspraspitia*, but once more widely known from *Antikyra*, famous of old for its hellebore, which was regarded as a cure for madness. Perfect shelter may here be obtained. The ruins of *Antikyra* are on the W. side of the gulf-head, near the village of *Aspraspitia*.

[The traveller is strongly advised to visit the very beautiful monastery ch. of *St. Luke*, the finest specimen of Byzantine architecture in Greece.

Probably 3 hrs. distant practically from *Aspraspitia*, though in a straight line not more than 5 m. away, and scarcely 3 m. from the nearest point on the coast, the monastery of *St. Luke* is beautifully placed, 1800 ft. above the sea, on the end of a ridge, facing S., surrounded on three sides by deep valleys, and commanding a lovely view of Mount Helicon,

The monastery buildings surround, and to some extent disfigure and hide, the two ancient Byzantine churches, of which the larger, that of *St. Luke*, was built by the Emperor Romanus II., in the 10th cent., and the smaller,

that of the Blessed Virgin, after his death, by his wife or sister.

The Ch. of *St. Luke* (probably not the Evangelist, but a hermit of the same name), not seen to advantage from without, is of such excellent proportions within as to have all the grandeur of a far larger edifice. Originally intended as a reproduction in miniature of *St. Sophia* in Constantinople, it is a perfect specimen of its style. The wide-spreading dome, whence saints (in beautifully preserved mosaic) look calmly down, the marble casing of the walls, the delicately carved *ikonostasis* of light and elegant design, its windows of a transparent alabaster, with perforated heads, have borne bravely both shocks of earthquake and lapse of time, and have come out with singularly little injury from under the rough hand of the Turk, and from the yet more dangerous improvements of well-meaning monks.

Not so the smaller ch., which was completely stripped of all its ornament during the War of Independence by a troop of Turks, who were only prevented from desolating the other by the timely approach of a Greek force. Originally the more richly decorated of the two, it can now boast, of its former splendour, only the 4 fine monolithic columns which support the cupola. It is left a mere shell, neatly whitewashed within, but yet with one single slab of marble, richly carved, attached to the E. wall—a memorial of what has been.

Some heavy buttresses, built to support the large ch. after a severe earthquake, if unsightly, may at least be credited with having preserved the edifice from collapse.

Most of the other monastery buildings are modern and poor, but at the gateway will be seen part of a fine tower, and other remains of the original structure.

The traveller will do well to send his yacht round into the *Krissean Gulf*, and himself proceed on horseback from the monastery towards *Parnassus*, passing under the long wall of stupendous precipice which the



noble mountain presents to the S., along the ancient "via Sacra," by *Arachova*, *Kastri* (anc. Delphi), and *Chryso* (anc. Krissa), and so down to *Itea*, where he may rejoin his yacht.

Another interesting excursion hence, quite practicable in a single day, is that to *Panopeus*, *Charoneia*, and *Daulis*, and back to the monastery.]

From *Aspraspitia* round the promontory of barren, rugged and precipitous mountain (most appropriately named *Xerofanni*, or *Dry John*), that terminates S. in C. Paskalos, up to *Itea*, at the head of the Krissean Gulf, will be a run of 30 m. at the least.

The scenery of the Krissean Gulf is grand, but more savage than beautiful. Barren mountain and red cliff drop abruptly into the water on either side; and in front *Guiona* to the l., and *Parnassus* to the rt., uplift a vast extent of barren slope, showing indeed their massiveness, but not their beauty either of form or foliage.

Looking back, we see to great advantage the Peloponnesian coast, fertile and green, backed by well-wooded smaller mountains, over which tower the splendid heights of *Chelmos* to the rt., and *Ziria* to the l.

It was just off *Itea* that, at the end of September, 1827, Frank Abney Hastings, with his steamer *Karteria* (see p. 221), destroyed, in a few minutes 5 large Turkish vessels. The attempt of *Ibrahim Pasha* to come from *Navarino* to chastise him for this breach of an armistice imposed on both Turks and Greeks by the allied European powers, brought on the famous battle of *Navarino* (see p. 246).

Reaching the head of the gulf, we find a low flat coast and dead level alluvial plain, walled in, like the gulf, by bare red mountain cliffs.

d. *Itea*, commonly called *Scala*, is the landing-place for *Salona* (anc. *Amphissa*), to which there is a good carriage-road 8 m. in length.

Though nothing but a fringe of mud hovels along the beach, *Itea* is still, like its ruined predecessor *Kirra*, the doorway into Central Northern Greece,

and the most convenient point at which to land for a visit to *Delphi*.

The regular Greek steamers call here once a week each way.

Close to *Itea* are the remains of *Kirra*, consisting of a broken mole and traces of foundations.

[From *Itea* to *Delphi* is an easy 3 hrs.' ride. Horses are generally procurable, but previous notice should, if possible, be given. A ride of  $\frac{3}{4}$  hr. through the superb olive-groves of the "Sacred" Plain brings one to the foot of *Parnassus*: then comes a short abrupt ascent to *Chryso* (anc. *Krissa*), and then a short 2 hrs. more along a rocky slope, gradually ascending the valley of the *Pleistus*, i.e. "full" river, perhaps deservedly so called of old, but now, owing to the merciless destruction of the trees, generally a dry torrent-bed.

From *Chryso* there extends all along the base of *Parnassus* an almost unbroken wall of cliff for a distance of 10 m., the general height of which may be estimated at 1000 ft., but which at its E. extremity must be nearly 3000 ft. These precipitous rocks, facing due S., bore in classical times the name *Phædriades*, from the brilliant sunlight thrown on them, and have now the scarcely less appropriate name of the *Πρόροδες*, i.e. "forefeet," of *Parnassus*.

Some 3 m. directly E. of *Chryso*, the *Phædriades* draw back into the heart of the mountain, and, in the head of the hollow thus formed, are cleft asunder from top to bottom by a stupendous chasm, as wonderful for its narrowness as for its depth.

In the very jaws of this tremendous fissure rise the waters of the far-famed *Castalian* fount, and flow S. down a continually widening and deepening ravine to the *Pleistus*. The enormous cliffs press closely upon the ravine, especially on the E. side; and where they resume their original direction, E. and W., throw out a pair of low ridges, one on either side.

Such is the situation of *Delphi*, not without reason called by *Strabo* *θεατρειδής*, i.e. "theatre-like," effect



ally screened from all distant view, save only from the opposite heights of Mount Kirphis.

The ancient Delphi did occupy both sides of the ravine, but stood principally upon the more spacious W. slope, facing S.E., where now are congregated, among the ruins of former splendour, the wretched cottages which form the modern village of *Kastri*.

The first view, obtained suddenly, as, after mounting from Chryso, one rounds the low ridge already mentioned, is one remarkable.

About the middle of the village are the remains of the principal temple, where is a wall some 40 yds. long and 8 ft. high, consisting of large masses of white marble, cut into curious and irregular curvilinear shapes, and joining with surprising accuracy. The whole of this enormous surface is covered with inscription.

It may be mentioned that at midnight, 2nd Aug., 1870, occurred a tremendous earthquake, whose effects are still discernible from scars on the cliffs, immense masses of fallen rock, and the wretched state of what was before that date a prosperous village.

This makes it all the easier to realise the circumstances of the repulse of the Persians in 480 B.C. They had reached the point on the E. side of the ravine, where the path is scarce more than a ledge on the precipice, when an earthquake brought down among them masses of rock, such as those that fell from a like cause 12 years ago. (Herodotus, viii. 37.)

Delphi is about 2000 ft. above the sea-level.

From Delphi a steep and dangerous path leads to the l. up the face of the great mountain wall, and then through pine-forests up the famous *Corycian Cave*. This is extremely difficult to find without a guide. Horses must be left at the foot of a steep rocky slope, up which for some 600 ft. there is a toilsome scramble; and the mouth of the cave is so small, and so hidden by enormous boulders, that a stranger alone would have little hope of hitting it.

The ascent of Parnassus (8066 ft.),

is best made from Arachova, when the *Corycian Cave* may be conveniently taken during the descent.

The cave is about 4500 ft. above the sea-level, and 3 hrs. from Delphi.]

e. On the W. shore of the *Krissean Gulf*, and about 5 m. from *Itea*, lies the flourishing little port of *Galaxhidhi*, by whose name this gulf is now most generally known.

*Galaxhidhi* has long been the seat of a considerable commerce, possessing a large mercantile fleet of ships, for the most part built on the spot. At the outbreak of the War of Independence, it contributed largely to the Greek navy, but it was itself destroyed by the Turks. It has more than recovered its former prosperity.

The position of *Galaxhidhi* is picturesque, and its bay affords excellent shelter; but there is little of interest to tempt the traveller ashore. The soil is rocky, as generally throughout *Western Lokris*, and the hills behind it are steep and barren.

Between *Itea* and *Galaxhidhi* there are a good many dangerous small islets of rock just showing above the sea-level.

The regular coasting steamers call here, as at *Itea*, once a week each way.

3 m. S. of *Galaxhidhi* we clear *C. Andromachi*, and find ourselves again in the open *Corinthian Gulf*.

Then, after 9 m. W. along a steep, barren and uninteresting coast, we pass *C. Psaromyti*, i.e. "Fish-nose." That passed, we continue W.N.W. for 5 m. to the islands called *Trissonia*, among which good anchorage and shelter may be found.

The view obtained hence of the *Morea coast* is very fine; the chain of great *Achaian summits*, *Voidhia*, *Barbas*, *Pteri*, *Chelmos* and *Ziria* showing to great advantage.

The two mountains seen on the N. shore are, that to the rt., *Kutsoro* (4000 ft.); that to the l., *Trikorpha* (5000 ft.). Uninteresting themselves, they hide from view the loftiest group that Greece possesses, viz

*Guiona* (8241 ft.), *St. Elias* (8186 ft.), and *Vardousia*, 7762 ft., among whose thinly inhabited, and as yet almost unexplored recesses, are to be found scenes of beauty, at least equal to that of the far-famed Parnassus or Taygetus.

9 m. W. of the Trissonia islands the coast, hitherto so steep, changes its character, and for 5 m. we skirt the low alluvial plain, at present mostly marsh, of the *Mornopotamo*, anc. *Hylæthus*, which descends from the above-mentioned mountains. This is a very considerable stream, and, its mouth once passed, we find the plain more and more cultivated, till we arrive at

f. **Naupaktus**, Italicè **LEPANTO**: commonly called *Epakto* by the natives.

This is beautifully placed at the foot of Mt. Rigani (5200 ft.), on a steep hill rising immediately from the shore, abundantly supplied with water, and provided for richly both by the fertile plain already mentioned and by another smaller one to the S.W.

The regular coasting steamer calls here once a week each way.

The appearance of Naupaktus is very singular as seen from the sea. The place is surrounded by mediæval fortifications, resembling those common among the ancients in similar positions; that is to say, it occupies a triangular slope, with a citadel at the apex, and several cross walls on the slope, dividing it into subordinate enclosures. Of these, there are no less than 5 between the summit and the sea, with gates of communication from one to another. Probably the mediæval walls follow exactly the ancient plan of the fortress, for in many parts they stand upon Hellenic foundations. The modern town occupies only the lowest enclosure; in the middle of which, and formed by a curve in the seaward wall, is the small harbour which made so great a figure in the Peloponnesian war. It is now choked with rubbish, and capable of receiving only very small craft.

Naupaktus, which name signifies ship-building, was seized upon by the Athenians, soon after the Persian wars, as a naval station to command the Gulf of Corinth, and headquarters of all their naval operations in W. Greece. Here, in 445 B.C., they settled a colony of Messenians. The neighbouring mountains, now so barren, supplied timber in abundance for ship-building, and, during the early years of the Peloponnesian war, there took place in the neighbouring gulfs those encounters between the Athenians under Phormio and superior fleets of Corinthians and Lacedæmonians, which Thucydides has so well described. Though the event of the Peloponnesian war compelled Athens to evacuate Naupaktus with her Messenian protégés, its commanding position made it always a place of importance.

The famous battle of Lepanto, fought in 1571, really took place some 30 m. to the W., just outside the Gulf of Patras; but the Turkish admiral, fresh from his bloody breach of faith at Famagusta in Cyprus (see p. 185), had committed the grave error of allowing himself to be blockaded here, as it were, by the Christian fleet under Don John of Austria. Don John lay off C. Papa, and the Turks, greatly superior in number, sailed boldly out against him, only to be destroyed.

From the summit of *Mt. Rigani*, ascent not difficult, is an unrivalled panorama of the whole Corinthian Gulf, and a view not less remarkable of the Gulf of Patras, extending even to the island of Zante.

About 5 m. S.W. of Naupaktus is the *Castle of Roumelia*, on the promontory of Anti Rhium (see p. 256).

10 m. N.W. of this, and about 1 m. from the shore, are some ruins of *Molykrium*, an Ætolian town.

4 m. N.N.W. of the castle is the remarkable pyramid of solid rock, now called *Kaliscala*, anc. *Taphiasus* (3300 ft.); and again 4 m. W., the no less remarkable mountain *Varassore* (3000 ft.). On the E. side of this last



mountain at its base, close to the shore, is a warm spring; and a short distance inland, but about 400 ft. above the sea, up an excessively rough stony gorge, are some remains of ancient fortifications. In the singular cleft that runs from summit to base of the seaward face of the mountain, on its E. side, is a large cavern, facing due W., not difficult of access, and perhaps 200 ft. above the sea. It has been used for Christian worship. On the W. side of the mountain, at its foot, close to the sea, are several springs, of which 2 are fresh, but the rest are strongly medicinal, staining yellow the stones over which they flow. Another spring of fresh water, a little farther along the coast, comes up through a hollow tree-trunk close to the shore.

The sudden transition from the perpendicular walls of Varassova to the dead flats of Mesolongi is most remarkable. We leave behind us this mountain, that rises directly from the sea to a height of more than  $\frac{1}{2}$  m., and thence forward for 20 m. sail along by a vast expanse of marsh, jungle and lagoon. This country is a paradise of sportsmen, but otherwise uninviting. Here roamed the Kalydonian boar of mythology, who to this day reappears at intervals, and is slain every few years!

3 m. from Mt. Varassova we pass the mouth of the river, anc. called *Evenus*, now known as *Phidhari*, which name may refer either to the snakes which abound in the marsh and jungle, or to the windings of its course.

Again 10 m. W. we arrive at the point, almost due N. of C. Papa, where the Greek steamers anchor to drop passengers for Mesolongi (twice a week each way), and where the yachtsman must quit his vessel, and take to a "monoxylon" or canoe, to be conveyed over 4 m. of shallow lagoon to Mesolongi itself.

*g. Mesolongi, Μεσολόγγιον* (i.e. "in the midst of," μέσο: "marshy jungle," λόγγος), is the principal place in N.W. Greece. Situated on the edge of the

salt lagoon, and in about the middle of the extensive flat just mentioned, it is, strange to say, considered a healthy place in summer, but in winter, when the marshes are filled with the overflow of the rivers, it is a nest of fever and ague.

It is chiefly famous for its heroic resistance to the Turks during the War of Independence.

In 1822 Mavrocordato, with scarce 500 men, found himself invested here, both by land and sea, by a force of 14,000 Turks. Not aware of the real strength of his position, for the fortifications were in ruinous condition, and required a far larger force to defend them properly, Mavrocordato yet resolved to hold out to the last, and defended the place most brilliantly for two months, until succour arrived and the siege was raised.

Aware now of the importance of Mesolongi, the Greeks strengthened it by every available means, and ere long saw it attacked again by the whole force of the Turkish Empire.

In April 1825, Reschid Pasha sat down before it with 14,000 men; in July he was reinforced by the Capitan Pasha with a large squadron; and in January, 1826, Ibrahim Pasha arrived with 20,000 Egyptians. To these huge forces the Greeks could oppose only 5000 men.

After a heroic defence of 10 months, during which the garrison and population had suffered terribly, but had refused all terms of capitulation; when the former was reduced to half its original strength, and not more than 6000 people remained in the town, including women and children; when provisions were exhausted, and their last munitions of war were expended, this gallant band determined to cut a passage through the enemy, and effect its escape to the mountains.

Their design had been treacherously betrayed to Ibrahim; nevertheless, 2000 men did effect their escape; the remainder resolved to sell their lives as dearly as possible, and the Turks only obtained possession of the place when the explosion of the powder-magazine had involved in one con-



mon grave the defenders of the city and the foremost of its assailants.

The town has been rebuilt, but the fortifications have entirely decayed. Near the landward gate is erected a white marble statue of Marco Botzaris, the work and gift of M. David, the French sculptor. Mesolongi derives an additional interest as being the place where Byron ended his career, and where he wrote, in January 1824, those pathetic lines foreshadowing his death (caused by the malarious fever before mentioned). A monument to his memory, erected by the Greeks, was unveiled on the 6th of November, 1881.

4 m. N. of Mesolongi are some remains of *Pleuron*, an Ætolian city.

Some 5 m. E. of Mesolongi, at a place now called Kurt-Aga, at the foot of the hills, and near the River Evenus, are the extensive ruins of *Kalydon*. Near this city is the point on the river where the Centaur Nessus bore Dejanira from the W. to the E. shore.

Again 5 m. N.W. from Mesolongi is *Anatoliko*, on a small island that almost bars the passage from the large shallow S. lagoon to the smaller but deep sheet of water to the N. The orange-trees of *Anatoliko*, in a quaking bog, are famous. They are of enormous size, and produce an incredible quantity of fruit.

h. Returning again to the yacht, we continue our course to the W. for 4 m. A low bank, not quite continuous, but consisting of a series of long thin islets, separates us from the lagoon. This is termed *Prokopanisto*.

We now reach the island of *Oxia*, which rises abruptly from the sea, as its fellow on the mainland does from the marsh, both of them solid masses of rock 1500 ft. high. The pair are now termed the *Skrophaes*, by the Venetians *Kurzolari*, and form most valuable landmarks for navigation (see p. 250).

Of these took place on Oct. 7, 1577, the famous battle which is called that of *Lepanto* (see p. 263.)

Immediately N. of *Oxia* the sea in winter and spring will often be found quite yellow from the muddy waters of the *Aspropotamo*, i.e., White River, the anc. *Achelous*, well called by Homer the "King" of the Greek rivers.

Having its source full 90 m. N. on the confines of Macedonia, this river flows through the wildest, most mountainous and rainiest parts of Albania, and then forms the boundary between the no less mountainous provinces of Ætolia and Akarnania.

The deposit carried down by its powerful and rapid stream has formed an extensive flat about its mouth, partly pasture-land, but principally morass and lagoon. Even in historical times the alluvium has encroached on the sea by several miles, and the whole topography is so altered that the identification of some important ancient sites is involved in much perplexity. Of the groups of rocky islets known as *Echinades*, (i.e. like the spines on a sea-urchin), nearly half have been surrounded by the deposit of the river. The legend of the contest between Hercules and Achelous plainly has reference to attempts made to restrain the inundations of the river within due bounds.

The entrance of the Achelous is difficult, but, the bar once passed, small boats may ascend as far as the ruins of *Stratus*, about 25 m. up, the windings, which are extremely tortuous, not included.

Away to the W. *Cephalonia* and *Ithaca* are now well seen; the Black Mountain of the former lying on the horizon like a huge whale, and the broken outline of *Ithaca* appearing to mingle with that of the N. end of *Cephalonia*.

Having passed *Oxia* we now sail N. among the *Echinades*, passing *Dioni* on our rt., and on our l. *Malri*, which is one of the claimants to the honour of having been the *Dulichium* of Homer, which sent 40 ships to the siege of Troy; and 5 m. from *Oxia* reach *Petala*, which also puts in the same claim.

*Petala*, having 2 good harbours, on

on each side, forms an admirable station for a yacht. The adjacent mainland affords excellent sport, and only 4 m. W., at about 2 hrs.' distance, are the extensive and interesting ruins of *Eniadæ*.

The ruins, occupying a spot now called *Trikardho-kastro*, cover the greater part of a broad low island hill of rock, springing out of the marshes which encircle it, especially on the N. and E. sides. The marsh is named after the Monastery of *Lezini*, which stands on an adjacent rocky island in the swamps. At the highest point of the hill, towards the N.E., is a tower, still 30 ft. high, affording a fine view of the windings of the great river through the plain. The entire circuit of the fortifications still exists. The stones are large and excellently fitted, but scarce any are rectangular. Outside the W. gate is a cavern full of water, clear and deep, but inaccessible. Though forming a splendid cistern, it appears to be wholly natural. A marshy pool on the same side of the city is still by tradition entitled "the harbour," and once no doubt communicated with the open sea, which at present nowhere comes within 2 m. Toward this port there is in the walls a gateway, showing one, if not three, unmistakable arches in very good preservation. Remains of a theatre are also visible. *Eniadæ* figures largely in Greek history. It resisted *Pericles* in 454 B.C.; yielded to the Athenian *Demosthenes* in 424; long belonged to the *Ætolians*; was taken from them by *Philip V.* of *Macedon* in 219, and again taken by the *Romans* in 211 B.C.

i. 2 m. N. of *Petala* the mainland again becomes lofty. We leave very numerous islets to the l., and to the rt. the steep hill of *Chalkitza*, near to which are two lovely little bays with narrow entrances, known as *Platia* and *Panteleimon*, affording excellent shelter. Beyond these is the beautiful *Bay of Dragomestre*, anc. *Astakus*, at whose head is the thriving village, generally known by the former name, but officially by the latter. This also

is considered a good halting-place for sportsmen.

The real *Dragomestre* or *Tragamesi* is situated some distance inland to the N., for these seas were formerly infested by pirates, and no position close to the shore was safe. Now, however, all over Greece the villagers are quitting their lofty inland villages to settle on the coast.

We now return 5 m. S.W. down the bay of *Dragomestre*, skirting the bold square promontory formed by *Mt. Velutzi*, and thus emerging into the open sea, run 10 m. N.N.W. towards *Mytika*, leaving to the l. first the countless islets called *Dhiaporia*, and then the long ridge of *Kastus*, over which is seen the longer and higher island of *Kalamos*, anc. *Karnus*. Of the many small islands off the *Akarnanian* coast *Kalamos* is the largest and most important. During the War of Independence it was a refuge for many a Greek family, who there sought the protection of the British flag, *Kalamos* being at that time, like every island on the coast hereabouts, dependent on the *Ionian* Islands. *Kalamos* boasts a large and prosperous village. *Kastus* is also inhabited.

The *Akarnanian* coast becomes higher and higher towards *Mytika*, the mountain to the right of which, *Bumisto*, is over 5000 ft. high. *Mytika* is beautifully placed at the head of a bay, overhung, like that of *Astakus*, by steep mountains, but somewhat exposed to the S.

About an hour from the sea-shore, on the edge of the plain near the village of *Kandili*, are the ruins of *Alyzea*. The walls are in the best Hellenic style, and of all the ruined cities in this part of *Akarnania* *Alyzea* would probably best repay research.

Near the apex of the triangular plain are the remains of an ancient embankment, constructed to restrain the torrent from the mountains, and to store up water for irrigation.

The 2 m. S.W. down the narrow



el between Kalamos and the  
nd as far as C. *Kanalaska* pre-  
nost striking scenery.

have now a clear course of 10 m.

due N., under a steep, lofty  
ain ridge, as far as *Zaverdha*,  
ad of a gulf situated like that of  
us and *Mytika*, only larger and  
otected.

Greek coasting steamer calls  
y at each of these 3 places.

beyond *Zaverdha* the scenery be-  
tamer, except that glimpses are  
ed over the low barren hills, of  
gher Albanian peaks far to the  
ve have 7 m. to run S.W., as far  
*Kephali*, and then turn N.N.W.  
e narrow channel between the  
nd and *Santa Maura*. This is  
ong, varying in width from 3 m.  
s than  $\frac{1}{2}$  m., but the coasting  
er proceeds no farther than the  
of *S. George*, otherwise *Palæo-*  
on the Akarnanian side, about  
y up the channel, where it is  
rest.

ond this the sea widens again,  
merely a shallow lagoon, into  
no yacht can venture.

