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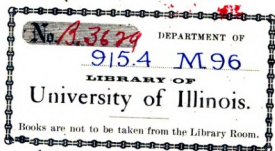
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A
HANDBOOK
TO
INDIA AND CEYLON

* *This sign in the text appended to a name indicates that further information relating to the subject is to be found in the INDEX AND DIRECTORY at the end of the book.*

A
HANDBOOK FOR TRAVELLERS
IN
INDIA AND CEYLON

INCLUDING THE
PROVINCES OF BENGAL, BOMBAY, AND MADRAS,
(THE PANJAB, NORTH-WEST PROVINCES, RAJPUTANA,
CENTRAL PROVINCES, MYSORE, ETC.)
THE NATIVE STATES AND ASSAM

WITH NUMEROUS MAPS AND PLANS OF TOWNS AND BUILDINGS

LONDON:
JOHN MURRAY, ALBEMARLE STREET
CALCUTTA: THACKER SPINK & CO.

1892

PREFACE

SINCE the publication of the First Edition of the *Handbook to India*, in four volumes, time and events have effected great changes, not only in the country itself, but also in the facilities for reaching it from all parts of the world, and for travelling throughout the peninsula. The public, moreover, are yearly becoming better aware of the glorious field which in India is opened up for the enjoyment of travel and sport, and of the inexhaustible opportunities afforded them for the study of an engrossing history, an interesting nationality, and an unrivalled art, as displayed not only in architectural monuments, but also in native industries and handicrafts. On this account, and in consequence of the yearly increasing tide of travellers setting towards India, the publisher has found it necessary to rearrange his guide in an entirely new form. It has been to a great extent rewritten, thoroughly revised, and condensed into one handy volume.

The publisher, aware that it is impossible to insure perfection in any guide-book, hopes that where inaccuracies are found in this one, they may be pointed out by the indulgent tourist, with a view to their correction on the first opportunity.

The spelling of Indian names has always been a vexed question. It has been thought fit here to follow no one particular system, but to present the names of places in the form most familiar to Englishmen, which for the most part is that adopted by the Postal and Railway authorities.

Many new maps and plans of towns, countries, and buildings have been added to this edition, which is, moreover, furnished with an Index and Directory, containing information relating to hotels, dak bungalows, clubs, steamers, names and addresses of banks, tradespeople, etc., and all ephemeral matter, which will be found there in a convenient and compact form.

The accounts of most places described in this book have been revised
[India]

on the spot, and in this revision the publisher has received much kind assistance from civil servants and others resident in different parts of India. He takes this opportunity of tendering to them his grateful thanks, as also to the following persons who have assisted him in various parts of the book : Dr. Burgess, Dr. Bradshaw, LL.D., Mr. H. Beauchamp, Major F. Spratt, R.E., Mr. R. Clarke, B.C.S., Mr. J. Westlake, Mr. G. Marsden, Mr. E. A. Smith, Mr. Ottewill ; particularly to the Hon. Sir Arthur Gordon, G.C.M.G., who, with exception of the description of Colombo and the first route, has written the whole of the account of Ceylon from his own personal knowledge and wide experience of that country ; and finally to Professor Forrest, Keeper of the Records in Calcutta, through whose able hands the whole of the proofs of India have passed.

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CIRCULAR TOURS¹

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<p>TOUR A—BOMBAY, CALCUTTA, DELHI, KARACHI, and back.</p> <p>Bombay At the beginning.</p> <p>Jubbulpore (Marble Rocks, Rte. 1).</p> <p>Allahabad 1.</p> <p>Calcutta, end of Rte. 1 (Excursion to Darjeeling, Rte. 90).</p> <p>Benares Rte. 1.</p> <p>Lucknow 16.</p> <p>Cawnpore 18.</p> <p>Agra, Rte. 9 (Gwalior Rte., 5A; Fatehpur Sikri, Rte. 9).</p> <p>Delhi, Rte. 6; Kuth, etc., Rte. 6.</p> <p>Amritsar (Golden Temple), Rte. 12.</p> <p>Lahore, Rte. 12 (Shah Dera, Rte. 12).</p> <p>Mooltan Rte. 14.</p> <p>Sukkur 14.</p> <p>Karachi 14.</p> <p>Bombay.</p> <p style="text-align: center;">40 days.²</p> <p>TOUR B—BOMBAY, AHMEDABAD, DELHI, LAHORE, KARACHI, and back.</p> <p>Bombay. At the beginning.</p> <p>Baroda Rte. 6.</p> <p>Surat 6.</p> <p>Ahmedabad 6.</p> <p>Abu Road (Mount Abu) 6.</p> <p>Marwar, for Jodhpur 6.</p> <p>Ajmere 6.</p> <p>Jeypore 6.</p> <p>Agra, Rte. 9 (Gwalior, Rte. 5A; Fatehpur Sikri, Rte. 9).</p> <p>Continuation of Route as in Tour A.</p> <p style="text-align: center;">27 days.²</p> <p>TOUR C—BOMBAY, DELHI, BENARES, CALCUTTA, MADRAS, POONA, and BOMBAY.</p> <p>Bombay to Agra, as in Tour B.</p> <p>Cawnpore Rte. 18.</p>	<p>Lucknow Rte. 16.</p> <p>Benares 1.</p> <p>Patna 1.</p> <p>Calcutta, end of Rte. 1 (Darjeeling, Rte. 20).</p> <p>Madras Rte. 22.</p> <p>Poona 22.</p> <p>Bombay.</p> <p style="text-align: center;">45 days.²</p> <p>TOUR D—BOMBAY, JUBBULPORE, DELHI, BENARES, CALCUTTA, CEYLON, CALCUT, MADRAS, etc.</p> <p>Bombay to Jubbulpore and Allahabad, as in Rte. 1.</p> <p>Cawnpore Rte. 18.</p> <p>Agra, Rte. 9 (Gwalior, Rte. 5A; Fatehpur Sikri, Rte. 9).</p> <p>Jeypore Rte. 6.</p> <p>Alwar 6.</p> <p>Delhi 6.</p> <p>Lucknow 16.</p> <p>Benares 1.</p> <p>Calcutta (Darjeeling Rte. 20), end of Rte. 1.</p> <p>Tuticorin Rte. 28.</p> <p>Madura 31.</p> <p>Tanjore 31.</p> <p>Calcut 28.</p> <p>Madras End of Rte. 22.</p> <p>Poona 22.</p> <p>Bombay.</p> <p style="text-align: center;">61 days.²</p> <p>TOUR E—BOMBAY, MADRAS, CALCUTTA, BENARES, DELHI, BARODA.</p> <p>Bombay. At the beginning.</p> <p>Madras Rte. 22.</p> <p>Calcutta (Darjeeling, Rte. 20), end of Rte. 1.</p> <p>Benares Rte. 1.</p> <p>Lucknow 16.</p> <p>Cawnpore 18.</p> <p>Agra 9.</p> <p>Delhi 6.</p> <p>Jeypore 6.</p>	<p>Alwar Rte. 6.</p> <p>Ajmere 6.</p> <p>Abu Road 6.</p> <p>Ahmedabad 6.</p> <p>Baroda 6.</p> <p>Surat 6.</p> <p>Bombay.</p> <p style="text-align: center;">38 days.²</p> <p>TOUR F—BOMBAY (STEAMER), TUTICORIN, MADURA, TANJORE, MADRAS, POONA, and back.</p> <p>Bombay End of Rte. 1.</p> <p>Steamer thence to</p> <p>Goa (Steamer) Rtes. 25, 28.</p> <p>Calcut (Steamer) Rte. 28.</p> <p>Tuticorin 28.</p> <p>Rail to</p> <p>Madura 31.</p> <p>Tanjore and Trichinopoly, Rte. 31.</p> <p>Jalarpet (Bangalore) Rte. 28.</p> <p>Madras End of Rte. 22.</p> <p>Poona 22.</p> <p>Bombay</p> <p style="text-align: center;">16 days.²</p> <p>TOUR G—BOMBAY and back, via KARACHI, LAHORE, DELHI, BENARES, JUBBULPORE.</p> <p>Karachi Rte. 14.</p> <p>Mooltan 14.</p> <p>Lahore 12.</p> <p>Amritsar 12.</p> <p>Umballa 11.</p> <p>Meerut 11A.</p> <p>Delhi 6.</p> <p>Agra, Rte. 9 (Gwalior, Rte. 5A; Fatehpur Sikri, Rte. 9).</p> <p>Muttra Rte. 9.</p> <p>Cawnpore 18.</p> <p>Lucknow 16.</p> <p>Benares 1.</p> <p>Allahabad 1.</p> <p>Jubbulpore 1.</p> <p>Bombay.</p> <p style="text-align: center;">33 days.²</p>
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¹ Messrs. T. Cook & Son issue tickets for these tours and an explanatory pamphlet. For their addresses in Bombay and Calcutta, see Index and Directory.

² These figures represent the shortest limit of days given by Messrs. T. Cook & Son, for performing the journey.

Tour H—BOMBAY and back,
via CALCICUT, MADURA,
MADRAS, etc.

Bombay	End of Rte. 1.
Steamer to	
Calicut (Rail)	Rte. 28.
Erode	" 30.
Madura	" 31.
Trichinopoly	" 31.
Tanjore	" 31.
Chingleput	" 31.
Madras	" 22.
Poona	" 22.
Kalyan	" 22.
Bombay	" 22.
	14 days. ¹

Tour I—BOMBAY and back,
via JUBBULPORE, CALCUTTA,
BENARES, DELHI, BARODA,
etc.

Bombay to Delhi, as in Tour A.
Delhi to Bombay, " " E.
29 days.¹

Tour K—COLOMBO to BOMBAY.

Colombo	Rte. 33.
Steamer to	
Tuticorin (Rail)	" 28.
Madura (Rte. 31) to Bombay,	
as in Tour H.	
Bombay to Calcutta and Delhi,	
as in Tour A.	
Delhi to Bombay, as in Tour E.	
	45 days. ¹

Tour L—COLOMBO to BOMBAY,
via CALCICUT, MADRAS, CAL-
CUTTA, DELHI, JUBBULPORE.

Colombo to Madura, as in	
Tour K.	
Madura to Madras, as in Tour	
H.	
Madras to Calcutta (Darjeel-	
ing, Rte. 20), as in Tour E.	
Calcutta to Delhi, as in Tour E.	
Alwar	Rte. 6.
Agra to Bombay (reversed), as	
in Tour A.	
	49 days. ¹

Tour M—COLOMBO to BOM-
BAY, via CALCICUT, MADRAS,
BOMBAY, ALLAHABAD, BEN-
ARES, DELHI, BARODA.

Colombo to Calicut, as in Tour	
K.	
Calicut to Bombay, as in Tour	
H.	
Bombay to Delhi, as in Tour	
A.	
Delhi to Bombay as in Tour	
E.	
	43 days. ¹

Tour N—COLOMBO to BOMBAY,
via CALCICUT, MADRAS, BOM-
BAY, KARACHI, LAHORE,
CALCUTTA, ALLAHABAD, and
BOMBAY.

Colombo to Bombay, as in	
Tour H.	

Bombay to Karachi, as in
Tour G.
Karachi to Calcutta (reversed),
as in Tour A.
Calcutta to Bombay, as in
Tour A.
58 days.

Detour to Hyderabad (Deccan), Rte. 25, can be joined to
Tours C.D.E.F.H.K.M.N.
Detour to Bangalore and
Mysore, Rte. 29, can be
joined to Tours C.D.E.F.H.
K.L.M.N.

Detour to the Nilgiris, Rte.
30, can be joined to Tours
D.E.H.K.L.M.N.
Detour to Lahore, Rte. 12,
can be joined to Tours
C.D.E.I.K.L.M.

Detour to Quetta (for Kan-
dahar), Rte. 15, can be joined
to TOURS A.B.G.N.

Detour to Peshawar, Rte.
13, can be joined to Tours
A.B.G.N.

Detour to Gaya, Rte. 1, can
be joined to Tours A.C.D.
E.L.K.L.M.

Detour to Gwalior, Rte. 5a,
can be joined to Tours A.B.
C.D.E.G.I.K.L.M.N.

Detour to Bijapur, Rte. 24,
can be joined to Tours B.D.
E.F.H.K.L.M.N.

Detour to Assam and Bra-
mahputra River, Rtes. 29a
and 29b.

¹ These figures represent the shortest limit of days given by Messrs. T. Cook & Son for performing the journey.



INTRODUCTORY INFORMATION

ENGLISH LANGUAGE

A TRIP to India is no longer a formidable journey or one that requires very special preparation. The Englishman who undertakes it merely passes from one portion of the British Empire to another. The hotel tout who on arrival worries him on board the steamer does his worry in English; at the hotel every one speaks English; and the pedlars who sit in long lines in the verandah importune him to buy in the same language. In the shops he will find expensive but very good articles for all ordinary requirements, and will be attended by a person speaking English fluently.

RAILWAYS

Each railway company publishes an elaborate time-table and list of fares. In Bombay, the *Indian A.B.C. Guide* and the *Indian Railway Travellers' Guide*, and in Calcutta, Newman's *Indian Bradshaw*, give good maps, and the railway routes for all India, besides steamer routes and short notices of the most important places usually visited by travellers. The Railway Companies in India do much for the comfort of travellers throughout the country. Every 1st and 2d class compartment is provided with a lavatory, and the seats, which are unusually deep, are so arranged as to form couches at night. There are refreshment rooms at frequent intervals, and some of them are very well managed and supplied. The Station-masters are particularly civil and obliging, and, as a rule, are most useful to travellers in providing ponies, conveyances, or accommodation at out-of-the-way stations if notice is given them beforehand; they will also receive letters addressed to their care,—this is often a convenience to travellers.

SEASON FOR VISIT TO INDIA

The season for a pleasant visit to the plains of India lies between 15th November and 10th March, but in the Panjab these dates may be slightly extended; then, however, the heat will be found trying at the ports of arrival and departure. October and April are as trying months as any in the year, much more so than July, August, and September, when rain cools the atmosphere.

CLOTHING

Not very long ago it was thought essential to have a special outfit prepared for a journey to India. This is scarcely the case now.

For the Voyage a few warm clothes for the northern part and thin ones for the Red Sea and Arabian Sea are required. As regards the lighter clothes, a man will find it convenient to have a very thin suit of cloth or grey flannel for day, and a thin black coat for dinner. It is not necessary to dress for dinner on board ship.

A lady cannot do better than provide herself with thin skirts of tussore-silk or some such material, and thin flannel or silk shirts. Shoes with india-rubber soles are the best for the deck, as they afford good foothold when the vessel is unsteady.

On *Baggage-days*, which occur once a week, boxes marked *wanted on voyage* may be brought up from the hold, and suitable clothes taken out or stowed away according to the temperature and weather.

