

S. L. Greene -

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HANDBOOK FOR TRAVELLERS

IN

ALGERIA AND TUNIS

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**ALGIERS, ORAN, CONSTANTINE, CARTHAGE,
ETC.**

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"TRAVELS IN THE FOOTSTEPS OF BRUCE;"

"THE SCOURGE OF CHRISTENDOM,"

ETC.

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SECTION III.

REGENCY OF TUNIS.

(See *Historical Notice.*)

Tunis is simply a prolongation of Algeria. In the former, however, the proportion of hill to plain is much less; the mountain-ranges nowhere attain so great an elevation; the country is less wooded; the rainfall is less; and throughout a great part of the Regency the land is, if not absolutely sterile, capable only of yielding abundant harvests when stimulated to fertility by more than the usual amount of rain. It is naturally divided into four tolerably distinct regions, by parallel lines running N. E. and S. W. The first is the mountain region north of the Medjerda, and the best watered of all, and abounding in forests of oak. The second, or *Tell*, consists of mountains and elevated plateaux enclosed between the Medjerda and a parallel line passing through Hammamet; the third, or *Sahel*, is a region of wide, dreary plains, more or less productive after copious rains; and beyond this is the Sahara.

A survey of the country is in progress, and a map is being constructed at the *Depôt de la Guerre* on a scale of 1,200,000 or 2·7 geographical miles to the inch. Sheets of a provisional edition are sold at 50 centimes each.

It is extremely difficult to understand how the *Sahel* could have supported the immense population which it must have contained during the Roman period. It is covered in every direction by the ruins not only of great cities but of isolated posts and agricultural estab-

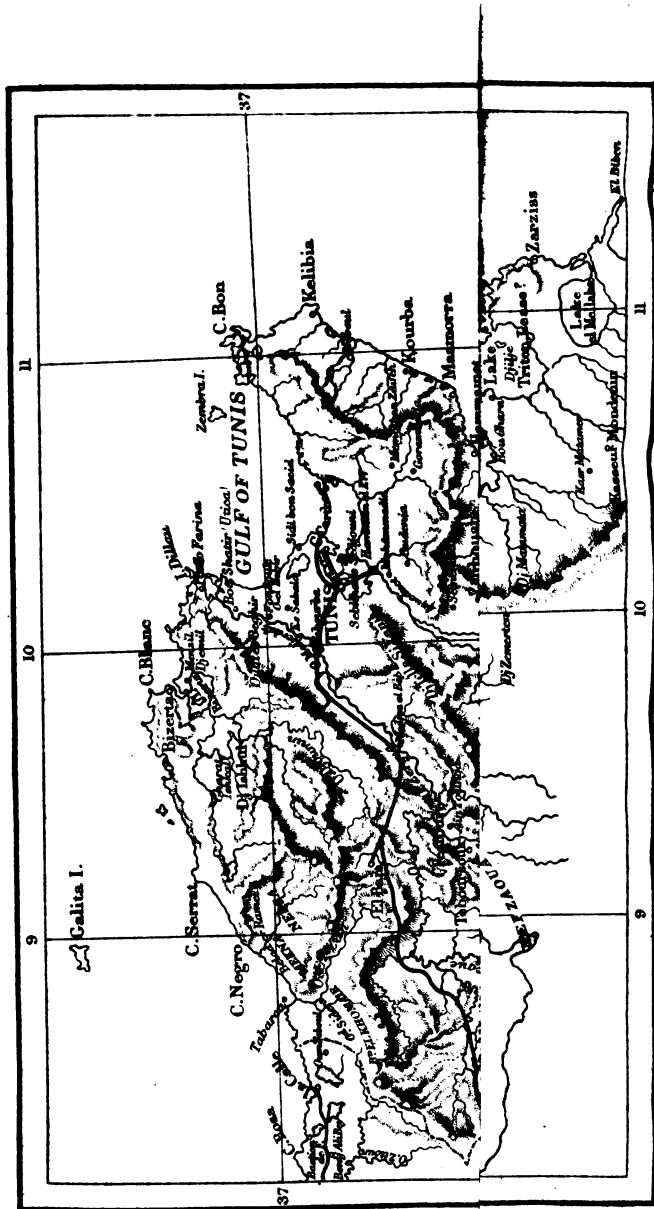
lishments. In many parts one cannot ride a mile in a day's journey without encountering the ruins of some solidly-built edifice.

The Regency corresponds to the most important part of the ancient provincial province of Africa, excluding the eastern portion, but comprising the *Byzacena*, *Zeugitana*, and the territory of Carthage.

Space will not admit of a separate historical sketch; the Roman domination has been sufficiently described elsewhere, and the history of the Mohammedan period is very similar to that of Algeria. It has been well summarised by Mr. Broadley¹ as consisting of three epochs—first, that of Power; second, that of Piracy; and third, that of Decay. To these a fourth may now be added, that of the French occupation.

Until 1881 the government of Tunis was an hereditary Beylick. The Bey acknowledged the suzerainty of the Porte, coined his money in the name of the Sultan, received investiture from him, but paid no tribute. Now, in all but the name, the "Regency" of Tunis is as much a part of French territory as the neighbouring colony of Algeria, and though the government is still carried on in the name of the Bey, that fiction will be maintained only so long as it may suit France to do so. In some respects it is convenient to have such a government to fall back upon.

¹ "The Last Punic War: Tunis Past and Present," by A. M. Broadley, 1882.



J. & C. Walker Sculp.

Published by John Murray Albemarle Street.

Many things can be done in the name of the Bey which would be difficult under the common law of France ; it provides an easy and inexpensive machinery for the government of the native races ; and it avoids the necessity for the elaborate governmental system which would become inevitable were the country proclaimed an integral part of the French Republic.

The absorption of Tunis into French territory has long been inevitable, but it was hastened by the active competition between the Rubattino Company and that of the French Railway for the purchase of the small line between the Goletta and Tunis (see next page) ; and subsequently the Enfida affair (see p. 314) created much sensation, and led to the active interference of M. Roustan, the French Consul-General. This gave rise to what has sometimes been called the "invention" of the Khomair (see p. 301), a predatory and warlike tribe on the frontier between Algeria and Tunis. A French expedition was sent into their mountains, which was supposed to have for its object the punishment of these marauders. Even in France, however, it was hardly believed that this was its ultimate end. No sooner had the invading force commenced its operations than the dreaded Khomair dropped out of sight. Tabarca was occupied, indeed, but so was Bizerta, Kef, and other points in the Regency, which had no connection whatever with the Khomair. General Bréart advanced on the capital, a treaty was presented to the Bey for signature, and two hours were allowed to him to sign a document involving the virtual abandonment of his country to France, under the guise of a Protectorate.

The first military operations were soon over. It was on the 4th April that the French ministers announced their intention to chastise the Khomair ; on the 12th of May the treaty of the Kasr es-Saeed was signed ; and on the 8th of June the Bey issued a decree constituting the representative of France at Tunis the sole medium of communication between himself and

the representatives of foreign powers, and publicly and officially notifying the definitive protectorate of France in Tunis.

M. Roustan, who had been mainly instrumental in getting up the expedition, was made Minister-Resident of France and of the Bey, and virtual ruler of the country. The sensibilities of Italy were deeply wounded, but none of the powers thought it to their interest to oppose this high-handed proceeding. Mohammedan fanaticism was stirred from Tripoli to Morocco ; the Bey lost all authority among his people, who refused to obey a ruler who had delivered them over to the foreigner ; and when the expeditionary force was somewhat prematurely recalled, a general state of insurrection ensued, and the French found themselves obliged to conquer the country city by city and tribe by tribe, and to send an immense force from the mother country to attain this end.

The holy city of Kairouan was taken, and columns marched all over the country to the very borders of Tripoli. A strong post was established in the heart of the Khomair country, and now every important town and strategical position is in the military occupation of the French.

Mohammed es-Sadik Bey died at his palace of Kasr es-Saeed on the 28th October 1882, and was quietly succeeded by his brother Sidi Ali, the present Bey.

On the 31st December 1883 Her Majesty Queen Victoria, by an Order in Council, abandoned her consular jurisdiction in Tunis, with a view to English subjects becoming justiciable by French tribunal, under the same condition as French subjects ; but, with this exception, all the old treaties with the Regency still remain in force.

Although the country is still governed in the name of the Bey, the French Resident-General is the actual ruler of the country. He is declared to be the depository of the powers of the French Republic in the Regency ; the commander of the land and sea forces, and all administrative services are placed under his authority.

THE GOLETTA.

The Goletta, or Port of Tunis. A British Consular Agent resides here.

The name is a corruption of the Arabic words, *Halk el-Oued*, or *Throat of the Canal*, an artificial passage cutting the town into two portions, and communicating between the sea and the lake of Tunis. In the northern half are the town, fort and battery; in the southern, the Bey's summer palace, the old seraglio, arsenal, custom-house and prison. Vessels are compelled to anchor in the roadstead, as there is not sufficient depth of water in-shore, but they are tolerably well sheltered from all winds except that coming directly from the N. and N.E.

On arrival the traveller is at once struck with the difference between the well-organised service of boats in Algeria and that in the dominions of the Bey. Boatmen here used to charge pretty much what they pleased; a tariff, however, has recently been established, fixing the charge per passenger at $\frac{1}{2}$ fr.; for a trunk or large portmanteau the charge is $\frac{1}{2}$ fr. extra; a whole boat costs 9 fr.

The town, like Tunis, has been constructed entirely with the materials of ancient Carthage. The fortress which defends it has been frequently besieged, the most celebrated occasion being that by Charles V. (see p. 36).

The *Place* of the Goletta extends along the interior face of the fort, and conducts to the railway station; it is bounded by shops and cafés, where the traveller will be glad to seek refreshment while waiting for the departure of the train.

The town is extending rapidly in the direction of Carthage, the new quarter being much in favour with the Tunisians in summer, on account of sea-bathing. There is, however, very little trade carried on.

The ordinary means of reaching Tunis is by the Italian railway. In summer eight trains run daily each way, four direct, and four call at the Marsa Station; in winter the trains are reduced to five, of which two only call at the Marsa. The distance is 17 kil.

This railway was originally constructed by an English company, and when it was determined to wind this up, a great struggle took place between the French Bone-Guelma and the Italian Rubattino Companies for its possession. Both parties agreed that the railway, with its plant, should be put up to auction in the Vice-Chancellor's chambers in London; it was adjudged to the Rubattino Company for the sum of £165,000.

Means of communication.—It is impossible to give, with any degree of certainty, the itinerary of the various lines of steamers to and from Tunis. This is constantly changed, and the traveller must consult the local time-tables.

The *Compagnie Générale Transatlantique* has one steamer a week to La Calle, Bone, Philippeville and Marseilles, which corresponds with the steamer at Philippeville for the various ports of Algeria, another to Marseilles direct; and a third to Susa, Mahadia, Sfax, Gabès, Djerba, Tripoli and Malta.

The *Compagnie Générale Italienne* (Florio-Rubattino) has one line weekly to Cagliari, Leghorn and Genoa; another along the coast to Malta as before mentioned, but omitting Gabès; and a third to Marsala, Palermo, and Naples.

Occasional steamers go to Malta direct.

CITY OF TUNIS.

Hotels.—Grand Hotel, on the Esplanade of the Marine; Hôtel de Paris, in the Rue Bab Zira; both belong to the same owners. Hôtel Gigino, in the square next to the British Consulate.

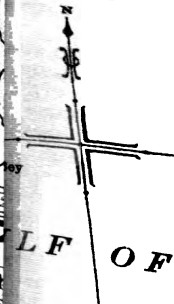
Consuls.—Lieut.-Col. Sir R. L. Playfair, K.C.M.G., H.M. Consul-General for Algeria and Tunis, resides at Algiers. Thomas B. Sandwith, Esq., C.B., H.B.M. Consul for Tunis.

Public carriages.—The tariff of hire for ordinary carriages with two horses is as follows; the rate is about a quarter more for *voitures de Remise*:—

By the day, of 12 hours . . .	15	fr.
By the hour	1.80	

N I S
ONS.

Regies Palace
Cape Carthage
S. Bou Saïd
acouch
uis de Carthage
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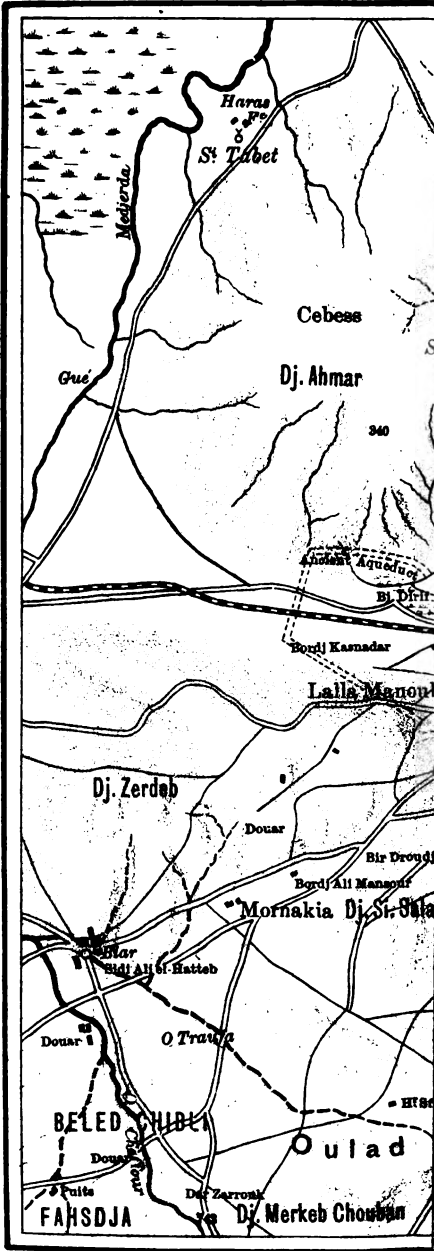


LF OF
TUNIS

ammam El-Enf

Cebala
Kourna
Dj. Srara

Ed., London & Edinburgh



By the hour, outside the town, within a radius of 8 kil.	2. 40 fr.
By the course, in the town and faubourgs	1
By the course, outside the town, within a radius of 5 kil.	2
And within 5 to 8 kil.	3

Railways.—The Italian railway, see p. 282, the station is behind the cathedral. The French railway station is on the opposite side of the Marina. The line runs along the Valley of the Medjerda, and joins the Algerian system at Ghardimaou, see p. 296; another small branch goes to Hammam el-Enf, see p. 293.

The city of Tunis stands on an isthmus separating two salt lakes; that to the N.E. communicates with the sea at the Goletta and is called *El-Bahira* or the Little Sea by the natives; it is about 18 kil. in circumference, but nowhere more than 1 or 2 mètres in depth. As it has been the receptacle for all the sewage of Tunis during forty centuries, its bottom is covered with a layer of fetid mud which frequently emits a most pestilential odour. In the centre is an island named *Chekeli*, which contains the picturesque ruins of a mediæval fort.

It is proposed to dig a ship canal from the Goletta to the Marina of Tunis, and to create a port in the lake there. The canal will have a length of 12 kil., with a depth of 7 mètres, and will be excavated by large dredging machines.

The other lake to the S.W. is the *Sebkhâ es-Sedjoui* (see p. 308).

Tunis was certainly known to the ancients by its present name, even before the foundation of Utica and Carthage; it was probably founded by native Africans, and not, like those cities, by Phœnician colonists. Mohammedan authors say that it was at one time called *Tarchich*; it was also called *El-Hathera*, the Green, on account of the beauty of its gardens.

It was originally surrounded by a wall, but a great part of this has now disappeared. The Marine Gate is quite

isolated, and the walls on each side only exist in the name of the street, *Rue des Ramparts*.

The other gates are the *Bab el-Hathera*, *Bab Abd-es-Salem*, and *Bab es-Sadjen*, towards the Bardo Palace and the Manouba; the *Bab Sidi Abdulla* under the Citadel; the *Bab Sidi Alewa* on the road to Zaghouan; and the *Bab es-Soueka* on that leading to Susa and the coast. In addition to the enceinte there are three forts built in the time of Charles V., called respectively *Bordj Manoubia*, *Bordj Filfila*, and *Bordj er-Rebta*. The last of these is a fine specimen of mediæval military architecture.

Tunis is commanded by two hills in its immediate vicinity, namely *Sidi bel Hassan* to the N., and the *Belvédère* to the S. The fortress which crowns the former belongs to a time far anterior to the *Bordj er-Rebta*, and its position is unrivalled.

The *Belvédère* was the first position occupied by the French troops, and the remains of their entrenched camp on the summit are still visible.

Nothing is more attractive to the stranger than the *Native Bazaars*, which, amidst all the manifold changes and ameliorations which have taken place around them, still retain their original character. They are narrow and tortuous, well shaded by the houses themselves, and frequently covered with planks or matting. The trades generally keep together, so that the purchaser has the advantage of comparing the various articles of the same sort in one place. The principal are the *Souk el Attarin*, or market of the perfumers; *Souk el-Farashin*, where carpets and all manner of gaily coloured garments are exposed for sale; *Souk el-Serajin*, or bazaar of the saddlers, full of splendid embroidery on leather; *Souk el-Turk*, where arms are sold; *Souk el-Bey*, *Souk el-Belad*, and numberless others.

The *Resident Général* has expressed his determination to preserve this part of the town intact, and to create a new city between the marine gate and the lake. This has already made great progress; a wide avenue bordered by

stately houses, including the French Residency, the principal hotel, the Roman Catholic Cathedral, banks, public offices, the inevitable cafés, etc. has already been constructed, and wide streets are gradually branching off from it in various directions. In one of these is an unusually fine market-place, and the railway company has laid out part of its land as a public garden. On the N. side of the European quarter is an extensive Maltese quarter, called *Malta es-Segheira*, or Little Malta, inhabited principally by the quiet and industrious natives of that island.

The perimeter is about 8 kil., but the area is not all inhabited. A great deal of space is occupied by cemeteries, ruined houses, and ground not built over.

M. Guerin estimated the population of the city at

60,000 Mohammedans.

20,000 Jews.

10,000 Christians.

The latter composed of

5000 Maltese.

3000 Italians.

500 Greeks.

1500 French, Spaniards, etc.

The number, however, has greatly increased since the French occupation.

The costume of the Jews in Tunis differs greatly from that which used to be adopted by them in Algiers before they became "French citizens," or from what actually prevails in Constantine and other less Europeanised parts of Algeria. It is always very trying for the fair sex to appear in skin-tight trousers and short jackets, but the ungracefulness of this is exaggerated by the remarkable corpulence which distinguishes the Jewish ladies in Tunis, and which is supposed to constitute one of their most attractive features.

The Maltese are here a numerous and most valuable class of the community, they work hard, live abstemiously, and frequently succeed in collecting a fair competence with which to retire to their native isle.

The lower part of the city and the faubourgs nearest to it are occupied by Christians and Jews; the upper part

is reserved for the Mohammedan population, and is built in the form of an amphitheatre crowned by the Kasba. In front of it is a handsome square, called *Souk el Islam*, containing the Dar-el-Bey and two handsome rows of shops built in a pseudo-Moorish style, with an astronomical clock in the middle showing the hour, the day of the month and the moon's age. Enclosed within these four sides is a small garden.

The interior of Tunis presents a confused network of streets and lanes, one or two of which, wider than the others, run nearly through its whole length. A few years ago these were almost impassable, owing to the mud and filth in winter and the dust in summer, but of late years considerable municipal improvements have been carried out, and for a native city they are remarkably clean.

English Church.—The English church of St. Augustine is only a few minutes' walk from the Hotel de Paris; a site was granted by the Bey, and a neat little iron building, lined with wood, was erected by subscription. The E. window was put in by the English community in memory of John Howard Payne.

Roman Catholic Churches.—The Roman Catholic Church in N. Africa is governed by one of its most distinguished prelates, Cardinal Lavigerie. He was for many years Archbishop of Algiers, but in the beginning of 1885 the Pope re-established the archiepiscopal see of Carthage, and the *pallium* of the new dignity was conferred with much solemnity upon him at Algiers.

The *Provisional Cathedral* is situated in the Avenue de la Marine, opposite the French Residency. There is a large church in the *Capuchin Convent*, R. Sidi Mourgana; this was originally founded by the Order for the Redemption of Captives in 1624, but the church at least has been entirely rebuilt since. In the establishment of the *Frères de la doctrine Chrétienne*, R. Toweela, is a very ancient chapel, the first one used

by free Christians in the city, and till very lately the parish church.

