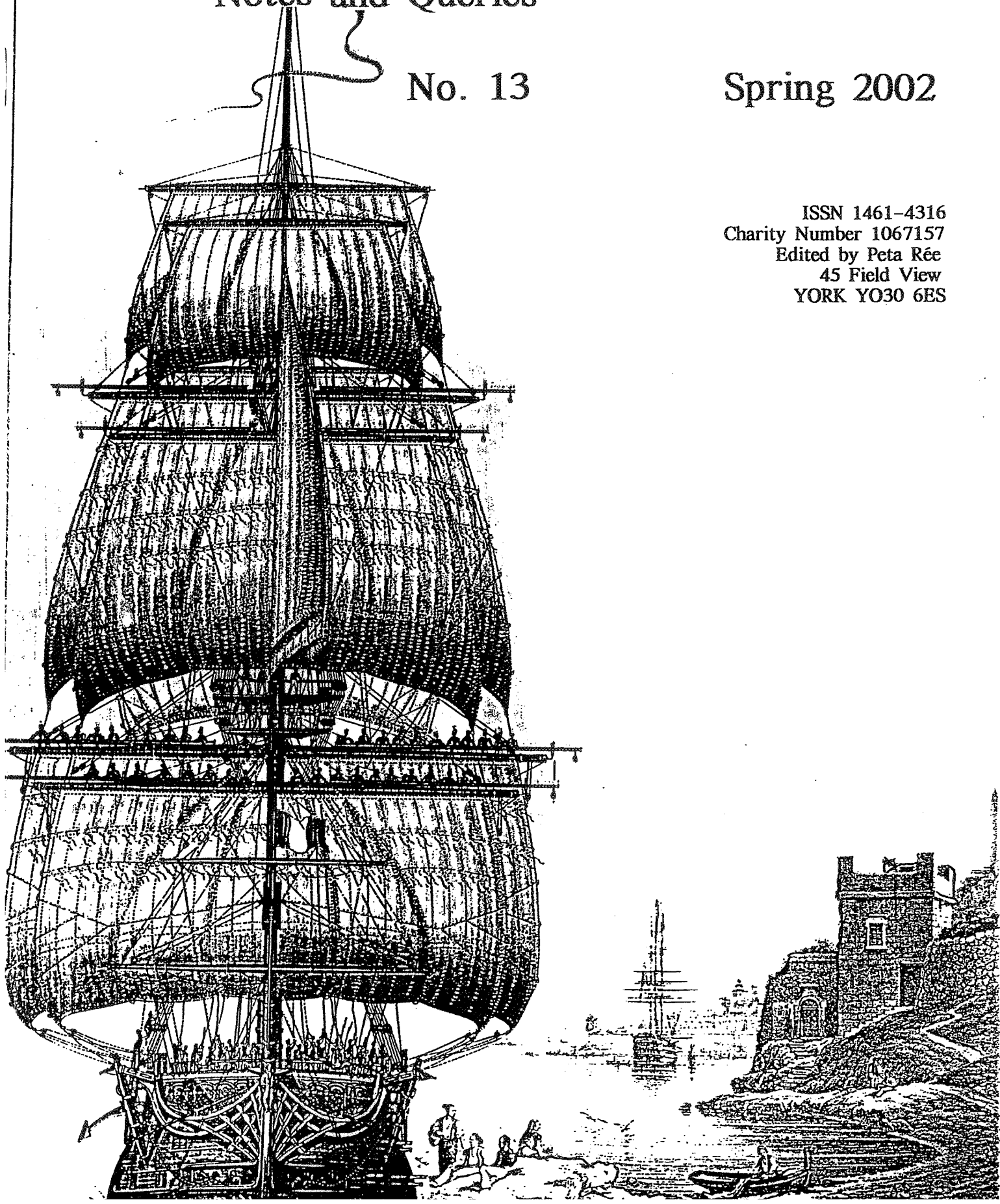


Bulletin of the Association for the Study  
of Travel in Egypt and the Near East:  
Notes and Queries

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## The Aims of the Association

The Association for the Study of Travel in Egypt and the Near East, established in 1997, encourages and promotes education and learning with particular reference to the history of travel and travellers in Egypt and the Near East. It brings together anyone interested in the subject, whether professional academics or not, across a wide spectrum of nations and subject areas. Essentially, the Association acts as a focus for the collection of materials and information and contacts related to its object.

### ASTENE Office

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### ASTENE Website

<http://www.dur.ac.uk/astene.association/>

Here you will find information about the Association, some extracts from the *Bulletin*, membership and standing order forms, a calendar of events, etc.

Any material for the website should be directed to the ASTENE Office.

The designer of our website is Peter McConochie.

### ASTENE BULLETIN

The ASTENE *Bulletin*, published twice a year, aims to keep members informed of research interests in the field of travellers and travel in Egypt and the Near East. Members are encouraged to submit queries, information and articles (2000 words or less) and material relating to ongoing research, relevant exhibitions, conferences and seminars, publications, etc.

All back issues of the *Bulletin* are available and may be ordered from the ASTENE Office for £5 each, including postage.

### ANNUAL SUBSCRIPTIONS

Members A: those from the EU, USA & Canada, £20 per annum

Members B: those from elsewhere and all students, £12 per annum

Libraries who wish to receive the *Bulletin* may subscribe for £12 per annum (two issues)

The subscription covers two issues of the ASTENE *Bulletin* and access to the database of members' interests (The Yellow Pages). Any queries about membership should be directed to the ASTENE Office.

### MEMBERS OF THE COMMITTEE

Honorary President:	T.G.H. James
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Secretary:	Patricia Usick
Treasurer:	Lisa French
Events Organiser:	Deborah Manley
Bulletin Editor:	Peta Rée
Other members:	Morris Bierbrier, Neil Cooke, Okasha El-Daly, Ashley Jones, Barnaby Rogerson, Jennifer Scarce

### DEADLINE

for submission of copy for *Bulletin* No. 14  
1 September 2002

## DEAR READERS,

You may be asking why the *Bulletin* should be looking at Malta – hardly even the Nearest East. But, for many, it was the gateway to the orient, as, in the days of sail, and beyond, 'Malta became the emporium and place of refreshment, for all vessels trading in the Mediterranean.' So said the Baron Vivant de Denon, there in 1798 with Napoleon's Expedition to Egypt. And trading vessels carried not only merchandise but *passengers* to and from the East.

These are a small selection of travellers who paused at Malta for one reason or another in the 19th century:

Bartlett, Bevan, Brassey, Hobhouse, Eton, Liston, Niebuhr, Roberts (both Emma and David), Slade, Thackeray, Warburton

Burckhardt obtained his first insights into the manners and customs of the Muslim traders he hoped to pass among as one of themselves, as he looked down from the window of the Harbour Master's house onto the decks of their boats below. Belzoni's life was changed forever by his meeting with Ismael Gibraltar, the agent of Pasha Mehemet Ali of Egypt – the giant showman had been on his way to Constantinople in hopes of gaining employment there in his usual line of work, but convinced Gibraltar he could build waterwheels for the Pasha which would outdo anything in Egypt – and though his hydraulic career came to nothing, it placed him in Cairo where his final and greatest career as an excavator could begin.

Unlike most visitors to Malta today, these early travellers, while they might occasionally ride out into the country to see the sights, mainly remained in Valletta; some never saw more of the island than the views from the Lazzaretto (see p24); some, like Linant de Bellefonds on his way from Egypt to England in 1824, never set foot on shore at all, in order to avoid incarceration in quarantine. Nevertheless, arrivals and departures were, in most cases, recorded – by the Customs if they were on merchant ships (see p35), sometimes by the *Malta Government Gazette*, if important enough, even if they were on Royal Naval vessels. (p34)

Many travellers have left descriptions of Valletta, that elegant city founded in 1566 by the Knights of St John of Jerusalem, some 36 years after they were given Malta by the Emperor Charles V of Spain, having been

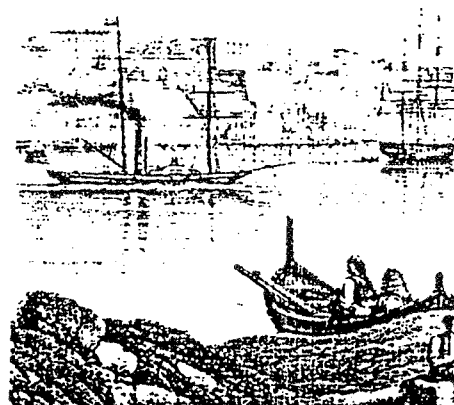
evicted from Rhodes. They built their forts and palaces along a ridge extending between two harbours, so that almost no street is on a level with the next: 'often connected by long flights of stairs, (they) cross each other at right angles, and from their elevated position, frequently end in views of the open sea – *Nil nisi pontus et aer.*'

Thus Joseph Beldam (1796–1866), who liked the city very much. 'Valetta (sic) is one of the very few places in any country which have more than equalled my expectation. In general, the imagination is so vivid, that anticipation has small chance of being realised. But here it was not so. Valetta has all the poetry of an Italian city, divested of its disagreeable prose. It reminds you of a scene in a drama...All that you see and hear accords well with the idea of an old romance, while the conscious possession of substantial comforts entrances instead of diminishing the charm.'

'The aspect of the city from the harbour,' he said, 'with its numerous batteries, breastworks, bastions, forts, and glacis, is that of one vast fortress, rising in successive stages from the water, and bristling with cannons; here and there surmounted with open colonnades, called *baraccas*, which look like hypaethral temples and which, besides enclosing parterres and military promenades, are decorated with monuments to the memory of distinguished officers.' In one bastion was buried a very distinguished officer indeed (see p25)

Officers stationed on Malta sometimes took their leave further east, as did Henry Light. On Malta from 1815–43 was based the Mediterranean Mission of the Church Missionary Society, whose archives, now in the University of Birmingham Library (see *Bulletin* 11, p27) are full of informative letters from missionaries to Greece, Turkey, Asia Minor, Egypt, Palestine and Abyssinia.

There is no doubt that Malta is often very relevant indeed to our area of interest.



# ASTENE EVENTS

## Annual General Meeting & Day Conference

The AGM 2002 will be held in the Jodrell Lecture Theatre, Kew Gardens, London, on Saturday, 13 July. It will be preceded by a short conference with three speakers, all ASTENE members:

Sarah Searight on *The European Discovery of Arabia Felix* - Stimulated by the British Museum's Queen of Sheba exhibition, this paper will emphasise the 19th century discovery of a little-known world

Carl Thompson on *Bruce and Byron: Ironic Travellers* - This paper will explore the connections and continuities between two of the more controversial (or controversy-seeking) British travellers to the so-called 'Orient'

Henrietta McCall on *Agatha Christie, Max Mallowan and Archaeology* - this paper will look at the famous crime writer's other life as the wife of a well-known archaeologist

At 12 noon, the Annual General Meeting will be chaired by the President of ASTENE, Harry James.

After lunch in the cafe or gardens, ASTENE Members Nigel Hepper (formerly of Kew Herbarium) and Alix Wilkinson (a Kew guide) will lead us on a walk to look at plants of the Near East in the gardens. Members and others attending the conference will enter by the Jodrell Gate.

A registration form for the conference (fee £10) will be included with this *Bulletin*. The AGM is free, as is the walk.

## The Travellers' Club Library

The Travellers' Club was founded in 1819 'to enable gentlemen travelling abroad to meet and entertain distinguished visitors from overseas'. Among the members of the first Committee were CR Cockerell, Robert Hay, Lieutenant Colonel Leake, Thomas Legh and

JBS Morritt. Foreign visitors to the Club have included Talleyrand (for whom an extra staircase rail was installed because of his lameness - still there!) and Ibrahim Pasha.

The building in which the Club is housed is also distinguished, designed in 1829 in an elegant Italianate style by Charles Barry - himself a traveller a decade earlier in Greece, Egypt and the Near East, and later architect, in a very different style, of the Houses of Parliament.

The Club has not only a magnificent, but a living and growing, collection of travel literature, with antiquarian and new books shelved together in a beautiful room decorated with casts of the friezes from the Temple of Apollo at Bassae discovered by Cockerell. Members have, from the outset, been encouraged to donate their own travel accounts to the library, and this practice continues.

Non-members may use the Library for serious research, and the Club would welcome applications from ASTENE members. Please seek permission in writing from the Secretary at:

The Travellers' Club,  
106 Pall Mall, London SW1Y 5EP  
email: [secretary@thetravellersclub.org.uk](mailto:secretary@thetravellersclub.org.uk)

Please note that when using the Club one must dress with formality - ie, wear a tie, and, in the evening, a lounge suit.

Library Talk and Dinner at the Travellers' Club, Friday, 11 October from 6.30 pm

Members of the Club and ASTENE members and their guests are invited to a talk in the Library by our Chairman, Professor Malcolm Wagstaff, on *William Martin Leake, topographer and clubman*.

There will be a pay bar, and afterwards up to 20 people are invited to dine in the Coffee Room. Advance booking is essential, and places are limited. The cost for the talk only is £5, for talk and three course dinner with appropriate wines, £29.

Please book through Dawn Barnett in the Secretary's Office at 106 Pall Mall, London SW1Y 5EP. Cheques should be made out to the Travellers' Club.

## Day School at Rewley House

This event, planned and announced for October, has had to be postponed until February 22, 2003. The *Bulletin* will carry details and an application form in the Autumn issue. There will be ASTENE events preceding and following the Day School.

## Public Record Office Tours

The Public Record Office's archive contains 100 miles of shelving crammed with history. On the second Friday of each month, individuals may join an hour-long tour of the vaults where documents are stored, the map room and the monorail system which transports the documents round the building and can find out how documents are selected for future generations. Meet at the PRO reception at 12.00 noon. NB Kew, where the PRO is sited, is rather far from central London, but there is a pleasant and relatively inexpensive cafe in the building, for refreshment before/after the tour.

There is a large carpark on site; the nearest underground station is Kew, thence a ten-minute walk past many desirable residences.

It is possible to arrange group tours, and if there is a sufficient response, we will do so, on Friday, 11 October, the same day as the Travellers' Club event. Please contact Deborah Manley (enclosing a stamped self-addressed envelope), before the end of August, at 57 Plantation Road, Oxford OX2 6JE, tel and fax: 01865 310284

## Middle East Society of America (MESA)

ASTENE members of MESA have offered a session on 'American travellers along the Nile' to the MESA Conference at the Marriott, Wardman Park, Washington DC, on 23-26 November 2002.

Papers offered are: Elaine Evans, 'In the Sandals of Pharaoh; James Henry Breasted and the Stereoscope'; Cassandra Vivian, 'Americans in Egypt (1770-1918); Forgotten Voices'; Caroline Williams, 'American 19th Century Artists who travelled in Egypt'.

For further information see ASTENE's website in September or the MESA website <http://www.mesa.arizona.edu>

## ASTENE 5th Biennial Conference, July 2003

ASTENE's Conference will be held at Worcester College, Oxford, from Friday, 15 to Monday, 18 July 2003.

Worcester is one of Oxford's most interesting older colleges with very beautiful grounds, including a lake, and some outstanding old and modern buildings. The college is very peaceful, yet near the city centre, close to the bus terminal (with direct buses from London, and Heathrow and Gatwick airports), the railway station, and the Ashmolean Museum and Sackler Library.

The Conference will follow our traditional pattern with themed groups of papers. Among the many topics we would welcome are papers on - listed randomly:

...scientist-travellers like John Sibthorp (England) and Frederick Hasselquist (Sweden); travellers to Greece and Constantinople such as JSB Morritt, Comte Choiseul, Robert Walsh, Julia Pardoe; artists like Liotard, Luigi Mayer, WH Bartlett and Andrew Melville; the impact of steamships and the Suez Canal; plague, quarantine, the lazarettos; Travel Guides, their compilers and users; Roman and Greek travel accounts; Biblical historians, like WM Thompson and Edward Robinson; pilgrims, missionaries and teachers, including governesses; man servants, maids and children...

It may perhaps be useful to remind you of the boundaries of ASTENE's 'area of interest': Egypt and the Nile Valley, including Sudan and Ethiopia, the Arabian Peninsula and the Red Sea, the Holy Lands, Syria, Turkey, Greece and the Balkans during the Ottoman Empire.

The Call for Papers will be in the Autumn *Bulletin* and on ASTENE's website. If you want to make a proposal earlier, please contact Deborah Manley, 57 Plantation Road, Oxford OX2 6JE  
Tel/Fax 44-(0)1865 310284

# The Cairo Conference and Tour, March 15-23, 2002

## 1. THE CONFERENCE 17- 18 March

### Oriental Travellers to Egypt - Sahar Abdel-Hakim

The geographic centrality of Egypt to the Arab world ensured a steady influx of travellers throughout the centuries. Since the Islamic conquest of Egypt the country became an important en route station for many travellers, especially North Africans heading for the Moslem religious centre in Mecca or the political and cultural centres of the successive Moslem states in Damascus, Baghdad, Cairo and Istanbul, respectively. Many travellers started off as pilgrims, some as traders, but the majority of the travelogues are contributed by scholars. The earliest extant travelogue that includes a section on Egypt is Al-Mas'udi's (d. 957). The 11th and 12th centuries witnessed an influx of travellers and the more popular narratives date to this period. In 1046 the Persian Nassir-i Khesru started off from the east and in 1182 the Valencian Ibn Jubair arrived in Alexandria. The 13th century is remarkable for its production of scientific travelogues contributed by scholars who moved between Baghdad, Cairo and Damascus. The 14th century witnessed the travels of Ibn Battuta, whose narrative includes a section on Egypt. However, since the 16th century and after the Ottoman occupation of Egypt, the country's share of official and academic travellers went into recession although pilgrims still stationed there en route. After the French Expedition in the 19th century Arab travellers headed more for Europe and more westerners flocked into the region. Most of the travelogues of Egypt in this period are contributed by westerners. This period is also remarkable for the exploration narratives contributed by Egyptians who explored their own country.