For a winter tour in the plains of India, a traveller requires similar clothing to that which he would wear in the spring or autumn in England, but in addition he must take very warm winter wraps. A man should have a light overcoat in which he can ride, and a warm long ulster for night travelling or in the early morning. A lady, besides a jacket and shawl, should have a very thin dust-cloak, and a loose warm cloak to wear in a long drive before the sun rises, or to sleep in at night when roughing it. Tourists should remember that the evening dews are so heavy as to absolutely wet the outer garment, the nights and mornings are quite cold, and yet the middle of the day is always warm, sometimes very hot, so that the secret of dressing is to begin the day in things that can be thrown off as the heat increases.

In Bombay and Calcutta, and, in fact, all along the **coast** and in the **south of the peninsula**, much thinner clothing is required. Cool linen suits for men, and very thin dresses for ladies, also Karkee riding and shooting-suits, can be got cheaper and better in India than in England. Linen and underclothing for at least three weeks should be taken,—with less the traveller on arrival may be inconvenienced, or even detained until his board-ship clothes are washed. The Indian washermen, though not as bad as they used to be, destroy things rather rapidly. Winter clothing will be necessary if it is intended to visit the **hill-stations**. Flannel or woollen underclothing and sleeping garments and a "cholera belt" are strongly recommended.

The hospitality of India involves a considerable amount of dining out, and therefore a lady, unless she intends to eschew society, should be provided with several evening dresses. Riding-breeches or trousers for men, and riding-habits for ladies should not be forgotten.

A good sun hat is an essential. The *Terai hat* (two soft felt hats fitting one over the other) might suffice for the coolest months, but

even in cold weather the midday sun in India is dangerous, and it is therefore advisable to wear a cork or pith helmet, which is lighter and better ventilated, and affords better protection from the sun than the Terai, and is indispensable in real hot weather. Many London hatters have a large choice of sun-hats and helmets for ladies as well as men. The *Sola* or pith hats are very light, but brittle and soon spoil by rain; they can be bought in India very cheaply. A thick white umbrella is also a necessary, especially for a lady, and a straw hat for the cool hours of the morning and evening will be found a great convenience.

Travellers in Ceylon will seldom require anything but the thinnest of clothing, except in the mountains, where the temperature becomes proportionately cooler as he ascends. At Kandy he may often require a light overcoat, and at Nuwara Eliya warm wraps and underclothing are necessary.

BEDDING

Every traveller who contemplates a tour must on arrival in India provide himself with some bedding. Except at the best hotels, there is either no bedding at all or there is the chance of its being dirty. The minimum equipment is a pillow and two cotton wadded quilts (*Razais*), one to sleep on, the other as a coverlet. The ready-made ones are usually very thin, but they can be got to order of any thickness. To these should be added a pillow case, cheap calico sheets, and a blanket. A rough waterproof cover to wrap the bedding in must not be omitted, or the first time the bedding is carried any distance by a culi or packed on a pony it may be very much dirtied. A waterproof sheet is a very valuable addition to the bedding, but cannot be called an absolute necessity for a short tour. Without such a modest supply of covering as is here indicated, a traveller may at any time have to spend a night shivering in the cold, which would probably result in an attack of ague. An india-rubber hot-water bottle takes up very little room and will often be found very handy.

TRAVELLING SERVANTS

A good travelling servant, a native who can speak English, is indispensable, but should on no account be engaged without a good personal character or the recommendation of a trustworthy agent. Such a servant is necessary not only to wait on his master at hotels, dak bungalows, and even in private houses, where without him he would be but poorly served; but in a hundred different ways when travelling by rail or otherwise, and as an interpreter and go-between when dealing with natives. Having ascertained beforehand from his agent the fair wages which his servant ought to be paid, the master should take care to come to some definite arrangement with him before engaging him. If the servant proves satisfactory, it is the custom to make him a small

present before parting with him. The same remarks apply to a lady's ayah. Madras ayahs though expensive are considered the best. If the traveller has friends "up country," it is well to write beforehand and ask them to engage a servant for him, and to send him to meet his master at the port of arrival. "Up-country" servants are often cheaper and more reliable than those to be met with on the coast.

HOTELS

He who expects to find good hotels in India, up to the European standard of excellence, will be disappointed. At the best they are indifferent. At all the chief towns large airy rooms can be procured, but the traveller will not be properly waited upon unless he brings a servant of his own with him. He should give notice beforehand of his intended arrival, as the hotels are often crowded in the tourist season.

DAK BUNGALOWS

With regard to dak bungalows (travellers' rest-houses established by Government), it is advisable, if possible, to make some inquiries beforehand as to their accommodation. In some cases the keeper in charge has facilities for procuring food, in others the traveller has to bring provisions with him, and in some D.Bs. there are neither servants nor provisions. Rooms cannot be retained beforehand—the first comer has the preference. After occupying a D.B. for twenty-four hours the traveller must give place, if necessary, to the next comer.

REST-HOUSES

The Rest-House of Ceylon is more like an hotel than the Dak Bungalow in India, in that it is more frequently furnished with bedding and linen, and food is generally provided.

FOOD

As a rule, the food in India is not good. The *meat*, with exception of buffaloes' hump, is lean and tough, and the *fowls* are skinny and small. *Bread* is fairly good; but *milk* and *butter* it is usually well to avoid, owing to the promiscuous manner in which the cows feed. Typhoid fever, which of late years has been considerably on the increase, is thought by some authorities to be spread by the milk, which, as is well known, is very sensitive to contagion.

It is necessary for every traveller to be provided with a *Tiffin-basket*, which should contain some simple fittings, and always kept furnished with potted meats, biscuits, some good spirit and soda-water, which is good and cheap in India; added to this an *Étna* will be found a great convenience.

SPORT

No attempt is here made to give advice to sportsmen, though some sporting localities have been indicated. The equipment for these

amusements vary from day to day, and each man must best know his own wants. Large-game shooting is a very expensive amusement and takes time. It is very doubtful if any one unacquainted with India would succeed, unless he had introductions to men who would put him in the way of making a fair start.

Small-game shooting, with an occasional shot at an antelope, is an easier matter. Such sport could often be got at very small cost by spending a night or two at some wayside railway station not near a cantonment where there is a waiting-room or a travellers' bungalow. Near cantonments the ground is always too much shot over to afford good sport. Firearms are subject to a heavy duty when brought into the country.

BOOKS

A traveller who would appreciate what he sees on his journey and enjoy it in an intelligent manner must have some books of reference, and yet how few carry even one.

The three¹ following will well repay their cost :—

(a) *The Indian Empire, its People, History, and Products*, by Sir W. W. Hunter (Trübner & Co.)

(b) *History of Indian and Eastern Architecture*, by James Fergusson (John Murray).

(c) *A Glossary of Anglo-Indian Words and Phrases*, by Sir Henry Yule and Arthur C. Burnell (John Murray).

Besides the above, it is most desirable for a stranger to India to have a simple guide to the language, this he will find in *How to Speak Hindustani*, by E. Rogers, 1s. (Allen & Co.)

The following books will also be found both interesting and instructive : *Asiatic Studies*, by Sir Alfred Lyall, 1 vol. ; *Industrial Arts of India*, by Sir George Birdwood (Chapman) ; *Archæol. Surv. of West of India*, by James Burgess (Trübner) ; *A Short History of India*, by Talboys Wheeler, 1 vol. ; *A History of the Indian Mutiny*, by Home ; *Ancient and Mediæval India*, by Mrs. Manning, 2 vols. ; *Indian Wisdom*, by Sir Monier Williams, 1 vol. ; *Seta, Tara, Tippoo Sultan*, and *A Noble Queen*, by Meadows Taylor.

Intending visitors to Ceylon are strongly recommended to study the account of that island by Sir J. Emerson Tennent, K.C.S., LL.D., 2 vols., 8vo (Longman), 1859. It has never yet been superseded. Sir Monier Williams's *Buddhism*, 1 vol., 8vo (Murray), 1889.

THE PRESERVATION OF ANCIENT MONUMENTS

The striking architectural monuments of India—Hindu and

¹ The titles of the first two books state fairly their contents. Fergusson's illustrations alone are invaluable to a traveller. In Yule's *Glossary* there is a wealth of learning the title-page alone would not lead an inquirer to expect, and it opens up glimpses of the lives led by our European predecessors in the East which cannot fail to attract any one who follows in their footsteps.

Mohammedan—must largely attract the attention of the tourist, and the means, or rather want of means, taken for their preservation must be a subject of frequent remark. Partly under outside pressure, Government has made various attempts at conservation, but being carried out through the engineering staff of the Public Works Department,—the officers of which have not necessarily any intimate knowledge of architecture,—their work has too frequently been seriously injurious to the monuments to be repaired. Lamentable examples of this mischievous policy are numerous. What has been wanted is the guidance of the trained architect who would strictly confine himself to the work of *preservation* and eschew everything of the nature of restoration, which some engineers have been too fond of. Were this done in connection with the Archaeological Survey, the monuments of India might be rationally conserved at a minimum of outlay. The Government of India carried on for many years an Archaeological Survey, altogether dissociated from any conservation of the architectural monuments, with which it concerned itself little, if at all, but rather with the identification of ancient sites, coins, dates, and relics of long-forgotten times, interesting chiefly to the savant. A few years ago a change in this respect was attempted, and a careful survey of the monumental remains at Jaunpur, Badaun, Fatehpur-Sikri, etc., was begun; but the surveys were again reduced in 1889, and only one architectural assistant and a few native draftsmen were retained in Upper India. Were this department officered by competent architects in the Panjab, Bengal, and Rajputana, who could authoritatively advise Government on questions of conservation, the safety of the monuments would be insured, as well as the survey. In Southern and Western India, if we except Bijapur, which seems to have been wholly handed over to the P. W. engineer, the monuments have generally been treated with consideration, but many have been too much neglected.

VOYAGE FROM ENGLAND TO PORT SAID, AND THROUGH THE SUEZ CANAL TO ADEN, GALLE, AND BOMBAY

It is not possible to make any general recommendation as to the line of steamers by which a traveller should engage his passage to India—each of the well-established lines has its special advantages; they differ in their ports of departure, their ports of destination, and the places they call at on the way.

The cost of the passage varies considerably. Particular communities and professions patronise certain lines, most persons desiring to travel in ships in which they are likely to find themselves amongst genial companions. An intending traveller cannot do better than apply to Messrs. Thos. Cook & Son for advice. Their knowledge of the various lines will enable them to give practical assistance, and to select

a ship suitable for each class of applicant. Their London offices are at Ludgate Circus, Charing Cross, and 35 Piccadilly, W.

The comfort of the voyage depends much on the choice of the ship, and the cabin. The largest ships, as having less motion and more room on deck, are usually preferable to smaller ones. The cabin should be as near the centre of the ship as possible. In going through the Red Sea to India the cabins on the port side are the best, as they do not get heated by the afternoon sun. On the return voyage the cabins on the starboard side are better, but the difference is not material. On going on board it is well to secure a seat at table at once, with friends, or in whatever place is most desired, as after the first day at sea, when seats have been arranged, it is difficult to make a change; the best seats are allotted to the first occupants, or to those who first place their cards there.

It is usual to give at least 10s. as a fee to the cabin steward, and 10s. to the one who waits on you at table. The doctor also is fee'd by those who put themselves under his care. Going by sea from England, through the Bay of Biscay, the saving in point of money, as compared with the expense of the overland route across the Continent of Europe is about £15. It involves much less trouble, and little or no risk of losing baggage. To those who have not before seen Gibraltar, Malta, and the Suez Canal, the voyage is not without objects of interest. Between the Channel and these places there is seldom much to be seen. The first place sighted is generally **Cape La Hague**, or **Hogue**, on the E. coast of Cotentin in France, off which, on the 19th of May 1692 Admiral Russell, afterwards Earl of Oxford, defeated De Tourville, and sunk or burned 16 French men-of-war. Then **Cape Finisterre** (*finis terræ*), a promontory on the W. coast of Galicia in Spain, and in N. lat. $42^{\circ} 54'$, and W. long. $9^{\circ} 20'$, will probably be seen, off which Anson defeated the French fleet in 1747. The next land sighted will be, perhaps, **Cape Roca**, near Lisbon, and then **Cape St. Vincent** in N. lat. $37^{\circ} 3'$, W. long. $8^{\circ} 59'$, at the S.W. corner of the Portuguese province Algarve, off which Sir G. Rodney, on the 16th January 1780 defeated the Spanish fleet, and Sir J. Jervis won his earldom on the 14th of February 1797, and Nelson the Bath, after taking the *S. Josef* and the *S. Nicholas* of 112 guns each. This cape has a fort upon it, and the white cliffs, 150 feet high, are honeycombed by the waves, which break with great violence upon them. Just before entering the Straits of Gibraltar, **Cape Trafalgar** will also probably be seen in N. lat. $36^{\circ} 9'$, W. long. $6^{\circ} 1'$, immortalised by Nelson's victory of the 21st of October 1805. **Gibraltar** comes next in sight, and the distances between England and it and the remaining halting-places will be seen in the following table extracted from the pocket-book published by the Peninsular and Oriental Steam Navigation Company. This little book, costing only 2s., cannot be too highly recommended to all travellers from England passing through the Suez Canal.

TABLE OF DISTANCES BETWEEN THE VARIOUS PORTS ACCORDING TO THE ROUTES TAKEN BY THE STEAMERS OF THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

		London (if via Plymouth add 50)																		
		295 Plymouth		1299 1054 Gibraltar		1995 1748 694 Marseilles		2280 2035 981 Malta		2272 2027 975 408 Naples										
From London by sea, direct.	From London by sea, via Naples.	From London by sea, via Marseilles.																		
		Via Brindisi		Via Brindisi		Via Brindisi		Via Brindisi		Via Brindisi										
		3100	2855	1801		820			Trieste											
		3085	2790	1736		755		65	Venice											
		2910	2665	1611		630		190	125	Ancona										
		2640	2395	1541		360		400	395	270	Brindisi									
		3465	3220	2166		1185		1285	1220	1095	825	Alexandria								
3215	3382	3501	3570	3325	2271	1508	1290	1110	1390	1325	1200	930	155	Port Said						
3258	3425	3544	3613	3368	2314	1551	1333	1153	1433	1368	1243	973	198	43	Ismalia					
4610	4777	4896	4965	4720	3666	2903	2685	2506	2785	2720	2595	2325	1550	1395	1352	Aden				
6274	6441	6560	6629	6384	5330	4567	4349	4160	4449	4384	4259	3989	3214	3059	3016	1664	Bombay			
6708	6870	6989	7058	6813	5759	4996	4778	4598	4878	4813	4688	4418	3643	3488	3445	2093	875	Colombo		
7313	7480	7599	7668	7423	6369	5606	5388	5208	5488	5423	5298	5028	4253	4098	4055	2703	1485	610	Madras	
8083	8250	8369	8438	8193	7139	6376	6158	5978	6258	6193	6068	5798	5023	4868	4825	3473	2255	1389	770	Calcutta ¹
7967	8134	8253	8322	8077	7023	6260	6042	5862	6142	6077	5952	5682	4907	4752	4709	3357	2139	1264		Calcutta ²

Malta to Port Said direct . . 935 miles.

