

خبر: رحالة في ضيافة الشيخ مبارك بالكويت

Monthly Record — The Geographical Journal

قسم السجل الشهري

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★ الكويت وقصر مبارك ★

خبر ضمن السجل الجغرافي الشهري: رحالة بريطاني قدم برّاً إلى الكويت (عبر الزبير حيث استضافه التاجر عبد الوهاب المنديل)، ونزل ضيفاً في قصر الشيخ مبارك الصباح، رُقب في البداية بريبة ثم زالت. توثيق لكرم الضيافة الكويتية والحياة في بلاط مبارك.

النص الأصلي بالإنجليزية (مصور)

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is illustrated with more minute detail by Catharine Kimball. The purpose of these volumes is historical in the first instance, and only descriptive in a secondary sense, but in both there are chapters giving fully sufficient detail to enable them to be used as traveller's hand-books; and for the traveller who wishes to make his journey of real value to himself there could be nothing better than these concise historical surveys.

THE MONTHLY RECORD.

ASIA.

Sir M. A. Stein's Archaeological Explorations on the North-west Frontier of India.—We have received from Sir M. A. Stein a copy of a report on his explorations on this frontier in 1911-12, which includes the following items. During a prolonged tour along the Peshawar-Swat border, he was able to examine and survey extensive ruins of ancient fortified dwellings in the valleys of Palai and Bazdarra, across the administrative frontier, which had never been visited by an archaeologist. They proved to date back to the Buddhist period, and the observations obtained throw light on certain aspects of the physical and social conditions then prevailing. In the Palai valley, not far from the south foot of the Shahkot pass leading into Swat, he traced a large Buddhist site known as *Butan*, probably identical with the convent with which a legend recorded by Hsuan-tsang is connected. A number of mounds are still untouched by native seekers for sculptures. Two intact Buddhist sites were subsequently discovered in tribal territory westward, near the villages of Warter and Dobandai. At the former the explorer was able to bring to light Gandhara reliefs of remarkably good execution. Continuing the same tour within the Baizai tract, he was gratified to find, even within the administrative frontier, Buddhist ruins little disturbed by earlier "irresponsible digging." A rapid tour down the Indus enabled him to make an exact survey of the ruins of Kafirkot, situated below Bilot at the southern foot of the Khasor range. These remains of a walled town of pre-Mohammedan date do not appear to have been described by a qualified archaeologist. They include half a dozen richly decorated Hindu temples, closely related in style to certain Hindu temples of the Salt range, but far better preserved, and, in part, larger. The graceful ornamentation owes much to Gandhara art, and the beautiful stucco decoration of the interiors is of special interest in view of the rarity in India of early specimens of such work, which is of great importance in the history of Orientalized Hellenistic art. Its survival affords striking proof of the dryness of the local climate, which is borne out by other observations also. The temples cannot be placed much later than the seventh-eighth century A.D. Subsequent digging operations at the site of Sahri-bahlol, south of Takht-i-Bahi, resulted in the clearing of six mounds all containing remains of Buddhist places of worship, which had remained in continuous occupation probably from the Kushana period down to that of the White Huns, and even later. They yielded many interesting Gandhara sculptures, besides data of importance for the history of the whole site. Instructive evidence was obtained of long-continued worship, lingering to decay. Platforms decorated in stucco, originally serving as bases for small Stupas or Viharas, had been used later as places of deposit for miscellaneous statues and reliefs. The shrines seem to have repeatedly

suffered decay and destruction long before the Mohammedan conquest. The numbers of sculptures recovered is shown by the fact that those held of sufficient interest for reproduction by photography on the spot reached over 1300, while the pieces selected for removal to the Peshawar Museum made heavy loads for fourteen bullock carts. The specimens of Gandhara art work embrace all classes, from remains of colossal images to delicate relieve carvings from miniature Stupas, etc. Among other finds were large numbers of pottery fragments bearing Kharoshthi inscriptions, and a variety of cinerary urns.

