

and Hahn's *Geschichte der Ketzer im Mittelalter*. For the meaning of the word see Du Cange, *Gloss.*

BEHAR, a province of British India, under the jurisdiction of the Lieutenant-Governor of Bengal, situated between 24° and 28° N. lat., and 83° and 89° E. long. It comprises the districts of Champáran, Tirhut, Sháhábád, Sárán, Patná, Furniah, Bhágalpur, and the Santál parganá; and is bounded on the N. by the independent kingdom of Nepál; on the E. by the Rájsháhí and Bardwán divisions of Bengal proper; on the S. by the Chhotá Nágpur division; and on the W. by the North-Western Provinces. The general aspect of the country is flat, except in the district of Monghir, where detached hills occur, and in the south-east of the province, where the Rájmahal and Santál ranges abut upon the plains.

Behar abounds in great rivers, such as the Ganges, with its tributaries, the Ghagra, Gandak, Kusí, Mahánanda, and Son. The Ganges enters the province near the town of Baxar, flows eastward, and passing the towns of Dinájpur, Patná, Monghir, and Colgong, leaves the province at Rájmahal. It divides the province into two almost equal portions; north of the river lie the districts of Sárán, Champáran, Tirhut, Furniah, and part of Monghir and Bhágalpur, and south of it are Sháhábád, Patná, Gayá, the Santál parganá, and the rest of Monghir and Bhágalpur. The Ganges and its northern tributaries are navigable by country boats of large burden all the year round. The Son (the most important of the southern tributaries) enters the province in the extreme south-west, and forming for a short distance its boundary in that direction, flows north, past Rhotágarh and Arah, separating the districts of Sháhábád from those of Gayá and Patná, and joins the Ganges opposite Cháprá. It has a very wide bed, and pours down its waters with great velocity during the rains. The principal hills within the province are the Moher hill in the district of Gayá, 1620 feet; Santál parganá hills, 800 to 1600 feet; Rájmahal and Monghir hills, 1500 feet; and Rájgarh hill in Patná, 1200 feet above sea-level.

Behar Province contains eight districts, with an area of 42,417 square miles, and a total population in 1872 of 19,736,101 souls, inhabiting 48,285 villages or townships, and 3,252,036 houses; persons per square mile, 465; per village, 409. The males numbered 9,797,649, or 49·6 per cent., and the females, 9,938,452, or 50·4 per cent., of the total population. Of the provincial population, 16,526,850, or 83·7 per cent., were Hindus; 2,636,053, or 13·4 per cent., Mahometans; 54 Buddhists; 8063 Christians; and 565,081, or 2·9 per cent., of unspecified religion, mostly aborigines. Of the male adults, 3,613,231 are returned as agriculturists, and 2,489,557 non-agriculturists. The aboriginal tribes consist of the Bhars, Cherus, Dhángars, Kanjhárs, Kharwárs, Kols, Mals, Naiyás, Nats, Pahariás, Santals, and Tharus. The census of 1872 returned 49 towns as containing upwards of 5000 inhabitants, particulars of which will be found in the accounts of the districts within which they are situated. Rice, wheat, barley, pulses, maize, and various kinds of millets, form the principal food-grains of the province. Rice is the main staple of food; but in elevated and dry localities, wheat, maize, millet, and peas are substituted. Potatoes, cabbages, &c., were introduced by Europeans, and are now largely cultivated. Many kinds of fruits and vegetables are also produced. The commercial staples consist of oil-seeds, opium, indigo, sugar, cotton, and saltpetre. Upwards of 800,000 tons of oil-seeds were exported from Behar in 1872. The principal marts for oil-seeds are Revelganj, in the Sárán district, and Koshrá in Tirhut. The cultivation of opium is a Government monopoly, and no person is allowed to grow the poppy except on account of Government. The Behar Opium Agency has its headquarters at the town of Patná. Annual engagements are entered into by the cultivators, under a system of pecuniary advances, to sow a certain quantity of land with poppy, and the whole produce in the form of opium is delivered to Government at a fixed rate. The area under poppy cultivation in the Behar Agency in 1872 amounted to 330,925 acres. The Behar indigo, generally called Tirhut indigo, yields about one-half of the total produce of that dye which is annually exported from Calcutta. In the Bhágalpur division there are 44 factories, yielding on an average about 500 tons of indigo a year. In the Patná division, indigo cultivation is almost entirely confined to the north of the Ganges, in the districts of Tirhut, Sárán, and Champáran, which in 1872 contained 104 factories, including outworks, and yielded 1958 tons of the dye. The indigo industry is almost entirely conducted by Europeans, and the total capital invested in the business in Behar is estimated at upwards of a million sterling. Large quantities of sugar are exported, but the cotton grown in the province is not sufficient for the requirements of the people, and has to be supplemented by imports of raw cotton and English piece goods. Saltpetre is largely refined in Tirhut, Sárán, and Champáran, and is exported both by rail and river to Calcutta; the quantity