Religious Communities.—There are already many religious communities established in the Regency. The *Dames de Sion* have a very superior establishment for the education of girls and boys under seven years at Tunis. The sisters of *St. Joseph* have nine establishments; two at Tunis and others at the Goletta, Bizerta, Susa, Monastir, Mahadia, Sfax and Djerba. The sisters of the *Mission d'Afrique* have houses at Beja and the Marsa. The brothers of the *Doctrine Chrétienne* have three schools at Tunis and one at the Goletta. There is also a large asylum for aged people kept by the *Petites Sœurs des Pauvres*, just outside the town, beyond the barracks and the Normal School.

There is also a *Greek Church*, which for two centuries was under British protection.

English Cemetery.—The well-kept Protestant cemetery of St. George, belonging to England, but used by other Protestant nations, was formerly situated beyond the inner walls of the town; these have been removed, as the city has greatly extended in that direction, and it is now surrounded by houses in the quarter called *Malta es-Segheira*. The keys can be obtained at the British Consulate. It contains the graves of several English Consuls-General—Mr. *Campion*, 1661; *Richard Lawrence*, 1750; *James Trail*, 1777; *Sir Thomas Reade*, 1849. The oldest grave is that of *Samuel Webbe*, a merchant, who died 6th October 1648. The most interesting was that of *John Howard Payne*, Consul for the United States of America, who died at Tunis on the 1st April 1852. A monument was erected to him by "his grateful country," and it recorded the fact that "His fame as a poet and dramatist is well known wherever the English language is spoken, through his celebrated ballad of 'Home, Sweet Home' and his popular tragedy of 'Brutus,' and other similar productions."

On the 5th January 1883 the body

was disinterred and carried to the United States; it was consigned to its final resting-place in Oakhill Cemetery, George Town, Washington, with much solemnity, on the 9th June 1883. A monument has been erected at Tunis on the spot where the grave was, similar to that over the new grave in America, the expense of the whole proceeding having been defrayed by Mr. *Corcoran* of Washington.

As all intramural interments are now prohibited, this cemetery is closed, and a new Protestant cemetery granted by the municipality has been opened outside the town, next to the R. C. one.

Roman Catholic Cemeteries.—There are two,—the old one, attached to the cathedral, and a new and larger one outside the Bab el-Hathera. The former is now closed; in it is an ancient chapel, supposed to have been that of the Christian slaves. On the altar was a consecration stone bearing the date 1659; this has been removed to St. Louis. Underneath are vaults where an immense number of coffins were found, amongst them was that of the father of *M. de Lesseps*, who died here as Consul-General of France in 1832; this also has been removed to St. Louis.

This chapel is perhaps the one mentioned by *Père Dan* (1635), who says: "At Tunis there are various chapels in the Bagnos, but especially there is a very fine and large one, that of St. Antoine, a little outside the town, where all the Christian slaves and free men may go without hindrance to hear mass. The French Consul has generally a priest and a chaplain. There is no place in Barbary where the priests and those connected with the church are more free, and where the Christian religion is more tolerated than Tunis."

Public Instruction.—In 1876 *Mohammed es-Sadik Bey* during the ministry of *Kheir-ed-din Pacha*, created a college called *Medressa Sadikia*, in order to educate youth for administrative functions. A great part of the confiscated property of the former minister, *Si Mustafa Khasnadar*, was appropriated for this purpose. On the fall of

Kheir-ed-din the college fell into a condition of complete neglect, and it was only after the French occupation that it was completely reorganised, and placed under the control of the department of public instruction, of which M. Machuel is director. The course of instruction consists of courses of the Arabic language and literature, French and Italian, mathematics, physics, history and geography. It receives 150 native students gratuitously, who are provided with their morning meal; 50 of these reside entirely within its walls, and are clothed and provided with every necessary.

College of St. Charles.—This is one of the most useful of the many works inaugurated by the Cardinal Lavigerie. In 1875 the "white fathers," *Pères Missionnaires d'Afrique*, were brought by his Eminence from Algiers to Carthage as guardians of the chapel of St. Louis. There the first school was opened, but it was subsequently converted into a seminaire, and the college was transferred to its present site near the cathedral, and named *St. Charles*, after the saint whose name the Cardinal bears. About 240 youths are educated there, of all nations; French, Italian, Maltese, Jews and Mohammedans live together in perfect harmony, and prepare the way for what the French ever regard as a future possibility, complete assimilation.

The Normal School, or Collège Alaoui, was founded in 1884 by the present Bey, with the consent of the French Government, for the purpose of educating a class of teachers capable of spreading the French language and influence in the interior of the Regency. The buildings were originally commenced by the Khasnadar for a medressa; they are situated in one of the highest and most healthy parts of the city, commanding a splendid view in every direction.

Library and Museum.—A "*Service des Antiquités, Beaux Arts et Monuments historiques*" has been instituted under the direction of M. René de la Blanchère, having for its object the study and preservation of historical monuments and works of art throughout

the Regency. It is still, however, in its infancy; the museum will be at the Bardo, and the library in one of the rooms of the Ecole Normale.

Mosques.—Throughout the Regency of Tunis, except, strange to say, in the sacred city of Kerouan, Christians are rigorously excluded from entering any of the mosques. The principal one in Tunis is the

Djamâa ez-Zeitouna, "Mosque of the olive tree," a sort of university, where a vast number of youths receive a religious education. It was founded by Hassan el-Ghessani el-Oudjdi in A.D. 698, under the reign of the Khalife Abd-el-Malek ben Merouan, on the site, it is said, of the cell of a Christian anchorite. It is in the very heart of the city, surrounded on every side by bazaars, so that a view at least may be had of the central court from various directions.

Djamâa el-Kasba, the "Mosque of the Kasba," built in about 1232. It was formerly entered from that citadel, now it has been walled off from it to prevent intrusion on the part of the soldiers.

Djamâa Sidi Mahrez, in the quarter of the Bab es-Souika, distinguished by its large dome surrounded by smaller cupolas. This building enjoys the privilege of sanctuary. There are innumerable other mosques, medrassas or colleges, zaouias and tombs of Mohammedan saints. The mausoleum of the Beys, called *Turbet el-Bey*, is situated near the Souk el-Belad; it is distinguished by its green tiled domes; the exterior is decorated by plinth, pilasters and entablature of rose-coloured marble, sculptured in the Italian style.

Baths.—There are excellent French baths close to the marine gate. Three Turkish ones are available for Christians—*Hammam el-Kashashin*, *Hammam Dar el-Djild*, and *Hammam Souk el-Djizana*. The usual cost is about 2 piastres (a shilling) for each person.

Native Troops.—The Tunisian army has been reduced to a single battalion

of honour for the Bey, but the soldiers are well-drilled and equipped, and are no longer to be seen bare-footed and knitting stockings when on guard.

The KASBA, which forms one side of the square in which the Dar el-Bey is situated, at one time contained the ancient palace of the Dey, and immense barracks for the accommodation of Janissaries, as well as bagnios for Christian slaves. It was here that these rose on their keepers when Charles V. was attacking Tunis, and greatly contributed to his success. (See p. 36.) The Spaniards strengthened it during their occupation, and built the aqueduct behind the Bardo to supply it with water.

Now all the old buildings are being demolished, and handsome and commodious barracks are in course of construction for the use of the French troops; soon nothing but the exterior walls of the ancient Kasba will remain.

The Dar el-Bey, or town palace, is well worthy of a visit; the lower rooms are occupied as public offices, and are quite uninteresting, but the traveller can easily obtain permission to view the private apartments of the Bey. His Highness holds receptions here every Saturday, driving over from his residence at the Marsa for the purpose. Some of the older rooms, built by Hamouda Pasha about a century ago, are perfect gems of Moorish decoration, equal to anything in the Alhambra. The principal are the *outer court*, on each side of which is a bedroom for an officer-in-waiting, called *Beit Dhabit el-Asia*. The *Beit Wuzir el-Kebir*, or chief minister's apartment, splendidly decorated with tiles and *Nuksh hadida* work, and with a richly painted and gilt ceiling. The *Beit el-Bey*, or audience chamber, leading to his private bedroom. The *Beit el-Fotoor*, or dining-room, with walls of coloured marble and red granite from Carthage, and a roof blazing with gold and colours; and lastly, the *Beit el-Hookem*, or Hall of Judgment, with a domed roof of the most delicate plaster arabesque work.

A long passage, poor in comparison with the more ancient part of the building, but comparatively inoffensive, leads to an immense suite of state rooms, painted in the style of a French café; the walls hung with red damask; gilt chairs and Louis XVI. consoles ranged around; everything that is rich and expensive of its kind, but an outrage on the incomparable beauty of the older rooms.

The delicate and intricate arabesque plaster work called *Nuksh hadida*, for which Tunis was once so celebrated, is now almost an extinct art, and is being replaced by European decoration, such as would appear tawdry on a cheap tea-tray.

In this palace Queen Caroline resided during her stay in Tunis, in 1816; as did at a subsequent period the brother of the Emperor of Germany and his daughter, and later still three of our own royal princes were welcomed here by the Bey.

Walks round Tunis.

From the square of the Kasba a very pleasant walk is to the Bab Sidi Abdulla esh-Sherif, near which the water from Zaghoun enters the town through a handsome fountain. Outside the gate there is a magnificent panoramic view of the hills on the east side of the harbour, Zaghoun with its ruined aqueduct on the horizon; the Bardo, two picturesque Spanish forts; and lastly, coming round again to the point of departure, the site of Carthage and the town of Tunis, in which the most conspicuous object is the many-domed mosque of the olive tree, *Djamäa ez-Zeitouna*.

The traveller may continue his walk between the old forts; all around them are *Silos*, or *Rabtas*, as they are here called; underground magazines of a bottle-like shape for storing grain, from which the castle obtains its name of *Bordj er-Rabta*. Thence he can join the Bardo road, pass *Bab es-Sadjan*, from which there is a good view of the Spanish aqueduct on the left, also *Bab es-Selam*, and so home to his hotel through the European quarter.

Another beautiful view of the town is from the hill called by the Europeans Belvédère, to the northward of the city. The panorama of the city sloping upwards towards the Kasba, and of the lake and surrounding country, is very fine.

A finer view still is from *Bordj Ali Rais*, on the S.E. of the town, on an elevated hill opposite that on which the tomb of *Sidi Bel Hassan* is situated. Leave Tunis by the *Bab Alewa*, and pass through the cemetery just outside of it. A carriage can drive nearly to the top. The fort is occupied by a small detachment of artillery, and the traveller can easily obtain permission to mount and see the splendid view from the terrace.

EXCURSIONS IN THE NEIGHBOURHOOD OF TUNIS.

TO CARTHAGE AND THE MARSA.

Naturally the first excursion that the traveller will desire to make is to the site of the mighty Carthage—"dives opum, studiisque asperrima belli." He may go by train, the station of Carthage being within half an hour's walk of the chapel of St. Louis; but the preferable course is to hire a carriage and return by the Marsa; the whole may be done in five or six hours.

Carthage.—Carthage is said to have been founded by a Phœnician colony from Tyre about B.C. 852. They gave to it the name of *Kart-Hadact*, the new city, in opposition to *Utica*, the old. This name became in Greek *Carchedon*, and in Latin *Carthago*.

For the mythological account of its foundation and its ancient history, see *Historical Notice*, p. 21.¹

It continued in uninterrupted prosperity and glory for upwards of 700 years, till its destruction by P. C. Scipio. B.C. 146. Thirty years later it was colonised by C. Gracchus, raised

¹ Consult also the valuable work of R. Bosworth Smith, "Carthage and the Carthaginians." London: Longmans, Green, and Co. 1878.

to a considerable condition of prosperity by M. Antoninus and P. Dolabella, and rebuilt with much magnificence by Augustus. It subsequently became the chief seat of Christianity in Africa, and many of its most splendid buildings were destroyed with the view of rooting out the last traces of paganism. Its utter destruction, however, did not commence before the Arab invasion in 697, since when one generation after another has continued the operation with unremitting zeal; even as late as the time of St. Louis it still existed as a city; and the narrative of the early Arab historians, such as El-Bekri and El-Edrisi, prove that certain important buildings were still existent and almost intact. But now nothing remains of the great city save a few cisterns and some shapeless masses of masonry; all that is valuable has been carried off either for the construction of the modern city of Tunis or to enrich the public buildings and museums of Europe; and now indeed there can be no doubt that in very truth

"Deleta est Carthago."

The situation of the city was singularly well chosen, on the shores of a magnificent and well-sheltered bay, forming the southern part of an immense gulf, and sheltered from the N.W. and W. by a projecting cape. Carthage consisted, properly speaking, of three different towns, all enclosed within the same wall; namely—*Byrsa*, the citadel; *Cothon*, which included the port and that part of the town occupied by the merchants; and thirdly, *Magaria*. The first occupied the site of the present chapel of St. Louis, the second the lowland between it and the Goletta, and the third stretched in rear of both, from the banks of the lake to the sea-shore, below the village of Sidi Bou-Saeed.

Chapel of St. Louis.—On the 8th of August 1830 a treaty was concluded between Charles X. and the Regency of Tunis, containing the following article:—

"We cede in perpetuity to H.M. the King of France a site in the Mälaka to erect a religious monument in honour

of Louis IX. on the spot where that Prince died ; we engage to respect and to cause to be respected this monument, consecrated by the Emperor of France to the memory of one of his most illustrious ancestors."

It is difficult to determine the exact spot where St. Louis died on the 25th of August 1270, but the spot selected as the site of the chapel was the Byrsa itself, to which place, according to Joinville, St. Louis retreated after his defeat before Tunis, the better to be able to superintend the embarkation of his troops and watch the movements of the enemy. Perhaps the natural desire to occupy so commanding a position was not altogether absent from the mind of the astute French Consul who was empowered to make the selection.

Regarding the style and architecture of the chapel, the less said the better. Above the entrance is the following inscription :—

LOUIS PHILIPPE, PREMIER ROI DES FRANÇAIS, A ÉRIGÉ CE MONUMENT EN L'AN 1841, SUR LA PLACE OÙ EXPIRA LE SAINT LOUIS, SON AÏEUL.

Within the chapel has been interred the remains of the Consul-General who negotiated the treaty, father of the celebrated Count Ferdinand de Lesseps; they, together with the original tombstone which once covered them, have been translated from the old chapel near the Cathedral at Tunis.

Close to St. Louis may be seen a neat little chapel, built principally for the use of Maltese pilgrims, and out of compliment to them called by the Maltese name of Notre Dame de la *Melika*. It contains three stained glass windows in honour of Saints Augustine, Cyprian, and Monica, and two paintings to imitate windows dedicated to Saints Perpetua and Felicitas. Attached to it is a Carmelite convent, a branch of that at Algiers, founded in April 1885, and in immediate proximity to both the Mohammedan Marabout of Sidi Saleh.

It is one of Cardinal Lavigerie's most cherished projects to erect a cathedral worthy of the French nation on this spot, to them hallowed ground, and to restore the great city, once the Queen of Africa and the rival of Rome itself.

[*Algeria.*]

The Cathedral has indeed been commenced, but the rise of Carthage would mean the fall of Tunis ; it is difficult to divert commerce from its ancient channel, and hard to devote so important a city to decay.

Behind the chapel is a college for priests, the *Seminaire*, not only of the "white fathers," who wear the Arab burnous and are destined for missionary labour, but for the ordinary priesthood of the diocese. The novices of the former order reside at the *Maison Carrée*, near Algiers.

Within the enclosure of St. Louis is a most interesting **Museum** formed by the indefatigable explorer and learned archæologist, the Rev. Père Delattre, one of the white fathers and chaplain of St. Louis, who has been occupied in exploring the site of Carthage for the last ten years, under the auspices of Cardinal Lavigerie.

An immense number of fragments of sculptured stones, statues, Punic and Latin inscriptions, etc., have been built into the walls around. Of the 500 Punic inscriptions, nearly all are votive tablets, a few only being funereal ; they bear many different symbols, such as the upright hand, the disc of Baäl, the crescent of Astarte, palm trees, rams, etc., and inscriptions which vary very little from the following formula :—*To the great lady, Tanith Fen Baäl, and to the Lord Baäl Hammon, vow made by . . . , son of . . . , son of . . . , that their prayers may be heard.*

Baäl was the malignant deity, rejoicing in human sacrifices, and Astarte the Carthaginian Venus, identical with "the abomination of the Sidonians."

The Christian inscriptions generally contain little more than the name of the deceased, generally with the expressions *In pace* ; *Fidelis in pace* ; *Innocens in pace*, etc.

The most important objects in the collection are contained in a large hall. The Punic period is here represented by terra-cotta vases, lamps of the most primitive forms, iron and bronze implements, and some really interesting and valuable inscriptions. The rest of the collection consists of objects of the Roman period, pagan as well as Chris-

tian. Amongst the most curious is a cippus containing bas-reliefs of the principal occupations of a Roman lady's day—toilet, work and reading. There is a large collection of lamps, some containing subjects from heathen mythology, others from the Old Testament, such as the colossal bunch of grapes, Daniel in the lions' den, and the seven-branched candlesticks, while many are distinctly Christian, and contain crosses of many shapes, and the Saviour in various characters.

One very interesting terra-cotta toy represents a man playing an organ, which is worked by hydraulic power.

A glass case contains Carthaginian medals, enabling us to follow the fortunes of that city from its foundation to the Arab invasion, and even to the crusade of St. Louis in 1270 and the expedition of Charles V. in 1335.

There are many tombstones from the Cemetery of Slaves of the 1st and 2d centuries; these throw quite a new light on the employment of the slaves and freedmen of the imperial house, and of the constitution of the *tabularium* of Carthage, and of the principal attributions of public functionaries. There are touching epitaphs, such as that which *Ostaria Procula* caused to be engraved for her husband *Aelius*, who lived 76 years, and of whom she had no complaint to make, *De quo nihil quæsta est*. Finally, there are important Christian inscriptions obtained from a basilica of the 4th century, recording the names of bishops, priests, deacons and readers, which, were they not so seriously mutilated, would have been of the greatest service towards clearing up the history of the early African church.

The **Byrsa** was the first point fortified by the Carthaginians, and around it arose by degrees the houses, public buildings, streets, etc., of this great city. It is the last spur of the natural range of hills which extend westward from Sidi Bou-Saeed, on which were grouped some of the most celebrated public buildings, such as the Palace of Dido, the Temple of Æsculapius, the cisterns, etc. The walls of the fortress themselves were so constructed as to

serve as stables for elephants, horses, etc.

The Palace of Dido.—The walls supposed to be those of the Palace of Dido are to the N.E. of the Byrsa. On leaving the chapel the path right ahead is followed for about 100 yards, after which, turning to the left, a few vestiges are found supposed to be the remains of the Palace of Dido, which the Carthaginians subsequently transformed into a temple, and which was again rebuilt by the Romans. The view from this spot is grand and extensive. Dido may well have seen from it the departure of Æneas and his Trojans, and followed them with her eyes as she burnt upon her funeral pile. She might have done this had not the fiction of this gracious queen been entirely effaced by the labours of modern archæologists. Carthage was founded by a band of hardy navigators, who placed the city under the protection of Astarte, who subsequently became humanised under the name of Dido.

Temple of Æsculapius.—The Temple of Æsculapius is situated under the Chapel of St. Louis; four or five small apses are still visible within the wall enclosing the chapel. This building was destroyed at the close of the third Punic War, when the wife of Asdrubal voluntarily perished in the flames with her whole family rather than submit to the Romans. (See p. 23.) It was subsequently restored by them. The building was entirely of white marble, the columns being fluted. Three magnificent halls were excavated by M. Beulé, who estimated that each was at least 50 mètres long and 10 high.

The Forum.—The forum was situated between Byrsa and the sea, close to the military harbour. Here public assemblies were held. Diodorus Siculus says that it was rectangular in shape, and on one side of it was the temple of Apollo. It was from this direction that the army of Scipio penetrated Carthage, and there he established himself for the siege of the Byrsa. Here M. de Ste. Marie found upwards of 2000 Punic inscriptions in 1875, which he despatched to France in the "Magenta" in September of that year. This vessel

was burnt in the harbour of Toulon, but fortunately the antiquities on board were saved.

The Harbours.—The site of the ancient ports of Carthage is well known and easily recognisable. On leaving the Goletta by the gate of Tunis the traveller passes over a tongue of land called formerly *Tœnia* and *Ligula*. On following this he soon finds himself between the lake of Tunis to the left and the sea to the right. After a walk of twenty minutes he arrives at the house formerly owned by General Kheir-ed-din, the late Prime Minister of the Bey. On continuing his walk for about twenty-five minutes more he arrives at a summer palace of the Bey, now converted into a Lazzaretto. It is on the shore near this that the ports are situated.

Appian says that these two ports communicated with each other and with the sea, the latter entrance being closed with iron chains. The outer one was the mercantile harbour. In the middle of the inner one rose an island, on which, and around the side of the harbour, were immense quays in which were creeks capable of holding 220 vessels, together with storehouses for timber and tackle. Before each separate dock were two Ionic columns, so that the islet and the port presented the appearance of porticoes. The former was the palace of the admiral, who could then see everything that went on in the arsenal. Within this was the military harbour.

