

and is said to have been once thickly peopled by them. Their deserted villages, indeed, still remain; but the inhabitants have been driven out by the Joassamees, who plundered them in successive debarkations on their coast, carried off all their cattle and moveables, and obliged them to seek refuge in the opposite mountains of Persia. The valleys are still said to be verdant, and both dates and water abundant; but the flocks and herds, once so numerous here, have followed the fate of their former possessors. The central range of hills, which traverses the island of Kishma lengthwise, appears to have been originally a table land, or elevated plain; but this being worn down, and broken at irregular intervals, presents a line of fantastic elevations, of moderate height, or generally under one thousand feet. The soil is white and soft, and, according to report, antimony is found in it. The hills themselves are perfectly barren; but the valleys of the interior are said to be in general fertile. This island, which is called Kishom, or Queixome, in the old voyages of the Portuguese, is described by them to have been in their days sufficiently fertile, but very unhealthy; and this complaint against the salubrity of its climate still continues. It is separated from the main land by a navigable strait of about five miles in general breadth, and having five fathoms water in mid-channel. To the north-east of Kishma, about five leagues, is the island of Ormuz, the Harmozia of the Greeks, and the celebrated emporium of the Portuguese, as well as the port of Shah Abbas at Gomberoon, called after him Bunder Abassi, of both of which mention has been already made.

At the eastern extremity of Kishma is the island of Larack, (the Oracti of the Greeks, with the Arabic article prefixed,) which is said to be high, and to afford a shelter from the north-west gales under its lee; and at the southern edge of Kishma, about midway between its eastern and western extremes, is the island of Angar, which formed the excellent anchorage of our squadron. This last island is called by the Arabs Eneeam, and is separated

from Kishma by a strait of about a mile wide, with a clear passage through, of six fathoms, and safe anchorage both within and on either side of it. The island is low towards its edges, moderately high in the centre, nearly round in form, and seemingly from four to five miles in diameter, its southern extreme being in lat. 26° 37' north.

Some observations made on this island during the expedition against the Joassamees in 1809, state that the soil of which the island is composed is chiefly sand and clay. Wherever the sea has made an irruption, the clay is petrified into hard rock; and not long since the roots of a plantation of date-trees were discovered in a complete state of petrification. Immediately beneath the surface of the soil, in a valley, which has been seemingly overflowed by the sea, salt was also found in large spiculæ. On one of the highest parts of this island were found two excavations, which were conceived to be mines; and from the appearance of the soil, it was thought probable that iron and brimstone had been found therein; indeed sand of a ferruginous quality abounds over every part of the island.

There is said to be fresh water on the south-west point only; but this article was formerly collected, during the rains, in large tanks, of which several are still remaining in a state that would require little expense to put them in perfect repair. In a failure of rain, water could be had from the villages of Kishma only; but these, as well as the ruined ones still seen on Angar, are now all depopulated and abandoned. The island of Kishma, and that of Angar, to the south of it, seem to have been included in the ancient name of Ongana, which might easily have been corrupted into Angar, and applied only to the last by the moderns, since the former was distinguished most appropriately by the Arabs as the 'long island,' in contradistinction to all the others of the Gulf.

We had the tides in our anchorage here similar in rates, course of setting, and height of rise, to those of Ras-el-Khyma,

but we had not experienced the tide of three miles per hour, which is marked in the chart to run in mid-channel. No observations had been taken for the magnetic variation since my being on board the vessel; but half a point was allowed in a rough way on the courses steered: the variation of the compass in 1809 was $8^{\circ} 45'$ west, as marked in the charts.

The island of Angar, which is called Hingam by the Arabs, is the one mentioned by Nearchus, as situated at the distance of forty stadia from the greater island of Oarakhta, and which he says was sacred to Neptune, and reported to be inaccessible.* On this passage the learned illustrator of his voyage says, 'It was inaccessible, perhaps, from some native superstition, like that attending the retreat of the Nereid in the Indian Ocean, and sacred to Neptune in a sense we do not understand. The Greeks attributed the names of their own deities to those of other nations, adorned with similar symbols; and as there is a conspicuous tomb on this spot at present, it is by no means impossible that the representations on its walls, if antique, might still unravel the superstition alluded to in the Greek Neptune.† The distance given by Nearchus is but little in excess; and is as near the truth as the guess of any modern navigator would be, who had only seen, but not actually measured it. Modern accounts of Hingam, or Angar, as it is called in the charts, make it appear that the island was at some former period well peopled, since the ruins of a considerable town, and many reservoirs for water similar to those of Ormuz, were observed there by Col. Kinnier; and the report of Captain Wainwright makes the island to be productive of metals, of which some mines were formerly worked here. In 1800 it was recommended by Sir John Malcolm to Lord Wellesley, and in 1809 by Captain Wainwright to the Bombay Government, as a place admirably adapted for an English settlement; and it must be confessed that the advantages which it offers of an excellent harbour, safe and easy of access

* Voyage of Nearchus, vol. i. p. 59.

† Vincent's Dissertation, b. 4. vol. i. p. 355.

at all times, with good water, and a cultivatable soil, are not to be found in any other island of the Persian Gulf that could be so easily defended, or is so well situated for guarding the entrance to the sea as this is.

The island of Kishma, or Kismis as it is called in the charts, on the southern edge of which Angar is situated, is the largest and the most fertile island in the Persian Gulf. It is the *Oarakhta* of Nearchus, the *Ounotha* of Ptolemy, the *Oracla* of Pliny, and the *Doracta* of Strabo,—variations common enough to all the ancient geographers, when using foreign names, especially of places so far distant and so little known as this is. It is called *Queixomo* by the Portuguese, and *Kismis* by the English, which is thought to be the same word, and is conceived to be derived from its production of a small grape without seeds, called *Kismis* in Persia, and *Sultana* in Turkey, particularly at Smyrna, where it is an article of export to England. By the Arabs, however, this island is called *Jeziret-Toweel*, and by the Persians *Jeziret-Draúz*, both implying literally ‘Long Island;’ and ‘as there is at its eastern end a town called Kassm, this is more likely to have given it the names of Kism, Kishm, and Kismis, than the production of the fruit mentioned. It is said to have had formerly three hundred villages upon it; and the report may be credited, for the fertility of the soil would be quite sufficient to support them. At present, however, there are not a dozen hamlets that are inhabited; though the situation, the soil, and the climate, are still as favourable as ever to population. The channel between this island and the continent of Persia is navigable for large ships; and our frigates, cruisers, and transports, went through it during the expedition of 1809 against the Joassamee pirates, when several of their towns and strong-holds in this channel were destroyed. The ship *Mercury* beat up through it from the westward within the present year; and the officers describe the channel to be clear and safe, the shores on both sides well wooded and watered, and the scenery of the whole channel interesting.

As on most of the islands throughout these seas, there are several dome-topped sepulchres seen in different parts of this; and it is quite probable that a similar custom of venerating the tombs of particular characters prevailing before Mohammedanism was in existence, might have given rise to the story of King Erythras and his tomb in this island. The Greek historian says, 'In Oarakhta the inhabitants pretended to show the tomb of Erythras, who, they say, was the first sovereign of their territory, and who communicated his name to the Erythrean Ocean, or at least to that part of it which is comprehended in the Gulf of Persia.*' After all that has been said on the origin of this name, I most cordially agree with the learned illustrator of Nearchus, that its most probable derivation is from Edom, a Hebrew word, signifying *red*, - and given as a name to Esau, because he desired to be fed with the *red* pottage which lost him his birth-right.† Though Yam-Suph, or the 'Weedy Sea,' is a name strictly applicable to the Arabian Gulf, notwithstanding Bruce's assertion to the contrary; yet the Sea of Edom, as the name of the land it bordered on, is much more natural; and while the Greeks translated this literally into their own tongue by the word Erythrean, they would apply it as readily to every part of the ocean approached from this sea on the east, as they did the term Atlantic to the ocean approached by Mount Atlas at the Pillars of Hercules on the west. The discovery of a King Erythras, and even of his sepulchre at the entrance of a more remote branch of this sea, would be too conformable to the taste and fashion of the Greeks, to draw forth much critical enquiry into its truth at the time of its being first suggested; and, for the same reason, it can excite but little surprise now.‡

Nov. 29th.—Having lain at the anchorage of Angar during the whole of the night, and the strength of the north-west gale being abated, we weighed with the squadron soon after sun-rise,

Voyage of Nearchus, vol. i. p. 58.

† Genesis cap. 25, v. 30

‡ Vincent's Dissertation, b. 4. p. 350.

and stood across the Gulf towards Ras-el-Khyma, having, in going out, the same soundings we had on coming in.

At noon we observed in lat. $26^{\circ} 32'$ north, and were in long. $55^{\circ} 36'$ east, with the centre of Angar bearing north-east, and the western extreme of Kishma west by north, with soundings in twenty fathoms, on mud. The winds were light, and hanging from the westward through the afternoon; and at sun-set we had the extremes of the Arabian land bearing from east by north to south by east half-east, but no part of the coast yet visible above the horizon, and our soundings deepened to forty-two fathoms.

Nov. 30th.—We had light winds through the night from off the land, and at sun-rise had shoaled our water to twenty-three fathoms on a sandy bottom, the extremes of the Arabian land from south by east to north-east by east. At 9.30. A.M. we saw the town of Ras-el-Khyma, bearing south-east, just rising above the horizon, with four large dows at anchor abreast of it. At noon we observed in lat. $25^{\circ} 50'$ north, and were in long. $55^{\circ} 34'$ east, with the extremes of the Arabian land from south-south-west to north-east by north, and the centre of the town of Ras-el-Khyma, south-east, with soundings in ten fathoms, on mud. At 2 P.M. having gone about four miles south-east since noon, we anchored in the roads, in five fathoms water, with the centre of the town south-east half-south, distant about three miles, and the extremes of the Arabian coast from north-east half-north, to south-west quarter-south.

The afternoon passed without further communication with the shore than the sending a letter to the Chief, signifying the cause of our quitting the bay so suddenly, and announcing our return, as well as granting him until the following noon to prepare his final answer to the original requisitions made.

Dec. 1st.—We waited throughout the morning at our anchorage, in hourly expectation of a deputation from the shore, when at length, about noon, a boat appeared, bringing some mes-

sengers from Hossein ben Rahma. The substance of the answer brought by them was equally as unsatisfactory as their former replies; and they wound this up by saying, that if the commander of the squadron would receive ambassadors on board his ship from the Chief, and leave pledges for his conducting them safely to the presence of the Governor in Bombay to treat of the affair in question, as well as for their safe return to Ras-el-Khyma when such treaty was concluded, they should be sent with instructions for that purpose; but that if he refused this, and persisted in his original demand, the issue must be left in the hands of Him from whom all events proceed, and what He had decreed must come to pass.

The messengers were accordingly ordered to quit the ship, and repair with all possible haste to the shore; it being signified to them, at the same time, that the final answer of their Chief could be received in no other light than as a defiance of the power of the squadron to enforce our demands, and that therefore all further negotiation was at an end.

The signal was now made to weigh, and stand closer in towards the town. It was then followed by the signal to prepare for battle, and shortly afterwards by the signal to engage the enemy. The squadron bore down nearly in line, under easy sail, and with the wind right aft, or on shore; the Mercury being on the starboard-hand, the Challenger next in order in the centre, the Vestal following in the same line, and the Ariel completing the division. The north-easternmost dow had weighed to sail up along-shore, and get closer to the other three, the approach to which was protected by the ten-feet bank or ridge described as running along parallel to the beach there. It was intended that the Ariel should have cut this vessel off; but, as the wind was light, there was no approaching her in sufficient time for that purpose.

A large fleet of small boats was seen standing in from Cape

Musunndom at the same time ; but these escaped by keeping still closer along-shore, and at length passing over the bar and getting into the creek or back-water behind the town.

The squadron continued to stand on in a right line towards the four anchored dows, gradually shoaling from the depth of our anchorage to two and a-half fathoms, where stream anchors were dropped under-foot, with springs on the cables, so that each vessel lay with her broadside directly facing the shore. ' A fire was now opened from all in succession, the Vestal having discharged the first gun, and these were all directed to the four dows anchored close in-shore. These boats were full of men, brandishing their weapons in the air, their whole number exceeding probably six hundred persons. Some of the shot from the few long guns of the squadron reached the shore, and were buried in the sand ; others fell across the bows and near the hulls of the dows to which they were directed ; but the carronades all fell short, as we were then fully a mile from the beach. The master of the Challenger was now sent with a boat to sound, in order to ascertain if it were practicable at that time of tide to approach any nearer to the enemy ; but he found the bank of ten feet to be only a few yards within the ship, which drew fourteen. The Vestal and Ariel, however, dropped to within six inches of their own draught of water ; and in the Mercury we had not a foot to spare ; yet, even with the risk of grounding, our fire was ineffectual ; and out of at least three hundred shot that were discharged from the squadron jointly, not one of them seemed to have done any execution.

The fire was returned from the dows with as little success, all their shot falling short ; but two of the forts, after some time passed in preparation, at length opened on us, and their fire was much more ably directed than even ours had been : none of their shot fell far from us ; and one of them carried away the Vestal's fore-shrouds in its passage, and then dropped under the weather-bow.

The Arab colours were displayed on all the forts ; crowds of

armed men were assembled on the beach, bearing large banners on poles, and dancing ^{round} around them with their arms, as if rallying around a sacred standard, so that no sign of submission or conquest was witnessed throughout.

Seeing that all our efforts were unavailing from the ships, and judging that there was no chance of success in attempting to cut these dows out with our boats, though every boat of the squadron had been hoisted out before we left our first anchorage for that purpose, the signal was made to weigh. The Ariel continued to discharge about fifty shot after all the others had desisted, but with as little avail as before; and thus ended this wordy negotiation, and the bloodless battle to which it eventually led.

The instructions of the Bombay Government had ordered that, on the failure of the application for redress, the squadron should retire, after signifying to the Chief, that he might expect the displeasure of the British nation to be visited on him in return for his hostile acts against their flag. Had this been strictly complied with, the Joassamees might have remained in a state of suspense with regard to the capture of our vessels, agitated between hope and fear; and time would have been given to the Bombay Government to prepare a more formidable expedition against them, without exposing their vessels to capture during the interval. But by this act of open warfare, which admitted of a triumph over our weakness, and a contempt of our incapacity to accomplish what we had attempted, all peace was at an end, and the slightly armed merchant-ships of the English were exposed from this moment to be attacked in their passage; since they must all pass in sight from Ras-el-Khyma, on entering and on departing from the Gulf. It is true that the destruction of the four dows which lay at anchor in their harbour prepared for such depredations would have been a temporary good, if it could have been effected; but even this would have been but a trifling reduction of their blockading force, while they had, as we were assured from other quarters, fifteen sail cruising at the entrance of the Gulf, from Ras-el-Had on

the Arabian side, to Cape Jask on the Persian shore; and five other sail blockading the entrance of the Bussorah river. At all events, it would have been wise to have first weighed all the obstacles, so as to decide whether they could be overcome or not, before undertaking what, if accomplished, would have been a very doubtful benefit; and what, if failed in, was likely to make the most unfavourable impressions, and lead to very serious consequences before they could be provided against by any counteracting force.