exported by river in 1872 being 22,749 tons. The manufactures of less importance are tasar-silk, paper, blankets, brass utensils, fire-arms, carpets, coarse cutlery and hardware, leather, ornaments of gold and silver, &c. Of minerals—lead, silver, and copper exist in the Bhágalpur division, but the mines are not worked. One coal-mine is worked in the Santál parganá. Before the construction of railways in India, the Ganges and the Grand Trunk road afforded the sole means of communication from Calcutta to the North-Western Provinces. But now the railroad is the great highway which connects Upper India with Lower Bengal. The East Indian Railway runs throughout the length of the province; total length of rail, upwards of 500 miles. Besides the Grand Trunk road, the other important roads in the province are—(1), Road from Synthia Railway Station to Bhágalpur; (2), Darjiling road, from Kárágola to Siliguri; (3), from Shahgháti on the Grand Trunk road to Patná city, and thence to Tirhut town. There are also many local roads under the management of the district road committees. The gross revenue of the province in 1872 amounted to £1,596,952, of which £1,184,906, or 74 per cent., was from land. In 1872 the 8 districts of the province were divided into 37 executive subdivisions, and contained 52 civil judges and 80 magistrates. The total police force (regular, municipal, and village) consists of 60,028 men; cost, £210,943. In 1872 there were 215 Government and aided schools, attended by 9454 pupils, and maintained at a total cost of £17,835, of which Government contributed £10,328. These are exclusive of unaided schools. The census of 1872 returned the total number of schools, aided and unaided, in the province at 4781. Bengali is the language in the eastern part of the province; but Hindi, one of the dialects of Sanskrit, is the language of the rest. The Mahometan population use Hindustáni or Urdu, a language of modern origin, formed from the fusion of Persian and Arabic with Hindi. The climate of Behar is very hot from the middle of March to the end of June, when the rains set in, which continue till the end of September. The cold season, from October to the first half of March, is the pleasantest time of the year. The total rainfall in 1872 varied from 32 to 60 inches in different localities; minimum temperature in December, 53°; maximum in May, 105°.

In ancient times Behar comprised the dominions of the kings of Magadha, who at one time were the lords paramount of India, and whose court is represented as one of the most brilliant that ever existed. Alexander the Great when he invaded India intended to push his conquests to Palibothra, the capital of Magadha, whose monarch he heard could oppose him with 30,000 cavalry, 600,000 infantry, and 9000 elephants. Their highest point of grandeur was supposed to have been attained at the time of Seleucus Nicator, one of the immediate successors of Alexander, who invaded Magadha. According to the Greek historians he was victorious, but this is doubtful, as he relinquished all the Macedonian conquests to the east of the Indus, and gave his daughter in marriage to Chandra Gupta, the reigning king. At this time Magasthenes was appointed to represent him at Magadha court. The Magadha monarchs encouraged arts and learning, constructed roads, and sent their fleets across the Bay of Bengal to colonise Java, Bali, and other islands in the Indian Archipelago. The Magadha kingdom flourished from the 4th century before the Christian era to the 5th century after it. But ancient Behar is far more celebrated in another respect. Six centuries before the Christian era it was the cradle of Buddhism when that religion was in its infant state. It sent its missionaries to Ceylon, China, Thibet, and Tartary, and the religion they taught is still followed by 300 millions of people. Behar is a sacred spot in the eyes of the Chinese and other Buddhist nations. In 1202 A.D. Behar fell into the hands of the Mahometans without a struggle, and from this time it formed one of the three subahs or provinces under the rulers of Bengal. In the time of Akbar it comprised the seven *sarkárs* of Monghir, Champáran, Hájpúr, Sárán, Tirhut, Rohátás, and Behar. It came into the possession of the East India Company with the acquisition of the Diváni in 1765, when the province was united with Bengal. In 1857 two zamíndárs, Umar Sinh and Kumár Sinh, rebelled against the British Government, and for some months held the ruinous fort of Rohátás against the English.