From the chapel of St. Louis the traveller can see two little lakes, excavated a few years ago by a late Prime Minister on the site of the ancient ports; but it must not be supposed that the latter were as limited in extent as their modern imitation. They were, however, artificial basins, and both were named *Cothon*, a word used to express a harbour excavated by the hand of man. Like many of the other principal features of Carthage these ports were destroyed by Scipio, restored by the Romans, enlarged by the Byzantines, and subsequently allowed to fall into ruin and be filled up after the Arab conquest.

Of the various other temples to Apollo, Saturn, Astarte, Hercules, etc., few or no remains are visible, and the traveller will look in vain even for their foundations; all that has been written on the subject by Falbe, Beulé, Davis, etc., has not fixed their positions beyond doubt, and the subject is not one likely to interest the ordinary traveller.

Cisterns.—Punic Carthage was supplied with water entirely from cisterns constructed to catch and preserve rain-water. These are found in every direction, but there were two great public reservoirs, one close to the sea and the other at Mäalaka. The first of these is situated close to the fort called Bordj El-Djedid. The total length is 139 mètres, and the breadth 37 mètres, they are vaulted and divided into nineteen compartments, two of which contained tanks and circular basins either for distribution or to catch any débris brought down by the rain, and allow only clear water to flow into the reservoirs beyond. The cisterns at the *Mäalaka*¹ were very much larger, but are now in a worse state of preservation; they had a length of 150 mètres, and a breadth of 225. Now the Arabs of the village make use of them as residences for themselves and their flocks.

It is difficult to say for certain whether these are Punic or Roman; probably they, or others on the site of them, were built by the Carthaginians, and restored or rebuilt at a subsequent period. The ground around them was paved with marble for the collection of rain-water, and there is good reason to suppose that the streets of the city were treated in the same manner, in order that none of this precious fluid might be lost.

When the aqueduct from Zaghouan was subsequently constructed, these reservoirs were used for the reception and distribution of the water.

The Mäalaka cisterns are hopelessly ruined, but the others are about to be restored by the Zaghouan Water Company, and utilised for the supply of the neighbourhood. The water will be

¹ The word means in Arabic *hanging*, or *connected together*.

conducted to them by pipes, and branches will lead thence to the Goletta and the Marsa.

Amphitheatre.—The Amphitheatre was entirely of Roman construction. It is situated S. W. of the Maaalaka, and close to the Carthage station of the railway. All that remains, however, is an elliptical excavation, about 12 mètres in depth. The stones have all disappeared. This building measured about 90 mètres in length by 30 in breadth. This was the scene of the martyrdom of Saint Perpetua and her companions on the 7th of March 203.

Circus.—The circus is situated to the S. E. of the Arab village of Douar Ech-Chott, and about 3½ kil. from the temple of Æsculapius. Its outline is easily distinguished, and even some vestiges of the Spina, but all the cut stones have been removed. Its length was 675 mètres, and its breadth 90.

Theatre.—Apuleius describes the theatre at considerable length, without specifying its exact site, but El-Edrisi says that it was W. of the sea-baths. Standing at the great cisterns and looking towards the Goletta, the ruins of this building are seen on the left hand near the sea-shore. It was an edifice of great magnificence, but all its beautiful columns of red and black granite have been dispersed in Europe, and it has proved quite a mine of cut stone for the construction of Tunis.

The history of **Christian Carthage** is no less interesting than that of its earlier days. Owing to its constant intercourse with Rome the religion of Christ was implanted here at a very early date. In the second century there were a great many bishops in the proconsular province, and Agrippinus, the first bishop of Carthage, convoked them in council.

The first recorded martyr at Carthage was St. Namphanion, who was killed in 198 under Septimius Severus. Jocundus and Saturninus followed about the same time. St. Perpetua and her companions were thrown to wild beasts in the amphitheatre in 203. St. Cyprian was beheaded in 258; other brilliant names adorn the African Church; Tertullian and Augustine,

the latter of whom, born at Tagaste, and partially educated at Medaura, came to Carthage to complete his studies. In his time the see of Carthage numbered 160 churches in the Byzacene, and almost as many in Zeugitana. The names of only twenty-eight bishops of Carthage are, however, recorded, of whom the last, Cyriacus, lived in 1076.

To the E. of the chapel of St. Louis, and distant about 3000 mètres from it, is the village of **Sidi Bou-Saeed**, which is esteemed as holy by the Arabs, on account of a tradition that St. Louis became a convert to El-Islam, and was interred there under the name of Sidi Bou-Saeed.

Douar ech-Chott.—To the S., little beyond the foot of the mound on which the chapel is situated, is the little village of Douar ech-Chott, consisting of a few houses and a minaret. Between it and the Goletta are several summer palaces of former dignitaries of Tunis.

The traveller should now continue to the N., to the pleasant district of **Marsa**, where the Bey has a palace, and where several of the principal people of the place, and amongst others the Resident-General and the British Consul, have their summer residences, surrounded by beautiful olive groves. Cardinal Lavigerie has also built a splendid palace on the lower slope of Cape Carthage, the hill on which stands the purely native village of Sidi Bou-Saeed.

Farther to the N. is **Kamart**, where is a palace, now in a ruinous condition, the property of Si Hameida Ben Ayad, and several modern Arab villas.

A drive may be taken from Tunis to the **Ariana**, about 10 kil. to the N. of Tunis, where are numerous fine villas belonging to Arab gentlemen and to a few Europeans, most of them situated in beautiful gardens.

EXCURSION TO THE BARDO AND THE ROMAN AQUEDUCT BEYOND MANOUBA.

The **Bardo** is distant about half an hour's drive from the town. It is one

of the most characteristic and interesting of all the palaces of Tunis, but is in a condition of great dilapidation and decay. Externally it has the air of a fortress, being surrounded by a wall and ditches, and flanked with bastions and towers. The entrance leads through a street of small shops, few of which are occupied, to a spacious court, where carriages are left. Beyond, there is a second court, in the middle of which is a flight of steps guarded by marble lions, said to be the work of Canova; this gives access to the *Beit el-Belar*, or "Hall of Glass," where the Bey used to have audiences every Saturday, and received foreign consuls. The Bey's receptions here are now confined to the two great Mussulman festivals, *Aid el Kebir* and *Aid es-Seghir*, the great and little festivals. The latter is that which follows the fast of Ramadan, and the former occurs three months afterwards, and is better known as *Courban Bairam*, when multitudes of sheep are sacrificed by pious Mohammedans. On these two occasions His Highness receives in state the principal functionaries of the Regency and the consular body. The *Beit el-Belar* is very handsomely decorated with arabesque plaster work and marble, especially the roof; this is of an open interlaced pattern over mirror, which produces a very bright and pleasing effect. On the same floor there are two other halls, which are not always shown to visitors; the *Beit el-Pasha*, or "Hall of the Pasha," the finest part of the whole, and the only one where there is any quantity of ancient tiles; then comes the *Mahkama*, or "Hall of Justice," where his Highness in person periodically administers the patriarchal but substantially equitable justice which seems far better suited to semi-civilised people than the more elaborate jurisprudence of Europe.

In the upper story is a state saloon, used on the occasion of great fêtes. It is of immense size, but decorated in a very tawdry manner, and hung with pictures, of no artistic merit but interesting from a historical point of view, of European sovereigns, deceased Beys, and Tunisian magnates.

Close to these public apartments is the *Old Harem*, which is about to be repaired and utilised as a museum, under the direction of M. de la Blanchère. The halls are of great size, very handsomely painted and gilt, and the walls covered entirely with tiles of native manufacture but of European design. The chambers at the end, formerly reserved for the especial use of the Bey, are really gems, and have beautiful domed ceilings of *nuksh hadida* work.

The only inmates of the Bardo at present are the family of the late Bey, Sidi Mohammed es-Sadik.

Near the Bardo is the palace of the late Bey, the *Kasr es-Saeed*, in which the French treaty was signed, and farther to the W. the *Manouba*, where is the palace once occupied by Kheir ed-din Pacha, then first Minister at Tunis, afterwards Grand Vizier at Constantinople, who sold it, together with his property at the Enfida, to the *Compagnie Marseillaise*.

The drive may be extended to that part of the Roman aqueduct, beyond *Manouba*, which has been fully described elsewhere (p. 300). The whole distance from Tunis is not more than 16 kil.

EXCURSION TO HAMMAM EL-ENF.

This may be done by railway, several trains running every day, and performing the journey in half an hour. The line passes RADES, the ancient *Maxula*, a small and unimportant village. *Hammam el-Enf*, sometimes erroneously called *Hammam Lif*, "The bath of the nose," from a supposed resemblance to that organ which the hill beyond it bears, is a good deal frequented in summer, but there is no proper establishment there at present. There are several thermal springs, the principal one rising in an old decaying palace built by a former Bey.

The railway goes no farther than this place, but it is intended hereafter to extend it along the coast.

BEST ROUTE FROM TUNIS TO ALGIERS.

The most interesting route from Tunis to Algiers is by Setif and the Chabet el-Akhira. The traveller can stop at Constantine, or make a detour to Batna and Biskra, but he should so time his movements as to be able to embark at Bougie on *Sunday Evening*.

We will assume that he proceeds to Algiers direct. The following will be his itinerary:—

Wednesday—Leave Tunis by early train for **Guelma**, changing at Duvivier (Route 25).

Thursday—The traveller should certainly spend a day at **Hammam Meskoutin**. Leave Guelma 9.38 A.M., arrive 10.32 A.M. (p. 241).

Friday—To **Setif**, changing at Khroubs (Route 8). Hence, if pressed for time, he may go to Algiers direct by train.

Saturday—Start in carriage from Setif, and sleep at **Kharata**.

Sunday—Through the pass of the **Chabet el-Akhira to Bougie**; embark at night on the steamer of Transatlantique Company (Route 12).

Monday—Reach **Algiers**.

ROUTE 25.

Bone to Tunis by Railway.

Distance in Kil. from Bone.	Names of Stations.	Distance in Kil. from Tunis.
..	BONE	355
55	Duvivier	300
65	Medjez-Sfa	290
74	Ain-Tahamimime	281
79	Ain-Afra	276
91	La Verdure	264
97	Ain-Sennour	258
107	SOUK-AHRAS	248
116	Tarja (Halt)	239
124	Sidi Bader	231
140	Oued-Mougras	215
156	Sidi el-Hemessi	199
165	GHAARDIMAOU	190
176	Oued-Meliz	179
187	Sidi Meskine	168
199	Souk el-Arbâa	156
210	Ben Bechir	145
222	Souk el-Khamis	133
235	Sidi Zehili	120
248	BÊJA	107
269	Oued Zargâa	86
289	Medjez el-Bab	66
304	Bordj Toum	51
321	Tebourba	34
330	Djedaida	25
345	Manouba	10
355	TUNIS

From Bone to Duvivier, see Rte. 17. 55 kil. *Duvivier*. Bifurcation for Constantine and Algiers. After leaving Duvivier the line takes a turn to the westward and follows the right bank of the Oued Melah, an affluent of the Seybouse, till it reaches

65 kil. *Medjez-Sfa*, a small village at the junction of the Oued-Sfa and Oued Melah. Here it crosses the old carriage road to Souk-Ahras, and winds, now to the E. now to the W. of it, till

74 kil. *Ain-Tahamimime*. Thence it continues following the general course of the road. The village of *Oued Chaham* is seen to the W., above a deep and densely-wooded glen, through which passes a bright clear stream, one of the most attractive spots on the old carriage road. On a cloudless day even

Guelma may be seen in the far distance.

At the 76th kil. the line takes a sudden bend to the E., and runs nearly at right angles to its old course for a distance of 6 kil.

At the 82d kil. it enters the tunnel of *Kef Kerichefa*, 700 mètres in length, and nearly circular in shape, and then returns almost to the place where it had diverged from its general southerly direction. It is most perplexing to observe the features of the landscape, which had been in front of us and on our right hand when we entered the tunnel, now behind us and on our left on emerging from it. To the E. of this bend on the line may be seen at some distance the forest of *Kef Djemel*, the property of Captain Hope. This is almost the last remaining resort of the red deer in Algeria.

91 kil. *La Verdure*. The village is about a kilomètre and a half to the W. This is about the centre of the beautiful forest of *Fedj el-Makta*, which consists principally of cork oak; but there is a sufficient diversity of other trees to give variety to the tints; while the numerous streams descending from the mountains, among a thick undershrub of heath, bracken, broom and white thorn, delight both ear and eye in a manner not often enjoyed in Africa.

97 kil. *Aïn Sennour*. Not far from this place is an effervescing spring, the water of which is an excellent substitute for soda-water.

107 kil. **Souk-Ahras**. 2430 inhab. *Hôtel de Tagaste*, good. The modern town is entirely devoid of interest. It is 2067 ft. above the sea, and enjoys a considerable trade in wool, cereals and cattle. It was formerly the seat of government of the great tribe of *Hanencha*, after whose revolt in 1852 it was created a military post, which became the nucleus of the present town. Its position, 60 kil. from the Tunisian frontier and at the junction of the roads from Tunis to Constantine, Tebessa and Bone, contributed greatly to its prosperity.

It is surrounded by fine forests; there is abundant water power for mills, and other similar industrial establishments;

the soil is good, and much of it is capable of irrigation; its climate is temperate and salubrious, so that there is every reason to suppose that it may one day become a place of considerable importance.

In January 1871, after the mutiny of the *Spahis* at *Ain Guettar*, the Arabs around rose in revolt, burnt the neighbouring farms, assassinated defenceless colonists, and invested the town. The women, children and sick were put into the *bordj*, the streets were barricaded, and every possible precaution made for defence. On the evening of the 26th the insurgents attacked the town, but were driven off after a combat of two hours. The place was relieved on the 31st of January, by a column from Bone, under command of General Pouget.

Souk-Ahras was only identified as the ancient *Tagaste* by an inscription found on the spot, in 1844, when a column under General Randon passed through the district. It seems never to have been of great importance, though it is mentioned by Pliny as one of the free cities. It owes its renown entirely to having been the birthplace of St. Augustine (13th Nov. A.D. 354), whose father *Patricius* was a person of modest rank, a *decurion* of the city, and struggled hard to give his son the best education within his means. He died when St. Augustine was only seventeen years of age, having been converted to Christianity by his saintly wife, *Monica*.

The first years of the Saint's life were passed at *Tagaste*, and at sixteen he was sent to *Medaura* (see p. 235), a city which offered greater educational facilities; here he remained a short time, and was then sent to continue his studies at *Carthage*, in the school of rhetoric, where he soon took the first place.

In 373 he returned to *Tagaste*, where he taught grammar, and where for nine years he lived in a manner to cause the most profound affliction to his mother, as he tells us in his "Confessions." His old schoolfellow and life-long friend, *Alypius*, subsequently became Bishop of *Tagaste*.

There are some Roman ruins round

about, but nothing of exceptional interest.

[An interesting excursion from Souk-Ahras is to the ruined Roman city of **Khamisa**, at the source of the **Medjerda** (see p. 237).

This river is formed by two streams, one of which flows from the W. and the other from the S.W. The first of these rises at Khamisa, and the other, called the *Oued Mellegue*, during the greater part of its course, and the *Oued Chabro* near its source, descends from the plateau of Tebessa.

The modern name is a corruption of the Roman one *Bagrada*, and this again is merely a form of the Punic one *Makarath* or *Bakarath*.]

6 kil. After passing Souk-Ahras, the line strikes the Medjerda, which it does not again quit until it approaches Tunis. The river flows through a succession of picturesque gorges, amongst well wooded hills; the line follows generally its left bank, but it crosses the river thirteen times between Souk-Ahras and Ghardimaou.

116 kil. *Tarja*.

124 kil. *Sidi Bader*.

140 kil. *Oued Mougkas*.

156 kil. *Sidi el-Hemessi*.

160 kil. The bridge which is here crossed marks the boundary between Algeria and Tunis.

165 kil. GHARDIMAOU, for a long time the terminus of the Tunisian line. There are several places here where a traveller can pass the night if necessary, the best is the *Buffet de la Gare*.

This must have been a place of some importance in Roman times, as an inscription was found here regarding a "Sacros provincie Africae," who belonged to the neighbourhood.

176 kil. OUED MELIZ (more correctly *Mehliz*). At 3 kil. to the N. of the line is **Chemtou**, where are the marble quarries belonging to a Belgian company from Liège, and the extensive ruins of the Roman **Simittu**, **Simitthus**, or **Colonia Simithensium**.

Pedestrians visiting the ruins or the quarries are advised not to go there

direct from the railway station, but to walk along the line for about a mile in an easterly direction till they reach a cottage beyond a railway bridge, then to strike across the plain towards the works. The route will be over a tramway bridge belonging to the marble company. Thus they will avoid the inconvenience as well as the risk of crossing the river twice in a walk of three miles.

This place is mentioned in the Itineraries as one of the stations on the road from Hippo Regia (Bone) to Carthage, but beyond this nothing is known of its ancient history, and in modern times, until the railway was opened, this part of the country was difficult of access and remote from the usual routes of travellers.

Close to a spot where one of the numerous streams called *Oued el-Melah*, or "Salt River," flows into the Medjerda, is situated a line of small hills covering an area of about 90 hectares, the highest point of which is 260 mètres above the sea level. They are composed almost entirely of marble of various kinds, but principally of *Giallo Antico*, rose-coloured marble, and a brownish breccia. There can be no doubt that these quarries were extensively worked by the Romans; large excavations made by them exist in various places, and numerous inscriptions have been found on blocks of marble which had been extracted but not carried away. The Belgian company has here erected extensive premises; it has constructed a branch railway, crossing the Medjerda by an iron bridge, and joining the main line a little to the E. of the station of Oued Meliz. The marble can be exported from the country and delivered in Paris or in Belgium for about 1000 fr. a cubic metre.

The plain on both sides of the hills is covered with extensive Roman remains; the city must have been a very considerable one, owing its existence to its marble quarries. The name of the place is found in several inscriptions, both on tombstones and military columns, some of which have been collected in the garden of the director. One of

the latter is curious, as it gives the name of a road which passed here :—

VIA
VSOTHA
III

Another is more interesting still, as it indicates the construction by Hadrian of a road destined no doubt for the transport of the marble from Simittu to the sea at Tabarca, probably about A. D. 129.¹

The most prominent ruin in the landscape is that of a long *aqueduct*, which commenced about 7 kil. distant among the hills to the W., crossed the *Oued el-Achar* by a bridge, still entire, and entered a series of seven vaulted cisterns about 2½ kil. from the marble works. Thence it passed, partly underground and partly on a long line of arches, crossing the *Oued Melah* by a bridge, now fallen, till it terminated at the *Thermae*, in the middle of the city. The masonry is not of a particularly fine quality, the plinths of the piers are of large blocks of cut stone, but the masonry above them is of a common rubble, and the voussoirs of the arches are of hammer-dressed stones. Here and there a section of the aqueduct may be seen entirely of cut stone; these mark a reconstruction at a period subsequent to the original work. In one pier may be seen as many as four tombstones, some of them upside down; another pier has one such tombstone, and probably many more were used, the inscriptions of which are turned inwards. The necropolis was in the hills close by, and as there are very few stones now existing there, it is probable that the greater part of them were used for public works.

Close to the end of the aqueduct are the remains of the *Thermae*, a large building, but of poor construction; the mosaic floor, where visible, is rude, the tesserae being of brick, and nearly 5 cent. long by 1½ broad. Farther N. is the *Theatre*; the *scena* has entirely disappeared, but the *cavea* is nearly

complete. The building is situated close to the river, with a fine view in every direction. There is also an *Amphitheatre* at some distance to the E., but it is in a very dilapidated condition, and could never have been a fine building. There are many other structures more or less ruined, one of which appears to have been a *Basilica*.

But the great feature of the place is undoubtedly the colossal *Bridge* over the *Medjerda*; it is a work of great magnitude, the southern side is nearly complete, but the rest lies in huge masses, encumbering the bed of the river, as if broken up and tossed about by some great convulsion of nature, to such an extent that it is almost impossible to make out its original plan. It seems to have crossed the river at an obtuse angle, and down stream on the north side there are a number of parallel sluices, with grooves for gates, as if it had also served as a barrage for the irrigation of the plain. The bed of the river has been worn away far below its original level, so that the foundations of the piers are left in the air and entirely exposed. The bridge bears evident proofs of having been rebuilt, like the aqueduct; tombstones having been freely used. The great mass of the masonry is of rubble, almost entirely of waste marble from the quarries, faced with immense blocks of cut stone. Indeed, throughout the whole city there is no appearance of the marble, so near at hand, having been used in blocks for any purpose; probably it was too valuable, and was all exported to Rome. The record of the reconstruction of the bridge is contained on another marble slab now lying in a field on the right bank of the river; an attempt was made to carry it off, but owing to its great weight and size this failed. It proves that the bridge was reconstructed by Trajan from its foundations after he had assumed the title of *Dacicus*, but before the Arabian and Parthian campaign, probably about A. D. 105. It formed, most probably, the point of departure of a road from Simittu to *Sicca Venerea*.