### Invalids on the Nile: Egypt as a Health Resort - Nicole B Hansen

Many travellers to Egypt in the 19th and early 20th centuries came not simply to see the monuments, but rather visited under doctor's orders. European and American physicians prescribed a visit to Egypt for a wide range of ailments, particularly lung

diseases such as tuberculosis and asthma. The paper surveyed the diseases physicians believed a trip to Egypt could cure and the advice they gave invalids on proper conduct in the country. It also examined the role that health tourism played in the development of the resorts of Helwan, with its sulphur baths which cured skin diseases, Mena House, Luxor and Aswan.

### Travellers at the British Consulate-house, Cairo 1816-28 - Deborah Manley

The house, facing on to Ezbekiah Square and reached through winding streets in the Frank quarter of Cairo, which was the Consulate-house in Henry Salt's day was described by so many travellers that we probably know more about it than any other house in Cairo. This paper described its interior. Entered through a courtyard from which the dining room gave onto a garden of oleanders, dates and pomegranates, a narrow staircase led to the upper rooms, many with 'curiously carved window frames, with painted glass and window seats' (Elwood). Travellers described the routines of the household; the pleasure of the extensive views across the city from the roof; the antiquities collected in the courtyard; and the staff who ran this complex household.

### Georg Ebers Diary from 1869/70: Notes of Travel by an early German Egyptologist - Sylvia Peuckert

In 1869 Georg Ebers, a pioneer German Egyptologist, seized the opportunity to become the travelling companion of a young Prussian on his grand tour. The party spent four out of thirteen months in Egypt and thus Ebers, who had just gained his professorship in Egyptology, came to Egypt for the first time. Ebers kept a diary when travelling. It is a booklet of rectangular format of some 20 cm height and 20 cm length, containing some 135 sheets of not very thin paper. Almost all the pages are scribbled over in a tiny handwriting and occasionally there is a small sketch. About one third of them are devoted to Egypt. The diary is mentioned in a monograph, *Der Egyptologe Georg Ebers*, by Hans Fischer (1994). But even though Fischer gives a couple of quotations, some of his observations are wrong. He does not seem to have read the text in its entirety. Thus, the diary is neither published nor properly used in any article or book on Ebers.

Ebers was a prolific writer, both as an

Egyptologist, and as a novelist. But the diary provides a much fresher reading than his books and is much more down-to-earth than his more beautified contributions. Therefore, I deem the diary worthy to be edited and to be put in its context. I plan to do this in the near future.

**James Silk Buckingham: an anecdotal traveller - Peta Rée**

Travelling in Egypt and the Near East 1813-17, Buckingham attracted those he met by his enthusiasm, conviviality and a style of conversation lively, voluble - and indiscreet. In short, he was an accomplished gossip. This paper described how his frank observations give us insights and intimate details of persons other travellers only mention more formally, and revealed why, largely because of his boundless enthusiasm for travelling to and fro, this popular acquaintance of many Europeans in the region later stood accused of being 'an artful adventurer', even a swindler.

**Tournefort in the Levant - John Revell**

In 1700, the Government of Louis XIV of France determined to send a research mission to the Levant, to travel in Greece, Asia and Africa, to make observations on all aspects of Natural History and Geography, with the elucidation of the classical writings a particular priority. It was also to report on Commerce in the region, and on the religion and customs of the peoples there. Joseph Pitton de Tournefort, then acting director of the Jardin du Roi in Paris, with an international reputation as a taxonomist and known as a hardy botanical explorer, was selected to lead it. He spent two years at the job, and recorded his experiences in his *Relation d'un Voyage du Levant*. This paper surveyed this publication, with particular attention to Tournefort's comments on the peoples he encountered, and to his own character as revealed in the work.

**The Gardens of the Khedive Ismael Pasha at Giza from 1876 - Alix Wilkinson**

'Ismael the Magnificent' was born in 1830. The designs of his palaces in the earlier part of his reign were in the 'Islamic' style, created by European architects like Julius Franz Pasha. Later, Ismael favoured the European style current at the time. The gardens however were all in the European style. Ismael constructed three palaces at Giza, two for his sons and one for himself.

The gardens of Ismael's palace still remain, in very truncated form, as the Orman Botanical Gardens and the Zoo.

The park was the work of an Austrian, an Arab (Hassan Hamouda, an engineer) and Jean-Pierre Barillet-Deschamps. The garden at Giza consisted of three parts: haremlik, selamlik and orchard. George Delchevalerie describes the seramlik park as being of about 25 hectares, 'crossed by cement lined streams, fed by a waterfall tumbling through an artificial grotto'. The garden went down to the river in Ismael's time. The suspension bridge was built by Eiffel of Paris.

The Harem garden, according to Delchevalerie, was 'Twelve hectares in area, laid out in Turkish style. It has artificial streams, winding in all directions, with artificial cascades and ... rustic bridges, lakes, main routes and pathways.' There were 'kiosks, bird-cages, resting-places, etc, scattered in great lawns and flower areas.' The Haremlik lake had an island with a building used as a monkey-house in 1903. Many of these buildings have now been restored by Mustafa Aswas, using the old plans, and the park has the air it must have had at the turn of the century. The winding paths of the Zoo resemble those of the Jardin des Plantes in Paris where there is a menagerie, so there was a change from Barillet-Deschamps' garden to the arrangements for the zoo, possibly in the 1890s. When the Museum of Antiquities at Boulak became too crowded, the Giza palace was used to house the antiquities. The third part of the Giza garden consisted of an orchard of 40 hectares on the north of the Selamlik, presumably where the Orman Garden is now.

## 2. THE TOUR 16-19 & 22 March

There were 15 of us on the tour - 12 from the UK, one from Germany and two from Cyprus. For our five magic days seeing parts of Cairo other tours do not reach, we were led by ASTENE's members in Cairo.

Day 1 Guided by Jaroslav Dobrowolski, we passed, at the Citadel, again and again from among the thronging cacophony of school parties to the sunlit calm of wide courtyards inhabited only by a few people about their daily tasks. After lunch at the Citadel cafe, we traversed numerous narrow congested streets to visit mosque after splendid mosque

that had been pictured by David Roberts in 1838. Unlike him, we were able to linger within, admiring the varied beauties - the exquisite detail-on-detail of ivory-inlaid woodwork, the delight of looking through the robust but airy wooden screening from the tranquillity of a prayer room into the bright community of a courtyard, where figures seemed posing still for David Roberts.

In the evening, the Dobrowolskis invited us, with other members of ASTENE in Cairo, to a delightful party in their home.

On Sunday evening, the British Ambassador, John Sawyer, with the British Council, invited the luminaries of the Egyptian archaeological world to a reception at the Residency, 'on the occasion of ASTENE's Conference in Cairo'.

**Day 2** When, in 1819, Mehemet Ali built the ornate sabil (a building from which water was provided as an act of charity) and school complex near Bab Zawayla (one of the city gates), its facade incorporated the entrance to the small community mosque Sam ibn Nuh (Shem son of Noah). On the second day of our tour, Agnieszka Dobrowolska, who has been working on the restoration of both buildings, and her assistant, Dina Bakhoum, shared their knowledge of their purpose, history and structure with us. Some of us disappeared on a long ladder down a rather small hole to examine the cistern discovered beneath the Mehemet Ali sabil: some of us did not. Dina then led us to other mosques before a delicious lunch in the Khan Khalil.

That evening, we were hospitably entertained by Elizabeth and John Rodenbeck in their apartment, and it was Elizabeth who was to lead us on -

**Day 3** first to the Northern Cemetery, where the more intrepid climbed to the roof of the Khanqah of Sultan Farag Ibn Barquq (1411), for a wonderful view over the area. Then on to the Khanqah of Sultan Al-Ashraf Barsbay (1432), and the Mosque of Sultan Qaitbay (1474), where the even more intrepid climbed the minaret. Afterwards we re-entered the city walls to visit a caravanserai, excellently restored and recently re-opened. Here we, who have often read of our travellers staying at such establishments, were able properly to

appreciate their descriptions. The morning ended with some of us following Elizabeth through the thronged streets to the spice market.

It seems appropriate at this point to mention the excellent Guide Maps produced by the Society for the Preservation of the Architectural Resources of Egypt (SPARE). Each foldout leaflet shows an area of old Cairo in a very clear large-scale format, together with informative panels describing the various sites. Essential for the traveller who wants to find his/her own way around.

**Day 4** This day, as we were on our own, Janette Booth undertook the background preparation for our visit to the 9th century Ibn Tulun Mosque, which has suffered some unfortunate 'restoration', and then to the Gayer-Andersen House, an old Mamluk house filled by Major Gayer-Anderson between 1885 and 1942 with an eclectic collection of eastern and western art and furniture. Here we lost Lorraine Partridge when the guide popped her into a secret balcony and shut the cupboard door. (It may be of interest that Major Gayer-Anderson's brother created an equally fascinating and eccentric house in Lavenham, Suffolk, which is also open to the public.)

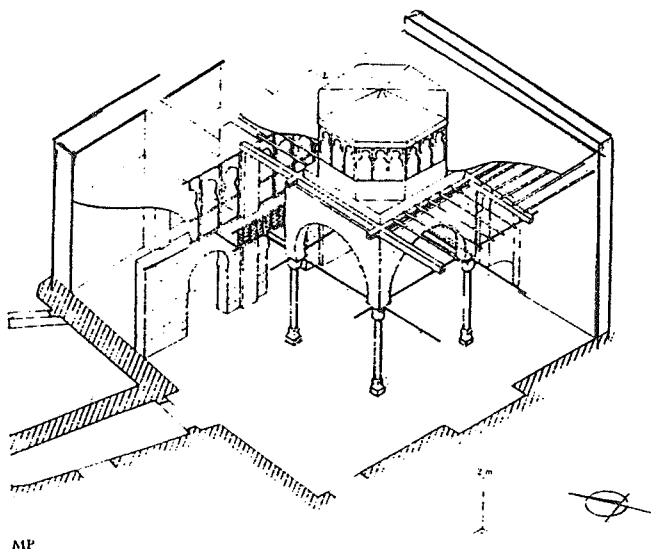
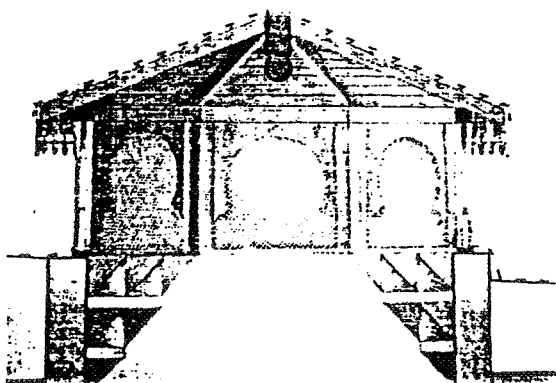
**Day 5** Five of ASTENE's Egyptian members took us by the hand today: Nadia Gindy, Hoda Gindi, Sahar Abdel-Hakim, Loubna Youssef and Nadia el Kholy. First we went to Roda Island, to the amazing Nilometer built in 861 by Muhammad al-Hasib. This tall marble column was used to measure the height of the water at the annual Inundation, thus to calculate the fertility of the land that year, and from that, the agricultural tax. Nearby, we saw the 19th century Monasterli Palace, now in use as a concert hall. We crossed the Nile to visit some churches of Coptic Cairo, including St Sergius and St Bacchus and the Church of the Virgin, or Hanging Church, so called because it is built on top of the old water gate now known as the Bab al-Hadid (Iron Gate). We also saw the Convent of St George and the ancient but refurbished Ben Ezra Synagogue. After a visit to the Coptic Museum, the day and the tour were perfectly rounded off when our kind hostesses gave us a delicious lunch in a garden near the Pyramids.



Without Deborah Manley's enthusiasm and hard work this holiday could never have happened; without the kindness, generous hospitality - and hard work - of our Cairo members it could never have been the pleasure and the success it was. We can never thank you all enough.

### Agatha Christie and Archaeology

On 29 January, several ASTENE members and their friends spent an agreeable evening with the Friends of the British Museum, listening to a paper by Victor Winston on four 20th century women travellers in Mesopotamia (Agatha Christie, Gertrude Bell, Kate Woolley, Freya Stark), then attending a private viewing of the British Museum's exhibition *Agatha Christie and Archaeology*.



The Sam Ibn Nuh Mosque, Cairo  
 Drawn by Marek Puzarski  
 By permission of Agnieszka Dobrowolska

MRS KATHLEEN M. PICKAVANCE, one of ASTENE's first members, died in January this year. Dr Jaromir Malek, who knew her for many years, writes:

### Remembering Kay Pickavance

I had already, in 1978, exchanged a few letters with Kay Pickavance and I think it was early in the following year that I was one of the examiners of her M.Phil. thesis on *The Dark Ages of Egyptology: A Study of Some Accounts of Early British Travellers*, at the University of Liverpool. The title had been suggested, almost as a joke, by me in a telephone conversation with her.

This was the first time I was asked to examine a thesis and I took it very seriously: I conscientiously read through the 383 pages of text, twice. The main theme was beautifully simple, and seemingly self-evident, yet not fully appreciated by many scholars who had ventured on the same ground before: 'The traveller's eye is primarily conditioned by his background, education and upbringing'. In other words, the fact that something was left unnoticed or unrecorded does not necessarily mean that it was not there to be seen. And the way Kay Pickavance went about proving her hypothesis was relentlessly systematic. Her terminology was severely modern: the 'travellers' were business men (not merchants), intelligence agents, scholars, physicians and 'mobiles'. The facts as presented by her did not allow much argument. How could you challenge somebody who effortlessly quoted the price of a quintal of nutmegs sent from Aleppo to Cairo in November 1586, knew the range of a military crossbow in the 15th century (being, of course, fully aware of the superior potential of the Hungarian crossbow), and discussed the botanical meaning of *Malabathrum*? The examined appeared to be more knowledgeable than the examiner, at least in my case. I remember that even my co-examiner, Professor AF Shore, treated Mrs Pickavance with something close to awe.

But I was pleased to have been able to query a few points, especially concerning the accessibility of the Dahshur pyramids in the 17th century. Kay Pickavance later devoted an article to this topic in the *Journal of Egyptian Archaeology* (67, pp136-42). For

my part, I realized that Robert Huntington's 'board from the entrance of a house...acquired at a price' at Saqqara sometime between 1671 and 1681, must be the coffin-lid of a certain Khahap, son of woman Taradet, in the Ashmolean. I was able to elucidate this in detail in a small article in *The Ashmolean* (4, 1983, pp12-13).

Kay Pickavance was a great no-nonsense person and one could not expect much mercy if perceived as a failure. Once, I remember, she wanted advice on how to go about publishing her thesis. 'How many copies of *Atlas of Ancient Egypt* have you sold?' she asked. The book, which I had written with Professor John Baines, was commercially successful, and so I said, 'About a million'. 'And how much money have you made out of it?' 'Not a great deal, only a few thousand pounds, because the publisher did not offer us any royalties and we were too naive and inexperienced to demand them.' 'Ah,' Kay said, 'then perhaps you are not the right person to be asked for advice on these matters.'

Kay tried for a long time to find a publisher for her thesis, unfortunately without success. She refused to make her work more 'popular'. I felt this probably would be the only way to get the thesis published, but she quite obstinately refused to countenance any dumbing down. I still feel unhappy that I was not able to help her.

She was the first person to convince me of the potential of a computerized database of travellers' accounts. My views on the usefulness of such a database (and here I am speaking as a mere Egyptologist with fairly limited interests) were formulated in telephone conversations and correspondence with her, and for this I am very grateful. Once again, I feel uneasy that my workload in the Griffith Institute did not allow me to help her in this task, which, in her advanced age, was too much for her.

Kay Pickavance was always fun to talk to because she was brimming with unexpected gems of information. The direction which her conversation or writing could take were astonishingly unexpected. Re-reading her letters still gives me great pleasure. In one of them, dated 30 May 1979, she wrote: 'I have no visual perception of displacement of space by specification. It so happens that for 30 years I carried around in my head complete details and dimensions of machine tools, complete with equally precise particulars of standard and optional extras

and the engineering tasks they may perform without ever having the least idea what these descriptions could equal in physical terms. The day I was taken to see a Harvey 9' faceplate lathe we had lying in store in a warehouse I was so knocked out I came home and wrote a poem. A poem. To a Harvey lathe! ...I prefer to get inside people's heads and may not be too bad at it.'