¹ Calling at Madras.

² Omitting Madras.

GIBRALTAR.—To see this most remarkable place properly, it would be requisite to leave the steamer and wait for the next. As the steamers never stop for more than 4 hours, passengers rarely find time for anything beyond a walk in the town and lower fortifications. This is a good place to buy tobacco, as there is no duty and it is cheap. There are steamers from Gibraltar two or three times a week to Tangiers.

Gibraltar was reckoned as one of the Pillars of Hercules, the other being Abyla, now Apes' Hill. Gibraltar was taken from the Spaniards in 711 A.D. by Tarik ibn Zayad, from whom it was called Jabal al Tarik = Gibraltar; and it was retaken 1309; and not finally wrested from the Moors till 1503. In 1704 it was taken by the English and sustained many sieges by French and Spaniards between 1704 and 1779, when they commenced the memorable siege which lasted 4 years, and ended by the repulse of the combined fleets of France and Spain by

the garrison under General Elliott. Since that time it has remained an uncontested possession of the English.

The Rock of Gibraltar first comes in sight at the distance of about 10 m. Rounding Point Carnero, and breasting Europa Point, the spacious but exposed bay 6 m. wide and 10 m. deep is entered. The defensive strength of the place is not at once perceptible. Two tiers of batteries are concealed in galleries hewn out of the rock half-way up, or lie so near to the sea-line that they are hidden by the vessels moored around. Gibraltar is a vast rocky promontory, which on the N. side rises in a perpendicular precipice 1200 ft. high, and ascends in the centre to 1408 ft. It is 3 m. in length, and from $\frac{1}{2}$ m. to $\frac{3}{4}$ m. in breadth. It is joined to the mainland by a low sandy isthmus, $1\frac{1}{2}$ m. in length. On all sides but the W. it is steep and rugged, but on that side there is a general slope from 200 to 300 ft. from the rock down to the sea. On this side the eye catches three high points: N. is the **Rock Gun**, or **Wolf's Crag**, 1337 ft.; in the centre the **Upper Signal Station**, or **El Hacho**, 1255 ft. high; and S. is **O'Hara's Tower**, 1408 ft. Here the rock descends to **Windmill Hill Flats**, a level plateau $\frac{1}{2}$ m. long, which ends in a still lower plateau from 100 to 50 ft. above the sea, called **Europa Flats**. The new mole, landing-place, and dock-yard are on the W. of O'Hara's Tower.

Passports are rigidly exacted on landing from all but British subjects, and sketching is, under all circumstances, strictly prohibited. The hours of gun-fire vary according to the time of year, but are easily ascertained; a few minutes later all gates are shut and not opened again till sunrise.

Walk or drive up Main Street as far as the **Alameda**, where the band plays; it was the parade-ground until 1814, when Sir George Don made a garden of it, and it is now really lovely. Notice a column brought from the ruins of Lepida, surmounted by a bust of the Duke of Wellington, also a bust of General Elliott, the hero of the great siege. Half-way is the **Exchange**, containing a commercial library, with the **Club House** to the W., and the **King's Arms Hotel** to the E. The English **Cathedral Church of the Holy Trinity**, built in the Moorish style in 1832, stands near the centre of the town. Returning through the **South Port Gate**, look at the dockyard, and passing by the South Barracks, take the lower of two roads to Europa Point, N.E. of which is another range of barracks. Beyond these, on the E. shore, is the summer residence of the Governors, called "The Cottage," built by General Fox. The Governor's official residence in South Port Street, which is still called "The Convent," once belonged to Franciscan friars.

Those remaining several days will have time to explore the Heights and fortifications, for which purpose an order from the military secretary is necessary. From the Rock Gun there is a fine view of the Ronda Mountains and the Sierra Nevada; the **Moorish Castle** is on

the way (746 A.D.); under a massive tower, called the Torre de Omenaga, are some well-constructed tanks; and beyond, the wonderful galleries excavated by convict labour. At the **Signal House** refreshments can be obtained, and from it is a noble view, which includes the Atlas Mountains, Ceuta, and Barbary, ending with the Bay of Tangiers. Between Rock Gun and O'Hara's Tower live a few monkeys, which are jealously protected. S. of the Signal Station, and 1100 ft. above the sea, is the celebrated St. Michael's Cave, open twice a week; an entrance only 6 ft. wide leads into a hall 200 ft. long and 60 ft. high supported by stalactite pillars like Gothic arches. Beyond are smaller caves, which have been traversed to a distance of 288 ft. In Windmill Hill are the four Genista caves, where many bones of men and animals have been discovered.

Beyond the Land Port Gate is a causeway leading into Spain, with the sea on the left, and the "Inundation," a sheet of water so-called, on the right. Beyond these is the North Front, where are the cemetery, the cricket-ground, and the race-course. The eastern beach, called "Ramsgate and Margate," is the general afternoon resort. Across the isthmus is a line of English sentries, then the Neutral Ground, and then the Spanish sentries. 6 m. from Gibraltar is a small hill, on the top of which is the town of S. Roque, and 1 m. beyond the ruins of the ancient city of Carteia are passed. 4 m. from S. Roque is an inn, and then a ride through the cork woods of about 4 m. brings the visitor to the Convent of Almorainia and the Long Stables. 10 m. from Gibraltar by land, and beyond the rivers Guadaraouque and Palmones, is the town of Algeiras, where there is good anchorage, and steamers to various ports in Spain.

MALTA.—On the way from Gibraltar to Malta, **Algiers** may possibly be seen, its white buildings stretching like a triangle with its base on the sea, and the apex on higher ground. **Cape Fez**, and the promontory of the **Seven Capes**, jagged, irregular headlands, are passed on the starboard side, also **Cape Bon**, the most northern point of Africa, and the Island of **Pantellaria**, the ancient Cossyra, between Cape Bon and Sicily. It is 8 m. long, volcanic, and rises to a height of more than 2000 ft. There is a town of the same name near the sea-shore, on the western slope, where there is much cultivation. It is used by the Italians as a penal settlement, and is rather smaller than Gozo. The Maltese group of islands consists of **Gozo**, **Comino**, and **Malta**, and stretches from N.W. to S.E., the total distance from San Dimitri, the most W. point of Gozo, to Ras Benhisa, the most S. part of Malta, being about 25 m. From the nearest point of Gozo to Sicily is 55 m., and Africa is 187 m. distant from Malta.

Malta lies in N. lat. 35° 53' 49", E. long. 14° 30' 28". It is 17 m. long and 8 broad. Its area, together with that of Gozo, is 116 sq. m., and the population of the three islands is about 150,000. It

is a calcareous rock, the highest point being 590 ft. above the sea-level. Towards the S. it ends in precipitous cliffs. It has a barren appearance, but there are many fertile gardens and fields, enclosed in high walls, where fine oranges, grapes, and figs, and other crops, returning from thirty to sixty fold, are grown. The Maltese language is a mixture of Arabic and Italian, but most of the townspeople have sufficient knowledge of Italian to transact business in that tongue. The port of Malta is situated somewhat to the E. of the centre of the northern shore of the island. It consists of two fine harbours, separated by the narrow promontory called **Mount Xiberras**, or Sciberras. The western or quarantine harbour, protected by **Fort Tigna** on the W., is called **Marsamuscatta**; the other is **Valetta**, or the great harbour,—it is there that the men-of-war are moored. The entrance to the great harbour is protected on the W. by **Fort St. Elmo** at the end of Sciberras, and on the E. by **Fort Ricasoli**, both very formidable. At Fort St. Elmo is one of the finest lighthouses in the Mediterranean. The great harbour runs away into numerous creeks and inlets, in which are the dockyard, victualling-yard, and arsenal, all of which could be swept by the guns of **St. Angelo**, which is a fort behind St. Elmo. The mail steamers are moored in the quarantine harbour, and the charge for landing is one shilling for a boat, which will carry four people. On landing, a long flight of steps is ascended to the **Strada San Marco**, which leads to the principal street, **Strada Reale**, $\frac{1}{2}$ m. long, in the town of Valetta, so-called from Jean de la Valette, Grand Master of the Knights of St. John of Jerusalem, who built it after the Turkish armament sent against Malta by Sultan Sulaiman II. had been repulsed. The foundation stone was laid on the 28th of March 1566, and the whole town, designed by one architect, Girolamo Cassar, was completed in May 1571. On the E. side of the great harbour is the town called *Citta Vittoriosa*.

Left of the **Strada Reale** is **St. John's Cathedral**, a remarkable church, both historically and architecturally, designed by Cassar. The floor is paved with slabs bearing the arms of scores of knights who have been interred in this church. In the first chapel on the right, the altar-piece represents the beheading of John the Baptist, and is by M. Angelo Caravaggio. In the next chapel, which belonged to the Portuguese, are the monuments of Manoel Pinto and Grand Master Manoel de Vilhena, which latter is of bronze. The third, or Spanish chapel, has the monuments of Grand Masters Perellos and N. Cotoner, and two others. The fourth chapel belonged to the Provençals. The fifth chapel is sacred to the Virgin, and here are kept the town keys taken from the Turks. On the left of the entrance is a bronze monument of Grand Master Marc Antonio Sondadario. The first chapel on the left is the sacristy. The second chapel belonged to the Austrians, the third to Italians, and here are pictures, ascribed to Caravaggio, of

St. Jerome and Mary Magdalene. The fourth is the French chapel, the fifth the Bavarian, and hence a staircase descends to the crypt, where are the sarcophagi of the first Grand Master who ruled in Malta, L'Isle Adam, and of La Valette and others.

The **Governor's Palace**, formerly the Grand Master's, close to the Strada Reale, is a noble range of buildings, containing marble-paved corridors and staircase, and many portraits, and armed figures carrying the shields of all the Governors from the first Grand Master to the present day. The armoury is full of interesting relics, including the original deed granted to the Knights of St. John of Jerusalem by Pope Pascal II. in 1126, and the deed when they left Rhodes in 1522. The **Library**, close to the Palace, contains 40,000 volumes, and some Phœnician and Roman antiquities. The highest **battery** commands a fine view of both harbours and of the fortifications. There are several statues of Grand Masters and Governors in the walk on the ramparts. The **Opera House**, the **Bourse**, the **Courts of Justice**, once the Auberge d'Auvergne, and the **Clubs** (the Union Club was the Auberge de Provence), and the statues of L'Isle Adam and La Valette, are all in the Strada Reale. The Auberge d'Italie is now the engineer's office; the Auberge de Castille has become the headquarters of the Artillery; the Auberge de France, in the Strada Mezzodi, is now the house of the Comptroller of Military Stores; and the Auberge d'Aragon is where the General of the Garrison resides. The Auberge d'Allemagne was removed in order to erect St. Paul's Church on its site. The Anglo-Bavarian Auberge is the headquarters of the regiment stationed at St. Elmo. The **Military Hospital** has the largest room in Europe, 480 ft. long, erected in 1628 by Grand Master Vasconcelos. Below the Military Hospital is the **Civil Hospital for Incurables**, founded by Caterina Scappi in 1646. Where the Strada Mercanti joins the Strada S. Giovanni a large hook may be observed, which formerly served as the Pillory. For further information consult the Guide to Malta, included in Murray's *Handbook to the Mediterranean*. The island on which the Quarantine House stands was captured by the Turks in 1565. The Parlettario there is a long, narrow room near the anchorage, divided by a barrier, where the gold and silver filigree-work, the cameos, bracelets and brooches in mosaic, and other *bijouterie* for which Malta is famous are sold. Maltese lace and silk embroidery should be bought under the advice of an expert, for the vendors in general demand extravagant prices. In the wall of a house in Strada Strella and Strada Britannica is a stone with an Arabic inscription, dated Thursday 16th Shaban 569 A.H. = 21st March 1174 A.D., for which see *Journal Roy. As. Soc.* vol. vi. p. 173.

Five m. beyond the landing-stairs is the Governor's country Palace of **S. Antonio**, where is a lovely garden with creepers of astonishing beauty, and cypresses 40 ft. high, as well as many luxuriant orange

trees. About $\frac{1}{2}$ m. farther to the S.W. is **Citta Vecchia**, which stands on a ridge from 200 to 300 ft. high, affording a view over nearly the whole island. There is a fine church here, St. Paul's; near it are some curious catacombs. This is all that it is possible to see during the short stay steamers usually make, but those who have more leisure can visit **St. Paul's Bay** at the N.W. extremity of the island, with the statue of bronze erected on an islet at the mouth of the bay. Also the Carthaginian or Phœnician ruins at **Hagiar Chem**, properly Hajar Kaim, "upright stone," near the village of Casal Crendi, $1\frac{1}{2}$ hour's drive from Valetta. These ruins, excavated in 1839, consist of walls of large stones fixed upright in the ground, forming small enclosures, connected with one another by passages, and all contained within one large enclosure. The building is thought to have been a temple of Baal and Astarte. The main entrance is on the S.S.E., and a passage leads from it into a court, on the left of which is an altar, with the semblance of a plant rudely sculptured on it. Similar remains are found in other parts of Malta and in Gozo.

Malta is said to have been occupied by the Phœnicians in 1500 B.C., and by the Greeks in 750 B.C. The Carthaginians got possession of it in 500 B.C., and the Romans took it after the sea-fight of Putatia in 215 B.C. The Goths and Vandals invaded it in 420 A.D. In 520 A.D. Belisarius made it a province of the Byzantine Empire, the Moslems conquered it in 730 A.D., and Count Roger, the Norman, captured it in 1100 A.D. It then passed to Louis IX., to the Count of Anjou, and to the Kings of Castile, and then to Charles V., who gave it, in 1530, to the Knights Hospitallers of St. John of Jerusalem. On 18th May 1565 the Turks attacked St. Elmo, St. Angelo, and Sanglea, but the siege was raised on the 8th of September (see Major Whitworth Porter's *History of the Knights of Malta*, Longmans, 1858). The Knights had their own mint, fleet, and army, and accredited ambassadors to foreign Courts. In the archives are letters from Henry VIII., Charles II., and Anne, addressed to them as princes. On the 7th of September 1792 the French Directory commanded the Order to be annulled, and seized all its French possessions. On the 7th of June 1798 Bonaparte arrived with a fleet of 18 ships of the line, 18 frigates, and 600 transports, and Malta was surrendered. A tree of liberty was planted before the Palace, the decorations of the Knights were burned, and the churches, palaces, and charitable houses at Valetta and Citta Vecchia were pillaged. On the 2d of September 1798, when the French tried to pull down the decorations in the Cathedral, a general revolt took place, and Nelson sent Captain Alexander John Ball with a frigate to aid the Maltese, and himself blockaded Valetta. The French were reduced to such extremities that a rat sold for 1s. 7d., and on the 5th of September 1800 their commander, General Vaubois, surrendered. Over the main guard-room in St. George's Square is written :

“ Magnæ et invictæ Britanniæ
Melitensium amor et Europeæ vox
Has insulas confirmat A. D. 1814.”