It was about four o'clock when we made sail from the bay and stood out to sea. We now all disarmed; since every one in the ship, whether passengers, servants, or others, had girded on his weapons, under an idea that, as the boats were hoisted out to attack, our own vessels might have to repel an assault in return; and that all, in short, might be called upon to lift their hands in defence. It would be difficult to paint the trembling alarm, the tears, and womanish agitation of the two Persian Secretaries of the English Resident on this occasion. Colonel Corsellis and myself had succeeded in animating all the rest, however, by our example; and Mr. Bruce and Mr. Taylor, who had gone on board the Challenger before the bombarding commenced, had taken the Arab Mollah and the Bahrain pilot with them.

At sun-set the crew were summoned by the tolling of the ship's bell to attend the funeral service of one of their shipmates. This was an European, who had been some time in a state of great weakness; and, on hearing of the preparation for battle, was so much agitated by the discharge of the first gun, that he fell back and expired. The simplicity with which this solemn service was performed, and the devout attention with which it was witnessed by the sailors, who but an hour before were lost in one roar of blasphemy and imprecation, was particularly impressive; though, like the track which their vessel ploughs so deeply on the ocean, it was in a moment afterwards forgotten and effaced.

Dec. 2d.—The squadron had continued together during the night, on their way to Sharjee, where demands similar to those

which had been already refused at Ras-el-Khyma were to be made. This town was known to bear about south-west from our point of departure from the latter, at the distance of forty miles; but from an unnecessary fear of approaching the shore, the squadron had all steered out west-south-west, after the example of the Commodore; in consequence of which, we had no land in sight when daylight appeared.

In leaving our inner anchorage at Ras-el-Khyma, and steering west-south-west to the offing, our soundings were by no means so regular as in the course of our approach from the outer anchorage to the shore had been. We first gradually deepened to three and a half fathoms, and had then four and four and a half at a cast, returning again to three, and immediately deepening to five, which proved the existence of overfalls, or ridges and banks, in the bottom. Beyond ten fathoms, we deepened more regularly to twelve, thirteen, fifteen, seventeen, eighteen, twenty, and twenty-one, at intervals of an hour between sun-set and midnight; and then shoaled again to twenty, eighteen, seventeen and a half, seventeen, and sixteen and a half, in hourly intervals from midnight until sun-rise, without once altering our course from west-south-west, and having gone on an average of three knots per hour, or about forty miles by the log, during the whole run. The land-breeze dying away at an early hour, we all lay becalmed; and, from inattention and bad steerage, were so widely separated from each other, as to be scarcely able to distinguish any signals made. The Commodore, growing impatient of this delay, sent his boat from a distance of at least three miles, in the calm, to communicate his intention of sending off the *Vestal* from hence to Bombay with dispatches relative to the issue of the negotiation at Ras-el-Khyma, and to desire Mr. Bruce to prepare for that purpose with all possible speed. This, indeed, was a measure which ought to have been done in the opinion of all, except the immediate leaders themselves, on the first day of our anchoring at Ras-el-Khyma, when the ship to be dispatched would have gone off with a fine

north-west gale, which, by carrying her straight into the regular monsoon of the season, would have ensured her passage to Bombay in six or seven days. She had been led about, however, from Ras-el-Khyma to Angar, and from Angar to Ras-el-Khyma again, without either necessity or advantage; and even now had again been taken fifty miles on an opposite course to that of her destination; during all which delay, the north-west gale, and with it the chance of a quick passage, had ceased, and the prospect now before them was that of a long and tedious voyage. This was an evil of the utmost importance; for, as the Government of Bombay had expressed its intentions of preparing and assembling forces for an expedition into the Persian Gulf, its departure would depend entirely on the advices received as to the result of the present negotiation; and the season of the fair weather monsoon being now far advanced, the delay of a fortnight would render it too late to embark them during the present season, the loss of which season would occasion a suspension of all operations for at least six months.

At noon we observed in lat. $25^{\circ} 22'$ north, and were in long. $54^{\circ} 43'$ east, still calm, in fifteen fathoms water, and no land yet in sight in the point of bearing to which the squadron were directed, though the high land of Ras-el-Khyma and the island of Bomosa were still visible. The signal being made for commanders to visit the Commodore, preparatory to our parting company, Colonel Corsellis and myself, who had been promised a passage to Bombay in whichever vessel might be first dispatched, were transferred from the Mercury to the Vestal, and soon after this the squadron separated,—the Mercury and Ariel to go to Sharjee, Linga, and Charrack, for negotiations similar to those entered into at Ras-el-Khyma; ourselves, to Bombay; and the Challenger to convoy us clear of the Gulf, and from thence proceed to Muscat to give information of hostilities, and afford protection to vessels bound upward from thence.

It was about four o'clock when the colours were hauled down, as we made sail: we then steered out to the eastward, with the sea-

breeze setting in at north, and gradually came up hourly to north-north-east at midnight, having gone about thirty-two miles, and deepened our water hourly to twelve, twelve and a half, thirteen, fourteen, fifteen, sixteen, seventeen, and eighteen fathoms, always on a sandy bottom.

DEC. 3rd.—The wind having drawn round progressively to the north-west, we steered from midnight to sun-rise a course of north-north-east, making a distance of thirty miles, deepening our water on the whole to forty-three fathoms, on a soft bottom, and then having the extremes of the Arabian land to bear from east by north to south-south-east, with the high land of Comberoon north-east. The wind now became light and variable, and at ten A.M. it freshened up from the south-south-east, drawing round southerly, and settling at last at south-west.

At noon we observed in lat. $26^{\circ} 17'$ north, and were in long. $56^{\circ} 8'$ east, the island of the Great Quoin bearing east-north-east half-east, and the extremes of the Arabian land from east half-north to south half-west. The south-west wind continuing fresh and fair, we stood on to the eastward, with all sail, going nearly eight knots. At one P.M. the islands called the Quoins became visible from the deck, and at three P.M. we saw through the passage between them and Cape Mussunndom. The Quoins are two small islands, or masses of rocks, high, barren, and presenting cliffs on all sides, so as seemingly to preclude landing on any part of them; they are consequently uninhabited, and perhaps as yet untrodden by human foot. These islands are less than a league distant from each other, but have a clear passage of twenty fathoms between them, which is never however attempted but in cases of the most urgent necessity, from the probability of irregular blasts of wind, eddy currents, and the forbidding aspect of their cliffy shores. They lie about three leagues to the north-north-east of Cape Mussunndom, and afford a clear passage of fifty fathoms between; though even this, broad as it is, is seldom run through but with a steady leading wind, to secure success.

Cape Mussunndom, erroneously called Mussledom in most

charts, is itself composed of a cluster of high and rugged islands, completely barren, with steep cliffs on all sides, and seemingly rent from each other by some great concussion of nature, which tore them in separate masses from the high promontory of the continent behind them. Between all of these, it is probable that there are passages of deep water; but as a necessity of navigating through them could hardly ever exist for large ships, so the attempt would be imprudent in the extreme; since hidden rocks and violent currents might be expected there, as well as sudden gusts through the chasms which the channels of the islands form.

The actual point of this Cape is extremely difficult to fix with precision; for, opposite the termination of the promontory of the continent are several broken islands, all of them high, steep, and barren, and, by the abrupt chasms that appear between them, they seem to have been separated both from the main land, and from each other, by some violent convulsion of nature. The water is known to be, of great depth all around and between these islands; and this circumstance, with the narrowness of the channels, occasions continual eddies, which are dangerous to ships passing near them. An instance is mentioned of an English ship of war anchoring in upwards of one hundred fathoms water in a calm, to prevent being driven on the rocks; and this was within half a mile of the cliffs.

This promontory is unquestionably the Maketa of Nearchus, seen by him from the opposite coast of Persia, and estimated at a day's sail in distance; and the information given to him by those acquainted with the country, that this vast promontory was a part of Arabia, and that from the ports in its neighbourhood spices were exported to Assyria, proves the existence of a very ancient commerce between the Arabs of these parts and India, from which such spices must have been brought.* It is no doubt also the same cape which is named Mount Pasabo by Marcian, and Asabo by Ptolemy, who calls the range, of which this is the termination, the Black Mountains; but I cannot help thinking the construction a forced one, which makes the combination of these

* Vincent's Nearchus, vol. i. p. 51.

names to mean the Black Mountains of the South, from a supposed affinity between Asaba and the Arabic word Asswad, black, as suggested by Sir Harford Jones. Dr. Vincent's interpretation of Sabo, as sometimes signifying the south, is more happy; but even then, it would be only to the very northernmost Arabs that this relative term would be a just one; for, to all the Arabs of the coast of Yemen, Hadramaut, &c. who, as navigators, were likely to have fixed the name, these mountains would be in fact northern ones.

The proper name of the Cape, as pronounced by all the Arabs of these parts, is Ras-el-Mussunndom; so that the other conjecture of Sir Harford Jones, as supposing this name to be a corruption of Ma-Salaum, or Cape Safety, is not more happy than his former one. The ceremony which he describes, as performed by the Lascars or country sailors of vessels coming into the Gulf, I have never witnessed; nor could I, after all my enquiries, learn that such a custom existed; so that the conjecture as to the name, and the reason adduced in support of it, seem to rest on equally frail grounds.*

The distance from Cape Mussunndom to the opposite point of Ras Mobarack, or the 'Blessed Cape,' on the Persian shore, is about ten leagues; so that the entrance of the Gulf is sufficiently broad for all the purposes of navigation; and the land, being high, is distinctly visible on both sides at once, from any part of the channel. This Ras Mobarack, or Bombarrack, as it is called, though placed in its right position by McCluer, is thrown down near Cape Jaskes by Arrowsmith, without any statement of authorities for the alteration.

The wind drew round from the south-west again to south, and, blowing thus right into the Gulf, obliged us to tack, and try to beat in mid-channel, in which we were slightly favoured by a current still setting outward, as the effect of the last north-west gale.

At sun-set we had the visible extremes of the Arabian land bearing from west-north-west to south-west by south; the island

* See Vincent's Dissertation, vol. i. p. 321.

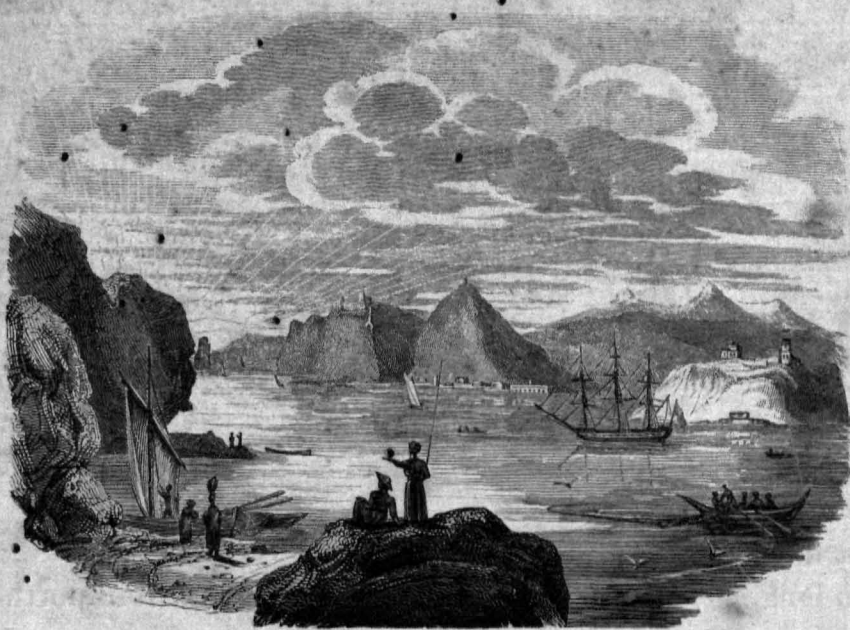
of the Great Quoin north-west half-north; the island of the Little Quoin north-west half-north; and the outermost island of the Cape, which is generally called Mussledom Island, north-west by west half-west; with the visible extremes of the Persian land from north-west by north to south-east. Our soundings having now ceased to be a guide, as we had no bottom at fifty fathoms, the lead was discontinued, and we still beat to windward until midnight.

DEC. 4th.—During the early part of the morning it was calm, and this was succeeded just before daylight by light breezes, varying from west-north-west to east, or nearly all round the compass, having at sun-rise the extremes of the Arabian shore from north by west half-west to south-south-west half-west, and a portion of the Persian land south-south-east.

At noon we were again becalmed, and observed in lat. $25^{\circ} 48'$ north, long. $56^{\circ} 42'$ east, the Arabian land bearing from north-west to south-west by south.

In less than half an hour afterwards, a strong breeze freshened up from the south-west, which obliged us to double-reef the top-sails, and send down royal yards and masts, the ship going eight knots on a bowline, steering a south-south-east course, and close-hauled to the wind. This continued until sun-set, when the only visible land was a part of the Arabian coast, bearing west-south-west; and at midnight we were steering a point off, with the same breeze, and going nine knots free.

DEC. 5th.—The wind had drawn round to the westward after midnight, and gradually passed it to north-west by north at sun-rise, going eight knots throughout on a south-east course, the high land of Arabia then bearing from south-south-east to south-south-west, very distant. At noon, however, we approached Muscat, the principal port of the Arabian Sea, where it was intended we should separate, leaving the Commodore to return to the Persian Gulf, and proceeding ourselves to Bombay.



CHAPTER XXVI.

HARBOUR AND TOWN OF MUSCAT,* AND VOYAGE FROM THENCE TO BOMBAY.

THE harbour of Muscat, which lies in latitude $23^{\circ} 38'$ north, and longitude $59^{\circ} 15'$ east, is formed by a small cove, or semicircular bay, environed on all sides, except at its entrance, by lofty, steep, and barren rocks, and extending not more than half a mile in length from the town, at the head of the cove, to the outer anchorage, in the mouth of it; and not more than a quarter of a mile

* A small portion of this description of Muscat has appeared in one of the new *Annals* for 1829, 'The Friendship's Offering,' it being furnished by me at the request of its editor, Mr. Pringle, to accompany the View of Muscat, engraved by Jeavons, from a painting by Witherington, after a sketch of Colonel Johnson, of the Bombay Engineers; of which the vignette at the head of this chapter is a faithful copy.

in breadth from fort to fort, which guards the entrance on the east and west. The entrance to this cove is from the northward, and the water deep, shoaling quickly from thirty to fifteen fathoms at the cove's mouth. Ships entering it from the northward, with a fair wind, should go no farther in than ten fathoms before anchoring, as the ground does not hold well; and within this, there is but little room to drive. In entering it from the west, with a southerly wind, a ship should keep close to the small rock, called Fisherman's Rock, at the north-east point of Muscat Island, as there is deep water all along its edge; and on opening the ships in the harbour, it would be necessary to brace sharp up, and luff round close to the wind, under short sail, as the wind is often squally in coming over the high land from that quarter; and as there is not an inch of room to lose in fetching the anchorage, without tacking from the harbour's mouth, ships of war, and vessels making but a short stay here, usually lie well out, in fifteen to twenty fathoms water, with Fisherman's Rock open on the east, and the town of Muttrah open on the west; but this would be neither safe nor convenient for merchant-ships having to receive or discharge cargo. These therefore generally lie farther up towards the town, in the bight between it and the westernmost fort, where they moor head and stern, or in tiers, in three, four, and five fathoms water. There is another middle anchorage, well calculated for vessels wishing to make a stay of a few days, which is sufficiently secure, and yet leaves them always in readiness to weigh for sea. This is between the eastern and western forts, and nearly in the centre of the harbour, in six, seven, and eight fathoms water; and is the spot in which the Imaum's frigates and other large ships generally anchor.