BEHAR, a magisterial subdivision, and a town of Patná district. The subdivision was formed in 1846. It has

an area of 792 square miles, with a total population of 570,888 souls, the average population per square mile being 721. **BEHAR TOWN** is situated in 25° 10' N. lat., and 85° 35' E. long. It was formerly the capital of a subah or governorship under the Mahometans, but at present it is merely a subdivisional town. Population in 1872:—Hindus, 31,006; Mahometans, 13,282; others, 7; total, 44,295. Municipal income, £1100; expenditure, £1120; rate of taxation, 6d. per head of population.

BEHBEHAN, a town of Persia, in the province of Fars, pleasantly situated in the middle of a highly-cultivated plain, which is watered by the Rivers Zab and Jerahi. The walls are about three miles in circumference; and there is a castle called Kaláh Náranj, or Orange Castle, in the S.E. corner. The population is variously estimated at 10,000 and at 4000, the latter more probably correct, as the place has suffered from plague and oppression.

BEHEM, or **BEHAIM**, **MARTIN**, a well-known navigator and cartographer, was born at Nuremberg about 1436. Having entered the service of Portugal, he was appointed, in 1484, to act as geographer in the expedition of Diego Cam to the western coast of Africa, and on his return to Lisbon received the honour of knighthood in reward for his services. He was afterwards employed by the king in various capacities, and visited the capital from time to time in connection with his engagements; but, after his marriage in 1486, his principal residence seems to have been at Fayal, in the Azores, where his father-in-law, Job Hueter, held the rank of governor of the Flemish colony. On a visit to his native city in 1492, he constructed a terrestrial globe, in which he incorporated the discoveries of Marco Polo and other recent travellers. The globe is still preserved in the family, and has frequently been reproduced by engraving. (See Doppelmayr, *Hist. Nachricht v. Nürnberg. Mathem. u. Künstler*, 1730; Pigafetta, *Prem. voy. autour du Monde*, 1802; and atlas to Vivien de Saint Martin's *Hist. de la Geog.*, 1874.) Behem's scientific attainments have been very variously estimated,—some placing him in the very first rank among the geographers of his time, while others maintain that he hardly reached the level of the ordinary Portuguese chart-makers. Blunders of 16 degrees are found on his globe in the localization of places which he himself visited, while in the contemporaneous maps errors of more than one degree were comparatively rare. It is generally agreed that he had no share in Transatlantic discovery, and though Columbus and he were in Portugal at the same time, no connection between the two has been established. He died at Lisbon in 1506, or, according to his tombstone, 1507.

See Murr, *Diplomat. Gesch. des berühmten Ritters Behaim*, 1778; Humboldt, *Krit. Untersuchungen*, 1836; Ghillany, *Gesch. des Seefahrers M. Behaim*, 1853; Lelewell, *Geog. du moyen âge*, 1857; Petermann's *Mittheil.*, 1858; Peschel, *Zeitalter der Entdeckungen*, and *Gesch. der Erdkunde*, 1865; Breusing, *Zur Gesch. der Geogr.*, 1869.