EGYPT, PORT SAID, AND THE SUEZ CANAL.—The land about Port Said is so low, that the approach to the harbour would be difficult were it not for a lighthouse 160 ft. high, built of concrete, which stands on the sea-shore to the right of the harbour close to the W. mole, and shows an electric light flashing every 20 seconds, and visible 20 m. off. The harbour is formed by two breakwaters, 1500 yards apart, built of concrete, the western 2726 yards long, the eastern 1962 yards long. A red light is shown at the end of the W. mole, and a green one at the end of the E. The depth of water at the entrance is 30 ft. Since the works were begun, the sea has receded $\frac{1}{2}$ m., and a bank has formed to the N.W. of the entrance, having only 4 to 5 fathoms water on it, and it increases, being caused by a current which sets along the shore, and meeting the sea rolling in from the N., is forced back, and deposits its silt. Inside the W. jetty another bank is forming, and extends 100 ft. every year. In 1874 the channel was dredged out in December to 29 ft., and by February 1875 it had filled again to 25 ft. **Port Said** town is modern, and most uninhabited, and consists mainly of wooden houses, chiefly low cafés and gambling-houses, with some shops; it is a very important coaling-station. Opposite the anchorage on the Marina is the French office, where pilots are got, and where they take a note of the ship's draught, breadth, length, and tonnage. In this office there is a wooden plan of the canal, along which wooden pegs, with flags, are placed, showing the exact position of every vessel passing through the canal. The Arab quarter lies to the W., and contains over 6600 souls and a mosque. The **Place de Lesseps** in the centre of this quarter has a garden, and some houses of a better sort. The streets swarm with flies, and mosquitoes also are numerous.

The **Canal**,¹ opened in 1870, is in round numbers 100 m. in length, and as far as Ismailia, that is for about 42 m., it runs due N. and S. It then bends to the E. for about 35 m., and is again almost straight for the last 20 m.

The following are the dimensions of the canal (see *Handbook of Egypt*).

Width at water-line, where banks are low	328 ft.
" " in deep cuttings	190 "
" " at base	72 "
Depth	26 "
Slope of bank at water-line 1 in 5; near base 1 in 2.	

Every few m. there is a **gare**, or station, and a siding with signal posts, by which the traffic is regulated according to the block system

¹ For a history of the canal, see *Handbook of Egypt*, John Murray.

by hoisting black balls. Every year the navigation is rendered easier by the construction of additional sidings. Traffic is carried on through the canal at night by the aid of electric light. Vessels must not move faster than 6 m. an hour.

On the W. of the canal, as far as **Al Kantarah** (the Bridge), that is for about one-fourth of the way, there is a broad expanse of water, called **Lake Manzalah**, and for the rest of the distance to the W., and the whole distance to the E., a sandy desert, on which foxes, jackals, hyenas, and, it is said, occasionally even lions, wander at night. 21 m., or 34 kil., from Kantarah, and 20 m. from Port Said, the old Pelusiac branch of the Nile is crossed, and 8 m. to the S.E. are the ruins of the ancient city of Pelusium. At **Kantarah** the canal intersects the caravan-track between Egypt and Syria, and is crossed by a flying bridge; a traveller should go on the upper deck of his ship when approaching it, as, if a caravan chances to be passing, it is a most interesting sight. 10 m. to the W. is **Tel al Daphne**, the site of Daphne, the Taphnes of Judith, i. 9. At 2 m. S. of Kantarah the canal enters the **Lake Ballah**, and after 12 m. reaches the promontory **Al Fardanah**, which it cuts through. Thence, after $4\frac{1}{2}$ m., it reaches **Al Girsh**, the highest ground in the isthmus, 65 ft. above sea-level. There was a great camp here when the works were in progress. A staircase of 100 steps led down to the canal. Beyond this, near the entrance to **Lake Timsah**, a small canal joins the maritime canal to the Fresh-Water Canal. The difference of level is 17 ft., which is overcome by two locks. A steam-launch comes to meet steamers on the canal, and land passengers for

ISMAILIA, pop. 4000, which has now much of the importance and traffic that formerly belonged to Suez; the mails and passengers for Egypt are landed here—hotel. A broad road lined with trees leads from the landing-place across the Fresh-Water Canal to the Quai Mehemet, and traverses the town from E. to W. In the W. quarter are the stations, the landing-quays of the Fresh-Water Canal, and large blocks of warehouses, and beyond them the Arab village. In the E. part are the houses of the employés, the residence of the Khedive, which was used as a military hospital during the English occupation of Ismailia in 1882, and the works by which water is pumped from the Fresh-Water Canal to Port Said. These are worth visiting. At Ismailia there is much vegetation, and some good houses,—one belongs to M. de Lesseps. There is good water-fowl shooting here, and some antelopes are to be found. The fish of Lake Timsah are better flavoured than those of the Mediterranean. **Lake Timsah**, or **Bahr al Timsah**, "the Lake of the Crocodile," to which the Red Sea is said to have formerly extended, is crossed in about $2\frac{1}{2}$ m. The course is marked by buoys. After 4 m. the canal reaches the higher ground of Tussum, where the level of the desert is 20 ft. above the sea, and here the first

working encampment in the S. half of the isthmus was formed in 1859. Three m. to the S. is **Serapeum**, where the level is from 15 to 25 ft. above the sea, so called from some remains of a temple of Serapis.

A mile and a half from this the canal enters the **Bitter Lakes**, where the course is buoyed. These lakes are the ancient Gulf of Heræopolis. At the N. and S. end of the principal lake is an iron lighthouse 65 ft. high, on a solid masonry base. After 28 m. the deep cutting of Shaluf is reached, in which is a band of sandstone, with layers of limestone and conglomerate, in which fossil remains of the shark, hippopotamus, tortoise, and whale have been found. From this to the Suez mouth of the canal is $12\frac{1}{2}$ m. Some think that the passage of the Israelites was through the Gulf of Heræopolis.

All the way from Ismailia the banks are fringed with vegetation, and the plain on either side is dotted with bushes. There is a little fishing in the canal for those who like the amusement, and at Suez there is a great variety of fish.

SUEZ.—The chief historical interest of Suez is derived from its having been supposed to be the spot near which the Israelites crossed the Red Sea under the guidance of Moses, and where the Egyptian army was drowned, but modern criticism tends to place the scene of this event farther N. In the early years of the 18th century Suez was little better than a small fishing-village, galvanised now and then into commercial life by the passage of caravans going to and fro between Asia and Egypt. But in 1837, owing to the exertions of Lieutenant Waghorn, the route through Egypt was adopted for the transit of the Indian mail, and a few years after the P. & O. Company began running a line of steamers regularly between India and Suez. This was followed in 1857 by the completion of a railway from Cairo (since destroyed), and Suez soon began to increase again in size and importance. It suffered, however, from the want of fresh water until the completion (1863) of the Fresh-Water Canal to Suez brought an abundance of Nile water to the town; and the various works in connection with the Suez Canal, the new quays, the docks, etc., raised the population to 15,000. With the completion of the canal, the activity of the town decreased, and since the transfer of the mails to Ismailia, the place has been almost deserted, and the fine quays and warehouses are unused, as steamers now usually anchor in the Roads. There is a railway line to Ismailia.

The **Old Town** itself offers few points of interest. To the N. of the town are the storehouses of the P. & O. Company, the lock which terminates the Fresh-Water Canal, the *English Hospital*, and, on the heights above, is the chalet of the Khedive, from which there is a magnificent View; in the foreground is the town, the harbour, the roadstead, and the mouth of the Suez Canal; to the right the range of **Gebel Attakah**, a most striking and beautiful object, with its black-violet heights hemming in the Red Sea; away to the left the

rosy peaks of Mount Sinai ; and between the two, the deep blue of the gulf.

The whole of the ground on which the quays and other constructions stand has been recovered from the sea.

EXCURSION TO WELLS OF MOSES.—A pleasant excursion may be made to the **Wells** or **Fountains of Moses**, *Ayun Musa*, or, as it is more commonly called in the singular, **Ain Musa**. From a steamer in the roadstead they look quite near. It will occupy, according to the route taken and the time spent at the place, from half a day to a day. The shortest way is to take a sailing-boat, or one of the small steamers that ply between the town and the harbour, as far as the jetty, which has been built out into the sea to communicate with the new Quarantine lately established on the shore of the gulf for the reception of the pilgrims on their return from Mecca. From this point to Ain Musa the distance is not much over a mile ; if donkeys are required between the jetty and the Wells, they must be sent from Suez. The other plan is to cross over in a boat to the old Quarantine jetty, about half a mile from the town, either taking donkeys in the boat or sending them on previously, and then to cross the Suez Canal by the ferry used for the passage of caravans between Arabia and Egypt, and ride along the desert to the Wells. Or the boat may be taken down to the entrance to the canal, and then up it a short way to the usual starting-point for the Wells. Either of these routes will take from three to four hours. The sums to be paid for boats and donkeys had better be strictly agreed upon beforehand. There are two so-called hotels at Ain Musa, where beds and refreshments can be procured, but the visitor who intends spending the day there had better, perhaps, take some food with him. This excursion may be combined with a visit to the docks, the traveller landing there on his return.

The "Wells" are a sort of oasis, formed by a collection of springs, surrounded with tamarisk bushes and palm trees. Since it has become, as Dean Stanley calls it, "the Richmond of Suez,"—a regular picnicing place for the inhabitants of that town,—some Arabs and Europeans have regularly settled in it, and there are now a few houses, and gardens with fruit trees and vegetables. The water from the springs has a brackish taste. Most of them are simply holes dug in the soil, which is here composed of earth, sand, and clay ; but one is built up of massive masonry of great age. Though not mentioned in the Bible, its position has always caused it to be associated with the passage of the Red Sea by the Israelites, and tradition has fixed upon it as the spot where Moses and Miriam and the Children of Israel sang their song of triumph.

THE RED SEA.—A fresh breeze from the N. generally prevails for

two-thirds of the voyage down the Red Sea, and is, during the winter months, succeeded by an equally strong wind from the S. for the rest of the way. During the summer, the wind from the N. blows throughout the sea, but is light in the southern half, and the heat is great. The **Sinaitic range** is the first remarkable land viewed to the E., but Sinai itself, 37 geographical m. distant, is hid by intervening mountains of nearly equal height.

The Red Sea extends from the head of the Gulf of Suez to the Strait of Bab-el-Mandeb, about 1400 miles, and its greatest width is about 200 miles. At Ras Mohammed it is split by the peninsula of Sinai into two parts; one, the Gulf of Suez, about 150 m. long, and from 10 to 18 wide, and the other, the Gulf of Akabah, about 100 m. long, and from 5 to 10 wide.

Wherever seen from the sea, the shores of the Red Sea present an appearance of absolute sterility. A broad sandy plain slopes inappreciably to the foot of the mountains, which are in most parts a considerable distance inland. The ordinary mail-steamer's track, however, lies down the centre of the sea, and little more than the summits of the distant bare and arid mountains will be seen.

The only port on the E. shore between Suez and the division of the sea is **Tor**, two days' journey from Sinai. The Khedivieh Company run steamers, touching at one or two of the intermediate ports between Tor and El Wedj. Opposite the end of the Sinai peninsula is **Jebel ez-Zeit**, "the mountain of oil," close to the sea. At this point the Egyptian government have lately expended large sums in searching for the petroleum which there is reason to believe exists. Up to the present, although a certain amount of oil has been found, it has not been proved to exist in sufficiently large quantities to pay for the money sunk. If leave can be obtained from the Public Works Department, a visit to the site of the borings might be made. At **El-Gimsheh**, a headland, terminating the bay to the S.S.W. of it, are some sulphur-mines, grottoes, and inscriptions in the Sinaitic character. About 27 m. inland are the old porphyry quarries of **Jebel ed-Dokhan**, "mountain of smoke." The road from Gimsheh past **Jebel ed-Dokhan** may be followed to **Keneh** on the Nile. The distance is about 140 miles.

The ruins of **Myos Hormos** are on the coast in latitude $27^{\circ} 24'$. The town is small, very regularly built, surrounded by a ditch, and defended by round towers at the corners and the gateways. The port mentioned by Strabo lies to the northward, and is nearly filled with sand. Below the hills, to the eastward, is the **Fons Tadmor**, mentioned by Pliny. Besides the ancient roads that lead from **Myos Hormos** to the westward is another running N. and S., a short distance from the coast, leading to **Abou Durrag** and **Suez** on one side, and to **Suakin** on the S.

KOSSEIR.—At *Old Kossier* are the small town and port of **Philotera**, of which little remains but mounds and the vestiges of houses, some of ancient, others of Arab date. The modern town of Kosseir stands on a small bay or cove, $4\frac{1}{2}$ m. to the southward. The population is about 2000. This is a separate governorship. It was formerly a place of some importance, but is now falling into decay. The water supply is bad. There is a custom-house, but the trade is very limited, consisting principally of dates from Arabia.

After passing Kosseir are the "several ports" mentioned by Pliny, with landmarks to direct small vessels through the dangerous coral-reefs, whose abrupt discontinuance forms their mouth. These corresponding openings are singular, and are due to the inability of the coral animals to live where the fresh water of the winter torrents runs into the sea, which is the case where these ports are found. There are no remains of towns at any of them, except at *Nechesia* and the *Leucos Portus*; the former now called **Wadi en-Nukkari**, the latter known by the name of **Esh-Shuna**, or "the magazine." *Nechesia* has the ruins of a temple, and a citadel of hewn stone; but the *Leucos Portus* is in a very dilapidated state; and the materials of which the houses were built, like those of *Berenice*, are merely fragments of madrepora and shapeless pieces of stone. About half-way between them is another small port, 4 m. to the W. of which are the **lead-mines of Gabel er-Rosas**; and a short distance to the northward, in *Wadi Abu-Raikeh*, is a small quarry of basinite, worked by the ancients. About 20 m. inland from the site of *Nechesia* are the old *Neccia* quarries and emerald mines at *Jebel Zobarah*.

Behind the headland of **Ras Benas**, called *Ras el-Unf*, or *Cape Nose*, by the Arab sailors, opposite *Yembo* on the Arabian coast, there is a deep gulf, at the head of which stood the old town of **Berenice**. This gulf, according to *Strabo*, was called *Sinus Immundus*. The long peninsula or chersonesus, called *Lepte Extrema*, projecting from this gulf, is mentioned by *Diodorus*, who says its neck was so narrow that boats were sometimes carried across it from the gulf to the open sea. From the end of the cape may be perceived the *Peak of St. John*, or the *Emerald Isle*, *Jeziwet Zibirgeh*, or *Semergid*, which seems to be the *Ὀφιδῶδες*, or serpentine island, of *Diodorus*. The inner bay, which constituted the ancient port of *Berenice*, is now nearly filled with sand; and at low tide its mouth is closed by a bank, which is then left entirely exposed. The tide rises and falls in it about one foot.