### 83. LEUCADIA.

cas or *Leucadia*, mod. *SANTA*  
*A.*, one of the Ionian Islands,  
t one time connected with the  
nd by an isthmus. This was  
rough by the Corinthians about  
c. During the Peloponnesian  
he canal was choked, but it was  
d again by the Romans, who  
a bridge over the canal.

s uncertain whether this canal  
at through the spit of sand that  
out from the extreme N. of the  
, where now a shallow channel  
, or at the point opposite to  
ocaglia, which is equally narrow,  
here some remains of a bridge  
exist. The spit of sand is be-  
l by some to be of recent forma-

osite to *Palæocaglia* are two  
*Fort Alexander* and *Fort Con-*

stantine, a few hundred yards farther  
N., built by the Russians to command  
the passage, when, at the beginning of  
the century, they were protectors of  
the 7 Ionian Islands.

On the spit of sand, 3 m. N., beyond  
the lagoon is another castle, Venetian,  
in which is a chapel dedicated to  
*Santa Maura*, whence the name of the  
castle, which gradually came to be  
applied to the whole island. This  
castle was supplied with water by an  
aqueduct, serving also as a causeway,  
built by the Turks right across the  
lagoon, on 260 arches, for a distance of  
1300 yds., from *Amaxichi*, the present  
capital of the island. This aqueduct  
is now in a ruinous condition, in  
consequence of the frequent and se-  
vere earthquakes to which the island  
is subject.

a. *AMAXICHI*, which grew up origin-  
ally in connection with the fortress, is  
badly placed on flat ground on the  
edge of the lagoon. It is poorly built,  
the upper stories being necessarily of  
wood, on account of the earthquakes.  
Its population is 5000.

A fine olive-grove stretches from the  
town to the foot of the mountains.

The island itself is about 20 m.  
long, and 8 m. at its greatest width.  
In shape it resembles very much the  
*Isle of Man*. It consists almost en-  
tirely of white limestone mountains,  
which form a ridge beginning boldly  
at its N. end, and continuing unbroken  
all along its W. shore as far as the  
famous S.W. promontory, *Cape Duacato*.  
The highest point of the island, a  
little over 3000 ft., is towards its  
S. end.

The island was, in classical times,  
of considerable importance: on the fall  
of the Byzantine Empire it fell into  
the possession of a Latin noble, and  
so continued till its occupation by the  
Turks in 1467. It was held alter-  
nately by them and by the Venetians,  
till its final cession to the latter in  
1797. It was occupied by British  
troops in 1810.

Halfway between *Amaxichi* and  
*Fort Constantine*, at the foot of the  
mountains and close to the sea, are

the ruins of the ancient capital, *Leucas*, easy of access and highly interesting. The modern capital is supplied with water, by an aqueduct made by the Turks, from a magnificent spring close to the old city.

b. A very fine panorama is obtained from the summit of the **Hill of Karus**, 4 hrs. S. of *Amaxíchi*. In the far N. the ridge of San Salvador in Corfu is visible, whence the eye ranges along the shores of Epirus and the distant peaks of Pindus, over the waves of Actium on the one side and those of Lepanto on the other, as far as the heights of Erymanthus in the Peloponnese. This hill is the last resort of wolves in the island.

Sailing S. from *Palæocaglia*, or Fort Alexander, along the coast of *Leucadia*, one cannot but contrast its soft green slopes, dotted with villages, and enriched with groves of orange, olive and cypress, with the utterly barren opposite wastes of *Akarnania*. 5 m. S. of the fort we find a chain of small islets, cultivated to the water's edge, lying just off the coast. These continue some 3 m., after which we reach the deep recess of *Vlúko*, running far inland, and affording a most beautiful anchoring-place.

c. After leaving this charming gulf, we find, 3 m. to S.E., the considerable islet called **Meganisi**, anc. *Taphus*, the principal dependency of *Leucadia*. This boasts an excellent harbour, called *Vathy*. Continuing S. we soon arrive at the S.E. promontory of *Leucadia*, whence as far as *C. Ducato* the coast line is extremely tortuous, containing 4 deep recesses, of which the last and largest is that of *Vasilúko*, whose entrance is marked by the long, sharp promontory, called *Lipsopyrgo*. At the head of this gulf are the ruins of *Phara*, in a fertile and cultivated valley, and it is bounded to the W. by the high narrow ridge that runs sharply out for 6 m. to end in *C. Ducato*.

*Ducato* is an Italian corruption of *Lencato*, which name, derived from

the whiteness of the lofty cliffs (*λευκός*, white), explains also the name of the whole island. Here is the traditional scene of **Sappho's leap**, and here also, on the commanding height of the dangerous cape, was a famous temple of *Apollo*. Of the temple, nothing now remains but the foundations. Near the ruins is the small monastery of *S. Nicholas*, the patron saint of sailors. *Sappho's leap* may more easily be reached by boat than by land, the latter route occupies 10 hrs. It is about 400 yds. only from the extreme point of the island, on the W. side of the point, and looking to the N.W., the cliff is about 200 ft. high; a boat can land on the S.E. side of the promontory, and thence the leap can be reached in 10 minutes.

The W. coast of *Leucadia* is steep and dangerous, and unsheltered from a heavy sea. But in the extreme N. of the island will be found, on the long spit of sand already mentioned, a harbour (constructed by the Anglo-Ionian Government) protected by a mole, terminating in a lighthouse. The English also constructed a canal from this port to *Amaxíchi*, for boats drawing 5 ft. of water. Another attempt to make a ship-canal from Fort Alexander all the way to the open sea was a failure. For the course hence N. to Actium and Preveza, &c., see p. 279.

#### 84. ITHACA.

Just 4 m. S. of *C. Lipsopyrgo* in *Leucadia* is the northernmost point of *Ithaca*, or *Thiaki*, as by a slight transposition of letters it is now called.

This far-famed island, whose extreme length, N.N.W. to S.S.E., is but 14 m., and general width from 3 to 4 m., consists of two blocks of barren limestone mountain of nearly equal size and height. These are connected by a low isthmus, 2 m. long, by  $\frac{1}{2}$  m. across, so situated as to form with the W. coast of the island a continuous straight line. On the middle of this isthmus, which at either end is but 200 or 300 ft. high, is seated the steep conical hill of *Aetos* (1200 ft.), on whose



summit is found the most interesting relic of ancient Ithaca, viz., the ruins of the CASTLE OF ULYSSES.

a. To the foot of this famous fortress hill there runs in from the E. side of the island a gulf, Pt. Molo, which forms a harbour so magnificent as even in Greece to be scarcely rivalled. The entrance, itself 2 m. wide, is halfway down the E. coast, whence the gulf extends inland 4 m. S.W., with a general width of  $1\frac{1}{2}$  m. On either side it is overhang by rugged mountains; while at its extremity rises the conical hill just mentioned, on either side of which are seen the distant highlands of Cephalonia. But the distinguishing excellence of Pt. Molo is that it has on its S. side no less than 3 lovely inner harbours, of which the middle one, Pt. Vathy, runs back S.E. from Pt. Molo for  $1\frac{1}{2}$  m., with a width of from  $\frac{1}{4}$  to  $\frac{1}{2}$  m.

b. At the head of this latter is situated the town of Vathy, the modern capital of Ithaca. Of the many "Vathys" which we have met, this best deserves its name. The first view, from whichever side approached, must always excite the highest admiration. The town extends, in one narrow strip of white houses, round the head of the gulf close to the water's edge. Large ships can moor with perfect safety at the very doors of their owners. The beauty of the scene is enhanced by a small island crowned with buildings in the middle of the harbour, and by several isolated houses scattered over the rising ground immediately behind the town, and surrounded by trees and gardens.

A stranger brought at night by the Greek steamer to the port of Vathy is utterly unable in the morning to discover by what course the vessel has entered what seems to him a small lake wholly surrounded by mountains.

A little way up Mt. S. Stephen, above the harbour, is the Grotto of the Nymphs, hung with stalactites, probably the very place in which the sleeping Ulysses was deposited by the

Phæaciens (*Od.* xiii. 116). The entrance is narrow, and to see anything of the interior it is necessary to be provided with lights.

In the days of Ulysses Ithaca ruled over its large neighbour Cephalonia, but from that time forward it is hardly mentioned, except with reference to its poetical celebrity.

In 1504 A.D. it was nearly, if not quite, uninhabited, having been depopulated by incursions of Corsairs; and record is still extant of privileges offered by the Venetian Government to the settlers from the neighbouring islands, and from the mainland, by whom it was repopled.

From 1797 to 1809 Ithaca passed under the yoke of France, Turkey, Russia, and France again. It was then wrested from France by England, and continued under British protection till it was ceded with the other Ionian islands to Greece in 1864.

The Earl of Guilford, who founded in Corfu in 1823 the Ionian University (now suppressed), had intended, if insuperable difficulties had not been thrown in his way, to establish that institution in Ithaca, nor could a more suitable seat for such an establishment possibly have been found.

The principal achievement, in fact, of English rule in Ithaca was the construction of roads, which since 1864 have been neglected. It may be questioned whether there is at present so much as a cart in the whole island. At the same time the rocky nature of the ground has made the decay of the roads extremely slow, so that they now present the appearance of broad grass-grown tracks of very unusual excellence for Greece.

Ithaca, like Ægina, is entirely free from marsh, and, like it, singularly healthy. Even in Vathy, which, shut in as it is, has an extremely high summer temperature, the heat is easily borne, though the water-supply leaves much to be desired.

The Ithacans are excellent seamen, and laborious cultivators of the soil; very few are to be found who do not possess at least the rudiments of edu-

cation; they are also famous for their longevity.

The island cannot produce food for its population even for half the year, but its commercial advantages more than make up for this.

The best handbook to Ithaca is unquestionably the 'Odyssey,' and Col. Mure remarks that there is, perhaps, no spot in the world where the influence of classical association is so lively or so pure as here. Its history may be said to terminate with Ulysses and Homer, and in almost every point the descriptions of the latter are as accurate as if he had been a topographer as well as a poet.

The principal points of interest are, the Castle of Ulysses; the fountain of Arethusa; the so-called School of Homer.

These will be most conveniently visited by the yachtsman, as follows:

c. THE CASTLE OF ULYSSES.—The ruins bearing this name are situated on the sides and summit of the conical hill of Aetos, already mentioned as crowning the narrow isthmus. A singularly beautiful road, made by the English, leads from Vathy to the base of the hill (4 m.), but it is easier to land at the base of the peak, and mount direct to the summit (1200 ft.)—a rough but not difficult scramble. Among the thick underwood which covers the sides of the hill may be traced several lines of enclosure, testifying to the highest antiquity in the rude structure of massive stones which compose them. They furnish a specimen of what are called Cyclopean remains. The situation of several gates is distinctly marked; there are also the remains of two large subterranean cisterns and some appearances of a tower. There can be little doubt that this is the place to which Cicero alludes in praising the patriotism of Ulysses—"how the wisest of men preferred even to immortality that Ithaca, which is fixed, like a bird's nest, among the most rugged of rocks." The name, too, of Aetos—i.e. the Eagle's Peak, recalls the remarkable scene in

the 'Odyssey' (ii. 146) where, during the debate in the agora, Jupiter sends down suddenly from the mountain-top a pair of eagles, which hover with ominous flight over the wondering crowd.

The view from the hill top is one of the loveliest in Greece. On the one side you look down on the broad blue channel, separating Ithaca from Cephalonia, whose lofty mountains rise steeply from the sea. At the distance of 8 m., at the head of the opposite bay, may be clearly discerned the ruins of that ancient city of Same, whence came four-and-twenty of the suitors of Penelope. On the other side the great port of Ithaca, with all its rocks and creeks, lies immediately below one's feet. To the E, the eye ranges over innumerable islets to the mountains of Akarnania, while to the N. is seen the bold white headland of Leucadia, called Sappho's leap—"the lover's refuge, and the Lesbian's grave."

At the base of the "castled crag" of Ulysses have been discovered numerous tombs, several marbles with sepulchral inscriptions, and many bronze figures, some of them of delicate and beautiful workmanship.

d. THE FOUNTAIN OF ARETHUSA.—Leaving Vathy and continuing the circuit of Ithaca with our yacht, we reach, after a course of about 10 m., a point near the S.E. extremity of the island, and about 4 m. from Vathy direct, where rises a beautiful white cliff fronting the sea.

From its foot, a narrow glen, clothed with shrubs, descends by a rapid slope to the shore, framing, as in a picture, glorious prospects of the sea and of the Akarnanian Mountains. In a recess on this declivity is a natural and never-failing reservoir, which tradition identifies with Homer's *Fountain of Arethusa*. The islanders have never ceased to call the cliff Korak, i.e. the Raven-rock, and the ravens, which may often be seen soaring around it, speak home to the conviction with greater force than pages of quotation and argument. This then is probably the very precipice to which the poet ref



when he represents Ulysses as challenging Eumæus "to throw him over the great rock" if he finds that he is speaking false (*Od.* xiv. 398); and there is every reason to believe that the little plain hard by was the swineherd's station (*Od.* xiii. 407). At the present day we may observe that the Greek herdsmen always make their encampments near wells and springs; and such a source and such shelter as are found on this spot must have ever been valuable and celebrated in so thirsty a soil. Continuing our course round the S. end of Ithaca, and up the W. coast, after some 10 m. we reach the busy little port of *Opiso-Acto*, just below the hill of *Aetos*, between which and *Samos* in *Cephalonia* there runs a ferry-boat once a week each way.

Hence, proceeding other 5 m. N., we find the small port of *Polis*, and some remains of the ancient *Silytae*, formerly the chief city of *Ithaca*. Thence, after turning the N.W. point, we arrive, after 5 m. more at the head of the gulf of *Aphales*, whence we visit the so-called "School of Homer."

6. THE SCHOOL OF HOMER is situated near the village of *Exoge* or *Oxoi*. It consists of the substractions of some ancient buildings, perhaps a temple, and of several steps and niches cut in the rock. It is a sweet and pleasant spot, overgrown with rich festoons of ivy and other graceful creepers.

[It may be found convenient to land at the foot of Mt. *Aetos* from either shore, and take the road which passes from *Vathy* under it into the N. division of the island. This beautiful road, after crossing the isthmus, hangs like a cornice on the W. side of Mt. *Neritos*, high over the channel, commanding glorious views of *Cephalonia*. Some traces of the ancient road may still be seen.

1½ hr. from *Aetos* brings us to the *Convent of Kathara*, which being higher, commands a more magnificent prospect than that from *Aetos*, though not quite so pleasing.

Thence to the village of *Anoge* or *Anoi* is about 26 minutes. From this village the summit of Mt. *Neritos* (2350 ft.) may be easily reached. From the same village a bridle-path will lead the traveller to the School of Homer, whence he may proceed to the village of *Exoge* and the port of *Aphales*.

The School of Homer, and the N. end of the island, may also be visited from the little port of *Phrikes*, near the N.E. corner of *Ithaca*.]

### 85. CEPHALONIA.

W. of *Ithaca*, and separated from it by a channel about 3 m. wide, is *Cephalonia*, the largest of the *Ionian* islands.

*Cephalonia*, *Κεφαλληνία*, is shaped like an irregular triangle, with its apex to the N., having in each of its three sides a deep bay; that of *Assos* to the N.W., that of *Samos* to the N.E., and that of *Argostoli* to the S.W. The two last mentioned form harbours of unusual excellence and spaciousness.

The history of *Cephalonia* is brief. In ancient times it boasted 4 chief cities—Same, *Proni*, *Kranii* and *Pale*. Same was the capital, and Homer mentions the island by that name, though he does also use the term *Kephallenian*. The whole island seems to have been subject to *Ulysses*.

During the *Peloponnesian* war *Cephalonia* was a passive member of the *Athenian* alliance; it adhered faithfully to the *Macedonian* kings in their wars with *Rome*: after the *Roman* conquest the whole island was the private estate of one noble, *C. Antonius*; it remained subject to the *Byzantine* power till the 12th cent.: was for a long period under the rule of *Venice*: was seized by the *French* at the end of the 18th cent.: was wrested from *France* by *England* in 1809, and remained under *British* protection until in 1864 it, like its neighbours, was annexed to the kingdom of *Greece*.

*Cephalonia* is mountainous over almost its entire extent. One w

defined ridge, steep and narrow, runs from its N. end down to the S.E. extremity. This averages 3000 ft. in height, but towards its S. end rises gradually to a height of 5380 ft., whence it slopes down, not very rapidly, into the sea at C. Scala.

The greatest length of the island is 28 m. along the ridge aforesaid, its general breadth 17 m., and its circumference, without counting any of the smaller indentations, is fully 120 m.

The Cephaloniots are of a graver character than the other Ionians. Enterprising and industrious, and somewhat morose in temperament, they have long obtained distinction among the Greeks by their firmness of purpose, and they may be found settled as traders, medical practitioners, &c., throughout the Levant. None of the other Ionian islands profited so much by British rule, and none when discontented gave so much trouble. Serious insurrections took place both in 1848 and 1849. The island owes not a little to Sir Charles Napier, under whom were constructed the really excellent roads, still very fairly kept up, which open out the country in all directions, as also most of the public buildings in the capital Argostoli.

A very fine communal hospital called the *Evangelistria* was opened in 1888, to which is attached a poor house. For these institutions the island is greatly indebted to the Archbishop.

Nearly 10,000 tons of currants are grown here, and about a million gallons of wine are produced annually. An English gentleman, Mr. E. A. Toole, has a large wine establishment at Argostoli; he exports about 400 pipes of dry and sweet wine every year, mostly to Hamburg.

About 650,000 gals. of olive oil are also produced annually.

The N. end of Cephalonia throws out two promontories, *C. Daphnudi* to N.W., and *C. Guiscardo* to the E., the latter protecting a port of the same name, anc. *Panormus*. The name *Guiscardo* is derived from the great Norman chief, Robert Guiscard, who

conquered Naples, and died here in 1085, on an expedition against the Byzantine empire.

C. Guiscardo is barely 2 m. distant from the N.W. extremity of Ithaca.

a. Starting from this point we proceed S.S.E., down the channel, passing after 2 m., the islet of *Dhaskaltum*, anc. *Asteria*, where the sailors lay in wait for Telemachus (*Od.* iv. 844). Some 8 m. farther on we find, about opposite to the S. extremity of Ithaca, the magnificent Gulf of Samos, into which we steer. This runs some 3 m. S.W. into the island, with a width of about 2 m. At the S. end of this fine bay is the small modern village of Samos, while both on the shore in the village, and on the sides and tops of two conical hills hard by, are the ruins of the ancient *Same*, exhibiting a solidity of construction equalled by only Mykenæ or Tiryns.

The westernmost of the two hills (750 ft. high) is crowned by a deserted monastery, erected on massive Cyclopean or *Pelasgic* foundations. That to the E. (900 ft. high) has a flat top, encircled by fortifications, some of whose stones are fully 5 ft. thick. On the W. slope of this second hill one piece of the ancient wall remains in capital preservation. There are 5 tiers of stone, each one 3 ft. high, carefully squared, and from 6 to 15 ft. long. The exactness of the fitting is admirable. These stones formed only the outer face of a wall of enormous thickness, whose inner line is only just discernible above ground.

The ruins are beautifully overgrown with shrubs and creepers, so much so that it is advisable to take a guide from the village. The view from the E. hill is magnificent, and before the invention of gunpowder the fortress must have been extremely strong. Now the site is completely commanded by another hill of double its height immediately behind.

The broad but sheltered harbour of Samos, and its position on the channel, which affords most direct communication between the Adriatic and the Levant, seem to point it out as being



still, as of old, a far more eligible site than that of Argostoli for the capital of the whole island. The fine plain which lies to the W. is considered very unhealthy, but the malaria would be greatly diminished by cultivation.

There are various curiosities in this neighbourhood well worthy the attention of strangers, besides the ancient ruins; more particularly a stream of fresh water, rising in the sea about  $\frac{1}{2}$  m. from the shore, and which on a very calm day may be seen gushing up at least a foot above the surface. Again, near the shore at this point there is a subterranean lake, or abyss, open at the top, the circumference of which is about 150 yds. Farther up the valley of Samos and near the road to Argostoli, is another singular cavern. Indeed, Cephalonia abounds in both artificial and natural curiosities.

[A carriage-road runs from Samos to Argostoli, about 14 $\frac{1}{2}$  m. (4 $\frac{1}{2}$  hrs.' drive), crossing the backbone of the island at a gap where it is but 1900 ft. high, and passing near the Monastery of S. Gerasimo. This road used to be excellent, and is still in tolerable condition, but the views from it are nowhere very remarkable.]

b. Continuing our course, we turn C. Chelia 4 m. from Samos, and proceed 10 m. S.E., under a mountain range of considerable height, parallel to the main ridge, and separated from it by a deep valley, whose drainage escapes to the sea by the very beautiful gorge of Rakli, which is well worthy of a visit, and easy of access from a yacht. A broad path leads from the beach along the banks of a watercourse, which is dry during part of the year. Rakli is a corruption of Heraklea, a small ancient town, whose coins bear the club of Hercules, in allusion to the legend which attributes the deep gorge cut through the limestone hill to a blow from him.

High up on the mountain to the N. of the river is the monastery of *Atros*, commanding a superb panorama eastwards.

Quite a short distance to the S. is [Mediterranean.]

the lovely bay of *Poros*, with a small mole, off which a vessel can anchor in deep water.

On the slopes above, to the S., Sir Charles Napier formed a Maltese colony, but the malaria arising from the valleys of Rakli and Piri, especially in the autumn months, prevented it from prospering, and it has been long abandoned. The row of houses, with their roofs fallen in the line of solitary trees, and the broad road now overgrown with grass, are the only relics of this ill-fated project.

On the hill above are the ruins of *Proni*, one of the 4 chief cities of the ancient Kephallenia.

4 m. S.E. from Poros we clear C. *Kapri*, and turn S.W. for 6 m. to C. *Scala*, the S. extremity of the island. Here is a dangerous reef of a rock, frequently fatal to currant-vessels from Patras. It is called the Carava shoal, and is marked by a buoy.

Hence proceeding about 7 m. N.W. we enjoy a most splendid view of the great mountain of Cephalonia (5380 ft.), the *Enus* of the ancients, now called *Monte Nero*, or "Black Mountain;" also *Elato Vuno*, i.e. "Pine Mountain." These names are derived from the pine-forests which once covered it, and were of sufficient importance to attract the notice of the great Napoleon. But about the beginning of the present century some peasants from a village at the S. end of the mountain, seeking to fell a tree in their usual extravagant and lazy manner by burning through its base, succeeded in setting the forest on fire. A strong hot dry wind was blowing from the S., so that the fire assumed enormous proportions, and for weeks the mountain was in a blaze.

Of the formerly extensive forest not much now remains, save some at the N. end of the mountain, of which the best part is not visible from the sea.

The mischief to the island has been incalculable; springs have dried up, and large tracts of cultivated land have been overwhelmed by the debris brought down by the heavy rains.

The mountain presents a grand appearance from the deck of a vessel. It seems to rise perpendicularly from the water's edge to the height of more than 1 m. into the sky. The district at its base is, however, thickly dotted with villages, whose number *Ekkosimia* (i.e. twenty-one) gives the name to the region.

The coast now turns again to the W. for 5 m., when we pass the small islet of *Dias*, or Jupiter, on which is a monastery, and see before us, 6 m. N.W., the islet of *Guardiani*, on which is a lighthouse marking the entrance to the *Gulf of Argostoli*. This is a very considerable arm of the sea, running due N. for 10 m. inland, with a general breadth of 2 to 3 m. On the E. side of this, some 3 m. from its entrance, there runs back, nearly due S., and parallel to it, a second smaller gulf  $2\frac{1}{2}$  m. long, and a full mile broad at first and gradually narrowing, which forms the capacious and secure harbour of Argostoli.

There is a lighthouse also on the point whence this second gulf runs back.

c. *Argostoli*, the capital of Cephalonia, lies on the W. shore of its harbour, under the steep narrow rocky ridge, some 300 or 400 ft. high, which separates the inner from the outer gulf. It is a well-built town, in a most beautiful position, though somewhat shut in, and enjoying no distant view. It has wonderfully recovered from the effects of a most disastrous earthquake in 1866. The Cephalonians suppose their island to be liable to a violent shock every 100 years, and consider themselves at present insured for three generations, regarding very little the slight tremors which are of frequent occurrence.

About a mile N. of Argostoli is the extraordinary phenomenon of the sea running into the land. Professor Ansted explains this phenomenon by the large amount of evaporation in the interior of the island. A steady stream of considerable volume pours into the rocky beach, with a fall of between 2 and 3 ft. Two mills, whose wheels

are plainly seen from the deck of any vessel entering the harbour, have been erected to profit by this unusual motive power. The stream, however, can scarcely work both mills at once to advantage, and all attempts to increase either its fall or volume by excavations behind the mills have proved useless.