The town of Muscat is seated near the shore, at the bottom of the hills, and in the south-western quarter of the cove described. It is of an irregular form, and meanly built, having apparently no good edifices in it, excepting the residence of the Imaum, and a few of his nearest relatives, and others holding the first posts

of government. It is walled around, with some few round towers at the principal angles, after the Arabian manner; but this is only towards the land-side, the part facing the sea being entirely open. Before this wall, towards the land, was originally a dry ditch, but it is now nearly filled up, and this side may in all respects be considered its weakest one. For its defence, towards the sea, there are three principal forts and some smaller batteries, all occupying commanding positions, and capable of opposing the entrance into the harbour even of the largest ships. The walled town is certainly less than a mile in circuit; but the streets being narrow, and the dwellings thickly placed, without much room being occupied by open squares, courts, or gardens, the estimated population of ten thousand, given, as they say here, by a late census of the fixed inhabitants, may not exceed the truth. Of these, about nine-tenths are pure Arabs and Mohammedans; the remainder are principally Banians and other Hindoos from Guzerat and Bombay, who reside here as brokers and general traders, and are treated with great lenity and tolerance. There are only three or four Jews, and no Christians of any description, resident in the place; though, as far as I could learn, there was no law or custom that excluded any class.

Besides this walled town, there is an extensive suburb without or behind it, formed of the dwellings of the poorer class of people, who live in huts of reed, and cabins made of the branches of trees interwoven with mats of grass, in the same way as at Mocha, Jedda, Hodeida, and the other large towns on the western side of Arabia on the Red Sea. The population of this suburb may amount to three thousand, a portion of whom are by origin Persians, and settlers from the opposite coasts near the mouth of the Gulf.

The Government of Muscat is entirely in the hands of the Imaum. The power of this Prince extends, at the present moment, from Ras-el-Had, on the south-east, to Khore Fakan, near Ras-el-Mussunndom, on the north-west; and from the sea-shore,

on the north-east, to from three to six days' journeys inland on the south-west. The whole of this territory is called *Amān* (أمان), implying the land of safety or security, as contrasted with the uncivilized and unsafe countries by which it is bounded. On the north, as before observed, it has the sea; on the south, are the Arabs of Mazeira, who are described as a cruel and inhospitable race, and whose shores are as much avoided, from a dread of falling into the hands of such a people, as from the real dangers which it presents to those who coast along it. On the east, the sea also forms its boundary; and on the west are several hostile tribes of Bedouins, who dispute among themselves the watering-places and pasturage of the Desert, and sometimes threaten the borders of the cultivated land. The southernmost of these unite with those of Mazeira, and still retain their original indifference to religion; but the northernmost are by degrees uniting with the Wahabees; and being infected, as soon as they join them, with the fanaticism of that sect, they are daily augmenting the number of the Imaum's enemies, and even now give him no small degree of apprehension for the safety of his northern frontier.

Throughout this space, thus distinguished by the name of *Amān*, and which is somewhat more extensive now than it was under the predecessors of the present governor, are scattered towns, villages, and hamlets, in great abundance. The face of the country is generally mountainous within-land, and the mountains are in general rugged and bare; but, as they are very lofty, the dews, of which they facilitate the fall, and the clouds which they arrest, give a mild and agreeable temperature to the air that blows around them, and causing showers to wash down the decomposed surface of the rocks, they add to the soil of the valleys, and occasion also rills and torrents to fertilize them. In these valleys are corn-lands, fruit-gardens, and excellent pasturage for cattle; and some of the country residences of the rich inhabitants, whose situations have been judiciously chosen in the

most agreeable of these fertile spots, combine great picturesque beauty, with the desirable enjoyments of shady woods, springs of pure water, and a cool and healthy air. The land near the sea-coast mostly extends itself out from the feet of the mountains in plains, which are but scantily watered by a few small streams descending through them to the sea, but which produce nevertheless an abundance of dates, nourish innumerable flocks of sheep, goats, and camels, and are lined all along their outer edge by small fishing-towns, which give occupation to one part of the population, and furnish seasonable supplies of food to the other.

The revenues of the Imaum of Muscat are derived chiefly from the commerce of the port. There are no taxes levied either on land or on cattle throughout all his dominions; and corn and dates, the only two productions of the soil which are in sufficient quantity to deserve the notice of the Government, pay a tithe in kind. The duties on commerce are five per cent. *ad valorem*, paid by strangers of every denomination; and two and a half per cent. by Arabs and other Mohammedan flags, on all goods brought into the port. As the country exports but little of its own productions, and these are duty free, it may be said that there is no export duty here; since transit goods, having once paid it on their importation, pay nothing more, whether consumed in the country, or exported from hence to any other market. As far as my enquiries went, it appeared to be the general opinion, that the revenues of the Imaum, from the productions of his own country, did not exceed a lack of rupees per annum; while that collected by the Custom-house of the port, on foreign commerce, amounted to at least twenty lacks, or, as my informant said, ten hundred thousand German crowns, estimated in round numbers.

During the lifetime of the present Imaum's father, or about twenty years since, the foreign trade of Muscat, in its own vessels, was much more considerable; and the number of ships, under other flags, resorting to its port, much greater than at present

They were then the carriers of India, under a neutral flag, as the Dutch were once, and after them the Americans, in Europe. The wealth which their merchants acquired from the high freights given to their vessels, both by the English and the French, in the time when the Indian Sea was a theatre of naval war, enabled them to purchase largely of the prize goods which were then to be found in the ports of both these nations at a very low rate, and to carry them in their own vessels with security to every part of the Eastern Islands, the coasts of Pegu, and the ports of the Arabian and Persian Gulfs, where their profits were immense. Their own port too, being made, like Malta in the Mediterranean, a magazine or depôt of general merchandize, the smaller vessels of all the surrounding nations who could not procure these goods from the English or French settlements direct, came and bought them here, so that the port was always crowded with shipping. The trade of Muscat is at present confined to about twenty sail of ships under the Arab flag, properly belonging to the port, and forty or fifty bughelas and dows. The former, which vary in size from three hundred to six hundred tons, are employed in voyages to Bengal, from which they bring muslins and piece-goods; to the Eastern Islands, for drugs and spices; to the coast of Malabar, for ship-timber, rice, and pepper; to Bombay, for European articles, principally the coarser metals, lead, iron, and tin, and for the productions and manufactures of China, into the ports of which country their flag is not admitted; and lastly, to the Mauritius, for coffee and cotton in small quantities, returning by way of Zanzibar on the African coast, where they have a settlement, in which is collected gold dust, ostrich feathers, tamarinds, elephants' teeth, and slaves. Their dows or smaller vessels carry assortments of all these goods to Bussorah, Bushire, and Bahrein, from which they bring down dates, pearls, and dollars, with some little copper; to the coasts of Sind and Baloochistan, from which they bring in return the commodities of more distant countries, met with at Mecca during the great

fair of the Pilgrimage; and to Mocha, from whence they bring the coffee of Yemen, the gums of Socotra and the Samauli coast, and both male and female slaves of Abyssinia in great numbers. The interruption of the navigation of these seas by the Joassamée pirates of Ras-el-Khyma has, for the present, almost suspended the coasting trade of the smaller vessels of Muscat, and even their larger ones are not always safe from them. This had given employment, until lately, to several vessels under English colours, principally from Bombay, who were employed by the merchants of Muscat at advantageous freights; but the late visit of the squadron under his Majesty's Ship Challenger to Ras-el-Khyma, and the open declaration of hostilities against them, having taken away the idea of protection from neutrality, which these merchants attached to the English flag, it is no longer resorted to as a cover for their property; and the trader is cramped and fettered by the necessity of arming every vessel, at an enormous charge, for her own defence, or submitting to the delays and vexations of convoy, which the British ships of war and East India Company's cruisers now grant to all vessels trading in the Persian Gulf. As the remittances from this place to India are made chiefly in treasure, such as gold sequins, dollars, German crowns, and pearls; and as all these pay a freight of two per cent. and are allowed to be conveyed by his Majesty's as well as the East India Company's vessels of war, these never fail of touching at Muscat, in their way, for the purpose of receiving such freight; and the King's ships being naturally preferred, from their superior force, for the safety of such conveyance, the emoluments of their commanders, from this source, are very considerable, and reconcile them to all the other inconveniences of being stationed in the Persian Gulf. Here, as at Mocha, the German crown is more commonly met with than the Spanish dollar. The former is called Rial France, and the latter Abu Tope, or Father Gun, from the pillars of the Spanish arms being thought to represent cannon. The German crown now passes current here

for twenty-one Mohammedies, a small coin of Muscat; and the exchange on Bombay was at the rate of two hundred and twelve rupees for one hundred German crowns, and two hundred and twenty-five rupees for the Spanish dollar. The Venetian sequin in gold is valued, when at full weight, at two and a quarter German crowns; all coins, however, receive their value in metal from the Sheraufs, or money-changers, who are chiefly Banians, and are very numerous here, as large profits are made by them in transactions and exchanges of money.

Out of the revenues which the Imaum receives on the productions of his own country, and on foreign trade, the expenses of his government are defrayed; but these are so light as to leave him in possession of considerable personal wealth. Were it not for the interruption of the trade, and consequently of the source of these gains, the treasures in his coffers must have been immense; but at the same time that his revenues have been recently lessened, the expenses of his government have been increased, and that too from the same cause. The growing power of the Joassamees by sea might have been checked by the arming the merchant-ships of Muscat in their own defence, and by the cruising of the frigates and sloops of war under the Imaum's flag in the Gulf, even without the assistance of the English squadron of the King's and Company's ships cruising there. But the Wahabees, of whom the Joassamees are but the maritime portion, threaten the dominions of the Imaum still more formidably by land. To repel them from his frontier, the deserts bordering on which are in actual possession of these sectaries and the tribes lately become their proselytes, it is found necessary to keep up a large moving force. Among the Arabs there are no standing armies; but every man capable of bearing arms is called on to become a soldier, whenever his services may be required. The only persons steadily kept in pay as military men are half a dozen captains, who command the forts at Muscat, Muttrah, and Burka, on the coast, with about a hundred gunners, for the management of the cannon under them. The

rest of the army may be called a sort of *levy en masse*. On his territory being threatened in any quarter, the Imaum addresses letters to the Sheiks, or heads of families, and to the men of the greatest influence and power in the quarter threatened, calling upon them to prove their allegiance by raising a body of men, specifying the number and the service required. According to the popularity of the war to be engaged in, these come forward with alacrity and good-will. Every man is already armed, almost from his cradle, according to the custom of the nation: and the very act of wearing such arms familiarizes him to their sight, and often improves the wearer in the use of them. As all discipline beyond a sort of general obedience to some chief is unknown among them, neither uniformity of dress nor of arms is required. Every man brings with him the weapons he likes best; the magazines of the Prince supply the ammunition; and the heads of such districts as the armed force may be actually in, are enjoined to furnish them with subsistence. Remunerations are made to these heads of districts, either by sums of money, or by exemption from tithes and duties to the amount expended. The spoils of the war, if any, are entirely divided among those engaged; and besides a stipulated daily pay to every man bearing arms, in proportion to his rank, an ample reward is made to every one at the close of the war, proportioned to the service which he himself is thought to have individually rendered. These branches of expenditure at the present moment, when the Imaum has a body of twenty thousand men on foot, press hard on the declining revenues of his port; but on the other hand, he is liberally supported by every one throughout his dominions, and voluntary gifts of sums for the prosecution of the war are made by wealthy patriots: and his own resources are thought to be yet very ample, and much more than adequate to meet every exigency.

The appearance, dress, and manners of the Arabs of Muscat differ but little from those of Yemen and the coast of Hadramaut. In stature they are of the middle size, but almost invariably

slender. Their physiognomy is not so marked as that of most of the Desert Arabs, from their race being more mixed with foreigners brought among them by trade. The complexions of those of pure Arab descent are much fairer here than in any part of Arabia that I have visited, from the southern borders of Palestine to the Indian Ocean; though, excepting the plains of Babylonia, Muscat is the hottest place I have ever experienced, in any part of the world. From the preference which seems to be given here to handsome Abyssinian women over all others, there are scarcely any persons able to afford this luxury, who are without an Abyssinian beauty, as a wife, a mistress, or a slave. This has given a cast of Abyssinian feature, and a tinge of Abyssinian complexion, to a large portion of the inhabitants of Muscat: besides which, there are many tall and handsome young male slaves, who are assigned the most honourable places, as rulers of their master's household, though still slaves; and others again, who by the death of their masters, or other causes, have obtained their freedom, and enriched themselves so as to become the principal merchants of the place.

A distinguished person of this last description had recently arrived here with all his family and suite, from Bombay. This man was a native of Gondar, tall, handsome, and of regular features, approaching to the European form; but his complexion was a jet black, and his hair short and woolly, though he had nothing else in his appearance that was African. He was originally brought from Massowah, on the Red Sea, and sold as a slave at Muscat. Having the good fortune to serve a most excellent master, and being himself a faithful servant, he was admitted as adopted heir to all the property, there being no children to claim it; and, as is not unfrequently the case in similar instances of a faithful slave serving a benevolent owner, he was invested with all the property by will before his master's death. Not long after, or when the time required by the law had been fulfilled, he married the widow of his benefactor, and took her and all her relatives under his pro-

tection. Making a voyage to India, he remained long enough as a fixed resident in Bombay to establish his domicile there; and, in virtue of this, was considered to be a British subject, and permitted as such to sail his vessels under the British flag. One of these, the *Sulimany*, commanded by an English captain, touched at Muscat, on her way to Bussorah. Some slaves were put on board of her against the English captain's remonstrances; and the agents of the owner, who was himself at Bombay, seemed to think, that though their principal was sufficiently an Englishman, by adoption or domicile, to obtain a British flag for his vessels, yet that they were sufficiently Arabs to be justified in conducting their own business, even in these ships, as Arab merchants. The *Sulimany* sailed for Bussorah, was examined and captured by his Majesty's ship *Favourite*, the Hon. Captain Maude, in the Gulf, was sent to Bombay, and there condemned in the Court of Admiralty, as a lawful prize, for being found with slaves on board under English colours, and accordingly condemned. The Abyssinian, finding his interests shaken by this stroke in India, had returned to what he considered his real home, and had brought all his family and domestics with him.—There were many genuine Abyssinians, and others mixed with Arab blood in their descent, settled here as merchants of wealth and importance, and this returning Abyssinian was received among them all with marks of universal respect and consideration. There are also found here a number of African negroes; but these, from their inferiority of capacity and understanding to the Abyssinians, seldom or ever obtain their freedom, or arrive at any distinction, but continue to perform the lowest offices and the most laborious duties during all their lives.