The town of **Berenice** was founded by *Ptolemy Philadelphus*, and so called after his mother. There is a temple at the end of a street, towards the centre of the town, built of hewn stone, and consisting of three inner and the same number of outer chambers, with a staircase leading to the summit, the whole ornamented with sculptures and

hieroglyphics in relief. It was dedicated to Serapis; and in the hieroglyphics are the names of Tiberius and Trajan.

Between Ras Benas and Ras Elba are a number of small harbours which are much used by Arab traders to convey provisions to the Bishareen tribes, and to bring slaves back to Yembo and Jiddah. Since the trade with the Soudan has been stopped in consequence of the rebellion, a good deal of the commerce which used to pass through Suakin now goes to these small harbours, the custom duties being thus lost to the Egyptian Government. South of Ras Elba is **Ras Roway**, a long, low promontory. Here is an Egyptian station dependent upon Suakin. At Roway are some very extensive salt-fields, from which a considerable amount of salt is exported annually, principally to India.

SUAKIN is the most important town on the W. side of the Red Sea. It is still Egyptian, and is the only territory left to the Khedive of the vast Soudan provinces over which he ruled some years ago. Suakin was the scene of the two English expeditions of 1884, 1885, neither of which led to any result. It was formerly a favourite starting-point for shooting expeditions to the Soudan. The principal tribes in the vicinity of Suakin are the Hadendowa and Amarar.

After leaving Suez the **lighthouses** seen are Zafarana and Ras Gharib, both on the W. coast before Tor is reached. Then follows the light on Ashrafi, just inside the mouth of the Gulf of Suez, and that on Shadwar, just south of it. The light on *The Brothers* is nearly due E. of Kosseir. The Daedalus Reef, small and dangerous, lies in mid-channel in latitude 25° , and was a terror to navigators before the light was erected. And lastly, the light on Perim Island in the Bab-el-Mandeb.

The most important ports of Arabia on the Red Sea are **Yembo**, lat. 24° N., the port of **Medina**, 130 m. to the E. The town is surrounded by a wall 12 ft. high and is a mean place, but the harbour is one of the best on the coast.

JIDDAH, in latitude $21\frac{1}{2}^{\circ}$ N., is an important place; the seaport of Mecca, which is 60 m. E. The population, including surrounding villages, is about 40,000. English and other steamers call here frequently. The anchorage is $3\frac{1}{2}$ m. from the shore. The town is square in shape, enclosed by a wall with towers at intervals, and on the sea-face two forts. There is a good street parallel to the sea. The other streets are irregular and not so clean. The town, for this part of the world, is well kept, but the suburbs are very poor. The population is most fanatical, and Europeans landing must behave in all respects cautiously. Supplies are abundant, but it is the custom to ask strangers exorbitant prices. There are three entrances to the town on the sea side, but the central one at the jetty is the only one in ordinary use. The gate on the S. side of the town is seldom opened, that on the N. is free to all, but the E. or Mecca gate, which formerly

was strictly reserved for Mohammedans, should be approached with caution, though Europeans are now generally permitted to use it. The only sight of the town is the so-called Tomb of Eve. This is a small mosque in the centre of two long low walls 140 ft. in length, which are supposed to enclose the grave of our gigantic ancestress. It is regarded with considerable veneration, and lies north of the town. The antiquity of the tradition is unknown. Jiddah was bombarded by the British in 1858 in retribution for a massacre of the consul and other British subjects by the population.

HODEIDA, lat. $14^{\circ} 40'$ N., has a population of about 33,000. The anchorage here also is about $3\frac{1}{2}$ m. from the shore. European steamers call weekly or oftener. **Mocha**, which this place has supplanted as a commercial port, is 100 m. S. Hodeida has well-built houses and an amply-supplied market. It looks well from having mosques with fine domes and minarets.

The Italians and French have settlements on the African shore in the S. part of the Red Sea, at Asab and Obokh, but passenger steamers to India do not approach these places.

The Island of **Perim** occupies the narrowest part of the Strait of Bab-el-Mandeb ("the gate of tears"). It is distant $1\frac{1}{2}$ m. from the Arabian coast, and 9 to 10 m. from the African. The average width is $1\frac{1}{4}$ m., the greatest length $3\frac{1}{2}$ m. Captain F. M. Hunter has given the most complete description of the island in his *Statistical Account of Aden*.

Perim is called by the author of *The Periplus* the island of Diodorus, and is known amongst the Arabs as Mayun. The formation is purely volcanic and consists of long low hills surrounding a capacious harbour about $1\frac{1}{2}$ m. long, $\frac{1}{2}$ m. in breadth, with a depth of from 4 to 6 fathoms in the best anchorages. The highest point of the island is 245 ft. above sea-level. All endeavours to find water have failed, and but little is procurable from the mainland near. There are water tanks that used to be supplied from Aden, but a condensing apparatus is found the most convenient means of supply. The British are the only nation who have ever permanently occupied Perim. Albuquerque landed upon it in 1513, and erected a high cross on an eminence, and called it the island of *Vera Cruz*, by which name it is shown on old Admiralty charts. Afterwards it was occupied by pirates who in vain dug for water. In 1799 the East India Company took possession of it, and sent a force from Bombay to hold it, to prevent the French then in Egypt from passing on to India, where it was feared they would effect a junction with Tipu Sahib. The lighthouse on the highest point was completed in 1861, and since then two others have been built on the shore.

There is always an officer's guard from the garrison at Aden. They occupy a small block house for the protection of the lighthouse and coaling stations. Steamers usually pass to the E. of the island near the

Government boat harbour. The western side of the large inner harbour has been assigned to a coal company, who have erected some buildings, and have a hulk for coaling vessels.

Throughout the Red Sea enormous coral reefs run along the coasts in broken lines parallel to the shores, but not connected with them. They usually rise out of deep water to within a few feet of the surface. A navigable channel from 2 to 3 m. wide extends between them and the E. coast, and a narrower one on the W. coast. The whole sea is in course of upheaval. The former seaport of Adulis, in Annesley Bay, near Massowa, is now 4 m. inland.

The tides are very uncertain. At Suez, where they are most regular, they rise from 7 ft. at spring to 4 ft. at neap tides.

During the hottest months, July to September, the prevalence of northerly winds drives the water out of the Red Sea. The S.W. monsoon is then blowing in the Indian Ocean, and the general level of the Red Sea is from 2 to 3 ft. lower than during the cooler months, when the N.E. monsoon forces water into the Gulf of Aden and thence through the Strait of Bab-el-Mandeb.

ADEN was taken from the Arabs by the British on the 16th of January 1839 (see the *Aden Handbook*, by Captain F. M. Hunter). It was attacked by the Abdalis and Fadthelis on the 11th of November in that year, but they were repulsed with the loss of 200 killed and wounded. The united Arab tribes made a second attack on the 22d of May 1840, but failed after losing many men. On the 5th of July 1840 a third attack took place, but the assailants, Abdals and Fadthelis, were driven back and lost 300 men. In January 1846 Saiyad Ismail, after preaching a *jihad*, or religious war, in Mecca, attacked this place, and was easily repulsed. A series of murders then commenced. On the 29th of May 1850 a seaman and a boy of H. E. I. C. steam-frigate *Auckland* were killed while picking up shells on the N. shore of the harbour. On the 28th of February 1851 Captain Milne, commissariat officer, and a party of officers, went to Wahat, in the Lahej territory. At midnight a fanatic mortally wounded Captain Milne, who died next day, severely wounded Lieutenant M'Pherson, of the 78th Highlanders, slightly wounded Mr. Saulez, and got clear away. On the 27th March following, another fanatic attacked and wounded severely Lieutenant Delisser of the 78th Highlanders, but was killed by that officer with his own weapon. On the 12th of July in the same year, the mate and one sailor of the ship *Sons of Commerce*, wrecked near Ghubet Sailan, were murdered. In 1858, 'Ali bin Muhsin, Sultan of the Abdalis, gave so much trouble that Brigadier Coghlan, Commandant at Aden, was compelled to march against him, when the Arabs were routed with a loss of from 30 to 40 men, and with no casualties on our side. In December 1865, the Sultan of the Fadtheli

tribe, which has a seaboard of 100 m., extending from the boundary of the Abdalas, attempted to blockade Aden on the land side; but was utterly routed by Lieut.-Col. Woolcombe, C.B., at Bir Said, 15 m. from the Barrier Gate. A force under Brigadier-General Raines, C.B., then marched through the Abgar districts, which are the lowlands of this tribe, and destroyed several fortified villages. Subsequently, in January 1866, an expedition went from Aden by sea to Shugrah, the chief port of the Fadhelis, 65 m. from Aden, and destroyed the forts there. Since 1867 this tribe, which numbers 6700 fighting men, have adhered to their engagements. The Sultan of the Abdalis, who inhabit a district 33 m. long and 8 broad to the N.N.W. of Aden, and number about 8000 souls, was present in Bombay during the Duke of Edinburgh's visit in February 1870, and is friendly. His territory is called Lahej, and the capital is Al-Hautah, 21 m. from the Barrier Gate. No one should attempt to go beyond the Barrier Gate without permission of the authorities.

No boat can ply for hire in **Aden Harbour** without a licence from the Conservator of the Port, and the number of the licence must be painted on the bow and stern. Each of the crew must wear the number of his boat on his left breast. When asking payment the crew must exhibit the tables of fares and rules, and any one of the crew asking prepayment of the fare is liable to fine or imprisonment. In case of dispute, recourse must be had to the nearest European police officer. Any hirer by special agreement may engage a first-class boat for himself only, or for himself and 5 friends, by paying 4 fares, and a second-class boat for himself, or himself and 3 friends, by paying 3 fares. Every boat must have a lantern at night. A boat inspector attends at the Gun Wharf from 6 A.M. to 11 P.M. to call boats, suppress irregularities, and give information to passengers. After sunset passengers can be landed only at the Gun Wharf.

Land Conveyances

Every conveyance must have the number of its licence and the number of persons it can carry painted on it. A table of fares must be fixed on some conspicuous part of the conveyance, and the driver must wear a badge with the number of his licence, and must not demand prepayment of his fare. From Isthmus to the Point the fare is the same as from Town to Point. The Point signifies any inhabited part of *Steamer Point*, the name given to the part of the peninsula off which the steamers lie.

Inside the Light Ship the water shallows to 4 fathoms, and a large steamer stirs up the mud with the keel. As soon as the vessel stops, scores of little boats with one or two Somali boys in each paddle off and surround the steamer, shouting "Overboard, overboard," and "Have a dive, have a dive," also "Good boy, good boy," all together,

with a very strong accent on the first syllable. The cadence is not unpleasing. If a small coin is flung to them they all spring into the water, and nothing is seen but scores of heels disappearing under the surface as they dive for the money. It is astonishing that no accident happens, for sharks are numerous, and other fish are almost as ravenous. In 1877 a rock cod between 5 and 6 ft. long seized a man who was diving and tore off the flesh of his thigh. The man's brother went down with a knife and killed the cod, which was brought ashore and photographed at Aden, as was the wounded man.

As soon as the captain has fixed the hour at which he will leave the port, a notice is posted, and then passengers generally start for the shore to escape the dust and heat during coaling. All the ports are closed, and the heat and closeness of the cabins will be found quite insupportable. It takes from twelve to twenty minutes to land at the Post Office Pier, which is broad and sheltered. The band occasionally plays there. To the left, after a walk or drive of a mile, one arrives at the hotels. There is also a large shop for wares of all kinds kept by a Parsi. At a short distance N. of the hotels is a condenser belonging to a private proprietor. There are three such condensers belonging to Government, and several the property of private companies, and by these and an aqueduct from Shekh Uthman, 7 m. beyond the Barrier Gate, Aden is supplied with water. Condensed water costs from about 2 rs. per 100 gallons. Besides these there are tanks, which are worth a visit. The distance to them from the pier is about 5 m. Altogether there are about fifty tanks in Aden, which, if entirely cleared out, would have an aggregate capacity of nearly 30,000,000 imperial gallons. It is supposed that they were commenced about the second Persian invasion of Yaman in 600 A.D. Mr. Salt, who saw them in 1809, says, "The most remarkable of these reservoirs consists of a line of cisterns situated on the N.W. side of the town, three of which are fully 80 ft. wide and proportionally deep, all excavated out of the solid rock, and lined with a thick coat of fine stucco. A broad aqueduct may still be traced which formerly conducted the water to these cisterns from a deep ravine in the mountain above; higher up is another still entire, which at the time we visited it was partly filled with water." In 1856 the restoration of these magnificent works was undertaken (see the *Aden Handbook*, by Captain F. M. Hunter). And thirteen have been completed, capable of holding 8,000,000 gallons of water. The range of hills which was the crater of Aden is nearly circular. On the W. side the hills are precipitous, and the rain that descends from them rushes speedily to the sea. On the E. side the descent is broken by a tableland winding between the summit and the sea, which occupies a quarter of the entire superficies of Aden. The ravines which intersect this plateau converge into one valley, and a very moderate fall of rain suffices to send a considerable

torrent down it. This water is partly retained in the tanks which were made to receive it, and which are so constructed, that the overflow of the upper tank falls into a lower, and so on in succession. As the annual rainfall at Aden did not exceed 6 or 7 in., Malik al Mansur, King of Yaman, at the close of the 15th century, built an aqueduct to bring the water of the Bir Hamid into Aden (see Playfair's *History of Yaman*). Aden is hot, but healthy. Snakes and scorpions are rather numerous.

After leaving Aden the only land usually approached by steamers bound for India is the **Island of Socotra**, which is about 150 m. E. of Cape Guardafui, the E. point of the African continent. The island is 71 m. long, and 22 broad. Most of the surface is a tableland about 800 ft. above sea-level. The capital is Tamarida or Hadibu, on the N. coast. The population is only 4000, or 4 to the square mile. It is politically a British possession subordinate to Aden, but administered in its internal affairs by its own chiefs.

THE PEOPLE OF INDIA

THE MOHAMMEDANS

Eras.—The Mohammedan era of the Hijrah, "departure," is used in all inscriptions. It is necessary to give a brief account of it here. It takes its name from the "departure" of Mohammed from Mecca to Medina on Friday the 16th of July 622 A.D. This date was ordered by the Khalifah Umar to be used as their era by Mohammedans. Their year consists of twelve lunar months, as follows:—

Muharram	30 days.	Rajab	30 days.
Safar	29 "	Sh'aban	29 "
Rabi' 'l avval	30 "	Ramazan	30 "
Rabi' 's-sani or 'l akhir .	29 "	Shawwal	29 "
Jaumda 'l avval	30 "	Zi' l k'adah or Zik'adah .	30 "
Jumada 's-sani or 'l akhir	29 "	Zi' l hijjah or Zi hijjah .	29 "
= 354 days.			

Their year, therefore, is 11 days short of the solar year, and their New Year's Day is every year 11 days earlier than in the preceding year. In every 30 years the month Zi hijjah is made to consist 11 times of 30 days instead of 29, which accounts for the 9 hours in the lunar year, which = 354 days, 9 hours. To bring the Hijrah year into accordance with the Christian year, express the former in years and decimals of a year, and multiply by .970225, add 621.54, and the total will correspond exactly to the Christian year. Or to effect the same correspondence roughly, deduct 3 per cent from the Hijrah year, add 621.54, and the result will be the period of the Christian year when the Mohammedan year begins. All trouble, however, of comparison is saved by Dr. Ferdinand Wüstenfeld's *Comparative Tables*, Leipzig, 1854.