Mr. Raunkier's Expedition in East-Central Arabia.—The *Geografisk Tidsskrift* (1912, Hefte VI.) gives a short preliminary account of the journey in Arabia lately carried out by Mr. Barclay Raunkier on behalf of the Royal Danish Geographical Society (see *Journal*, vol. 39, p. 611). The traveller reached Bassora, *via* Baghdad, on January 21, 1912, and was cordially received by the Vali, Hassan Risa Pasha. On the 27th he proceeded overland to Koweit by the little town of Zobeir, where he was the guest of a wealthy Arab, Abdul Wahhab Mendil. At Koweit, where he was housed in the palace of Sheikh Mobarek, he was at first regarded with some suspicion, but this disappeared when it became apparent that he came with no political motive—a result largely due to the representations of Captain Shakespear, the English political agent, who gave valuable aid both by act and advice. His stay lasted twenty-six days, towards the end of which he was cared for during a sharp attack of fever by Dr. Harrison, of the American Mission. It having been arranged that he should travel to Hofuf by Bereidah and Riadh, a start was made on February 24, in company with a trading caravan of one hundred camels, bound for Nejd. The Emir of Hail was at the time engaged in a war with the tribes of the Hajara desert, and, as it was thought unsafe to take the route along Wadi Rummah, Mr. Raunkier chose the way by the well Safah to Zilfi. He had with him six camels and three men. Nineteen days' march across belts of clayey steppe, bare sandstone plateau, and drift-sand, brought the party to Zilfi, and two more to Bereidah. A plot against Mr. Raunkier's life was here detected, and the Emir himself, Fahad ibn Ma'amr, proved churlish, and vetoed a continuance of the journey to Aneizah. It was therefore necessary to follow Palgrave's route to Riadh *via* Zilfi and Mejma'a. From Ghat the way led for the most part over low sandstone plateaux, to which the name Tuweik is given. The journey to Riadh was made independently of any caravan, but with one extra man, who had been sent by the Imam of Riadh. This ruler, Abderrahman ibn Sa'ud, received the traveller courteously, and after a short stay at Riadh the latter started again in company with a caravan, the bulk of which consisted of 150 pearl-fishers bound for Bahrein. It was an unpleasant company, and as there were no merchants the journey was made more carelessly than usual. Camp was pitched in the most exposed spots, and no watch was kept at night, so that it was only through his own vigilance that Mr. Raunkier escaped being murdered by three Beni Murrah Bedawin. After ten days' march by a route lying between those of Palgrave and Pelly, Hofuf was reached on April 8, the traveller meeting with a cordial welcome from the Turkish authorities. He stayed there but a short time, the state of his health making him anxious to hurry on to the coast. With an escort of fifty Turkish soldiers, he reached Ajer, and there took an Arab sailing vessel to Bahrein, where he was received by the British political agent, Captain D. Lorimer. He travelled home *via* Bombay and Trieste, reaching Copenhagen on June 2. During the whole journey from Bassora to Ajer a route-survey was carried out with prismatic compass, no more precise method being feasible owing to the

hostility of the inhabitants. Even the reading of the compass, which took place every fifteen minutes during practically the whole march, involved much difficulty. Notes were also taken of the political and economic conditions, and of the movements of the population. In spite of the difficulties involved, a number of photographs and drawings were secured. It is hoped that the results of the journey, which is regarded as a preliminary reconnaissance in view of further work in Arabia, will be published during the coming winter.

Railways in the Caucasus.—Projects for the further development of the railway system of the Caucasus have been under discussion for some time, two especially having engaged attention. They are described, respectively, in *Export*, 1911, No. 3, 1912, No. 29. The one is for a line crossing the main range about its centre and supplying a direct connection between Tiflis in the south and Vladikavkaz in the north. Joining the existing railway at or near the latter place, it would supply an important new line of communication between Trans-Caucasia and Russia, shortening the distance to be traversed by some 600 miles, and, in the view of its promoters, tending greatly to further the economic development of the former. The second project is for a line along the north-eastern shore of the Black sea—the “Caucasian Riviera,” as it has been called. It would connect in the north with the existing branch *via* Ekaterinodar to Novorossiisk, and in the south with the Trans-Caucasian railway system at Kvaloni. It is now announced that the Russian Government has decided in favour of the first project, principally in view of its greater strategic importance; and the construction of the line across the mountains will be taken in hand almost immediately. The feeling in certain circles is, however, so strong in support of the Black sea project (it being felt that the development of the region to be traversed urgently calls for such an improvement in its communications) that a movement has been set on foot to carry the project through by private enterprise, and that this will eventually be done is stated to be certain. As to its financial success opinions differ to some extent, but it is pointed out that the region is a most fertile one, and that with its development and the extension of cultivation its unhealthiness is bound to be lessened. The commodities likely to form the chief objects of transport are said to be: corn, coal, timber, tobacco, wine, fruit, vegetables, and building stone.

Antonio de Andrade's Journey to Tibet, 1624.—This journey by the Portuguese Jesuit Andrade is of special interest as being the first made by a European across the mountain barrier north of India. Unfortunately the current accounts of it within recent years have been to a great extent erroneous, owing, no doubt, to the comparative rarity of the narrative by Andrade himself, printed at Lisbon in 1626, under the title ‘*Novo Descobrimento do gram Cathayo*,’ etc. A careful study of the journey, based on this narrative and on a wide acquaintance with all other literature bearing on the subject, has now been supplied by Mr. C. Wessels in a memoir printed in the journal *De Studien* (Jahrgang 44, Af. No. 4, Nijmegen, 1912), which should for the future remove all excuse for misconception on the subject. The writer follows the traveller step by step, elucidating the journey by the help of other narratives of travel, and shows that no doubt can exist either as to the route followed, or as to the general trustworthiness of Andrade's account. Two principal causes seem responsible for the confusion which has existed, the one being the idea that the place Srinagar in Garhwal, passed by Andrade, was, instead, the capital of Kashmir; the other the erroneous statement of Kircher in his *China Illustrata* in regard to the extensive lake, forming the common reservoir of the Indus, Ganges, and other great rivers of this region, supposed by him to have been