187 kil. *Sidi Meskine*. The line now enters a broader part of the valley, still

¹ These inscriptions have been published in the "Revue Archéologique," by the Rev. Père Delattre, in April and July 1881, and in May and October 1882.

running along the southern side of the river.

199 kil. SOUK EL-ARBÄA. An entrenched camp formed by the French on the site of an Arab market held here every Wednesday, hence its name.

This is a convenient starting-point for various excursions, and there is an auberge at the station, with limited accommodation, where the traveller may put up in comfort. He may visit Chemtou, just described; the Khomair country and Aïn Draham (see p. 301); and El-Kef (p. 303), to which a public carriage runs every day. The only attraction in the immediate neighbourhood is the ruined city of **Bulla Regia**, called *Henchir Hammam Dar-radji* by the natives, situated about 7 kil. from the station, at the foot of Djebel el-Arabia, one of the hills which bound the north side of the valley of the Medjerda. Its position was no doubt determined by a copious spring of sweet water, which, in this region of brackish rivers, was a priceless treasure. It was probably the residence of some of the Numidian kings, and it subsequently became a *liberum oppidum* under the Romans. It is mentioned in the Itinerary of Antonine as a station on the route from Hippo Regia to Carthage; but beyond this little is known of its history, and there are no inscriptions existing on the spot as at Chemtou.

The extent of the ruins can best be seen by ascending the hill for about 300 yards beyond the ruined amphitheatre; they cover an area of many acres, and consist of large buildings and numberless smaller vaulted edifices now buried in the soil, generally above the spring of the arches. In the centre, to the north, is the spring which rose in a large semicircular *nymphaeum* of cut stone, from which leaden pipes issued for the distribution of the water in various directions. Immediately in front of it was an archway built of large blocks of very compact and finely cut limestone. This was destroyed in the most reckless manner to supply building-material for the railway. The spring has been enclosed in a *Château d'eau*, and part of its water is conveyed

in iron pipes to Souk el-Arbäa, which used to be supplied with water brought from Tunis by rail. The surplus forms a marsh farther down, full of eel and barbel, of great size. Only a small spot on the edge of the reservoir has been cleared to its original level; here a fine mosaic pavement has been discovered, and, to judge by the remains lying about, this must have been a beautiful spot, decorated with temples and colonnades, somewhat like the well-known example at Zaghouan.

Lower down the valley, almost due south of the spring, are the *Thermae*. Like all the other buildings here, this has been destroyed by an earthquake; huge masses of masonry lie around, disjointed and overthrown, in a manner that could not have been effected by any other agency. One high arch still remains entire. As the rest of the structure is buried in *débris* nearly to the crown of the vaults, there is great hope that valuable works of art may one day be found here; in the meantime the earth and the ruins that encumber it ensure its preservation.

Between the spring and the baths, but a little to the east, is the *Theatre*, also much buried in earth. One can descend in some places into the corridor and form a good idea of the nature of the building. The masonry is of the finest cut stone. The *Auditorium* is entirely filled up; and only one square pier, showing the spring of an arch, exists on the right side of the *Scena*.

At a considerable distance farther E. is the *Amphitheatre*, even more destroyed and apparently of an earlier age. The masonry is of less regular rubble, with only cut stone angles. Like all similar buildings, it commanded a splendid view of the country round.

There are many other edifices, some of great size. One has all its chambers and vaulted roofs in perfect preservation, and was used as a residence by the workmen engaged in laying down the water pipes. Here also is a series of eight contiguous cisterns, of great size, too high to have been filled by the spring; probably they were intended for the collection of rain-water, which

the Romans in North Africa were more accustomed to use for drinking purposes. After leaving Souk el-Arbâa the line passes to the N. bank of the Medjerda, near its junction with the *Oued Mellegue*, its principal affluent, which also rises in Algeria, N. of Tebessa.

210 kil. *Ben Bechir*, near the confluence of the *Oued Tessâa*.

222 kil. *Souk el-Khamis*.

235 kil. *Sidi Zehili*. The upper plain of the Medjerda terminates here, and the river pursues a more tortuous course through undulating and hilly country.

248 kil. **Beja** (more correctly El-Badja). The station is 12 kil. distant from the town, but a regular service of carriages awaits the arrival of the trains. It is proposed to connect the two by means of a branch line. In the garden of the station repose the victims of the massacre of *Oued Zergâa*; a monument has been erected by the railway employes to their memory. The road crosses an old Roman bridge immediately after leaving the station.

Beja is mentioned by Sallust under the name of *Vacca* or *Vaga*; the latter was probably the authentic one, as it is found on more than one inscription still existing. During ancient and mediæval times it was renowned for its richness and commerce. Sallust says that it was a regular resort of Italian merchants, *ubi et incolere et mercari consueverunt Italici generis multi mortales*.

It has ever been one of the most important corn markets in *Ifrikia*, by which name the northern part of the Regency has always been called since it was the *Provincia Africa* of the Romans.

El-Edrisi (A. D. 1154) says: "It is a beautiful city, built in a plain extremely fertile in corn and barley, so that there is not in all the *Moghreb* a city so important or more rich in cereals."

El-Bekri calls it the granary of *Ifrikia*, and says that its soil is so fertile, its cereals so fine, and its harvests so abundant, that everything is exceedingly cheap, and that when there is famine elsewhere, here there is abund-

ance. Every day, he says, 1000 camels and other beasts of burden carry away corn, but that has no influence on the price of food, so abundant is it.

It is situated on the slope of a hill, with a commanding view of the plain beyond. The selection of the site was, no doubt, influenced by the existence of a copious spring of fresh water, which the Romans carefully led to a central position and enclosed within a vaulted chamber of their usual solid construction; this exists uninjured to the present day, but the drainage of the town has been allowed to flow into it and pollute its waters.

The ancient city was surrounded by a wall, flanked by square towers, and on the culminating point of the enclosure was situated the citadel. No doubt this was originally constructed by the Byzantines; the trace was adopted by the Arabs; but as the walls were not continued as the town extended, they soon ceased to surround it, and were allowed to fall into decay.

The old Byzantine citadel has been almost entirely pulled down and replaced by comfortable, if not picturesque, French barracks. Only the central keep remains, formerly the prison, now a *dépôt* for military stores.

A curious discovery has been made at the *Bab es-Souk* or market gate, which shows how much the level of the town has been raised by the ruins of successive ages. One half of the old Roman double gate has been disinterred below the bottom of the present one, which stands above the other half.

In the outer wall of the *Djamâa-el-Kebir*, or principal mosque, dedicated to *Sidna Aïssa* (our Lord Jesus), is a remarkably interesting inscription, which was first noticed by M. Guérin, proving that this had originally been a Christian basilica, and that it had been restored and embellished during the reigns of the Emperors *Valentinianus* and *Valens*, A. D. 364 to 368.

Dyeing is carried on to some extent at El-Badja, but the only distinctive manufactures of the place are wooden sandals used by the women, very tastefully carved out of light wood, generally with an old razor.

In the vicinity of the town is a ruined palace and neglected garden belonging to the Bey, which, like that at Tunis, is called the Bardo. This existed as far back as 1724, when Peyssonnel visited the place.

269 kil. OUED ZERGAA (Gray River). Here took place, on the 30th September 1881, a massacre of railway workmen of a very horrible character by the insurgent Arabs. Having torn up the line on each side of the station, they attacked and burnt the buildings; M. Raimbert, the stationmaster, was burnt alive, and ten other employés, principally Maltese and Italians, were murdered.

Here commence a series of wild gorges and picturesque ravines, through which the Medjerda finds its way from the narrow Beja valley into the broader Tunis plain. It makes a deep curve to the south towards Testour, and both river and line approach each other again at

289 kil. MEDJEZ EL-BAB (Medjez of the Gate). This is a station on the carriage road between Tunis and El-Kef; the town is about 3 kil. from the station, to the S. of the Medjerda. The river is here crossed by a Roman bridge, beyond which is a triumphal arch of the simplest construction, whence the modern name "The Passage of the Gate."

304 kil. *Bordj Toum.*

321 kil. TEBOURBA. *Teburbo Minus* on the left bank of the river.

330 kil. *Djedeida.*

345 kil. *Manouba.* Before reaching this station the line passes through a portion of the great aqueduct of Carthage (p. 309), of which two entire piers and three arches have been wantonly destroyed to enable the line to pass through, whereas by making a very short detour to the right or left this might have been avoided.

This portion of the aqueduct is so different from that met on the way to Zaghouan as to merit a detailed description.

The piers, 4.75 mètres apart, measure 4.60 mètres by 3.68 mètres, constructed of *pisé* or rammed earth, in blocks about 1 mètre thick, and stand-

ing on a solid cut stone foundation of varying depth, but faced with a broad square plinth of *pisé*. The voussoirs, about 0.69 mètre wide, as high as the intrados of the arches, are of cut stone, but the masonry is irregular. The spandrels and the walls of the duct, which was vaulted and lined with cement, are also of *pisé*. The duct is high enough for a man to pass. There is a band of cut stone at the springing of the arches, but no indications of any mouldings. The construction of the piers is peculiar. There being no quarry sufficiently near for the purpose, the Romans adapted the materials ready to hand. They made a good solid foundation for each pier, and then built the superstructure with carefully-rammed earth mixed with lime in layers of 1.07 mètres. On the upper surface of each layer they formed (while the material was still soft) channels about 0.16 mètre square, laying within them strips of olive wood, about 0.16 mètre wide and 0.03 mètre or more thick. Over these was spread a layer of strong mortar, partly mixed with wood ashes, and from 0.05 mètre thick, wooden pegs 0.16 mètre long being driven through the mortar and laths into the *pisé*. This kind of framework was repeated to the summit of the aqueduct. The laths and pegs are still undisturbed, and the piers are perfectly true and some of them free from fractures. The aqueduct in the centre of the plain would vary from 21 to 24½ mètres in height. The Arabs have from time to time taken away every bit of lath within reach, and cut away the foundations for the sake of the stones.

The palace of the Manouba was formerly the country residence of Kheir ed-din Pacha; a cavalry station has been built in the neighbourhood.

355 kil. **Tunis** (*q.v.*)

ROUTE 26.

Excursion in the Country of the Khomair.

The country of the **Khomair** (sing. *Khomiri*, incorrectly written *Kroumir*) is situated on the Tunisian side of the boundary line between Algeria and Tunis. It has a breadth of sea coast of about 25 kil., and a depth, in a southerly direction, from Tabarca to Fernana, of 51 kil. In all the maps of Tunis before the French occupation, this country was simply a blank space, and little or nothing was known of its inhabitants. Their manners were reported to be almost brutal, and as their territory was inaccessible to any force that the Bey could send against them, no one dared to approach their mountains, or if an expedition did enter, the soldiers were either massacred, or the Khomair themselves dispersed into the interior, where pursuit was impossible; their numbers were reported to be very great, but were much exaggerated, and having but little to lose, they preferred independence and poverty to a more quiet and settled life under Turkish rule. When they were too much pressed by want, they had only to replenish their resources by incursions on either side, and they plundered indiscriminately both the subjects of the Bey and the Arabs of Algeria. Thus, shut in between the two countries, they managed to preserve their independence, a thorn, no doubt, in the flesh of both, but one which was willingly endured by the Algerian authorities till the moment should come when their depredations would give the necessary excuse for the invasion of the Tunisian territories. How the "invention of the Kroumirs" actually did lead to the French protectorate of Tunis, is matter of history.

The author, with one companion, passed through this country in 1876, and he believes that no other European traveller had ever previously been permitted to do so.¹ He again traversed

¹ See "Travels in the Footsteps of Bruce."

it in April 1884 by excellent roads. Not an armed Khomiri was to be seen. The men were all engaged in ploughing the land for next season's crops, while the women were clearing the weeds from among the growing corn; all seemed to have a friendly word or salutation for him, and he saw none of the black looks and scowls which he had noticed on his former journey. The appearance of the people, however, was lean and miserable; they were covered with disgusting rags, and their huts were of the most squalid description, hardly comparable to any save those in use amongst a savage people like the Andaman Islanders.

Le Calle should be taken as the starting-point for this expedition, and the traveller may either go to Aïn Draham by the direct carriage road, or make a detour, also by a carriage road, to Tabarca, and so to Aïn Draham. The latter is highly to be recommended, the scenery is varied and beautiful; there is excellent accommodation at Tabarca, and horses can always be had there for a moderate sum. When the author made the journey in 1884, a road had been commenced, but was not practicable for carriages, between Tabarca and Aïn Draham.

We will assume that the latter route is preferred.

After leaving La Calle the coast runs E.N.E. through fine cork forests, and then skirts the lake of *Tonga* or *Guerrah el Hout* (Lake of Fish). This is an immense freshwater marsh in summer, although a lake in winter; it is most pestilential, and its influence is felt as far as La Calle.

7 kil. *Oued Messida*. This stream is the communication from the lake into the sea. It forms a small creek much frequented by coral boats; the English steamers anchor off it and take in their cargo of ore, which is brought down from the mines by a line of railway. Beyond is a hill called *Kef Chetob* by the Arabs and *Monte Rotondo* by the Europeans; from its isolation and conical form it is a very prominent feature in the landscape.

13 kil. *Kef om-et-Teboul*. A little village which has sprung up around

the mines of the same name. They produce argentiferous and auriferous lead and zinc ore, all of which is shipped to Swansea. During 1883 twenty steam vessels took on board upwards of 26,000 tons of ore.

Here the direct road to Ain Draham continues to the S.E.; that to Tabarca branches off to the N.E. through a wild and mountainous country, intersected by deep ravines, and covered with dense brushwood, with here and there patches of forest containing oak of various species and maritime pine. It crosses the frontier at some distance from the sea, passing over the high range of hills which terminates in Cape Roux; it then descends to the coast, which is here beautifully indented, with charming views of land and water at every turn, till at last the island of Tabarca and the Bordj Djedid, high above the town, come in view.

36 kil. **Tabarca.** Hôtel Tiret (see p. 128).

After leaving Tabarca the road ascends the broad valley of the Oued-el-Kebir, nearly due south. The ground, wherever possible, is cultivated, and will one day no doubt be opened out to European colonisation. At present, like all plains in North Africa when undrained and only cultivated in the rudimentary manner employed by the Arabs, it is very unhealthy, but in due time this will be remedied. No places could have been worse or are now better than many parts of the Metidja near Algiers.

All over the country there are ruins of Roman farms or fortified positions; for the most part they are merely heaps of stone, though generally of large blocks finely cut. One of these, 5 kil. from Tabarca, is of a more important character; part of the walls and one-arched gateway are still standing; it is close to the river, and is called *Kasr Zeitoun*, "Palace of the Olive Tree," from a group of gigantic olive trees which grow around it and in its deserted chambers.

17 kil. from Tabarca is the *Oued Kerma*, a beautiful clear stream, so called from a large fig tree growing

near it. A road bifurcating to the N.E. leads to the *Camp de Genie*. Beyond the scenery becomes wilder and more beautiful, consisting of great stretches of oak forest interspersed with glades of cleared and cultivated land.

26 kil. *Col de Babouch.* The junction of this road with that leading up from Kef om-et-Teboul, where is a Tunisian custom-house. The road now passes through a forest of the most splendid oak trees, the branches of which are covered with moss and ferns. The effect of the bright green ferns on the silver gray boughs of these gigantic trees is most striking; indeed the whole route forms a series of studies for a landscape painter. At last Ain Draham comes suddenly in sight, perched high above, on a bleak hillside, its regular houses and huts of wood with red-tiled roofs forming by no means a pleasing contrast to the beauty of the landscape through which the traveller has passed.

31 kil. **Ain Draham.** *Hôtel des Pacificateurs*, very poor accommodation. This post is situated at 41 kil. from La Calle by the high road passing *Om-et-Teboul*, *El-Aioun*, and the *Col de Babouch*; it is 800 metres above the level of the sea, and is well supplied with water from the "Spring of Money," whence its name, and other fountains. Before the French expedition it was perfectly uninhabited, but immediately after that event it was occupied by a garrison of 3000 men under a general of brigade, now it has been reduced to a small detachment, to the despair of the numerous auberge and store keepers who have settled here, and who can have no possible occupation but that of supplying the troops and feeding the officers.

No attempt at defence has been made, no redoubt, retrenchment, or even the simplest walled enclosure. The barracks of the soldiers and the houses of the settlers cover a considerable extent of ground, and although the Khomair have been disarmed, no one really supposes them to be destitute of weapons. Insurrections have occurred in Algeria under more unlikely circumstances, and it is not impossible that some day

a rising of this warlike tribe may temporarily endanger French supremacy.

It is impossible not to be struck by the extraordinary results which have followed the French Protectorate in this once inaccessible region. Admirable roads have been made or are in course of construction northwards to the sea at Tabarca; north-west to Algeria at La Calle; southward to the railway which traverses the valley of the Medjerda; and another has been traced eastward to Beja. With all these "pacificateurs" no serious fears need ever be entertained for the permanent security of the country.

The view from Ain Draham is remarkably fine, especially towards the sea; one sees down the whole length of the valley through which the road passes, and the Galita islands, not visible from Tabarca, appear as if they were only a few miles distant.

An excellent road conducts to Souk el-Arbâa; but as carriages are rarely procurable here, the traveller must make his arrangements before leaving La Calle. The first part of the road lies through splendid oak forests; but as it descends these gradually become replaced by brushwood, and finally by open undulating ground more or less cultivated.

5 kil. *Fedj el-Meridj*. A small grassy meadow nestled amongst wooded hills. This evidently was a Roman post, as in the centre of it is a mound of stones; the best have been taken for the construction of the road; but a military column has been spared and erected on a plinth. It bears the names of Constantine and Licinius, thus fixing the date prior to the defeat of the latter in A.D. 323. It also bears the number xviii., probably *millia passuum* from Bulla Regia.

20 kil. *Fernana*. This place derives its name from a gigantic cork oak, the only tree within several miles. It is on the southern boundary of the Khomair country, and used to be the extreme limit to which the Bey's camp was permitted to come in its annual circuit for the collection of taxes. Here the chiefs used to meet it and hand over such sums as they felt disposed to pay;

if the Tunisian soldiery advanced a step farther the taxes were liable to be paid with powder and lead.

After the occupation of Ain Draham a strong column encamped here for many months, and it has left a memorial of its stay in a large and crowded cemetery. There is an auberge or shanty here, at which it is possible to breakfast but not to spend the night.

Close to Fernana, and again at the *dowar* below mentioned, are found two military columns of Trajan's road to Tabarca. "*Imp. Cæsar divi Trajani Parthic. fil. divi Nervæ nep. Trajanus Hadrianus aug. Pontif. max. trib. potest xiii. Cos. iiii. p. p. viam a Simittu usq. Thabracam fec.*"

35 kil. *Dowar ef El-Hadj bel Kassem ben Zorari*. Opposite this a cross country path, but one quite practicable for carriages, branches off to the east, and leads to the important Roman ruins of **Bulla Regia** (see p. 298).

42 kil. **Souk el-Arbâa** (see p. 298).

ROUTE 27.

Tunis to El-Kef via Souk el-Arbâa.

This can be done in one day. Leave Tunis by the early train at 5 A.M., arrive at Souk el-Arbâa at 10.49. Start by diligence at 3 p.m., and arrive at El-Kef about 8 p.m. The diligence has six seats, and is not generally well horsed. The traveller should not fail to take provisions for the way.

The road from **Souk el-Arbâa** runs directly south over the plains of the Medjerda.

9 kil. It crosses the *Oued Mellegue*, an affluent of that river, at a place fordable in summer but in the winter months a ferry boat has to be used. Extensive remains of Roman farm-houses are seen, but nothing of special interest. The road gradually ascends the mountains through a vast tract of heath-land, partly cultivated, and affording pasturage for numerous flocks of sheep and goats. The view of the plain round Bulla Regia and of the Khomair mountains is very extensive.

28 kil. Resting-place for horses in connection with the diligence service.

About a mile to the west is the picturesque Arab village of **Nebeur**, where once stood a Roman *Castellum*, dependant on the colony of *Sicca*; close by is a magnificent olive grove, and the white koubba of *Sidi Bou Jubar*. On the hill behind the resting-place is the ruined koubba of *Sidi Merzoug*, built of pre-existing Roman work. Several inscriptions have been found here, amongst others one showing that justice was administered here by one of the supreme magistrates of *Sicca*. There are also many fragments of cornice, belonging to the Ionic order, and several moulded stones. From its commanding position this was probably a military post of some importance.