Kathleen M Pickavance was a charming lady with sartorial preferences which very occasionally seemed to me not unlike those of the late Barbara Cartland. For all her character and her knowledge, she will be greatly missed.

#### ANTHEA BRIANE PAGE

Anthea Page, founding partner of The Rubicon Press, also one of the earliest members of ASTENE, and publisher of several books by our members, died on 25 November 2001, after a long and brave battle with Wegener's Disease. She was much loved, admired and respected and will be greatly missed.

## NEWS

### JOSEPH ATTARD TABONE MQR

It is wonderfully appropriate that, in this issue of the Bulletin, which is looking particularly at Malta, we should be able to announce that our member in Malta, Joseph Attard Tabone, was honoured in December last year for his contribution to archaeological discoveries on the island of Gozo. His most notable discovery was 'undoubtedly the relocation of the Gozo Stone Circle, also known as the Brockdorff Circle [after the artist who depicted it in the 18th century], in the vicinity of Xaghra, the town of his birth,' reported *The Malta Independent*. The site, used for funerary rituals even before the famous stone temples of Malta were built around 4000 BC, had been mentioned by the French artist and writer Jean Houel in a book published in 1787, but had since been lost. This may have been his most 'notable discovery', but is by no means the only one, and he has tried hard for many years to preserve his country's unique archaeological heritage in particular against the ambitions of the developers; sadly, often without success. The award to him of the *Midalja għall-Qadi tar-Repubblika* is both overdue and richly deserved.

### THE GRIFFITH INSTITUTE ARCHIVE

The Archive reopened for scholars in the new Griffith Institute in October 2001. The existing database of the material is being revised and updated and will eventually form the basis for an overall database of the material in the Archive which will be made available on their website (see below).

The destruction of many ancient Egyptian monuments, and the deterioration of most of them, which have taken place over the past two hundred years are serious, and the only hope of recovering at least some information about them is to search for it in records made by early travellers and copyists and, more recently, by Egyptologists. Much of it, unpublished, only exists in archives, while some may still remain undiscovered (possibly some is even in the hands of those ASTENE members whose forebears were the early travellers!): notes, drawings and watercolours made by, mostly 19th century, travellers, paper impressions and rubbings, old photographs and negatives, especially those taken in the second half of the 19th century, and papers of early Egyptologists.

The Griffith Institute has the largest specialized Egyptological archive anywhere in the world and contains over a hundred groups of material. The following are a very few of some of the more interesting items. A fuller list is available on the website:

**Barry, (Sir) Charles (1795-1860):** two albums of drawings, plans etc, of Egyptian monuments.

**Bonomi, Joseph (1799-1878):** drawings, watercolours and sketches made in Egypt, Nubia, Palestine and elsewhere.

**Carter, Howard (1874-1939):** Notebooks, notes and indexes, including complete records of objects found in the tomb of Tutankhamun (some by A Lucas, AC Mace and others) Records of work carried out at Thebes, Middle Egypt and the Delta.

**Edwards, Amelia Ann Blandford (1831-1892):** Notebook with various notes and extracts, 1881-8. Albums containing watercolours and sketches, some used in *A Thousand Miles up the Nile*.

**Gell, (Sir) William (1777-1836):** three notebooks.

**Horeau, Hector (1801-1872):** Watercolours of Egypt, painted in 1838, many the originals of *Panorama d'Egypte et de Nubie*.

**Wilkinson, (Sir) John Gardner (1797-1875):** journal 1841-2 and some correspondence.

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[www.ashmol.ox.ac.uk/Griffith.html](http://www.ashmol.ox.ac.uk/Griffith.html)

### 'QURNA DISCOVERY' ON THE MOVE

The exhibition at Luxor of the Theban Panoramas made by Robert Hay and his companions in 1826 has had to move. Luckily, a new home has been found just around the corner, still on a major tourist route, but a much calmer one, to the left of the direct path from the car park to the Nobles' Tombs. It is one of a line of single storey buildings facing the back of the Omda House. Here, tourists can sit and sip the cold drinks on sale nearby, watch the craftsmen

carving limestone replicas of tomb scenes, then drift in to see the wonderful drawings. The exhibition is proving popular with visitors and local residents alike.

Open every day except Tuesday, 8.00-12.00 and 2.00-5.00, with free admission, the project is still in need of funds. Any donations will be gratefully received by Caroline Simpson at 9 Whittington Road, Bounds Green, London N22 8YS. Cheques should be made payable to Hay's Theban Panoramas.

#### An Acquisition and a Catalogue

*Oxford Today* (the Alumni/ae magazine) reports that the Ashmolean Museum has bought *The Nile at Luxor* (1857) by Jean-Léon Gérôme, thanks to a legacy from Brian Millar, Tutor at Brasenose College.

In the course of a conference on *The Ottomans and Trade* at the Skilliter Centre of Newnham College, Cambridge, a presentation was given of the progress being made by Maartje Schreltens and Angus Vine (two Cambridge postgraduate students) on the detailed cataloguing of the rare books collected by Susan Skilliter which form the nucleus of the collection. The full catalogue with various specific topical essays will be available when the collection moves into its new purpose-built premises in 2003.

**DID YOU KNOW** - that Thomas Cook opened their first office in Malta in 1890. The island was a steamer stop for Cook's Tours en route to Egypt.

#### A PLACE TO STAY FOR ASTENE

##### MEMBERS VISITING LONDON

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#### TRAVELLERS' TALES

(1) The Diary of 'Mr M' was published in *The Daily Malta Chronicle & Garrison Gazette* in June 1895. Mr M had been a soldier in the British Expedition to Egypt of 1801 but was now in Malta.

September 22, 1801. We took a Turkish boat to see the captured frigate *Egyptienne*, supposed to be the first Frigate in the world. She was delivered up to us by the terms of capitulation, and is now commanded by Captain Stevenson, who had her given to him, as a reward for his services in Egypt. She mounts 58 guns and has 24-pounders on her main deck, and long 18-pounders on her quarter-deck, besides 68 pound cannonades and mortars, in fact she may be styled the "Wonder of the World".

The frigate was carrying another wonder - the Rosetta Stone. All the other antiquities, etc, which the French had been obliged to give up to the English, under the terms of the capitulations, had been embarked on the *Madras*, but Colonel Tomkyns Turner who had taken charge of the Stone, was, according to the Dictionary of National Biography, 'determined to share its fate', and took it in his cabin on *l'Egyptienne*.

(2) Another diary, another "Wonder"

July 27, 1810. I reached Malta. Here I met Mr Bruce and Lady Hester Stanhope, a masculine woman, who says she would as soon live with packhorses as with women. I met her again the next day at dinner. She seems to me a violent, peremptory person. John Cam Hobhouse (1786-1869), *Recollections of a Long Life*, 1865

(3) Safely landed at Valletta!

Let those who suffer physically and morally in the same degree that I do at sea imagine the delightful contrast of finding oneself in the clean, spacious, airy rooms of a Malta Hotel, after being 'cabined, cribbed, confined' three mortal days and nights in the berth of a steamer, even although the steamer be a first class English Mail packet....

Isabel Romer (c1805-62), *A Pilgrimage to the Temples and Tombs of Egypt, etc*, 1846

# TWO MUCH-TRAVELLED NILE GUNBOATS AND THEIR PERSONNEL

## PART II THE 'BORDEIN'

The long active service career of the *Bordein* (1) falls into three periods: (i) service under the Turco-Egyptian (Khedivial) administration (1869-85); (ii) in Mahdist service (1885-98); (iii) service under the Anglo-Egyptian Condominium (1898-1906). A fourth period in her history began in 1906 when she was taken out of service; this 'retirement' lasted from that year until about the early 1980s.

### (ia) The Turco-Egyptian Period

The *Bordein*, a side-paddle steamer of 40-50 horsepower and about 150 feet in length, was built in England in 1864 by the firm of Samuda Brothers Ltd of Poplar, London (2). Her machinery, built by J Penn & Sons of Greenwich, was a triumph of craftsmanship; as will be noted later, even after decades of service in very rough conditions, her engines remained in remarkably good working order. Prior to commencing his perilous dash to Khartoum in January 1885, Sir Charles Wilson commented on the *Bordein's* engines 'which, though old and wanting a thorough overhauling, were clean and bright, and worked smoothly' (3) Thirteen years later, following her recapture from the Mahdists, the war correspondent George Steevens observed that 'her engines still worked marvellously.' (4)

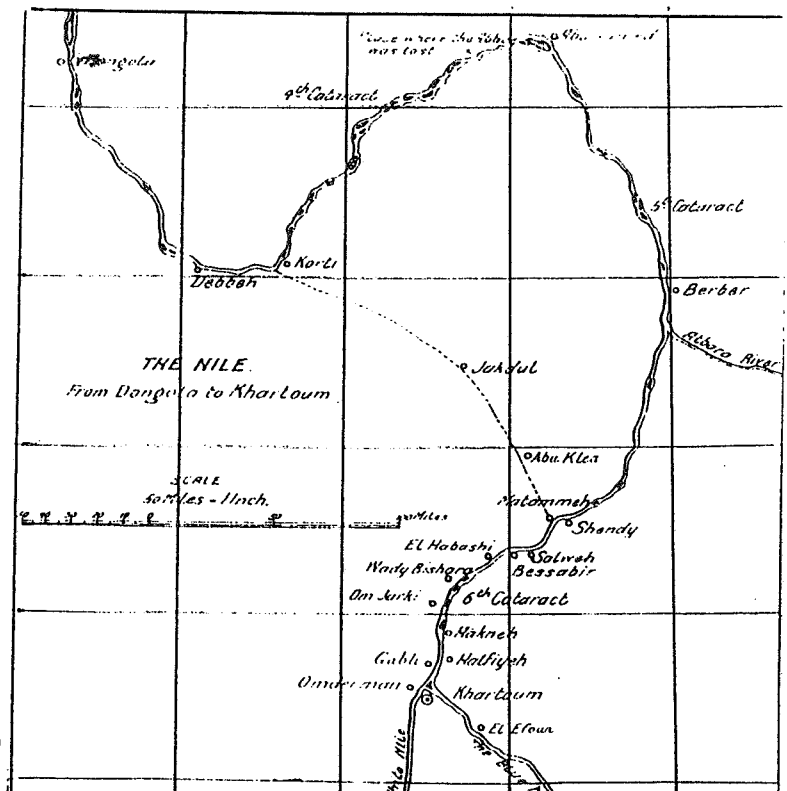
The *Bordein* was shipped out to Egypt in sections and reassembled at Bulaq dockyard in about 1865. She was one of the vessels intended for service with Sir Samuel White Baker's expedition up the White Nile in 1869-73 to suppress the slave-trade (5) As a result of delays, however, arising from administrative difficulties and geographical obstacles, the *Bordein* did not arrive in time to be of service to Baker. By the time she reached Khartoum in August 1871, Baker was far to the south in the Sudd region, using boats that had been assembled in Khartoum. By the time he returned there in May 1873, his four-year period of service with the Khedive had come to an end.

Baker was succeeded by Colonel (later Major-General) Charles George Gordon, who served until 1879, first as Governor of Equatoria, then as Governor-General of the Sudan. Gordon arrived in Khartoum on

13 March 1874 (6) By the 22nd he was on his way south to his base at Gondokoro on the White Nile. At Fashoda he transferred from the small steamer that had conveyed him thus far and continued his journey to Gondokoro in the *Bordein*.

Days after his arrival he was on his way back to Khartoum in the same vessel for a showdown with the Egyptian Governor-General for the maladministration and abuses he had found at Gondokoro.

From Khartoum Gordon steamed north to meet his Italian lieutenant Romolo Gessi who was travelling upriver with transport and supplies. On the way a quarrel between the *Bordein's* captain and her helmsman nearly resulted in the vessel being wrecked in the Shabluka Gorge in the Sixth Cataract.



At the end of May 1874 Gordon's expedition proceeded south from Khartoum, he himself bringing up the rear in the *Bordein*. Towards the end of 1874 Gordon moved his headquarters from Gondokoro to higher ground at Lado and Gessi was sent ahead in the *Bordein* to prepare the site. During Gordon's first period in the Sudan from 1874-79, the *Bordein*, though not often referred to by name, was extensively employed in administrative duties.

Prior to the commencement of the siege of Khartoum in March 1884, the *Bordein's* most spectacular action during the Turco-Egyptian period was the dramatic rescue of Gessi and his men from the grip of the Sudd.

For a short distance upstream of the mouth of the river Sobat the White Nile flows from west to east and on its north bank there is a gradually widening strip of swamp, until at Lake No the Bahr el-Jebel coming from the south joins the Bahr el-Ghazal coming from the west. This may be said to be the beginning of the Sudd Region, so called from the 'blocks' (Arabic *sudd*) of vegetation which used to choke the Bahr el-Jebel and Bahr el-Ghazal for months or even years at a time. (7)

These blocks are formed by strong winds, frequent at the beginning and end of the rainy season, which break loose often large masses of papyrus (8) and a plant called *umm suf* (9) which float down the river. Thus large areas of vegetation may be moving together and are sometimes held up at sharp bends or narrow places. The section of the river is decreased and the velocity of the water thus increased, so that large masses of plants carrying earth on their roots are sucked down under the floating barrier, and finally the whole river is blocked by a mass which keeps increasing and consolidating under the pressure of the water rising behind. These blocks eventually become so solid that even elephants can cross them (10) and they may extend for a mile or two in length. The water eventually finds another channel, but sometimes blocks burst, either owing to increasing pressure or to strong winds. Vessels trapped in the Sudd may be in danger of being crushed.

In February 1870 Sir Samuel Baker had found the Bahr el-Jebel closed with *sudd* at its mouth in Lake No, and attempted to ascend the Bahr el-Zeraf, but after

spending several weeks vainly trying to hack his way through, was obliged to return to the White Nile. In 1871 he had again ascended the Bahr el-Zeraf and eventually managed to force his way into the main river north of Ghaba Shambe, literally lifting his boats and steamer over the intervening swamps and shallows. (11)

It was while returning to Khartoum from Wau in September 1880 that Gessi found himself trapped, from October to mid-January 1881, in the Sudd on the Bahr el-Ghazal between Meshra er-Rek and the mouth of the Bahr el-Arab. Fuel ran out and his paddle-steamer *Safia* could make no progress. The men became exhausted through toiling for days on end in water. Food supplies also became exhausted and the soldiers, who were accompanied by their wives and children, were compelled to chew bulrushes, which caused swelling of the gums and feet. At night they were plagued by myriads of mosquitoes. Inevitably there were rumblings of mutiny. Then the men were driven to feeding on the corpses of their dead companions. (12)

Meanwhile, far to the north of Khartoum, Carl Giegler Pasha, the German deputy Governor-General of the Sudan, had, as he records in his memoirs, 'a presentiment that things were not as they should be' (13) Although it was not yet time to dispatch another steamer to the Bahar el-Ghazal, he sent the *Bordein*, one of his larger steamers, up the White Nile to Fashoda and ordered another Germanic servant of the Khedivial government, the Austrian Eduard Marno (14), who was stationed there, to board the steamer and make contact with Gessi (15) The *Bordein* arrived just in time to prevent survivors being killed for food by their fellows (16)

In 1881 reports began to reach Khartoum about the activities of one Mohammed Ahmad, a religious teacher on Aba island in the White Nile. Giegler Pasha was at El Obeid, in Kordofan, when he received, on the 12th August, a telegram from Khartoum in cypher. In his diary he noted briefly, "Received news per telegraph of a row at al-Kawwa where some impostor pretends to be the Redeemer (Mahdi)" (17)

This was the beginning of the Mahdist movement that over the next 18 years was to bring death to hundreds of thousands of people and misery and chaos to the entire country.

Giegler did not at first attach undue

importance to the telegram; similar incidents had not been uncommon in the area. But he very soon revised his opinion. Following a botched attempt to arrest the Mahdi, which resulted in the deaths of a number of Egyptian soldiers, the situation deteriorated. As Giegler commented, 'immediate strong action could have settled the whole business' (18) No such action was taken; the Mahdi defeated several Government expeditions sent against him and by 1883 he had extended his sway over large tracts of territory in the central Sudan and west of the Nile. Work was now put in hand to prepare the defences of Khartoum itself. (19)

Early in 1883 the Egyptian government, by now seriously alarmed by the Mahdi's sweeping successes, belatedly dispatched to the Sudan a ragamuffin army of some 7000-9000 Egyptian conscripts, most of whom had been in the defeated army of Arabi Pasha in 1882. The force was commanded by William Hicks (20), a retired colonel in the Bombay Army, who was now promoted by the Khedive to Lieutenant-General and elevated to Pasha.

Giegler met him and his European officers on their arrival in Khartoum on 4th March 1883. He was not impressed. Of the officers he wrote: 'It would be difficult, even if one tried, to gather together again such a bundle of incompetents. Even Englishmen who knew these officers will agree with me here.' In action, however, these men, on the testimony of the Mahdists themselves, displayed great courage. (21)

Following some initial successes against the Mahdists on the White Nile and in Sennar (22), Hicks's army departed from Khartoum in September 1883, the General himself following in the *Bordein* at the end of the month. He joined his force at El-Dueim and leaving the Nile on 25 September, headed through Kordofan for El-Obeid.