These three classes are all Mohammedans, and of the Soonnee sect. Their deportment is grave, and their manner taciturn and serious; but there is yet an air of cheerfulness, and a look of content and good-nature mixed with what would be otherwise forbidding by its coldness. Beards are universally worn; but these are by nature thin and scanty: they are generally preserved of

the natural colour, and not dyed, as with the Persians; though henna, the stain used for that purpose, is here applied freely to the soles of the feet and the palms of the hands; as well as cohel, or surmeh, the Arabic and Turkish names of antimony, to the eyes, from an idea that it increases their sparkling effect, and preserves the sight. Rings are sometimes worn, with the turquoise or firouzi stone set in them.* The dress of the men is simply a shirt and trowsers of fine muslin, slightly girded round the waist, open sandals of worked leather, and a turban of small blue checked cotton, with a silk and cotton border of red and yellow, a manufacture peculiar to the town of Sahar, to the north-west of Muscat, on the coast. In the girdle is worn a crooked dagger; and over the shoulders of the merchants is thrown a purple cotton cloth of Surat; while the military, or people of government, wear a neatly made wooden shield, hung by a leathern strap over the shoulder, and either hang the sword loosely above it, or carry it in their hand. Nothing can surpass the simplicity of their appearance, or the equality of value between the dresses of the wealthiest and the lowest classes of the people. The garments of the Prince, taken altogether, without his arms, could not have cost more, I should conceive, than about an English guinea; and his arms were

* Pliny describes this stone under the name of Gallais, which is translated 'turquoise.' His observations on it are these:—It has a certain green, inclining to a yellow. It is found among the inhabitants of Caucasus, and here they grow to a large size, but are imperfect. The finest and the best are those of Carmania. In both countries they are found softly imbedded in earth, and, when seen in cliffs, project out like bosses. They are mostly found in places difficult of access, and were, for that reason, formerly slung at with slings; so that a mass of earth falling, brought them down with it. This stone was in such esteem among the rich people of the countries themselves in which they were found, that no jewel was preferred above it, for collars, chains, or necklaces. They must be fashioned into the desired shape by the lapidary, and are easy to be wrought upon. The best stones were thought to be those that came nearest the grass-green of an emerald (though now the bluest are preferred, and a green tinge is held an imperfection). Their chief beauty was however considered to be given by art, and it was admitted that no stone became setting in gold better than it. The finer colour a turquoise was, the sooner it was thought to lose its hue; and the baser it was, the longer to retain it. It was added that there was no stone more easily to be counterfeited by art than this was.—*Plin. Nat. Hist.* b. 37, c. viii.

not nearly so costly as is usual among the northern Arabs and the Turks. Notwithstanding which, however, the people of Muscat seemed to me to be the cleanest, neatest, best dressed, and most gentlemanly of all the Arabs that I had ever yet seen, and inspired, by their first approach, a feeling of confidence, good-will, and respect.

The foreigners who sojourn here for such periods as their business may require, but who are not reckoned among the permanent residents, are Hindoos; principally Banians from Guzerat; some few Parsees from Bombay; Sindians and Belooches from the coast of Mekran; Persians from Bushire, Arabs from Bahrein; and Jews from Bussorah. Some Desert Arabs sometimes come in from the country; and while they are looked upon as much greater strangers by the people of Muscat than any of those enumerated, and spoken of as a sort of wild race, among whom no man in his senses would trust himself, they, in their turn, regard every thing they see of the port, the shipping, and the bustle of commerce, with an eye of surprise and admiration. The few of these men that I saw, were of a smaller stature, more dried and fleshless in their forms, of a darker colour, and altogether of a more savage appearance, than even the Yezcedis of Sinjar. Like them, these seemed never to have passed a razor over their heads, or scissors over their upper lip. Their hair was long and black, and hung in a bush of thick locks over their foreheads, eyes, and shoulders. They wore no other covering than a blue checked cotton cloth, girt around their loins by a small plaited leathern cord, and were without any other shelter for their head than the immense bush of hair, plastered with grease, which covered it. One of these only had a yambeah; two or three of them had swords and wooden shields; but the greater number of them carried short spears only. They were seemingly as barbarous and uninformed as men could possibly be.

The town of Muscat is on the whole but meanly built. The Custom-house, which is opposite to the landing-place both for

passengers and goods, is merely an open square of twenty feet, with benches around it, one side opening to the sea, and the roof covered in for shelter from the sun. This landing-place is also the Commercial Exchange, where it is usual, during the cool of the morning, and after El Assr, to see the principal merchants assembled, some sitting on old rusty cannon, others on condemned spars, and others in the midst of coils of rope, exposed on the wharf, stroking their beards, counting their beads, and seeming to be the greatest of idlers, instead of men of business ; notwithstanding which, when a stranger gets among them, he finds commerce to engross all their conversation and their thoughts. Of mosques I saw not one ; at least none were perceptible in the town by their usual accompaniments of domes and minarets. There is no public bath, and not a coffee-house throughout all the place. The bazaars are more narrow and confined, and the dwellings all certainly poorer than in either of the commercial towns of Mocha, Hodeida, Jedda, or Yambo, on the Red Sea ; and there is a strange mixture of Indian architecture in the Banians' shops and warehouses, gilded and decorated in their own fantastic way, which contrasts with the sombre melancholy of the Arab houses and alleys by which they are surrounded. The dwelling of the Imaum, which has an extensive and pretty front near the sea, the residence of one of his brothers near it, and about half a dozen other houses of the chief people here, are the only edifices that can be mentioned as good ones. The forts, which command the harbour, look contemptible to an European eye, though they enjoy commanding positions, are furnished with good cannon, and are perhaps of greater defensive strength than they would at first sight appear to be.

One great distinguishing feature of Muscat, over all other Arabian towns, is the respect and civility shown by all classes of its inhabitants to Europeans. Even in Mocha, where the East India Company have so long had a factory, the most impudent insults are offered to Franks, as they are called, even by children. Here, however, where there has not for a long while been any

European resident, an Englishman may go every where unmolested. In the town, every one, as far as I observed, even the Inaam himself, went on foot. When they journey, horses are seldom used, but camels and asses are the animals mounted by all classes of those who ride. During our stay at Muscat, I did not see, however, even one of either of those animals, though I was on shore and visited every part of the town. The tranquillity that reigns throughout the town, and the tolerance and civility shown to strangers of every denomination, are to be attributed to the inoffensive disposition of the people, rather than to any excellence of police, as it has been thought. There is indeed no regular establishment of that kind here, either in patrols or guards, except at the forts on the heights above the town, where there are sentinels who repeat their cries from tower to tower. Nevertheless, whole cargoes of merchandize, and property of every description, are left to lie open on the Custom-house wharf, and in the streets, without fear of plunder. The ancient regulation which prevented the entry of ships into the port, or the transaction of business on shore, after sun-set, is not now enforced; and though shore-boats are not permitted to come off to ships in the harbour after dark, yet ships'-boats are allowed to remain on shore, and to go off at pleasure. Every thing, indeed, is favourable to the personal liberty, the safety, and the accommodation of strangers; and the Arabs of Muscat may be considered, I think, as far as their manners go, to be the most civilized of their countrymen. The author of '*L'Histoire Philosophique et Politique des Etablissemens et du Commerce des Européens dans les deux Indes*,' speaks of the people of Muscat as celebrated, at the earliest period of their commercial history, for the most excellent qualities. He says, '*Il n'est point de peuple dans l'Orient dont on a loué si généralement la probité, la tempérance, et l'humeur sociale. On n'entend jamais parler d'infidélité dans le commerce, qu'il n'est pas permis de faire après le coucher du soleil. La défense de boire du vin, et des liqueurs fortes, est si fidèlement*

observée, qu'on ne se permet pas seulement l'usage du café. Les étrangers, de quelque religion qu'ils soient, n'ont besoin ni d'armes ni d'escortes pour parcourir sans peril tous les partis de ce petit état.* This character of them is still applicable to their present state, and gives to their country a just claim to the proud title of Amān, from the security every where to be found in it.

The history of Muscat, as far as it is known in European annals, is given in a few words. During the splendour of the Portuguese power in the Indian Seas, and when their island and city of Ormuz was the chief magazine of trade for the Persian Gulf, the rival port of Muscat, enjoying even then the consideration which its local position was calculated to obtain for it, excited the jealousy of the intrepid Albuquerque, who made himself master of it about the year 1507, and endeavoured to force all the trade it carried on from hence, to increase that of their favourite establishment at Ormuz.† When this island was

Tome i. liv. 3, p. 268.

† After the taking of Socotra, about the year 1507, by Alfonso de Albuquerque and De Cunna, the former of these proceeded towards the coasts of Arabia and Persia, with seven ships and four hundred and sixty soldiers. He came first to Calayate, a beautiful and strong place, in the kingdom of Ormuz, built after the manner usual in Spain, but which had once been more populous. Sending a message to the Governor, he received supplies of water and provisions, and entered into a treaty of peace. Proceeding to Curiate, ten leagues farther on, he was very ill received; in revenge for which, he took the place by storm, losing only three of his own men, while eighty of the defenders were slain. After plundering this place, it was destroyed by fire, along with fourteen vessels, which were in the harbour. From thence he sailed for Muscat, eight leagues farther, which was stronger than the two former, and well filled with people, who had resorted there from all quarters on hearing of the destruction of Curiate. Being afraid of a similar disaster, the Governor sent great supplies of provisions to Albuquerque, and entered into a treaty of peace; but while the boats were ashore for water, the cannon of the town began unexpectedly to play upon the ships, doing considerable damage, and obliged them hastily to haul farther off, not knowing the cause of these hostilities; but it was soon learnt that two thousand men had arrived to defend the town, sent by the King of Ormuz, and that their commander refused to concur in the peace which had been entered into by the Governor. Although Albuquerque had received considerable damage from the smart cannonade, he landed his men early next morning, and attacked the place with such resolution, that the Moors fled at one gate, while the Portuguese entered at another. The town was given up to plunder, all except the residence of the Governor, who had

lost to them, the Portuguese endeavoured to concentrate their commerce in Muscat, of which they still retained possession. The Abbé Raynal states, that all their efforts to effect this were fruitless, as navigators took the route of Bunder Abassi, or Gonbroon, near to Ormuz, on the continent of Persia. He says, that every one dreaded the haughtiness of these ancient tyrants of India, and that there was no longer any confidence in their good faith, so that no other vessels arrived at their port of Muscat, than such as they conducted there themselves. A more modern writer says, however, that after the destruction of Ormuz, Muscat became the principal mart of this part of the world, and thereby produced very great advantages to the crown of Portugal, exclusive of the prodigious private fortunes made by individuals. During that time, continues the same writer, this city was very much improved; for, besides regular fortifications, they erected a stately church, a noble college, and many other public structures, as well as very fine stone houses, in which the merchants resided, and those who by the management of public affairs had acquired fortunes to live at their ease.* The traditions of the people here are more conformable to the Abbé's account, though it is true that their vanity would naturally lead them to prefer this to the other, if they had to make a choice between them. This

received the Portuguese in a friendly manner, and had very honourably given them notice to retire, when the troops of Ormuz arrived; but he was slain during the first confusion, without being known — *Manuel de Laria y Sousa*, vol. vi. part 2, b. 3. c. 1. s. 5.

The Portuguese Government of Ormuz and its dependencies was however so oppressive, that they constantly laid the inhabitants under undue exactions, and behaved to them otherwise with such insolence and violence, as even to force from them their wives and daughters. Unable to endure these oppressions, the inhabitants of Ormuz and its dependencies formed a conspiracy against the Portuguese, and broke out into an open insurrection against them suddenly at Ormuz, Bahrem, Muscat, Kufat, and Zoar, all in one night, by previous concert, and by a private order from their King. The attack was so sudden and well-concerted, that above one hundred and twenty of the Portuguese were slain on that night; and one Ruy Boto was put to the torture by the Moors, in defence of the Faith.—*Ibid.* vol. vi. p. 192. part 2. b. 3. c. 1. sec. 6.

* Milburn's Oriental Commerce, vol. i. p. 114.

much, however, may be said, that there are at present no visible remains of such grandeur, in fortifications, colleges, churches, palaces, and private mansions, as Mr. Milburn has described; though at Aden in Arabia Felix, and all over Salsette in India, marks of such monuments are to be traced, and it is not easy to conceive a reason why they should be more completely erased in this place than in either of the others. Both of these writers agree, however, that the Portuguese were at length driven out from Muscat by the Arabs: and that these last, to avenge themselves for their former injuries, betook themselves to general piracy, and having many large ships, from thirty to fifty guns, committed great depredations on the maritime trade of all India. They were at length so effectually checked by the naval force of the British in these seas, that their piratical pursuits were abandoned for commercial ones as early as the commencement of the last century, since which they have become such as I have here endeavoured to describe them.*

Some of the wise men of the East, who saw the star of the Messiah, and came to Judea to worship him, are believed to have assembled at Muscat in their way, according to the curious relation of an Armenian bishop, who spent twenty years in visiting the Christians on the coast of Coromandel. In giving the history of the dispersion of the twelve Apostles through the world, and the visit of St. Thomas to India, where he suffered martyrdom, this grave bishop declares upon oath, that it was affirmed by a learned native of Coulan, that there were two religious houses built in that part of the country by the disciples of St. Thomas, one in Coulan, and the other at Cranganore; in the former of which the *Indian Sibyl* was buried, who advised King Perimal of Ceylon to meet other two Indian kings at Muscat, who were going to Bethlem to adore the newly born Saviour; and that King Perimal, at her entreaty, brought her (on his return from Jerusalem) a picture of the Blessed Virgin, which was kept in the same tomb — *Portuguese Discovery and Conquest of India*, part 2. b. 3. c. i. v. 6,—in *Kerr's Collection*, vol. vi. p. 196, 197. and part 2. b. 3. c. iv. s. vi. p. 419.

This Sibyl of the East seems to have been as highly favoured with a prophetic knowledge of the great work of redemption then about to be wrought by the Deity, as the last remaining Sibyl of the West was, who continued to burn the oracular books to the last three, and still demanded the same price for these as she had done for the original nine, from a conviction of their high importance, as they contained even more sublime prophecies of the Messiah than the most eloquent of the writers among the Holy Scriptures had given utterance to.

The history of these Sibyllæ, and of the Sibylline verses, may be found at large in the Classical Dictionaries. But there is a note of a reverend Doctor of Divinity, as the Editor

A little to the north-west of Muscat, and seated at the bottom of a cove, almost of the same form and size as its own, is the town of Muttrah. As a harbour, this is quite as good as Muscat, having the same convenient depth of anchorage, from ten to thirteen fathoms, the same kind of holding ground, and a better shelter from northerly and north-west winds. Ships not being able to beat into the cove of Muscat with southerly winds, may always stretch over to the westward, and anchor in that of Muttrah, from whence they may weigh with the land-wind, and come into Muscat at pleasure. Muttrah is less a place of business than Muscat, though there are more well-built houses in it, from its being a cooler and more agreeable residence, and, as such, a place of retreat for men of wealth. Provisions and refreshments for shipping may be had with equal ease from either of these places; indeed, the greater part of those brought to Muscat are said to come through Muttrah, from the country behind.* Meat, vegetables,

of one of these works, that is worth repeating. He says, 'There are now eight books of Sibylline verses extant, but they are universally reckoned spurious. They speak so plainly of our Saviour, of his sufferings, and of his death, as even to surpass far the sublime prediction of Isaiah in description; and therefore, from this very circumstance, it is evident that they were composed in the second century by some of the followers of Christianity, who wished to convince the heathens of their error, by assisting the cause of truth with the arms of PIOUS ARTIFICE!—*Lempriere's Class. Dict. art. Sibylline.*

If the eloquence of prophecy, or the correspondence of subsequent events with the facts predicted, render it evident that such predictions must have been composed AFTER the events predicted had really occurred, it is to be feared that the Sibylline legend of Coulan will rest on as slender a basis as those of the prophetic sisters of Greece and Italy: but such a doctrine, if admitted, would sap the foundations of even the sublime prophecies of Judea.