There are two roads from *Nebeur* to *El-Kef*; one by the plains, 38 kil., of easy ascent, but little used. The other over the mountains, 18 kil., very bad and steep; in some parts scarcely passable for carriages. A new road has been commenced at the *Kef* end, but it has apparently been abandoned.

38 kil. Here the road, after a long ascent, becomes more level; scenery wild and mountainous; on the right commences a long range of precipitous limestone rock, rising in some parts nearly 200 feet above the road. Here, at its greatest altitude, the French have established an optical telegraph station, visible at *El-Meridj* and *Ain Draham*. The panoramic view is most extensive; on the left one overlooks the field of *Zama*, the exact position of which city is still a mystery; in front the eye races all the Tunisian frontier.

45 kil. Here the road, still following the precipice on the right, takes a sudden turn towards the west, and the walls of *El-Kef* come in view, the *Kasba* only being seen above them.

46 kil. After passing the Arab and Jewish cemeteries, you enter either the upper or lower eastern gate.

El-Kef. The ancient city of *SICCA VENERIA*, or later *Colonia Julia Cirta Nova*, of which *El-Kef* occupies the site, was much larger than the modern town; it was one of the most important places

in Punic territory long before the Roman conquest of the country, and was probably founded by a colony of Phœnicians, who introduced into it the worship of the Asiatic *Venus*, which subsequently gave the place so evil a repute. [As no traveller should visit the *Alhambra* without studying *Washington Irving's* tales, so the visitor to this interesting spot will find a picture of what were probably the manners and customs of the early Christians and their oppressors here, in the pages of *Cardinal Newman's* beautiful tale, "*Callista*."

The city, as at present existing, is of irregular shape, enclosed by loopholed walls, and built on the steep slope of a rock (whence its name) facing the S.W., and immediately under the precipitous crag above mentioned. It is a veritable city in the air, a mere excrescence on the rock. It is essentially Arab, the European population numbering under 100, mostly Maltese. The entire population is estimated at 4000. The streets are dirty and ill-paved, but owing to its position, and being well supplied with water, the town is easily washed. The rich plains below have contributed to the prosperity of the inhabitants, but at present many dwellings are unoccupied and in ruins. The town is built entirely with the remains of the Roman city, portions of which still lie below the surface. There are many Roman inscriptions built into the walls of Arab houses, and therefore difficult of access. The principal remains consist of fragments of a temple of large dimensions, but of coarse ornamentation; near it were lately found the white marble statues of two emperors and of an empress, but without heads, and two without arms. The *Thermæ* can still be traced, the masonry is of large blocks put together with very little mortar, the openings in the walls being spanned with lintels of great size, many of the stones being more than 2½ mètres long. The walls are fairly perfect up to the spring of the vaulting, and the apsidal end of a chamber, with its flat rib vaulting, is quite perfect, and is now the residence of an Arab.

The *Kasba*, occupied by the French,

and forming the pinnacle of the city, is of Roman construction. The town has six gates and six mosques, but of no pretensions exteriorly.

The accommodation for European travellers is of the roughest kind. Lodgings can be had at two houses kept by Maltese, dignified as *Hôtel de l'Europe*, and *Hôtel de France*, both very dirty.

Outside the walls are the old Roman *cisterns*, they are constructed on a platform above the *Kasba*, and immediately under the precipitous rock before mentioned. They consist of 13 vaulted chambers side by side, 27 mètres long, nearly 7 mètres wide, and 6'40 deep. Except where the vaulting has been broken through they are fairly perfect, the cement lining being in many parts as sound as when it was applied. Some of these chambers are used by the soldiers for gymnastic purposes, one being styled "*Salle de billard*," and another "*Salle d'escrime*." These *cisterns* were supplied from a spring in the rock, and were connected with the fountain within the walls by a short tunnel, which is still perfect, but closed up. The city is now supplied from the same source, and a line of pipes communicate with the fountains. The supply is never ceasing, it comes splashing in at the rate of many thousand gallons a minute, and there is always a busy gathering of men and women, horses and cattle, in the little sloping square in front of it.

Outside the E. gate are *cemeteries*; the tombstones of the small Jewish burial-ground are mostly Roman, some with the Latin inscriptions still legible. The Christian cemetery, close by, is the site of an old Christian basilica, about 27 mètres long and 15 wide. The shafts dividing the nave and aisles appear to have been of gray marble, 0'51 metre in diameter. The external walls were very thick, those of the apse being 0'50 metre; all of large blocks from the Roman town, and some of them inscribed.

The French Government has done wisely in erecting barracks for the troops outside the Arab town, on the highest ground, close to the *Kasba*, and well sheltered between the city walls and the

[*Algeria.*]

upper range of rocks, forming a plateau at the top of the mountain.

There is a carriage road from *El-Kef* to *Souk-Ahras*, and a horse-track to *El-Meridj*.

ROUTE 28.

Excursion to Bizerta and Utica.

This may be done by carriage. The author paid 120 piastres (£3 or 75 fr.) for the journey to Bizerta alone, but from 15 to 20 fr. a day extra will be demanded if more than three days be occupied in the journey. There is a small inn, the *H. de France*, where the traveller can put up.

The road leaves Tunis by the *Bab el-Khadra*, passes under the Spanish aqueduct behind the *Bardo*, the ancient Palace of the Beys, and the *Kasr es-Saeed*, the late Bey's favourite residence, and soon enters a wood of ancient and extremely picturesque olive trees.

11 kil. A wayside fountain and Arab coffee-shop called *Es-Sabala*, near a palace built by the celebrated *Saheb-et-Tabâa*, under *Hamouda Pacha*.

Beyond this commences a long alluvial plain, which, broken up by several low ranges of hills, extends to the very gates of Bizerta; it is of great fertility, and tolerably well cultivated.

23 kil. *El Fonduk*. Here the *Medjerda* is crossed by a bridge which was built about 1850 on the site of an old Roman one. It is a solid structure of seven arches, with a niche between each pair, pierced so as to admit the passage of water when the floods are high. The original structure was entire when *Peyssonnel* visited it in 1724; it was a tolerably good one, he says, but the arches were badly constructed. This river rises in the beautiful valley of *Khamisa*, in Algeria, amongst the ruins of *Thubursicum Numidarum* (p. 237), and traverses some of the richest parts of Tunis—districts rendered celebrated by many of the most stirring events in Roman history. It is none other than the far-famed *Bagradas*, on the banks of which took place the com-

bat between the army of Attilius Regulus and the monstrous serpent, 225 years before Christ. Pliny repeats the fable as one well known in his day. They besieged it, says he, with ballista and implements of war, as one would have done to a city. It was 120 ft. long, and its skin and jaws were preserved in a temple at Rome until the Numantine war.

The Medjerda has greatly changed its course within the limits of history: indeed, it is constantly cutting through the banks of alluvium, and depositing the débris elsewhere. In winter a considerable body of water enters the sea, but after continued rain it becomes a raging torrent, and even a passing shower will sometimes suffice to wash away sheep and cattle, and even travellers.

The plain on the right bank of the river at this place goes by the name of Outa el-Kebir, or the large plain; that on the left is Outa es-Segheir, or the smaller one, while the crossing itself is called El-Fonduk, from an inn on its bank, more dirty and repulsive than such places generally are.

27 kil. A second and smaller bridge is passed, spanning a watercourse running along the southern base of Dj. Zana. From this point the road to Bou-Chater, the ancient Utica, branches off.

[The traveller will find it impossible to visit this place and continue his route to Bizerta the same day; he must either make a separate excursion here, or return from Bizerta by Porto Farina and Utica. The former, called by the Arabs Ghar-el-Melah, is situated on the north shore of the *Bahira*, or lake into which the Medjerda now empties itself. This lake was at one time the winter station of the Tunisian Navy, but the alluvium brought down by the river is rapidly filling it up, and now it has been entirely abandoned as a commercial or military port. The Boghaz, or strait connecting it with the sea, has become quite sanded up, so that it is passable only for vessels of the smallest size. These changes in the physical condition of the delta of the Medjerda have taken place within

a comparatively recent period. Porto Farina continued to be a place of considerable importance long after the date of Blake's action, one of the most brilliant victories in the history of the British Navy (see p. 42).

The wretched little village of *Bou-Chater* to the S.W. indicates the site of the celebrated city of *Utica*, one of the first founded in Africa; the signification of the name is *The Ancient*. When later Phœnician colonists founded Carthage, Utica still maintained its importance, though it was obliged to submit to the supremacy of the younger city. In B.C. 300 it fell into the power of Agathocles, and it subsequently played an important part in all the Punic Wars, but it is especially famous as being the scene of the unnecessary self-sacrifice of Cato (see p. 24). It continued to exist till the Mohammedan invasion, when it lost not only its being, but its name, and was thereafter known by that of *Bou-Chater*. The ruins still existing of the ancient city are not very extensive or interesting. A deep excavation marks the site of the amphitheatre. Some fragments of walls exist, the sole remains of the admiral's palace, built on an island in the ancient port, now filled in by the Medjerda, and the whole site is covered with fragments of marble, bricks and pottery. Some very interesting inscriptions and antiquities were recently found here and exhibited in one of the rooms of the Louvre.¹]

41 kil. *Bir Attaka*. Beyond Djebel Zana is another wide plain, called Bahirah Gournata, in the middle of which is a well, a convenient halting-place for breakfast.

The hill which bounds the north side of this plain is Djebel Tella; at its foot is a small stream; and from its summit the first view is obtained of the sea and the Lake of Bizerta, along the eastern bank of which the road now runs.

¹ Consult Comte d'Herisson, *Relation d'une Mission Archéologique en Tunisie*. Paris, 4to, 1881. Also, *Recherches sur l'origine et l'emplacement des Emporia Phéniciens*. Par M. A. Daux. Paris, 4to, 1868.

56 kil. *Menzel Djemil*, well named the *beautiful resting-place*, despite the filth with which it is surrounded. The narrow neck of land, which here separates the lake from the sea, is a perfect garden, covered with plantations of fruit and olive trees and fields of corn.

63 kil. **Bizerta**. Its name is a corruption of the Arab one *Binzerte*, which is as evidently derived from the ancient one *Hippo Zarytus* or *Diarrhytus*, so named to distinguish it from its neighbour, *Hippo Regius*, the modern Bone.

It was an ancient Tyrian colony, and was fortified and provided with a new harbour by Agathocles, in the 4th century B.C. It was subsequently raised to the rank of a Roman colony, as is testified by an inscription built into the wall of Bordj Sidi Bou-Hadid, containing the ancient name of the place,—COL. IVLIAE. HIPP. DIARR.

El-Bekri mentions that this place was conquered in A.H. 41 (A.D. 661-2) by Moaouia ibn el Hodaidj. Abd el Melek ibn Merouan, who accompanied him in this expedition, having been separated from the main body of the army, obtained shelter in the house of a native woman. When he became Khalifa, he wrote to his lieutenant in Ifrikia to take care of this woman and all her family—an order which was of course carried out.

Marmol says that although the city contained only 4000 inhabitants they frequently revolted against the kings of Tunis and the lords of Constantine, which was often the cause of their ruin. When Kheir-ed-din took possession of Tunis, they were the first to recognise him, and when he was expelled they killed the governor whom Mulai Hassan had sent with a garrison, and received a Turkish garrison into their fort. Mulai Hassan attacked the place by land, while Andrea Doria co-operated with him by sea, and so the place was taken by assault—"et le Roy chastia rigoureusement les habitans qui s'estoient revoltez trois fois et qui n'avoient jamais gardé la foy ni par amour ni par crainte."

It can hardly be said that Bizerta is in a very flourishing condition; still, the presence of 200 Europeans amongst

its population of 5000 souls gives a certain amount of life and commercial activity to it, which no purely Mohammedan city appears to possess.

The situation of the town is extremely picturesque, being built on each side of the canal which connects the lake with the sea, and on an island in the middle of it, principally occupied by Europeans, and joined to the mainland on either side by substantial bridges. The town is entirely surrounded by walls, the entrance to the canal being protected by what in former times would have been considered formidable defences. That on the west is the Kasba or citadel; that on the opposite side is the fort of Sidi el-Houni, containing the shrine of that holy man. Between these the canal is embanked. The foundations are, no doubt, ancient, though the superstructure is modern. The west wall is produced as a breakwater, but it is very ruinous, and has evidently projected much farther into the sea than it does at present. Its length is not sufficient to prevent the sand being drifted in by the north-west winds, whereby the canal has been so much filled up as to render it practicable only for light fishing-boats. Near the gate of the Kasba may be seen the chain formerly used to protect the entrance. To the west of the town is an isolated fort called Bordj Sidi Salim, built on a rocky promontory jutting out into the sea.

Two companies of French troops are usually stationed here, some in the old Arab forts, and others in barracks built on the high ground outside the city.

The important feature of Bizerta, however, is its lake, now called *Mazouka* by the Arabs, formerly Hippo-nitus Pallus, which in the hands of a European power might become one of the finest harbours and one of the most important strategical positions in the Mediterranean. Its length from E. to W. is about 13 kil. and its width 9, but the shallow portion which passes through the town is less than a mile in length, with a depth of from 2 to 10 ft. Beyond, it widens out, and has a depth equal to that of the lake,

from 5 to 7 fathoms. A comparatively slight expenditure would be required to convert this lake into a perfectly landlocked harbour, containing 50 square miles of anchorage for the largest vessels afloat. At present the anchorage off the entrance is very insecure; vessels are compelled to remain in the open roadstead and at a considerable distance from the town, and there is no shelter from the prevailing bad winds. The lake teems with excellent fish.

In 1885, the exclusive right of fishing here, at Porto Farina, and the Goletta (the last two places comparatively unimportant), was let by the Tunisian Government for £9160 a year. During two days that the writer remained there in that year, 10,000 dorados, weighing about 10 tons, and worth £400 at Tunis, after deducting all expenses, were caught in the lake; and 5000 large mullets, of about 1½ lb. each, and worth £100, at the canal of Tinja, between the two lakes.

To the S.W. of this lake is another nearly as large, but with a depth of from 2 to 8 ft. only. It is the ancient Sisara, now called the Gharat Djebel Ishkul, or lake of Mount Ishkul, a remarkable hill of 1740 ft. high, situated at its southern extremity, the Kirna Mons of Ptolemy. This, no doubt, was originally an island, as it is now only separated from the mainland by a stretch of marshy ground. The water is almost sweet in winter, when a considerable body is poured into it by the Oued Djoumin or river of Mater, but in summer, when the level sinks, the overflow from the salt lake pours into it by the Oued Tinja, a tortuous canal which connects the two, and then its waters are not potable. The water is generally very turbid, owing to the washing of the clay banks on its margin and the muddy streams flowing in from the plains of Mater. This lake also abounds in fish.

The Oued Tinja is navigable for boats of not more than 2 ft. draught. Its general depth is 6 ft., and its breadth 25 yards, but at the entrance to the lake of Djebel Ishkul there are shallows with a very rapid current,

against which a boat has great difficulty in contending. Above the shallows there is a ferry, opposite the marabout of Sidi El-Hasoun, which is completely enveloped by a small grove of trees. This spot appears also to have been the site of an ancient town, as there are Roman remains on both sides of the ferry.

The vicinity abounds in game, and on Djebel Ishkul itself there are a number of wild buffaloes, introduced by a former Bey, which are very strictly preserved.

ROUTE 29.

Excursion to Zaghouan and Oudena.

This expedition can be done in two days, in a carriage and four, which ought not to cost more than 50 frs. There is an inn, *Hôtel Boulanger*, at Zaghouan, where it is quite possible to sleep; it is in a fine old Arab house, with some good tile and plaster work. No provisions of any kind are obtainable on the road.

The traveller leaves Tunis by the Bab Alleoua, by a road which has been cut through an Arab cemetery surrounding the shrine of Sidi Ali ben Ahsan. The heights above are crowned by the picturesque forts, which are prominent objects in the landscape from every point of view round Tunis. The ground being somewhat undulating the great salt marsh or lake, called Sebkhah es-Sedjoui, which extends to 8 kil. to the south-west of the town, is concealed from sight till its southern extremity is approached. During the winter months this contains a considerable body of water, but in summer it becomes little more than a fetid marsh, with a broad efflorescence of salt around its margin.

At 17 kil. from Tunis is the Mohammedia, an immense ruined palace, or rather a mass of palaces, built by Ahmed Bey, who died in 1855, at an expense of many millions of piastres, and decorated with great magnificence, but which since his death has been

allowed to go to decay. It has served as an inexhaustible mine for materials with which to build and adorn other palaces; its marble columns have disappeared, its walls have been stripped of their covering of tiles, the roofs have nearly all fallen in, and it is impossible to imagine a more perfect picture of desolation than is presented by this modern ruin.

The aqueduct from Zaghouan passes through one of the courts of the palace, but it is here low, and by no means a striking object.

Beyond, at short distances, may be noticed what seems to be small koubbas; these are inspection chambers, to facilitate the repairs of the aqueduct.

Shortly after leaving the Mohammedia the ruins of the ancient aqueduct come in sight, and at a distance of about 22 kil. from Tunis the road crosses the Oued Melian, the Catada of Ptolemy. Here is seen, in all its surpassing beauty, one of the greatest works the Romans ever executed in North Africa, the aqueduct conveying the waters of Zaghouan and Djougar to Carthage.

During all the time that Carthage remained an independent State the inhabitants seemed to have contented themselves with rain water, caught and stored in reservoirs, both from the roofs of houses and from paved squares and streets. Thirty years after the destruction of this city by Scipio it was rebuilt by a colony under Caius Gracchus; but it was not till the reign of the Emperor Hadrian (A. D. 117 to 138) that the inhabitants, having recovered their ancient wealth, and having suffered from several consecutive years of drought, represented their miserable condition to the Emperor, who himself visited the city, and resolved to convey to it the magnificent springs of Zeugitanus Mons, the modern Zaghouan. This, however, was not sufficient for the supply of the city, and after the death of Hadrian another fine spring at Mons Zuccharus, the present Djebel Djougar, was led into the original aqueduct—probably in the reign of Septimius Severus, as a medal was found at Carthage with his figure on

the reverse, and on the obverse Astarte seated on a lion beside a spring issuing from a rock.

It was certainly destroyed by Gilimer, the last of the Vandal kings, when endeavouring to re-conquer Carthage, and again restored by Belisarius, the lieutenant of Justinian. On the expulsion of the Byzantines it was once more cut off and restored by their Arab conquerors, and finally destroyed by the Spaniards during their siege of Tunis. It was reserved for the late Bey, Mohammed es-Sadik, once more to restore this ancient work, and to bring the pure and abundant springs which formerly supplied Carthage into the modern city of Tunis.

M. Collin, a French engineer, planned and executed this work. Of course the advanced state of hydraulic science at the present day rendered it unnecessary to make use of the ancient arches. The aqueduct originally consisted, for a great part of its course, of a covered masonry channel, running sometimes quite underground sometimes on the surface. This was comparatively uninjured by time, and served, with little repair, for the modern work. Where the old aqueduct passed high over the surface of the country iron pipes and syphons have been substituted.

The contract price was 7,800,000 fr., but the work certainly cost the Bey nearly 13,000,000 fr.; and, useful as it certainly is, there is no doubt that it was the commencement of his financial difficulties.

The original aqueduct started from two springs, those of Zaghouan and Djougar; and to within 26 kil. of the present city of Tunis—namely, to the south side of the plain of the Catada—it simply followed the general slope of the ground without being raised on arches. From this point, right across that plain—a distance of 3 Roman miles, or 7 kil.—with slight intermissions, owing to the rise in the ground, and so on to the terminal reservoir at the modern village of Mäalika, it was carried over a superb series of arches—sometimes, indeed, over a double tier. The total length of the aqueduct was 61 Roman m., includ-

ing the branch from Mons Zuccharus, which measured 22 m.; and it was estimated to have conveyed 32,000,000 litres (upwards of 7,000,000 gallons) of water a day, or 81 gallons per second, for the supply of Carthage and the intermediate country.

The greatest difference is perceptible in the style of construction, owing to the frequent restorations which have taken place. The oldest and most beautiful portions are of finely-cut stone, each course having a height of 0·50 mètres; the stones are bossed, with a squared channel worked at the joints, and the voussoirs are single stones reaching quite to the bottom of the specus, in which there exist, at intervals all along its course, circular manholes, both to admit air and to permit the repair and cleansing of the channel.