One of those who had intended to accompany the expedition was Frank Power, a 25-year-old Irishman (23), the correspondent of the London *Times* and later honorary British Consul in Khartoum. By the time he reached Dueim, however, he had become so seriously ill with dysentery that he was invalided back to Khartoum. Four soldiers carried him to the *Bordein* which conveyed him thither, where he made a very slow recovery. (24)

Weeks passed without news of the ponderous progress of Hick's host into the wastes of Kordofan. The suspense became unbearable, and Power's colleague Colonel de Coetlogon (25), whom Hicks had left in charge at Khartoum, made frequent voyages up the White Nile in the *Bordein* as far as Dueim, Hicks's Nile base where he had last been seen. Whenever he felt well enough, Power accompanied de Coetlogon. (26)

On 21 November 1883 the *Bordein* arrived at Khartoum with the news that Hicks and his army had been slaughtered almost to a man at the battle of Sheikan on 5 November. This news cast a great gloom over Khartoum; morale plummeted and the continued loyalty of the townsfolk and the few remaining troops (about 2000) became a matter of concern. The European Consuls advised their nationals to leave as soon as they could, and a number of the consuls too followed.

Power evidently enjoyed observing 'the different degrees of dignified funk shown by the Egyptian officers here, and each fellow's desire to be away out of the place...the exodus here is going on. Greeks, Copts, Turks, Maltese, Bengalese, Madrasees, Algerians, Italians - consuls and merchants - and *hoi polloi*, all trooping down before the river to Berber is closed.' (27)

The French consul, who was also a millionaire merchant, took leave of the town in some style. The evening before his departure, he gave a lavish dinner for ten guests, including de Coetlogon and Power. 'Imagine in the Sudan,' writes Power, 'a *salon* superior to many in Paris - wax-lights, mirrors, ten servants in livery, cut-glass, silver, and flowers; a dinner thoroughly Parisian turned out by his French *chef*, champagne, hock, claret, etc.' (28)

The despondency of those who remained in Khartoum was, however, lifted when news was received on 24 January 1884 that Gordon Pasha was to return as Governor-General. (29) The same day, the *Bordein* and the *Abbas* returned to Khartoum after a voyage up the Blue Nile towards Sennar. Their attempt to destroy a bridge of boats constructed by the Mahdists had met with such furious resistance, however, that they had been forced to abandon the operation. (30)

On 15 February de Coetlogon was

elevated by the Khedive to Pasha and General ('doubling his screw' - Power) and Acting Governor-General of the entire Sudan. He did not have long to enjoy his new status; on 18 February Gordon arrived in Khartoum, accompanied by Colonel JD Stewart (31), and on 22 February de Coetlogon departed for Cairo.

With his usual resourcefulness and ingenuity, Gordon strengthened all the steamers with protective 'armour' of upright wooden baulks and iron plates. (32) He became tremendously proud of his steamers. In his Journal for 26 September 1884 he wrote: 'It will be a satisfaction to Her Majesty's Navy to know that it is our navy which has, humanly speaking, saved us. It really is a splendid fleet and naval arsenal'. (33) However, 'our steamers are of about the same consistency as the Thames steamboats, so you may imagine the risk there is of putting them under artillery fire'. (34)

During the siege (14 March 1884 - 26 January 1885) the *Bordein* and her sister ships were continually in action on the Blue and White Niles, as well as on the main river downstream of Khartoum. Frequently damaged by shot and shell, they were rapidly repaired in the Arsenal. Returning from a foraging mission to Sennar in late September, 'steamer *Ismailia* received three shells; steamer *Bordeen* two; steamer *Talalween* two. (35) Some made tremendous holes, and one in *Bordeen* was close to water-line; it is wonderful how they escaped.' Gordon jokes that 'all the steamers have got small-pox from bullet-marks!' (36) Inevitably there were fatal casualties.

'Our chief of the arsenal, Husein Bey, was sharp enough to have bits of old tents ready to stop shot-holes. Had we not had these, we might have lost the *Bordeen* steamer.' (37)

Naturally, under these circumstances, there was little or no time to devote to personal or communal hygiene on board, and Gordon bewails the fact that 'my beautiful steamers, which used to be comparatively sweet, now stink like badgers. As for the swell *Ismailia*, she is a cesspit.' (38)

On 18 September, Gordon received a rumour, unfounded as it turned out, that a relieving force was advancing up the Nile. He therefore decided to send three of his steamers - *Tel el-Howein*, *Mansura* and

*Safia* - under the overall command of an Egyptian officer, Nushi Pasha, down the Nile to meet the English at Shendy or Metemmeh. (39) They departed on 30 September. He retained at Khartoum the *Ismailia*, *Tewfikieh* and the *Bordein*, the last-named to serve as a link between him and the other steamers. He later sent the *Tewfikieh* too to Shendy to reinforce the other three vessels.

After a number of encounters with the Mahdists en route, the little flotilla arrived at Metemmeh on 5 October 1884, but it was to be nearly four months before Sir Herbert Stewart's Desert Column arrived on the bank of the Nile. During this time the steamers travelled backwards and forwards along the river, bombarding Mahdist positions, putting raiding parties ashore, foraging, and collecting information. (40)

It is worth noting that the 'saga of the steamers' was entirely a non-European operation; all the officers, soldiers and sailors were Sudanese or Egyptian. (41)

Later in October the *Tel el-Howein* was sent back to Khartoum to inform Gordon of the latest developments. When she returned downstream, she was accompanied by the *Bordein*, bringing the total number of steamers to five. On 31 October the *Bordein* was sent back to Khartoum, arriving there on 3 November. She returned to Shendy on the 6th, having run the gauntlet of Mahdist fire. On 21 November, however, *Bordein* was once again on her way to Khartoum, bearing letters for Gordon which had arrived at Shendy from Cairo. She arrived at Khartoum on 25 November and remained there until 15 December to help in the fight against the enemy.

On 13 December Gordon decided to send the *Bordein* downstream to join his other steamers. Right up to the day before her departure she was in action. In his Journal for 14 December Gordon records that at 11.30 am the steamers returned from engaging the enemy at Omdurman. 'The *Bordeen* was struck by a shell in her battery'. (42)

David Dixon

(To be continued)





Romolo Gessi



Hicks Pasha



Frank Power

## Notes and References

For unexpanded titles of books and monographs, and periodical abbreviations, see the Notes to my earlier paper on the *Melik* in *Bulletin* 10 (October 2000)

1. *Bordeen, Burdayn*, etc. The name is the dual of *bord, bird*, 'cool', 'coolness', hence 'the two cools', ie of the morning and evening. The name is derived from an Egyptian village where Muhammed Sherif Pasha had an estate. SNR 51, 135; Socrates Spiro, *An Arabic-English Dictionary of the Colloquial Arabic of Egypt*, Cairo 1895, repr. Beirut 1977, 39. On Muhammed Sherif Pasha (1823-87), soldier and politician, see Richard Hill, *A Biographical Dictionary of the Anglo-Egyptian Sudan*, Oxford 1951 (2nd ed. 1967), 273 [hereinafter: Hill]

2. SNR 51, 135. The firm went out of business in about 1894-5.

3. Sir Charles W Wilson, *From Korti to Khartum: A Journal of the Desert March from Korti to Gubat, and of the Ascent of the Nile in General Gordon's Steamers*, 5th ed., William Blackwood & Sons, Edinburgh and London 1886 [Hereinafter *Korti*] 136-37

4. *With Kitchener to Khartoum*, 308

5. Sir Samuel Baker, *Ismailia. A Narrative of the Expedition to Central Africa for the Suppression of the Slave Trade*, organised by Ismail, Khedive of Egypt. 2 vols, Macmillan & Co, London 1874

6. George Birbeck Hill, ed, *Colonel Gordon in Central Africa 1874-1879*, from Original Letters and Documents, Thomas de la Rue & Co, London 1881 (subsequent editions); M F Shukry, ed, *Equatoria under Egyptian Rule. The Unpublished Correspondence of Colonel (afterwards Major-General) C G Gordon with Ismail, Khedive of Egypt and the Sudan during the Years 1874-1876*, Cairo University

Press, Cairo 1953

7. On the Sudd, see (eg) H E Hurst, *The Nile. A general account of the river and the utilisation of its waters*, Constable, London 1952, 2nd ed 1957, 114ff; J D Tothill, ed, *Agriculture in the Sudan*, Oxford University Press, London 1948, 2nd impr 1952, *passim*

8. *Cyperus papyrus* Linn

9. *Vossia cuspidata* Griff. On the plants of the Sudd, see (eg) A M Migahid, *Report of a Botanical Excursion to the Sudd Region, I First Excursion* 1946, Fuad I University Press, Cairo 1948

10. Cf MF Gage, Sudd Cutting Experiences of the Expedition from Uganda 1899-1900, SNR 31, 1950, 7-20. p17: sudd blocks so solid that elephants had actually crossed them, their tracks being quite distinct.

11. Baker, *op.cit.*, I, 35-86, 186-216

12. R Gessi, *Seven Years in the Soudan*, being a Record of Explorations, Adventures and Campaigns against the Arab Slave Hunters, London 1892, 390-408

13. Richard Hill, ed, *The Sudan Memoirs of Carl Christian Giegler Pasha 1873-1883*, (*Fontes Historiae Africanae, Series Varia II*), Oxford University Press for the British Academy, London 1984, 159. [hereinafter *Giegler*]

14. On whom see Hill, 232-33

15. *Giegler*, 160

16. Naturally, recriminations followed almost immediately. Gessi blamed the *Safia's* captain; the latter complained that Gessi had not allowed him to turn back while it was still possible and go by land to Fashoda while the men were still strong enough to travel. *Giegler* thought that Gessi had been responsible for his own predicament, and Marno, Gessi's rescuer, criticized the Italian for his

recklessness. Gessi, still not fully recovered from his ordeal, set out for Cairo in March 1881 to complain of the Khartoum authorities' inactivity, but only got as far as Suez where he died in the French hospital.

17. Giegler, 169

18. Giegler, 176

19. Giegler, 210-11

20. Hill, 164-65

21. Giegler, 216; [Major-General Sir Francis Wingate] *Ten Years' Captivity in the Mahdi's Camp 1882-1892*. From the Original Manuscripts of Father Joseph Ohrwalder, 15th ed., revised and abridged (Sampson Low, Marston & Co), London n.d., 101

22. On these operations see Colonel the Hon. J Colborne, *With Hicks Pasha in the Soudan* (Smith Elder), London 1884. Colborne did not take part in the expedition into Kordofan. He had been invalided to Cairo.

23. Hill, 308-9; Frank Power, *Letters from Khartoum, written during the Siege*, (Sampson, Low, Marston, Searle and Rivington), London 1885

24. Power, *Letters*, 27-34, 43

25. Power, op cit, 35, 45-47 On de Coetlogon see Hill, 111

26. Power, op cit, 48 Cf A Egmont Hake, ed, *The Journals of Major-General C G Gordon, CB, at Kartoum*, Kegan Paul, Trench & Co, London 1885, [hereinafter *Journals*] 348

27. Power, op cit, 49, 53, 54 ('All the Consuls and Europeans have left')

28. op cit, 51 On 14 December Power was appointed honorary English Consul in Khartoum (op cit, 55, 56)

29. Op cit, 75

30. Op cit, 76,

31. During the siege Stewart, along with Power, the new French Consul and some Greek merchants, was sent downstream from Khartoum in the *Abbas* (9 Sept. 1884) On 18 September the vessel struck a rock in the Wadi Gamr country, downstream of Abu Hamed. On going ashore, Stewart and his colleagues were treacherously murdered by local Arabs and their bodies thrown into the Nile. on this incident see (eg) Major-General Henry Brackenbury, *The River Column*, London 1885 [facsimile reprint by the Battery Press, Nashville, Tennessee, 1993] Chapter XIII, 224-33

32. Power, op cit, 107

33. *Journals*, 105. Cf p97: 'the steamers are first-rate in every respect. Each steamer is worth two thousand men, if well handled, and they have all on board grub and ammunition, and want no commissariat officers.'

34. *Journals*, 107

35. This is the slightly larger sister-ship of the *Bordein*, with which she was closely linked. Her name appears in the literature in various guises:

*Talalaween, Tall al-Hawayn, Talahawiyeh, and Tal el-Howein*, the form adopted in this paper.

36. *Journals*, 105-106

37. Ibid

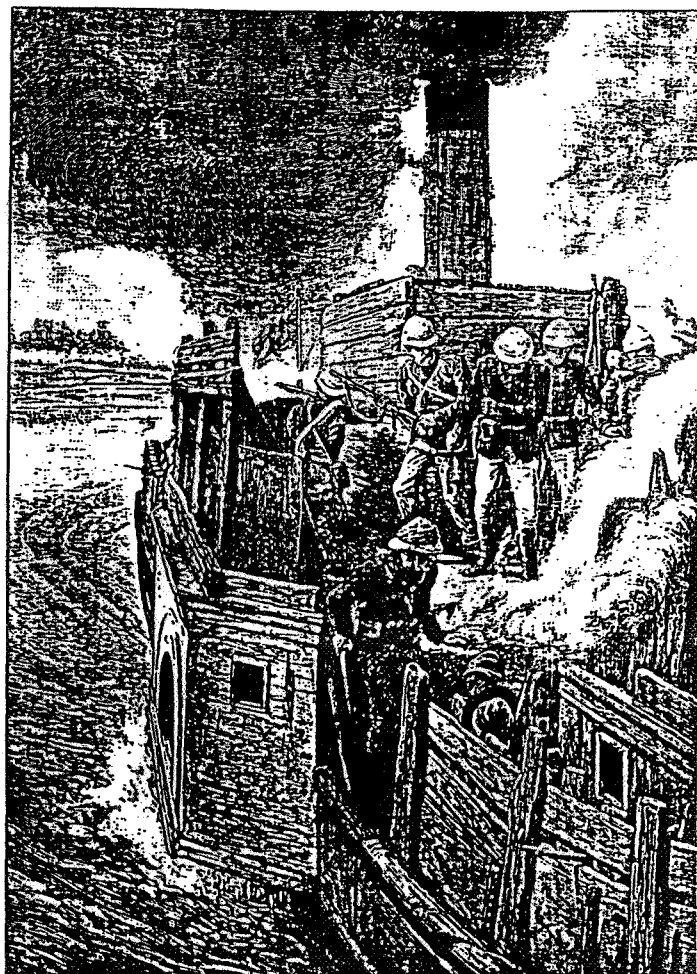
38. *Journals*, 107. Cf p 117: 'we have painted the steamers up; they are whited sepulchres.'

39. *Journals*, 106, 115

40. Colonel Sir Charles Watson, *The Campaign of Gordon's Steamers SNR 12 1929 119-141*, with map (reproduced here), reprinted from *Royal Engineers' Journal*, 1 October 1888

41. SNR 12, 120. Of course, this was virtually true also of the siege of Khartoum; apart from Gordon and Colonel Stewart, there were no European soldiers in the town.

42. *Journals*, 395



## WORLD WAR II - A ROYAL ENGINEER WHO LOVED TRAVELLING

These notes are taken from interviews with Mr Albert (Bert) Dyke - also known as 'Dicky Dyke' - born in 1919 at Windsor, brought up in Corsham, who worked on the Great Western Railway in the Goods Department at Bristol and Chippenham before the war (with a brief, gruesome period also as a volunteer in the Spanish Civil War as a 16-year-old...)

Called up in the Royal Engineers, and a member of 1009 Ports & Railways Operating Company R.E., he was sent (after other vicissitudes at Narvik) to service in Eritrea, Sudan, Sinai, Tripolitania and Iran.

These notes are extracted from a longer version with more detail of railway operations - it is presumed readers of this *Bulletin* will be more interested in his personal observations of life and people in this region at this difficult period. It is amazing what could be expected of such a young man!

*Rabbi Walter Rothschild*

*Since this account is very long, it will appear occasionally over several Bulletins.*

### I To Africa

In March 1941 we sailed from the Mersey during an air raid, on *Orion*, the Orient Line Commodore ship, and (wouldn't you know it?) I was ordered onto the bridge, with my crew and two guns. For seven and a half weeks I was gunner on *Orion*, to Port Tewfik and Suez. Not a lot of R.E.s did the Royal Navy's jobs! Then we went on to Alex and out to Mex. Lots of air raids, etc.

Then Col. Lewis was looking for a squad of 26 blokes for the East African War, with Mussolini's hobgoblins. To be attached to 4th Indian Division. I volunteered straight away for Sudan, Eritrea and Abyssinia, as there was a real war there, and railways too. I was in the Orderly Room before the last drawing-pin was in the Orders! Col. Lewis was smirking. So I was attached to the Camerons, Argyll & Sutherland Highlanders, Baluchi and Sepoy units, which was OK, but rather dangerous. All twelve of my crew volunteered ("Oh, Dicky's going"), the bloody twits. Not all my team would come, but there were two dozen of us from 1009 Company, and we helped work the Agordat-Asmara-Massawa line in 1941, besides

coming back to the Sudan Railways when the Italians packed up.