BEHISTUN, **BIHSUTUN**, or **BISUTUN**, the ancient Baghistan (*Mons Bagistanus*), a precipitous mountain or rock in Persia, remarkable for the extensive inscriptions of a very early date still preserved on some parts of its escarpment. It lies 27 miles E. of Kirmanshah, in the province of Irak Ajem. The principal inscription is cuneiform, and relates to the victories of Darius Hystaspes, who is represented in a sculptured centre-piece as receiving the homage of a number of captives, upon one of whom he has planted his foot. The labour expended on the work must have been very great. The surface of the rock has been carefully smoothed, and pieces have had every crevice or hollow filled up with lead; the accuracy and regularity of the characters is almost unexampled, and the whole of the tablets have been carefully coated with a siliceous varnish to preserve them from the weather. Of the other

inscriptions the first is in Greek and the second in Arabic, but neither is of any great importance. It was not till 1846 that the Darius tablets were translated by Sir Henry Rawlinson, who has given a complete account of his labours in the *Journ. Roy. As. Soc.* The principal notice of Behistun in the Greek or Roman writers is that of Diodorus Siculus, who tells how Semiramis visited the place on her march from Babylon to Ecbatana, and caused her own image to be sculptured on the rock. He interprets the name of the mountain by *Διὸς ἔπος*, the Hill of Jove, which is not very different from that proposed by modern scholars—"the dwelling of the gods." (See *Journ. R. Geog. Soc.*, 1839; *Journ. Roy. As. Soc.*, vols. x. and xii.; Ker Porter's *Travels*; Benfey's *Keilinschriften*, 1847.)

BEHMEN, **JACOB**. See **BOEHME**.

BEHN, **APHRA**, an English authoress of some celebrity, was born of a good family in Canterbury in the reign of Charles I., probably in 1642. Her father, whose name was Johnson, having received the appointment of lieutenant-general of Surinam, proceeded to the West Indies, taking with him his whole family. Mr Johnson died on the voyage; but his family reached Surinam, and resided there for some years. Here Aphra learned the history, and acquired a personal knowledge, of the American prince Oroonoco and his beloved Imoinda, whose adventures she has related in her novel *Oroonoco*. On her return to London she is said to have married Mr Behn, a merchant of Dutch extraction residing in that city, of whom nothing but the name has ever been known, if anything more even existed. The wit and abilities of Mrs Behn brought her into high estimation at court, and Charles II. employed her to transact some affairs of importance abroad during the Dutch war. For this purpose she went to Antwerp, where she skilfully contrived to penetrate so far into the secrets of state as to accomplish the objects of her mission; and in the latter end of 1666, by means of the influence she had gained over one Van der Albert, she wormed out of him the design formed by De Ruyter, in conjunction with the family of the De Witts, of sailing up the Thames and burning the English ships in their harbours. This she communicated to the English court, but although the event proved her intelligence to have been well founded, it was at the time disregarded,—which circumstance, together with the disinclination shown to reward her for her services, determined her to drop all further thoughts of political affairs. She returned to England, and had a narrow escape on the voyage home, the vessel in which she sailed having foundered. From this period she appears to have supported herself by her writings. Her works are numerous, and all of them are of a liv-ly and amatory character. Her dramas are sometimes well constructed, but they are among the worst specimens of the later Stuart literature. Of her short tales, or novelettes, the only one possessing any merit is the story of *Oroonoco*, which was made the basis of Southerne's most popular tragedy. Mrs Behn died on the 16th of April 1689, and was interred in the cloisters of Westminster Abbey. Her works have passed through many editions, the latest being that published by Pearson, 1872.

BEHRING'S ISLAND, the most westerly of the Aleutian group in the North Pacific, in 55° 22' N. lat., 166° E. long. It is rocky and desolate, and is only remarkable as being the place where the navigator Behring was wrecked and died in 1741. Population 2500.