A great part of the aqueduct, however, is built in a far less solid manner—of concrete blocks or rubble masonry. In some places, at the angles, or where danger threatened, rough and massive counterforts have been erected to strengthen it. Along the plain of the Oued Melian, in a length of nearly 3 kil., the author counted 344 arches still entire. Since then a number have been destroyed to make a new military road which has never been completed!

The aqueduct passed the river on a double series of arches. These were all destroyed in order to make use of their foundations for the modern bridge which now carries the water across, and serves at the same time as a viaduct.

From this point to Carthage, along the plains of the Mohammedia, the Manouba and Ariana, the ancient aqueduct is nearly ruined, and its stones have been used in the construction of Tunis.

Leaving the Oued Melian, the road to Zaghouan follows the line of the aqueduct; but a détour to the east may be made to visit the ruins of **Oudena**, the ancient city of Uthina.

Between the aqueduct and Oudena may be seen a long line of megalithic monuments.

The traveller will be well rewarded by a visit to Oudena. The view from the site of the ancient Uthina commands

a vast extent of country. On the N. is the bay of Tunis, the hill of Carthage, and the slopes of Djebel Ahmar; on the S. the rugged Djebel Ressay, constructed by a range of lower hills with the towering Djebel Zaghouan; on the W. is the long broken line of the great aqueduct, in its stately march across the plain.

The present condition of the ruins proves it to have been a place of very considerable importance; they cover an area of several miles, and it must certainly have contained a very large population.

Pelissier imagines this to have been the Tricameron where Belisarius overcame Giliiner, and where all the hoarded treasure of the Vandals and the piratical spoil of Genseric fell into the hands of the Byzantines.

The central and highest point in the city was crowned by a citadel covering an area of about 60 mètres long and 30 wide. The entrance-gate was on the N.W. front, facing the amphitheatre. The walls were of great thickness and constructed of large blocks of cut stone.

The upper terrace was surrounded by a parapet; below were several chambers with strong vaulted roofs, still nearly entire. The largest of these measures 20 mètres long by 10 wide. The vaults are supported on square piers, with a very bold and massive cornice, each stone being 0·60 mètre in breadth, 0·76 in height, and 0·92 thick. On the northern side is a large arch 7 mètres in diameter, loosely filled up with squared stones. From the centre of this a passage about 0·92 mètre in width runs perpendicular to it, and after a distance of about 5 mètres the passage bifurcates to the right and left, and descends at an angle of 45° till it reaches a vast subterranean apartment, which encircles the whole building, and was no doubt intended to serve as a reservoir. The descent is very difficult, owing to the accumulation of débris; but the chamber appears to have been about 4 to 6 mètres high, and nearly the same width, occupying three sides of a square, of which the passages before mentioned formed the fourth side.

To the N.W. of this building is a very perfect amphitheatre, with an elliptical arena; the major axis is about 70 mètres in length, and the minor one 50. Four principal entrances led into it, and these, together with many of the upper arches, are still in a tolerably perfect condition. No doubt, in the construction of this, advantage was taken of a natural depression on the top of a mamelon in which it is sunk.

Behind this monument, towards the N., may be seen a small bridge of three arches, spanning the bed of a water-course.

To the S.W. of the citadel are the remains of a theatre, and to the S.E. of it two very magnificent reservoirs, the northern one intended to contain rain-water, but that to the S. was supplied from a well at some little distance, between which and the reservoir are the remains of a solidly-constructed aqueduct.

Perhaps the most remarkable of the ruins is one due E. of the citadel; it must have been a building of immense size, but it is impossible from its present appearance to form any conjecture as to its original destination. The walls, which were built of rubble masonry, of great thickness, have been rent asunder into huge masses, too large to have been moved by any mere mechanical power likely to have been employed, and yet they lie scattered about, without any apparent order, in every direction.

Underneath these is a series of reservoirs of immense height and size, separated by partitions, yet connected together by arched passages; access is gained by a very narrow hole in the side of one of them; the masonry throughout is quite perfect; not a trace is visible of any great convulsion of nature, which alone, one would think, could have effected the ruin of the superincumbent building.

Twenty minutes more takes the traveller from Oudena to the southern end of the plain spanned by the aqueduct, where is a domed building, from which the syphon of the modern aqueduct starts; this is 26 kil. from Tunis, and 33 from Zaghouan.

From this spot the road continues through an undulating country overgrown with brushwood. After a few kil. the ruins of a Roman post are passed, called by the Arabs Bab Khalid, the ancient name of which is unknown. At 47 kil. from Tunis is the spot called Magaran, where the two sources from Zaghouan and Djougar unite, and are conveyed in a single stream to Tunis, as they formerly were to Carthage.

The former source will be described hereafter; the latter, Ain Djougar, is situated 37. kil. farther to the W., close to the village of Bent Saida, which occupies the site of the ancient Zucchara Civitas. Like the other, this one also issued from a monumental fountain, now in a very bad state of preservation, but when visited by Shaw the frieze of the building still existed, and bore the following inscription:—

..... RORISII TOTIVSQUE DIVINAE DOMVS
EIVS CIVITAS ZVCCHARA FECIT ET DEDICAVIT.

At Magaran there is a very neat house, surrounded by a garden, occupied by the French employé in charge of the waterworks. About 6 kil. farther on, and 53 from Tunis, is the village of Zaghouan, the ancient *Zeugis*, which gave its name to *Zeugitana*, or the province of Africa proper. The modern town occupies the same site as the ancient one, the crest of a spur proceeding from the north-east side of the mountain bearing the same name. The only ruin of any importance is the entrance-gate, called Bab el-Goos, which, no doubt, served the same purpose to the ancient city.

After the first destruction of Zaghouan it was rebuilt by a colony of Andalusian Moors from Spain; but, notwithstanding its exceptionally favourable position and the abundance of its water supply, it appears to be falling into decay; half the houses are ruined, and there is no appearance of any modern construction going on.

The principal industry of Zaghouan for many generations has been the dyeing of the red caps worn in all Mohammedan countries throughout the basin of the Mediterranean, and here called *chachia*.

In Turkey such a cap is called *fez*, and in Egypt *tarboosh*. This is the only place in the Regency where the operation has ever been performed, and the secret is carefully preserved, and descends from father to son. A military post is established here, which is generally commanded by a captain.

The great interest of the place to the traveller is its vicinity to the springs from which the aqueduct is supplied; the distance is about $2\frac{1}{2}$ kil., and there are two paths, one of which the traveller would do well to take in going and the other in returning, or he may go the whole way in a carriage. The first passes to the S. of the delicious valley which runs east and west behind the town, and close to the spring *Aïn Ayat*, which is the cause of its fertility; the other follows its northern border between it and the hill on which the shrine of Sidi Hashlaf is built. This valley is richly cultivated, and produces great quantities of fruit trees; the waters of *Aïn Ayat* are also used to turn a few flour-mills.

The great source, however, which flows into the aqueduct issues from a spot a little farther on, where are situated the remains of a charming Roman temple, known to the natives by the name of *El-Kasba*, or the fortress.

The building is extremely elegant, and in its original condition must have been one of the most charming retreats which it is possible to imagine. It is situated at the gorge of a narrow and precipitous ravine descending from *Djebel Zaghouan*, but at a very considerable elevation above the plain at its foot.

It consists of a paved area of a semi-circular form, but with the two exterior limbs produced in straight lines as tangents. Round the perimeter was a raised colonnade, and at the end, in the middle of the circular portion, was a rectangular cella, which is still tolerably entire. The walls of this latter building are of rubble masonry, but at the extremity there is a niche lined with cut stone, surmounting what may either have been the base of a statue of an emperor or an altar to a divinity. Probably

the former, as the mutilated trunk of such a statue, in white marble, and of colossal size, was actually lying on the ground outside at the time of the writer's visit; this has now disappeared. Above the door are the remains of a beautiful architrave, which doubtless was surmounted by a pediment. To the right and left of this proceeded a lateral gallery, 4 mètres broad. The posterior wall was of finely-cut stone, with thirteen square pilasters on each side, between every alternate pair of which a round-headed niche for statuary was sunk in the thickness of the wall. Towards the interior, a Corinthian column corresponded to each of the pilasters, but these have long since been removed, and now decorate the interior of the principal mosque of *Zaghouan*. Each end of this colonnade was terminated with a handsome gateway; and from the lower surface of the area on either side a flight of fifteen steps conducted to a basin or nymphaeum, shaped like a double horse-shoe; in this the spring rose, and was conducted into the aqueduct. The spring is no longer visible, being led into the modern aqueduct before it emerges from the ground.

The colonnade was roofed by one general half-cylindrical vault in the direction of the length of the building, intersected by twelve other transversely directed cylindrical vaults rising from the pilasters in the walls and the columns in front. A cornice of a bold outline ran all round, serving as impost to the vaults and ornamental doorways, and as capitals to the pilasters. A great portion of the vaults supported by the walls still remain, to show the nature of the construction.

The rear of the wall was strengthened exteriorly by a coating of immense blocks of cut stone, to protect it from any rush of water which might flow from the ravine above, after heavy rain. There is also a communication from the colonnade to the exterior by means of a small square-headed door in the posterior wall.

The whole of this monument has now been enclosed within a wall to ensure its preservation, so that the traveller

who may wish to visit it must apply to the office of the Company in Tunis for an order to enter; this should be delivered to the employé above-mentioned at Magaran.

A magnificent view is obtained by mounting the hill immediately south of the town, crossing the valley watered by the Ain Ayat; and a still finer one by climbing to the top of Djebel Zaghuan, which may easily be done by spending an extra day at this place.

A heliographic station has been established on the summit of Djebel Zaghuan, which commands an uninterrupted view of the country round in every direction as far as Susa, Kerouan, etc.

ROUTE 30.

Voyage along the Coast of Tunis from the Goletta to the Island of Djerba.

Excellent steamers of the *Compagnie Transatlantique* and of the *Compagnie Générale Italienne* run from the Goletta every week, visiting the principal ports on the coast as far as Tripoli, and thence crossing to Malta. The days and hours of sailing should be ascertained at Tunis.

Vessels pass between the Island of Zembra and Cape Bon, or Ras Adar, the Hermean promontory, beyond which the Carthaginians so often stipulated that no Roman ships should pass. This is the extreme eastern point of the Dakhul, or large tongue of land which extends in a N.E. direction between the Gulfs of Tunis and Hammamet. On this cape is a remarkably fine red intermittent light, which can be seen for a distance of 25 m.

At a distance of 58 m. from the Goletta, following the vessel's track, is **Kelebia**. A *British Consular Agent* resides at the small and clean town, situated about a m. from the sea.

To the N. of the landing-place may still be traced the ruins of the ancient *Clypea*, founded by Agathocles in B.C. 310; the first position occupied by

Regulus on his arrival in Africa B.C. 256, and, according to El-Bekri, the last city which remained in the possession of the Christians after the Moham-medan invasion.

This is dominated by a hill 270 ft. high, called *Aspis* by Strabo, on account of its resemblance to a shield. The summit is crowned by the *Kasr Kelebia*, a fine Spanish fortress, the exterior walls of which are in good condition, though the interior is ruinous. In the centre may still be seen part of the Roman Acropolis, a keep of finely cut masonry surrounding a magnificent reservoir, the terraced roof of which is supported by nearly 100 monolithic pillars; its depth is about 8 mètres, and when the writer visited it at the end of the hot season it contained 2½ mètres of water.

On the hill itself are two marabouts, those of Sidi Ali Makadam and Sidi Khurfash, and on the point below, near the ruins of a battery, is a third, dedicated to Sidi Mustafa, which has given its name to the small bay, once a Roman harbour.

Farther along the coast is the village of **Menzel Temim**, to the N. of which is the *Oued Tefkhasid*, the river where Masinissa was defeated by Bocchar about B.C. 204, and his escort cut to pieces.

At 30 m. from Kelebia is the town of **Nebeul**, also about a m. from the beach, close to the now unimportant ruins of *Neapolis*, of which the modern name is simply an Arab corruption. The land around is very rich, and produces immense quantities of fruit and vegetables. The staple manufactures of the place are pottery and mats. The former is much sought after, and is really curious, owing to the quaint forms employed and the bright yellow and green colours of the glaze.

8 m. farther on is **Hammamet**, a small town of 3700 inhabitants, surrounded by a dilapidated wall and protected by a citadel, clearly of Arab construction. An *English Consular Agent* resides here, but there are not more than seventy-five Europeans in the place, of whom forty are Maltese. The land in the neighbourhood is well watered, though sandy, and the place

once did a considerable trade in lemons, which were sent to Palermo for exportation to America. The modern town is not built on the site of any ancient city.

[Should the traveller decide on doing the journey from Tunis to Susa by land, he can do so by carriage in two days. It will cost about 75 fr. including the return, but he should not do so for pleasure, as the road is very bad in many parts, and there are not sufficient objects of interest.

The road is good as far as Hammam el-Enf, but for many miles beyond the track is uncertain and marshy. He can sleep at *Bir el-Bouita*, nine hours from Tunis, where there is a large fondouk provided with bed settles, but no bedding or provisions. 5 kil. farther on the road passes by a circular Roman edifice, called *Kasr-el-Menara*, built of fine blocks of cut stone; it is about 14 mètres in diameter, and 10½ high, probably the tomb of some distinguished family. The cornice and altars upon it, described by Shaw, have disappeared. They are said by him to have borne the inscriptions :—

L. AEMILIO
AFRICANO
AVVNCVLO

C. SVELLIO
PONTIANO
PATRVELI

VITTELIO
QVARTO
PATR.

There are numerous vestiges of Roman houses near this monument. 8 kil. farther there is a branch back to the right, which the traveller is recommended to take in preference to the direct road, which passes through an immense salt marsh, often impracticable.

The second day's journey lies through the famous property of the *Enfida*, which forms an immense rectangle contained between the towns of Hammamet, Susa, Kerouan, and Zaghuan.

Its entire superficies may be estimated at about 120,000 hectares, and it contains a population of nearly 7000 inhabitants.

This property had been granted by the Bey to Kheir-ed-din Pacha, then Prime Minister of Tunis, in consideration of his having obtained from the Sultan the confirmation of the right of succession to the Beylick by members of Sidi Es-Sadik's family.

In 1879, when Kheir-ed-din quitted Tunis for Constantinople he determined to sell all his property in the former country. Having tried in vain to induce his countrymen to become the purchasers he disposed of it to the Société Franco-Africaine.

This was not pleasing to the *entourage* of the Bey, and an endeavour was made to invalidate the sale by the exercise of the Arab custom of *Chefaa*, or right of pre-emption. Several British subjects were concerned in this, but after much litigation and diplomatic action the domain remained in the hands of the original purchasers. Indeed, it may be said that this dispute was one of the principal causes which brought about the French protectorate.]

The vessel now takes a southern course, and after crossing the Gulf of Hammamet, a distance of 33 m., reaches *Susa*, or, according to the modern French orthography, *Sousse*. British Vice-Consul Mr. William Galea. Pop. 8000, of whom 800 are Maltese. Hôtel de France—fair accommodation, reasonable charges. Boat hire for landing, 1.50 fr.

This is now an important French military station, the camp being located outside the town, west of the citadel. It is admirably constructed and well planted with trees.

It is the ancient Hadrumetum, capital of the province of Byzacium, mentioned by Sallust as having been a Phœnician colony more ancient than Carthage. Trajan made it a Roman colony. It is often mentioned in the Punic and civil wars, and, like many other cities, it was destroyed by the Vandals and restored by Justinian.

After Okba had built the city of Kerouan he remained at Susa during a considerable period. Subsequently, when the Turks took up the profitable trade of piracy, this became one of their favourite haunts, whence they made predatory excursions to the coasts of Italy.

In 1537 Charles V. sent a naval expedition from Sicily against the place, which refused to submit to his protégé Mulai Hassan. The command was given to the Marquis of Terra Nova, but after a vigorous assault he was obliged to retire and leave victory in the hands of his enemies. In 1539 another expedition was sent, commanded by Andrea Doria, with better success; but no sooner had he left than it revolted again, and welcomed the celebrated pirate Draguth within its walls.

In all the frequent dissensions between the Arabs and Turks the importance of Susa as a strategic post was so great that its possession was generally the key to supreme power. The town is situated on a gentle slope rising from the sea, and presents a most picturesque appearance from a vessel in the harbour. It is surrounded by a crenellated wall, strengthened at intervals by square towers and bastions. In the interior these walls have arched recesses, which serve as shops and storehouses. At the summit is the Kasba, which has been thoroughly restored by the French, and now contains the residence of the general commanding. The view from the terrace is very fine, and the gates, especially that of the Kasba, are quaintly decorated in distemper. Four gates give entrance to the town, the Bab el-Bahr or Sea Gate, Bab el-Gharbi or Western Gate, and Bab el-Djidid or New Gate, constructed about twenty-five years ago, and a still newer one opening on the quay.

The modern port is simply an open roadstead, very slightly protected by a curve in the coast towards the N., where was the ancient harbour, between the Quarantine Fort and Ras El-Bordj. The remains of the Roman breakwater may still be seen. But the accumulation of sand has rendered the water too shallow to permit vessels to make use

of it. A great part of the ancient harbour is, in fact, now dry land. Some land has recently been recovered from the sea; on the S. side the battery has been transformed into a "Cercle militaire."

The principal objects of interest in the town are:—

The *Kasr er-Ribat*, a square building flanked by 7 round bastions, with a high tower built on a square base. It was erected by the third prince of the Aghlabite dynasty, Ziadet Ullah, in A. D. 827, as a convent for *Merabetin* or devotees. El-Bekri mentions it under the name of Mahres er-Ribat.

There is also a curious coffee-shop, called by the Arabs *Kahwat el-Koubba*, or Café of the Dome. It is a small building, square in plan up to about 8 ft. from the ground, thence rising cylindrically for about the same distance, the whole surmounted by a curious fluted dome. The cylindrical portion has four large and four smaller arched niches, with very bold cornices, springing from semi-circular pilasters between them. The walls are, however, so thickly encrusted with whitewash, that the architectural details are considerably obscured. A good view of the exterior of the building is obtained by mounting to the top of the *Morestan*, or public hospital, just opposite: the dome is decorated exteriorly by a ridge and furrow fluting, converging at the apex.

There is also a curious old building, either of Roman or Byzantine construction, now used as an oil mill. It consists of a central dome, supported on four arches, three of which give access to narrow chambers, the entrance being in the fourth; beyond the left hand chamber, on entering, are two parallel vaulted apartments, extending the whole length of the building. The piers of the arches have originally been ornamented with columns, and the ceiling appears to have been decorated with tiles or mosaics.

In the *Bab el-Gharbi*, or Western Gate, a marble sarcophagus has been built into the wall, and now serves as a drinking fountain. The inscription is given by Guérin, but at the present day it is quite illegible.

About half a mile outside the gate is the ancient Roman Necropolis.

A very considerable part of the trade is in the hands of Maltese, who are here, as everywhere else in North Africa, the most industrious and frugal, and about the best-behaved class of the population. They almost monopolise the carrying trade, with their *karatonis*, or light carts on two wheels, to which one good serviceable horse or mule is usually harnessed. They also keep horses and carriages for hire at all the principal towns, which are unusually well supplied in this respect. The march of events has forced the Tunisians to abate a good deal of their intolerance, but people are still alive who remember the time when driving in a carriage with four wheels was the exclusive privilege of the Bey, all others, consuls included, being forced to content themselves with two-wheeled vehicles.

[EXCURSION TO EL-DJEM. This can be done in two days; the writer paid 90 piastres (£2: 5s.) for the hire of a carriage. There is a fondouk near the amphitheatre, but it is dirty and full of fleas, and nothing short of the magnificence of the view can compensate for a night spent in it. The traveller must take everything he requires with him, including water for drinking purposes.

The road passes for many miles through olive groves of great extent. S. of the village of *Zaouiet-Susa* are the ruins of a Roman fort, and beyond the remains of several cisterns. The views are very beautiful.

The wayside fountain at Menzel is the only water on the road. Beyond this the olive trees cease, and the traveller enters a wide and treeless plain, part of the district called *Es-Sahel*, or coast region—extremely fertile when an unusual quantity of rain has fallen, but at other times almost uncultivated, and apparently hardly susceptible of cultivation.

There is nothing of interest at El-Djem, save its amphitheatre, which may be said to be all that remains to mark the site of the ancient city of *Thysdrus*, or *Thysdritana Colonia*.

The modern village is built entirely from its ruins, and all that is visible of the city itself are a few foundations and tombs towards the N.W.