A good road leads from Argostoli, past the mills to the lighthouse, along the coast of the outer gulf, and so back over the ridge into Argostoli again. This makes a short and pretty drive.

Above Argostoli the gulf becomes a mere lagoon, and is crossed by a picturesque bridge or causeway, nearly half a mile in length, built in 1813 by the British.

During the insurrection of Sept. 1848, a large body of insurgents, marching to the attack of Argostoli, were held at bay on this bridge by a dozen English soldiers of the 36th Regiment, five of whom were killed or wounded before reinforcements arrived.

Just beyond the present termination of the lagoon, on its E. side, are to be found, on the steep hill-face, the ruins of *Kranii*, which consist of traces of a fortified enclosure. The masonry is polygonal, and styled Cyclopean, but the stones are not very large.

d. About 4 m. S. of Argostoli, and very conspicuous from its harbour, rises the conical hill, 1000 ft. high, on which is perched the Venetian fortress of *S. George*. There is a good carriage-road to it, and the drive is pretty, and the view from the summit very fine; but the fortress is of no great interest.

Another carriage-road excursion is to the monastery of *S. Gerasimo*, the patron saint of the island. The road (the same as that to Samos) has to cross a ridge 1650 ft. high, and then descend to the monastery, which lies in a small level plain, with no outlet, and full of wells, 1200 ft. above the sea, and immediately below the great mountain. It takes 3 hrs. to reach the monastery;  $1\frac{1}{2}$  hr. to return. From



this monastery the ascent of the Black Mountain is most easily made. There is a carriage-road, the work of Sir Charles Napier, up the mountain, by numerous zigzags, which crosses the main ridge, at a point called the pass of *S. Liberale*, or *S. Lefteri*, 3500 ft., some miles N. of the summit, and then follows the watershed into the pine-forest, and terminates at a cottage, also Sir C. Napier's work, in a lovely spot, in the heart of the forest, 3750 ft. This road has been much neglected, but carriages do still force their way up it. There is also a mule-track, which leads up the mountain direct from the monastery, striking the road where it enters the forest. Near the cottage there is a cistern seldom without water.

On entering the forest there is an instantaneous change from an arid desolation of bare bleached stones to an exuberance of verdure. Moss of extraordinary thickness envelops the highest rocks, green grass and a profusion of flowers delight the eye.

Sir Charles Napier was recalled shortly after he had accomplished this mountain road, which he satirically termed "his road to England." During his rule he was bitterly complained of by the natives, who have since, according to his own prediction, come to revere his memory almost as that of a saint.

Thence to the summit, along the backbone of the mountain, is still some distance. The ascent is very gradual. The trees become fewer and fewer, and at last cease entirely. After 2 hrs.' walking or riding, at a nearly uniform height, among white limestone pinnacles, standing out from the ridge like teeth from a jaw, we reach the true summit, 5380 ft. Here was formerly an altar of Jupiter *Ænus*, and here still may be found numerous small pieces of bone from the sacrifices. The summit affords a panorama which well repays the ascent, particularly if reached before sunrise. Then Parnassus and *Taygetus*, though respectively 98 and 111 m. distant, are seen as if close at hand! The heights of *S. Salvador*, in *Corfu*, are also visible. *Leucadia*,

*Ithaca* and *Zante* are stretched out at one's feet; but the chief beauty is the superb chart, as it were, of the innumerable islands off the Akarnanian coast, and of all the intermediate sea and the Gulf of *Patras*.

The ascent will scarcely be made in less than 7 hrs. from *Argostoli*.

Snow lies on the Black Mountain for from 2 to 4 months every winter; and after any great fall is gathered and stored in pits for summer use. Some of these are near the pass of *S. Liberale*.]

From *Argostoli*, following the coast to *Lixuri*, it is nearly 20 m. But the distance straight across is less than 3, nor is there anything at the head of the gulf to reward the circuit.

e. *Lixuri* (Pop. 8000), the rival of *Argostoli*, and capital of the W. division of the island, is a busy growing place; but only interesting, as showing, far more than *Argostoli*, the effects of the earthquake of 1866. The country about here is less beautiful than the rest of the island, but more fertile. More than half the currant crop of *Cephalonia* is grown in this part of the island, and behind the vineyards may be observed hills of the same formation as those near the currant-plains of *Patras*. About 1 m. N. of *Lixuri* are the ruins of *Pala*.

Very little oil is produced in *Lixuri*, the olive-growing district being on the side of *Argostoli*.

Leaving *Lixuri* we proceed past the islet of *Guardiani* into the open sea, along a rugged and uninteresting coast, a circuit of full 20 m., as far as *C. Atera*.

f. Thence a course of 8 m. E. brings us to *Assos*, situated on a peninsula. Here stands a mediæval castle, in which is a piece of Hellenic wall, proving the existence of a more ancient fortress. The castle commands two harbours, and the cottages and vineyards within the wide enclosure of the deserted walls are pretty and cheerful; while the picturesque village

on the shore below, with its groves and gardens, relieves the sternness of the neighbouring sea and mountains.

From Assos a course of 5 m. N. brings us to Cape Daphnudhi, and completes the circuit of the island.

#### 86. ZANTE.

From the S. extremity of Cephalonia it is about 7 m. to C. Schinari, the N. point of the island of Zante (anc. Zakynthus).

This island, which has enjoyed in modern times a reputation denied to it in antiquity, is of triangular form, with its apex to the N. and base to the S.E. Its extreme length is 21 m., and greatest width 11.

The back of the island, *i.e.* the side toward the open sea, consists of an unbroken range of barren limestone mountains of nearly uniform height, just exceeding 2000 ft. at most; but along the N.E. coast there is a series of broken prettily-wooded hills. Between these, at the S. end of the island, is a wide low-lying plain of great fertility, principally devoted to the growth of the currant-vine and other grapes.

The Zantiot population offers a great contrast to that of Cephalonia. Their character and language have a strong admixture of Italian. They show great fondness both for music and art, and appreciate country life in a manner unusual among genuine Greeks. They lack perseverance, but are terribly passionate (the number of murders, generally committed in a moment's heat, is quite appalling for so small a place).

Earthquakes are very frequent, and bad ones are expected about every 30 years. The last considerable one was in 1874.

Zante was under British protection from 1809 to 1864.

A new industry has been developed in connection with the olive-oil trade, by which pyrene oil is obtained from the residuum of the pulp and kernels of the olives. The usual pressing-apparatus is so primitive in construc-

tion, that at least 4 per cent. of the oil was left untouched in the residuum, but by the application of steam power this is now utilised. Two pyrene-oil manufactories have been established in the island of Zante, producing about 750 tons per annum. The obstinate resistance of the peasants to anything like improvement is shown by the fact that they persist in using the refuse of the olive mills (which contains this pyrene) for fuel, although by bringing it to the factory they can obtain a price sufficient to procure a double quantity of firewood.

Sailing S.E. from C. Schinari, along the N.E. coast of Zante, we enjoy a particularly pleasing prospect of well-wooded slopes, dotted with churches and villages, and abounding in olive and cypress-trees; but not affording anything particular to tempt the traveller ashore, except the well-known cave on the beach about half-way down, from the sides of which drips an oily matter, which running into the water gives it the name of the Tallow Well or grease spring. The

Town of Zante, the capital of the island, is prettily placed along the edge of a wide shallow bay, somewhat protected by a long mole thrown out but open to the E.

The streets are narrow and tortuous, and the buildings for the most part modern and commonplace, but a few handsome old Venetian houses still remain. The churches are particularly numerous, and several of them richly ornamented, particularly that containing the shrine of St. Dionysius, the patron saint of the island. This Dionysius, who must not be confounded with others more famous of the same name, was a native of Zante, and died in 1624, A.D., having been many years Archbishop of Ægina.

The traveller who comes to Zante by steamer will be astonished at the quantity of flowers brought to the steamer for sale, and at their cheapness, and this at any time of year.

On the N. side of the bay is a very pretty thickly-wooded hill, call-



*Acrotet*, on which are several nice houses, which command a lovely view towards the Morea. This hill terminates toward the W., immediately above the town, in a flat-topped summit, 700 ft. high, with sides almost precipitous to the N.W. and S. The old castle walls, enclosing 12 or 14 acres of ground, follow the edge of this flat. The traveller should by no means omit to ascend to the very highest point, whence there is a remarkable view.

Behind the town a flat plain stretches away to the S. coast, and the distant mountain range.

To the S. of the bay rises the most remarkable feature of the whole island, viz., the conical hill of *Skopo*, 1400 ft., whence the "outlook," as its name implies, is indeed magnificent.

A tooth of rock, sticking up from the summit, gives a remarkable appearance to the hill. The traveller is recommended to ascend this also, which may very easily be done in one day.

Leaving Zante we run S.E. for 6 m. to clear Capes *Vasiliko* and *Ieraka*, and enter the large bay that deeply indents the S. end of the island.

At the N.W. angle of this bay, 7 or 8 m. from C. *Ieraka*, are the famous pitch-wells mentioned by Herodotus (iv. 195).

They are in a small marshy valley, immediately below the great mountain range. A bank of shingle separates the marsh from the sea. Landing on this, and then skirting the W. side of the marsh, the traveller will not fail

to hit the best of the wells, which is close to a small cottage. A fairly strong stream of water rises up from a circular pit, 4 ft. diameter and 2 ft. deep. Just below the surface of the water floats a cloud of pitch, all full of bubbles, which keep continually rising and bursting. The water itself is clear, but with a strong taste. It is used medicinally by the natives.

There are also other wells of pitch, but, being in the marsh, they are hard of access.

The valley is pretty, but in summer uninhabitable by reason of the mosquitoes.

The island terminates to the S. in the bold bluff, about 5 m. distant, called C. *Chiert*. The back of the island is uninteresting.

#### 87. THE STROPHADES.

The *Strophades* (in Italian *Strivali*) are dependent on Zante, and situated in the Ionian Sea, about 40 m. to the S. of it. There are two low islets, the larger of which is rather more than 3 m. in circumference, and is inhabited and cultivated by Greek monks, who dwell in a convent, the foundation of which is ascribed to one of the Byzantine Emperors, and which contains the tomb of St. Dionysius, the patron saint of Zante. These islets were celebrated in antiquity as the fabled abode of the Harpies (see Virg., *Æn.* iii. 209.) The sons of Boreas, the story said, pursued the Harpies to the *Strophades*, which were so named because the Boreadæ there "turned" from the chase.

SECTION VII.  
TURKEY IN EUROPE AND GREECE—*continued.*

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TURKEY IN EUROPE.

88. ALBANIA.

Quitting this group of the Ionian Islands we resume our northward course, and approach the beautiful Ambracian gulf, *In Epiro nihil Ambracio sinu nobilius est* (Pomp. Mela). Through this passes the boundary between Greece and Turkey, leaving the whole of the entrance, however, in the hands of the latter power, by reserving to it a small strip of territory south of the channel connecting it with the sea.†

This channel is narrow and tortuous, and not more than 700 yds. wide in one part. Just within the entrance, on the northern shore, stands the town of

*a. Prevesa.*

To the seaward of the town is a bar

† For the frontier as fixed by the Conference of Berlin in 1856, see *ante*, p. 215.

which all vessels must pass. In 1863 a channel across it, having 3 fms. least water, was found by H.M.S. *Hydra*, but it is constantly shifting. Vessels drawing more than 8 ft. of water should not use the strait. No vessel, however small, should attempt to enter without a local pilot.

No ancient city seems to have stood on the site of the modern town. On the fall of Venice the French occupied this part of the coast as well as the Ionian Islands, but in 1798 it was taken by Ali Pasha of Janina, who overwhelmed the French garrison, slaughtered many of the native Christians, and carried off a great proportion of the remainder to cultivate his estates in other parts of his dominions.

The modern town is a poor little place, but it has a considerable trade: vessels were formerly obliged to call here, on their way up the Gulf of Arta, where they proceed in the beginning of the year for Valonia acorns. The other exports are sheep, wool, and cotton.



Since the cession of Arta to Greece, a new town called *Louro*, has been built close to the river Arta. It is about 8 hrs. distant from Prevesa, and a telegraph as well as a tolerably good road connects the two places.

As about two-thirds of the trade of Janina, has taken another route (by Salahore), that of Prevesa has considerably diminished.

b. The Gulf of Arta has a length of 18 m. from W. to E., and a breadth varying from 3 to 10 m.; the scenery is extremely beautiful, and this, together with the numerous ruins on its shores, gives it peculiar interest to the traveller. The hills are mostly composed of rugged blocks of limestone, in the crevices of which grow myrtle and other brushwood, amongst which is a small scarlet blossom, from which a dye is manufactured. To the E. of Prevesa the shores of the gulf are deeply indented, forming many secure and well-sheltered anchorages, but which are of little use, owing to the shallow bar at the entrance to the gulf. The southern and eastern shores are high and bold, the northern low and swampy, with large lakes separated from the gulf only by narrow sandy ridges. The lakes abound with fish, and are the resort of numerous aquatic birds. Woodcock are very plentiful in the season, especially about the mouth of the river Louro. At the N.E. end of the gulf the low sandy coast terminates and gives place to rocky hills which form the E. and S. sides. At the head of *Kervasara Bay*, an inlet on the S.E. side, are the extensive ruins of *Limnæa*. A submarine volcano is said to exist within the bay, about 150 yds. from the shore, with about 2 fms. on it. An eruption took place in November, 1847, and again in February, 1875; great numbers of fish were destroyed, and the sea was covered with sulphur which floated as far as Prevesa.

At SALAHORE ROAD, on the N. side of the gulf, passengers used to land on their way to Arta. Three miles to the eastward of the road is the land

formed by the present mouth of the *Arta River*, which is navigable for boats for about 4 m. The town of *Arta* is situated 7 m. from the entrance of the river, on the site of the ancient *AMBRACIA*. It can be reached from Prevesa on horses in about 12 hrs. Few places in Albania are more magnificent in aspect and situation, and to an antiquary its picturesque Hellenic walls and other ruins are more interesting still.

Punta and its territory was ceded to Greece by the convention of May 24, 1831. It was therein stipulated that all the fortifications commanding the entrance to the gulf of Arta, both on the side of Prevesa as well as on that of Punta, were to be disarmed, and to remain so in time of peace between Greece and Turkey. The navigation of the Gulf of Arta was to be entirely free, so that passengers are no longer obliged to touch at Prevesa; those desiring to go to Arta (now a Greek city) land at the port of *MENIDI*, where a Greek health office has been established. The road thence to Arta is tolerably good, the *Kaimakamlik* has now been transferred to Philipiades, a small village near Arta, where a number of Mohammedans from the town have settled.

[From this to *Janina* the distance is about 40 m., and the road, for Greece or Turkey, very good. About half way is the *Khan of Pendepigadia*, a convenient resting-place.]

c. On leaving the Ambracian gulf, and before rounding the bluff point of Prevesa, we pass on the left *PUNTA*, the ancient *Actium*, the point or *gote* which gave its name to the great victory gained by Augustus over Antony and Cleopatra on the 2nd Sept. B.C. 31; which decided the fate of Rome and of the world. The fleet of Antony was situated within the strait, in the bay of Prevesa, and his army was drawn up on the point above named, facing it. The imperial fleet was in the port of *Gomaros*, now *Mytika*, to the N. in the open sea. Antony and Cleopatra, having become disheartened

determined to retire to Egypt, and it was while coming out of the strait for this purpose that they were attacked and their fleet utterly destroyed. Cleopatra succeeded in reaching Egypt, where she was joined by her lover, and both put an end to their lives in the following year.

After the battle Augustus founded NICOPOLIS, the *City of Victory*, on the very spot where his army had been encamped. The ruins are about 3 m. N. of Prevesa, on the narrowest part of the isthmus, separating the Ambracian gulf from the Ionian Sea. The whole surface of the ground is covered with remains of ancient edifices, consisting of tombs, baths, walls, &c., but the most remarkable are the ruins of the *Aqueduct*, which conveyed water to the city from a distance of 30 m.; the *Palace*; the *Aropolis* or *citadel*; the *Stadium*, and the *two theatres*.

Farther to the N. is *Port Phanari*, the "sweet harbour" of the ancients, into which flows the river Acheron. Far above it in the gloomy gorge of that river, on an isolated rock, may be seen in fine weather the far-famed castle of *Suli*, rising 1200 feet above the river. The gallant resistance offered by the Suliotes during 10 years to Ali Pasha, and afterwards to the whole Turkish army, and the important part they took in the Greek war, are well known.

d. On the northern side of the bay is the small town of *Parga*. Few situations on these shores can rival it in point of beauty. A fine conical hill covered with houses, and surmounted by an old Venetian castle, projects out into the sea, forming two little harbours, fitted only, however, for small craft.

The history of Parga dates from the 14th century, when it was occupied by the Venetians. When the Ionian Islands were handed over to England, their dependencies on the mainland reverted to the Sultan.

The principal families emigrated in 1819 to the neighbouring islands and

to Greece, but some of their numbers have returned, and still

\* By Suli's rock and Parga's shore  
Exist the remnants of a line  
Such as the Doric mothers bore."

There is a road from Parga to Janina, which occupies about 30 hrs. on horseback, passing by Suli, Romanates and Dramisius.

## GREECE.

### 89. PAXO.†

To the W. of Parga is the little island of *Paxo* or *Paxos*, the northern point of which is 8 m. from the S. extremity of Corfu. It is about 5 m. in length, and 2 in breadth, with a population of 3500 souls. Its soil is dry and stony, but it produces olives, almonds, and vines. The principal village is a cluster of houses at *Port Gaio* on the E. side opposite Albania. The harbour is curiously formed by a small rocky islet, crowned with a fort, and sheltering a little creek which may be entered at both extremities.

Immediately S. of Paxo, and separated from it by a narrow channel, is the barren and rocky islet of *Anti-Paxo*, uninhabited except by a few shepherds and fishermen, but resorted to by sportsmen in the season for shooting quails, which sometimes alight here in almost incredible numbers.

The island of Paxo has been made an object of much interest by a legend recorded in Plutarch's 'Defect of Oracles,' and so well told in the words of the old annotator on Spenser's 'Pastoral in May'—'Here, about the time that our Lord suffered His most bitter passion, certain persons sailing from Italy to Cyprus at night heard a voice

† A beautiful monograph of these islands has been written by the Archduke Louis Salvador of Austria, which, like all his sumptuous works, is for private circulation only. It is entitled 'Paxos and Anti-paxos in Jordschen Meer,' Vienna, 1867, pp. 480; 98 Illustrations and charts of harbours.



calling aloud, Thamus! Thamus! who, giving ear to the cry was bidden (for he was pilot of the ship), when he came near to Pelodes" (the Bay of Butrinto) "to tell that the great god Pan was dead, which he doubting to do, yet for that when he came to Pelodes there was such a calm of wind that the ship stood still in the sea unmoored, he was forced to cry aloud that Pan was dead; wherewithal there were such piteous outcries and dreadful shrieking as hath not been the like. By which Pan, of some is understood the great Sathanas, whose kingdom was at that time by Christ conquered, and the gates of hell broken up; for at that time all oracles ceased; and enchanted spirits that were wont to delude the people henceforth held their peace."

Milton thus alludes to the legend in his 'Ode on the Nativity'—

"The lonely mountains o'er,  
And the resounding shore,  
A voice of weeping heard and loud lament;—  
From haunted spring and dale,  
Edged with poplar pale,  
The parting Genius is with sighing sent."—

From Parga to *Murto* the coast is uninhabited, precipitous and without anchorages. Here we enter the channel between Corfu and the coast of Albania, which varies from 2 to 12 m. and affords a most beautiful and striking spectacle. The Albanian coast becomes less rugged, the ridges of snowy mountains retire farther into the interior, while the shores in the vicinity of the sea offer by their bleak but varied aspect a striking contrast to the wooded and cultivated shores of the island. The best anchorages on the mainland in this channel are the spacious bay of *Gomnizza* and the port of *Vattuzza*, formed by *Kalamà Point* and an islet joined to the shore by a reef of rocks.

#### 90. CORFU.

*Corfu Road* extends in a N.W. and S.E. direction along the N. face of the town, and is sheltered from the N.E. by *Vido* and its outlying shoals. It

affords anchorage nearly 3 m. long by 1 m. wide, and in depth from 10 to 18 fms. Ships of war generally anchor in mid-channel, smaller vessels in about 5 fms. near the Health Office.

The principal landing-place is at the *San Nicolò Steps*; there are others, however, at the Health Office, the *Madonina* and the *Ditch of the Citadel*, whence a flight of steps leads immediately into the *Esplanade*. Should the wind be blowing strongly from the W. or N.W. the *San Nicolò Steps* or the *Ditch* should be taken, but if the wind be from the opposite quarter the other two are recommended.

Travellers coming from or going to Athens should choose the route of the railway between Athens and Patras, some parts of which are through fine scenery, instead of the voyage by sea via the *Piræus*.

Of all the Ionian Islands, *Coreyra*, or *Corfu* (an Italian corruption of *Κορυφά*, the Byzantine name for the island, derived from the two peaks, or *κορυφαί*, on which the citadel is now built), is the one which ever has played the most important part in history. From the peculiar character of its beautiful scenery and delightful climate, it forms a connecting link between the East and the West. Its geographical position on the high road of navigation between Greece and Italy has made it a possession of great importance both in ancient and in modern times.

The island describes a curve, the convexity of which is towards the W.; its length from N.W. to S.E. is about 40 miles; the breadth is greatest in the N., where it is nearly 20 miles, but it gradually tapers towards its S. extremity. The historical name of *Coreyra* appears first in *Herodotus*. About B.C. 734 a colony was planted here by the *Corinthians*. It became rich and powerful, and by invoking the aid of Athens against the *Corinthians*, was one of the proximate causes of the *Peloponnesian wars*. For some generations afterwards its fortunes were very various: it was alternately seized by the *Spartans*, the *Athenians* and

the Macedonians, and it finally fell under the Roman dominion B.C. 229.

It was frequently visited by illustrious Romans, and the last mention of it in the ancient authors is by Suetonius, who relates that the Emperor Nero on his way to Greece sang and danced before the altar of Jupiter at Calliope. Its geographical position caused it to be much frequented at the time of the Crusades. Robert Guiscard seized it in 1081, and Richard of England landed here on his return from the Holy Land. After a short stay here he continued his journey to Ragusa, whence proceeding by land towards his dominions, he was made captive by the Duke of Austria.

During the decline of the Empire Corfu underwent many changes of fortune, being sometimes in the hands of the Greek Emperors, sometimes in those of various Latin princes, particularly of the House of Anjou, then governing Naples, and always exposed to the incursions of freebooters and pirates. At length, A.D. 1386, the inhabitants sent a deputation to Venice to implore the protection of that Republic, under whose sovereignty they remained until its downfall in A.D. 1797. The other islands in the Ionian Sea successively fell under the dominion of the same power.

Venice made Corfu her principal arsenal and *point d'appui* in Greece, and surrounded the town with extensive and massive fortifications, which set at defiance the whole power of the Ottomans in the assaults of 1537 and 1570, and above all in the celebrated siege of 1716, remarkable as the last great attempt of the Turks to extend their conquests in Christendom. On this occasion the Republic was fortunate in its selection as Commandant at Corfu of Marshal Schulemberg, a brave and skilful German soldier of fortune, who had served under Prince Eugene and the King of Saxony. A statue of the Marshal, erected by the Senate of Venice, stands on the esplanade at Corfu, in front of the gate of the Citadel.

On the fall of Venice in 1797, the treaty of Campo Formio transferred

the Ionian Islands to the French Republic, and they were occupied by a small French garrison, which was ere long expelled by a combined Russian and Turkish expedition. According to the provisions of a treaty between the Czar and the Sultan (March 21, 1800), the Ionian Islands were now erected into a separate state, under the vassalage of the Porte, and dignified with the title of the Septinsular Republic. The islands which constituted this republic were, Corfu, Cephalonia, Zante, Santo Maura, Ithaca, Cerigo, Paxo, and several others of less importance.