So, first we went down through Egypt again, lighter and tug down the Bay, on to *Strathellen*, down the Red Sea, (an empty ship, going to pick up P.O.W.s), grub galore, a cabin each! In to Wingate Bay, Port Sudan, Fuzzies, burnt ships, hot as hell. April/May/June 1941 down through Africa, attached to Cameron Argyll Highlanders, Bengali Sikhs, Ghurkas, Sepoys, Pathans, Rajhastanis at odd times, then Madrassi Sappers. By then we were three thousand-odd miles away from 1009 Coy.

Further yet from Massawa (the line had never reached here) was Tessenei. This place had water, and when we went through it was dynamited over, with a pipe and a pump, to stop the Eyeties who sometimes slung a corpse into water supplies - a mule, camel or even an ostrich! Jerry *never* did this (Geneva Rules). When we did get there, there was a *queue*. Thousands of prisoners, Scotties, British, Indians, and local tribal people. We were exhausted, broke down in the scrub and had trouble with baboons (and scorpions) over two days, my mate's lips were cracked and his tongue swollen. We waited 11½ hours for water, rigidly controlled by the Argylls - who would 'give it' to you with a rifle if you broke ranks. Some died anyway - but discipline held, a panic wouldn't have helped.

Back in Massawa...I had a mate, a Cameron Highlander, both of us short of blood and malarial (the whole estuary and bay was malarial, mangrove marsh, midges, sand flies, mosquitoes, odd corpses, smelly too). We were hoping to get 'out' and wander down to the coast edge, far beyond the dock area. We saw a ketch sliding in sideways, and with nobody visible. The deckhouse had a little navigation cabin blown off, in pieces, jammed round a companionway entrance. There were faint shouts as it neared us. We slobbered through the mud (reluctantly) and men were trapped inside, very weak, sick men it sounded like. We heaved tangled metal, glass and struts from the companionway, very slow we were, as neither of us had normal strength. Phew, a stink in the cabin, several dead, but we got out five live ones. All French matelots... They had taken off from Djibouti, after some disciplinary action on a cruiser, hoping to join the Royal Navy. That's a long way, on a sailing ketch, in wartime, to Massawa. Well, we laboriously

helped them to solid ground, left them lying, and (covered in mud) limped back to find *anybody* - CMP? RN, Town Marshall - to help. Ages later, in hospital at Gebeit, Sudan, I got a visit from Johnny Hogg (Rail Commissioner) who, when I was up and about, took me to his bungalow, where the local French bigwig presented me with a ribbon and much ceremony, for saving five French nationals in Eritrea! God knows where my Cameron was by then, but presumably they remembered *him* too. By then it was late September 1941.

I pinched a piano off an Alpine Regiment of Italians, and kept it somehow, and transported it for 2½ years either with a truck or another unit, until in Benghazi in early 1943 it was buried by a terrific 'stonk' by Jerry. I was lucky, as I had been taught and could also play by ear, so it was a boon - you never saw such a battered, beerstained piano as that, but I wept when it was buried.

I was nobbled after the Abyssinian/Ethiopian campaign of '41 (we reopened Massawa Port and the famous Decauville line from Agordat through Asmara to Massawa during this time), then back to Sudan. In Sudan the Kassala train ran weekly, pulling anything the loco could manage - it was sometimes up to four days late! Especially after the rains. Once the line was blocked - and of course it was a Friday, when the weekly Kassala Mail ran - up to 1,100 passengers, gum arabic, cottonseed, mail - whatever needed to be carried. We had to hire lots and lots of camels. The labourers got paid 1 Piastre an hour.

I was the only bloke to get the luck to take the three-week river run down from Khartoum (Mogren Quays) to Geniema and the Uganda border through the Sudd Swamps on Sudan Railway steamers. I have photos of course - also of a strange bird in the swamps like a stork, with a huge shovel beak. (In 1976 David Attenborough had a BBC feature about the 'rare shoe-bill', never been photographed - yes, you guessed it, the same as my 1941 snap!)

It was all luck, I had wounds and malaria, went down to 5 stone 10 lbs due to fever and long hours, and after I came out of hospital Johnny Hogg, Sudan Railways Commssioner, gave me a holiday, three weeks on S.R. steamer *Khartoum* to the Sudan/Uganda border. I travelled with a Camel Corps Sergeant (a Donglawi), and got

very friendly, he promised me he'd show me a crocodile's larder! The Sudan Railways El Obeid line crosses the White Nile at Kosti, and the Blue Nile at Sennar Junction, where the main Khartoum line leaves a longer loop Kassala, Haiya, Port Sudan. (Some 'branch, eh?) El Obeid had the older locos and stock, and even under British supervision was a bit erratic, the odd half day late! But honestly, rolling into Sennar Junction with two locos and train invisible under swarms of Sudanese, they did well to run at all. (It was worse than Victoria Terminus, Bombay.) Contrast that with the sort of isolation endured in the desert loops, such as 'Station No 6' on the Wadi Halfa line - middle of nowhere - the sort of isolation that high-rise-block dwellers have nightmares about. I have to say, though, that I loved it, took to it like a duck to water.

My ship called at Geneina for a night - you don't sail at night down there, sandbanks shift daily! 'Geneina' means 'Garden' - Gawd - this was desolation! A youngish ADC had *never* before seen a Brit alighting, he near hugged me. He seemed forgotten by Colonial Office - a fiancée in Walton-on-Thames, little hopes of *her* being there if and when he got home, we got sentimental and quite 'stinko'. Before we fell asleep my Camel Corps Sergeant took us down river, kicking the low bank with his wooden-soled sandals, finally it fell in an indentation and exposed the top half of a woman! Very ripe indeed, crocodiles love carrion. Clearly I could see why river tribes hate them, snatching their womenfolk as they do the dhobying. I believe they are virtually extinct on that Nile stretch now, but who knows?

Next morning the old paddler SR *Lotus* thrashed off, lashed to SR Barge No 6, southward, and we had a few goes at crocs and hippos with my (then) Enfield rifle, but the .303 rounds glanced off, unless you got them in the eye or an open mouth. Blasted hippos rocked the boats at night when they were tied up, scratching their backs on the keels! I had a top cabin, metal spring bed, ate with the Engineer (Portugese) and Skipper (Nubian), had my *own* cook, a 12-year-old Sudan boy, I paid him 50 Piestres a week for three weeks. For this *he* found the food, chicken and fish stolen from villages, fooł (rice and veg) nicked from the galley, and I actually put on weight! I was the *only* Brit to do this trip.

## HENRY MORTON STANLEY MEETS CAPTAIN SPEEDY IN ABYSSINIA 1868

*This article complements 'Captain Speedy of Abyssinia, Malaya - and Church Stretton' (ASTENE Bulletin 8, October 1999) by giving a contemporary impression of the man; and it also reveals something about HM Stanley. The references are from Stanley's account, Coomassie and Magdala: the story of two British campaigns in Africa, 2nd ed, published 1874.*

HM Stanley set out on his first adventure into Africa, as correspondent of the *New York Herald*, to accompany Sir Robert Napier and the British forces on an expedition into Abyssinia, to rescue the British and Europeans held prisoners of the Emperor Theodore in his mountain fastness at Magdala four hundred miles inland. Stanley had persuaded the editor that he should go at his own expense, and would write exclusively for the *NYH*, with the possibility of becoming one of its accredited journalists. He was a newcomer to the community of correspondents with a British military force, but if inexperienced, he was canny and far-seeing. At Suez while he waited for a ship, he bribed the head telegraphist that on his return from Abyssinia his despatches would be the first to be sent.

Early in 1868 he arrived at the port where the British troops were assembling. It was all overwhelming, physically and culturally. There was the grandeur and the inhospitality of the country. He described with awe the rising mountain ranges where 'the summits of the furthest seemed to kiss the very clouds'. There were the problems in establishing his status as an accredited correspondent. More especially there was the experience of living with and enduring British officers. He felt snubbed and humiliated, by supercilious officers peering at him through monocles, by the difficulties of procuring a tent and the wherewithal of living in the camp, by the personal habits and social manners of the officer with whom he was forced to share that tent, by the difficulties of meeting with the Commander-in-Chief (only succeeding at his seventh attempt), and by the awfulness of the long drawn-out dinner to which he was then invited.

There was, however, Captain Charles Speedy, described by Stanley as 'interpreter-in-chief'. He was entranced by Speedy at his

first meeting when he sat next to him at dinner, and thereafter came to admire him, and claim him as a friend. Indeed, Speedy was an impressive figure: Stanley (only five feet five inches, stocky) spoke of him as 'an Ajax in truth', and devoted a paragraph to his physical appearance:

'...he stood six feet six inches in his stockings...he was long-shanked, long-handed, long-bearded, and long-wise in every way, except being long-sighted. He was, in fact, extremely short-sighted, and wore glasses at all times. The prominent features of his face were - high, salient cheek bones, a sloping brow, red bushy beard, and kindly blue eyes strangely contrasting with the determined expression of his mouth.' (p 353)

He became even more impressed with Speedy's tales of his earlier time in Abyssinia in the service of Emperor Theodore: of how he became the 'commander of a thousand men' and was called 'Basha Felucca (the speedy commander)', of the jealousy that his intimacy with the Emperor incurred, his confrontation with the Emperor with his decision to leave his service, and how it all ended when the Emperor 'paid all the money that was due to him, gave him a horse, a shield and spear and took an affectionate leave of him'. Stanley relates Speedy's story over three pages, ending with a verbatim version of the last dialogue between Speedy and the Emperor. (p 277-9)

Speedy's role with the expedition was very much more than just an interpreter. Stanley was present when an Abyssinian detected pilfering was brought before a British officer to be tried for theft, and 'the formula of a drum-head court-martial was gone through'. Speedy suggested that the accused be better judged by his own countrymen, maintaining that as peace had just been made with their

chief, such action would be less derogatory and more politic. The British officer accepted his view.

When Speedy was commanded by Napier to travel through the country in search of supplies, he invited Stanley to accompany him, in order he might see 'something of the people untainted by British killers'. Again Stanley was impressed, admiring the way Speedy communicated with the villagers, the courtesy and patience he showed, accepting hospitality, bargaining with silver dollars in the purchase of grain and flour, and when they left, acknowledging 'the ardent blessings as they were showered upon us by the kindly villagers'. At each village they were welcomed and everywhere:

'...the extraordinary stature of Speedy excited unusual attention and respect ...they all moved away precipitately from before him; but, jocularly disposed, this son of Anak would swing one of the young men aloft with his powerful arms, just to show them what 'Basha Felucca' could do' (p 393).

They returned to the British camp with plentiful supplies of food, mules, horses, rope. It had been a successful venture, but Stanley was dissatisfied, in a footnote claiming:

'This was a very important service which I assisted Speedy to perform...Yet I regret to say the magnanimous British Government have never even thanked me for it, least of all have they given me a medal such as all Abyssinian heroes obtained, which I consider to be a strange oversight...and deserving of gravest reproof' (p 393).

Stanley was perhaps unaware how his acceptance of Speedy's company and friendship influenced his overall impressions of the country and its people. It is also probable that his resentment of British condescension made it easier for him to accept Speedy. He made other ventures on his own, visiting a church, and describing in detail the paintings on the altar. He was respectful towards the priests, 'very respectable old fellows', was critical but not offensive. It was the same with his vivid account of a market place, with everything for sale at a silver dollar.

The army marched on towards Magdala, a

difficult route, in intense heat, climbing up and down hills that were like the teeth of a saw, Stanley wrote. He was in the saddle for twelve to fifteen hours, and the whole army, five thousand men, ten thousand animals, travelled only ten miles each day along the narrow footpath. Among the animals were the elephants, the 'terror and delight of the natives', which were invaluable on the campaign. But it all went according to plan. Napier's background was as an engineer, and he had insisted on preparations that were exemplary in British army history. (The telegram to Speedy in New Zealand to enlist him as interpreter/guide was one example.)

Stanley did not see the larger picture, but even he was overwhelmed by incidents, some of which had an heroic image. There was a charge of Abyssinian cavalry upon Speedy and his companions guarding captured artillery on the plateau before Magdala, and among them was 'the princely rider of the white horse'. Three hundred yards from the guns they halted, and the horseman on the white horse rode forward with a challenge. It was the Emperor himself, and the words he shouted were, according to Speedy: 'Come on: are you women that ye hesitate to attack a few warriors?' It was a last dramatic gesture.

The campaign ended with Theodore committing suicide and the British victorious. The Empress and her eight-year-old son survived, and Napier told Speedy to take care of them.

On 21 April 1868 there was an impressive review of the British army. Stanley set out in full Napier's General Order of Thanks, emphasising the glowing language in which Napier expressed the objects and incidents of the campaign. It was, wrote Stanley, 'true in each and every particular', yet not overstrained, but like the General, 'as simple and modest as himself'.

Stanley had his story, and now it was his task to reach the coast, take the first steamer to Suez, and file his copy with the telegraphist. There were ferocious storms on the route, he was nearly drowned but made it, and his account of the Abyssinian campaign was the first to appear. Indeed, because there was a break in the undersea cable, it was three more weeks before any other reports reached the outside world.

The second edition of Stanley's Abyssinian story was published in conjunction with his account of his experiences with the British army during the Ashanti war, 1873-4. In the

preface, he contrasted the two, the one vivid in locale and dramatic in incident, the other dreary in its setting and its manoeuvres. He thought his writing reflected that difference. Indeed, just as Magdala was his first experience in Africa, so there was a freshness in the writing and when he was not seeking exaggerated and made-up terms, a vivid quality to the language. There is also a measure of innocence in his portrayal of Speedy, his uncritical admiration.

It is not known whether his friendship with Speedy lasted beyond Abyssinia (and Speedy's departure, with Theodore's son as his ward, for India in 1869). For the biographers of Stanley, Speedy has been just a name, a casual British oddity in one short episode of a colourful life. But Stanley's descriptions of the man with all his exaggerations bring him sympathetically and vividly to life, his size and strength, his diplomacy and patience, his gentleness and vanity. We cannot help but warm to Captain Charles Speedy, Stanley's 'Telamonian Ajax'.

*Dorothy Anderson*

Henry Morton Stanley



Captain Speedy bargaining for provisions in a Shoho village



## **LAZARETTO** - a building or ship for the performance of quarantine

Ships sailing into Malta's harbours brought many economic benefits; they could also bring disease and death. To counteract this threat, the part of Marsamaxett Harbour near Manoel Island was designated as the Quarantine Harbour as early as 1526.

Over the years buildings were added, including warehouses for baggage and merchandise which were also subjected to a quarantine consisting of unpacking and exposing everything to the air on frames for 35 days. The un- and re-packing could be pretty roughly done, as Lord Belmore found when the souvenirs he was carrying back from his holidays in Egypt and the Holy Land suffered considerable damage. There was also a 'baking-room' for the fumigation of letters before they were taken out of the Lazaretto to be delivered.

Although the word 'quarantine' originally denoted a period of 40 days, certainly by the early 19th century, most people spent only three weeks in the Lazaretto, and even this was sometimes shortened for important visitors. Also, Valentia, in 1806, noted that Royal Naval vessels were immediately allowed 'pratique, or free access to the town'.

At least for the more socially-advantaged sojourner, this enforced incarceration was by no means uncomfortable. Joseph Beldam, quarantined on 1846, recorded that most of the nuisances usually found in Lazarettos did not apply to Malta, where 'you have neither bad food, bad lodgings, bad company nor vermin'. Beldam recorded an interesting account of his experience.

'This lazaretto stands on a rock which forms one of the sides of the quarantine-harbour, and commands the most pleasing views of Valetta ... Numerous buildings afford ample accommodation for different classes of patients, who are located together, and liberated, according to the dates of their arrival... the prisoner of today mixes with none but the batch to which he belongs... A quarantine restaurateur was at hand, or provisions could be had from the city, and parties dined alone or together at their discretion.' Though his party's apartment was 'but slightly furnished', it consisted of a spacious sitting room and bedrooms, which could be 'adorned' at the occupant's own expense.

Even something less spacious would have been a welcome relief after the weeks the traveller had often spent cooped up in a cramped and crowded ship. That in which Lord Valentia and his secretary Henry Salt sailed from Alexandria had been rendered 'very uncomfortable' by its load of 'Turks, horses, ostriches, antelopes, monkeys, jerboas and parrots', despite all the Captain's efforts to keep them in order. After six weeks of this, to pass time in an apartment looking across the straits to Valletta, and well supplied with books, newspapers and 'the luxuries of ice and fruit, to which we had long been strangers', was not too unpleasant an experience. They were called upon by the Governor, Sir Alexander Ball, and many other persons, although these visits had to be overseen by an officer to make sure 'they did not touch us, nor any article belonging to us, that could communicate infection'.