It was a common opinion among the ancients, that their great men and heroes, at their death, migrated into some star; in consequence of which they deified them. Julius Cæsar was canonized, because of a star that appeared at his death, into which they supposed he was gone.—*Virg. Eclogue*, 19. 47. *Horace*, lib. 1. ode 12. The wise men who came from the East to Jerusalem, thus exclaim, 'Where is he that is born King of the Jews? for we have seen his star in the East, and are come to worship him.—*Matt.* ii. 2. There is a passage in Virgil too, which implies that the gods sent stars to point out the way to their favourites in difficult and perplexed cases, and that the ancients called globes of fire appearing in the air, stars.—*Æneid*, ii. 692.

Muttrah is mentioned at a very early period, as connected with Muscat, under the name

and fruit, are all abundant in their season, of excellent quality and low price; and fish are nowhere more plentiful or more delicious than here. The water also is pure, wholesome, and agreeable to the taste; it is brought from springs in the hills, and conducted into a reservoir at Muscat, from which a ship's casks may be filled in a few hours, if a sufficient number of hands be employed. This is more frequently done by large boats and people from the shore, than by the boats of the ships watering, and is found to be attended with conveniencies which more than overbalance so trifling an expense, being also much more expeditious. For ships having tanks, or wishing to fill their own casks on board, it is usual to send off water in bulk, in a large boat, filled at the reservoir; but this is found to affect the quality of the water materially, and should, if possible, be avoided. The boats themselves being frequently oiled on the inside to preserve the wood, this oil gives a peculiarly unpleasant taste to the water, which remains on it for many hours; the boats always leak a little also in their upper works, by which the sea-water is let in to mix with the fresh, and makes it quite brackish; and lastly, the men employed on this service, who are generally negro slaves, make no scruple to come from the shore with dirty feet, and to wash them in the boat; they plunge their perspiring bodies also into the water, remain in it to row off to the ship, immersed up to their middle,

of Matara. About the year 1580, when Philip the Second of Spain was admitted as King of Portugal, and obliged all the Portuguese in India to take the oath of allegiance to him, Muscat was still in their possession. There was at this time a certain Mir Azenam Pasha, a native of Otranto, and born of Christian parents, who was governor of all Yemen, in Arabia, and resided at Sana, the capital city of that province. Being desirous of plundering Muskat, Mir Azenam sent three Turkish galleys on that errand, under Ali Beg, who took possession of Muskat, whence most of the Portuguese residents saved themselves by flight, leaving their goods to be plundered by Ali Beg. The fugitives took refuge in Matara, a town only a league distant, whence they went to Bruxel, a fort about four leagues inland, belonging to Ceatani, the Sheikh or chief of a tribe or horde of Arabs. The Arab officer who commanded there, received the Portuguese with much kindness and hospitality, and protected them till the departure of Ali Beg, when they returned to Muskat.—*Manuel de Faria y Sousa*, part 2, b. 3, c. 4. s. 10. vol. 6, p. 460.

and even scrub and wash themselves in it before coming alongside, so as to leave all the filth and impurities of their skin behind them. All these causes, though creating no perceptible difference in the appearance of the water at the time, need only be mentioned, to create an objection to this mode of receiving it on board, and to give a decided preference to filling it in the ship's casks.

It has been before observed, that it is usual for ships to moor in tiers at Muscat, or, if single, to ride head and stern, as there is no room in the inner part of the cove to swing. The best anchor, and the ship's head, should be to the northward, and the stern anchor to the southward. Neither in entering the harbour, nor in securing the ship, is any assistance now given by pilots of the port, nor indeed is it at all necessary, as there are no dangers but those above water and in sight. It appears that formerly there was a Serang of the port, who moored the ships, and was allowed a fixed remuneration for it from the vessel brought in: but this is not usual now: though, if assistance were really wanted, or signals of distress made, they would no doubt be very promptly complied with. It should be added, that ships wishing to refit here, ought to be furnished with all the necessary materials on board: as naval stores of every description are scarce and dear, from their being altogether foreign produce. Ship-timber is brought to this port from Malabar: canvass from Bengal; coir from Africa and the Laccadive islands, and made into rope here; and anchors and all smaller stores, as well as guns and ammunition from Bombay. As the tide rises about five or six feet, light vessels may be hauled on shore at high-water, and careened, both at Muscat and at Muttrah, and there are shipwrights and caulkers sufficiently expert in their arts, to render any assistance that may be needed from them in that way. Deficiencies in ships' crews may also be made up by Arab sailors, who are always to be found here, and are unquestionably braver, hardier, and better seamen than the Lascars of India, though they are sometimes more difficult to be kept in order. On board their own large ships, even the names of the

masts, sails, and ropes, as well as the orders of command in evolutions, are, as in India, a mixture of Arabic, Persian, Hindee, Dutch, Portuguese, and English; so that the Hindoostanee of a country ship is quite intelligible to them all. Besides the terms common to the vessels of India, I remarked some here, which were evident remains of Portuguese domination, as 'Bandeira, Bussola, and Armada,' for flag, compass, and squadron; which are called in Hindoostanee, 'Bowta, Compaz, and Jhoond'; in Arabic, 'Beirak, Deira, and Singar'; and in Persian, 'Alum, Doorra, and Sengar.'

DEC 5.—With a strong and favourable breeze, we left Muscat and continued our course in the Vestal, under all sail for Bombay, after parting with the Challenge, who remained at the former port. At noon we observed in lat. $24^{\circ} 3'$ north, and were in long. $58^{\circ} 40'$ east, with the visible extremes of the Arabian land very distant, from south half-east to south-south-west. At 5. 30. P. M. we opened a remarkable valley, or depression in the hills, called by sailors the Devil's Gap, and forming a conspicuous mark for navigators on this coast. It is in lat. about $23^{\circ} 20'$ north, and is distant nearly eleven leagues from Muscat, in a south-easterly direction, so that it serves to mark the approach to that port.

The coast of Arabia, from Ras-el-Had, near the entrance to the Persian Gulf, to Bab-el-Mandeb, at the entrance to the Red Sea, is very little known indeed to Europeans. I had occasion, in the year 1815, to make a voyage along a great part of it, in a ship belonging to a Mohammedan merchant, called by the orthodox name of 'Suffenut-ul-Russool,' or Messenger of the Prophet; during which I had an opportunity of verifying some positions, and adding to the illustrations of the ancient Periplus of the Erythrean Sea. Some of these, which relate more particularly to the eastern portions of the tract near Ras-el-Had, may therefore be appropriately introduced here, as belonging to the hydrographical illus-

trations of ancient history, which form so large a portion of this voyage through the Persian Gulf.

The position of Ras-el-Had, as the easternmost point of all Arabia, is most distinctly marked by the author of the *Periplus of the Erythrean Sea*, who, on describing the southern and south-eastern coast, after passing the islands of Zenobius and the larger one of Sarapis, or the islands of Curia-Muria, and Mazcira, says, that on approaching the Gulf of Persia, you here suddenly change your course to the north. This is literally true at Ras-el-Had, and nowhere else upon the coast; for Ras-el-Had is the extreme point east of all Arabia, as Korodamon is in Ptolemy. 'If I had found,' says Dr. Vincent, 'that the monsoon was divided by this cape, as it is by Gardefan, I should have sought for an etymology in Greek, as the *divider* or *subduer* of the west wind: but I can learn nothing of the monsoon: and *Corus*, notwithstanding its meaning in Latin, I cannot find as the name of a wind in Greek.*' The name of this cape is written and pronounced راس الحد Ras-el-Hadd, which, when written حد in Arabic, and حد in Persian, signifies in both languages, 'a boundary, a limit, a definition, distinction, an impediment, a check, a goal for racers,'—in all which senses, it would mean either the eastern 'boundary' or extent of Arabia, or, as is literally the case, the northern 'limit' of the monsoon, which ends the moment a ship gets round it, as it does at Gardefan: and thus the Greek etymology, as a *divider* or a *subduer* of the west wind, is perfectly consistent with its present Arabic name, and, what is of greater importance still, with the more marked and permanent features given to it by nature.

Beyond Ras-el-Had, to the westward, are the islands of Curia-Muria. Edrissi calls the bay in which these islands are situated, Giun-al-Hascisc,† (pronounced Hashish.) In another place he makes Hasec the city, and Al Hascisc the bay; and the principal town of the *Periplus* in this bay is Asikho, which is but

Dissertation, vol. ii p. 351.

† Sinus Herbarum, Al Edrissi, p. 22.

another way of writing the same word.* * The Curia-Muria Islands are called by Edrissi, Kartân-Martân; and Bochart has observed that, by a change of points only, this will be Kurian-Murian: as thus, قرتان Kurtan, فرتان Kurian, (the points above the third letter making it a *t*, and below making it an *i*.) By Kurian-Murian would be meant the island of Kurian, and others around it: as it is common in Arabic, Persian, and Hindoostanee, when speaking of several things of the same or a similar kind, to add a word exactly like the name of the thing expressed, except its always beginning with an M, as Bundook-Mundook, for musket and all accoutrements thereto belonging; Barsun-Marsun, for plates and dishes, and all other table-ware: which will be recollected by every one conversant with those languages. The islands of Curia-Muria are those to which the Arabian fable applies, which speaks of two islands, one inhabited by men, and the other by women. In Oriental geography, they are placed at a great distance to the south; but the origin of the fable is on the coast, and truly Arabian. Ptolemy makes these islands seven in number.†

Mazeira, which lies beyond this, is described by the author of the *Periplus* to have been in his time not under Arabian, but Persian jurisdiction, and the natives were then uncivilized. 'A vessel,' he says, 'after passing the coast, stands off to sea from the islands of Zenobius during a course of two thousand stadia, till she reaches the island of Sarapis, which lies one hundred and twenty stadia from the main. Sarapis is two hundred stadia in breadth, and divided into three districts, each of which has its village. The natives are held sacred, and are ikhtheiophagi; they speak the language of Arabia, and wear an apron of cocoa leaves. The produce of the island is tortoise-shell, of superior quality, in great

* From Moskha, (which is assumed to be Shahr,) the coast extends fifteen hundred stadia more to the district of Asikho, (the Hasek of Edrissi: Hasek means weedy, and the sea here is said to be so,) and at the termination of this tract lie the Seven Islands of Zenobius in succession, which correspond to the Curia-Muria.—*Periplus of the Erythrean Sea*, vol. i. p. 92.

† Vincent's *Dissertation*, vol. ii. p. 347.

abundance, which the boats and small vessels from Kané come here regularly to purchase.

‘From Sarapis,’ he continues, ‘the course is along the adjoining continent, till you arrive at Korodamon or Ras-el-Had, when it turns to the north, to the Gulf of Persia; and beyond this promontory, at the distance of two thousand stadia, lie the islands of Kalaioo, or Kalaias. These islands stretch along parallel to the coast, in distinct lines, and you may sail through them, or between them and the shore. The inhabitants are a treacherous race, and during daylight their sight is affected by the rays of the sun.’†

• Dr. Vincent says, these are the islands called Swardi, a corruption of Sohar-di, or dive; this last syllable signifying, in some of the Indian languages, an island, and there being a port near, called Sohar, once as much frequented as Muscat now is, for the Indian trade. He supposes the original name of Kalaioo, or Kalaias, to be traced in Kalaiat, or Kalhat,‡ the name of the high land between Ras-el-Had and Muscat.

Beyond these islands of Kalaioo, continues the author of the Periplus, ‘there is another group, called Papias, at the termination of which lies the Fair Mountain, not far from the en-

Periplus of the Erythrean Sea, vol. i. p. 92, 93.

† Ibid. p. 93.

‡ It would appear from the following narrative, that the town of Kalayat, seated in this district, was a place of some importance. The Portuguese general, Albuquerque, on his returning from the island of Socotra, where he had wintered in or about the year 1508, to Ormuz, in the Persian Gulf, was determmed, on his way thither, to take revenge on the town of Kalayat, for some injury that had been done there to the Portuguese. Kalayat is situated on the coast of Arabia, beyond Cape Siagro, called also Rasalghat, at the mouth of the Persian Gulf. Behind this town, there is a rugged mountain, in which are some passes which open a communication with the interior; and by one of these opposite the town, almost all the trade of Yemen, or Arabia Felix, which is a fertile country, of much trade and full of populous cities, is conveyed to this port. Immediately on his arrival, Albuquerque landed his troops and took possession of the town, most of the inhabitants escaping to the mountains, and some being slain in the streets. He remained here three nights, on one of which a thousand Moors entered the town by surprise, and did considerable damage before the Portuguese were collected to oppose them, but were at length put to flight with great slaughter. Having secured all the provisions of Kalayat, which was the principal booty, Albuquerque set the place on fire, and proceeded to Ormuz.—*Manuel de Faria y Sousa*, vol. xi. pp. 109, 119; part ñ. b. 3. c. i. s. 1.

trance of the Persian Gulf; and in that Gulf is the pearl fishery. At the straits which form the entrance into this sea, you have on the left that vast mountain called Sabo; and opposite to it, on the right, a lofty round mountain, which takes the name of Semiramis.*

DEC. 6th.—The wind had gradually decreased in strength, though it still continued to blow from the north-westward, and was accompanied by clear and pleasant weather. On examining the supply of rice received from the Challenger before we parted with her, nearly the half of it was found to be unfit for use, and accordingly thrown overboard; so that we had now only enough provisions on board for a very short passage indeed. At noon we observed in lat. $23^{\circ} 7'$ north, long. $60^{\circ} 30'$ east, no land being in sight, the air being more sultry than we had yet felt it during the voyage.

DEC. 7th.—Light airs from the southward and eastward enabled us to make a few miles during the night; and we were partially assisted by a south-east current, as at noon we observed in lat. $23^{\circ} 3'$ north, and long. $61^{\circ} 17'$ east; the weather having now fallen calm, and continuing so until sun-set, when it was followed by variable airs from the eastern quarter.

DEC. 8th.—A dead calm still continued throughout the morning; but we had now felt the influence of a north-east current, as our meridian altitude of the sun gave us a latitude of $23^{\circ} 22'$ north, and our longitude, per chronometer, was at the same time $61^{\circ} 32'$ east. Soon after noon a breeze freshened up from the south-south-west, to which we made all sail on an east-south-east course, going about thirty-five miles before midnight, as the breeze gradually freshened.

DEC. 9th.—Still moderate breezes from the south-south-west, and a smooth sea. Tropic birds were seen for the first time to-day, and flying-fish of a small size: a shark, of nine feet in length, and six in width around the head, was also taken, and afforded great diversion as well as a fresh supply of food for the crew, among whom it was equally divided. At noon we observed in lat. $23^{\circ} 15'$

north, and were in long. $62^{\circ} 48'$ east, with light western airs and fine weather. Soon afterwards the wind veered southerly, and continued so, without interruption to our course, throughout the remainder of the day.