By the Treaty of Tilsit, in 1807, the Islands were surrendered by Russia to Napoleon, when the Septinsular Republic "ceased to exist," and was incorporated with the French Empire. In 1809 and 1810, all the islands, except Corfu and Paxo, were captured by an English expedition, which was enthusiastically welcomed by the inhabitants. Paxo fell early in 1814; Corfu itself, saved from attack by its strong fortresses and large French garrison, was strictly blockaded until the fall of Napoleon, when one of the first acts of the restored Bourbons was to direct its surrender to the British forces. Finally, on November 5, 1815, a Treaty was signed at Paris by the Plenipotentiaries of Russia, Austria, Prussia, and England, whereby the Ionian Islands, of which England was then in actual possession, were erected into "a free and independent state" under the immediate and exclusive protection of the British Crown.

A Treaty was signed in London on the 29th of March, 1864, between Her Britannic Majesty, the Emperor of the French, and the Emperor of Russia on the one part, and the King of the Hellenes on the other part, by which the Queen, on certain conditions, consented to renounce the protectorate over the Ionian Islands; and in consequence of which Her Majesty, the Emperor of the French, and the Emperor of Russia, in their character of signing parties to the convention of the 7th of May, 1832, and in accordance with the wish expressed by the



Legislative Assembly of the United States of the Ionian Islands, recognized the union of those islands to the Hellenic Kingdom. It was stipulated in this treaty that Corfu and Paxo with their dependencies were to enjoy the advantages of perpetual neutrality.

The town, including its suburbs of *Manduchio* to the W., and *Castrádes* (called in Greek *Κατρίτζα*) to the S., contains 24,091 Inhabitants. There are 4000 Latins, with an archbishop of their own, and 5000 Jews; the remainder of the people belong to the Greek Church.

The *Esplanade* occupies the space between the town and the citadel, and is laid out with walks and avenues of trees. On its northern verge stands the *Palace*, of white Maltese stone, ornamented with a colonnade in front, and flanked by the two *Gates of St. Michael and St. George*, each of which frames a lovely picture of the sea and mountains. The *Palace* was erected under the administration of Sir Thomas Maitland, and contains a suite of excellent ball-rooms, one of them being the original chancery of the order before its transference to Malta. The *Casino*, or villa of the king, was built by Sir Frederick Adam in a beautiful situation, about a mile to the south of the town. At the southern extremity of the esplanade is a terrace overhanging the sea, a little *circular temple* erected in memory of Sir Thomas Maitland, an *obelisk* in honour of Sir Howard Douglas, and a statue of the celebrated Greek diplomatist, John, Count of Capo d'Istria, who was born at Corfu in 1780. He took part in the Congress of Vienna in 1815, where he was instrumental in obtaining the Protectorate of Great Britain for the Ionian Islands. In 1825 he became President of the Greek government and was assassinated at Nauplia in 1831. There is also a *statue* of Sir Frederick Adam in front of the *Palace*, and one of Marshal Schulemberg in front of the drawbridge which leads into the citadel. To the W., the side of the esplanade next the town is bounded by a lofty row of private

houses with an arched walk beneath them.

To the W. of *Castrádes*, under the hill leading to the prison is the *Tomb of Meneerates*, dating from about the 6th cent. B.C. It is surrounded by an iron railing and bears an inscription to the following effect: "Meneerates the son of Iliasius of the Town of Oianthe in Locris was the Proxenos at Kérkyra for his native place, and was drowned at sea."

The stranger in Corfu had better devote his first hour of leisure to inspecting the splendid panoramic view of the town and island presented from the summit of the *Citadel*. The *Greek Garrison Church*, formerly the English one, is a large building with a Doric portico, at the S. side of the citadel. The ramparts are of various ages; some of them dating as far back as A.D. 1550. At the opposite, or western, extremity of the town, rises another fortress, erected by the Venetians at the end of the 16th cent., and still generally known as *Fort Neuf*. The hill on which it is built is less lofty and precipitous than that of the citadel. The fire of these two fortresses protected the harbour. The fortifications have all been disarmed and some of them destroyed.

The *Cathedral*, dedicated to *Our Lady of the Cave* (*Ἡ Παργύλα Σπηλιότισσα*), is situated on the *Line-wall*, not far from *Fort Neuf*. The oldest church in the island is in the suburb of *Castrádes*, near the *Strada Marina*. It is dedicated to St. Jason and St. Sosipater, comrades of St. Paul, and who are related by tradition to have been the first preachers of Christianity in *Corcyra*. Though neglected, and repaired in bad taste, this church is a very graceful specimen of Byzantine architecture, and seems to have been erected out of the materials of heathen temples. Several columns and other ancient fragments are also built into the walls of the church at *Paleopolis*, on the road to the *One-gun Battery*. There are a great many other churches, the most remarkable being that of *St. Spiridion*, the patron-saint of Corfu, whose body

is preserved in a richly ornamented case. The annual offerings at this shrine amount to a considerable sum, and are the property of a noble Corfiot family, to whom the church belongs. Three times a year the body of the Saint is carried in solemn procession around the esplanade, followed by the Greek clergy and all the native authorities. The sick are sometimes brought out and laid where the Saint may be carried over them. St. Spiridion was bishop of a see in Cyprus, and was one of the Fathers of the Council of Nice in A.D. 325.

There is a fairly good *Italian Opera House* open during the winter months; it was the old Venetian Treasury.

All the prospects in Corfu present a union of a sea-view with a rich landscape, for the water appears everywhere interlaced with the land. The roads are excellent, and all the principal villages can be reached in a carriage; but the varied beauties of the island can only be seen by those who are able to make excursions in the country on horseback.

The favourite and most frequented drive, ride, and walk at Corfu, is to what is called the *One-gun Battery* (from a cannon having formerly been placed there), situated above the entrance to Lake Calichiopulo,  $2\frac{1}{2}$  m. ( $\frac{1}{2}$  hr.) S. of the town, and commanding a charming prospect. In the centre of the strait below, and crowned with a small chapel of Byzantine architecture, is *one* of the islets (for there are *two* competitors) which claim to be the *Ship of Ulysses*, in allusion to the galley of the Phœacians, which on its return from having conveyed Ulysses to Ithaca was overtaken by the vengeance of Neptune, and changed into stone within sight of the port. (*Od.* xiii. 161.)

"Swift as the swallow sweeps the liquid way,  
The winged pinnace shot along the sea;  
The God arrests her with a sudden stroke,  
And roots her down an everlasting rock."

The other is an isolated rock off the N.W. coast, which certainly at a distance resembles much a petrified ship in full sail. It is visible from the pass of San Pantaleone.

In the olive-groves, beyond the *Chapel of the Ascension*, on the summit of a hill, about halfway between the town and the *One-gun Battery*, is annually celebrated on Ascension-day a most interesting Greek *festa*, which the traveller should try to see. It will afford him an excellent opportunity of witnessing the performance of the *Romaika* or Pyrrhic dance, and of becoming acquainted with the picturesque costumes of the peasantry.

There are three principal excursions, all over excellent carriage-roads, which will give a stranger a good general idea of the interior of Corfu.

a. To PALEOCASTRITZA, 16 m. (3 hrs.) from the capital: as the name imports, an ancient fortress doubtless stood here, formerly, on the ground now occupied by a convent of the Middle Ages, overlooking the sea. The beauty, quiet, and coolness of this spot are all delightful. The sea-bathing is excellent, and some charming excursions may be made in the immediate vicinity, as to the ruins of the *Castle of St. Angelo*, a mediæval fortress in a strong and romantic position. The road from the capital to Paleocastritza crosses the centre of the island, passing (at 5 m. or 1 hr. from the town) the bay of Govino, used by the Venetians as the harbour for their galleys and smaller craft. On the shore are the ruins of their arsenals, storehouses, &c. Thence the road strikes inland through a forest of venerable olives, until within two or three miles of the convent, when it is carried along the face of a hill covered with arbutus, myrtle, and evergreens of various kinds. Below a precipice falls sheer down to the Adriatic, studded with rocks and islets.

b. The PASS OF PANTALEONE (13 m. or  $2\frac{1}{2}$  hrs. from the town) is the highest point of the road which is carried over the mountain chain of San Salvador. It is the only carriage-road to, and commands a splendid prospect over, the northern district of Corfu, the islands of Fano, Merlera, Salmatraki, and the second rock which



claims to be the *Ship of Ulysses*. A favourite spot for *picnics* is under a huge oak-tree (3 m. or  $\frac{1}{2}$  hr.) to the N. of the pass.

The PASS OF GARUNA (8 m. or  $1\frac{1}{2}$  hrs.) affords a like view over the southern districts of the island; and is also very striking, though not so elevated as that of San Pantaleone.

These three excursions should by no means be omitted; others almost equally picturesque are—to *Benizze* (7 m. or  $1\frac{1}{2}$  hrs.), where are some old Roman baths, to *Gasturi* on the way thither, where the Empress of Austria is building (1889) a villa; to *Pelleka* (7 m.); and to the village of *Santa Decca* (8 m. or  $1\frac{1}{2}$  hrs.) situated on the slope of the mountain of the *Ten Saints* (*Ἅγιοι Δέκα*), corrupted into *Santa Decca*, the second in height in the island.

c. The road to LEFCHIMO (the ancient *Leucimne*), the southern district of Corfu (26 m. or 6 hrs.), passes through Santa Decca. The island terminates in a white cliff, called *Cavo Bianco* by the Italians, a translation of Leucimne. From Cape Bianco to the *Sybota* Islands, close to the coast of Epirus, the southern entrance to the channel of Corfu is about 5 m. across.

The mountain of *San Salvador* (Istone) rises about 3000 ft. above the sea, and is the highest point in the island, forming a striking object from the town. The best way to ascend it is to cross the bay (a distance of 8 or 10 m.) in a boat, and land either at *Karagol*, or a little to the eastward of the village of *Ipsa*, where horses or mules may be procured, and a guide to the Convent which crowns the summit. The path rises by a steep ascent through olive-woods, and then over the barren and rocky mountain side. Before reaching the small village of *Signies*, are passed several deep wells, round which the shepherds assemble their flocks. It is a toilsome ascent from *Signies* to the Convent, which is not inhabited by the monks, except at certain festivals.

d. Off the N.W. coast of Corfu are her three island dependencies of FANO (*Othonis*), MERLERA (*Ericusa*), and SALMATRAKI, containing altogether about 1800 inhabitants, a peaceful and industrious race, exporting olive-oil, honey, grapes, &c. A fine sea-cavern is of course pointed out as *Calypso's Grotto* by the islanders to every stranger: it is now frequented by seals and wild pigeons. Fano is visited by sportsmen chiefly in the spring, for the purpose of shooting quails, which abound there during the annual migration.

At various points on the Albanian coast opposite Corfu there is sometimes good shooting in large and small game.

Further on in the Acroceraunian Mountains above Port Palermo, chamois may be found in the autumn before the snow falls on the hills. South of Corfu in the Gulf of Arta there is sometimes good woodcock shooting, but this always depends on the nature of the passage.

The Turkish authorities object strongly to visitors shooting in Albania without permission from the Porte, and this is not always easily obtained.

## TURKEY IN EUROPE—contd.

### 91. COAST OF ALBANIA.

a. One of the best places for snipe, woodcocks, and wild-fowl of all kinds is amongst the beautiful scenery of *Lake Butrinto*, which is connected with the sea by a river 3 m. long, and can be reached from Corfu by boat in 3 hrs. The ruins of *Buthrotum* occupy a rocky hill at the S. extremity of the lake. Good shooting is also obtainable at *Kataito*, and at *La Vitazza* near the mouth of the *River Kalamas*.

[b. *Excursion to Janina*. One road is to cross from Corfu to *Sayada*, a little port on the Albanian shore nearly opposite the Citadel, 13 m. Thence to Janina is a ride of 20 hrs. The traveller should spend the night at *Raveni* about half way. Another

is by *Delvino Delvinaki* and *Zitza*, 35 hrs. on horseback. But the best way is that from *Menidi*, a Greek anchorage in the Ambracian Gulf, through *Arta* or from *Salahara*, a Turkish anchorage to the Bridge of *Phillipiad*.

**Janina** † (pronounced *Yanina*) is the chief town in Epirus, and the residence of a *British Vice-Consul* (Pop. 20,000). It is most beautifully situated. A large lake extends along the base of the mountain called *Metsikeli*, which forms the first range of Pindus, and rises 2500 ft. above the level of the sea. At its base lies a small island, and opposite to it a peninsula, crowned by the fortress and town, stretches forward into the lake from the western shore. It derives its fame from having been the capital of *Ali Pasha*, to whom it owed its prosperity. When he found himself no longer able to defend it, during the siege by the Sultan's army in 1821–22, he ordered it to be set on fire by his own soldiers. The fortress presents an irregular outline of dismantled battlements crowned by the remains of the *Serai*. Behind it appear some of the loftier points of the *Coulia* and *Litharitza*. The former was a fortress 5 stories high, with a palace of 2 stories above it, which no longer exists. The latter is the first fortress he built, and only a few yards distant from the other.

*Ali Pasha* was betrayed by his own people, and treacherously murdered by the Turks in 1822.

The plain of Janina is 20 m. long from N. to S. and about 7 in its greatest width. The lake is 6 m. in length and averages 2 m. across. Janina is a very pleasant summer residence, and many interesting excursions may be made in the neighbourhood.]

Leaving Corfu by the Northern passage, we pass on the E. *Butrinto Bay*, the best anchorage on the coast of Epirus, and beyond it *Santi Quar-*

† Consult *Travels in Sicily, Greece, and Albania*, by Rev. T. S. Hughes, 1820.

*anta*, the *Marina* of Janina, 14 m. from Corfu, in a bay well protected by all but W. winds. It is surrounded by rounded treeless hills, one of which is surmounted by a village destroyed by the Turks in 1877, the inhabitants were driven into the sea, whence they were rescued by an Austrian Lloyd Steamer. It is a melancholy picture of desolation.

c. **Port Palerimo**, Lat. *Panormus*, a safe and deep harbour, and a good station for a yacht, if the owner feels inclined to explore the neighbouring mountains.

Between this and *Cape Linguetta*, which is a continuation of the Cimara range of mountains, running 9 m. out of the sea in a N.W. direction, and having a height of nearly 3000 ft. in the middle, the shore is almost always inaccessible; it has no shelter, though there are small coves which formerly served to shelter the pirates who infested the Adriatic. Rounding this Cape, and passing between it and the island of *Saseno*, we enter the spacious bay of *Valona*, an important position at the mouth of the Adriatic, as a refuge for vessels overtaken by S.W. winds on entering, or S.E. winds on leaving that sea. The town is at some little distance from the *Marina*. On a hill to the S. is the purely Mohammedan and very fanatical village of *Yannina*. *Valona* is 58 m. from *Santi Quaranta*.

The country now becomes more fertile and olive groves begin to appear.

d. 38 m. further on is *Durazzo Bay*. **Durazzo** (anc. *Dyrrachium*) a small anchorage situated at the base of a green hill to the N. of a wide open bay; it is surrounded by crumbling Turkish walls, which, as well as many of the houses, have evidently been built from the ruins of *Dyrrachium*, which was one of the most powerful maritime towns of Illyria; it was founded by the *Corecyreans*, and the expulsion of its aristocracy in 436 B.C. was one of the proximate causes of the Peloponnesian war.



The most interesting association connected with it is the memorable siege when the Norman Robert Guiscard defeated the Greek Alexius, A.D. 1081-1082.

S. Giovanni de Medua is 46 m. further N. It is a miserable hamlet situated under a range of barren hills to the N. of the Gulf of Drin; that river enters the sea to the S. through a marshy delta which renders the country most unhealthy.

The only importance of the place is, that since the loss of Antivari and the Bojana river by the Turks, it has become the landing place for Scutari, which can be reached on horseback in 8 hrs.

[e. The road passes through **Allessio** which is situated on the river *Drin*, and occupies the site of the ancient *Lissus*. On the hill above, which is crowned by a fortress, may be seen portions of the ancient Cyclopean walls. Tradition relates that the remains of Scanderbeg repose beneath the ruins of a Christian church, on the summit of the Castle rock, where a mosque now stands. There is excellent shooting here in winter.

#### Scutari d'Albania, *Scodra*.

This is now the capital of Upper Albania; the inhabitants are for the most part Mohammedans, but about one-third are Christians of the Latin Church. It is built on a hillock crowned by a fort, about 3 m. to the S. of the beautiful *Lake of Scutari*. This is 30 m. long and 5 or 6 broad, and is in

the midst of a fertile and well-peopled plain. It receives the waters of the *Moracca* and of several other rivers which flow from Montenegro and the mountains eastward.

#### 92. COAST OF MONTENEGRO.

Further N. is the **E. Bojana**, the boundary between Albania and Montenegro; it rises in the Lake of Scutari and is navigable by steamers of light draft as far as Obotti; it is dangerous, however, after heavy rains when the channel is liable to change.

6 m. N. of its mouth is

a. **Dulcigno** (Lat. *Olicinium*), awarded to Montenegro by the treaty of Berlin so as to secure to her the free navigation of the Bojana. After the enforcement of this clause by the united fleets of Europe the place was entirely deserted by the Albanian population.

b. **Antivari** (pronounced Antiväri), anc. *Antiburum*, so called from being opposite Bari on the Italian coast, is about a mile from the shore, on a detached rock, in the midst of very fine scenery.

This is now the harbour of Montenegro; a carriage-road leads to *Vir-Bazaar* (5 hrs.) whence small steamers ply to the *Rieka* river and other parts of the Lake of Scutari. At *Rieka* there is a summer residence of the Prince, and a good road leads to *Cettinje*. Immediately beyond Antivari is the frontier between Montenegro and Dalmatia.





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British Vice-Consul: Gustave A. Keün, Esq.  
Branch of Imperial Ottoman Bank.  
Means of Communication: A. *Bell's Asia Minor Steamship Company* touch once a fortnight from Smyrna. B. *Greek Steamers* (from Smyrna, &c.) to Mersina and back, every fortnight. C. *Turkish Mah-*  
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Population: 70,000.  
British Vice-Consul: Frederick Christman.  
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British Vice-Consul: Augustine Catoni.  
H.M. Consul at Aleppo: H. Dudley Barnham.  
Means of Communication: Messageries Maritimes—Steamers touch here every alternate Fri.  
a

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Population: 220,000.

**H.B.M. Minister in Egypt:** Lord Cromer, K.C.B., G.C.M.G., K.C.S.I.

**H.B.M. Consul General for City and Port of Alexandria and Judge of Chief Consular Court:** Sir Charles A. Cookson, K.C.M.G., C.B.

**H.B.M. Vice-Consul:** Arthur D. Alban, Esq.

**Consular Surgeon:** J. Mackie, Esq., C.M.G.

**Controller-General of Ports and Lighthouses:** Morice Fereck Pasha, E.N., C.M.G.

**Deputy Controller-General and Controller of the Port of Alexandria:** Rear-Admiral R. M. Blomfield, R.N.

**Governor of Alexandria and President of Municipality:** Vacant.

**Director-General of Municipality:** J. G. Chakous Bey.

**Director-General of Customs:** A. Caillard, Esq., C.M.G.

**President of Quarantine Board:** W. J. Mievillie, Esq., C.M.G.

**Director-General of**

**Post Offices:** Saba Pasha Yoosouf.

**Inspector-General of Coast Guard:** A. C. Midillemas Bey.

**Commandant City Police:** Miralai Harvey Bey.

**Director of Government Mail Packet Service:** F. B. Roofi, Esq.

**Hotels:** *H. Ab'da*, in the Place de l'Eglise; *H. Khedivial*, Rue Cherif Pasha; *H. Canal de Suez*; *H. Beau Séjour* and *H. Miramar*, at Ramleh.

**Church of England:** St. Mark's, in the Great Square. Chaplain, Rev. E. J. Davis, M.A.

**Church of Scotland:** St. Andrew's. Rev. W. Cowan, D.D.

**Clubs:** *Mehemet Ali*, in Rosetta St., opp. Khedivial H.; *Khedivial*, over the Exchange in the Great Square. *Sun Stefano*, Ramleh.

**Means of Communication:** Consult time tables of the various companies, some of the vessels of which arrive every day. The direct mail communication with Europe is: *A. Austrian Lloyd's*—leave Alexandria every Tues. at 9 A.M. for Brindisi and Trieste. Arrive A. every Wed. m. *B. Messageries Maritimes*—leave every alternate Sun. at 9 A.M. for Marseilles. Arrive A. every alternate Thurs. at daylight. The China Line also calls on its way outward and homeward. *C. P. and O. Co.* run only one steamer between Naples and Alexandria from October to April. *D. Soc. Gen.*

*Navig. Ital.*—leave alternate Wed. 10 A.M. for Messina, Naples, and Genoa, and arrive thence at A. Mond. m. *E. Khedivial Steamers*—leave Wed. m. for Piræus and Constantinople in connection with Italian S.S. from Greece to Brindisi. Thurs. m. for coast of Syria. Arrive at A. Mond. m. *F. Russian Company*—leave Frid. noon for Constantinople and Odessa. *G. Bell's Asia Minor Line* leave about every 10 days for Beyrout, Limassol, Laruaça, Tripoli, and Alexandria. These are small vessels, and hardly fitted for passengers. In addition there are frequent departures for Port Said, Syria, and Asia Minor by the *Khedivial Messageries*, *Aust. Lloyd's* and *Russian S.S.* *S.S. of Moss, Leylands*, and *Papayanni Co.'s* run fortnightly at no fixed date between Alexandria, Malta, Algiers, and Liverpool.

Great facilities for *Coaling*, cost 29 to 37 lbs. per ton.

**Tourist Offices:** *T. Cook & Sons*, 91 Mohammed Ali; *H. Gaze & Co.* Place de l'Eglise, opposite Abbat's Hotel.

**Headquarters Army of Occupation** stationed at Alexandria. Commandant of Garrison: Maj.-Gen. K. Henderson, C.B.

**Hospitals:** *Greek*, back of Zizinia Theatre; *Dutchess's*, Moharrem Bey Road; *European*, Rosetta Street; *Egyptian Government*, near Boulevard de



Ramleh; *Jewish*, Moharrem Bey Road; *English Military*, Ras-et-Tin.

**Theatres:** *Zizinia*, Rosetta Street.

**Bank:** *Anglo-Egyptian B.*, Limd., Rue Chérif Pasha; *Bank of Egypt*, Limd., Rue Tewfek Pasha; *Imperial Ottoman B.*, Place Méhemét Ali Pasha; *Crédit Lyonnais*, Rue Chérif Pasha.

**Municipal Public Library:** *Hotel de Ville*, Rue Rosette.

**Museum** in same building.

**Sailors' Home and Harbour Mission:** Boulevard de Ramleh.

**Café Concert:** *H. Parvise*, sea side of Great Square.

**Casino:** *San Stefano*, Ramleh, open in summer only.

**ALGIERS**, 14; excursions, 19.

**Population:** 91,184, including suburbs.

**H.B.M. Consul-Gen.:** Sir R. Lambert Playfair, K.C.M.G.

**Vice-Consul:** Arnold Drummond Hay, Esq.

**Consulate:** 14 R. du Hamma.

**Consul U.S.A.:** Charles Grellet, Esq.

**Hotels:** In town, *H. d'Europe*; *des Étrangers*, *Rejence*, *Oasis*. At Mustafa Supérieur: *H. St. George*; *Splendid*; *Kirsch*; *Grand Hôtel*; *H. d'Orient*; *H. Continental*.

**English Church** of the *Holy Trinity*, Port d'Isly. *Chaplain*, Ven. Archdeacon Tribe. See p. 17.

**Presbyterian Church:** *Iustafa Supérieur*.

The chaplain changes every season.

**English Club:** Mustafa Supérieur; an institution of exceptional excellence.

**House and General Agent:** Mr. Dunlop, 16, R. d'Isly.

**Means of Communication:** *A. Compagnie Transatlantique*—i. To Marseilles, Tuesday, Thursday, Saturday, and Sunday, noon. ii. To Portevendres, Cette, and Marseilles, Friday, noon. iii. To Bougie and along the coast to Tunis, Friday, noon, arr. Tues. 2 P.M. *B. Comp. de Navigation Mixte*—i. To Marseilles and Cette, weekly. ii. To Bône and coast ports, weekly. *C. Soc. Génér. de Transports Marit.*—To Marseilles, Tuesday and Saturday 6 P.M. *D. Danish Steamers* run monthly from St. Petersburg to Algiers, Tunis, and on to the Piræus and Odessa. *E. North German Lloyd's* run twice a month in the winter season from New York to Gibraltar, Algiers, Naples, and Alexandria.