The Tarikh Ilahi, or Era of Akbar, and the Fasli or Harvest Era.

These eras begin from the commencement of Akbar's reign on Friday the 5th of Rabi'u's-sani, 963 A.H. = 19th of February 1556. To make them correspond with the Christian, 593 must be added to the latter.

MOHAMMEDAN FESTIVALS

Bakari 'Id or *'Id-i-Kurban*, held on the 10th of Zi'l hijjah in memory of Abraham's, offering Ism'ail or Ishmael. See Sale's *Koran* p. 337. This festival is also called *'Idu Zuha*, when camels, cows, sheep, goats, kids, or lambs, are sacrificed.

Muharram, a fast in remembrance of the death of Hasan and Husain, the sons of 'Ali, and Fatimah the daughter of Mohammed. Hasan was poisoned by Yezid in 49 A.H., and Husain was murdered at Karbala on the 10th of Muharram, 61 A.H. = 9th October 680 A.D. The fast begins on the 1st of Muharram and lasts 10 days. Moslems of the Shi'ah persuasion assemble in the T'aziyah Khana, house of mourning. On the night of the 7th an image of Burak, the animal (vehicle) on which Mohammed ascended to heaven, is carried in procession, and on the 10th a Tabut or bier. The Tabuts are thrown into the sea, or other water, and in the absence of water are buried in the earth. The mourners move in a circle, beating their breasts with cries of "Alas! Hasan. Alas! Husain." At this time the fanatical spirit is at its height, and serious disturbances often take place (see Hobson Jobson in Yule's *Glossary of Anglo-Indian Terms*).

Akhiri Chahar Shambah, held on the last Wednesday of Safar, when Mohammed recovered a little in his last illness and bathed for the last time. It is proper to write out seven blessings, wash off the ink and drink it, as also to bathe and repeat prayers.

Bari Wafat, held on the 13th of Rabi'u 'l avval in memory of Mohammed's death, 11 A.H.

Pir-i-Dastgir, held on the 10th of Rabi'u 'l akhir in honour of Saiyad 'Abdu'l Kadir Gilani, called Pir Piran or Saint of Saints, who taught and died at Baghdad. During epidemics a green flag is carried in his name.

Chiraghan-i-Zindah Shah Madar, held on the 17th of Jaumada 'l avval in honour of a saint who lived at Makkhanpur, and who is thought to be still alive, whence he is called Zindah, "living."

Urs-i-Kadir Wali, held on the 11th of Jumada 'l akhir, in honour of Khwajah Mu'inu-din Chisti, who was buried at Ajmere in 628 A.H.

Muraj-i-Muhammad, held on the 25th of Rajab, when the Prophet ascended to heaven.

Shah-i-barat, night of record, held on the 16th of Sh'aban, when

they say men's actions for next year are recorded. The Koran ought to be read all night, and the next day a fast should be observed.

Ramazān, the month long fast of the Mohammedans. The night of the 27th is called *Lailatu 'l-Kadr*, "night of power," because the Koran came down from heaven on that night.

'Idu 'l-fitr, the festival when the fast of the Ramazan is broken. The evening is spent in rejoicing and in exhibitions of the Nautch girls.

Chiraghan-i-Bandah Nawaz, held on the 16th of Zi'l k'adah in honour of a saint of the Chisti family, who is buried at Kalbarga and is also called *Gisu Daraz*, "long ringlets."

MOGUL EMPERORS OF HINDUSTAN

	A.H.	A.D.
Babar, Zahiru-din Muhammad (mounted the throne on June 9th)	899	1494
Humayun, Nasiru-din Muhammad; in 946 defeated by Shir Shah	937	1531
Humayun, Nasiru-din Muhammad, founded the Mogul Dynasty of Dihli	962	1554
Akbar, Abu'l fath, Jalalu-din Muhammad consolidated Empire	963	1556
Jehangir, Abu'l Muzaffar Nuru-din Muhammad 7th October,	1014	1605
Shah Jehan, Shahabu-din Ghazi . . . 9th February,	1037	1628
Aurangzib 'Alamgir, Abu'l Muzaffar, Muhaiyiu-din 24th February	1068	1658
'Azim Shah, Muhammad Shahid . . . 3d March,	1118	1707
Bahadur Shah, Shah 'Alam, Abul Muzaffar Kutbu-din 23d February,	1118	1707
Jahandar Shah, Mu 'izzu-din . . . 11th January,	1124	1713
Farrukhsiyar, Muhammad . . . 11th January,	1124	1713
Rafiu-darjat, Shamsu din . . . 18th January,	1131	1719
Rafiu-daulat, Shahjehan Sani . . . 26th April,	1131	1719
Muhammad Nikosiyar . . . May,	1131	1719
Muhammad Shah, Abu'l fath Nasiru-din 28th August,	1131	1719
Sultan Muhammad Ibrahim . . . 4th October,	1132	1720
Ahmad Shah, Abu'l Nasir . . . 20th April,	1161	1744
'Alamgir II., 'Azizu-din Muhammad . . . 2d June,	1167	1749
Shahjehan . . . 29th November,	1173	1759
Shah 'Alam, Jalalu-din (Mirza 'Abdu'llah, 'Ali Gohar)	1173	1759
Muhammad Bedar bakht . . .	1201	1786
Akbar II., Abu'l Nasir, Mun'aim-din Muhammad . 3d December,	1221	1806

THE HINDUS

The Kali-Yug, or Hindu Era

According to the Hindus, the world is now in its 4th Yug, or Age, the Kali-Yug, which commenced from the equinox in March 3102 B.C., and will last 432,000 years. The 3 preceding ages were the Satya, the Treta, and the Dwapara. The Satya, or Age of Truth, lasted 1,728,000 years; the Treta (from *tra*, "to preserve") lasted

1,296,000 ; and the Dwapara (from *dwa*, "two," and *par*, "after") 864,000 years.

The Era of Vikramaditya, or Samvat

This era commenced from the 1st year of King Vikramaditya, who began to reign at Ujjain 57 B.C. To convert Samvat years into Christian deduct 57. But if the Samvat year be less than 58, deduct its number from 58, and the remainder will be the year B.C.

The Shaka Era, or Era of Shalivahana

Shalivahana, "borne on a tree," from *Shali*, the *Shorea robusta*, and *vahana*, "vehicle," was a king who reigned in the S. of India, and whose capital was Pratishtánah. He is said to have been the enemy of Vikramaditya, and is identified by Wilford with Christ. The Shaka dates from the birth of Shalivahana on the 1st of Vaisakh, 3179 of the Kali-Yug = Monday, 14th of March 78 A.D. To make the dates of this era correspond with the Christian add 78.

Era of Parashurama

This is the era which, according to Colonel Warren's work, the *Kala Sankalita*, "Arrangement of Time," is used in Malayala, that is, in the provinces of Malabar and Travancore down to Cape Comorin. It is named from a king who reigned 1176 years B.C., or in 1925 of the Kali-Yug. The year is sidereal, and commences when the sun enters Virgo in the solar month Ashwin. The era is reckoned in cycles of 1000 years, and the 977th year of the 3d cycle began 14th of September 1800 A.D.

The Hindu year has 6 seasons or *ritus*: *Vasanta*, "spring," *grishma*, "the hot season," *varsha*, "the rains," *sharada*, "the autumn" (from *shri* "to injure"), *hemanta*, "the winter," *shishira*, "the cool season."

Table of the Seasons and Months in Sanscrit, Hindi, and English

	NAMES OF MONTHS.		
	SANSKRIT.	HINDI.	ENGLISH.
1. VASANTA .	{ Chaitra. Vaishakha.	Chait. Baisakh.	April. May. }
2. GRISHMA .	{ Iyeshtha. A'shadha.	Jeth. Asarh.	June. { July. }
3. VARSHA .	{ Sravana. Bhadra.	Sawan. Bhadon.	August. { September. }
4. SHARADA .	{ Ashwina. Kartika.	Asan. Kartik.	October. { November. }
5. HEMANTA .	{ Margasirsha. Paasha.	Aghan. Pus.	December. { January. }
6. SHISHIRA .	{ Magha. Phalguna.	Magh. Phagun.	February. { March. }

HINDU FESTIVALS

Makar Sankranti.—On the 1st of the month Magh the sun enters the sign Capricorn or Makar. From this day till the arrival of the sun at the N. point of the zodiac the period is called Uttarayana, and from that time till he returns to Makar is Dakshinayana, the former period being lucky and the latter unlucky. At the festival of Makar Sankranti the Hindus bathe, accompanied by a Brahman, and rub themselves with sesamum oil. They also invite Brahmans and give them pots full of sesamum seed and other things. They wear new clothes with ornaments, and distribute sesamum seed mixed with sugar.

Vasant Panchami is on the 5th day of the light half of Magh, and is a festival in honour of Spring, which is personified under the name of Vasanta or Spring.

Rathsaptami.—From Ratha, a car, and Saptami, seventh, when a new sun mounts his chariot.

Shivarat, the night of Shiva, when Shiva is worshipped with flowers during the whole night.

Holi.—A festival in honour of Krishna, held fifteen days before the moon is at its full, in the month Phalgun, celebrated with swinging and squirting red powder over every one. All sorts of licence are indulged in.

Gudhi Podava, on the 1st of Chaitra. The leaves of the *Melia Azadirachta* are eaten. On this day the New Year commences, and the Almanac for that year is worshipped.

Ramanavami, held on the 9th of Chaitra, in honour of Ramachandra, who was born on this day at Ayodhya. A small image of Rama is put into a cradle and worshipped, and red powder called *gulal* is thrown about.

Vada Savitri, held on the 15th of Jyeshth, when women worship the Indian fig tree.

Ashadhi Ekadashi, the 11th of the month Ashadh, sacred to Vishnu, when that deity reposes for 4 months.

Nag Panchami, held on the 5th of Shravan, when the serpent Kali is said to have been killed by Krishna. Ceremonies are performed to avert the bite of snakes.

Narali Purnima, held on the 15th of Shravan. The stormy season is then considered over, and offerings of cocoa-nuts are thrown into the sea on the west coast.

Gokul Ashtami, held on the 8th of the dark half of Shravan, when Krishna is said to have been born at Gokul. Rice may not be eaten on this day, but fruits and other grains. At night Hindus bathe and worship an image of Krishna, adorning it with the *Ocymum sanctum*. The chief votary of the temple of Kanhoba dances in an ecstatic fashion, and

is worshipped and receives large presents. He afterwards scourges the spectators.

Pitri Amavasya, held on the 30th of Shravan, when Hindus go to Valkeshwar in Bombay and bathe in the tank called the Banganga, which is said to have been produced by Rama, who pierced the ground with an arrow and brought up the water. Shraddas or ceremonies in honour of departed ancestors are performed on the side of the tank.

Ganesh Chaturthi, held on the 4th of Bhadrapad, in honour of Ganesh, a clay image of whom is worshipped and Brahmans are entertained. The Hindus are prohibited from looking at the moon on this day, and if by accident they should see it, they get themselves abused by their neighbours in the hope that this will remove the curse.

Rishi Panchami, held on the day following Ganesh Chaturthi, in honour of the 7 Rishis.

Gauri Vahan, held on the 7th of Bhadrapad, in honour of Shiva's wife, called Gauri or the Fair. Cakes in the shape of pebbles are eaten by women.

Waman Dvadashi, on the 12th of Bhadrapad, in honour of the 5th incarnation of Vishnu, who assumed the shape of a dwarf to destroy Bali.

Anant Chaturdashi, held on the 14th of Bhadrapad, in honour of Ananta, the endless serpent.

Pitri Paksh, held on the last day of Bhadrapad, in honour of the Pitras or Ancestors, when offerings of fire and water are made to them.

Dasara, held on the 10th of Ashwin, in honour of Durga, who on this day slew the buffalo-headed demon Maheshasur. On this day Rama marched against Ravana, and for this reason the Marathas chose it for their expeditions. Branches of the *Butea frondosa*, are offered at the temples. This is an auspicious day for sending children to school. The 9 preceding days are called Navaratra, when Brahmans are paid to recite hymns to Durga.

Diwali, "feast of lamps," from *diwa*, "a lamp," and *ali*, "a row," held on the new moon of Kartik, in honour of Kali or Bhawani, and more particularly of Lakshmi, when merchants and bankers count their wealth and worship it. It is said that Vishnu killed a giant on that day, and the women went to meet him with lighted lamps. In memory of this lighted lamps are set afloat in rivers and in the sea, and auguries are drawn from them according as they shine on or are extinguished.

Bali Pratipada is held on the 1st day of Kartik, when Hindus fill a basket with rubbish, put a lighted lamp on it, and throw it away outside the house, saying, "Let troubles go and the kingdom of Bali come."

Kartik Ekadashi, held on the 11th of Kartik, in honour of Vishnu, who is said then to rise from a slumber of 4 months.

Kartik Purnima, held on the full moon of Kartik, in honour of Shiva, who destroyed on that day the demon Tripurasura.

SOME EARLY HINDU and BUDDHIST DATES.

	B.C.
Arrangements of first nine Books of the Rig Veda	(about) 1400
Composition of parts of the tenth Book	(about) 1100
Yajur } Veda	(about) 1000-802
Sama }	
Sutras Vaidik, comprising laws	1000
Sutras of Philosophical system	(about) 1200-800
Atharva Veda	800
Sakya Muni, birth	638
Death and Era	543
First Buddhist Convocation at Rajagriha	543
Voyage of Skylax down the Indus by order of Darius Hystaspes	490
Second Buddhist Convocation at Vesali	443
<i>Alexander crossed the Indus, April</i>	327
Chandragupta or Sandrakottus	315
Mission of Megasthenes to the Court of Sankradottus	302
Ramayana	300
Asoka	270
Third Buddhist Convocation	249
Mahabharata	240
Laws of Manu	200
Menander	126
Ceylon Buddhistical Books	104-76
Era of Vikramaditya and of the Shakuntala	57
	A.D.
Cave Temples at Salsette	50-100
Era of Shalivahan	78
Sah dynasty of Guzerat	100
<i>Travels of Fu Hian</i>	399
Mahawanso	459-477
<i>Travels of Hiouen Thsang</i>	629-645
Puranas	800-1400

THE PARSIS

The Parsis, formerly inhabitants of Persia, are the modern followers of Zoroaster, and now form a numerous and influential portion of the population of Surat and Bombay.