BEHRING'S STRAIT, the narrow sea between the N.E. part of Asia and the N.W. part of North America, connecting the North Pacific with the Arctic Ocean. At the narrowest part, East Cape in Asia approaches within about 36 miles of Cape Prince of Wales on the American shore. The former is in 66° 6' N. lat., 169° 38' W. long.; and the latter in 65° 46' N. lat., 168° 15' W. long. North

and south of these points the coasts on both sides rapidly diverge. They are steep and rocky, and considerably indented. The Asiatic coast, extending from Cape Serdtzy to Cape Chukotzky, a distance of about 400 miles, presents several large and commodious bays. The strait is in general from 23 to 30 fathoms in depth, and contains a few small islands known as the Diomed Islands. Haze and fogs greatly prevail, and the temperature is low. The strait derives its name from Vitus Bering or Behring, a German in the Russian service, who discovered it in the year 1728. It was subsequently explored and described with great accuracy by Captain Cook, in 1788. (See *Arctic Papers for Expedition of 1875*.)

BEIRA, a province of Portugal, bounded on the N. by the provinces of Traz-os-Montes and Minho, E. by Spain, S. by Alemtejo and Portuguese Estremadura, and W. by the Atlantic. Area about 8586 square miles. Population in 1871, 1,294,282. It is administratively divided into the districts of Aveiro, Coimbra, Vizeu, Guarda, and Castello Branco, while it is popularly regarded as consisting of the three sections of *Beira-Alta* or Upper Beira, *Beira-Baixa*, or Lower Beira, and *Beira-Mar*, or Maritime Beira. Except along the coast, the surface is for the most part mountainous,—the highest point, in the Serra de Estrella, being 7524 feet. Besides the Douro, which is far the largest, the Aguada, the Mondego, the Vouga, and the Zezere are the principal rivers. The soil, except in the valleys, is dry and rocky, and large stretches are covered with heath. The principal agricultural productions are maize, wheat, garden vegetables, and fruit. The olive is largely cultivated, the oil forming one of the chief articles of export; and good wine is also produced. In the flat country between Coimbra and Aveiro the marshy land is laid out in rice-fields, or in pastures for herds of cattle and horses. The rearing of sheep is not so well attended to as formerly, except in Upper Beira. In the neighbourhood of Lamego swine are reared in considerable numbers, and furnish the well-known Lisbon hams. There is comparatively little manufacturing industry in the province, with the exception of the production of woollen cloth, which occupies a large part of the population in the district of Castello Branco or Covilhao. Silver and lead ores exist in the mountains, but are neglected. Iron, coal, and marble are worked to some extent, and millstones are quarried in some places. Salt is obtained in considerable quantities from the lagunes along the coast. There is a striking difference of character between the inhabitants of the lower and more elevated regions of Beira, the former being sociable and courteous, if also indolent and lax in morals; while the latter are grave and reserved, hardy and industrious. The principal towns in the province are Coimbra, Vizeu, Aveiro, Omar, and Lamego. The heir-apparent to the throne of Portugal has the title of Prince of Beira.

BEIT EL FAKIH (*i.e.*, *House of the Saint*), an un-walled town in Arabia, in the province of Yemen, 77 miles N.E. of Mocha, and about 17 from the coast, in 43° 23' E. long., 13° 32' N. lat. It is situated on a barren, sandy plain, protected against the predatory incursions of the Arabs by a castle, in which the governor resides. It was founded in the 17th century by the inhabitants of the seaboard town of Alafaka, who were led to seek a new settlement from their once famous harbour being rendered useless by coral banks; and it soon became the greatest seat of the coffee-trade in the world. The prosperity of the city was considerably diminished under the Wahabees and Mehemet Ali of Egypt, though even during his domination it is stated to have had 30,000 inhabitants. It is still engaged in the coffee-trade, and also deals in incense, gum, and pearls. Most of the common houses are mere grass-roofed huts, but here and there are ancient stone

buildings. The most remarkable of these is the mosque of Akhmed-Ibn-Musa, which is older than the city itself. The principal ports at which the exports are shipped are Lohaya, about 32 miles N.W., and Hodeida, 37 miles S. Population, 8000.

BEJA, a city of the province of Alemtejo, in Portugal, 36 miles S. of Evora. It is surrounded with walls, is the see of a bishop, and contains about 6600 inhabitants, who are for the most part occupied in cultivation, and especially in breeding cattle.