**Travelling in the Interior:** Rlys. now traverse the colony in every direction. Consult the local guide and time tables.

**Thomas Cook & Sons** have a branch office No. 6 Boulevard de la République.

**Coal:** Algiers is now the most important coal-ing station in the Mediterranean. The principal merchants who supply it are Messrs. Burke and Delacroix,

Messrs. Worms, Josse, & Co., and M. Prosper Durand.

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**British Vice-Consul** for Antioch and Suedia: J. Doňek.
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**Population:** 10,000.  
**British Vice-Consul** for Cephalonia: John Saunders, Esq.  
**Hotels:** Very poor.  
**Means of Communication:** A. *Austrian Lloyd's* S.S. (From Trieste) to Greek islands and Smyrna, Tuesd. n. (From Smyrna) to Trieste and Fiume, Thurs. ev. B. *Navig. à Vas. Hellenique*. i. (From Patras) to Corfu, Mond ev. (From Corfu) to Patr. s, Tuesd. ev. ii. Another steamer be-
- tween Patras and Zante calling here.  
 A traveller may drive to *Samos*, cross in ferry-boat to *Pisneto*, 1 hr. and thence drive to *Vathy* in 1½ hr.
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- H.M. Am. Ex. and Min. Plen.: E. H. Eaton, C.B.



British Vice-Consul: mas G. Dickson, Esq. Chaplain to the Legation: Rev. F. R. St. M.A.

*Hôtel d'Angleterre; de Grande Bretagne; and Hotel; and H. d. s. ngers, on the Palace re. All good. And y others.*

*Tourist Offices: Thos. & Sons, and H. Gaze ns, both in the Place Constitution.*

*Excellent Drago- of Anglo-Greek may be heard of at H. de Grande Bre- His name is Mr. e; he supplies all is requisite for an l journey.*

*Highways have been own in the principal s by a Belgian com- and a Steam Tram- ists to Old and New um.*

*Money coined in frs., Draç'm's, in which counts are kept. charges are mostly d, premium about cent. Gold and coinage is very ; the following issue notes of 100, 2, and 1 fr.: Na- Bank, Bank of Thessaly, and the B.m.t. The first nes 500 fr. notes. cept 2 and 1 fr. re legal tenders.*

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**Means of Communica- tion: Turkish Mahsveh line, from Constantinople to Salonica touches here every alternate week. Russian Steamers, see BEYROUT.**

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**Population: 25,000.**

**H.B.M. Consul: Justin**

**C. W. Alvarez, Esq.**

**No Hotel.**

**Means of Communica- tion: British Steamers, belonging to Knott & Co.'s Prince Line, monthly from Malta or Tripoli; F. Pace's ss. *Augustine* from Crete, Malta, and Tripoli. Fortnightly in summer, monthly in winter; other British steamers occasionally. Turkish Steamers irregularly from Crete, Malta, and Tripoli; occasional Egyptian Steamers from Alexandria.**

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**No Hotel.**

**A Diligence runs daily to the riv. at Ain Te- mouchent and to Tlemcen. —, plan of harbour, 11-**

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**Population**: 120,000.

**H.B.M. Consul General**: Robert Drummond-Hay, Esq.

**H.B.M. Vice-Consul**: C. M. Hallward, Esq.

**Hotels**: *New, Oriental*, and *Bellevue*, situated on the shore to the west of the town, besides which are several others of an inferior class. Hotels are also to be found in most villages of importance in the Lebanon. Aleih has, during the summer months, six or even more, varying in class. The *Bahar* hotel, connected with the *New Oriental* of Beyrout, and the *Bellevue*, with that of the same name in Beyrout, are the best. In the following villages also there are hotels: Aitah, Souk El-Garb, Deir El-Kamar, Bekfayah, and Brumana.

**Means of Communication**: A. *Austrian Lloyd's*

—i. *Alexander Line*.—Leave Constantinople alternate Thurs. 3 P.M.; touch at Smyrna, Chios, Rhodes, Limassol, Larnaca. Arr. Beyrout Wed. 5 A.M., then on to Jaffa, Port Said, and Alexandria. On return voyage arr. Beyrout Mon. 5 P.M., and Constantinople Sat.

4 P.M. ii. *Alexandretta Line*.—Leave Constantinople alternate Thurs. 3 P.M.; touch at Galli-

poli, Dardanelles, Mitylené, Smyrna, Chios, Rhodes, Mersina, Alexandretta. Arr. Beyrout Thurs. 7 A.M., then on to Haifa, Port Said, and Alexandria. On return voyage arr. Beyrout Mon. 5 P.M., and Constantinople Mon. 6 A.M. B. *French Steamers* of the Messageries Maritimes from Alexandria for the coast of Asia Minor arrive every alternate Monday, going in the opposite direction every alternate Sunday, leaving the next (Monday) evening, so as to meet the steamer from the south. C. *Egyptian Steamers* of the Khedivial Line arrive every Saturday from Alexandria without touching at Port Said, going as far as Mersina, and returning on Wednesday, when they convey the mails for Europe to Alexandria, where they meet the P. and O. steamer for Brindisi. D. *Russian Steamers* leave Odessa alternate Tues. 4 P.M.; touch at Constantinople, Dardanelles, Mount Athos, Salonica, Piræus, Chios, Smyrna, Tripoli; arr. Beyrout Mon. 4 P.M., and on to Jaffa and Port Said. Return voyage arr. Beyrout Wed. 10 P.M. E. The *Prince Line* run steamers regularly every fortnight between Manchester and the Syrian Coast, touching at Beyrout, Mersina, Jaffa, and Tripoli. F. Bell's *Asia Minor Line* run between the various ports from Alexandria to Mersina. An extra Austrian

*Steamer* arrives from Alexandria, Port Said, and Jaffa every alternate Monday, leaving the same day for Alexandretta and Mersina, sailing on her way back to Beyrout, Jaffa, Port Said, and Alexandria. There is also an extra *Messageries Steamer* during the tourist season, arriving from Smyrna and Mersina every alternate Sunday, leaving on same day for Cyprus, Smyrna (with transshipment for Constantinople), Salonica, Piræus, and Marseille.

**New Port and Railway**. See *Addenda*.

A **Steam Tramway** to Damascus is also commenced and will probably be finished about the same time.

**Coal**: Procurable at about 38 to 40 francs per ton.

**Carriages**: Can now be used in all the streets and suburbs of Beyrout. The fare is 10 piastres per hour. Fare of diligence to Damascus, 14 hrs., 20 francs, coupe, 30. There is a regular correspondence with Baalbec, a carriage meeting the diligence from Beyrout and Damascus at Shtorah (good Hotel).

**Carriage Roads** now exist to most of the principal villages in the Lebanon within any distance of Beyrout.

**BIZERTA**, 30.

**British Vice-Consul**: Hon. Terence Bourke.

**Hotels**: *St. Bass* (Kioage, excellent; R. Continental, poor.)

**Steamers of the Trade**



*atlantique Company* touch here weekly on their voyage along the coast.

The **Railway** to Turin is completed. Passengers are strongly advised when going from Algeria to land here and proceed to Turin by train, and *vice versa*. See *Addenda*.

**BLAKE**, Adm., 30.

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Population: 19,687.

British Vice-Consul:

M. Abel de la Croix.

Hôtel d'Orient; Hôtel du Commerce.

**Means of Communication:** *Steamers of Transatlantique Company*. i. To Marseilles, Tues. 8½ P.M. ii. Ajaccio and Marseilles, Saturday 3 30 P.M. iii. La Calle, Mon. aft. iv. Goletta and Marseilles, Mon. aft. v. Philippeville, Djidjeli, Bougie, and Marseilles, Thurs. m. vi. Along coast to Algiers, Sund. n.

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**BOUGIE**, 20-22.

Population: 6783.

Hôtel de France.

**Rly.** joins the main line between Algiers and Tunis at Beni Mansour.

Carriages may be hired at hotel for the Chabet Pass.

**Means of Communication:** *Steamers of Transatlantique Company*. i. To Marseilles direct, Frid. 8 P.M. ii. Dellys and Algiers, Tues. 8 P.M. iii. Djidjelly, and on to Bône and Tunis, Sat. noon. — Campbell's description of, 20; forts, Kasba, 21; Mt. Gouraia, 21; excursions, 21; bay of, 21.

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**BRUSSA**, 99.

British Vice-Consul: Hermann Scholer.

Hôtel Bellevue, best.

*H. d'Anatolie*, smaller, better in winter and for *penionnaires*. *H. de Bithynie* at *Chekiogeh* (baths), only open during season.

Carriages can be hired; also horses for the ascent of Mt. Olympus.

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**Population:** 80,000.

**British Vice-Consul:**  
John Saunders, Esq.

**Means of Communication:** A. *Austrian Lloyd's Fortnightly Service.*—i. *Græco-Oriental Line.* Arr. every alternate Sat. from Trieste, touching at Durazzo, Santi Quaranta, and Corfu, and continues to Zante, Cerigo, Candia, Piræus, and Smyrna. Return on alternate Sat. to Trieste. ii. *Thessalian Line.* Arr. alternate Mon. from Trieste, touching at Medua, Santi Quaranta, Corfu, and Sta. Maura, continuing to Calamata, Cavallo, Lagos, and Constantinople. Return alternate Fri. to Trieste. B. *Panhellenic Steamers*—i. Arr. Mon. morn. from Piræus (through the Corinth Canal), touching at Patras and Zante, continuing to Corfu and Ambracian Gulf. ii. Arr. Thur. morn. from Corfu, and on to Zante, Patras, and Piræus. C. *New Greek Line.* Arr. Sun. and Wed. ev. from Patras and Zante for Corfu; leaves Tues. and Sat. morn. (from Corfu) for Zante and Patras. D. John McDowell's *Greek Line.* Arr. Mon. morn. (from Corfu) for Zante, Patras, and Piræus. Returns Wed. ev. (from Piræus) for Corfu.

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**Hotel:** *Fonda Italiana.*  
Passports are required.

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**Population:** 871,961.

**H.B.M. Ambassador:**

Rt. Hon. Sir Philip Currie, G.C.B.

**Consul-General and**

**Judge:** W. H. Wrench, Esq., C.M.G.

**Assistant Judge and**

**Consul:** C. J. Tarring, Esq.

**Hôtels:** The principal hotels—indeed, all those frequented by Europeans



travellers—are in Pera, and in or near the *Grand Rue*. The situation is high and good. The best are *H. Royal*; *H. Bristol*; *H. de Londres*, Rue Petits Champs, well spoken of for comfort and moderation. The *H. Byzance* comes next in order. Then *Grand Hôtel (H. de Luxembourg)*; *H. des Etrangers*; *Petala's hotel* at Therapia. Still bearing her name, though she is dead. The *Swimmer Palace* at Prinkipo; *H. Giacomo*; *H. Calypso*.

**Restaurants and Cafés:** *R. Lebon*, 434, Gde. Rue; *R. & C. du Luxembourg*, 130, Gle. Rue; *R. & C. in Municipal Gdns.*, Petit Champs (P.); *R. & C. del Genio*, 32, Pl. Kara-keui (G.), near end of Outer Bridge.

**Dragomans, Ciceroni, or Valets de Place**, should always be obtained through the landlord of the hotel.

**Clubs:** *Cercle d'Orient*, Gde. Rue (P.); *Club de Constantinop* (Commercial et Maritime), Rue Kabristan (P.).

**Banks:** The *Imperial Ottoman B.*, Rue de la Banque (G.); *Crédit Lyonnais*, near the Outer Bridge; *Société Ottomane de Change et de Valeur s.*

**Bazaar:** The best shops in the *Stambûl B.* are *Sudoullah and Co.* ("Faraway Moses"); *Salyk Effendi* for embroideries; *Hâjji Osman Bey*. Mr. G. Baker, 500, Gde. Rue (P.).

**English Churches:** *Embassy Chapel*, *Chaplain*, Rev. H. K. Anketell, and the *Memorial (Christ)*

*Church* at Pera, Rev. G. C. Curtis; *Chapel of the Dutch Legation*, Rev. F. W. Anderson, M.A.

**Means of Communication by SS.:** (A.) *Messageries Maritimes*. A steamer leaves Marseilles every Sat. aftn. i. Alternately for Smyrna, Constantinople, Batoum; ii. and Syria, Salonica, Constantinople, Odessa, returning from Constantinople every Thurs. aftn., alternately touching at Smyrna and the Piræus, and at Syra and Calamata. iii. There is also a line from Constantinople along the coast of Syria to Alexandria. (B.) *Fraissinet and Cie.*—i. *Levant Line*. Leaves Marseilles alternate Thurs., touches at Genoa, Piræus, Smyrna, Salonica, Deleagh, Dardanelles, Gallipoli, and arr. at Constantinople Wed. Returns from Constantinople Sat., reaches Marseilles Fri. ii. *Danube Line*. Leaves Marseilles alternate Thurs., calls at Genoa, Syra, Smyrna, Dedeagh, Kodosto, Constantinople, and on to Galatz and Braila; reaching Constantinople Sun., and Braila-Galatz Fri. Returns from Galatz Fri., reaches Constantinople Fri., and Marseilles Wed. The above are the winter services, the summer ones vary, see Time Tables. (C.) *Austrian Lloyd's*—i. *Levant Service*. Leave Trieste Sat. 11 A.M., touch at Brindisi, Corfu, Patras, Piræus, Dardanelles, and arr. at Constantinople

Frid. morn. Return Mon. 5 P.M., reach Trieste Sun. 3 P.M. ii. *Salonica Line*, viâ Fiume and Patras. Leave Trieste alternate Wed. morn; touch at Fiume, Corfu, Sta. Maura, Patras, Catacolo, Calamata Piræus, Volo, Salonica, &c., and arr. Constantinople Thurs. 2 P.M. Returns Thurs. 2 P.M., arr. Trieste Wed. morn. ii. *Albanian Line*. Leave Trieste alternate Wed. 4 P.M.; touch at Medua, Santi Quaranta, Corfu, Sta. Maura, Argostoli, Calamata, Piræus, Salonica, &c.; arr. Constantinople Thurs. 3 P.M. Return Thurs. 3 P.M., arr. Trieste Tues. n. (D.) *Navig. Generale Italiana*.—i. *Salonica Line*. Leave Genoa alternate Tues. 9 P.M.; touch at Leghorn, Naples, Palermo, Mersina, Catania, Piræus, Salonica; arr. Constantinople Wed. Return Mon. 4 P.M., arr. Genoa Tues. morn. ii. *Smyrna Line*. Leave Genoa alternate Tues. 9 P.M.; touch at Leghorn, Naples, Palermo, Messina, Catania, Piræus, Chios, Smyrna; arr. Constantinople Wed. Return Mon. 4 P.M.; arr. Genoa Tues. morn. iii. *Trieste Line*. Leave Trieste Fri. 10 P.M.; touch at Venice, Ancona, Bari, Brindisi, Corfu, Piræus; arr. Constantinople Mon. 0-15 P.M. Return Wed. 4 P.M.: arr. Trieste Wed. 1.30 P.M. (E.) *Pantheonic Steam Navigation Co.*—i. *Smyrna Line*. Leave Piræus Thurs. n; touch at Chios, Smyrna, Dardan-

elles; arr. Constantinople, Mond. 4 P.M. Then back to Dardanelles, Smyrna, Chios. Return from Chios, touching at Smyrna, Dardanelles, Constantinople, and back to Dardanelles, Smyrna, Chios, and Piræus. (F.) *Russian Co.*—i. *Alexandria Line.* Leave Odessa Sat. 4 P.M.; Constantinople Tues., touching at Smyrna, Chios, Piræus, and on to Alexandria. (G.) LOCAL: The *Shirket-i-Hairish Co.* Frequent voyages daily between the landing stage near the Stambül end of the Outer Bridge and the villages on the Bosphorus. The *Mahsuseh Co.* with lines of steamers from the Bridge to Kadi Kerai and the Princes' Island.

Coal obtainable, 40 to 50 frs. per ton.

**Tourist Offices:** *T. Cook & Sons*, 170 Grande Rue (Pera); *H. Gaze & Sons*, Gde. Rue de Pera, adjoining the H. de Byzance.

**Railways:** Besides the Varna route to the W., the Turkish Roumelian Rly. system is joined to that of Austria. A mail arrives every morn. from London, leaving every night.

**Waggon-lit** trains with dining-saloon leave twice a week for Vienna and Paris.

An interesting way of reaching Constantinople is by the Danube, as far as *Rastchuk*; between that place and Galatz the scenery is uninteresting. Through tickets viâ the *Rastchuk* and Varna Rly.

can be obtained for about £10, at the office of the Danube Nav. Co. at Vienna.

There is a short tunnel with funicular Rly. between Galata and Pera, starting from near the new bridge and leading to the top of the hill at Pera in two minutes.

**Bookseller:** Otto Keil, very obliging to travellers, sells Murray's Handbooks, water-colours, &c., 483, Gde. Rue (P.); Weiss, Gde. Rue (P.).

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**H.M. Consul:** Edward William Bonham, Esq.

**British Vice-Consul:** O. Alexander, Esq.

**U.S. Consular Agent:** G. Raymond, Esq.

**Hotels:** *H. St. George*, best but expensive; *H. Bella Venezia d'Angleterre*, very fair.

**English Church**, the old Senate House. Rev. J. G. Dawes, D.D.

**Means of Communication:** (A.) *Austrän Lloyd's*—i. *Greco-Oriental Line.* Leave Trieste alternate Tues. 4 P.M.; touches at Fiume; arr. Corfu 4 P.M. Then on to Patras, Zante, Canea, Rethymo, Candia, Syra, Piræus, Chios, and Smyrna. ii. *Albanian Line.* Leave Trieste alternate Tues.

4 P.M.; touches at Meua, Durazzo, Valona, Santi Quaranta; arr. at Corfu Fri. 5 P.M. Then on to Argostoli, Zante, Cerigo Canea, Rethymo, Candia, Piræus, Chios, and Smyrna. iii. *Thessalian Line.*

Leave Trieste alternate Wed. 4 P.M.; touches at Fiume; arr. Corfu Sun. 4 A.M. Then on to Sta. Maura, Patras, Catacola, Calamata, Piræus, Voin, Salonica, Cavallo, Lagos, Dedeagach, Dardanelles, and Constantinople. iv. *Albanian Line.* Leave Trieste alternate Wed. 4 P.M.; touches at Meua and Santi Quaranta; arr. Corfu Sat. 5 P.M., then on to Sta. Maura, Argostoli, Calamata, Piræus, Salonica, Cavallo, Lagos, Dedeagach, Dardanelles, and Constantinople. (B.)

*Navi Jazione Generali Italiana.*—i. Leave Trieste Fri. 10 P.M.; calls at Venice, Ancona, Bari, Brindisi; arr. Corfu Thurs. 0.15 P.M.; then on to Piræus and Constantinople. (C.) *Panhellenic Co.*—i. *Ionian Sea Line.* Leave Patras Thurs. ev.; touches at Zante, Cephalonia; arr. Corfu Fri. 6 A.M., then back to Cephalonia and Zante.

Return from Zante Fri. 12.45 P.M.; touches at Cephalonia; arr. Corfu Fri. 6 P.M., then back to Cephalonia, Zante, and Patras. ii. *Ionian Island Line.* Leave Corfu Tues. 0.38 P.M.; touches at Paxos, Cephalonia, Zante, and arr. Patras Wel. 3 P.M. See also CEPHALONIA. (D.) *AN OLYMPIA*

*Line starts about every fortnight from Constantinople.*



nople, touching at Corfu, for Trieste, and *vice versa*.

Coal can be had, 32s. to 35s. free on board.

Very good Carriages are to be hired, and the roads about the island are good. Sportsmen can hire beaters with dogs, also commissioners and interpreters, who are in the habit of providing for their employers everything that may be required.

For Excursions along the coast, or for sporting purposes, good Yachts can be hired at so much for the month or season, including everything except eatables. *Barjains* should invariably be made beforehand for *ev. rything*, even in shops.

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H. B. M. Consul: Alfred Billiotti, Esq., C. B., C. M. G. (CANEVA).

There are *two* hotels at Chania, with fairly good accommodation; the best, *Hôtel de la Crète*, has a restaurant attached, where good food is to be obtained, but European comfort and cleanliness

are not to be looked for. The charges are very moderate.

**Means of Communication:**

A. i. An *Austrian Lloyd's Steamer* arrives from Trieste, Corfu, and Zante every Thurs. m. (bringing the Brindisi mail); it then proceeds via Retimo, Candia, Samos, and Chio to Smyrna. ii. Another Austrian steamer arrives from Smyrna at Candia every Mon. aft., proceeding via Retimo and Chania to Zante, Corfu, and Trieste (taking the mails for Brindisi). B. A *Greek Steamer* belonging to the *Panhellenic S. N. Company*, leaves the Piræus for Crete every Thurs. m. via Sefnos and Milos, calling at Chania, Retimo, and Candia one week, and *vice versa* the next, returning to Piræus, arr. there Sund. m. C. The *English S. N. Company's Steamers* leave Constantinople every Tues. for Smyrna, Syra, and Crete, returning in the same manner, leaving Chania, and Candia every Sund. D. The *Greek S. N. Co.* also run a weekly str. between Syra, Piræus, and the 3 Cretan ports. E. There is also a fortnightly *Turkish Mail Service* between Constantinople, Smyrna, Crete, Bengazi, Malta, and Tripoli, and another between Crete and Alexandria direct once monthly, but their runnings are very irregular.

The **Railway** from Corinth to Nauplia and thence to Tripolitza, in

the centre of the Morea, offers great facilities for tourists wishing to visit **Nemea, Mykenæ, Argos, Epidaurus**, and other places of historic interest.

Coal can generally be had at Sudra Bay. It is of inferior quality, being the produce of the mines of Heraclea in the Black Sea. Sometimes English coal can be had from the Turkish naval authorities, price, 50 frs. per ton.

**Travel in the Interior:** Excursions in the interior must be made on horseback, with precautions similar to those necessary in other parts of the East. Chania should be made the traveller's head-quarters. He should procure letters, through the Consul, to the government functionaries in the different districts.

The head-quarters of the *Eastern Telegraph Company* in Crete are at Chania, with branch offices at Retimo, Candia, and Sitia. All connected by sea cables and land lines with Greece, Turkey, Europe, and Egypt. *Superintendent*, Geo. Almond.

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**Means of Communication:** A. Message

*Mediterranean*. i. From Marseilles every alternate Friday to Alexandria, Ports on the Syrian Coast, Larnaka, Asia Minor, Piræus, Salonica, and back to Marseilles.

ii. On the alter. Fridays the Steamers run in the opposite direction, touching at Larnaka and on to Alexandria. This service is sometimes modified, and at times has been suspended. *B. Austrian Lloyd's*. Every fortnight from Constantinople to Greek Islands, Larnaka, Coast of Syria and Alexandria; arr. Larnaka Mon., and on return voyage same day. *C. Bell's Asia Minor Line* leaves Alexandria about every 10 days, calling at Limassol and Larnaka, and on to Mersina and Alexandretta; but the service is irregular. Goods' SS.

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**British Vice-Consul**: John F. Russell, Esq.

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**Brit. Consular-Agent**: Joseph Parienti. No Hotel.

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*A Small Inn*, fairly clean, food bad.

**Means of Communication**: *Austrian Lloyd's Steamers* touch here in fine weather.

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 Population: 11,428.  
 British Vice-Consul: A. Zarb.  
 Means of Communication: A. Nav. Gen.

*Ital. i.* (From Genoa) to Brindisi and Venice, Sat. night. (From Venice) to Taranto, &c., and Genoa, Wed. night. B. "*La Puglia*," Company, several times a week for local ports.  
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**HAIFFA**, 71.

Population: 8000.

British Vice-Consul:

Dr. John Schmidt.

A fairly good Inn.

*Austrian Lloyd's Steamers* call on their way to and from Port Said.

A small *English Steamer* runs twice a week to and from Beyrout.—*Knott's Prince Line* run every fortnight between Syria (touching here), Cyprus, and Manchester. It is also in communication with Marseilles by the *Menagaries Maritimes* and the vessels of *Cyp. Fabre & Cie.*

The *Railway* to Damascus is under construction.