When the Empire of the Sassanides was destroyed by the Saracens, about 650 A.D., the Zoroastrians were persecuted, and some of them fled to Hindustan, where the Rajah of Guzerat was their principal protector. They suffered considerably from the persecution of Mohammedans until the time of the British occupation. Their worship, in the course of time, became corrupted by Hindu practices, and the reverence for fire and the sun, as emblems of the glory of Ormuzd, degenerated into idolatrous practices. The sacred fire, which Zoroaster

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was said to have brought from heaven, is kept burning in consecrated spots, and temples are built over subterranean fires. Priests tend the fires on the altars, chanting hymns and burning incense. A partially successful attempt was made in 1852 to restore the creed of Zoroaster to its original purity. In order not to pollute the elements, which they adore, they neither burn nor bury their dead, but expose their corpses to be devoured by carnivorous birds (see Towers of Silence, Bombay). There is now a marked desire on the part of the Parsis to adapt themselves to the manners and customs of Europeans. The public and private schools of Bombay are largely attended by their children, and every effort is made to procure the translation of English works. Many follow commercial pursuits, and several of the wealthiest merchants of India belong to the sect.

PARSI MONTHS

There are 12 months, of 30 days each, and 5 days are added at the end. They approximate as below to the English months.

1. Farvardin, September.	7. Mihr, March.
2. Ardibehisht, October.	8. Aban, April.
3. Khurdad, November.	9. Adar, May.
4. Tir, December.	10. Deh, June.
5. Amardad, January.	11. Bahman, July.
6. Sharivar, February.	12. Asfandiyar, August.

THE PARSI FESTIVALS

Patati, New Year's Day. The 1st of Farvardin. The Parsis rise earlier than usual, put on new clothes, and pray at the Fire Temples. They then visit friends and join hands, distribute alms and give clothes to servants and others. This day is celebrated in honour of the accession of Yezdajird to the throne of Persia, 632 A.D.

Farvardin-Jasan, on the 19th of Farvardin, on which ceremonies are performed in honour of the dead called Frohars or "protectors." There are 11 other Jasans in honour of various angels.

Khurdad-sal, the birthday of Zoroaster, who is said to have been born 1200 B.C. at the city of Rai or Rhages near Teheran.

Jamshidi Nawroz, held on the 21st of March. It dates from the time of Jamshid, and the Parsis ought to commence their New Year from it.

Zartashte Diso, held on the 11th of Deh in remembrance of the death of Zartasht or Zoroaster.

Muktad, held on the last ten days of the Zoroastrian year, including the last five days of the last month, and the five intercalary days called the *Gatha Gahambars*. A clean place in the house is adorned with fruits and flowers, and silver or brass vessels filled with water are placed there. Ceremonies are performed in honour of the souls of the dead.

THE SIKHS

It remains to add a few words about the followers of this comparatively new religion.

In the middle of the 16th century the Sikhs, who had been gradually rising into power, struggled with the Afghans for supremacy in the Panjab. On the 7th invasion of Ahmad Shah, in 1764, they fought a long and doubtful battle with Ahmad Shah's troops in the vicinity of Amritsar. They then captured Lahore, destroyed many mosques, and made their Afghan prisoners, in chains, wash the foundations with the blood of swine.

From this period, 1764, the Sikhs became the ruling power in the Panjab. The following is a chronological table of their Gurus, or leaders :—

GURUS OF THE SIKHS

	A.D. ¹
1. Nanak, founder of the Sikh sect, born 1469, died	1539
2. Guru Angad, wrote the sacred books, died	1552
3. Amara das, Khshatri	1552
4. Ram das, beautified Amritsar	1574
5. Arjun Mal, compiled the <i>Adi Granth</i>	1581
6. Har Govind, first warlike leader	1606
7. Har Rae, his grandson	1644
8. Har Krishna, died at Delhi	1661
9. Tegh Bahadur, put to death by Aurangzib	1664
10. Guru Govind remodelled the Sikh Government	1675
11. Banda, last of the succession of Gurus	1708
12. Charat Sing, of Sukalpaka misl died	1774
13. Maha Sing, his son, extended his rule	1774
14. Ranjit Sing, born 1780, began to reign	1805

The Sikhs were now formed into confederacies called Mials, each under a Sirdar, or chief. These were—

1. Bhangi, called from their fondness for bhang, extract of hemp.
2. Nishani, standard-bearers.
3. Shahid or Nihang, martyrs and zealots.
4. Ramgarhi, from Ramgarh, at Amritsar.
5. Nakeia, from a country so called.
6. Alhuwali, from the village in which Jassa lived.
7. Ghaneia or Khaneia.
8. Faizulapuri or Singhpuri.
9. *Sukarchakia*.
10. Dalahwala.
11. Krora Singhia or Panjgarhia.
12. Phulkia.

All the other Mials were, about the year 1823, subdued by Ranjit Sing of the Sukarchakia, and for a long time Ranjit was the most prominent personage in India—

REMARKABLE EVENTS CONNECTING INDIA WITH EUROPE TO THE
END OF THE 18TH CENTURY

	DATES
Odericus, an Italian Friar, visits Tanna	1300
Vasco da Gama reaches Calicut by sea	1498
Albuquerque, the Portuguese admiral, burns Calicut, but is at last driven off	1510
Goa captured by the Portuguese; retaken by the natives; ceded to the Portuguese	1510
The Zamorin permits the Portuguese to build a fort at Calicut	1513
Bombay occupied by the Portuguese	1532
Bassein, Salsette, and Bombay ceded to the Portuguese by Sultan Bahadur, King of Guzerat	1534
The Venetian merchant, Cæsar Frederick, reaches Ahmedabad	1563
Thomas Stephens, of New College, Oxford, reaches Goa in October, and Sir Frances Drake lands at Ternate, and subsequently at Java	1579
A land expedition, organised by the Levant Company, reaches India	1589
Petition presented by 101 merchants and others to Elizabeth for a charter to trade with India	1599
John Mildenhall sent as Ambassador to Agra, which he reaches in	1603
Charter for 15 years to "The Governor and Company of Merchants of London trading to the East Indies"	1600
A fleet from Torbay reaches Acheen in Sumatra, and Bantam in Java, establishing factories in each place	1601
Second Charter, by which the East India Company is made a corporate body, with the retention of a power to dissolve it at 3 years' notice. Captain Hawkins of the <i>Hector</i> reaches Agra with a letter to Jehangir. The Dutch occupy Pulicat	1609
The Mogul Emperor issues a <i>firman</i> , permitting the English to establish factories at Surat, Ahmedabad, Cambay, and Gogo	1611
Captain Best, with the <i>Dragon</i> and <i>Hosiander</i> , defeats the Portuguese squadron at Surat, and receives a <i>firman</i> , authorising an English Envoy to reside at Agra, and the English to trade with Surat	1612
Sir Thomas Roe, Ambassador to Jehangir, reaches India	1615
The Danish settlement of Tranquebar founded	1617
The Dutch and English Companies contend for the exclusive trade with the Spice Islands	1618
The Dutch assign to the English a share of the pepper trade with Java and with Pulicat	1619
Sir Robert Shirley courteously received by Jehangir at Agra	1619
The East India Company receive permission to exercise martial law in India	1624
Treaty with Portugal, by which the English are allowed to trade with Portuguese ports in India	1635
Gabriel Boughton, surgeon of the Company's ship <i>Hopewell</i> , cures the daughter of Shah Jehan and the favourite mistress of the Nawab of Bengal, and so obtains for the Company the right to trade throughout the dominions of the Great Mogul	1636
Fort St. George built at Madras	1641
Fort St. George constituted a Presidency	1654
New Charter for 7 years	1657
Forts on Malabar coasts placed under Surat, Bengal under Madras	1658
The Dutch take Negapatam from the Portuguese, and make it their capital on that coast	1660

<i>Introd.</i>	REMARKABLE EVENTS TO END OF 18TH CENTURY	xlix
		DATES
Bombay ceded to England by the Portuguese as part of the Infanta Catherina's dower on her marriage with Charles II.		1661
A New Charter confirms former privileges, with the right to make peace and war, to exercise civil and criminal jurisdiction, and send unlicensed persons to England		1661
Earl of Marlborough and Sir Abraham Shipman with 5 men-of-war and 500 soldiers arrive at Bombay, to occupy the island in fulfilment of the Treaty		1662
Sir Abraham Shipman having died with most of his men at Anjadeva, his secretary Cooke makes a convention with the Portuguese, which Charles II. refuses to ratify. Sir Gervase Lucas succeeds Cooke, and estimates the population of Bombay at 10,000, and the revenue at £6490 : 17 : 4		1663
French East India Company established. Defence of Surat by the English against Shivaji, for which they are rewarded with fresh privileges by Aurangzib		1664
Island of Bombay granted by Charles II. to the East India Company		1668
The natives destroy the English factory at Honawar, and murder every Englishman		1670
St. Helena granted by Royal Charter to the Company		1673
Dr. John Fryer visits Bombay, and reckons population at 60,000		1675
Bombay revolts under Captain Keigwin		1683
Admiral Sir Thomas Grantham arrives in Bombay, and Keigwin submits to his authority		1684
Bombay made a regency, with sway over all the Company's establishments. Pondicherry colonised by the French. English driven from Hooghly, and allowed to return		1687
Fort St. David built. Y'akub Khan Sidi, the Imperial Admiral lands in Bombay with 25,000 men, and takes Mazagon		1689
Chaplain Ovington's visit to Bombay described in <i>Voyage to Surat</i>		1689
Charter forfeited for non-payment of 5 per cent levied on all Joint Stock Companies, but on 1st October a new charter granted by the King		1693
New Company incorporated under the name of "The English Company." The old Company, called "The London Company," ordered to cease trading in three years. Calcutta purchased by the old Company, and Fort-William built		1698
The old Company obtain an Act authorising them to trade under the charter of the new Company		1700
Lord Godolphin's Award, by which the two Companies are united under the title of "The United Company of Merchants of England trading to the East Indies." Three Presidencies established, and a Governor, with the title of General, and a Council appointed for Bombay		1708
July. Deputies from the Company arrive at Delhi, and on the 6th of January 1717 obtain a <i>ferman</i> exempting their trade from duties, and allowing them to possess land round their factories		1715
Ostend East India Company formed		1717
The Emperor of Germany grants a charter to the Ostend Company, under which they carry on a successful trade		1723
Charter renewed till Lady-day 1769		1730
Swedish India Company formed		1731
Malhar Rao Holkar takes Tanna from the Portuguese, his loss being 5000 men, and that of the Portuguese 800		1739
The Company lend £1,000,000 to Government, and obtain an extension		

	DATES
of privileges to 1783. Commencement of the contest between England and France in India	1744
War declared between England and France. A French fleet anchors 12 miles S. of Madras, and lands a force under La Bourdonnais. Madras capitulates after a bombardment of five days. La Bourdonnais signs a treaty to restore the town on a ransom being paid. This treaty violated by Dupleix, Governor of Pondicherry.	1746
19th December. Dupleix falls in an attack on Fort St. David	1747
The English lay siege to Pondicherry, but without success. Treaty of Aix-la-Chapelle, by which Madras is restored to the English	1748
Sahuji Rajah of Tanjore, dethroned by his cousin, calls in the aid of the English, who, after one repulse, take Devikota, which was to be the guerdon of their assistance. They then desert their ally and conclude a treaty with Pratap Sing. Clive leads the storming party at Devikota. The war in the Carnatic begins	1749
Poona made capital of the Marathas	1750
Muhammad 'Ali, claimant of the Nawabship of the Carnatic, whose cause is espoused by the English, takes refuge in Trichinopoly, which is besieged by the French under M. Lally and Chanda Sahib. The siege ends in their utter discomfiture. Clive takes Arcot, and defends it against overwhelming odds	1751
Dupleix superseded. 26th December. Treaty of peace signed at Pondicherry—the French and English withdraw from interference in the affairs of the Native Princes	1754
Commodore James takes Suvarndurg and Bankot from Angria, the Maratha piratical chief	1756
11th February. Angria taken prisoner, and his forts destroyed, by Admiral Watson and Colonel Clive, assisted by the troops of the Peshwa. 18th June. Calcutta attacked by Siraju-daulah. The tragedy of the Black Hole	1756
2d January. Calcutta retaken. 23d June. Battle of Plassey. Mir J'afar made Subahdar of Bengal in room of Siraju-daulah. War renewed in the Carnatic. English take Madura	1757
28th April. Count de Lally arrives at Fort St. David with a French fleet, and an indecisive action is fought next day. 1st June. Lally takes Fort St. David, and razes the fortifications. 11th June. A commission arrives in Bengal from the Directors, appointing a Council of ten, with a Governor for each three months. All invite Clive to assume the Government. 4th October. Lally takes Arcot; and on 11th December lays siege to Madras	1758
19th February. Lally retires from before Madras. 6th April. The English take Masulipatam. The Nizam engages not to permit the French to settle in his dominions. 9th November. Wandiwash taken	1759
9th February. Arcot taken by the English. July. Vansittart succeeds Clive as Governor of Bengal. Clive sails for England in February. Mir Kasim succeeds Mir J'afar as Subahdar of Bengal. 27th September. Revenue of Burdwan, Midnapur, and Chittagaon ceded to the English by Mir Kasim	1760
7th January. Battle of Paniput. 14th. Pondicherry taken by the English. Fall of the French power in the Deccan. Shah 'Alam II. defeated at Patna by Major Carnac. Treaty with Shah 'Alam, who acknowledges Mir Kasim on payment of £240,000 per annum	1761
10th February. Pondicherry and other forts restored to the French by the treaty of Paris. 25th June. Mr. Ellis, with a body of troops, attacked and made prisoners by Mir Kasim at Patna. July. The	

	DATES
English agree to restore Mir J'afar. 6th November. Patna taken by the English : Mir Kasim seeks shelter with the Nawab of Oudh .	1763
Mr. Ellis, chief of the Factory at Patna, and 200 English murdered at Patna by Sumroo, an officer in the service of Mir Kasim, October .	1763
23d October. Battle of Buxar .	1764
Death of Mir J'afar at Calcutta. His son, Najmu-daulah, succeeds him. 3d May. Lord Clive arrives at Calcutta as Governor-General. 12th August. The Diwani, or Revenue of Bengal, Bahar, and Orissa granted to the Company by Shah 'Alam II.	1765
8th May. Najmu-daulah dies, and is succeeded by his brother, Saifu-daulah. The Nizam (Nizam 'Ali) cedes the N. Sarkars to the English for 5 lakhs per annum .	1766
January. Lord Clive sails for England. September. The troops of the Nizam and Haidar 'Ali attack the English .	1767
Treaty with the Nizam, who cedes the Carnatic and Balaghat, and reduces the tribute for the Sarkars. The English attack Haidar 'Ali .	1768
4th April. Haidar, at the gates of Madras, forces the English to conclude a peace .	1769
War between Haidar and the Marathas. Shah 'Alam II. enters Delhi with the Marathas	1771
July. Marathas make peace with Haidar	1772
Allahabad and Kora sold to the Nawab of Oudh for 50 lakhs ; the Nawab agrees with Warren Hastings to pay 40 lakhs for the reduction of Rohilcund. Tanjore taken by the English on the 16th of September, at the instigation of the Nawab of the Carnatic, and the Rajah handed over to the Nawab. The Dutch expelled by the English from Negapatam. The other Presidencies subordinated to Bengal. Supreme Court established at Calcutta	1773
23d April. The Rohillas defeated by the English. 28th December. Salsette and Bassein taken by the Bombay troops	1774
6th March. Treaty between the Bombay Government and Raghuba, the deposed Peshwa, who cedes Salsette and Bassein, and the revenues of Broach. May. The Bombay army march to the aid of Raghuba, and gain several successes. The Supreme Government disapprove of the proceedings of the Bombay Government, who are compelled to withdraw their troops, whereupon Raghuba retreats to Surat. Asafu-daulah, Nawab of Oudh, cedes Benares to the Company, who guarantee to him by treaty Allahabad and Kora. 11th December. Lord Pigot succeeds to the Government of Madras	1775
Rajah of Tanjore restored. Nand Kumar hanged for forgery. Lord Pigot arrested by two suspended members of Council and their faction and imprisoned	1776
July. Chandernagore, Masulipatam, and Karikal taken from the French. 10th August. The French fleet defeated off Pondicherry, and driven from the coast by the English. October. Pondicherry surrenders. Hastings tenders his resignation to the Court of Directors, who accept it, but he subsequently disowns it	1777
4th January. Expedition to Poona to support Raghuba. It fails, however, and the English are compelled to sign a treaty, by which they give up Raghuba and all their acquisitions since 1756. 30th January. General Goddard's celebrated march across India. He reaches Burhanpur, leaves it on the 6th of February, and reaches Surat on the 26th	1779
15th January. Convention of Wargaon, by which everything taken from the Marathas since 1773 was restored to them 15th January .	1779