Beldam and his companions amused themselves by reading, taking exercise 'along the spacious corridors; looking out on the harbour, and giving or receiving visits of condolence from our friends. Hours of idleness and ennui, indeed they were, watching the operations of the free world without - vessels coming and going - and everybody busy but ourselves, who, for no fault of our own, were condemned to a vile repose.'

Some people relieved their ennui by carving graffiti on the walls of the open air terraces on the first floor. Names, dates (the earliest 1681, the latest 1947), prayers in many languages, with drawings of flags, ships, crosses, were incised despite the very strict notice that 'Whoever dares to mark or disfigure the walls in the Lazaretto will undergo a double quarantine'. Lord Byron, one of the guilty graffitists, leaving Malta after his second visit in 1811, execrated his incarceration with the lines:

'Adieu, thou damndest quarantine,  
That gave me fever and the spleen.'

Badly damaged by bombardments in the Second World War, the Lazaretto now stands sadly empty and in part structurally unsafe. In light of the proposed redevelopment of Manoel Island as a marina and tourist complex, there would seem to be a wonderful opportunity to restore the buildings as a Museum of Lazarettos, for few



such institutions can have had so attractive an appearance, so ravishing a site, or received so many distinguished inmates.

The sources for this article are: Paul Cassar's *A Tour of the Lazaretto Buildings*, in *Melina Historica*; Joseph Beldam's *Recollections of Scenes and Institutions in Italy and the East* (1851); Lord Valentia's *Voyages and Travels to India, Ceylon, the Red Sea, Abyssinia and Egypt, 1802-1806* (1809)

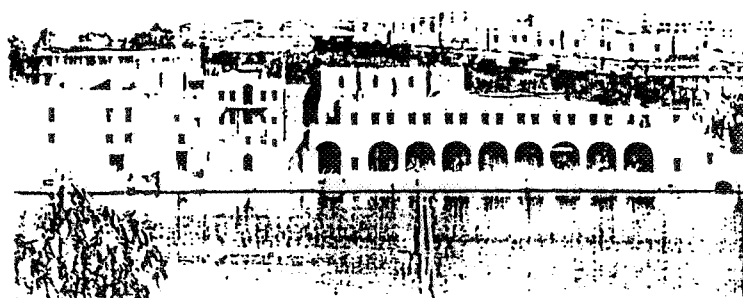
## A GALLANT SOLDIER

Sir Ralph Abercrombie (1734-1801) already had a long and distinguished military career behind him when, at the age of 66, he was appointed Commander-in-Chief in the Mediterranean. On 24 October 1800 he was ordered to sail to Egypt. Leaving Minorca, where he had been, according to his usual practice, trying to improve the health and morale of his troops, he arrived in Malta on 19 November, where he expressed himself 'delighted with its power of defence' and wrote to the British Government begging them to make Malta the Headquarters of the Mediterranean Army rather than Minorca.

Leaving the island on 13 December, he proceeded to the Bay of Marmorice, where he spent six weeks, attending to his soldiers' health and practising disembarkments, 'until the whole force thoroughly understood how to promptly disembark and every man knew his place in the boat'. An incalculable number of lives must have been saved by this careful training when the British force landed at Aboukir Bay on 2 March 1801, under heavy fire from the French Army.

On 21 March, as ever, despite his short sight, well in the lead of the attack, he was mortally wounded. His soldiers blessed him as he passed on a litter from the field. As he arrived aboard the British flagship *Foudroyant*, he asked 'What is this you have placed under my head?' 'Only a soldier's blanket, sir.' 'Only a soldier's blanket? Make haste and return it to him at once.' And so, mindful of his men till the last, the gallant old soldier died of the mortification of his wounds on 28 March 1801.

Sir Ralph must have conceived a strong feeling for Malta, for he requested that he should be buried on the island. Accordingly



his body was conveyed there and interred in St Elmo's Fort in Valletta, originally in the salient of the bastion since known as Abercrombie's Bastion, but in 1871 moved to 'a vault under this traverse'. The commemorative tablet which, according to Sir Robert Wilson, used to lie horizontally, now stands vertically in the wall.

*The Malta Daily Chronicle* of June 7, 1895 reprinted a contemporary account of his funeral.

*The Obsequies of Sir Ralph Abercrombie*  
The ceremonies began at 8 am on the morning of the 29th of April 1801, when the colours of the different Forts were hoisted at half-mast. All the streets through which the sad procession passed were lined by the Regiments in garrison, and minute guns were fired from the Cavaliers of Valletta. From the time Sir Ralph's body left the Palace until its arrival at the place of burial the men-of-war in harbour fired at intervals, after which three rounds of eleven cannon followed. The order of procession was as follows: A Subaltern guard of the Royal Artillery with arms reversed, Four six-pounders drawn by Artillery men, The Bands of the 35th and 40th Regiments with muffled drums, playing solemn dirges, The Guard, consisting of flank companies of the garrison under command of Col. McAlister, 35th Regiment, The Senior Field Officers with arms reversed, Band of the 48th Regiment, Lt.Col. Dyer ADC to the deceased, the Garrison Chaplain, The Body on a carriage drawn by Artillerymen, the Pallbearers being Lt.Col. Gordon 48th, Lt.Col. Oswald 35th, Lt.Col. Bentham RA, Lt.Col. Kemmis 40th, Lt.Col. Brown 35th and Lt.Col. Brown 40th, The Chief Mourner was Major General Pigot, who was supported by Brigadier General

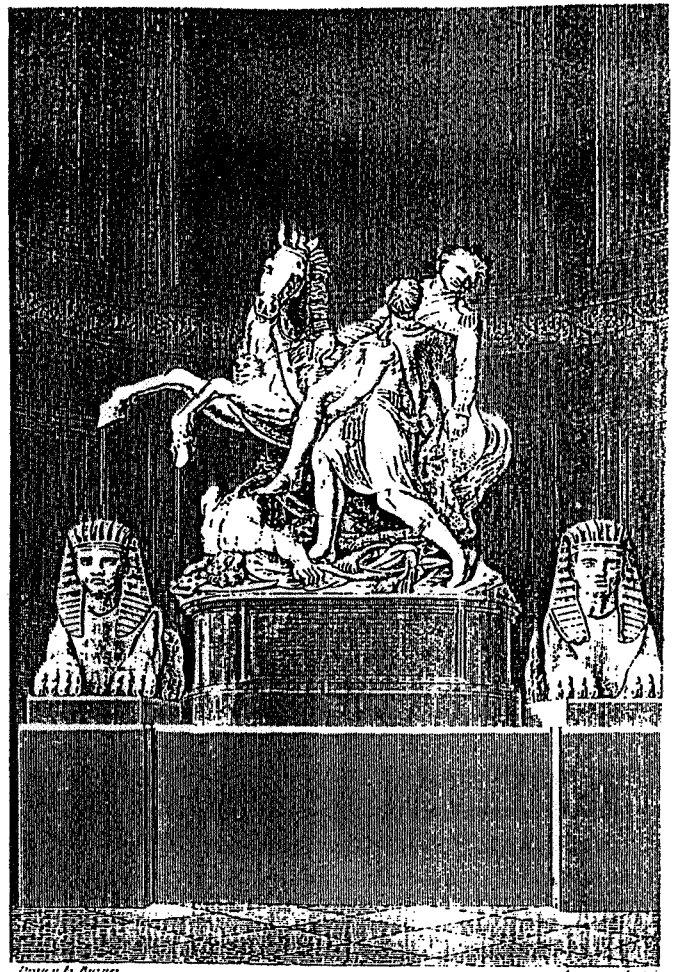
Moncrieff and Major General Villetes, after them being a led horse, saddled and fully caparisoned covered with black and the servants of the deceased.

Officers by Corps (the youngest first) followed the procession being completed by the Officers of the Garrison, namely -

1. Officers Maltese Militia
2. Officers Maltese Light Infantry
3. Officers Neopolitan Battalion
4. Officers 48th Regiment
5. Officers 2nd Battalion 40th
6. Officers 1st Battalion 40th
7. Officers 2nd Battalion 35th
8. Officers 1st Battalion 35th
9. Officers Royal Engineers
10. Officers Royal Artillery
11. Officers Royal Navy
12. Officers of the Commissary's Staff
13. Officers Medical Staff
14. Officers Garrison Military Staff
15. Officers General Military Staff
16. Principal Maltese Officers of the Civil Government.

The utmost respect was shown by the people for the great soldier, and an air of gloom overhung the city while the solemnities were proceeding. It seemed as if the late action (March 21st 1801) in which Sir Ralph Abercrombie Commanded-in-Chief, was felt to be of very great concern to the Maltese.

*Monument to Sir Ralph Abercrombie  
in St Paul's Cathedral*



## QUERIES & ANSWERS

For a book to be called *The Rise of Oriental Travel: British Visitors to the Ottoman Empire, 1580-1720* (to be published by Palgrave), Gerald MacLean plans detailed historical studies of Thomas Dallam, William Biddulph, Sir Henry Blount, and *The Adventures of (Mr T S) (1670)*. While welcoming contact from anyone with special interests in these figures, or who is working on a similar project, he would specially welcome informed thought on the following queries:

1) Anne, Lady Glover, née Lamb

In the autumn of 1606, the recently knighted Sir Thomas Glover returned from London to Istanbul to take up his appointment as new ambassador, replacing Henry Lello. With him went his new wife, née Anne Lamb, who died November 1608. Four years later, William

Forde preached a sermon at her burial services in Istanbul, her body having been preserved in bran. Thus much is familiar from sources mentioned by Samuel Chew in *The Crescent and the Rose: Islam and England during the Renaissance* (New York: Oxford University Press, 1937). I would welcome further information concerning Anne Lamb and the curious circumstances of her death and burial, in addition to any further sources of information regarding British women travellers to the Ottoman littoral during the early modern period before Lady Mary Wortley Montagu.

2) How did William Biddulph travel East?

In *The Travels of a certaine Englishman* (1609), Biddulph reports a sea voyage starting in Teneriffe and taking in Gibraltar, Algiers, Sardinia, Sicily, Malta, Zante, Venice, the Dalmatian coast, Athens (Pireaus), Crete, Milo, Delos, Chios,

Gallipoli, Istanbul. This would have been late in 1599 or very early 1600. But the account of 'Constantinople' that follows in *The Travels* is taken almost verbatim from sections of Thomas Washington's 1587 English translation of Nicolas de Nicolay's *Navigations*, and I have reason to think Biddulph did not visit Istanbul until many years later. I have checked John Sanderson's letterbook in the British Library since Sanderson mentions Biddulph as being somewhere in the Levant by May 1600, but can find no account of where he actually was at this time or how he had arrived. Purchas, however, prints a letter from Biddulph to Sanderson regretting that he, Biddulph, did not accompany Sanderson to Istanbul (*Hakluytus Posthumus*, vol 1, part II, pp1334-53). Did Biddulph travel East aboard the *Hector*, the ship that took Thomas Dallam and his celebrated organ? If so, the itinerary is entirely wrong, but I can find no other likely English ship on which Biddulph might have travelled East. Any suggestions of other possible ships taking this route at this time? I would also welcome hearing from anyone knowing what Biddulph did after his return to England.

3) Who was 'T.S.'?

Why has the name behind the initials in the title of the captivity narrative set in Ottoman Algeria, *The Adventures of (Mr T.S.)*, published in 1670, sometimes been attributed to a T Smith or a Thomas Smith?

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Writing, in the 1870s, about visiting the site of the death of Sir Ralph Abercrombie in Egypt, General Sir James Edward Alexander (1803-85) quoted the following lines:

'Rocked in the cradle of alarms,  
Nursed in the school where glory's won  
Rejoicing in the din of arms,  
Soon Valour hail'd her darling son,  
Foresaw the bright, the guiding beam  
That led to Honour's splendid goal,  
Saw, flashed round Pompey's Pillar,  
gleam  
The parting lightning of his soul.  
"He lives!" Britannia warm replies,  
As high the trophied urn she rears,  
"He lives! in Virtue's bursting sighs,  
His country's praise! his country's  
tears."

Alexander said the author of this stirring tribute was a poet of Stirlingshire. It was presumably written fairly contemporaneously with Abercrombie's death in 1801. Can anyone identify the poet?

A query from Deborah Manley: John Barker was born in the Levant in 1771. He was Consul for the Levant 1803-7 and 1809-25, British Consul in Alexandria 1825-9, then Consul-General in Egypt 1829-33, when he returned to Syria, where he died in 1849.

His son, Edward BB Barker, wrote his biography, *Syria and Egypt under the last five Sultans of Turkey* (London, 1876). Does anyone know more about his sons who worked in the silk business, probably in Smyrna, and - of even more interest - what happened to *their* descendants?

Arising from the same source, who is the 'Boy Jones' whom Barker saw aboard *HMS Harlequin* (Captain Moore) when it brought Consul Rose to Syria in 1847 - 'and a very sulky boy he looked,' Barker commented. (Barker, II/274-5) The editor feels it is the kind of name given to a prizefighter, a wrestler, or possibly a precocious young actor.

Bryony Llewellyn would be grateful to know if anyone has information on 'Mr Black', a friend of David Roberts, who was in Egypt in 1845-6. Roberts had given him an introduction to Ismael Effendi/Hanafee Ismael (more information on him welcome too), who arranged his Nile journey and taught him Arabic while he was living in John Frederick Lewis's house in Cairo in May 1846. He was not the antiquarian WH Black.

Bryony also wonders if anyone is researching, or could be tempted to research, Eliot Warburton (1810-52), in Syria, Palestine and Egypt in 1843, and author of *The Crescent and the Cross* (1845). No personal papers have yet come to light, but at the time the old *Dictionary of National Biography* was published, 'copious journals and memoirs' were in the possession of the widow of his brother, Thomas Acton Warburton (d 1894), formerly vicar of Iffley, Oxford. *The Crescent and the Cross* was dedicated 'by his faithful friend, the author' to Richard Monkton Milnes, whose papers might yield something.

Bryony's address is: Brinkley Grove, Brinkley, Newmarket, Suffolk, CB8 0SF  
email: bjl@btinternet.com

Yvonne Neville-Rolfe would like to know whether anyone has information on Lady Clayton East Clayton's background. She died about 1933.

Yvonne's address is: Woodcock Hill, Berkhamstead HP4 3TR

Following the success of her inquiries in Bulletin 10 (p19), Nicola Gentle has asked our help again: During the 1860s-70s, Sir Bruce Chichester of Arlington Court, North Devon, made several voyages with his family to Malta and other Mediterranean ports, where they acquired a collection of 'Exotic' costumes. A miniature painting in the National Trust collection at Arlington allegedly depicts Rosalie Chichester (1865-1949), daughter of Sir Bruce, wearing such a costume.

The Trust would be pleased to receive thoughts about the possible date and provenance of the costume (see below). Exact dating can be difficult, as 'traditional' dress shows little change over the years, and 'antique' costumes were acquired for 'fancy-dress'. Research so far has suggested Portugal (it would be nice, considering this *Bulletin's* theme, if it were Maltese, but life is seldom so obliging!)

Nicola would be pleased to hear from anyone with information at: 27 Stuart Road, Exeter EX1 2SZ (or contact the ASTENE office)

Deborah Manley, responding to the query about the Reverend 'Slowman' in Bulletin 12, throws more light on this eccentric character, but not on his background.

In 1820, with John Barker away in Britain, his brother Benjamin acted as Consul at Aleppo in his place. One of the travellers in Aleppo was a Mr Sloman, an English clergyman of most eccentric habits and ideas. Some very queer characters were frequently to be met with in Egypt and the Levant, and this gentleman was a prime example.

Sloman had met at Latakia an Italian doctor, recently arrived from Aleppo, who told him he had been robbed by banditti, and cautioned him not to go by the same road, but to take 'the other'. Nonetheless, Mr Sloman did take the same road - and met the same fate. Returned to Aleppo, Sloman met the doctor in the street. He began at once to belabour him with his stick, saying, "You rascal! You have been the cause of my being robbed. Don't you know that travellers always do the contrary of what they are advised to do?" Sloman could not be persuaded that he acted unjustly.

Later, when Mr Sloman was in Damietta in a time of the plague, he went out into the crowded bazaars, and struck out tight and left with a thick stick on all who came near him, indiscriminately - including both women and children. He soon found himself obliged to beat a retreat *backward* to the Vice Consul's house, where he was lodging, pressed by the crowd on all sides, who would not accept his blows in good part.