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Population: 42,000.

**British Consular**

**Agent:** Hiam Amzalak.

**Hotels:** *Jerusalem H.*

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nople every alternate

Sun. morn. *Messa-*

*geries Maritimes* between

Marseilles and Beyrout

touch every alternate

Monday, and every alter-

nate Wed. on the return

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once a week. *D. Egypt-*

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See *Addenda.*

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is in the German Colony.

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| the walls; <i>Howard's H.,</i>          |       |
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- British Vice-Consul:** Demetrius A. Leonaritti, who is also a well-known and respected merchant. Inn fairly good.
- Means of Communication:** A. *Austrian Lloyd's Steamers.* (From Trieste) to Piræus, &c., and Constantinople, every alternate Tues. noon. (From Constantinople) to Trieste every alternate Sat. morn. B. *Navig. à Vap. Hellenique.* i. (From Syra) to Corinth, &c., Mond. morn. (From Corinth, &c.) to Syra, Thurs. even. ii. (From Syra) to Patras, Thurs. even. (From Patras) to Syra, Mond. morn. C. *Messageries Maritimes Steamers* touch every Wed. on voyage from Marseilles to Constantinople and on Sun. on return voyage.
- Railway Communication** with Myti and Athens. A line to Pyrgos is in course of construction.
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Population: 7827; of which 1966 are Mohammedans, and 5891 Christians.

[*Mediterranean*.—Pr. I., i. 96.]

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No **English Church**; service at house of Commissioner.

**Means of Communication**: A. *Austrian Lloyd's Steamers* from Constantinople to Alexandria touch on Wed. On the return voyage on Tues. B. *Messageries Maritimes Steamers* touch every alternate week (Tues.) on voyage from Smyrna to Beyrout, and every alternate Monday on the return voyage.

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**Means of Communication**: Steamers of *Messageries Maritimes* call here every alternate Sat. on voyage from Smyrna to Beyrout, and on alternate Thurs. on return voyage.

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**Hôtel**. A good English Club.

**Means of Communication**: *Austrian Lloyd's Steamers* from Alexandria to Constantinople touch on Tuesday.

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 Population:  
 Malta . . . 149,643  
 Gozo . . . 19,093  
 168,736  
**Governor and Commander-in-Chief**: Gen. Sir Arthur James Lyon Freemantle, K. C. M. G., C. B.  
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**Admiral Superintendent of Dockyard**: Rear-Admiral Richard Duckworth - King.  
**Consul U.S.A.**: D. C. Kennedy, Esq.  
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 Population: 9000.  
**British Vice-Consul** for Mersina, Tarsus, and Adana: A. Dillon.  
 Two **Hotels**, tolerably good.  
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24s.  
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h Vice-Consul:  
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s: *H. Malakoun,*  
*Coutzouki*, fair.  
s of Communi-  
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sides the above there are  
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Syra) every Mond. and  
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 Population: 59,377.  
 H. M. Consul: A.  
 Boozo, Esq.  
*Hôtel Continentil*, ex-  
 cellent; *H. de la Paix*.  
 Museum, Rue de  
 Montebello, contains  
 many valuable objects,  
 especially Mosaics and  
 other Roman antiquities.  
 Means of Communi-  
 cation: A. *Compagnie*  
*Transatlantique*. i. For  
*Marseilles (Rapide)* alter-  
 nate Wed. and Sat. 5 P.M.  
 ii. For *Marseilles*, via  
*Porte-Vendres* and *Cette*,  
 alternate Mon. 5 P.M.

iii. For *Marseilles*, alter-  
 nate Mondays 10 P.M.  
 via *Carthage*, *Porte-*  
*Vendres*, and *Cette*. iv.  
 For *Tangier*, alternate  
 Fri. 8 P.M., touching at  
*Nemours*, *Melilla*, *Malaga*,  
 and *Gibraltar*. Arr. *Gibraltar*  
 Mon. 4 A.M. and *Tangier*  
 Mon. 1 P.M. Return from  
*Tangier* Tues. noon, *Gibraltar*  
 Tues. 10 P.M.; arr. *Oran*  
 Fri. 2 P.M. B. *Navig. Mixte*  
 (Touache). For *Marseilles*  
 and *Cette* Wed. morn. C. *Compagnie*  
*Caillol et H. St. Pierre*. For  
*Marseilles*, Wed. even. D. *Compagnie*  
*Salinas*. i. For *Carthage*  
 and *Alicante*, Tues. aftern.  
 ii. For *Alicante* direct. Frid.  
 aftern. iii. For *Almeria*,  
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*pany's Steamers* from  
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**PATRAS, 251-254.**

Population: 40,000.

**British Consul:** F. Benjamin Wood, Esq.**British Vice-Consul:** G. W. Crowe.**Consul U.S.A.:** Ed. Hancock, Esq.**English Chaplain:****Hotels:** *Grand Hôtel de Patras; Grand H. d'Angleterre; H. Grande Bretagne*, and several smaller ones, those named very good.**Coal** from 21 to 23 frs. per ton.A *Breakwater* has been built, and there is now an excellent harbour in which the largest steamers can load in any weather.

**Means of Communication:** *A. Navig. Gen. Italiana.* i. Patras to Corfu and Brindisi: dep. 10 P.M., arr. Corfu 11.30 A.M.; arr. Brindisi 2 A.M. Return from Brindisi Mon. 12.30 P.M., arr. Patras Tues. 3.30 A.M. *B. Panhellenic S. Nav. Co. i. Ionian Sea Line.* Leave Patras Thurs. ev., arr. Zante Fri. 1 A.M.; arr. Cephalonia Fri. 6 A.M.; arr. Corfu Sat. 6 P.M., Cephalonia Sun. 7 A.M.; Zante 11.15 A.M. ii. Patras to Trieste alternate Sun. evenings; arr. Fri. 3 P.M., touching at Corfu. Return, leave Trieste alternate Thurs. noon; arr. Patras Mon. 7 A.M. *C. Austrian Lloyd's.* i. (From Constantinople) arr. Patras Thurs. 5 P.M.; calls at Corfu and Brindisi; arr. Trieste Sun. 3 P.M. Return (from Trieste), arr. Patras Tues. 4 A.M.,

touches at Piræus and Dardanelles; reaches Constantinople Fri. 7.30 A.M. ii. Alternate weeks (from Trieste), arr. Patras Sat. 1.30 P.M.; touches at Zante, Syra, Piræus, Chios; arr. Smyrna Thurs. 3.30 P.M. Return (from Smyrna), touches at Chios, Piræus, Syra, Zante; arr. Patras Sat. 4.30 P.M. Alternate weeks via Fiume.

Steamers three times a week for **Itea**, whence **Delphi** can be visited. It is about 2½ hrs. by carriage. Also twice daily to the opposite side of the Gulf, whence passengers can catch the train for **Mesolongi** and **Agrimon**.

**Railway** twice daily from Patras to Athens, with branch line at **Corinth** for **Mykenæ**, **Nauplia**, **Argos**, &c. Also twice daily for **Pyrgos**, with branch line for **Olympia**, where there is a good hotel.

**PATRAS GULF, 249, 250.****PAUL'S BAY, St.,** and the Rocky Valley, 210.**PAXOS, 280.**

**Means of Communication:** *Navig. à Vap. Hellénique.* (From Patras, Zante, and Cephalonia) to Corfu, Mond. aftn. (From Corfu) to Cephalonia, Zante, and Patras, Tues. ev.  
—, Port Gaio, 280; legend of Pan, 280.

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Population: 13,394.

**British Vice-Consul:** Herbert Scratchley, Esq.**Hôtel d'Orient, in the Square.**

**Means of Communication:** *Steamers of Compagnie Transatlantique.* i. For Marseilles, Sun. 9 P.M. ii. Djidjelli, Bougie, and Marseilles, Thurs. 11 P.M. iii. Along coast to Algiers, Mond. aftn. iv. Bône, Goletta, and Marseilles, Sun. 10 P.M. v. Bône.

- Ajaccio, and Marseilles, Frid. 11 P.M.
- Railway** to Constantine and on to Biskra.
- PHILLIPVILLE** Roman reservoirs, 24.
- PHOCÆA**, 90.
- PHOLEGANDROS** (POLYKANDRO) island, 154.
- PHRIKES**, port of, 271.
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- PIADHA**, 235.
- PIDHAVRO** (EPIDAURUS), 236; sanctuary of Esculapius, 236.
- PIGHI**, 'the Wells,' 144.
- PIMPLEA**, birthplace of Orpheus, 215.
- PIRÆUS**, 228, 230.  
**Population**: 40,000.  
**H. B. M. Consul**: Ernest G. B. Maxse, Esq.  
**British Vice-Consul**: A. Stuart.  
**Hôtel de St. Petersburg**, and several others, but travellers almost invariably go on to Athens. There are trains every half-hour.  
 Vessels can coal; cost alongside 23s. per ton.  
 Numerous *Small Steam Pleasure Boats* for excursions.  
**Means of Communication**: A. *Navigation a Vapeur Hellénique*. SS. to all parts of Greece. B. *Austro-Hong. Lloyd's*. i. (From Trieste) to Constantinople, Wed. ev.; (from Constantinople) to Patras, Brindisi, and Trieste, Wed. m. ii. To Chios and Smyrna, Thurs. m. iii. (From Trieste, &c.) to Syra, Salonica, &c., to Constantinople, Wed. aftn.; (from Constantinople) to Fiume and Trieste, Thurs. m.
- C. *Nav. Gen. Italiana*. i. (From Genoa and Sicily) to Salonica and Constantinople every alternate Fri. m.; (from Constantinople) to Salonica, Sicily, Naples, and Genoa, Frid. m. ii. (From Genoa and Sicily) to Smyrna and Constantinople every alternate Sat. m.; (from Constantinople and Smyrna) to Genoa every alternate Frid. m. D. *Messageries Maritimes*. To Marseilles every Sun. To Smyrna, Constantinople, and Odessa every alternate Wed. E. *Egyptian Postal Service*, to Alexandria, Sat. To Constantinople and Smyrna, Frid. F. *Russian Postal Service*. To Alexandria, fortnightly. To Constantinople and Odessa, also fortnightly.  
 By **Railway** to Patras to meet boats for Brindisi, Corfu, and Adriatic ports.
- PIRENE**, fountain of, 257.
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- PLATANI**, ch. of, 254.
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- POLLASTRO**, isle, 29.
- POLYANDELIUM**, 222.
- POLYCARP**, ST., martyrdom, 89.
- POLYKANDRO**, 154.
- POMARIA**, 13.
- POMPEIOPOLIS**, 84.
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- POROS** (KALAURIA) island, 237.  
 — **BAY**, 273.
- PORT SAID**, 54, 55.  
**Population**: 25,000.  
**H. B. M. Consul**: Edward B. Gould, Esq.  
**British Vice-Consul**: F. F. Maling, Esq.  
**U. S. Consular Agent**: R. Broadbent, Esq.  
**Hotels**: *H. de France*; *Eastern Exchange Hotel*; *H. Continental*.  
**Churches and Hospitals, &c.**: To suit the religious requirements of its motley population, an English Church, as well as Churches of the Roman Catholic, Greek Catholic and orthodox, Coptic and Maronite rites, and a Mohammedan Mosque have been erected. There are several schools, a hospital under the control of the Egyptian Government, and the "Lady Strangford Hospital" on the sea shore, opened in 1887.  
**Telegraph**: Offices of the Eastern Telegraph Co., and of the Egyptian Government Telegraph.  
**Banks**: Imperial Ottoman; Bank of Egypt (English); Credit Lyonnais.  
**Means of Communication**: Information concerning the arrivals and departures of steamers can be obtained from the agents of the various companies in the town.  
 A **Steam Tramway** connects Port Said with Ismailia Rly. Stat. Train leaves daily at 9 A.M., arr. 6.15 P.M. and connects with the Cairo, Alexandria, and



Suez trains. A return train (4.20 P.M.) reaching Port Said 7.30 P.M.

The *Austrian Lloyd's Company* run a line of steamers along the coast, calling at the various ports once a week. Opportunities thus occur for Alexandria at present every Saturday forenoon; for Jaffa and Beyrout, alternately, Saturday and Sunday; every 2nd boat calls at Cyprus after Beyrout.

Once a fortnight the French *Messageries Maritimes* steamers sail for the coast of Syria (Sunday) and for Alexandria (Saturday). Every week a *P. and O. Steamer* comes from and goes to Brindisi on its way to or from India or Australia. Travellers can go to or from Damietta by native boats on Lake Menzaleh. Steamers of many other lines going to the E., too numerous to mention, visit the port.

**Tourist Offices:** *H.*

*Gaze & Sons*, at Mesars. Henry S. King & Co.'s office; *Grindlay & Co.*, and *T. Cook & Sons*.

**PRACTIUS**, 10.

**FRASLE**, 227, 241.

**PRETI MATTHIAS**, 196; tomb, 199.

**PREVESA**, 278.

Population: 6000.

**British Vice-Consul:** Charles A. Blakeney, Esq.

**Means of Communication:** *A. Steamers of Aust. Lloyd Dalmatian-Albanian Line* from Trieste and Corfu weekly. *B. Navig. à Vap. Hellénique*. i. (From Patras) to Corfu Wed. even.

(From Corfu) to Patras Sat. morn. ii. (From Patras and Sta. Maura) to Salaora, Ménidi, Carvassara Wed. morn. Return Frid. even. iii. To Sta. Maura and Corfu Wed. even. Return Thurs. even.

**Telegraph** to Arta and Yanina, also to Murto on the Ionian Sea.

**PRINCES'**, or Daimoniso islands, the, 98.

**PRINKIPO** island, 98.

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— **MERCURIUS**, 30.

— **SACRUM**, 86.

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**PSAROMYTI**, Cape, 262.

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— **ASHUKKAR**, 4.

— **DIMAS**, 41.

— **EZ-ZEBIB**, tunny fisheries, 30.

— **KHADIDJA**, 41.

— **SIDI ALI-EL-MEKHI**, 30.

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**British Vice-Consul:** T. A. Trifilla.

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**RHEITI**, salt springs, 233.

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**RHIUM**, promontory and castle, 254; church of Platani, 254.

**RHODES**, 130-135.

**H.B.M. Vice-Consul:** John Francis Jones, Esq.

**British Pro-Consul:** Albert Biliotti, Esq.

**Means of Communication:** *A. Austrian Lloyd's Company.*—The vessels of this company call every Sun. from Constantinople via Smyrna, taking on alternate weeks the route to Alexandria via Cyprus, Beyrout, Haifa, Yaffa, and Port Said, and that via Mesina, Alexandretta, Beyrout, &c. The steamers of this company bound for Constantinople via Smyrna call at this port

every week on Wed. and Thurs. in alternate weeks. B. *Messageries Maritimes*.

—The vessels of this company ceased about ten years ago to call at Rhodes. C. *Bell's Asia Minor Line*. The service of these steamers, which used to ply between Smyrna and various islands of the Ægean, was withdrawn about two years ago. D. The steamers of the Turkish Company of the *Idaré Mahsusæ* occasionally touch at this port, but their service is irregular. E. There are three other companies engaged in the coasting trade in this part of the Ægean, whose vessels touch at this port, viz., the *Pandæon* (*Hellenic*), the *Joly-Victora*, under the British flag, and the *Hanidié*, an Ottoman company, but the passage between Rhodes and Smyrna, which, under ordinary conditions, is made by the Austrian Lloyd's Company's steamers in little more than twenty-four hours, occupies from two to three days by these coasting steamers.

Coal is to be had at prices from 40s. to 45s. per ton.

**RICHARD CŒUR DE LION**, 166, 170; at Trieste, 291.

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**SALEKTA**, 41.

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**SALONA** (GREECE), 261.

**SALONICA**, 118. See *Addenda*.

Population: 100,000, of whom about two-thirds are Jews.

**H.B.M. Consul - General**: John Elijah Blunt, Esq., C.B.

**Hôtel Colombo**, in Frank quarter; *H. Trakali*, on the Quay.

**Scotch Church Service**: Rev. Peter Crosbie.

**Means of Communication**: A. *Navig. Gen. Italiana*. (From Genoa) to Constantinople Thurs. aftn. (From Constantinople) to Piræus, Sicily and Genoa Wed. aftn.

B. *Aust. Lloyd's*. (From Trieste, &c.) to Constantinople Sund. aftn. C. *Navig. à Vap. Hellénique*. (From Constantinople) to Volo, Mond. aftn. (From Volo) to Constantinople, Wed. even. D. *Messageries Maritimes*. Their line from Alex-

andra to Syria and the Levant touches at Smyrna and Salonica every alternate week. E. *Fruissenet Line*. i. A line from Piræus, Dardanelles, &c., leaves Constantinople for Salonica every Thurs. ii. Another from Genoa, &c., leaves Salonica for Constantinople every Frid. Voyage, 36 hrs. F. *Turkish Mahsusæ Line* from Constantinople to Salonica, and *vice versa*, weekly, touching at Mount Athos every alternate week. G.

*Messrs. Johnston's Steamship Company's* vessels from Liverpool call thrice a month. See CONSTANTINOPLE.

**Railway**. To Mitrovitza, with a branch line from Uscup connecting the Servian system at Vranja. Salonica is now within 4 days of London. Train leaves Salonica every day at 6 A.M. for Vienna, and another arrives thence at 9.30 P.M. The works of the Salonica - Constantinople Rly. were commenced in June 1893. The total length will be 480 kilom. It will run through an exceptionally fertile country. The Salonica-Monaster Rly. is about 218 kilom.

**Tramways**.—About 10 m. of tramway has been constructed.

**Bank**: Banque de Salonique and Imperial Ottoman Bank.

**SAME**, ruins of, 270.

**SAMIKOS**, 247.

**SAMOS**, 127.

**H.B.M. Consul**: Denys L. Marc, Esq.



- Means of Communication:** A. *Austrian Lloyd's*. — Every Sun. from and to Smyrna, Piræus, and Trieste. B. *Messageries Maritimes*. Every fortnight from Egypt, Syria to Smyrna and Marseilles, also from Smyrna to Cyprus, Svria, Alexandria, and Marseilles. C. *Mahsuseh*. Irregular from Candia to Constantinople. D. *Fraisenet*. — Irregular from and to Marseilles. E. *Hamidieh*. — Every Fri. from Smyrna and back. F. *Victor Joly & Co.* Weekly between the island and Smyrna. G. *Panteleon*. Every Tues. to Smyrna and back.
- SAMOS**, gulf of, 272; village, 272.
- SAMOTHRACE** (SAMOTHRAKI) island, 122.
- SANCTUARY**, the Isthmian, 258.
- SAN SALVADOR**, Mt., 284, 285.
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- SAPIENZA ISLAND**, 245.
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- SARANDAPOTAMO**, torrent, 233.
- SARDANAPALUS**, tomb of, 84.
- SARDIS**, ruins of, 90.
- SAREPTA** (ZAREPATH), 72.
- SARKO**, 148.
- SARONIC GULF**, the, 228, 235.
- SARUS**, 85.
- SASENO ISLAND**, 286.
- SAYADA**, 285.
- SCALA NOVA**, bay, 89.
- British Vice-Consul:** John Alexachi.
- SCAMANDER RIVER**, 104; sources, 110.
- SCAMDERBEG**, 287.
- SCANDERON**, or Alexandretta, 81; gulf of, 82.
- SCHLIEMANN**, Dr., on the site of Troy, 105; discoveries at Hisarlik, 106-108; at Mykenæ, 239.
- SCIO**, 125.
- British Vice-Consul:** Demetrio Anamissaki.
- Means of Communication:** A. *Steamer of Austr. Lloyd's*. i. (From Trieste, &c.) to Smyrna Sat. even. (From Smyrna) to various Greek islands and Trieste Sund. morn. ii. (From Smyrna) to Piræus Tues. aftn. (From Piræus) to Smyrna Thurs. morn. iii. (From Constantinople) to Alexandria every alternate Sund. morn. (From Alexandria) to Smyrna and Constantinople alternate Sat. morn. B. *Navig. Gen. Ital.* (From Genoa, Sicily, &c.) to Smyrna and Constantinople Sun. morn. (From Constantinople) to Piræus, &c., and on to Marseilles Thurs. morn. C. *Navig. à Vap. Hellénique*. (From Smyrna) to Mersina Mond. n. (From Mersina, &c.) to Smyrna Frid. n. D. *Russian Steamers*. (From Constantinople) to coast of Syria and Alexandria every alternate Tues. (From Alexandria) to Constantinople and Odessa every alternate Wed.
- SCUTARI D'ALBANIA**, 287; lake, 287.
- SOYLLUS**, the home of Xenophon, 249.
- SEBASTE**, 85.
- SEBKA ES - SEDJOURI**, salt-lake, 31.
- SELEFKEH** (SELEUCIA), 85.
- SELEUCIA**, 81, 85.
- SELINTZ**, Cape, 85.
- SELINUS**, 86.
- , river, 255.
- SENGLEA**, 205.
- SENOUSSI**, SHEIK ES-, 49.
- 'SEPIAS, THE TERRIBLE'**, 218.
- SERAPEUM**, 57.
- SERPPOS**, 152.
- British Consular Agent:** E. Goshmann.
- Means of Communication:** *Hellenic Co.'s Steamers*. (From Syra) to Siphnos and Melos and back.
- SETIF**, 22.
- SEURIL DE CHALOUF**, 57.
- SEVEDO**, harbour, 87.
- SFAX**, 41.
- SHERF EL-'AKAB**, snipe-shooting, 5.
- SHOVEFAT**, 79.
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- SIDERO**, Cape, 138.
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**SKYROS**, 158.

**Means of Communication:** By *Hellenic Co.'s Steamers.* From and to Syra every fortnight. — Puria, 158.

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**Population:** 210,000.

**H.B.M. Consul-General:** Frederic Holmwood, Esq., C.B.

**Vice-Consul:** E. C. Blech, Esq.

**Consular Surgeon:** D. I. H. Casson.

**Hotels:** *Grand Hôtel Nüok; Grand H. de Londres; Hôtel de la Ville; H. Mutter; H. des Quais; H. d'Égypte*, all on the quay; the two first are reputed best.

**Churches:** There are Anglican and Presbyterian *Missions* to the Jews, and *Anglican Churches* at Bournabat and Boujah. *Latin and Eastern Churches* uninteresting.

**Cemeteries:** Protestant, outside Caravan Bridge, and at Bournabat and Boujah.

**Means of Communication:** A. *Austrian Lloyd's Steamers.* i. To Trieste by Greek Islands Tues. aftn. ii. (From Constantinople) to Alexandria every alternate Sat. aftn. B. *Navig. Gen. Italiana.* (From Genoa) to Odessa Mon. night. (From Odessa) to Genoa and Marseilles, every alternate Wed. n. C. *Navig. à Vap. Hellenique.* To Mersina by Greek Islands Frid. afternoon. D. *Messageries Maritimes.* One week: from Constantinople for Piræus and Marseilles, and from Marseilles, Salonica, Piræus, for coast of Syria. Second week: from Marseilles, Piræus for Constantinople, and from Syria for Salonica, Piræus, Marseilles. There are also *Russian and Egyptian steamers*, and various lines from and to the United Kingdom.

Coal easily obtainable, 40 frs. per ton.

Carriages, horses, donkeys, and boats are always obtainable.

**Railways:** The *Aidin Line* is now open via *Ayasoulouk* (Ephesus) and *Serakeuy* to *Dinsair*, a distance of 234 m. Also a branch to *Tcheoni* and *Deuzli*. The *Cassaba Line*

is open to *Alascheir*, 105 m. The branch line to *Bournabat* is 5 m. in length, and that from *Magnesia* to *Soma*, 57 m., was opened in 1890.

**Guide** to Smyrna, the Seven Churches, and any part of Asia Minor: George Phedros. May be heard of at the Consulate.

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**British Vice-Consul:**  
William Galea, Esq.

**Hôtel de France**, fairly good.

**Boat** for landing, 150 fr.

**Means of Communication:** A. *Compagnie Transatlanque*. Steamers weekly to Tunis and along the coast to the South, as far as Tripoli and Malta. B. *Compagnie de Navigation Mixte*. Thurs. 6 P.M. from Tunis to Susa; arr. at Tunis from Susa Sat. morn. C. SS. of *Comp. Navig. Gen. Italiana* follow the same itinerary.