BEJAR, a fortified town of Spain, in the province of Salamanca, situated on the River Cuerpo de Hombre, in a deep and fertile valley of the Sierra de Bejar, about 45 miles S. of the provincial capital. Its streets are narrow, but well paved, and most of the houses are old. The manufacture of cloth is carried on, and there is a considerable trade in cattle at the annual fair. There are saline springs, with a temperature of 104° to 108° F. A ducal family takes its title from the city, and has a palace within its walls. Population, 10,683.

BEKE, CHARLES TILSTONE, a distinguished English traveller, geographer, and Biblical critic, was born in London, October 10, 1800. Educated for the pursuits of commerce, he afterwards studied law for a short time at Lincoln's Inn, but finally devoted himself to the study of historical, geographical, and ethnographical subjects. The first-fruits of his researches appeared in his work entitled *Origines Biblicæ, or Researches in Primeval History*, which was published in 1834. As an attempt to reconstruct the early history of the human race from geological dates, it naturally raised a storm of opposition on the part of those who felt it their duty to defend the traditional readings of the book of Genesis. For about two years (1836 to 1838) Dr Beke held the post of British Consul in Saxony. From that time till his death his attention was devoted to geographical studies, chiefly of Africa and the Nile Valley. Aided by private friends, he visited Abyssinia in connection with the political mission under Major Harris, and explored districts which up to that time had remained unknown to Europeans. The valuable results of this journey, which occupied him from 1840 to 1843, he gave to the world in 1845 in the work entitled *Abyssinia, a Statement of Facts, &c.* Once again, after an interval of more than twenty years, he went to Abyssinia, for the purpose of obtaining from King Theodore the release of Mr Rassam and other British captives. In this he succeeded, but the king afterwards changed his mind and continued to detain the prisoners. In 1848 he made an unsuccessful attempt to explore the Upper Nile; his labour was repaid, however, by a large amount of information about the countries which he traversed. The ardour with which he pursued his chosen path was shown by his undertaking in his seventy-fourth year a journey to Palestine, for the purpose of determining the real position of Mount Sinai. He conceived that it was on the eastern side of the Gulf of Akabah; and his exploration convinced him that his view was right. It has not, however, commended itself to general acceptance. Dr Beke died at Bromley, in Kent, July 31, 1874.

Dr Beke's writings are very numerous. Among the more important, besides those already named, are—*An Essay on the Nile and its Tributaries*, 1847; *On the Sources of the Nile*, 1849; and *The British Captives in Abyssinia*, 1865. He contributed a large number of *Memoirs and Papers* to the Royal Geographical Society, the British Association, the Philological Society, the *Athenæum*, the *Archæologia*, the *Edinburgh New Philosophical Journal*, &c., &c. He was a fellow of the Royal Geographical Society, and for his contributions to our knowledge of Abyssinia received its gold medal, and also that of the Geographical Society of France. For his *Origines Biblicæ* the degree of Ph.D. was conferred on him by the University of Tübingen. He was also a fellow of the Society of Antiquaries. In 1870 he received the grant of a pension on the civil list.

BÉKÉS, a market-town of Hungary, formerly a royal free city, and the capital of the county of the same name, situated at the confluence of the White and Black Körös, 14 miles N.N.W. of Gyula, which is now the capital. The inhabitants, principally Calvinists, amount to 22,500, and are chiefly engaged in agriculture and the rearing of cattle. Count Wenkheim has a fine castle in the town, which was at one time strongly fortified. Long. 20° 41' 37" E., lat. 46° 46' 16" N.

BEKKER, BALTHAZAR, a celebrated Dutch divine, was born in Friesland in 1634. He was the author of several works in philosophy and theology, which from their freedom of thought and critical rationalism excited considerable enmity against him. His most celebrated production was the work entitled *Die Betoverde Wereld*, or *The World Bewitched*, in which he examined critically the phenomena generally ascribed to spiritual agency, and exposed with much force the many absurdities regarding the power of Satan that had become articles of Christian faith. The *odium theologicum* was fiercely roused by this book, and Bekker was deposed from the office of the ministry. He resided at Amsterdam till his death in 1698.