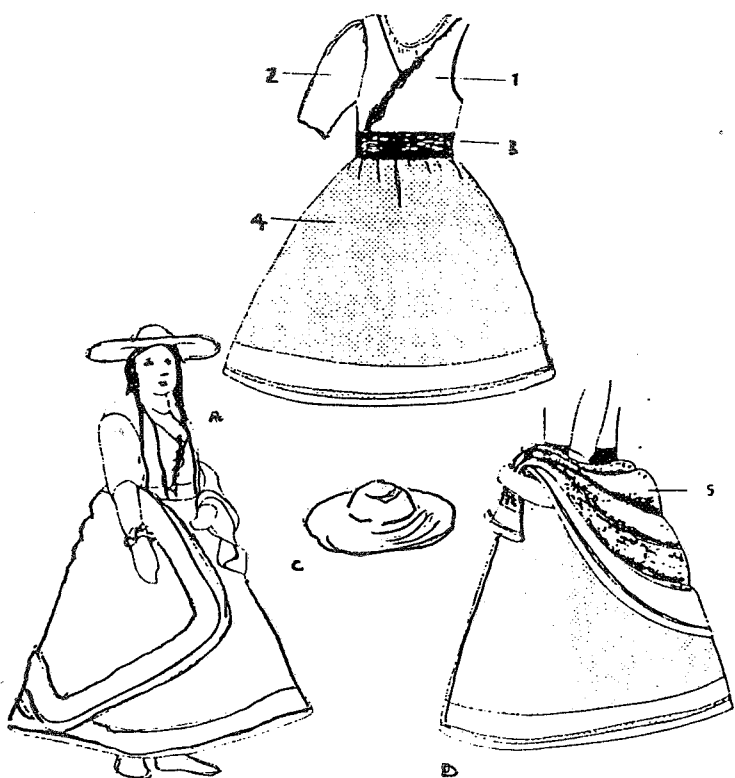
The Vice Consul came out and listened to the complaints of the crowd. When silence was obtained, Mr Sloman explained 'that he was keeping a quarantine, and that the wretched people would not allow him to do so, and that, therefore, he was compelled to prevent them touching him by a stick.'

Consuls, observed Edward Barker, biographer of his father, John, have to listen to and settle the differences of eccentric and avaricious travellers, who give an immense deal of trouble, and sometimes waste the Consul's precious time in some very extravagant whim. (Edward Barker I/297-9)

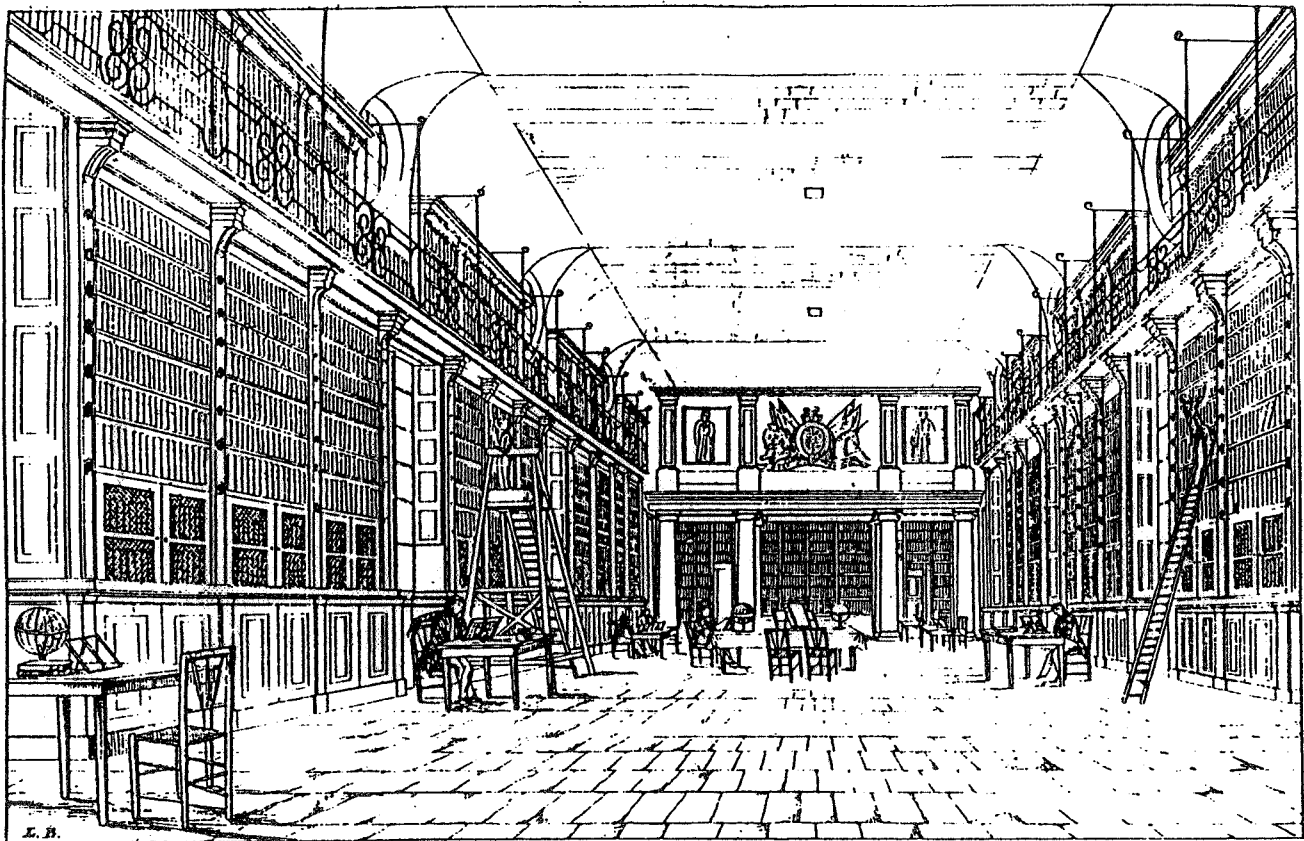
CAPTIONS FOR COSTUME ILLUSTRATIONS

A Front view, sleeve removed to show bodice edging  
 B Sketch from the miniature  
 C Three quarter view of straw hat  
 D Side view to show draped shawl

1. White bodice, red edging 2. White short-sleeved blouse/chemise 3. Red sash 4. Green skirt, green and white border 5. Red shawl, red and white border



## BOOKS & BOOK REVIEWS



*Public library*

Please send book reviews, books for review, news of your books or articles, to the Book Editor:

Dr Albertine Gaur, 4 Kingswood Close,  
Surbiton KT6 6DZ  
Fax: 0181-399-5479

*Archaeology and History of Lebanon* is the biannual journal of the Lebanese British Friends of the National Museum. The Autumn 2001 issue was devoted to many aspects of the Cedars of Lebanon - the cedar in history, the cedar and Gilmagesh, in ancient texts, the anatomy of the modern and ancient cedar, and as a symbol of a country and an ecosystem.

Of special interest to ASTENE members was Nigel Hepper on *The Bsharr'e Cedars of Lebanon as seen by travellers* with contemporary illustrations by the travellers. In this beautifully produced collection, he discusses the journeys and quotes from such early travellers as the French Pierre Belon (1517-64), the German Leonhart Rauwolff (1535-96), the English cleric Edward Pocock

(1604-91) and the renowned Henry Maundrell (1665-1701). Later travellers include Dr Richard Pococke (in Lebanon 1738), JL Burckhardt (1810), William John Banks (1812), the American missionaries Fisk and King (1822), the intrepid Austrian widow Ida Pfeiffer (1842), HB Tristram (1864) and a somewhat scornful Richard Burton (1870).

The articles provide a most interesting and valuable research framework.

*Deborah Manley*

Membership of the Lebanese British Friends of the National Museum is £18 (£8 for students) from 11 Canning Place, London W8 5AD

*Belzoni's Travels*, ed Alberto Siliotti, (published in Italian by Geodia, in English by British Museum Press, 2001. 100 colour and 300 black/white illustrations, £40. ISBN 0-7141-1940-7

A splendid bringing together of Giovanni Belzoni's text with plates from two collections of illustrations that accompanied the original English edition of his *Narrative*,

(*Forty-four Plates, 1820; Six New Plates, 1822*)

Siliotti's introductions provide historical notes on travellers to Egypt (with illustrations by, for example, Richard Pococke, 1738), and on the 19th century Egypt in which Belzoni made his name (with double-page spreads from Luigi Mayer and *The Description of Egypt*). In Siliotti's summary of Belzoni's journey, he includes some fascinating, seldom-seen material: Sir Thomas Maitland's passport issued to Belzoni in Malta in 1815, and de Forbin's map of the Pyramids of Giza, 1819. The chronology of Belzoni's tour and the list of his archaeological finds with location and reference are very useful.

Siliotti - unusually - gives Sarah Belzoni her due place in the *Narrative* and includes her *Trifling Account*. There is an unfortunate 'imaginary' portrait of her - looking like a 20th century Girl Guide leader, but it is not pointed out that the woman encouraging visitors at the Egyptian Hall exhibition is almost certainly meant to be Sarah.

And then comes the *Narrative* itself - beautifully illustrated with black and white pictures, many from sources British readers may find unfamiliar - some are from an earlier date.

Signor Siliotti's Notes and Bibliography add much to the story. They are extensive and demonstrate deep research; even for those familiar with the travel literature of the period, there may be new leads. He considers, too, Belzoni's life after Egypt, making available some obscure but valuable information such as the suggestion (p322) that the catalogue of Belzoni's Paris exhibition may have been written by Champollion.

Anyone who wants to follow the Belzoni trail needs this book, and even at £40 it is a bargain.

Deborah Manley

Boulos, Loutfy, *Flora of Egypt*, Vol 2 (Geraniaceae-Boraginaceae) (Cairo, al-Hadara 2001), i-xvi, 352 pp, 71 plates of drawings, 94 colour photos, \$85 hb, inc airmail  
ISBN 977.5429.22.6

This is the second volume of the *Flora* reviewed in *Bulletin* 9, p 26. It describes a further 471 species, 402 of which are illustrated by line drawings and 94 by colour photographs.

F Nigel Hepper

Rowena Gale & David Cutler, *Plants in Archaeology* (Otley: Westbury Academic & Scientific Publishing, 2001), 528 pp, 600 microphotographs, £75 hardback  
ISBN 1.84103.002.3

This book may be more technical and hands-on than most ASTENE members require, but since archaeology is increasingly dependent on scientific investigation one should be aware of how such research is done. Archaeobotany has come a long way since, say, the discovery of seeds and leaves in Tutankhamun's tomb. This book is a practical guide to the identification of vegetative plant material used in Europe and the southern Mediterranean from the early prehistoric to c1500AD. Professional archaeobotanists will find it a real godsend to have the photographs of the cellular tissue as seen under the microscope in order to compare them with their own specimens. The authors are both very experienced plant anatomists based at the Jodrell Laboratory, Kew.

F Nigel Hepper

*Desert Air: a collection of the Poetry of Place: of Arabia, Deserts and the Orient of the Imagination*, selected by Barnaby Rogerson and Alexander Monro (Baring and Rogerson Books, 2001), £5.00  
ISBN 1-903651-02-6

This sensitive selection of known and less-known poetry will slip easily into a traveller's pocket to give company on a journey. Part I: The East of the Imagination includes, as well as verse in English by poets who had no personal knowledge of the lands of Islam, writers such as Blunt and Flecker. Part II: Poems from the East ranges from the Song of Solomon through translations of Arabic poetry - the actual poetry written in the 'Desert Air'.

Deborah Manley

Lane, Edward William, *Description of Egypt, Notes and views in Egypt and Nubia, made during the years 1825, -26, -27, - 28*, edited and with an introduction by Jason Thompson (The American University in Cairo Press, 2000), pp 786, many illustrations, \$44.50, ISBN 977 424 5253

This was Lane's favourite and perhaps most important work, which, unfortunately, failed to be published in his lifetime. Jason Thompson's exact and dedicated edition deserves much praise.

**Tim Mackintosh Smith**, *Travels with a Tangerine: A Journey in the Footnotes of Ibn Battutah* (London, John Murray 2001) ISBN 0-7195-5849 2

Seven centuries divide Tim Mackintosh Smith's present-day travels and those of Ibn Battutah (or IB, as TMS refers to him), and many travellers throughout those centuries are entwined into his tale. The line drawings underline these links with history: the old man stomping through the streets of Tangiers has not changed much in 700 years.

Writing from knowledge of IB's forerunners and contemporaries, TMS deftly interweaves present and past: the IB Hotel in Tangiers, with its photograph of its namesake; the people who lead him along the trail; scholars, imams, cooks and farmers, booksellers and military intelligence officers... often treating the 14th century as if it were yesterday.

In Alexandria, TMS could look, as IB did, at Pompey's Pillar, but the Pharos that IB saw has long since been reduced to rubble. The Egyptians who helped him often seem timeless, suffused with the past he searched for - its perfumes, its tombs and palaces, and its saints.

TMS came, perhaps, too close, for IB fans, to back-packers in Syria, though there are interesting insights. He did, however, follow IB - "that crusader against bathhouse nudity" - into the baths of Damascus, and into the museum of science and medicine (a hospital in IB's day), and many other sites: a tomb on a traffic island and golden-domed mosques, the water wheels of Hamah, a garden of fig trees, the Assassins' and Hospitallers' castles, the citadel of Aleppo.

Going on a purposeful journey with a good writer is one of my pleasures. TMS moves through IB's connections with the past, the present and the future of the Near East, meeting contemporaries and influential men of the world - and even their descendants. I have bought soap in Aleppo from AL-Sarmini, Purveyor of Soap, where IB bought soap. TMS bought a year's supply.

*Deborah Manley*

**Henrietta McCall**, *Max Mallowan: Archaeology and Agatha Christie* (London, British Museum Press, 2001) pp 208, £18.99 ISBN 0870 155 7222

This is the first biography of Max Mallowan, which seems rather surprising, considering his many achievements. Mallowan formed an

early ambition 'to go to the east and look for things there'. He was introduced to Leonard Woolley, who took him to Ur, where he started as 'field assistant'. After his marriage to Agatha Christie, Lady Woolley made it quite clear that she would not tolerate another woman at the excavation, and the couple joined R Campbell Thomas in Nineveh. After the war, Mallowan spent 30 highly profitable years running his own excavations in Iraq and Syria, sending his treasures (or better, the part to which he was entitled) back to the British Museum. His seemed a remarkably lucky life, full of apparently effortless achievements, which ended with academic and civic honours.

Notes, references and a bibliography would have been a valuable addition, but we must be grateful to the author, who also contributes a short article on Mallowan in Charlotte Truemppler's book (see below).

*Albertine Gaur*

**Andrew Taylor**, *God's Fugitive: the life of CM Doughty* (Harper Collins, 1999), pp 351, 12 pp plates, £19.99 ISBN 0002558157

The claim to fame of Charles Montague Doughty (1843-1926) rests on the two years (1877-8) he spent in the then virtually unknown Central Asia, which resulted in his book, *Travels in Arabia Deserta*. Unlike Richard Burton (who did not much like him), Doughty travelled openly, without disguise, proclaiming himself a Christian. In consequence, he was entirely at the mercy of the Bedouin with whom he travelled. He was often snubbed, humiliated, beaten, even threatened with execution. Without Lawrence of Arabia's strenuous defence, he may well have been forgotten. Doughty made no important discoveries and was not interested in politics. He was a brave yet remote man, and this assessment of his life provides a testimony to many who travelled like him.

**Charlotte Truemppler**, (ed), *Agatha Christie and Archaeology*, translated from the German *Agatha Christia und der Orient* by Anthea Bell (London, The British Museum Press, 2001), pp 471, illustrations, maps, £19.99 ISBN 0 7141 1148 1

This is an extensive account of the life and work of Agatha Christie and her husband, Max Mallowan. There is a collection of some twenty essays by different authors about the famous couple, their travels to Egypt and the Near Middle East, the archaeological

excavations in which Christie took (as was her nature) a retiring but nevertheless important part, and finally there are essays on her detective stories and the films made from them. It is lavishly illustrated with photographs from their excavation sites; many taken by Christie herself.

At the age of 40, after a disappointing first marriage, and already a well-known author, Agatha Christie met Max Mallowan in Ur: he was 15 years her junior. Within a few months they were married and were together for nearly 50 years. Christie accompanied Mallowan to all his excavations; she worked as his photographer, finds-cataloguer, pot mender and conservator (at times cleaning the delicate ivories from Nimrud with her face cream). At the same time she wrote her books, cooked for half a dozen Europeans, and provided, where possible, medical advice). As she herself said, the characters in her books are fictitious, but the setting is real. Critics described her work as formulaic, but this made it more adaptable - the stories were translated into more than a hundred languages.

There are clear connections between archaeology and detective work. In *Death on the Nile* (1937), Hercule Poirot explains his method:

'Once I went professionally to an archaeological expedition - and I learnt something there. In the course of an excavation, when something comes out of the ground, everything is cleared away very carefully all around it...finally your object is there, all alone...That is what I have been seeking to do - clear away the extraneous matter so that we can see the truth...'

*Albertine Gaur*

Elizabeth French, *Mycenae, Agememnon's Capital: the site in its setting* has just been published by Tempus (£16.99, \$27.99). It contains a brief account of some of the travel literature concerning this site. A full version will appear in *The Mycenae Atlas* (Archaeological Society of Athens) later in the year. This information will form the basis of Elizabeth French's lecture in our day school in Oxford in February 2003

## ASTENE PUBLICATIONS

Two of the three books developed from papers given at the 1999 ASTENE Conference in Cambridge came out in 2001.

I *Desert Travellers from Herodotus to TE Lawrence*, edited by Janet Starkey and Okasha El Daly, illustrated

ISBN 0-9539700-0-0

II *Travellers in the Levant: Voyagers and Visionaries*, edited by Sarah Searight and Malcolm Wagstaff, illustrated

ISBN 0-9539700-1-9

The third book is expected shortly.