A diligence daily to and from Tunis; a night is passed on the journey.

**Tramway** to Kerouan.

There is now a good carriage - road from Tunis. Carriages may be hired for El-Djem.

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**Means of Communication:** By *Hellenic SS.* (From Smyrna) to Mersina every fortnight.

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Seat of Government of Cyclades.

**Population:** 32,573. Chief town, Hermonopolis, pop. 22,104.

**H.B.M. Consul:** William H. Cottrell, Esq.

**British Vice-Consul:**  
E. Bonavia.

**Hôtels:** *H. d'Angleterre;* *H. d'Europe*, both in principal square; tolerable.

**English Church:** Service discontinued.

This is the centre of **Steam Communication** in the Levant; the following are the principal lines: A. *Austrian Lloyd's SS.* i. (From Trieste, &c.) to Volo, Salonica, and Constantinople, every alternate Thurs. mn.; (from Constantinople) to Fiume and Trieste, alternate Wed. aftns. B. *Messageries Maritimes*. Steamers touch every alternate Thurs. on voyage from Marseilles to Constantinople, and Frid. on return voyage. C. Steam communication by *Hellenic Companies* to and from the Piræus, four times a week, and with all the islands of the Cyclades. Dates of departure subject to frequent alteration. D. There are lines of *Turkish SS.* to Constantinople, Smyrna, Crete, Alexandria, Bengazi, Tripoli, and Malta. E. *English SS.* call every week.

**Coal** obtainable, 25s. per ton.

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**British Minister Plenipotentiary:** E. M. Satow, Esq., C.M.G.

**H.B.M. Consul:** Herbert Edward White, Esq.

**Vice-Consul and Interpreter:** V. de Vismes de Ponthieu, Esq.

**U.S. Consul:** Dr. J. G. Barclay.

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**English Physicians:** Dr. W. Greig, Dr. Hodges, Dr. Terry.

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**Means of Communication:** A. Small S

ply almost daily between Gibraltar and Tangier, 3½ hrs. B. *Subsidised Spanish Mail SS.* from Cadiz, Mon., Wed., and Frid., returning the following days. C. Fortnightly communication by *Transatlantique Co. SS.* with Oran, touching at Nemours, Melilla, and Malago, and continuing to Cadiz. D. *Mersey SS. Co.* (Messrs. Forwood Bros.) have ss. leaving London every 2 or 3 weeks for Gibraltar, Tangier, and W. ports of Morocco, to Mogador. E. Communication with Marseilles twice a month by ss. of the *Compagnie N. Paquet*, which touch at Gibraltar, and continue to W. Moorish ports and Canary Isds.

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Means of Communication: *Hellenic Co.'s SS.* (From Syra) to Mykonos.

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**TETUAN**, 6.

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of Mr. Isaac Solomon Nahon, **British Consular Agent**, who resides in the Millah, or Jews' quarter. Also a Spanish hotel.

**TEUCHIRA**, 47.

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Means of Communication: The *Austrian Lloyd's Steamer* between Trieste and Constantinople (Thessalian Line) touches every fortnight at Cavalla, where a caïque can be obtained for Thasos.

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Population: 30,000.

**H.B.M. Consul-General**: T. S. Jago, Esq.

**Vice-Consul**: Alfred Dickson, Esq.

**Hôtel Transatlantique**, and *H. Minerva*.

Means of Communication: *A. Comp. Transatlantique*. Marseilles to Tripoli, viâ Tunis and Malta, every Fri. aftn. Tunis to Tripoli, viâ the Coast, every Tues. aftn. *B. Navig. Gen. Italiano*. Tunis to Tripoli, viâ Coast, Wed. aftn. Malta to Tripoli Mon. aftn. *C. Turkish Mokhsoosh SS.* about every three weeks from Constantinople, Smyrna, Crete, and Bengazi, returning the same route.

**TRIPOLI** (SYRIA), 79.

**Consular Agent**: Abdulla Gazi.

Means of Communication: Steamers of the *Messageries Maritimes* touch every alternate Sat. on the voyage from Smyrna to Beyrout, and on Thurs. on the return voyage. See BEYROUT.

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**TUNIS, 31-33.**

**H.B.M. Consul-General:** W. H. D. Haggard, Esq.

**Vice-Consul:** R. A. Proteit, Esq.

**English Church:** St. Augustine; *Chaplain*, Rev. C. F. Flad.

**Hotels:** *Grand Hôtel*, Avenue de France, excellent; *Hôtel de Paris*, R. El-Djazira, good.

**Means of Communication:** A. Steamers of *Compagnie Transatlantique*. i. For Marseilles direct, Mon., Wed., Frid. aftn. ii. Bône, and along coast to Algiers, Sat. aftn. iii. Susa and along coast of Tunis, Tripoli, and Malta, Thurs. aftn. iv. Malta, Tripoli, and along coast to Tunis, Mon. foren. v. Bizerta, La Calle, Bône, Philippeville, &c., Algiers, Port-Vendres, Sat. 11 A.M. B. *Navig. Gen. Italiana*. i. To Cagliari, Leghorn, Genoa, Wed. 11 A.M. ii. Pantellaria, Marsala, Favignana, Trapani, and Palermo, Frid. night. iii. Susa, and along coast of Tunis, Tripoli, and Malta, Thur. 5 P.M. C. *Compagnie de Navigation Mixte*, for Marseilles direct, Sat. aftn.

**Canal.** See *Addenda*.

**Railways:** *Italian Line* from Gouletta to Tunis and Marsa. *French Lines*. i. From Tunis to Algeria. ii. Tunis to Hammam-el-Enf or Hammam-lif. iii. From Tunis to Bizerta. See *Addenda*, p. 30, Bizerta.

**Carriages** can be hired to go almost anywhere in the interior when the weather is fine.

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**Population:** 24,854.

**Hotels:** *Royal H.*, 30, Strada Mercanti, good; *Grand H.*, 247, Strada Reale; *Morell's H.*, 150, S. Farni; *H. d'Angleterre*, 34, S. Stretta; *Imperial H.*, 91, Strada S. Lucia and Sliema; *Great Britain*, 42, S. Mezzodi; *Villa Paris H.*, Casal Lia; and several others.

**Means of Communica-**

**tion:** A. *P. and O. Co.* i. For Brindisi every week, generally Frid. n. ii. For Port Said, Suez, Aden, and Bombay every Fri. iii. For Madras, China, and Australia every alternate Frid. iv. For Gibraltar and London every Sat. or Sun. B. *Comp. Gen. Transatlantique*. (i.) For Tripoli and Tunisian coasts, Tues. aft.; (ii.) Goletta and Marseilles, Thurs. afr. C. *Navig. Gen. Italiana*. i. Syracuse and other Italian ports to Naples, Tues. n. ii. Tripoli and Tunisian coast to Goletta, Wed. m. D. *Maltese Steamers* for Syracuse daily, except Fri. and Sun. Many other lines also touch here more or less regularly. *P. and O. S.S.* anchor in the Quarantine Harbour, but all others enter the Grand Harbour. Boat hire on landing, *6d.* before and *9d.* after sunset.

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**Railway:** There is a rly. which starts from the Porte Reale Gate, and continues  $6\frac{1}{2}$  m. across the island through or near Hamrun, Misida, Curmi, Birchireava, Balzan, Lia, Attard, Zebbug, Musta, Nazaro, and terminating at Notabile (Città Vecchia).

**Carriages:** Very com-

venient little one-horse carriages, called "carrozellas," or "four-wheelers," are to be hired in the streets. There is a fixed tariff of fares, but for a "course" inside the town, 6d. is the usual price given.

**Churches:** *Roman Catholic*, see text. *Anglican Collegiate Ch. of St. Paul's*, built at the expense of the late Queen Adelaide, Piazza Celsi, Ven. E. A. Hardy, B.A.; *Holy Trinity Ch., Sliemi*, Rev. H. I. Shaw, B.A., built partly at the expense of the late Bishop Trower of Gibraltar, and endowed in part by the late Bishop Harris. *Military Chapel Schools*, in the Upper Barraca and at Margarita Conspicua. *Naval Chapel*, in the Dockyard. *Presbyterian* (free), Strada Furni. *Wesleyan Chapel*, Floriana. *Greek Orthodox Ch.*, S. Mercanti.

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**British Vice-Consul:**

A. A. C. E. Merlin, Esq.

*Hôtel de France*.

**Means of Communication:** *Panhellenic Co.* i.

Leaves Piræus Mon.

7 P.M., arr. Tues. 11 A.M.

Leaves Volo Wed. n., arr.

Piræus Thurs. 5 P.M.,

calling at Chalkis.

Another leaves Piræus

Fri. 7 P.M., Sun. n., calls

at Laurium, Chalkis, and

Stylide. ii. Another

line leaves Volo Tues.

6.30 P.M., touches at

Chalkis and Piræus, arr.

Syra Fri. 4 A.M. Returns

from Syra Sat. 6.30 P.M.,

arr. Volo Mon. 5.30 P.M.

iii. A third line leaves

Volo Thur. n., touches at

Stylide, Chalkis, Piræus,

Zea, and arr. Syra Sat.

5.30 P.M. Return Mon. 7

A.M., arr. Volo Wed. 9 P.M.

A Steam Tramway

from Volo to the Gulf

villages of Agrea and

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commenced. A Railway

exists to Larissa, Trikala,

Kalabaka, &c.

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**British Vice-Consul:**

N. Crenidiropulo.

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Table d'Hôte. Night Porter. Hotel Omnibuses and Cabs.

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12 SALOONS,  
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Own LARGE PARK  
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**FIRST-CLASS FAMILY HOTEL**

Most elegant Dining and Reading-Rooms. High-Class Cooking and Attendance.

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**N**EW FIRST-CLASS HOTEL with every comfort. Beautifully situated in Garden  
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Bath on the Floor. Newest and Perfect Sanitary Arrangements. Electric Light, and Steam  
Heating in every room. Moderate Charges. Pension. Porter at the Station. Omnibus  
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rooms and Saloons, with 15 Balconies. Water and Milk cures. Electricity. Massage.  
Pine-needle and Sole Baths. Sanitary arrangements perfect.

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*Elegant Coaches and Landau Carriages at the Hotel.*

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26 &amp; 28, RUE DU MT.-BLANC. 1 &amp; 2, RUE PRADIER (near the Station).

All the latest English &amp; American Specialties &amp; Patents. Dispensing as at home.

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Best situation on the shore of the Lake, facing MONT BLANC. Large Terrace. Lift. Baths on each floor. Electric Light. Reading and Smoking Rooms. Moderate charges.

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First-Class, Splendid Situation.

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**T**HIS splendidly-situated First-Class Hotel, which is the largest in the Town, and enjoys the well-merited favour of Families and Tourists, has just been considerably enlarged and Newly Furnished. The Apartments, large and small, combine elegance and comfort, and every attention has been paid to make this one of the best Provincial Hotels. Public and Private Drawing-rooms; English and French Papers, Table d'Hôte at 11 and 6. Private Dinners at any hour. Excellent Cuisine. Moderate Charges.

The Omnibuses of the Hotel meet all Trains. Baths. Interpreters.

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### HOTEL RESTAURANT MONNET.

Founded in 1846. English Visitors will find every comfort and luxury in this First-Class Establishment. Private Rooms for Families. Excellent Cuisine and Wines. Table d'Hôte, 11 and 6. Carriages and Horses can be had in the Hotel for Excursions and Promenades.

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The largest and most comfortable in the town. Beautiful situation, with a fine garden. 100 Rooms, 10 Saloons. Baths on each floor. *Electric Light.* Guides and Carriages for Excursions to the Grande Chartreuse and the Dauphiné. Hotel and Rooms warmed by a Calorifere till the end of May.

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*Opened in January, 1894.*

**FIRST-CLASS HOTEL**, with all the comforts of the splendid, modern First-Class Hotels. Situated in the centre of the Town, opposite the Railway Station. Heated by Steam. *Electric Light and Telephone in every room. Electric Lift. Beautiful Bath Rooms. Excellent Wines. Good Cuisine.*

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Open all the Year. Table d'Hôte. Restaurant facing the Sea.  
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*ENGLISH AND GERMAN SPOKEN.*

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First-Class House, situated in the centre of the Town.

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*CENTRAL HEATING APPARATUS.*

**50 Rooms and Saloons fitted up with every comfort of modern times.**

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**FIRST-CLASS FAMILY HOTEL**, facing the Stray. Every accommodation for Visitors and Tourists. Carriages to Wells and Baths every morning free of charge. Good Stabling. Carriages on Hire. Tennis Court in the Grounds.

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*FIRST-CLASS HOTEL.*

One of the best in the Town. Commanding a fine view, with Dependence, "Villa Augusta," situated in the extensive and shady garden of the Hotel. **Best Situation**, near the Mineral Springs, the Kursaal, and Tennis Grounds.

Splendid Dining Room with covered Verandahs. Finest Restaurant.

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Half-an-hour from Frankfort-on-the-Main.

**MINERAL SPRINGS** very salutary in **DISEASES** of the **STOMACH**, the **LIVER** and **ATTACKS** of **GOUT**.

Unrivalled Summer Climate. Pure and Bracing Mountain Air. Whey Cure. New Bath House.

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Inhalations from Vaporized Salt Water, Cold Water Cure.

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Electric Light throughout.  
Lift. Baths.

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Patronised by H.R.H. the Prince of Wales, and H.L.H. the Grand Duchess of Mecklenburg-Schwerin. Proprietor, CONR. RITTER, Royal Purveyor.

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**HOTEL RIECHELMANN.**

PATRONIZED BY ROYALTY AND BEST FAMILIES. One of the Best First-Class Hotels in the Town. High, Dry and Airy Position, in the finest part of the Town. Close to the Kursaal and the Wells. Latest Sanitary Improvements. Verandahs, Beautiful Garden. Excellent Cookery. Choice Wines. Arrangements made on very reasonable terms at an early or later part of the Season. RIECHELMANN, Proprietor.

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*Finest Lawn-Tennis Ground in Hyères.* E. WEBER, Proprietor.

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FIRST-CLASS BOARDING HOUSE WITH MAGNIFICENT SEA VIEWS.

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*Finest Drawing Room in Town. BIJOU Guide Grats.*

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**HOTEL - PENSION****J U N G F R A U .**F. SEILER-STERCHI, *Proprietor.*

THIS FIRST-CLASS ESTABLISHMENT, with two branch houses, is situated in the centre of the Höhweg, and enjoys a splendid view of the Jungfrau and the entire range of the Alps. It recommends itself for its delightful position, as well as for its comfortable accommodation.

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PENSION WYDER.

COMMANDS A MAGNIFICENT VIEW OF THE JUNGFRAU.  
Excellent Cooking. Moderate Charges. Pension, from 6 francs a day.

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By Her Most Gracious Majesty's Special Permission.

**THE ROYAL VICTORIA HOTEL,**

PATRONISED BY

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THIS HOTEL is situated on the Lower Lake, facing Innisfallen, within ten minutes' drive of the Railway Station, and a short distance from the far-famed Gap of Dunloe, for which it is the nearest starting point.

Open throughout the Year.

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## Grand Hotel Victoria, INTERLAKEN,

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SEASON from 1st APRIL to 31st OCTOBER.

**450 ROOMS, from 3 frs.**

CONCERTS AND DANCING. ELECTRIC LIGHT IN ALL ROOMS.

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**F**INEST Central Position on the River Traun and Esplanade, near the Kurhaus and the Baths. Library, Reading and Smoking Rooms. Leave for trout and grayling fishing.

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(One of the finest mountains of the Siebengebirge.)

Entirely newly rebuilt, and comfortably fitted up. Large airy rooms and saloons, with beautiful views. Large Dining Rooms and Restaurants. Spacious table-land with forest and park-grounds with fine shady promenades. Delightful prospects; more varied than from any other point of the Siebengebirge. Every Wednesday Grand Military Free Concert Table d'Hôte on week days at 1 o'clock; on Sundays and holidays at 12.30 and 2 o'clock. Dinners and Suppers at any hour. Excellent cuisine and choice wines. Post and Telegraph in the house.

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Open and very Healthy Situation.

Pension and Arrangements for longer stay at

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Central Situation. Room, attendance

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FIRST-CLASS HOTEL OF OLD REPUTE.

Commands a magnificent view of the Danube and neighbouring Mountains.

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The Hotel is under the Superintendence of the Proprietor (J. NEUBAUER) himself.

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Comfortable, pleasant situation.

Open from 15th APRIL to 6th OCTOBER.

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RAILWAY on LAGO MAGGIORE.BEST STOPPING PLACE on the  
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PFYFFER &amp; Co. (Lucerne), Proprietors.

THIS large and splendid HOTEL is one of the most comfortable in Europe. Situated in front of the Lake, with the finest Views. Every attention paid to Tourists.

A HYDRAULIC LIFT FOR THE USE OF VISITORS.  
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ELECTRIC LIGHT IN EVERY ROOM.

The House is Heated Throughout.

**LYNTON, NORTH DEVON.****ROYAL CASTLE FAMILY HOTEL.***Patronized by the English and Continental Royal Families.*

FIRST-CLASS HOTEL, especially favourite and attractive. Table d'Hôte. Reading and Drawing Rooms. New Smoking and Billiard Pavilions, all Facing the Sea. Magnificent Views, and Ornamental Grounds of Twelve Acres. Private Hotel and Boarding House attached. **ELECTRIC LIGHTING.**

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THE MOST COMFORTABLE.

First Class.

Full South.

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**SCHWEIZERHOF AND LUZERNERHOF.**



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IN THE BEST SITUATION on the LAKE and PROMENADE.

**600 BEDS.**

LIFT AND ELECTRIC LIGHT IN BOTH HOTELS.

ARRANGEMENT *EN PENSION* WITH PROTRACTED STAY (EXCLUSIVE OF JULY AND AUGUST).

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WITH GOOD WARMING SYSTEM.

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Splendid Situation in the Centre of the Town. Only Hotel with Lift of a modern construction.

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First Class Hotel, the largest and most comfortable in the town. New and richly fitted up. 100 Rooms. Situate on the great square, in the vicinity of the Railway Stations and steamboat landings. One of the most commodious and, respecting charges, one of the cheapest hotels in Scandinavia. Rooms from 1 Krona upwards. Baths and carriage in the hotel. Meals à la carte at all hours. Prompt and polite attendance. Dinner kept ready for passengers.

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Travellers exposed to the sun and dust, will find

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Most cooling, soothing, healing and refreshing to the face and hands. It allays all heat and irritability of the skin, removes redness, sunburn, soreness of the skin caused by stings of insects, prickly heat, freckles, tan, and discoloration, and realises a healthy purity and delicacy of complexion. Bottles, 2s. 3d. and 4s. 6d.



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A Pearl Dentifrice for giving a pearl-like whiteness to the teeth and fragrance to the breath.

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A pure toilet powder in three tints, White, Rose, and Cream for ladies of a Brunette complexion and those who do not like white powder. Boxes, 1s., large boxes, 2s. 6d. Ask Chemists for ROWLANDS' ARTICLES, of 20, HATTON GARDEN, LONDON, and avoid spurious imitations.

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Best wine First-class House in the most beautiful central location of the town, opposite the Railway Station and the port. Every comfort in modern times at moderate terms. Large Vienna Café, with daily Orchestra Concerts. Hotel, Restaurant, Baths, Carriages. Dinner kept ready for through-travellers to Stockholm and the interior of Sweden.

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Central position, few minutes from the Railway Stations, East and Telegraph Offices, Exchange, Theatres, &c. Passenger Elevator, Music Room, Writing, Reading, and Committee Rooms. Bath Rooms and Lavatories on all floors. Hair-dresser's Chamber. Splendid Dining Hall. 120 Bedrooms. Cuisine, and Wines and Spirits, excellent.

GEO. SCHNEIDER, Manager.



MARIENBAD (Austria).

## HYDROPATHIC ESTABLISHMENT.

**SPRINGS** containing Glauber Salts, Iron, Alkaline Earth, and Carbonic Acid. Heather, Steel, Steam, Mud, Gas, and Hot-Air Baths. Beneficial in Diseases of the Stomach, Liver, Intestines, Kidneys, Women's Complaints, General Diseases, Corpulence, Anaemia, Diabetes, &c. The Mineral Water, Natural Salts and Pastilles, extracted from the springs, are supplied by the "**Brunnenversendung**". Newly Constructed Colonnade. Electric Light throughout the town. Theatre, Concerts, Reading Room. Shooting and Trout Fishing. Post, Telegraph and Custom Offices. English Church. Season from **May 1st to Sept. 30th.** Frequented by more than 16,000 Visitors.

Prospectus and all Information **GRATIS** from the **Bürgermeisteramt** (Mayor's Office).

MARIENBAD.

## HOTEL KLINGER.

**FIRST** and Largest Hotel, with private houses, **HALBMAYR'S HOUSE**, **MAXHOF** No. 100, and the recently opened **HOTEL KLINGER**, late Stadt Dresden, connected with the Old House. Most beautiful situation of the Spa, situated at the corner of the Promenade on the Kreuzbrunnen and the Park, commanding a charming view. Newly and elegantly furnished. 350 Rooms and Saloons. Reading, Conversation, and Smoking Rooms. Electric Lighting. All the Dining Saloons Redecorated. List, Table d'hôte and à la Carte. Meals sent out into private houses.

*Carriages at the Hotel. Omnibus at the Station.*

**J. A. HALBMAYR, Proprietor.**

MARIENBAD.

## HOTEL WEIMAR.

**FIRST-CLASS HOUSE**, patronised by English. Elevated position near the springs and bath establishments. Single rooms and family apartments furnished with every modern comfort and luxury. Carriages for excursions. Omnibus at all trains.

**HAMMERSCHMID, Proprietor.**

Valais. MARTIGNY, Switzerland  
**HOTEL du GRAND ST. BERNARD**

NEAR THE RAILWAY STATION.

**V. GAY CROSIER, Proprietor.**

Meals served at any hour. Moderate charges. Carriages for Chamouix and the Grand St. Bernard at a reduced tariff.  
ST. BERNARD DOGS FOR SALE.

MILAN.  
**BELLINI'S HOTEL TERMINUS.**

Near the Railway Station.

With all modern improvements. Heated throughout. Garden and Baths. Real English Hotel. Very Moderate Charges. Porter meets all trains. Luggage cleared at Custom House. **T. BELLINI, Proprietor.**

MAYENCE.

## HOTEL D'ANGLETERRE.

**THIS** elegant, first-rate Hotel, much frequented by families and gentlemen, situated in front of the Rhine bridge, is the nearest Hotel to the Landing place of the steamboats. It affords from its balconies and rooms extensive and picturesque views of the Rhine and mountains. English comfort. Table d'hôte. This hotel is reputed for its superior Rhinish Wines, Sparkling Lock, which Jean Fecht exports to England at Wholesale prices.  
*IT IS THE ONLY HOTEL AT MAYENCE HAVING LIFT.*

**JEAN FECHT, New Proprietor.**

MAYENCE.

## HOTEL DE HOLLANDE.

**WELL-KNOWN FIRST-CLASS HOTEL.** Thorough Comfort, excellent Cooking, Choice Wines, at Moderate Charges. Since the removal of the railway, the **Finest and Best** Situated Hotel in the Town, affording an open view of the river. Favourite and quiet stopping place for excursions into the neighbourhood. Special arrangements for Winter abode. Opposite the landing place of the steamers. Omnibus meets all trains. Proprietor: **RUDOLPH SEIDEL**, for years Manager of this Hotel.

MAYENCE.

**RHINE HOTEL.**

**F**IRST-CLASS HOTEL. First Position and Splendid View of the Rhine. Especially recommended to English and American Travellers. Rooms, including Light and Attendance, from 2 francs 50 centimes. Omnibus at Station. For a long stay Pension. Grand Café (Bavarian and Pilsner Beer). American Bar under the same management.

W. SCHIMMEL.

MENTONE.

**GRAND HOTEL DE VENISE.**

ASCENSEUR.

LIFT.

**F**IRST-CLASS English House, situated in a large garden, full south, far from the sea. Restaurant, Smoking and Reading Rooms. South aspect.

**J. SOMAZZI, Proprietor.**

MENTONE. (FIRST-CLASS HOTEL.)