DEC. 10th.—The southerly airs had now drawn round to the south-east, and obliged us to haul close on a wind, in order to make all the easting we could before we reached the limits of the north-east monsoon; but the wind still continued very light. At noon we observed in lat. $23^{\circ} 20'$ north, and were in long. $63^{\circ} 33'$ east, the breezes being now from the south-south-west, but with a squally and unsettled appearance, and the winds flying all round the compass between noon and midnight.

DEC. 11th.—The wind had set in from the north-north-west before daybreak, and as it freshened, it drew round to east, the weather being dark and threatening. At sun-rise we had severe squalls from the east-south-east, with heavy rain; and these settled into a fixed gale from that quarter, which obliged us to send the royal-yards and masts on deck, and treble-reef the topsails. As there was at the same time a very heavy sea, we could not lie higher than south, looking up at intervals a point to windward. At noon we were in lat. $22^{\circ} 40'$ north, and long. $64^{\circ} 45'$ east, and now considered ourselves as having entered on the edge of the north-east monsoon, which prevails in the Arabian Sea from the month of September to May or June following, or nearly three-fourths of the whole year. We had here found it blowing strong from east-south-east to east-north-east, accompanied with squalls and a heavy sea, owing undoubtedly to our having the Gulf of Cutch, which lies in that direction, broad upon our weather beam; but it is known to draw more northerly, as the conformation of the land favours that direction, as well as to incline that way towards the close of the season; since in our passage from the Red Sea to Bombay, in the *Suffenut-el-Russool*, in March and April, we had the wind from north to north-north-west, at the close of our voyage, near the Indian coast.

The wind continued a fresh gale throughout the day, but the sky grew clearer aloft towards night. As it still came in squalls, however, of considerable violence while they lasted, and the sea had not abated, we close-reefed, and made the ship snug.

DEC. 12th.—The morning opened with a clear sky, but the wind was still fixed at east-north-east, the Gulf of Cutch being still open to us, and the swell of the sea high, though more regular than before. During the forenoon we had an opportunity of taking a set of lunar distances for confirming our longitude by chronometer; and the mean of two sets and three single sights, alternately taken by the commander and myself, gave us a longitude of $65^{\circ} 27'$ east, at nine A.M. At noon we observed in lat. $21^{\circ} 23'$ north, and were in long. $65^{\circ} 42'$ east, by chronometer; which was a sufficiently near agreement with the lunar distance to prove the accuracy of both, differing only ten miles in their results, when the reckoning was brought up at noon.

We had perceived some regularity in the periods of the ship's coming up and falling off, which, as she was always close-hauled, seemed to prove a diurnal and nocturnal change, influenced most probably in this slight degree by the land and sea-breezes which prevail along the western coast of India, Guzerat, and Scind during these months. In the evening the boatswain of the ship, who had been ill of a relapse into fever, from intemperance, and had been confined to his cabin for a few days only, died without pain, in the flower of his age.

DEC. 13th.—The morning presented us with the same unfavourable wind as before, with which we could not keep our course for Bombay. In consequence of the wind still hanging so far easterly, and our having on board only six days' provisions for the crew, it was thought necessary to reduce all hands to half allowance, until a prospect was afforded of our being able to reach some port of the coast of Malabar, where we might refresh.

The body of the boatswain, being opened by the surgeon of the

ship, was found to have the kidneys greatly enlarged, the bowels ulcerated all over, and the liver almost destroyed,—all of which were the effects of hard drinking, to which this young man was dreadfully addicted. On being sewn up, his corpse was carefully washed and dressed in clean linnen by his shipmates : and being wrapped up in a hammock, with two cannon-balls at his feet for sinking, the funeral service was read over him, to which all attended with due decorum, and his remains were committed to the deep.

This ceremony had scarcely been ended, before a report was brought up of the death of a marine, who had been sent on board sick from the Challenger, to be taken to the hospital at Bombay. This man, whose name was Edward Lyon, was of a good family, and in his youth had run through a fortune, in premature debauchery. The efforts of his friends to reclaim him had been so often tried and disappointed, that they at length abandoned him to his fate : and after passing by degrees into the lowest walks of life, the ranks of the marine corps brought him up, and he became fixed in the waist of a man-of-war. Among his relatives, he had a brother a rear-admiral in the British Navy, and a sister married to the captain of the Leander of fifty guns ; but he had not now a being near him to close his eyes, or even the common feelings of a messmate drawn forth to pity his untimely end. These last offices of humanity were performed by strangers, who were neither moved by his history, nor warned by his fate. His body was also opened by the surgeon, and found to be affected nearly in the same way as that of the boatswain, and from the same causes. The funeral service was read over his corpse, which was secured in the usual way, and committed to the deep.

Our lunar distances were again repeated before noon, and the mean of their results gave a longitude of $66^{\circ} 51'$ east, at ten A.M., when at noon we observed in latitude $20^{\circ} 24'$ north, and were in longitude $67^{\circ} 3'$ east, by chronometer.

We still observed the regularity of the ship's coming up and falling off at intervals of about twelve hours, with a freshening and moderating of the wind between the changes, exactly as in the land and sea-breezes along-shore. We began to come up at noon from south-south-east gradually to east-north-east at sun-set, and east about ten o'clock, the period of the sea-breeze, when the wind of the ocean here followed its direction in a slight degree, and was thus drawn more northerly, or less off the land, than the monsoon, without such influence, would have been. After midnight we again began to fall off in the same gradual way from east to south-east until past sun-rise, when the winds blew from the east-north-east, evidently influenced by the land-breezes which blow off during that period; a variation highly favourable, if taken due advantage of, to the navigation of this sea, particularly when approaching the Indian coast from the Red Sea or the Persian Gulf.

Dec. 14th.—As we closed in the Gulf of Cutch, we found the heavy eastern swell setting out of it, now exchanged for smoother water, and its violent squalls for steady though still fresh breezes. The wind too became more favourable, as its variation through the day and night was from north-east to north-north east, enabling us to lie east-south-east when most off, and to come up to east for an equal space of time. This circumstance, as it brightened our hopes of a less tedious passage than we had prepared for, admitted of an additional allowance of provisions to the crew, before they began to suffer from its first reduction.

Before noon, our lunar distances were repeated, and a mean of one set of three-sights, and a single one, taken alternately by the commander and myself, as before, gave us a longitude of $68^{\circ} 23'$ east at ten A.M., when our observation at noon made us in latitude $19^{\circ} 40'$ north, and longitude $68^{\circ} 32'$ east, by chronometer. As we advanced in a south-east line, we found the weather more and more steady, the winds more moderate in their force, and the water smoother.

DEC. 15th. — Being now completely under the lee of the Guzerat coast, we had smoother water than we had yet found, with the winds steady from the north-north-east, so as to admit of our steering east by south, with the fore-topmast studding-sail set. The weather being fine, we sent up the royal-masts and yards, and bent the light sails again; and as the prospect of a speedy termination to our voyage brightened every hour, the crew were restored to their full allowance of provisions and water.

At noon we observed in latitude $19^{\circ} 24'$ north, and were in longitude $70^{\circ} 30'$ east, when we hove to, and obtained soundings in forty-five fathoms on the Bombay bank. A yellow sea-snake had been already seen by one of the officers, the sure mark of our approach to shoaler water; and the colour of the sea was of a greener cast than in the deep ocean. At sun-set we had the same soundings as at noon, on fine grey sand; and, with a fine breeze from the north-north-east, and smooth water, we stood on east throughout the night.

DEC. 16th. — As we opened the Gulf of Bombay, we had the wind from out of it in a more northerly direction, which enabled us to set all the flying-sails and keep the ship free. At midnight we had forty fathoms, at four A.M. thirty-nine, and at sun-rise thirty-eight, the water now of a pale dull green. At seven A.M. the land was reported from the mast-head; and at nine we made it distinctly from the deck, the Peak of Bassein then bearing east by north, distant fifty or sixty miles, and soundings in twenty-five fathoms on fine sand.

We now bore up east by south half-south, and having a commanding breeze, with all sail set, we rose the land rapidly. After the high land of Bassein, and its remarkable peak, being the summit of a conical mountain of the Mahratta country, was seen, we next distinguished the piece of land called the Neat's Tongue, a portion of the island of Salsette, so named from a supposed resemblance to a tongue; though a wedge would be an equally illustrative com-

parison, it being high at its north-western end, and sloping down gradually at its south-eastern one. The two islands called the Great and Little Caringa, within Bombay harbour, next developed themselves, with the Funnel-hill and the high land of Tull Point, forming the southern boundary of the entrance to the port,—all remarkable lands, and constantly referred to as sea-marks.

We obtained, by casts of the lead, at intervals of two hours, from sun-rise until noon, the depths of twenty-four, twenty-two, and twenty fathoms; and observing then in lat. $19^{\circ} 0'$ north, and long. $72^{\circ} 31'$ east, we had the Neat's Tongue bearing due east, distant apparently from twenty-five to thirty miles.

At one P.M. still sailing at the rate of six knots, on an east-south-east course, the summit of the island of Elephanta, which is within the harbour of Bombay, began to appear over that island; and soon afterwards the trees on Malabar point, looking like vessels at anchor, for which they were first taken. The island of Bombay then gradually rose, and white houses appeared in the back bay, looking like boats under sail, with the lofty flag-staff on the hill of Malabar point. It is said that, when the summit of Elephanta becomes visible from the deck, the light-house on Coulaba can be perceived from the topsail-yard; and when the trees of the island of Bombay, and the flag-staff of Malabar point appear, it may then be seen from the deck.

It was about half-past one o'clock when we just distinguished the summit of the light-house, rising above the water, a little to the northward of the northern brow of the Great Caringa. Soon afterwards, a gun discharged there, announced the appearance of a ship in sight, which was followed by a flag at Malabar point, denoting the description of vessel, and marking the quarter from which she was approaching. The signal of our number being displayed, was then repeated by the flag-staff at Coulaba, and the name of the ship was thus speedily made known to the marine authorities of the Island.

As we approached still on an east-south-east course, the lead was discontinued, the weather being clear, and the marks now a better guide than soundings. Standing on until the light-house was in one with Browton's Grove, with the flag-staff of Bombay, and with the highest part of the Neat's Tongue, all at one time, we were then right off the pitch of the south-west prong, which extends nearly three miles in that direction off the light-house, from which we were then distant about three miles and a half, or half a mile to the southward of the pitch of the prong, in seven fathoms water. A good mark for the clear passage along this reef is the Funnel Hill, just touching in one with the northern brow of Great Caringa, on which is an old Portuguese convent: but this is not seen in thick weather.

Having the marks described in one, we hauled close round the south-west prong, steering north-east by east, and bringing a small low island, with a beacon on it, called the Oyster Rock, nearly on with the square steeple of Bombay church, keeping the church still a little open to the westward of the beacon, in order to clear the outer edge of the south-east prong. We might have shaped a course of north-east by north, for the buoy of the Sunken Rock, if the wind had been free, and from thence gained the anchorage; but the wind heading us off from the northward, we were obliged to beat up the harbour by short tacks, in which we were favoured by the young flood-tide, and anchored in safety before sun-set.

I repaired instantly to the shore, and met a cordial welcome from the friends whom I had left here about twelve months before, on my voyage to Suez, by the Red Sea; since which I had traversed nearly the whole of Arabia, Egypt, Palestine, Syria, Asia Minor, Mesopotamia, Babylonia, Assyria, Media, and Persia: and therefore had much to relate; while my complexion had been so changed by the scorching heats of the Desert, and my full dark beard and Oriental garments had become so much a part of myself,

that some time was necessary before those whom I had originally known under a very different appearance, could be quite reconciled to the change which we both experienced at our meeting. This meeting was, however, one of great and mutual gratification, which I shall long continue to remember with pleasure.

INDEX.

- ABARIK**, station of, 258
Abbas Mirza, Prince, 195
 — the Great, 207—paintings of, 217—his establishments, 224—palace of, 228—grand undertaking, 233—vow of, 234—account of his court, &c 236—anecdote of, 255—his conquest of Ormus, 473
Abd-el-Gussool, Sheik, Governor of Bushire, 350
Abd-ul-Wahab, religion of, 406
Abyssinian Slave, account of one, 514
Aga Bozoorg, a builder, at Ispahan, 232, 236
Aghwashek, village of, 11
Ahl-el-Bushire, or the race of Bushire, 349
Ahmed Shah, Medressé of, 225
Ahmedee, station of, 313
Ain-Chermook, or the White Fountain, 69
Ala-ul-Din, Seid, tomb of, 305
Albuquerque, his conquest of Muscat, 520
Alexander, his march from Susa to Ecbatana, 12, 59, 146—his grief at the death of Hephestion, 165—destroys Persepolis, 277—his marriage, 311—his conquest of Persia, 432
Alfraoun, village of, 171
Ali, Imam, miracle said to have been wrought by, 100
 — **Khan**, Hadjee, 141
 — and **Hossein**, tombs of, 2, 5, 175, 178; 236, 327
 — **Kaupée**, or **Ali's Gate**, at Ispahan, 236
Alwund, river, 38, 41
Ameer Ibrahim, a pirate chief, 426, 427
Arameenabad, village of, 248, 250
Ammianus Marcellinus, 164, 440
Angar, island of, 417, 488, 491
Antiochus the Great, fate of, 153
Arabia, Eastern coast of, little known to Europeans, 526
Arabs, the author meets with three, 16—their mode of life, 17—travellers killed by, 86—of Bussorah, 370—their character, 398, 402—different tribes of, 477—of Mazeira, 508—of Muscat, 513
Arad, island of, 453
Architecture, style of, at Ispahan, 242, 246
Ardeschir, district of, 433
Armenian Bishop, at Julfa, 208
Armenians, of Bussorah, 373
Armstrong, Mr. of Ispahan, 195, 212, 236, 239
Arrian, his account of the Cossænes, &c 51, 57, 164, 165, 166, 275—marriages of the ancient Persians, 311—Icarus of, 165
Artemita, route from Dastagheid to, 30—conjectures concerning, 36
Arzeneeah, island of, 450
Assad Ullah Khan, 191, 195, 198, 226, 239, 253
Avicenna, tomb of, at Hamadan, 166
Babcock, Capt. treatment of, by the Joassamee pirates, 113
Bagtiari, a mixed race of people, 246, 252, 260
Bactrian camel, described, 187
Bagdad, journey from, across the Diala, to Kessabad, 1
Bagh-e-Vakeel, at Shiraz, 296
Bagh-No, a new garden, at Shiraz, 295
Bagrada, river, derivation of its name, 141
Baharam, reign of, 341
Baharam Gior, story of, 229
Bahram, or **Varahram**, figure of, 133
Bahrein, islands of, 452—pearl-fishery, 456—springs of fresh water at, 457
Baill's Letters on Astronomy, 271
Baplan, plan of, 45
Bakouba, village of, 9—situation of the old city of, *ib.*
Bassein, Peak of, 535
Bath of Shah Abbas the Great, 196
Baths, at Kermanshah, described, 105, 106—*at* Kauzeroon, 324
Bazaars, at Shiraz, 293
Beard, disgrace of losing, 425
Beebee Dochteroon, a cemetery, 306
Beethoobee, island of, 118
Bellem, a small canoe, 363
Belus, temple of, 153
Beni Aass, island of, 450
Beni Lam, a tribe of robbers, 402
Benjamin, of Tudela, 167, 458
Berdistan, Cape, erroneously called Cape Kenn, 429
Biddulph's Group, account of, 461
Birk, signifies a well, 441
Bisitoon, mountain of, 138—cliffs of, 141
Boatswain, death of a, 532