BEKKER, or WOLFF, ELIZABETH, a Dutch novelist, was born in 1738. She was married to Adrian Wolff, a Reformed clergyman, but is always known under her maiden name. After the death of her husband in 1777, she resided for some time in France, with her close friend, Agatha Deken. She was exposed to some of the dangers of the French Revolution, and, it is said, escaped the guillotine only by her great presence of mind. In 1795 she returned to Holland, and resided at the Hague till her death in 1804. Her novels were written in conjunction with Agatha Deken, and it is somewhat difficult to determine the exact qualities contributed by each. The *Historie van William Levend* (1785), *Historie van Sara Burgerhart* (1790), *Abraham Blankaart* (1787), *Cornelie Wildschut* (1793-96), have been extremely popular. Some of them have been translated into German and French.

BEKKER, IMMANUEL, a distinguished philologist, was born at Berlin in 1785, and died 7th June 1871. He completed his classical education at the university of Halle under the famous F. A. Wolf, who was accustomed to speak of him as his most promising pupil. In 1810 he was appointed to a professorship in the university of Berlin. For several years, between 1810 and 1821, he travelled in France, Italy, England, and parts of Germany, examining classical manuscripts and gathering materials for his great editorial labours. Some detached fruits of his researches were given in the *Anecdota Græca*, 3 vols., 1814-21; but the full result of his unwearied industry and ability is to be found in the enormous array of classical works edited by him. The most famous are *Plato*, 10 vols., 1814-21; *Oratores Attici*, 7 vols., 1823; *Aristoteles* (the Berlin edition), 4 vols., 1831-36; *Thucydides*, 3 vols., 1821; *Aristophanes*, 3 vols., 1825; *Sextus Empiricus*, 1842. He also edited 24 volumes of the Byzantine historians. Bekker confined himself entirely to textual recension and criticism, and contributed little to the extension of general scholarship. He was well read in the old French literature, particularly that of Provence, and contributed many papers on it to the *Memoirs of the Berlin Academy*.

BEL. See BAAL.

BEL, or BELIUS, MATTHIAS, a Hungarian divine and historian, was born in 1684, and was educated partly at Halle. In 1719 he was made rector of the evangelical Lyceum at Presburg, where he remained till his death in 1749. His great work was the *History of Hungary* (*Notitia Hungariæ novæ historico-geographica*), 4 vols., 1735-42, which was not completed. Other works devoted to the

history of his native country are—*Hungariæ antiquæ et novæ prodromus*, 1723; *Adparatus ad Historiam Hungariæ*, 1735-46. He also wrote on the literature of the Hungarians.

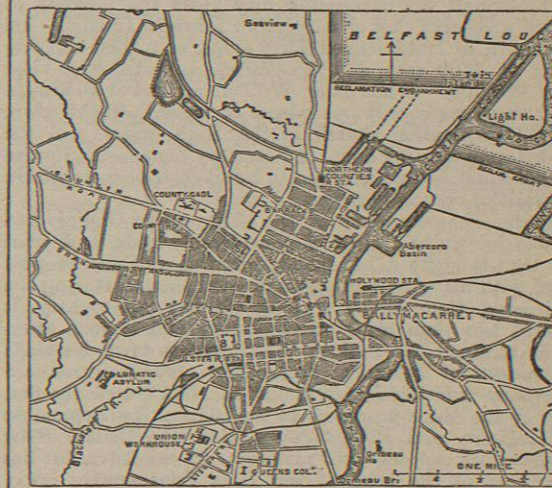
BEL AND THE DRAGON, one of the apocryphal books of the Old Testament. See APOCRYPHA.

BELA, or BEYLA, a town of Baluchistan, capital of the province of Lus, on the north-eastern bank of the River Poorally, 293 miles N. of Khelat. Long. 66° 4' E., lat. 26° 1' N. About one-third of the town in the western quarter is encompassed by a mud wall. The streets are narrow; but from the elevated situation of the town, and its rocky site, they are always clean, even in wet weather. The bazaar is very neat. The governor's residence is surrounded by a castellated mud-wall, which also encloses a dome-covered mosque. Population about 5000.