	DATES
2d January. General Goddard crosses the Tapti, and takes Dabhoi (20th January), and Ahmedabad (15th February), and 5th April he defeats Sindia. 25th August. Sir Hector Munro arrives from Madras to oppose Haidar. 10th September. Baillie's defeat and surrender. 11th. The English retreat, and reach Madras on the 13th. 31st October. Haidar takes Arcot. 5th November. Sir Eyre Coote arrives at Madras with reinforcements	1780
17th January. Advance of Sir E. Coote. 1st July. He defeats Haidar near Porto Novo, and returns to Madras in November. 22d June. Lord Macartney arrives at Madras as Governor. Sadras, Pulicat, and Negapatam taken from the Dutch. 24th October. Judgeship of Sadr Diwani given by W. Hastings to Sir Elijah Impey, already Chief Judge of the Supreme Court. The Commons recall Impey in May following. The Company's Charter renewed till March 1794	1781
General Goddard retreats from Campoli to Panwell with the loss of 438 rank and file, and 18 European officers killed and wounded, pursued by the Marathas under Hari Pant and Parshuram Bhao and Tukoji Holkar, 23d April	1781
18th February. Colonel Brathwaite, with 100 Europeans, 300 cavalry, and 1500 Sepoys, after a gallant defence of two days, overpowered by Tipu, and his whole force cut to pieces or made prisoners. The battle took place about 40 miles from Tanjore, on the Koleran river. 19th. The French land 2000 men to aid Tipu. 12th April. Indecisive action between the fleets of Admiral Hughes and the French Admiral Suffrein. 31st August. The French take Trincomalee in Ceylon. 8th September. Action between the fleets, in which the English have the advantage. 7th December. Death of Haidar 'Ali	1782
General Matthews takes Bednur. March. M. Bussy lands at Cuddalore. General Stuart, who had succeeded Sir Eyre Coote, being ordered to march on Cuddalore, refuses, but sets out on the 21st of April at the rate of 2½ miles a day. He attacks on the 13th of June, and is repulsed with the loss of 62 officers and 920 men, nearly all Europeans, killed or mortally wounded. Indecisive action between Hughes and Suffrein. General Stuart's army saved by the peace between the English and the French; he is arrested and sent to England. The French possessions in India restored in pursuance of the treaty of Versailles. Trincomalee restored to the Dutch. Tipu retakes Bednur, where Colonel Macleod had superseded General Matthews. The English army made prisoners, and treated with great cruelty by Tipu	1783
24th January. The English garrison of Mangalore, which had been besieged by Tipu since 23rd May 1783, capitulates, and marches out with all the honours of war. 11th March. Peace with Tipu; conquests on both sides restored. 13th August. Mr. Pitt's Bill, establishes Board of Control	1784
13th February. Trial of Warren Hastings began. Defence began 2d June 1791; acquitted 23d April, 1795. The Court grant him an annuity of £4000 for 28½ years from the 24th of June 1785	1788
Decennial land settlement in Bengal began; the same in Behar next year: the whole completed in 1793, when it was declared perpetual. This is the permanent settlement of Lord Cornwallis, by which the Zamindars were declared landowners, they having been only the revenue agents of the Mogul Government. 24th December. Tipu attacks the lines of Travancore.	1789
7th May. Tipu ravages part of Travancore. June. Alliance between the English, Marathas, and the Nizam against him: signed by the	

	DATES
Marathas on the 1st of June, by the Nizam on the 4th of July.	
13th June. General Meadows opens the campaign	1790
5th February. Lord Cornwallis marches to Vellore. 21st March. Takes Bangalore. 26th May. The English, on their retreat owing to disease, are joined by the Marathas. July. The allies reach Bangalore	1791
6th February. The allies storm the redoubts at Seringapatam. 9th March. Tipu signs treaty, by which he agrees to pay £3,300,900, and to give his two eldest sons as hostages	1792
Regular Civil Courts established in Bengal; Pondicherry and other French settlements taken for the third time. New charter for 20 years. Company to provide 300 tons of shipping for private traders	1793
Sons of Tipu restored to him	1794
The Dutch settlements in Ceylon, at Banda, Amboyna, Malacca, and the Cape taken. Cochin surrenders after a gallant defence	1795
Treaty with the Nizam, by which he agrees to disband his French Contingent and receive four battalions of English	1798
4th May. Seringapatam stormed, and Tipu slain. Partition Treaty of Mysore between the Nizam and the English. Treaty with the Rajah of Tanjore, "by which he surrenders his power to the English, receiving a lakh of pagodas as pension, and one-fifth of the net revenue." Sir J. Malcolm sails from Bombay as Ambassador to Persia	1799
The Nawab of Surat resigns his government for a pension of £10,000 per annum. Subsidiary Treaty with the Nizam, who gives up his share of Mysore in consideration of English protection	1800

SOME NATIVE TERMS USED IN THIS BOOK

[A. signifies Arabic; H. Hindústání or Híndí; K. Kanarese; Mal. Malayálam; M. Maráthí; My. Malay; P. Persian; S. Sanscrit; Tel. Telugu; Tur. Turkish; T. Tamil.]

- AIKÁM, A. pl. of *áikm*, "orders."
 AMÍR (Ameer), A. "commander," a title of princes and nobles, as the Amírs of Sindh.
 ÁNÁ (Anna), H. the 16th part of a rupee.
 ANAKATT (Anikut), Tell. *adda*, "between," *kaffu*, "to bind," a dam or embankment.
 AYAT, verse of the Koran.
 BABÚL, A. a tree of the acacia kind.
 BAHÁDUR, P. "brave," "chivalric," a title of honour among Mohámmedans.
 BAJRÁ (Budgerow), H. a large, round-bottomed boat, without a keel.
 BÁMAN, S. the 5th incarnation of Vishnu, in the shape of a dwarf.
 BUNGALOW, H. a thatched house; the name usually applied to the houses of the English in India, and to the rest-houses for travellers built by Government on the public roads.
 BÁOLÍ, a well.
 BÁZÁR, P. a market or market-place; a street of shops.
 BEGAM (Begum), Tur. a lady of rank; a queen or princess.
 BHÁTÁ (Batta), H. additional allowance to public servants or soldiers employed on special duty.
 BRÁHMAN, S. a Hindú of the first, or priestly caste.
 BUDDHIST, S. a worshipper of Buddh, or Sakya Muni, who died B.C. 543.
 CASTE, class; sect; corruption of the Portuguese *casta* or race.
 CATAMARAN, T. *kaffu*, "to bind," *maram*, "a tree," a log-raft on which the natives of Madras paddle through the surf.

- CHAITTYA, S. a hall of assembly.
- CHAKRÁ, S. a discus; the quoit of Vishnu; a wheel.
- CHAUSAR, S. Hindú, dice.
- CHÁWADI, Tel. a native rest-house for travellers.
- CHOULTRIE, an English corruption of Chawadi, *q. v.*
- CHUNAM, S. an English corruption of H. *chúnd*, from S. *chúrnaś*, lime, a plaster or mortar sometimes made of shells of a remarkable whiteness and brilliance.
- COMPOUND, probably My. an enclosure. A corruption of the Malay word *Kampung*.
- DAGHOPA, DAGOBA, S. *deś*, "the body," *gup*, "to hide," a circular structure inside Buddhistic cave temples, supposed to contain the ashes or relics of Buddha, and occupying the place of our altars.
- DAK, Post. · Dak-Bungalow, a Rest-house for travellers.
- DARBÁ (Durbar), P. a royal court, an audience or levee; in Kattywar a chief.
- DHARMAŚÁLÁ, S. *dharma*, "justice," "piety," and *śáśá*, "a hall," a place of accommodation for travellers and pilgrims.
- DÍWÁN, P. "a royal court," "a minister," especially the chief financial minister.
- DROOG or DRUG, S. an English corruption of *druga*, "a fort."
- DUBÁSH, *do*, "two," *bhāśhā*, "language," one who speaks two languages, an interpreter.
- DWÁRPÁL, a door-keeper.
- FAKÍR, A. "poor," a religious man, who has taken the vow of poverty.
- GAṆA, S. an attendant of Shiva.
- GHÁT (Ghaut), S. *ghaṭṭa*, "a landing-place," "steps on a river side," a mountain pass; any narrow passage.
- GOPURA, S. from *gup*, "to preserve," the gate of a Pagoda.
- GRANTHÍ, Sanscrit written in the Tamil character.
- GUMÁŠTAH, P. an agent.
- GUMBAZ, a cupola; a dome.
- HAMMÁL, A. a bearer of a palkí, in Bombay an indoor servant.
- HARÍM (Haram), a sanctuary; ladies' apartments.
- HAVÁLDAR, H. an officer in native regiments corresponding to our sergeant.
- HÓM, S. sacrifice.
- HUKKAH (Hookah), A. a water-pipe.
- HUZÚR, A. the royal presence, a respectful term applied to high officials.
- JÁGÍR, P. a tenure by which the public revenues of an estate or district were granted to an individual, with powers to collect them, and administer the general affairs of the estate.
- JAM'ADÁR, A. a native officer next to a Śúbahdar, and corresponding to our Lieutenant.
- KACHERÍ or KACHHARÍ, H. M. a court or office for public business.
- KALAMAH, the creed of Islám.
- KHÁN, A. a title of nobility answering to our "lord."
- KHANDI (Candy), M. a measure of weight and capacity; in Madras=5000 lbs.; in Bombay, 560 lbs.
- KHAS, special Khas Mahal=Hall of special audience.
- KHIŅP, M. a narrow pass between mountains.
- KIL'ADÁR, A. the commander of a fort.
- KIMKHWÁB (Kimcob), P. silk stuff interwoven with gold and silver thread.
- KOLÍS, M. a caste in the Konkan and Guzerat, who are fishermen, watermen, and used to be robbers.
- KOTÁRAM, T. a palace.
- KUBBAH, A. a tomb.
- KULÍ (Cooly), T. and Tur. a day labourer.
- KUMBÍ, M. a farmer, an agricultural caste.

- LÁKH** (Lac), S. the number 100,000.
- LÁṬ** or **LÁṬH**, "a pillar;" ancient Hindú pillars on which inscriptions were set up in an old and obsolete character; also applied to that writing.
- MAHÁES**, M. a low caste in the Bombay Presidency.
- MÁLÁ**, S. a garland.
- MAN** (Maund), H. a weight, varying in different parts of India. In Bombay it is 25 lbs.; in Bengal, since 1883, 87½ lbs.
- MANDAPAM**, S. an open pavilion or porch in front of a temple.
- MASSULAH**, T. a boat sewed together, used for crossing the surf at Madras.
- MIHRAB**, the recess in the wall of a mosque—on the side nearest Mecca—to which Mohammedans turn at prayer.
- MIMBAR**, the pulpit in a mosque.
- MONSOON**, A. a corruption of the A. *mausim*, "a season;" applied now to the periodical rains in India which fall during the S.W. Monsoon.
- MORTT**, T. a Toda village in the Nilgiri Hills.
- MUKWAR**, T. a low caste in Malabar.
- MUNSHÍ** (Moonshee), A. a writer; a secretary; a teacher of languages.
- MUNSHIF**, A. a native judge.
- NÁG**, S. the cobra snake.
- NÁIK**, S. an officer in native armies corresponding to a corporal; an ancient title.
- NÁUTCH**, S. a dance; an exhibition of dancing-girls.
- NAWBAT KHÁNA**, A. the guard-room; the chamber over a gateway, where a band is stationed.
- NÁWÁB**, A. this word means *lák*. "deputies," being the plural of *nd'ib*, "a deputy." It is now a title of governors and other high officials.
- NIADIS**, Mah. an outcast tribe of Malabar.
- NIZÁM**, A. an arranger; an administrator; a title of the prince whose capital is Haidarábád in the Deccan.
- NULLA**, properly Nala, "watercourse."
- PAGODA**, P. an Anglican corruption of the P. word *but-kadaś*, "an idol temple"; also a coin = 3½ rupees, called by the natives *hán*, but deriving its appellation of pagoda from its showing a temple on one face; there are other derivations.
- PÁL-AL**, T. the priests of the Toda tribe, lit. "milkmen."
- PÁLEGÁR** (Polygar), T. Tel. a shareholder; a landed proprietor. A title of persons in the Madras Presidency who correspond to Zamindars in other parts of India.
- PALANQUEEN**, H. an Anglican corruption of the word *páliká*, a vehicle in which persons of rank are carried on men's shoulders.
- PÁN**, S. the leaf of the betel creeper.
- PÁRSIS**, P. a caste who worship the Deity under the emblem, fire.
- PARWÁRIS**, H. people of low caste in W. India.
- PE-KOVIL**, T. "devil-temple," a hut dedicated to the worship of the spirits of dead men.
- PEONS**, from the Portuguese *peao*, Spanish *peon*, but sometimes thought an Anglican corruption of the H. word *piyádaś*, "footman."
- PESHKÁRS**, P. an agent. In Bengal, the native officer under a judge, next to the *Sarishtadár* in rank.
- PESHKASH**, P. tribute; an offering from an inferior to a superior.
- PESHWÁ**, P. the prime ministers of the Rájás of Sátará; Brahmans who afterwards became the supreme chiefs of the Maráṭha nation.
- PÉṬA**, Tel. native town or suburb. Specially applied to a town subordinate to a fort.
- PHATEMÁR**, M. *lák*. "a letter carrier," a fast-sailing vessel common on the W. coast of India.