**HOTEL DE BELLE VUE.**

**T**HIS well-known ESTABLISHMENT is beautifully situated in the best quarter of the Town, with a vast Garden, and affords every English comfort. Patronized by the Royal Family of England. *Lawn Tennis Court. Ascenseur. Lift.*

**G. ISNARD, Proprietor.**

MILAN.

**GRAND HOTEL DE MILAN.**

**M**ODERN Comfort. Railway Sleeping-Car Booking Office. Luggage Registered Through. Hydraulic Lift. Steam Heating and Electric Light in every room.

**J. SPATZ, Co-proprietor of the Grand Hotel at Venice and the Grand Hotel at Leghorn.**

MOSCOW.

**HOTEL SLAVIANSKY BAZAR.***The Largest First-Class Hotel in this Town.*

SPLENDID RESTAURANT, READING,  
AND BATH-ROOMS.

English and French Newspapers.

ALL LANGUAGES SPOKEN.

Omnibus. Interpreters to all Railway Stations.

Telephone, Post and Telegraph Offices in the house.



MILAN.  
HOTEL DE LA VILLE.

SITUATED on the Corso Victor Emmanuel, kept for 50 years by J. BAER (the only first-class Hotel having view on Cathedral). This Hotel has been lately entirely renewed with all modern improvements, as LIFT, Winter Garden, Electric Light, Bar, &c., &c. Large and small Apartments and Single Rooms. Patronised by the Nobility and Gentry of all nations. New and perfect sanitary arrangements. MODERATE CHARGES.

MILAN.  
HOTEL DE ROME.

ADMIRABLY situated, full South, on the Corso, a few steps from the Duomo, Scala, and Galleries. This Hotel, comfortably furnished and fitted up with the greatest care, is warmly recommended to English travellers for its comfort and moderate charges.

Branch House—PIAZZA FONTANA, 8 and 10.

LIFT.

BORELLA BROTHERS, Proprietors.

MAXIMILIAN GROUNDS.

MUNICH.

MAXIMILIAN GROUNDS.

GRAND HOTEL CONTINENTAL.

SPLENDID FIRST-CLASS ESTABLISHMENT. Situated in the most quiet and fashionable quarter, and near all objects of interest.

All modern comforts and improvements. Hydraulic Lift. Baths. Electric Light.

M. DIENER, Proprietor.

MUNICH.  
HOTEL ZUM BAMBERGER HOF.

Old-renowned house with 250 rooms, all of which have been newly fitted up. Only French beds. Rooms from 1mk. 50pf. upwards. No charge for light and service. Electric lighting throughout. Free entrance to the Variété Theatre in the box. Baths in the house. The peculiar construction of the hotel entirely excluded the danger of fire. Omnibus at the Railway Station.

F. M. ROIGER, Proprietor.

MÜRREN (Switzerland).  
GRAND HOTEL KURHAUS.

OLDEST AND LARGEST FIRST-CLASS HOTEL.

220 Bedrooms. Electric Light.

ENGLISH MEDICAL DOCTOR.

M. STERCHI WETTACK, Proprietor.

MANAGER: T. MULLER,

Proprietor of the WEST-END HOTEL, NAPLES.

NAPLES.  
THE CONTINENTAL HOTEL.

Open all the year round. Quai Parthenope (New Embankment). Splendid situation—full South. Close to the Public Garden and the centre of the town, with magnificent view of the Bay and Vesuvius. Hydraulic Lift, Electric Light, Telegraph and Post Office. Every kind of baths. Moderate charges.

R. WAHLER, Proprietor.

NICE.  
HOTEL-PENSION SUISSE.

Magnificent View. Large Garden.  
Close to the Grand Opera and Casino.

Swiss House.  
Terms on Pension from 2 frs. a day.

SANITARY CERTIFICATE: "We hereby certify that the Drainage and Sanitary Arrangements of the HOTEL PENSION SUISSE at NICE have been entirely reconstructed in the most thorough manner, under my close personal supervision, and therefore the Hotel is now in a satisfactory condition."

NICE, November, 1893.

(Signed) HUGH SMITH, C.E., Engineer Surveyor, English Sanitary Company.

NEUHAUSEN-SCHAFFHAUSEN, SWITZERLAND.  
FALLS OF THE RHINE.



# HOTEL SCHWEIZERHOF

**F. WEGENSTEIN, Proprietor.**

*FIRST-CLASS HOTEL, replete with every convenience and comfort.*

200 Rooms. Fire Escapes. Hydraulic Lift.

Splendid Views of the celebrated Falls of the Rhine and Chain of the Alps, including Mont Blanc, covering an extent of over one hundred miles.

### FINE PARK AND GARDENS.

A Charming Summer Resort, noted for its healthy position, bracing air, and most beautiful landscape.

### SPECIAL ARRANGEMENTS FOR A PROTRACTED STAY.

No Extra Charge for Lights and Service. No Gratuities to Servants.

*Hotel Omnibuses meet Trains at Neuhausen & Schaffhausen*

BY MEANS OF ELECTRICITY AND BENGAL LIGHTS THE FALLS OF THE RHINE ARE BRILLIANTLY ILLUMINATED EVERY NIGHT DURING THE SEASON.

*English Divine Service in the New Church located on the Grounds of the Schweizerhof.*



NICE.  
**GRAND HOTEL**  
**D'ANGLETERRE.**

*Patronised by English and Foreign  
Royalty.*

NERVI.  
**HOTEL VICTORIA.**

Near the Sea and Railway Station. 15 Minutes  
from G. non. Sleeping places for all express trains.  
Patronised by H.H. the Queen of Portugal, and  
H. Exa. the Marschall von Althé.

**HYDRAULIC LIFT.**

NUREMBERG.

**HOTEL GOLDEN EAGLE.**

**FIRST-CLASS HOTEL**, well situated, opposite the Kriegerdenkmal,  
newly re-built, contains 110 elegantly furnished Rooms and Saloons, and is much  
frequented by English and American families. Arrangements made with Families and  
Single persons. Baths in the house. Carriages. Omnibus to and from the Station.

LIFT.

**WILLY SCHLENK, Proprietor.**

NURNBERG (NUREMBERG).

**HOTEL BAYERISCHER-HOF.**

**THIS First-rate and Superior Hotel**, situated in the centre of the town, is highly spoken of by English and  
American Travellers for its general comfort and moderate charges. Has been greatly enlarged, and  
contains now 160 well-furnished rooms and saloons, Ladies' and Reading Saloon, Smoking Room, &c., and  
a beautiful large Dining-Room. English and Foreign Newspapers, Carriages at the Hotel. Omnibuses  
to and from each train. English Church in the Hotel; Divine Service every Sunday.

**J. AUINGER, Proprietor.**

ODESSA.

*Hotel d'Europe.*

**BEST SITUATED FIRST-CLASS HOTEL.**

ENGLISH SPOKEN.

**A. MAGENER, Proprietor.**

POTSDAM.

**FAMILY BOARDING-HOUSE**

In the nearest vicinity of the royal  
gardens of Sans-souci in Potsdam.  
Moderate terms. Zimmer-place  
No. 9. **C. KLEE, Proprietor.**

3,000 Feet.]

OROPA.

[Biellese.

**HYDROPATHIC ESTABLISHMENT.**—The finest and oldest of  
Italy. Celebrated climatic station. Fine drives, shady walks under pine woods;  
magnificent prospect. Large hotel, nicely furnished and well attended. Concert, Dancing,  
Smoking, Billiard Rooms, etc. Via Milan, Turin, branch line Sauthia-Biella. English  
Church. Cook's Coupons accepted.

**Dr. G. MAZZUCHETTI, M.D., Proprietor.**

OSTEND.

**HOTEL DE LA PLAGÉ.**

**FIRST-CLASS HOTEL FACING THE BATHING PLACE.**

*Open from the 1st June to 15th October. Highly recommended.*

LIFT TO ALL FLOORS.

**J. & O. THOMA, Proprietors.**

OSTEND.

**GRAND HOTEL DU LITTORAL**

Most fashionable part of the Digue, facing Sea.

**LIGHTED THROUGHOUT BY ELECTRICITY.** LIFT, Etc.

BOARD from 10s. per day.

OSTEND.

**GREAT OCEAN HOTEL.**

**FIRST-CLASS & MOST FASHIONABLE HOTEL & RESTAURANT.**

UNRIVALLED FOR THEIR SITUATION.

*Facing Sea and Baths.*

*Highly Recommended.*

Lift to all floors.

PARIS.  
**HÔTEL MIRABEAU,**  
 8, Rue de la Paix, 8.

*Patronized by the Royal Families of several Courts of Europe.*

**B**EAUTIFULLY situated in the finest part of the City; the prettiest Court-Yard in Paris. Restaurant *à la carte*, and Private Dinners at fixed prices. Apartments of all sizes for Families and Gentlemen. American and English Papers. Lift, &c.

**PETTIT** (Uncle and Nephew), Proprietors.

PAU.  
**HOTEL DE FRANCE.**

**T**HIS FIRST-CLASS HOTEL, situated on the Place Royale, commands the most splendid view of the whole chain of the Pyrénées, and is adjoining to the English Club. Improved Lift.

**GARDÈRES FRÈRES**, Proprietors.

PAU.  
**GRAND HÔTEL BEAU SÉJOUR.**



**FIRST-CLASS.** Recommended for its Comfort. Incomparable position for beauty of the Panorama. Apartments for Families, with view embracing the Pyrénées. Excellent Cooking and irreproachable attendance. **BOURDETTE**, Proprietor. The Drainage perfected under the most modern system.

PISA.  
**Grand Hotel Victoria.**

**FIRST-CLASS HOUSE. FULL SOUTH.**

On the Lung' Arno. Long established reputation.

PISA.  
**GRAND HOTEL.**

Moderate Charges.

**W. GABERRECHT.**

**SPEAKS GOOD ENGLISH.**



PARIS.

**HOTEL BELLEVUE***39, Avenue de l'Opera, 39.***FINEST SITUATION IN THE FRENCH CAPITAL.**

First-rate Restaurant & Table d'Hôte. Reading & Smoking Rooms.  
 Hydraulic Lift. Baths. The Entrance Hall, Staircases, and  
 Corridors are heated. Arrangements for the Winter Season.  
 Telephone. Electric Light throughout. Telephone.

*In the Paris "Baedeker" the name of the Proprietor, Mr. L. HAUSER,  
 is particularly mentioned.*

PLYMOUTH.

*Only Hotel with Sea View.***GRAND HOTEL.**

(ON THE ROE.)

Facing Sound, Breakwater, &c. Mail Steamers anchor in sight. Public Rooms, and Sitting  
 Rooms, with Balconies. **JAMES BOHN, Proprietor.**

POITIERS.

**GRAND HOTEL DE FRANCE.**—First-Class and recommended to  
 Families and Tourists for its comfort and good management. The most central of  
 the Town, near the Hotel de Ville, Prefecture, Telegraph, Post Office, Museum, Historical  
 Monuments, and Promenades. Speciality of Fowls and truffled Pâtes of all sorts. Carriages  
 for Drives. Railway Omnibus calls at Hotel.

**ROBLIN-BOUCHARDEAU, Proprietor.**

RIGI.

**HOTEL AND PENSION RIGI-SCHIDEGG.**

**TERMINUS** Station of the Rigi Kaltbad-Schidegg Railway. Excel-  
 lently suited for Tourists and Pensioners. Pension by a stay of not less than five  
 days, **8 francs to 12 francs, Room included.** Liberal treatment. View on  
 the Alps as beautiful as at Rigi Kulm. English Service. Lawn Tennis Grounds.

**Dr. R. STIERLIN-HAUSER.**

ROME.

**HOTEL-PENSION BEAU SITE.***Corner Via Aurora and Ludovisi.*

Highest and Quietest Position in Rome, on the Pincian Hill.  
 Every Modern Comfort. English Family Hotel. Lift. Bath. Calorifères.  
 Terms from 7 to 12 francs per day.

**M. SILENZI BECCARI, Proprietor.**

ROME.

**GRAND HOTEL MARINI.**

First-Class. Unrivalled for its healthy, quiet, and central  
 situation. Full South. Lift. Electric Light.

*(OPEN ALL THE YEAR.)***E. MARINI & CO.**

ROME.

**HOTEL ROYAL MAZZERI.**

VIA VENTI SETTEMBRE.

**T**his New Hotel, opened in 1888, is situated full South, on the Highest and Healthiest part of Rome, near the English Embassy and the Royal Palace. A short distance only from the Railway Station.

ROME.

**HOTEL DE LONDRES.**

First-Class Hotel

IN THE OPEN PLACE OF PIAZZA DI SPAGNA.

ONE OF THE OLDEST ESTABLISHED HOTELS IN ROME.

Full South. Very Sunny Aspect.

HYDRAULIC ELEVATOR. VERY GOOD COOKING.

— Electric Light. —

THE CHARGES ARE ON A PAR WITH THOSE OF OTHER FIRST-CLASS HOTELS.

*C. GIORDANO, Manager. PH. SILENZI, Proprietor.*

ROME.

**GRAND HOTEL DE RUSSIE**

ET DES

**ILES BRITANNIQUES.**

NEW AND PERFECT SANITARY ARRANGEMENTS.

*Full-South. Unique Position. Only Hotel with Sunny Grounds and Garden.*

LIFT. CALORIFERES. ELECTRIC LIGHT. AIRY PUBLIC ROOMS.

FIRST CLASS CUISINE.

*H. SILENZI, Proprietor*



ROME.

**EDEN HOTEL.***Highest Position in Rome.*SITUATED ON THE PINCIAN HILL. COMMANDING FINE  
VIEW OVER ROME AND CAMPAGNA.**ENGLISH HOTEL.***SAME MANAGEMENT, EDEN HOUSE, LUCERNE.*

FIRST-CLASS FAMILY HOUSE, IN THE BEST SITUATION.

**MODERN COMFORT.**

NISTELWICK &amp; HASSLER, Proprietors.

ROME.

**HOTEL MOLARO.**56, VIA GREGORIANA (*Near to the Pincio*).**FULL SOUTH.**Healthy Situation in Town, and very Central. Old Reputation for  
its Comfort and Moderate Charges.**HYDRAULIC LIFT.**

Winter Garden. Electric Light and Calorifère.

ROME.

**CONTINENTAL  
HOTEL.****250 Rooms.***All Modern Comforts. Open All Year Round.*

P. LUGANI, Proprietor.

ROME.

**PENSION TELLENBACH.****SUNNY POSITION.****ESTABLISHED 1863.****RUE MACELLI 66 & 67** (*Close to Piazza di Spagna  
and the Pincio.*)*Old Renowned High-Class Family Pension.***COMFORTABLE — FASHIONABLE — HEALTHY.***Accommodation of a First-Class Hotel.***LIFT. SMOKING AND READING ROOMS. BATHS.**

ROYAT LES BAINS.

**GRAND HOTEL.**

FIRST-CLASS HOTEL. HYDRAULIC LIFT.

OPEN FROM 15TH MAY TO 15TH OCTOBER.

L. SERVANT, Proprietor.

ROUEN.

**GRAND HOTEL D'ANGLETERRE.**

ON THE QUAY, commanding the finest view of the Seine; Mr. A. MONNIER, Proprietor, Successor of Mr. LEON SOUCHARD. Travellers will find at this first-rate Establishment airy Rooms, Good Beds, Excellent Cooking, Wines of the best quality, in fact, every comfort, and at moderate charges. Table d'hôte at 6 o'clock. "Restaurant à la Carte." Smoking-room. Travellers are respectfully recommended not to permit themselves to be misled by commissioners, etc.

ROME.

**HOTEL D'ANGLETERRE.**

THIS Hotel is conveniently and healthily situated in the centre of the city, between the Corso and the Piazza di Spagna, and close to Post and Telegraph Offices. Visitors may rely on every English comfort. Charges moderate. Open the whole year. Much frequented by English. Particular attention paid to the cooking and service. Lft. SILENZI, Proprietor. O. SILENZI, Manager.

ST. GERVAIS-LES-BAINS, VILLAGE.  
(Hte. SAVOIE.)**HOTEL DU MONT BLANC.**

(2,400 feet above Sea level.)  
BRACING air. Best situated Hotel in place, near Post and Telegraph. Lovely Views, Excursions, Glaciers, &c. English spoken.

A. CHAMBEL, Proprietor.

ST. PETERSBURG.

**HOTEL DE FRANCE.**Kept by **E. RENAULT.**

BEST situation in the Town, Great Morskaïa, right opposite the Winter Palace, Hermitage, Foreign Office and Nevski Prospect. Oldest Hotel. Tramways in all directions. Fashionably frequented, especially by English and Americans. Elegant Reading Room, with French, English, American, German, and Swedish Papers. Greatly to be recommended for its cleanliness, comfort, and superior *cuisine*. Dinners 1 r. 50k. and 3 r. The charge for Apartments is from 1 to 20 roubles. All languages spoken. Warm and Cold Baths. Post and Telephone on the Premises. The English Guide, Charles A. Kuntze, highly commended.

*The Hotel is recommended in Murray's Handbook of Russia.*

*The HOTEL BELLE VUE, opposite to HOTEL DE FRANCE, belongs to the same Proprietor.*



ST. PETERSBURG.

# GRAND HÔTEL D'EUROPE.

RUE MICHEL

à ST. PÉTERSBOURG.



CORNER OF THE NEVSKI PROSPECT AND  
MICHEL STREET.

VERY CENTRAL POSITION.

FIRST-CLASS HOTEL,

WITH EVERY MODERN IMPROVEMENT  
AND COMFORT.

OMNIBUSES MEET ALL TRAINS AND BOATS.

LIFT. ELECTRIC LIGHT.

ST. PETERSBURG.

# HÔTEL D'ANGLETERRE

Opposite St. Isaac's Cathedral.



ST. PETERSBOURG.

## FAMILY HOTEL.

This well-known Hotel has the best situation in St. Petersburg, and has lately been entirely renovated.

*EXCELLENT KITCHEN & CELLAR.*

Reading Room, with English and American Newspapers.

FRENCH, GERMAN, AND ENGLISH SPOKEN.

*OMNIBUSES MEET ALL TRAINS AND STEAMERS.*

*N.B.—Carl Kluge, formerly of the Albion Hotel, Manchester, and the George Hotel, Nottingham, manages this Hotel.*



ST. GERVAIS-LES-BAINS, VILLAGE.  
(Hte. SAVOIE.)

### HOTEL DES ETRANGERS.

Central Position. View of the Glaciers.  
Carriages at the Hotel for the Etablissement de Bains.  
E. BATTENDIER, Proprietor.

ST. GERVAIS LES BAINS, VILLAGE.  
(Hte. SAVOIE.)

### HOTEL DU MONT JOLI.

Lovely Situation. Splendid Views.  
Modern Charges.  
Every Comfort. English spoken.  
N. ALLANTAZ, Proprietor.

SALISBURY.

## THE WHITE HART HOTEL,

Nearly opposite the Cathedral. The LARGEST and PRINCIPAL HOTEL in the CITY.  
THIS old-established First-Class Hotel contains every accommodation for Families and Tourists. A Ladies' Coffee Room. Billiard and Smoking Rooms and spacious Coffee Rooms for Gentlemen. Table d'Hôte daily, during the season, from 6.30 to 8.30 p.m., at separate tables. Carriages and Horses on Hire for St. Julien and other places of interest. Excellent Stabling, Loose Boxes, &c. Tariff on application to H. T. ROWES, Manager, (Post-Office Master to Her Majesty).

SAN REMO.

## GRAND HOTEL VICTORIA.

Situated in a beautiful and sheltered position full south, and with the finest Garden in the place.  
All Modern Comforts. The latest Sanitary Arrangements. Hydraulic Lift.  
MODERATE TERMS. M. BERTOLINI, Proprietor.  
Also Proprietor of the ROYAL VICTORIA HOTEL, AOSTA.

SAUMUR.

## HOTEL BUDAN.

The only one on the banks of the Loire.

SPLENDID VIEW.

ST. MALO.

## Grand Hotel Franklin.

The only Hotel having sea view on all sides.

Moderate Charges. English spoken.

## BAD-SCHWALBACH.

THE STRONGEST IRON SPRING IN THE WORLD.

## THE TIVOLI HOTEL AND PENSION.

BEST SITUATED FIRST-CLASS HOTEL.

SEVILLE.

## GRAND HOTEL DE PARIS,

SEVILLE, SPAIN.

SITUATED in the centre and pleasantest part of the City—Plaza Pacifico, formerly St. Augustin. All the rooms looking outside—North, South, East, and West—and warmed in the Winter. Fire Places and stoves. Hotel Omnibuses, and Interpreters speaking all principal European Languages, meet all Trains. Proprietor, JULIO MEAZZA, late Manager of the GRAND HOTEL, MADRID.

S P A.

## GRAND HOTEL DE L'EUROPE.

First-class, close to the Mineral Springs, Casino, and Anglican Church. Omnibus to meet all Trains.

FAMILY HOTEL.

HIGHLY RECOMMENDED.

HENRARD-RICHARD, Proprietor.

S P A.

## HOTEL DE BELLE VUE.

Situated in the centre of the healthiest part of the Town.

Near the Etablissement des Bains and Casino.

Large Garden communicating with the Park and giving admission to all Fêtes.

OMNIBUS AT STATION.

H. ROUMA, Proprietor.

## SPEZIA (Riviera di Levante).

Best and cheapest stopping-place on the way to Florence and Rome. Splendid Scenery.

**GRAND HOTEL & CROCE DI MALTA.**

A COMFORTABLE well drained and ventilated first-class house, full south, overlooking the Bay. View of the Carrara Mountains. A favourite mild winter resort. Pension terms, 8 to 12 fcs. per day, wine included.

COATES & CO., Proprietors.

S P A.

**Grand Hotel Britannique.**

*F. LEYH, Proprietor.*

PATRONIZED BY THE ROYAL FAMILY OF BELGIUM.

SITUATED IN THE HEALTHIEST PART OF THE TOWN.

LARGE GARDEN AND TENNIS GROUNDS.

*Adjoining the Boulevard des Anglais and the English Church.*

ENGLISH SPOKEN.

OMNIBUS AT EACH ARRIVAL.

STRASBOURG.

**HOTEL D'ANGLETERRE.**

**B**EST-SITUATED NEWLY REBUILT FIRST-CLASS HOTEL. Near the Station and Cathedral. Close to the Post and Telegraph Offices. Baths. Moderate Charges. Rooms from 2 marks, light and attendance included. Omnibus at the Station. Lift.

CH. MATHIS, Proprietor.

STRASBOURG (ALSACE).

**HOTEL DE LA VILLE DE PARIS.**

THE LARGEST, FINEST, AND MOST COMFORTABLE HOTEL IN STRASBOURG.

SITUATED IN THE BEST PART OF THE TOWN,  
NEAR THE CATHEDRAL, UNIVERSITY, AND KAISERPALACE.

HYDRAULIC LIFT.

MODERATE CHARGES.

EMILE OTT.

STRASSBOURG.

**HOTEL NATIONAL**

The only First-Class Hotel newly built.  
Opposite the Railway Station.  
Bath and Lift System improved. Large and Small Apartments for Families and Single Gentlemen. Moderate Charges.

G. HEIM, Proprietor.

STUTTGART.

**Hotel Royal.**

Opposite the Station, in the finest part of the Town.  
Highly recommended to English and American Families.

BANZHAF BROTHERS, Proprietors.



STUTT GART.  
HOTEL MARQUARDT

IS situated in the finest part of the Town, in the beautiful Place Royal, adjoining the Railway Station, near the Post Office, the Theatre, the Royal Gardens, opposite the Palace, and facing the Königsbau. This Hotel will be found most comfortable in every respect; the Apartments are elegantly furnished, and suitable for Families or Single Gentlemen. Table d'Hôte at 1 and 5 o'clock. French and English Newspapers. Electric Light. Central Heating. Direct entrance from the Station to the Hotel. H. & O. MARQUARDT.

THUN (Switzerland).

HOTEL THUNERHOF.

A FIRST-CLASS HOUSE, one of the most comfortable in Switzerland. The only one with a Lift in the place. The Terrace of the Hotel, which has no rival in Switzerland, is worth a visit. There is also an English Library. Lawn Tennis. Concert every day on the Terrace or in the Hall. Soirée dansante once a week.

Pension, during the whole Season, by staying Five Days, from 8 francs, everything included.

CH. STAEHLE,

Also Proprietor of the Hotel du Paradis at Cannes.

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