- Boetians, particulars relative to the, 62, 64
 Boghaz, or mountain-pass, 55
 Boksaye, town of, 12
 Bombay government, instructions of the, 497—
 despatches to, 499—gulph of, 535
 Boy, singing, at Ispahan, 204
 Bridges, Captain, 401, 481
 British ships, attacked by Joassamee pirates, 408
 Bruce, Mr. of Bushire, 416, 424, 427, 480
 Buckingham, Mr. his illness and kind reception,
 by Mr. Rich, at Bagdad, 1—preparations for
 his journey to India, *ib.*—meets with an agree-
 able travelling companion, *ib.*—assumes the
 name of Hudjee Abdallah, 3—takes leave of his
 friends, 4—alarm of the caravan, 10—meets
 with three Arab horsemen, 16—arrives at Kesra-
 bad, 18—his progress delayed, 19—learns Arabic,
 20—loses his Koran, *ib.*—visits some remark-
 able ruins, 21—his conjectures respecting the
 Giaour Tuppe-sé and the Diale, 26—sets out
 for Artemita, 31—arrives at Khan-e-Keen, 32—
 at Zohaub, 48—at Harounabad, 70—at Ker-
 manshah, 73—visits the friends of his compa-
 nion, 76—his account of the Dervish Ismael,
 77—circumstances under which they became
 acquainted, 79—his description of the town of
 Kermanshah, 98—engages a new attendant, 113
 —visits the ruins of Tauck-e-Bostan, 115—
 arrival of a party of horsemen, 121—ques-
 tioned as to the object of his journey, *ib.*—de-
 scribes some curious antiquities, 125—encoun-
 ter with robbers, 148—reaches Kengawar,
 150—meets with an accomplished Dervish, 155
 —account of Hamadan, (the site of the ancient
 Ecbatana), 160—attacked by a fever, 161—
 leaves Hamadan, and proceeds by Alfraoon,
 Kerdakhourd and Giaour-Se, to Goolpyegan,
 168—his illness, 171—annoying inquiries at
 Goolpyegan, 183—sets out for Ispahan, by
 Rhamatabad, Dehuck, and Chal-Seeah, 184—
 meets with a party of horsemen escorting a
 youth to Ispahan, 189—becomes acquainted
 with him, 190—his account of Ispahan, 194—
 attentions of Mr. Armstrong and Assad Ullah
 Khan, 195—honours paid to him, 198—visits the
 governor of the city, 213—describes the palace
 of the Chehel Sitoon, 216—the Royal Harem,
 217—principal mosques and colleges, 220—
 Lootf Ali Khan, 221—the Mesjid Shah, or royal
 mosque, *ib.*—Medressé of Ahmed Shah, 226—con-
 versation with a learned Moollah, 227—describes
 the palace of Talar Tuweelah, 228—his depa-
 rture from Ispahan, 238—village of Mayar, 242
 —the sepulchre of Shah Reza, 243—arrives at
 the town of Komeshae, 245—Yezdikhaust, 250
 —importunities of Persian holdiers, 252—ar-
 rested, 253—questions put to him, *ib.*—proceeds
 on his journey, accompanied by the whole Per-
 sian troop, 254—visits the ruins of Persepolis,
 270—arrives at Shiraz, 286—entertained by
 Jaffier Ali Khan, 289—his description of the
 town, 290—visits the tomb of Saadi, 299—of
 Hafiz, 300—of Shah Mirza Hamza, 303—of Seid
 Ala-ul-Din, 305—his account of a descendant of
 Jengiz Khan, 307—of the Gymnasts, or Ath-
 letes, *ib.*—leaves Shiraz, 313—arrives at Kau-
 sacoon, 322—desirous of obtaining information
 from the British Resident at Bushire, 323—re-
 sidence in the governor's house, 325, 326—visits
 the ruins of Shapoor, 331—arrival at Bushire,
 344—parts with his Dervish Ismael, 345—his
 description of Bushire, 346—of Bussorah, 359—
 his history of the Joassamee pirates and their
 attacks on British ships, 464—voyage from Bu-
 shire down the Persian Gulf, 428—Ras-el-
 Khyma, 476—goes on shore as interpreter, 481
 —island of Kishma, 488—Larack, 489—Angar,
 491—return to Ras-el-Khyma, 494—hostilities
 with the pirates, 496—departure from the bay,
 498—progress to Muscat, 504—account of the
 harbour and town, 505—of an Abyssinian
 slave, 514—town of Muttfa, 523—leaves Mus-
 cat for Bombay, 526—arrival in the harbour of
 Bombay, 535—his reception, 537
 Bund Ameer, river, 264, 268, 286
 Bushire, answer expected from, 325—arrival of
 the author at, 344—account of the town, 346—
 its population, 349—merchants of, 350—govern-
 ment, *ib.*—trade, 352—duties on merchandize,
 354—its disadvantages as a sea-port, 355—the
 pirate Ramah Ben Jaber, 356
 Bussorah, the chief port in the Persian Gulf,
 359—situation of, 360—form of the town, 361
 —gates, 362—canals, *ib.*—canoes, 363—other
 boats, 364—public buildings, 367—etymology
 assigned to, 368—population, 369—Arabs, 370,
 —Turks, 372—Armenians, 374—Jews, *ib.*—Cath-
 olic Christians, 375—the Subbees, 376—In-
 dians, 379—European factories, 380—English
 factory, 381—British Resident at, 382—situa-
 tion favourable to trade, 383—exportation of
 horses, 384—duties on imports, 389—exports,
 391—naval force of, 392—appearance of the
 country in the vicinity, 393—climate, 395—cha-
 racter of the Arabs, 396—police, 401
 Cairo, mosques of, 223
 Cambyzes, the son of Cyrus, 283
 Camels, large breed of, 137—difference between
 and Uremedaries, *ib.*
 Caravan, conveying the dead, 68
 Carduchians, a warlike people, 48
 Carpet-making, at Alfraoon, 171
 Catholic Christians, at Bussorah, 375
 Caves at Tauck-e-Bostan, described, 119
 Celonæ, towns so called, 12
 Chal Seeah, public khan at, 189
 Champion, Persian, 309
 Charrack Hill, a mountain, 440—town of, *ib.*
 Chartack, village of, 179
 Chase, representation of, 130
 Chehel Sitoon, or Forty Pillars, Palace of, at
 Ispahan, 216
 Chehel-Ken, at Shiraz, 297
 Chemtarr Asifass, plain of, 257
 Cheragh, Shah, tomb of, at Shiraz, 292
 Choaspes, water of the, the drink of Persian
 Kings, 118, 136, 190
 Chosroes, particulars respecting, 28
 Colleges, principal, at Ispahan, 220, 221

- Colquhoun, Dr. character of, 382
 Concohar, conjecture respecting, 159
 Corn-mill, model of a, 212
 Cosseans, particulars relative to the, 51, 57, 60
 Ctesiphon, 25, 26, 35, 11
 Cufa, city of its supposed ruins, 8
 Curia-Muria, islands of, 527
 Cutch, gulf of, 531
 Cyprus es of Shiraz, 296
 Cyrus, his march against Babylon, 116
- Danec, island of, 449
 D'Aville, his 'Memoir on the Euphrates and the Tigris,' 23—error of, 26—supposes Artemita and Dastagherd to be the same place 27—allusions to, 152, 443
 Daoud Effendi, rebellion of, 19, 48
 Daos, island of, 149
 Dastagherd, Palace of, 23, 21, 25, 28, 50
 Degerdoo, a small station, 256
 Dehid, village of, 285
 Dehuck, account of the town of, 187, 188
 Delamee, island of, 450
 Derees, road to, 313
 Dervish, curious account of a, 155—effective discourse of one, 327
 Dervishes, tombs of, at Shiraz, 297, 298
 De Sa, on the Antiquities of Persia, 9, 24, 40, 43, 127, 133, 146, 432
 D'Herbelot, extract from, 39
 Dila, journey across the, 2—appearance of the river, 8—supposed source of the, 10—various conjectures respecting the, 23, 25—error of D'Anville concerning, 26
 Diana, Temple of, 153
 Diodorus, his account of the Carduchians, 48—allusion to, 153, 163, 278
 Dress, fashion of, in Persia, 214
 Dufterdar Effendi, Secretary of State, 84
 Dumbou, village of, 186
 Dush-urgen, village of, 316, 317—town of, 318
 Duzgurra, castle of, 50
- Ecbatana, Hamadan said to be the site of, 159
 El Asr, the hour of prayer between noon and sunset, *ib*
 Elephanta, summit of, 536
 El-Hussny, village of, 189
 Eliaabad, a small village, 179
 Elias, a Christian merchant, 81
 El Kateef, port of, 459
 Elwund, mountain of, 162
 English factory, at Bussorah, 382
 Erythras, King, tomb of, 493
 Esther and Mordecai, tomb of, 166—inscription on the tomb of, 167
 Eulaus, river, particulars relative to, 155
 Euphrates, banks of the, 393
 European factories at Bussorah, 380, 381
- Ferha, the Georgian, the lover of the fair Shirine, 40, 42, 120, 133
 Figures, curious, 128
 Fire-altars, described, 265, 341
 Firooz Ullah Khan, 154
 Firouzabad, town of, 434
 Fly, an East India Company's cruiser, taken by a French privateer, 409—her crew fall into the power of the Joassamee pirates, 410—their subsequent adventures, 411
 Franklin, Dr. expedient of, 183
 Frazer, Mr. J. B. 171
 French vessel, plundered by the Joassamee pirates, 381
 Funeral ceremonies of the Persians, 239—service at sea, 498, 533
 Funerals of the ancient Persians, 312
 Furf, the, attacked by the Joassamee pirates, 414
 Futhabad, village of, 265
 Futeh Ali Shah, palace of, 232—portrait of, 234—his residence at Isfahan, *ib*—his sons, 235
 —Pasha, Governor of Zohab, 41
- Gajong, the ruined quarter of Isfahan, 200
 German crown, current at Muscat, 511
 Ghareeb, Hadjee Seid, tomb of, 396
 Ghilan, district of, 12, 65
 Giaour, remarks on the term, 28
 —Soo, a stream so called, 29
 —Se, a cluster of villages, 175
 Giaour-Tuppé-sc, or Hill of the Infidels, 22—conjectures respecting, 26
 Gibbon, extracts from, 27, 28
 Gombaz Lala, or the tomb of the slave, 253
 Gombroon, English factory at, 473
 Goolpyegan, route from Hamadan to, 168—account of, 181—journey from to Isfahan by, Rhamt-abad, Dehuck, and Chah-Seah, 184
 Graham, Lieut. killed, 416
 Graune, town and bay of, 463—islands near, 464
 Great Tomb, an island in the Persian Gulf, 468
 Greek inscription, 143
 Guebres, or fire-worshippers, 312
 Gulistan, the merchant, 209
 Gymnast, or Athletes, account of, 307
- Hadjeeabad, village of, 259
 Hafez, visit to the tomb of, 300—works of, *ib*
 Hamadan, the site of the ancient Ecbatana, 159—route from to Goolpyegan, 168
 Hamam-e-Vakeel, a bath, at Shiraz, 288
 Harem, royal at Isfahan, 217
 Harounabad, town of, 70
 Hasht Behest, or Eight Gardens, at Isfahan, 219
 Hassan, his meeting with the Dervish Ismael, 284—account of, 249—anecdote related by him, *ib*
 Hassan Ben Ruhna, a pirate chief, letter to, 480—his reply, 495
 Hebrew inscription, 167
 Hellowla, city of, 39—ruins of, 42—route from, to Zohab and Serpool, 45
 Hephæstion, death of, 164, 165
 Heraclius, his march to Dastagherd, 23, 34
 Hierat, city of, particulars relative to, 156
 Herbert, Sir Thomas, his account of Isfahan, 231—of an embassy to the court of Isfahan, in the time of Abbas, 236—Persian funerals, 239—extract from his Travels, 475
 Herodotus, remark of, 304

- Hhasseeni, Cape, supposed to be Cape Tarsia of Arrian, 444
- Hine, Dr. information communicated by, 30
- Dr. 79
- Hingham, or Anjar, island of, 49
- Holwan, supposed site of, 32
- Horsburgh's Sailing Directions, 460
- Horses, Arabian, their extraordinary endurance of fatigue, 17—exportation of, at Bushire, 384—mode of conveying to India, 386
- Hospitality of the Arabs, 397
- Hufta, village of, 177
- Hyde, Dr. supposition of, 128
- Icarus, of Arrian, 465
- Imam Zade, village of, 155, 261
- Imaum of Muscat, 423—revenues of, 509—his government, 512—army of, 513
- India, conveyance of horses from Bushire to, 386
- Indians of Bussorah, 379
- Inscription, Persian, 142
- Ismael, Hadjee, an Afghan Dervish, accompanies the author to India, 2—teaches him Arabic, 20—his dissimulation, 48—visits his friends at Kermanshah, 76—character of, 77—particulars relative to his family, *ib.*—his attainments, 78—his talent as an engraver, *ib.*—how he became acquainted with Mr. Buckingham, 79—his painful parting with his friends, 81—loses his purse, papers, &c. 82—his religious opinions, 83—disappointment, 116—his illness, 185—favourite maxim of, 225—meets with an acquaintance at Ammeehabad, 248—his apprehensions, 315—leaves Mr. Buckingham to return to Bagdad, 345
- Isfahan, route to, from Goolpyegan, by Rhamatabad, Dehuck and Chal-Seah, 134—outskirts of, 192—supposition respecting, 200—Gajjong, *ib.*—Yahoudia, 201—Jew's of, 202—Maidan Shah, *ib.*—Julfa, 206, 207—mosques and minarets, 212—governor of, 213—palace of the Chehel Sutoon, 216—the Royal Harem, 217—principal mosques and colleges of the city, 220—Loot Ali Khan, 221—the Mesjid Shah, or royal mosque, *ib.*—Medressah of Ahmed Shah, 226—palace of Talar Tuweeluh, 228—Sir Thomas Herbert's account of the city, 231—its situation, 235—Ali Kaupee, or Ali's Gate, 236—the Maidan Shah, *ib.*—ridge of hills near, 240
- Istakhr, or Istakel, castle of, 277
- Jaffier Ali Khan, 287, 288, 306, 313, 323
- Jebel-el-Shahraban, a ridge of hills, 15
- Jemshedd, portrait of, 234
- Jengiz Khan, a descendant of, 307
- Jews, supposed to have been carried to Isfahan, 200
- of Bussorah, 374
- Jeziret-el-Hamra, town of, 471
- Joasane pirates, attack and plunder a French vessel, 381—history of them, 404—capture the crew of the Flv, 410—also two English brigs, 413—attack the Fury, 414—the Mornington, Teignmouth and Minerva, 415—the Sylph, 416—the Nautilus, 417—expedition against, 418—treaty with the, 424—daring proceedings of, 426—population and military force, 484—negotiations with the, 487, 495—renewed hostilities with, 496
- John the Baptist, history of, 377
- Jones, Sir Harford, his mission, 416—conjecture of, 430—allusion to, 468
- , Sir William, authority of, 16
- Joomah, an Arab pilot, 466
- Jukes, Dr. of the Bombay army, 122
- Julfa, quarter of, at Isfahan, 206, 207—principal church of, 208
- Jumaeen, island of, 446
- Kaese, account of the island of, 445
- Kalajek, village of, 172
- Kalayut, town of, 529
- Kara Soo, stream of the, 117—supposed to be the Choaspes of antiquity, 118, 136—excellence of its water, 190
- Karmanians, manners of the, 447
- Kassr Shirine, ruins of, 37, 38—modern town of, 40
- Kauzeroon, route from Shiraz to, 313—account of the town, 322—baths of, 324—governor of, 326—situation, 329—population, 330
- Kazim Khan, governor of Kauzeroon, 326, 329
- Kengawar, town of, described, 150
- Kenn, island of, 409, 411
- Kerdakhourd, village of, 172—its situation, 173
- Kermanshah, one of the frontier towns of Persia, 73—description of, 98—gates, 100—population, 101—mosques, 105—baths, *ib.*—bazaars, 109—manufactories, 110—provisions and fruits, *ib.*—dress of the inhabitants, 111—horse-market, 112
- Kerrund, account of the town of, 66
- Kesrabad, or Dastagherd, departure of the author for and his route across the Diala, 1—account of the town, 18—remarkable ruins near, 21—situation of, 25, 27—route from, to Artemita, 30
- Khakree, village of, 155
- Khalah Dokhter, castle of, 332
- Khallet Zenjey, village of, 66
- Khat-Keen, account of the town of, 32, 33—supposed to be the site of the city of Artemita, 35
- Khun-el-Tauk, 65
- Kherdoo, village of, 174
- Khomein, account of, 179, 180
- Khore Abdallah, 393, 394
- Khore Zeana, conjecture respecting, 429
- Khosrou, 120, 123, 129, 133
- Kinnier, Colonel Macdonald, 132—his Geographical Memoir of the Persian Empire, 134
- Map of Persia, 36, 41, 465
- Kishma, island of, 488, 492
- Komeshae, town of, described, 245—mendicants in, 246—environs of, 247
- Komeshae, river of, 146
- Kooh Alwend, range of, 169
- Kooli Khan, Imaum, 326
- Koords, account of the, 46, 49—intrepid conduct of two, 56—appear to be of Tartar origin, 63