III *Egypt through the Eyes of Travellers*, edited by Nadia El Kholy and Paul Starkey, illustrated

ISBN 0-9539700-2-7

All the volumes cost £19.95 (£17.50 for ASTENE members) and are obtainable from The Museum Bookshop, 36 Great Russell Street, London WC1 3QB

Tel: 0207 580 4086; fax: 0207 436 4364

email: mbooks@btconnect.com

The volumes based on papers from the 1995 Durham Conference (I) and the 1997 Oxford Conference (II) & III) are also available.

I *Travellers in Egypt*, edited by Paul and Janet Starkey (London, IB Tauris, 1998), £25 hardback, ISBN 1 86064 324 8  
£14.95 paperback ISBN 1 8604 674 3

II *Unfolding the Orient*, edited by Paul and Janet Starkey, (Reading, Ithaca, 2001), illustrated, £35 ISBN 0-86372-257-1

II *Interpreting the Orient*, edited by Paul and Janet Starkey, (Reading, Ithaca, 2001), illustrated, £35 ISBN 0-86372-258-X

Ithaca Press: orders@garnet-ithaca.co.uk  
or from The Museum Bookshop

Discussions are in progress with a possible publisher for the Edinburgh papers.



## BOOK NEWS

The catalogue of Sotheby's sale of 17 October 2001, *The Travel Sale: Mediterranean and Middle East*, reached the ASTENE office just too late for inclusion in the autumn *Bulletin*. Lavishly illustrated as always, it covers much of interest to our members: topography, maps, books, costume illustration. Perhaps the most notable picture on offer was the original (by descent from the artist) of Dodwell's famous illustration of the Bazaar in Athens of 1805.

There will, however, be another great auction at Sotheby's, 28-30 May. Entitled *The Ottoman World*, it will also contain books, watercolours and manuscripts on the Near and Middle East. Please see the enclosed flier for details, and an opportunity to purchase the catalogue.

Dr Karen Hartnup has called to our attention the important resource published by the Institute of NeoHellenic Research: *On Travel Literature and Related Subjects: References and Approaches*, edited by Loukia Droulia. Admirably in both modern Greek and with summaries at least in other European languages, it contains useful sections on:

Travel literature on south-eastern Europe and the eastern Mediterranean, 15th-19th centuries. Short Title catalogue

Verzeichnis von Ortsnamen und Unterkunfsangaben in Reiseberichten des 16 und 17 Jahrhunderts.

A l'ombre des voyageurs: L'oeuvre géographique et cartographique de Jean-Denis Barbie du Bocage (1760-1825). Resume

A Data Bank of Illustrations accompanying the Texts of Travel Literature. Summary

Travel Manuscripts: Proposals for the Utilization by Modern Research. Summary

Towards a Typology of the Travel Literature of the 18th century. Summary

La preface du recit de voyage: les editions Francaises au XVIIe siecle. Resume

La plan d'une monarchie universelle: Quelques ecrits francais sur le Levant (XVIe-XVIIe ss).

The final two items of book news are more accurately Research Resources, since they are both only available on CD-ROM, and are indexes to enable one to search out the printed word.

*Nineteenth Century Short Title Catalogue* (NSTC) is a union catalogue of books in English, or translated from English, or published (in any language) in the English speaking world, for the period 1801 to 1919. It includes the holdings of the British Library, the Bodleian Library, the University Library Cambridge, Harvard University Library, Library of Congress, the National Library of Scotland, and, for 1801-70, the Library of Trinity College, Dublin.

It currently lists 1,500,000 titles which can be searched in various ways; by author, subject, place and/or date of publication, library location and by keyword; for records from 1871 to 1919, also by series title, publisher, language, country of publication. Many subjects likely to be of interest to us are covered, such as art, architecture, biography, geography, military history, to name but a few.

The 2 CD-ROMs can be purchased for personal use for £50 + 8.75.VAT + £3 p&p. Institutions have to pay much more. Orders and enquiries to:

Avero Publications Ltd, 20 Great North Road, Newcastle upon Tyne NE2 4PS  
Tel: (0) 191-2615790 Fax: (0)191-2611209  
email: nstc@newcastle.ac.uk

*Bibliographie du Levant* is specifically an index to books on the Middle East. It features 16,741 references, 13,083 authors, 1,000 pictures and 13 search criteria. It covers material from Syria, Lebanon, Palestine, Israel, Turkey, Armenia, Cyprus, Iraq, Iran, Yemen, Egypt, Sudan, Arabia, and Kuwait.

It is, according to two of its reviewers, 'un petit trésor' and 'une sorte de voyage privilégié'.

The price is 540 euros + 7 euros p&p for 1 CD-ROM. To order and for further details:

C & N Hage Chahine, 30 Rue Jacob F-75006 Paris  
Tel/fax: 01 46 34 66 10  
email: hagechahine@aol.com

## RESEARCH RESOURCES

### Malta National Library, Valletta

'The building which encloses the Public Library is one of the finest specimens of architecture in Malta. The style of the whole edifice is grand and regular, and the arcade which extends along its whole length forms a delightful portico and gives the facade a very imposing appearance. This structure was erected during the reign of the Grandmaster Rohan [begun in 1786]... The shelves, etc., were furnished at the expense of the Bailiff Fra Don Carlos Perez de Sarrion, a native of Alicante. In the year 1811, the British Governor, Sir H Oakes, had all the books transported from their incommensurable rooms near the Public Treasury to their present site... In the Public Library is kept a small collection of antiquities and curiosities, found at various times in this island and at Gozo, together with a few birds, a wolf, a wildcat and a snake, all stuffed.'

*The Malta Penny Magazine, June 30, 1840*

The small collection of curiosities is, alas, no longer on view, but, despite far more furniture, the interior has changed very little indeed from the illustration on p29.

Opening hours: October-June 8.15-17.45; June-October 8.15-13.00; closed Sundays and public holidays

Though both the following publications are also to be found in the Bodleian Library, Oxford, we met them first in Valletta.

*The Malta Penny Magazine* was a weekly publication, edited by the somewhat eccentric James Richardson (1806-1851). After about two years his friends advised him to give it up, on what grounds he does not reveal. Its articles are amazingly eclectic in subject but its main interest to ASTENE members lies in the many illustrations both of Malta and places in the Near East: Alexandria, Bethany, Beyrout (sic), Damascus, Petra, Smyrna and more.

*The Malta Government Gazette*, also published weekly, initially in Italian, then Italian and English, finally English alone, must be essential reading for the student of 19th century Maltese history. It is also of interest to researchers into travellers to and from Egypt and the Near East, for much of

the shipping passing up and down the Mediterranean stopped at Malta. The *Gazette* lists, week by week, the ships that dropped anchor in the Grand Harbour, their port of departure (and sometimes the length of their voyage, perhaps if it had been unusually protracted), and their future destination.

From 1824, the names of the principal European travellers are listed. For example:

23 August 1824 - M. Lenant (sic, Linant) con sua famiglia arrived from Alexandria on the brig *Ann*, departing on the same ship on 26 August, bound for Liverpool. They must have remained on board and therefore were not subjected to quarantine.

31. August 1824 - H Parker (sic, Parkes?) and F Catherwood arrived, having left Alexandria on 3 August on the *Dickins*. Parker departed on the *Elizabeth* for Messina on 15 October. Catherwood somehow left unremarked, but is found again returning from Smyrna in March 1825, aboard the corvette *Cyrene*.

By 1828, ships are listed under weeks, with no specific date. We find:

Week 23.29. April 1828 - E Lane and R Hay arrived from Alexandria on the *Gran Bretagna*. As is tellingly not mentioned, Robert Hay was accompanied by Kalitza, the Greek girl he had purchased as a slave. But Hay and Kalitza were married in Malta, and when they departed for Marseilles on the *Susan* in the week 11-17 June, Mrs Hay's name was on the list.

A small selection of other travellers: arriving from Alexandria - C Sheffield, Rev Jowett, R and G Thurburn, JR Williams and Mrs Norris in 1824: J St John, Mr and Mrs Lushington, Rev Wolff, T and G Galloway in 1828.

In June 1832, Anthony Harris and J St John were both passengers on the English speronara, *Salvatore*, bound for Girgente; in August of the same year, Catherwood sailed for Alexandria on the English brig *Fortune*; in the same month Gardner Wilkinson and Nathaniel Peach and family (one son was married to a daughter of the British Consul in Egypt, John Barker) arrived from Alexandria in the Austrian brig *Docile*, and went forward on the same ship to Leghorn. In 1831, both Benjamin Disraeli and Sir Walter Scott passed through on their way to England - and so on and on.

## THE NATIONAL ARCHIVES OF MALTA

Here are kept the records of the Customs Department. Unlike the class-conscious *Gazette*, in these ledgers *all* passengers are listed, and the crews, of ships stopping at Malta. Royal Naval vessels, however, are not included, being exempt, one supposes, from Customs examination. The records begin in 1815.

On July 11 that year, William John 'Banches' (sic, Banks) and Antonio di Costa were the sole passengers on a speronara, having made a voyage of one day from Terranova (presumably in Sicily). On November 16 the Rev William Jowett and his wife arrived from London on the schooner *Lauderdale*. On January 11, 1816, on the frigate *Sparthen* from Naples, we find 'Salt, console Generale in Egitto col suo sequito' (Henry Beechey). On July 24, 1832, M. Lamartine, with his wife and five servants, departed for Constantinople in the French brig *Alceste*. On October 24 that year, Godfrey Levinge and a servant arrived from Naples in the *St Vincent* and departed on December 4 for Alexandria on the Spanish vessel *Menorchina*.

Alas, we had far too little time to spend, and would not even have achieved as much as we did without the helpfulness of the Chief Archivist, and, once or twice, other readers, who were drawn into our discussions!

The Archives are open: Monday-Friday, 8.15 am - 4.15 pm from 1 October to 15 June) and 8.15 - 1.00 on Saturdays and from 16 June to 30 September.

The archives are lodged at:

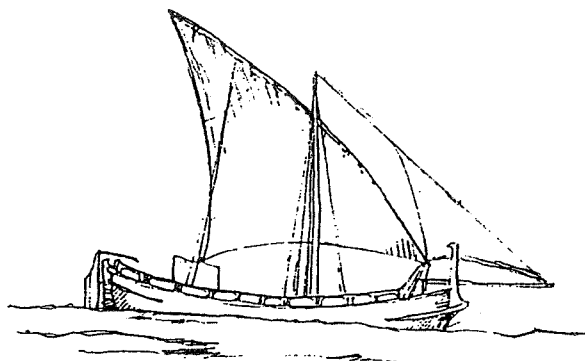
Santo Spirito, Hospital Street, RABAT RB12  
From the bus terminal outside the gate of Valletta one takes Bus 80 or 81 and alights at the first stop after the top of the hill at Rabat and Mdina; cross the road, turn right, left up Triq il-Kbira, then first right. Santo Spirito is on the left.

From Regulations, February 1828, set out in *The Malta Government Gazette*

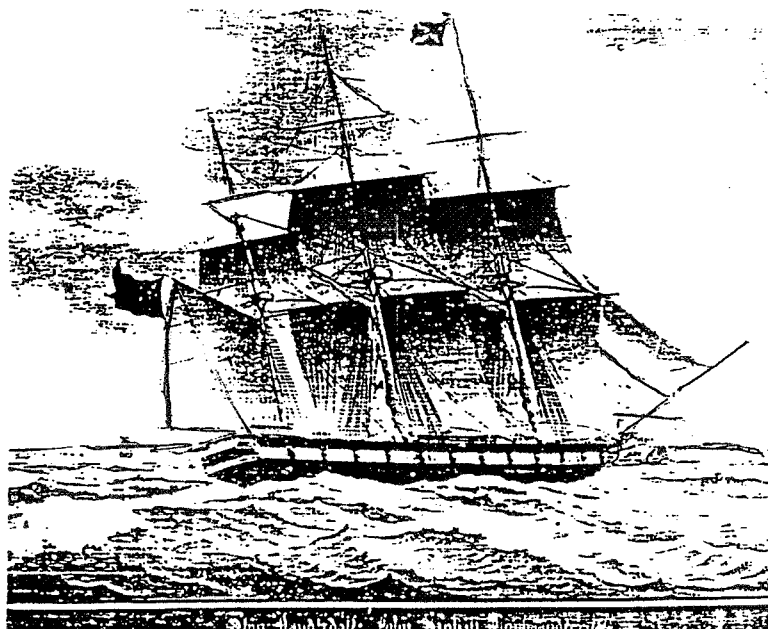
IV All merchant ships and vessels, in pratique, entering the Great Harbour of Valletta, with an intention to avail themselves of the exemption from the payment of Port Charges, shall be bound to anchor in such place as may be pointed out by the

Department of the Intendant of Marine Police, and be subject to such orders and restrictions, during their stay in Port, as Government may be pleased to impose, through the said department of Collector of Customs.

A Speronara is a lateen-rigged Maltese trading vessel with a high vertical stern



The *Lauderdale* - Reverend Jowett sailed in her in 1816



## OTHER EVENTS

### An Orientalist painter

'A time at last came when I was enabled to obtain a longer respite from the toils of a laborious profession and we thus became free to choose our own season for our annual flight from the east winds and leaden skies of England,' wrote Sir John Gray-Hill, a British lawyer and art collector from Liverpool, in the preface to his 1891 travelogue *With the Bedouins*.

His wife, Lady Caroline Emily Gray-Hill, provided the 68 sketches and photographs for the book. She also made numerous other paintings, mainly depicting small figures, tents, Bedouins and camels against a vast desert landscape. Fifty-five of these will be on show in Jerusalem at the Israel Museum's Ticho House, until the end of July.

### Land of the Pharaohs

Benjamin Kent never went to Egypt, but he was fascinated by it, and showed a discriminating eye in the antiquities he collected in the early 20th century. Among the objects was recently recognised a rare 15cm high shabti figure of the 21st dynasty queen Henuttaway. Mr Kent's collection forms the majority of the artefacts on show at the Royal Pump Room Museum, Crown Place, Harrogate, North Yorkshire, until Sunday 23 February 2003.

Opening hours: Monday-Saturday 10am - 5pm, Sunday 2-5pm (4pm Nov-March)

Admission £2, concessions £1.50

### Queen of Sheba: Treasures from Ancient Yemen

The exhibition is focused on the importance and splendour of the kingdoms of Southern Arabia that prospered through trade in incense and other precious commodities to the Near East and Roman Empire.

Hotung Exhibition Gallery, Room 35, British Museum, Great Russell Street, London, 9 June-13 October, weekdays 10-1730

Admission £7, concessions £3.50

There will be a gallery talk at 11.15, in the exhibition, on 18 and 25 June.

There will be two study days, 10-16.30, on 15 and 29 June, in the BP Lecture Theatre.

1) Arabia: Queen of Sheba - in art, literature and media 2) Arabia: Archaeology and the Incense Route - ancient trade, and the contribution of Britain to Archaeology in the

region. Fee, £25, concessions £15.

Apply to The Box Office, British Museum, Great Russell St., London WC1B 3DG

Tel: 020 7323 8181 Fax: 020 7323 8616

The Society for Arabian Studies is holding a two-day seminar this autumn, the first of a series, on Trade and Travel in the Red Sea, in association with the British Museum and the Museum's 'Queen of Sheba' exhibition. Saturday, 5 October is a study day open to the general public and Sunday, 6 October a workshop on more detailed topics.

Tickets will be £25 for each occasion. For further information please contact:

The Hon Secretary, Mrs Ionis Thompson, Tel: 01372 842788

email: ionisthompson@ukonline.com

Oxford University Faculty of Classics Graduate Colloquium 2002: Travel and Travellers will be held on 10 November 2002, 10am-5pm. The speakers will be Robert Cowan on Voyaging in Valerius; Nicholas Purcell on Understanding Roman 'villeggitura'; Katherine Clarke on Scymos and Syclax: pioneering the Mediterranean cruise; Jane Lightfoot on Visiting the Holy City: pilgrimage in Roman Syria; Jas Elsner on Travelogue in the Roman Empire: some genres of travel writing.

Further information from Christine Kraus (chrisa.kraus@oriel.ox.ac.uk) or Teresa Morgan (teresa.morgan@oriel.ox.ac.uk)

Lord Byron's Travels In 1809, Byron, aged 21, set sail for Albania, Greece and Turkey. An exhibition, on until September 30 at his ancestral home, retraces his three-year journey. Open 12.00-17.00. Entrance £4, concessions £2.

Newstead Abbey, Nottinghamshire, is on the A60, five miles south of Mansfield.

Tel: 01623 455 900 : newsteadabbey.co.uk

Three Englishmen in Abyssinia in the early 19th Century - Coffin, Pearce and Salt will be the subject of the talk by Peta Rée to the Friends of the Pitt Rivers Museum, at 6pm on October 9, at 64 Banbury Road, Oxford. Your editor feels somewhat embarrassed to be advertising her own talks in two successive *Bulletins*: it would make her feel better if she could advertise *yours*, if you would let her know by the publication deadline - September 1 for the next issue.