This city is first mentioned in history by *Hirtius*. After the defeat of *Scipio* at *Thapsus* it submitted to *Cæsar*, who condemned it to a fine of corn, proportionate to its small importance. It is also mentioned by *Pliny*, by *Ptolemy*, and in the tables of *Peutinger*. It was here that the proconsul *Gordian* first set up the standard of rebellion against *Maximin*, and was proclaimed Emperor in A.D. 238, in his eightieth year. He did not long live to enjoy his exalted dignity; he was defeated in battle by *Capellianus*, procurator of *Numidia*; his son was slain, and he perished by his own hands after having worn the purple for less than two months.

The solidity of the masonry and the vast size of this building have induced the Arabs at various periods of their history to convert it into a fortress; it has frequently been besieged, and on each occasion, no doubt, to the great destruction of the fabric. The first instance on record is during the wars of the early Arab conquerors. After *El-Kahina* had defeated *Hassan ibn Nâaman*, and driven him as far as *Tripoli*, the latter received considerable reinforcement from *Egypt*, and again set out for the conquest of *Ifrikiâ*, about 693. *El-Kahina* entrenched herself in the amphitheatre, where she sustained a long siege before being compelled to evacuate it. The name of *Kasr el-Kahina*—the palace, or fortress, of the sorceress—attached itself to the building for many ages after this event.

This edifice offers the same exterior divisions as the principal monuments of a similar kind built elsewhere by the Romans, three outside open galleries, or arcades, rising one above another, crowned by a fourth story with windows. But at *El-Djem* the architect seems to have tried to surpass, in some respects, the magnificence of existing structures. In the Coliseum at *Rome* the lower story is decorated with a *Doric* half-engaged order, the second with an *Ionic*, and the third

with a Corinthian. The fourth story was pierced by windows like this one, but pilasters alone are employed, so that the general aspect is that of three stories, gradually increasing in magnificence as they rise, crowned by a high attic, which supported the masts destined to receive the ropes of the velum. In many other amphitheatres the Doric order is alone employed. But here, at El-Djem, the orders of the first and third galleries are Corinthian; the middle one is composite; the fourth was probably Corinthian also, if it ever was completed.

The windows of the fourth story of the Coliseum are square-headed, as was generally the case in monuments of this kind; but at El-Djem the heads of the windows are neither straight nor semicircular, but segmental, and they are built as true arches, with voussours. They are placed at every third interpilaster.

Each of the three lower stories possessed sixty-four columns and arches, and at each extremity was a grand entrance, but the west one is included in the breach made by Mohammed Bey in 1697, to prevent the building being again used as a fortress. Since then the work of destruction has gone on rapidly, and now fully one-third of the whole perimeter is destroyed.

The interior of the amphitheatre has suffered much more than the exterior, doubtless from the fact that it has so often served as a fortress, and partly from the material having been taken to block up the lower galleries and to build the modern village.

There are many indications of this great monument never having been completed. The attic story, which was necessary to support the velum, was commenced on the inner wall of the external gallery, but not apparently on the outer wall. Some of the ornamental details also are in an unfinished condition. The keystones of the arches of the lowest order were probably all intended to be sculptured, but they are still in their original rough condition, with the exception of two, one of which bears the head of a human being, and the other that of a lion.

The outside gallery on the ground floor, where most perfect, has been utilised by the Arabs as store-rooms for their corn and forage; some of the arches are converted into shops, and there is evidence that the upper galleries also have at some time or other been converted into dwellings, holes in the masonry for the reception of joists being visible in every direction.

Several inscriptions have been found here; the most important has been preserved in the enclosure of the Chapel of St. Louis at Carthage, and has been often quoted: the name of the town is twice mentioned in it—once as *Thysdrus*, and again as *Thysdritana Colonia*.

A number of rude Arabic or Cufic inscriptions, accompanied by representations of swords and daggers, have been scratched on the exterior wall above the principal entrance, and one, which is certainly of Berber origin, may date from the era of El-Kahina.

The stone of which the amphitheatre is built was obtained from *Sallecta* on the sea-coast: the *Sallecta* of the tables of *Peutinger*, and the *Syllectum* of *Procopius*, the first resting-place of *Belisarius* in his march from *Caput Vada* to *Carthage*. The natives assured the author that between this place and *El-Djem* the remains of the ancient paved road can easily be traced. The stone itself is of the youngest geological formation, belonging to the raised coast-beaches found at from 60 to 180 mètres above the present level of the Mediterranean. It is a somewhat fine-grained marine shell-limestone, with an admixture of siliceous sand full of fossil shells. Such a material is worked with the utmost facility; indeed, it may be cut with an axe, but it is not susceptible of being dressed with the same precision as more compact stone. The consequence is that the masonry is far inferior to the finest specimens of Roman work in Africa. Mortar has been plentifully used between the joints, and the stones are neither as large nor as closely fitted as usual; the average dimensions are—length 0·96 mètre, and height of courses 0·51 mètre.

Another feature of the construction

of this building, never seen in others of the best period of Roman art, is the manner in which the appearance of nearly all the stones have been spoilt by triangular *lewis holes* being cut in their exterior faces, for the purpose of raising them into position. This gives the masonry a very slovenly appearance.

The town of Thysdrus, on the S. of the amphitheatre, the site of which is clearly visible from the upper walls of the structure, remains to be unearthed. Judging from the position of the Arab village, it is probable that the walls of the old town will be found from 3 to 4·50 mètres below the present surface. Fragments of marble and pottery are seen everywhere.

The traveller can make a short excursion from El-Djem to the ruins of ROUGA, known as **Caraga**, or can take the carriage road to *Ksour-es-Sif*, 29 kil., walk to Salleta, and then drive to Mahadia, 12 kil. farther, whence he can take the steamer either to Sfax or Susa.]

12 m. farther on is **Monastir**, the *Ruspina* of the Romans, and the *Misteer* of the Arabs. A British Consular Agent resides here. It is situated on a promontory, with a few small islands lying off it, which affords some shelter from the N.W. winds. A quay and custom-house have lately (1885) been built by the French. To the S.E. is an extensive spit of shallow and dry banks, extending 10 m. from the coast, at the extremity of which are the Kuriat islands. To the N. of the landing-place is an Arab fort, the Bordj el-Kebir, and a country house belonging to the family of the late Si Osman of Tunis, a Greek renegade. The three islands off the point are Djezirat el-Hammam, el-Ghadamsi or the Tonnara, and El-Oustani.

The town is about a mile from the shore, connected with it by a good carriage road; it is of the usual Tunisian type, surrounded by a crenellated wall, strengthened by a citadel, which Guérin believes to have given its name to the place. El-Bekri mentions the fact that it contained lodgings for a number of holy men who had quitted their families to seclude themselves from the world.

En-Nasri calls it "the best of sepulchres and the worst of habitations," in allusion to the tombs of Imam ibn Yoonus and El-Mazeri, learned Mohammedan doctors, which it contains.

The country around is extremely fertile, and contains fine olive groves, the principal wealth of the district. Date trees commence to be seen here, and ripen their fruit, which they do not farther N.

After leaving Monastir the steamer rounds *Ras Dimas*, the ancient *Thapsus*, celebrated for the decisive victory which Cæsar won under its walls against Scipio and Juba I., and anchors at

Mahadia, 31 m. from Monastir. A British Consular Agent resides here. No accommodation for the traveller.

This is the site of *Turris Hannibalis*, or country seat of Hannibal, whence he is said to have embarked after his flight from Carthage. The modern city, at one time the seaport of Kerouan, was built in 912 by Obeidulla el-Mahadi, a descendant of Ali, Khalifa of the West, whence its name. It is frequently called Africa in ancient chronicles. This place is interesting to Englishmen as being the scene of the very first expedition against North Africa in which we took a part. It is thus described by Froysard and Holinshed:—

"In the thirteenth year of the reign of Richard II. [1390] the Christians took in hand a journey against the Saracens of Barbary, through the suit of the Genoese, so that there went a great number of lords, knights, and gentlemen of France and England, the Duke of Bourbon being their general. Out of England there went John de Beaufort, bastard son to the Duke of Lancaster, also Sir John Russell, Sir John Butler, Sir John Harcourt, and others. They set forward in the latter end of the thirteenth year of the king's reign and came to Genoa, where they remained not very long, but that the galleys and other vessels of the Genoese were ready to pass them over into Barbary, and go about midsummer in the beginning of the fourteenth year of the king's reign, the whole army being embarked, sailed forth to the coast of

Barbary, where, near to the city of Africa, they landed, at which instant the English archers stood all the company in good stead with their long bows, beating back the enemy from the shore, which came down to resist their landing. After they had got to land they environed the city of Africa, called by the Moors Mahadia, with a strong siege, but at length, constrained by the intemperancy of the scalding air in that hot country, breeding in the army sundry diseases, they fell to a composition on certain articles to be performed in behalf of the Saracins, and so, sixty-one days after their arrival, they returned home."

Mahadia is situated on a narrow promontory extending about a mile to the E. ; it has anchorage to the N. and S. sides according to the direction of the wind, but it is entirely exposed to the E. The southern side is that generally used, and a small harbour has just (1885) been made there, which will shelter coasting craft in all weather. This place has risen from its ruins in a remarkable manner since the French occupation; the old and dilapidated ramparts have been pulled down, and their material used for the breakwater of the harbour; so that now the town is thoroughly ventilated from every direction. The Arab quarter, on the N. of the promontory, remains untouched, but a new one, containing many important buildings, including barracks for the French troops, is springing up to the S. W.

At the extreme E. of the cape is the old Spanish citadel. This was recently a mere ruin, now it has been thoroughly repaired, and forms not only a precious monument of the past, but excellent quarters for the French commandant. It rose within the fortified position which occupied the entire eastern part of the promontory, and was admirably chosen both for defence and on sanitary conditions, being surrounded by the sea on three sides. Under its walls is an ancient *Colthon* or harbour, in a perfect state of preservation. It is a rectangle excavated out of the rock, about 147 mètres long by 73 broad, with an opening to the sea

of about 13, once no doubt secured by a chain. This was very probably of Phœnician origin, but the retaining walls show signs of reconstruction in which old Roman columns and stones have been used.

A large number of Phœnician tombs may be visited N. of the town, and 4 kil. S. of it some very remarkable ones have recently (1885) been opened.

Leaving Mahadia the steamer passes **Salekta**, the *Syllectum* of Procopius, the first stage of the march made by Belisarius from Caput Vada to Carthage.

The landing-place of the Byzantine army was at the modern **Kapoudiah**, or **Ras Khadidja**, a low rocky point 11 m. farther to the S. E., on which is built a remarkable tower nearly 49 mètres high.

The voyager, however, will see nothing of this coast, as the vessel has to give a wide berth to the extensive banks which surround the **Kerkena Islands**, the *Circinæ Insulæ* of the Romans. The principal ones are *Cherka* or *Ramleh* to the E. and *Gharba* to the W. They are low, and covered with date and olive trees. Cereals are grown in some places, but the inhabitants, of whom there are about 3000, live to a great extent on the produce of the sea, and by making mats and baskets.

Sfax is 116 m. from Mahadia. *Hôtel de France*—where it is possible to find accommodation. A British Vice-Consul, Mr. Leonardi. This is the ancient *Taphroura*, and the most important city in the regency, after Tunis. The modern name is said to be derived from the Arabic word for a cucumber. It has a population of 32,000, of whom 2200 are Europeans, and of the latter 1200 are Maltese.

The anchorage is at least 2 m. from the shore, and there is a rise and fall of 6 ft. in the tide at springs; at Gabes the rise is 8 ft. The lesser Syrtis is almost the only place in the Mediterranean where there is any tide at all.

Sfax may be said to consist of three distinct portions. The European town to the S., along the sea-shore, in which many important improvements are being carried out by the municipality, such as roads, piers, etc.; then comes

the Arab quarter, surrounded by a picturesque wall flanked by towers, some round and others square; and beyond this again the French military camp.

The distinctive feature of Sfax is the suburb, consisting of gardens and country houses, which extends for 6 or 8 kil. to the N. and W. Nearly every family has an orchard or garden, with a little house in it, where the owner passes at least the summer, frequently the entire year, riding to town and out again every day from his work.

One of the most interesting sights of the place is the series of several hundred bottle-shaped reservoirs for collecting rain-water, within a walled enclosure almost as large as this Arab town itself.

This is the only place on the coast where there was anything like a serious resistance to the French.

By the end of May 1881 the whole country was in a state of revolution; and the fanaticism of the people of Sfax was thoroughly excited against Christians in general, but against the French in particular, who, however, had fewer representatives amongst the European colony than any other nation.

About the 25th of the month the Bey proposed to man the forts with Tunisian soldiers; this excited the suspicion of the populace, who, on the 28th, broke out and proclaimed a *Jehad*, or holy war. Almost all the Europeans went on board French men-of-war, or other vessels in the roads. The ironclad *Alma*, and the postal-steamer *Mustafa*, arrived on the 29th with 1500 Tunisian soldiers, but it was found inexpedient to land them. In the evening H.M.S. *Monarch* and *Condor* arrived, to the great satisfaction of the British community.

On the afternoon of the 5th July the bombardment commenced by the French gunboats and two ironclads; the Sfaxiots returned the fire as best they could, but entirely without effect; desultory firing continued for more than a week. On the 14th of July more French vessels arrived, and there was now a squadron of four gunboats and nine ironclads. On the 15th the bombardment commenced in earnest; on the 16th the boats were sent on shore,

under cover of the ships' guns, and a landing was effected, though not without some loss; the Kasba was occupied by 8 A.M., every house in the town was broken open and ransacked, the doors in the markets, mended with wood, unpainted like the rest, bear witness to the fact at the present day. By the middle of August the town had resumed its usual quietness, and the French soldiers were busily engaged in clearing away the ruins and repairing the damage caused by the bombardment. The town had to pay a war indemnity of £250,000, and an international commission was formed to recompense Europeans for the losses they had sustained. The Arabs of the town soon returned to their occupations, but the Bedouins fled to Tripoli, leaving the whole of the southern portion of the Regency nearly depopulated. They are only now (1885) beginning to return.

This is one of the centres of the sponge trade.

After leaving Sfax, the Italian steamer proceeds direct to Djerba, but the French one touches at **Gabes**, the ancient *Tacape*. Two-thirds of the way from Sfax to Gabes is the little port of Skira, just opened to commerce, which has been chosen by the Franco-English Esparto Company as its emporium for the exportation of that fibre. The company has obtained a concession of a large tract of land in the interior, with the exclusive right of gathering the esparto growing there.

A British Consular Agent resides at Gabes. There are European residents, but no hotels. Vessels can anchor quite close to the shore.

Before the French Protectorate only one solitary building existed at the landing-place, but now this has become an important military station; barracks for a large number of troops have been built; about forty other houses have sprung up; a pier upwards of 200 metres long has been constructed, and a considerable French town will soon exist.

Gabes can hardly be called a town, like the other principal places on the coast, but rather an assemblage of villages scattered through a beautiful oasis of palm trees.

The most important are *Dhara* and *Menzel*, purely Arab towns, of no particular interest; the houses appear to be constructed, to a great extent, with the cut stone and broken columns of the ancient Tacape. Before the French occupation they were at constant feud with each other, and a fort had to be built between them to keep both in awe of the Tunisian authority. The population is said to be 16,000, of whom 460 are Europeans, and of these latter 200 are Maltese. The number of date-palms is 400,000. A considerable trade is carried on in esparto, oil and dates.

It is impossible, within the limits of such a work as this, to go into full details regarding the daring scheme of the late Commandant Roudaire, for the creation of an inland sea, by the submersion of the Sahara. Still it is hardly possible, when speaking of Gabes, to pass it over in silence. The project was conceived before the French Protectorate, but it is hardly probable that it will ever be carried out, now that its originator is no more.

Between a place 70 kil. S. of Biskra and the sea, exists an immense depression, 375 kil. long, occupied by three *chotts* or salt lakes, all of which are below the level of the sea. The isthmuses which separate them are of varying heights, but both considerably above the sea level. The whole of this area is separated from the sea by a third isthmus, also considerably above the Mediterranean.

Some geographers assert that this depression is the site of the ancient lake of *Triton*, that it communicated with the sea down to a very recent period, and that partly by the upheaval of its bottom, and partly owing to the difference between the quantity of water which entered, and the amount of evaporation and absorption, the sea gradually disappeared, leaving the existing *chotts* the only evidence of the former condition of things.

Others maintain that there never was an inland sea here at all, and that the Tunisian *chotts* have the same origin as the more elevated *Sebkh*as of Algeria, the salt therein existing entirely from the washing of the higher ground by
[Algeria.]

rain, which has no means of exit except by evaporation.

The quantity of water necessary to flood this depressed area would be 193 milliards of cubic mètres. M. Roudaire proposed to cut through the narrowest portion of the inland isthmuses, thus leaving the three basins prepared to receive the waters of the Mediterranean. He thus intended to cut a canal between it and the sea, about 15 kil. N. of Gabes, at a place where the work would be facilitated by the presence of another small *chott*, and by the depression through which the *Oued el-Melah* flows into the sea.

There is no reason to imagine that at the present day there can be any insuperable difficulties in carrying out such a project, except that of obtaining the necessary amount of capital; but it is difficult to conceive any appreciable advantages as likely to result from it. There might perhaps be some slight modification of climate, though the area which this sea would occupy would hardly be larger in proportion to the rest of the Sahara than a single spot on the traditional panther's skin. Ships also might be able to circulate, but in a region which produces nothing save dates; and many groves of these invaluable trees would certainly be sacrificed to produce a very doubtful benefit to humanity.

The company which has been got up for the creation of an inland sea has received important concessions from the Tunisian Government, authorising it to create a port at *Oued el-Melah*, where the opening is to be made, and permission to sink a number of artesian wells. One has already been finished; it is delightful to witness the column of water it throws up into the air, equal to 10,000 tons a day, a quantity sufficient to redeem 600 hectares of land from sterility, and irrigate 60,000 palm trees. This is the true solution of the story of an inland sea, a sea of verdure and fertility, caused by the multiplication of artesian wells, which never fail to bring riches and prosperity in their train.

After leaving Gabes the steamer crosses the *Syrtis Minor* and anchors

off **Djerba**, immortalised by Homer as the "Island of the Lotophagi." The distance is 36 m., but the sea is so shallow that vessels cannot approach nearer than 4 m. At that distance a light vessel has been stationed by the *Compagnie Transatlantique*, and passengers, by the Italian steamers at least, can generally be taken on shore in the steam launch belonging to the agent; but even thus they must look well after the tide, as at dead low water the smallest boat cannot approach the shore. The rise and fall is 7 ft.

There is a British Consular Agent at **Djerba**, but no accommodation for travellers.

The population of the island is about 35,000, of whom 360 are Europeans, and 300 of these are Maltese. There is a large Jewish community, who inhabit two separate villages, *Harat el-Kebira*, close to the capital, and *Harat es-Sogheira*, nearer the centre of the island. The Mohammedans are to a great extent of Berber origin, and some of them are Wahabite, professing the tenets of the Beni M'zab in Algeria.

Djerba is mentioned by many ancient writers. Herodotus and Eratosthenes call it the *Island of the Lotophagi*; Strabo and Pliny, *Meninx*; Scylax, *Brachion*; Aurelius Victor (3d century) mentioning the fact of two Emperors, Gallius and Volusianus, having been raised to the purple here, gives both the second of these, and that used at the present day, *Creata in insula Meninge quæ nunc Girba dicitur*.

Much controversy has arisen regarding the lotus of the *Odyssey*. "Now whosoever did eat the honey-sweet fruit of the lotus had no more wish to bring tidings nor to come back, but there he chose to abide with the lotus-eating men, ever feeding on the lotus, and forgetful of his homeward way." Most writers have been content to follow Shaw, who identifies it as the *Seedra* of the Arabs, or the *Ziziphus lotus* of botanists, a fruit which in its wild state is hardly eatable, and even when cultivated is quite unworthy of immortality, a fruit moreover which does not exist upon the island at all. It seems unnecessary to go out of one's way to

search for the Homeric food, the island is covered with it, no greater blessing than it was ever bestowed by Providence on man, and no other fruit is so all-sufficient for human sustenance as the "honey-sweet" lotus of the ancients, the **DATE** of the modern Arab.

The ordinary landing-place at **Djerba** is on the N. side of the island, close to the modern capital *Houmt es-Souk*; a good pier has been built, and a carriage road made to the town. Close to the former is the old fort, *Bordj Kebir*, the scene of many sanguinary struggles between Christians and Mohammedans. Near it was the celebrated *Bordj er-roos*, or pyramid of skulls, which was seen and described by Sir Grenville Temple in 1832. It was 20 ft. high, and 10 ft. broad at the base, tapering towards a point, and composed entirely of skulls resting in regular rows on intervening layers of the bones appertaining to the bodies. These, no doubt, were the remains of the unfortunate Spanish garrison commanded by Don Antonio d'Alvaro, who were overpowered and exterminated by the Turks in 1560. The Viceroy of Sicily and Andrea Doria were of the number, but they managed to effect their escape in a small boat. In 1848, at the instance of the Christian community of **Djerba**, supported by the consuls at Tunis, this monument was pulled down, and the bones interred in the Catholic cemetery close by.