- Koosk Zer**, a ruined caravanserai, 257
Koramabad, its inhabitants addicted to theft, 178
Koran, stolen from the author, 20
Kotel Dokhter, or the Hill of the Daughter, 321
Kotel Imaum Zade, pass of, 260
Kotel Mader-e-Dokhter, or the Hill of the Mother and Daughter, 259
Kotel-Nal-Shikund, 71
Kuddumgan, village of, 177
Kujurs, a Turkish tribe, 235

Laghere, town of, 458
Larès, the French orientalist, 24, 29
Larak, island of, 439
Leopière's Classical Dictionary, 523
Linga, a port of the Joassamees, burned, 421
Lion, curious encounter of two young Koords with one, 56
Locket, Captain, error of, 435
Loor, a tribe of Koords, 257
Lootf Ali Khan, mosque of, at Ispahan, 221
Luft, a port of the Joassamees, 421—taken by the British, 422
Lyon, Edward, a marine, his death, 533

Maccabees, second book of, 278
McCluer, Mr. authority of, 443, 445
Maheer, Asht, or the yearly birth-giving plain, 71
Maidan Shah, a public square, at Ispahan, 202
Malcolm's History of Persia, 28, 41, 119, 122, 158, 230, 315
Manesty, Mr. an English envoy, 122, 382, 413—his remonstrance, 414
Marriages of the ancient Persians, 311
Maude, Capt. voyage of, 448, 451
Maxim, Persian, 225
Mayar, village of, 241
Mazeira, Arabs of, 508
 — island of, 528
Medressé of Ahmed Shah, 225
 — Khan, or chief College, at Shiraz, 310
Melek Mohammed, a Persian champion, 369
Mendeli, inquiry respecting the town of 10
Merchandize, duties on, at Bushire, 354
Merdusht, plain of, 264, 265
Mesjed Berdy, village of, 313
Mesjid Shah, or royal mosque, at Ispahan, 221, 224
Millburn's Oriental Commerce, 460, 521, 522
Milton, assertion of, 118, 119—his *Paradise Lost*, 471
Minarets of the mosques at Ispahan, 212
Minawah, town of, 452, 454
Minawi, once a distinct village, 365
Miserva, captured by the Joassamee pirates, 415
Mir Mohammed Hossein, Hadjee, a learned Moollah, 227
Mirza Hamza, Shah, tomb of, 303
Mbayn, village of, 262
Mohammedabad, a ruined village, 179
Mohammed Ali, a Persian boy, account of, 189, 190, 205, 240
Mohammed Hussein Khan, Governor of Ispahan, 198, 213, 232
Mohammed Kooli Khan, curious story of, 326

Monjella, island of, 437
Monoliths, 272, 273
Monsoon, north-east, 531
Montague, Lady Mary Wortley, opinion of, 8
Moollah, learned, 226
Moosa Baba, fate of, 309
 — Imaum, 243
Mordocai and Esther, tomb of, 167
Morier's Travels in Persia, 29, 245
Mosques, principal, at Ispahan, 220—**Lootf Ali Khan**, 211—**Mesjid Shah**, *ib.*—at Shiraz, described, 290
Mosquitoes, troublesome companions, 54
Mountaineers, of Persia, 321, 322
Mountains, curious question concerning, 56
Mugrib, or sunset, 5, 7
Mujumma Arabs, 17, 18
Muksood Beggy, a small station, 217
Mummies, mention of, in Khorasan, 275
Murray's Historical Account of Discoveries and Travels in Asia, 209, 273
Muscat, account of the harbour and town of, 505
 — gulf of, 507—description of the country, 508—revenues of the Imaum, 509—foreign trade, 510—government, 512—army, 513—Arabs, *ib.*—inhabitants, 515—their dress, 516—foreigners at, 517—buildings, 518—character of the people, 519—history of, 520
Musjid Jumah, a mosque at Shiraz, 290
 — Wakeel, 291
Mussunndom, Cape, 501
Mutesellim, present one, at Bushire, 401
Matrah, town of, 523
Mydan, at Ispahan, described by Sir Thomas Herbert, 231

Nadir Shah, restores the tomb of Hafiz, 301, 302
Nashirvan, anecdote of, 133
Nautilus engages the Joassamee pirates, 417
Nazar-i-arech, garden of, at Ispahan, 232
Nearchus, voyage of, 364, 429, 436, 438, 445, 468, 469, 491
Nent's Tongue, a portion of the Island of Salsette, 535
Nereid frigate, pursues the Joassamee pirates, 417
Nessereah, particulars relative to them, 63—manners and customs of, described, 64
Niebuhr, Mr. 245, 369, 376, 437, 476
Nimrod-Tuppé, tradition relative to, 31
Nisæan horses, particulars respecting the, 14, 45, 164
Nizam-ud Dowla, of Ispahan, 312
Nour Mohammed, information communicated by, 323, 324

Oom-el-Ghiewan, village of, 478
Ormuz, ruins of, 471—conquest of, by Abbas, 473—Portuguese government of, 521
Orontes, a mountain, 163
Orta-Bir, or half-way well, 7
Orta Khan, or caravanserai, 8
Oyster Rock, 537

Paintings, beautiful, at Ispahan, 217, 229

- Palace of the Chehel Sitoon, at Ispahan, 216
 Pars, caravan from, laden with grain, 248
 Paste, curious, 108
 Pearl-fishery, of Bahrain, 454
 Pearl-shells of His Majesty's sloop Scorpion, 438
 Pearls, supposed formation of, 458
 Peerazun, or the old woman's mountain of, 319
 Persepolis, account of the ruins of, 269—the city destroyed by Alexander, 277—ruined temple at, 279—castle of, 280—various conjectures respecting, 282—desolation of, 285
 Persia and India, trade between, 352
 Persian Baths, described, 105, 106
 — dishes, 304
 — Gulf, account of, 360—infested by the Joassamee pirates, 404
 — inscription, 142
 — Kings, partial to the water of the Choaspes, 118—ancient tombs of, 266
 — Pilgrims, depart from Bagdad, 2—their miserable appearance, 5—dress of the women, 6
 — Soldiers, parties of, 242, 252, 258
 — verse, interpreted, 241
 — wrestling, 308
 Persians, attitudes of the, 214—dress, *ib*—worship of the, 223—funeral ceremonies of the, 239—marriages of the ancient, 311
 Pirate chief, interview with a, 482—reply of, 495
 Pliny, 118—stone described by, 516
 Plutarch's Life of Alexander, 163
 Porter, Sir R. K. his Travels in Persia, 167
 Portuguese, expelled from Ormuz, 473
 Proverb, Persian, 156
 Publican, parable of the, 223
 Pylora Islands, 468, 469

 Quintus Curtius, 277
 Quoins, Islands, 501

 Rah-dan, a small tower, 320
 Rahmah-ben-Jaber, an Arab pirate, 35
 Rams, town of, 486
 Ras-el-Had, Cape of, 527
 Ras-el-Khyma, a port of the Joassamees, destroyed, 419, 427—visit to, 412—account of, 450—situation of, 483—mountains near, 485—anchorage of, *ib*
 Ras-Nabend, supposed to be the place of the river Bagrada, of Ptolemy, 121
 Raynal, Abbé, 521
 Rennel, Major, supposition of, 300
 — Illustrations of the Geography of Herodotus, extracts from, 13, 27, 64, 213
 Rezah, Shah, sepulchre of, 243
 Rich, Mr. the British Consul at Bagdad, 1, 79, 98, 199
 Richardson's Arabic dictionary, quoted, 315
 Robbers, capture of a party of, 259
 Rookes Arrian, extracts from, 282, 284
 Romme, M. the French Consul-General at Bagdad, 101
 Rousseau's Travels in Persia, 32, 126, 129, 134
 Rustan, equestrian figure of, 120, 128, 129

 Saadi, the great Persian poet, anecdote of, 219—his tomb, 229
 Saky Soochta, a small village, 179
 Saana, a village, 147
 Sadawah, village of, 154, 159
 Sanctuaries, assemblage of, 272
 Sarpis, island of, 538
 Sasoan, river, 342
 Sassanian inscription, 430
 — King, figure of a, 20
 — remains, 333
 Sculptures, in the Tauck-e-Bostan, described, 126
 — at Bisitoun, 144
 Sea-snakes, varieties of, 434
 Selman Pak, the barber, tomb of, 318
 Semiramis, extraordinary achievements of, 140, 144, 145
 Serpool, village of, 53—its situation, 55
 Shah-Tuppé, conjectures respecting, 31
 Shannon, an English brig, captured by the Joassamee pirates, 413
 Shapoor, visit to the ruins of, 333
 Sharaban, account of the village of, 11—country in the vicinity of, 14
 Sheah Sect of the Moslems, ceremonies of the, 37, 194
 Sheehsheen, account of the, 485
 Sheik Abdallah Ibn Saood, a Wahab chief, 398—decline of his power, 400
 Sheik-el-Jebul, or Old Man of the Mountains, 398
 Sheik Gathban, noble conduct of, 397
 Sheik Twiney, interesting story of, 397—assassinated, 398
 Shenaz, fort of, taken, 423
 Sheraroo, island of, 449
 Shiraz, approach to, 286—curious circumstances that happened at, 289—mosques of, 290—Shah Cheragh, 292—bazzars, 293—Tukht-e-Kudjur, 294—the Bagh-No, or new garden, 295—the Bagh-e Vakeel, 296—Chehel-tan, 297—Haft-tan, *ib*—tomb of Saadi, 299—of Hafiz, 300—of Shah Mirza Hamza—of Seid Ala-ul-Din, 305—of Hadjee Seid Ghareeb, 306—Medressé Khan, of chief college, 310—streets of, &c. *ib*—situation, 311—inhabitants, *ib*—the Shah Zade, *ib*—route from to Kanzeroon, 313
 Shirin, romantic story of, 39, 40, 43, 120, 129, 133
 Shuker Ullah-Khan, a Persian chief, 255, 269
 Sibylline verses, 522
 Sidodone, of Nearchus, 469
 Silwund, river, particulars respecting, 33
 Siraff, inquiries respecting, 442
 Sitakus of Arrian, 431, 438
 Socotra, taking of, 520
 Soofee, application of the term, 157
 Soonnees, alluded to, 37
 Sphynxes, representation of, 340
 Spring gilly, near Ecbatana, 163
 Springs of fresh water, at Bahrain, 457
 Stone-doors, use of, 188
 Story-teller, account of a, 203
 Strabo, his account of the Cosmans, 51
 Stromboli, a vessel, sinks, 418, 422

- Subjees, a sect of Christians: 372—their religion, 370, 377, 378
 Sun, eclipse of the, 429
 Surdy, island of, 467
 Sylph, captured by the Joassamee pirates, 446
 Tabreez, supposed to be the site of Ecbatana, 162
 ———— marble, 221, 222, 292
 Taffeejan, village of, 169, 170
 Takht-e-Kudfur, a royal seat, at Shiraz, 294
 Talar Tuweelah, palace of, at Ispahan, 228—said to have been a royal harour, 231
 Tark, or Arch, a Roman ruin, described, 58
 Tark-e-Bostan, visit to the ruins of, 115
 Taverniers, Travels, 29
 Taylor, Mrs. falls into the power of the Joassamee pirates, 413, 416
 Tekees Mir Abul Cassim Fendereski, tomb of, 223
 Teng-e-Chukoon, pass of, 332
 Teng-e-Rush, or the Black-pass, 70
 Thais, an Athenian, particulars relative to, 282
 Tombs, remarkable, 160, 242—of ancient Persian kings, 266—at Shiraz, 298
 Turkey, liberty of the women of, 84
 Turkish baths, 107, 109
 ———— fleet, in the time of Suliman Pasha of Bagdad, 392
 Turquoise, or Firouzi stone, described, 316
 Tylus of Arrian, 466
 Umm-el-Goorm, interpretation of, 431
 Vigoroux, Baron, 380
 Vincent, Dr. error of, 366—on the etymology of Bussorah, 368—various allusions to, 429 441, 442, 443, 444 469, 529
 Viper, vessel of war, attacked by the Joassamee pirates, 408
 Volney, M. singular custom noticed by, 64
 Wahabees, particulars relative to the, 398—their reduced condition, 400
 Waneeshoon, town of, 185
 Water, scarcity of, 190, 206
 Wellashgherd, town of, 154
 Wild-boar hunting, representation of, 131
 Winds, cause of the, 534
 Wrestling in Persia, 308
 Xerxes, carries away the Boeotians, 62, 64— anecdote of, 119
 Yahoudia, quarter of, at Ispahan, 201
 Yalpan, village of, 169, 170
 Yezdikhaust, account of the town of, 260
 Zadd, Shah, the King of Persia's son, 62, 98, 101—his government, 103—palace of, 104—his seraglio, 105—allusion to, 180—account of, 311
 Zagros, Mount, 59—several passes in, 60—height of, 61
 Zeinderood, river, 206, 218
 Zein-El-Abedeer, the Bhang-smoking Faqueer, 114, 338
 Zerraghoon, village of, 286
 Zohadh, town of, 46, 47—character of its inhabitants, 49
 Zoor Khofeh, or House of Strength, 307
 Zoroaster, 157
 Zulwars, or Pilgrims, caravan of, 175, 189

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