The principal villages in **Djerba** are *Houmt es-Souk*, the capital, *Midoun*, and *Cedrien*, 13 and 16 kil. to the S.E. of it. *Houmt Ajim*, on the S.W. coast, *Gallala* to the S., celebrated for its pottery, and *Cedouiksh*, on the way from the capital to El-Kantara. The island is very flat, the highest point being only 36 mètres above the sea. The soil is sandy but fertile, covered in every direction with olive and date trees; the former are particularly fine, and fruit of various kinds is cultivated in enclosed gardens round all the villages. A considerable trade is done in sponges, which are fished up by Maltese and Greeks; the former use iron graines, the latter frequently employ a diver's dress. The principal manufactures are

bornouses and coloured blankets, which are in great request in North Africa.

The most remarkable feature of Djerba is the great bight or inland sea which separates it from the mainland. This forms a large lake of irregular shape, the greatest length being 17 kil., and the greatest breadth 13 kil. It communicates with the Syrtis Minor to the W., by means of a narrow strait, $2\frac{1}{2}$ kil. broad, and with the sea to the E. by a longer and broader one, the narrowest part of which is 3 kil. The channels in these are narrow and rather intricate, but both they and the lake itself are perfectly navigable for vessels of about 200 tons burden.

At **El-Kantara**, about the middle of the larger strait, are the ruins of what must have been a magnificent city, probably *Meninx*, certainly the most important place on the island. Although this was accessible to trading vessels in ancient times, the water was still sufficiently shallow to admit of a causeway being built to the W. of it, connecting the island with the mainland; this probably had an opening to permit the passage of vessels. Even now it is possible to cross at low tide over what is called the *Tarik El-Djemil*, or "road of the camel."

In the middle of the eastern strait is a fort called *Bordj Castille*, connected with the shore by a long sandy spit. This is said to have been built by the Aragonese of Sicily in 1289.

The ruins of **El-Kantara** have not been sufficiently explored; some fine things have been found, and immediately carried away, but enough remains to show that *Meninx* must have been a place of unusual magnificence. This may be judged by the wealth of richly-coloured marbles employed, capitals, shafts, vases, sculptured stones of immense size, broken sarcophagi, etc., of the richest varieties of coloured marbles and breccias, all of Greek origin. These testify to the riches and importance of the place, and to the extent of its foreign commerce.

Other important Roman remains exist. **Bou-Ghara**, ancient *Ghithis*, to the S.W. of the lake, and indeed everywhere on that part of the mainland as far as

Zarzis, the last port on the Tunisian coast. In the map which has lately (January 1885) been issued by the *Dépôt de la Guerre*, upwards of fifty places are marked with the letters R.R., indicating the existence of Roman ruins. They prove beyond all doubt that this small inland sea was at one time a place of considerable importance, a haven of safety, and perfectly navigable for the vessels then in use. It answers in all material points to the description which *Scylax*, at least, gives of **Lake Triton**, and there can be little doubt that it is here, and not in the region of the chotts, that we must look for the position of that famous lake.

ROUTE 31.

To Kerouan.

The easiest way of visiting Kerouan is by carriage from Susa (50 francs); the journey can be done in 6 hours, and the traveller, if not too fastidious, will find accommodation which he can put up with. There is also a horse tramway, but this belongs to the military, and the ordinary traveller cannot count on being able to use it.

The journey is over a desolate and uninteresting plain, to the north of the *Sebkh*a of *Sidi el-Hani*.

Next to Mecca and Medina no city was, till the French occupation, so sacred in the eyes of Western Mohammedans. It was founded by *Okba ibn Nafa* in the 50th year of the *Hedjira* (A.D. 670). He proposed to his troops to found a city which might serve him as a camp, and be a rallying point for Islamism till the end of time. He conducted them to where Kerouan now is, and which was then infested with wild beasts and noxious reptiles. *Ibn-Khaldoun* states that he collected around him the 18 companions of the Prophet who were in his army, and called out in a loud voice, "Serpents and savage beasts we are the companions of the blessed prophet, retire! for we intend to establish ourselves here." Whereupon they all

retired peaceably, and at the sight of the miracle many of the Berbers were converted to Islamism. Okba then planted his lance in the ground and called out—"Here is your **Kerouan**!" (caravanserai or resting-place) thus giving the name to the new city. He himself traced out the foundations of the Governor's Palace and the great mosque; the true position of the *Kiblah*, or direction of Mecca, is believed by Mohammedans to have been miraculously communicated to him by God.

Before the French Protectorate no Christian could enter its walls without a special order from the Bey, and a Jew did not dare even to approach it. The sacred character of the city, however, did not exempt it from its full share of war and violence. Even the great mosque has more than once been almost totally destroyed by the Mohammedans themselves, though it was never absolutely polluted by a Christian invader.

When Tunis was occupied by the French, formidable preparations were made for the attack of the Holy City, where a desperate resistance was anticipated, and the occupation of which was considered the only means of controlling the fanaticism of the Tunisians. Three Corps d'Armée were ordered to arrive at once under its walls. The first sent from Tunis, taking the route by Zaghouan, was commanded by General Logérot, under the superior orders of General Saussier. The second started from Tebessa, commanded by General Forgemol, and was composed of soldiers from Algeria and Arab *Goums*. The third, under General Etienne, marched from Susa. The last-named found the gates open to him, and entered the city without opposition. Not a blow was struck. The Governor voluntarily surrendered the town, the French force defiled through it and encamped under the walls, one regiment having occupied the citadel.

This is the only place in the Regency of Tunis where Christians are permitted to visit the mosques and religious edifices, but to do this an order is required

from the French commanding officer. The first Englishman who ever visited them was Mr. A. M. Broadley, who has given the best description yet published,¹ and of which we have liberally availed ourselves.

Kerouan is of an irregular oblong figure, surrounded by a crenellated brick wall, strengthened by towers and bastions, and pierced by five principal gates, and four posterns, now closed. The chief suburbs are to the south and west; they contain several important shrines and three great cisterns. The largest of these is generally attributed to the Aghlabite dynasty, who ruled towards the close of the 8th century. It consists of three portions—a large polygonal reservoir of 64 sides, containing 5800 cubic mètres of water; a smaller one above, with 17 sides, and a capacity of 4000 cubic mètres, intended to receive any debris that may be washed down by the stream and allow only the clear water to flow into the main receptacle; and lastly, two reservoirs lower down, containing each 450 mètres, from which the inhabitants of the city may draw water. This has been restored by the French in connection with the works for supplying the city with water from the Oued Merquelil and the springs of Cherchira. There are two other reservoirs, but in a ruinous condition.

The names of the gates are *Bab et Tunis*, Tunis Gate; *Bab el-Khaukh*, Gate of the Peach; *Bab el-Djelladin*, Tanners' Gate; *Bab el-Kasba*, Gate of the Fort; and the *Bab el-Djidid*, or New Gate.

The **Great Mosque** of Sidi Okba is the principal object of attraction, and occupies nearly all the northern angle of the town. It consists of a rectangle divided off into three parts, 1st, the *Maksoura*, or prayer chamber, exclusively reserved for worship; 2^d, the vestibule adjoining it; and 3^d, a great cloistered court, from which rises the minaret. The effect on entering the *maksoura* is very grand. It forms a rectangle consisting of 17 naves, each of 8 arches, supported by coupled marble and porphyry columns, the

¹ "The last Punic War—Tunis Past and Present." 1882.

spoil of the chief Roman edifices in North Africa. There are 296 in this portion of the building, and 439 in the entire mosque. The capitals are of every style of Roman architecture, and some have a distinctly Christian character, the majority belonging to what is known as the Composite order—a combination of the Ionic and Corinthian. The central nave is wider than the others, and the columns there are arranged three and three. It leads from the *Bab el-Behou* or "Beautiful Gate" to the *Mihrab* or sacrum. The former is of beautifully sculptured wood, with a long inscription in relief, containing an extract from the Koran and the record of its construction. The latter has the archivolt supported by two columns of alabaster sent by one of the Byzantine emperors to Hassan ibn Naâman in A.D. 689. The walls are of exquisitely painted plaster work, through the openings of which the original mihrab of Sidi Okba can still be seen when it is lighted up.

To the right of this is the *mimbar* or pulpit, 6 mètres high, of splendidly carved wood, every panel being of different design; and near it is an enclosure of the same kind of work, called the *Beit el-Edda*, giving access to several chambers, the room of the Imam, and what ought to be the library. It bears a long cufic inscription in a single line, recording its construction by Abou Temim el-Moez ibn Badis, one of the Sanhadja Emirs, whose reign commenced in A.D. 1015.

The shafts of the columns which support the dome are of porphyry, and measure about 12·6 mètres in height. This great chamber is dimly but effectively lighted by coloured glass in the dome.

The court is surrounded by a double arcade with coupled columns, and under it is an immense cistern occupying the entire area. On the north-west side, facing the *Bab el-Behou*, rises the minaret or *minar*, as it is called, a high quadrangular tower of three stories, each decreasing in height and breadth. Several pieces of Roman sculpture and inscriptions are built into the base, and the steps are mostly

of slabs of marble from Roman buildings. A very fine view is obtained from the summit.

The most striking peculiarity of the mosque is the grand simplicity and cathedral-like aspect of the interior. There is nothing little or tawdry about it; everything speaks to the Moslem of the solemn character with which he invests his Jehovah.

Close to the mosque is the **Zaouia of Sidi Abd el-Kadir el-Djilani**, whose confraternity has so many votaries in North Africa although its headquarters are in Baghdad. It consists of a lofty cupola, with the usual cloisters, leading to a number of conventual cells. The principal apartment is lighted by stained glass windows.

In the centre of the town is the **Djamâa Thelatha Biban**, or Mosque of the Three Gates, one of the most ancient in the city. The façade is decorated with Cufic inscriptions recording its construction by Mohammed ibn Kheiroun el-Maâferi in the 3d century of the Hedjira, and its restoration in 844 of the same era. Its interior is a single chamber supported by 16 Roman columns.

Perhaps the finest specimen of Moorish architecture within the city is the **Zaouia of Sidi Abid el-Ghariani**, who died about A.D. 1402. He was one of the Almoravides (*El-Marabittin*). The hereditary governor of Kerouan is one of his descendants, and guardian of the sanctuary in which his ancestors are buried.

The entrance is a false arcade of white and black marble, in which is a square door, opening into an interior court of two stories; each side of this court, on the ground floor, has three arches supporting an upper colonnade. The interior is divided off by ancient columns. Beside the first arch is a second, surrounded by an arcade, supported on Roman columns. In the upper story are about 30 cells for dervishes or other holy men.

In the centre of the town is the sacred well **El-Barota**, supposed to have a communication with Zemzem at Mecca; it is enclosed within a domed building, and is the only one in the city.

Outside the city are many interesting religious edifices. Near the Bab el-Djdid is the *Djamäa ez-Zeitoun*, or mosque of the olive tree, a very ancient building. Not far from it is the conspicuous *Djamäa Sidi Amar Abada*, built in the form of a cross, and surmounted by seven cupolas, the interiors of which are decorated with Arabic inscriptions. This is of very recent construction. The person whose name it bears passed as a saint, and amused himself by collecting gigantic swords, chandeliers, pipes, etc., covered with rude Arabic inscriptions. One of these contained a curious prediction of the French occupation. His object appears to have been to establish a reputation with posterity for being of gigantic stature and able to use the fantastic objects he passed his life in accumulating. He was greatly in favour with the Bey, who even consented, at his request, to bring up some large anchors from Porto Farina to Kerouan.

Half a mile beyond this, and to the N. W. of the town, is the most important building of Kerouan, the *Djemaät es-Sahebi*, wherein is interred one of the companions of the prophet, *Abdulla ibn-Zemäa el-Beloui*, whence its familiar name, "Mosque of the Companion." With him are buried, what he always carried about him in life, three hairs of the prophet's beard—one under his tongue, one on his right arm, and the third next his heart. This has given rise to the superstition amongst Europeans that he was one of the prophet's barbers!

The Zaouia is entered through a doorway near the base of a minaret, in the angle of a spacious court. The exterior of this minaret is faced with tiles, and on each side of its upper portion is a window of two lights, separated by a marble pillar. The roof is of green tiles, terminating in a gilded crescent. The door enters through a vestibule, lined with *faïence* and Moorish plaster work. A second door from this opens into a cloister, the arches being supported by marble columns, and the walls decorated in the same manner as the vestibule. This leads into another vestibule crowned with a fluted cupola, also

decorated with tiles, *Nuksh hadida* work, and stained glass of great beauty, but not apparently of great antiquity, probably not earlier than the 18th century. A door on one side communicates with a mosque and two other cloisters, surrounded by cells for marabouts and pilgrims to the shrine. Beyond this domed chamber is a broad court splendidly adorned with tiles and plaster work, and surrounded by an arcade of white marble columns, supporting a richly-painted wooden roof. From this one enters the shrine of "The Companion." It is about 6 mètres square, and dimly lighted by four small windows with coloured glass; a fine chandelier of Venetian glass hangs from the dome, and there are the usual accompaniments of smaller lamps, balls, ostrich eggs, etc.

The catafalque is surrounded by a high grating and covered with two palls—one of black velvet, adorned with Arabic inscriptions, in silver, presented by Ahmed Bey, and the other of coloured brocade, sent by Sidi Es-Sadik Bey.

An adjoining chamber, contains the catafalque of Abdullah-ben Sherif, an Indian saint.

The whole of this mosque has been altered from time to time, and almost reconstructed. The upper part of the walls of the shrine are in the worst possible taste.

To the S.W. of the city is the **Cemetery**, covering an immense extent of ground, and full of the most interesting Cufic and Arabic inscriptions, which have not yet been sufficiently studied.

Continuing to the E., and passing the suburb of *Kubleyeh*, we come to the **Zaouia of the Aissaouia**, near the Tanners' gate. Most of the natives of Kerouan are affiliated to this powerful confraternity. They practise the same mystic and revolting rites as at Algiers, the guiding principle of which appears to be the utmost amount of self-inflicted bodily torture rendered supportable by religious frenzy.

There are many other interesting buildings in Kerouan, but the traveller will generally be satisfied with those just described.

ROUTE 32.

Excursion from Kerouan to Sbeitla.

This is a journey in which some privation must be expected, but the traveller will be rewarded by seeing the most beautiful, the most extensive, and the best-preserved ruins in North Africa.

It can be made in a carriage, obtainable at Kerouan, but it would be better to hire it at Susa. The cost of the carriage with four horses will be 20 fr. a day; return journeys are always paid for at the same rate. This includes the food of the horses, but not of the driver.

The traveller must provide himself with bedding and provisions, as there are no habitations on the road, the population living entirely in tents.

Kerouan to Hadjeb el-Aioun	59 kil.
Hadjeb el-Aioun to Oued Gilma	21 kil.
Oued Gilma to Sbeitla	25 kil.

The track for more than 32 kil. is over the dreary plain that isolates Kerouan like an oasis. A few kil. farther is a broken bridge and a spring with a fondouk close by, where shelter can be obtained. The scenery on approaching the mountains is heathlike and more cheerful. The country appears quite deserted, except by large flocks of sheep and goats, and numerous coveys of partridges. It is only at nightfall, when the Arab fires are lighted for the evening meal, that one becomes aware of a considerable scattered population living entirely in tents. The track once again is on lower ground, which is marshy at all seasons of the year, and after heavy rains is impassable for carriages. The camp newly formed at *Hadjeb el-Aioun* is now visible on the hillside. Here, by permission of the Commandant, to whom a written introduction is advisable, shelter can be had for the night and provisions purchased at the canteen. The country west of this must have been at one time thickly populated. There are remains of numerous

Roman villages, and cut stones of large size are standing in all directions. Oued Gilma, so called after a stream of that name, is an abandoned French camp, where there are a large number of unroofed dwellings. The traveller cannot expect to find shelter here. There is an Arab settlement close by. This is the site of the ancient *Chilma*, or *Oppidum Chilmanense*, which does not appear to have played a very important part in history.

The track then crosses a number of water-courses, and then, winding round the hill sides, reaches

Sbeitla. There is no accommodation here beyond a half ruinous and deserted fondouk. This name, like so many others, is merely an Arab corruption of the ancient one, *Sufetula*. No city in Africa possessed finer specimens of Roman architecture, and even as late as the Arab invasion it continued to be one of the most important cities in Byzacene.

Here took place the first great and disastrous encounter between Christianity and Mohammedanism in North Africa, when the army of the Exarch Gregorius was utterly exterminated by Abdullah ibn-Saad, and so much booty was taken that, according to the Arab historians, every horseman got 3000 dinars, and every foot-soldier 1000.

One of the most remarkable features of this part of the country, and which evidently led to its selection as the site of the ancient city, is its excellent water-supply. Here the **Oued Sbeitla**, which for a great part of its course is lost in the sand, flows in a clear and beautiful stream, never dry even in summer.

The form of the ancient city is still perfectly apparent, and many of the streets can be traced in their entire course.

To the S. of the town is the *Triumphal Arch of Constantine* (A.D. 305), which bears not only his name, but also that of Maximian, by whom he was adopted. It has a single opening, and the four Corinthian columns that decorated its principal façade were entirely isolated from the walls; these have now fallen down, and lie in fragments at the base of the monument.

The most important of the ruins is the Hieron, so called, or enclosure, on the N.W. side of which are the magnificent remains of **Three Temples**, partly attached, and together forming one design. It is about 92 mètres in length and 70 in width. It had on the S.E. side, facing the temples, but not in the axis of any one of the three, being nearly 6 mètres out of the central line, a triumphal gateway of very excellent design. Within the gateway was a large portico, the roof being supported by shafts of the Corinthian order, and communicating with a colonnade which appears to have been carried round three sides of the enclosure. On the S.W. side was a series of shops built against the enclosing wall. On the opposite side was another entrance to the Hieron, and two archways connecting the first and third temples with the central one gave access from a street running along the back wall of the three temples. The porticoes, each of which was supported by six monolithic shafts of great size, were on a splendid scale of design, and, judging from sculptured fragments lying on the ground, must have been of a very decorative character. The paving of the porticoes appears to have been on the same level, there being separate flights of steps to each temple. The external walls of the *cellæ* of the side temples were enriched by pilasters of the Corinthian order, those of the central temples by engaged shafts of the Composite order. The surfaces of those attached to the walls were raised and rusticated, giving a bold character to the design. The entire structure, about 36 mètres from end to end, was raised on a high stylobate of bold design. The enrichments of the cornices and soffits were beautifully chiselled, and owing to the extreme hardness of the limestone, which was quite white when quarried but assumed a golden brown tint after a lapse of time, the decorative work is in a fairly perfect condition. The Hieron itself was paved with very large flat-bedded stones, as smooth as marble. The triumphal gateway before referred to was enriched with rusticated engaged

shafts, corresponding with those of the central temple.

Wilmanns, writing of this place in 1880, says:—“*De fortuna civitatis cujus ruinae et magnae et pulchrae jure ab omnibus qui eas viderunt celebrantur nihil scimus.*”¹

It is to be hoped that not only in the Hieron but in other parts of the city excavations will be made. The entire façades of the three temples with their inscriptions, and probably much sculptured ornament, are now buried in the soil, within a confused mass of gigantic masonry. In other parts of the city, the streets of which are clearly defined, there is little doubt that excavations, judiciously conducted, would be attended with surprising results.

The *Amphitheatre* is at the N. of the city. It was circular in form, but is now entirely destroyed.

Many other important ruins exist, but they sink into insignificance when compared with the temples.

There is absolutely no limit to the excursions that may be made on horse-back, but they should only be undertaken by people in good health and prepared to encounter a considerable amount of inconvenience. Horses and mules can readily be hired for about 4 or 5 fr. a day, and local guides will be supplied by the kaid of the various districts, who are always courteous and obliging, especially if the traveller has letters of introduction to them. Accommodation of the roughest description, often no better than an Arab *gourbi*, is procurable; but the traveller is sure to be rewarded, often by beautiful scenery, always by Roman remains of surpassing interest. It is altogether beyond the scope of such a work as the present to give itineraries of such journeys as are not likely to be undertaken by the ordinary traveller.

¹ Since the above was written, Sufetula has been carefully explored by Lieutenant Boyé, and the results published in the *Comptes Rendus des Séances de l'Académie des Inscriptions et Belles-Lettres*, 1884, p. 367-378; also, in the *Bulletin de Géographie et d'Archéologie d'Oran*, 1885, p. 114. Mr. Graham also has published beautiful illustrations of it, see *Bibliography*, 1885.



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