BELBEIS, or BELBEYS, a town of Upper Egypt, in the province of Kelyubieh, on the eastern arm of the Nile, 28 miles N.N.E. of Cairo. It was formerly considered the bulwark of the kingdom on that side, and was defended by strong fortifications, but these were suffered to fall into decay till 1798, when Napoleon ordered them to be put in repair. In 1163-4 it was besieged for three months by the Crusaders under Amalric, who at length, in 1168, captured and pillaged it. The present population is not supposed to exceed 5000.

BELEM, a town of Portugal, now regarded as a suburb of Lisbon. See LISBON.

BELFAST, the chief manufacturing and commercial town of Ireland; a municipal and parliamentary borough, the capital of Ulster, and, since 1850, the county town of Antrim, in which, with the exception of the large suburb of Ballymacarret on the other side of the river, it is



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| 1. Prince's Dock. | 6. St Ann's Church. | 11. Linen Hall. |
| 2. Clarendon Dock. | 7. St George's Church. | 12. Commercial Bldg. |
| 3. Queen's Bridge. | 8. Christ Church. | 13. Custom House. |
| 4. Albert Bridge. | 9. St Malachi's Cathed. | 14. Town-Hall. |
| 5. Trinity Church. | 10. Academical Institute. | 15. Central Rail Sta. |

mainly comprised. It is situated in lat. 54° 36' 8.5" N., and long. 5° 55' 53.7" W., at the mouth of the Lagan, which flows into Belfast Lough (Carrickfergus Bay), and is built on an alluvial deposit and land reclaimed from the sea, the greater portion of which is not more than 6 feet above high-water mark. It was thus for a long period exposed to occasional inundations, and was somewhat subject to epidemics; but its situation, improved by drainage, has become more healthy, while the environs are agreeable and picturesque.

The etymology of the name and the origin of the town are equally uncertain, and there is not a single monument of antiquarian interest upon which to found a conjecture. About the beginning of the 16th century Belfast is described as a "town and fortress," but it was in reality a mere fishing-village in the hands of the house of O'Neil. This sept had all along been opposed to the English, and had forfeited every baronial right; but in 1552 Hugh O'Neil of Clandeboyne promised allegiance to the reigning monarch, and obtained the castle of Carrickfergus, the town and fortress of Belfast, and all the surrounding lands. His turbulent successors having been routed by the English, the town and fortress fell into the hands of Sir Thomas Smyth, a favourite of Queen Elizabeth, but were afterwards forfeited by him to the Lord-Deputy Sir Arthur Chichester, who, in 1612, was created Baron Chichester. At this time the town consisted of about 120 houses, mostly built of mud and covered with thatch, while the castle, a two-storied building, was roofed with shingles. In 1632 Thomas Wentworth, Earl Stafford, was appointed first lord-deputy of Ireland, and Belfast soon shared largely in the benefits of his enlightened policy, receiving, among other favours, certain fiscal rights which his lordship had purchased from the corporation of Carrickfergus. Two years after the rebellion of 1641 a rampart was raised round the town, pierced by four gates on the land side. In 1662, as appears by a map still extant, there were 150 houses within the wall, forming five streets and as many lanes; and the upland districts around were one dense forest of giant oaks and sycamores, yielding an unfailling supply of timber to the woodmen of Carrickfergus.

Throughout the succeeding fifty years the progress of Belfast surpassed that of most other towns in Ireland. Its merchants, in 1686, owned forty ships, of a total carrying power of 3300 tons, and the customs collected were close upon £20,000. When King William arrived at Belfast in 1690 there were only two places of worship in the town, the old corporation church in the High Street, and the Presbyterian meeting-house in Rosemary Lane,—the Roman Catholics not being permitted to build their chapels within the walls of corporate towns.

At the commencement of the 18th century Belfast had become known as a place of considerable trade, and what was then thought a handsome, thriving, and well-peopled town, with many new houses and good shops. During the civil commotions which so long afflicted the country, it suffered less than most other places; and it soon afterwards attained the rank of the "greatest town for trade in the north of Ireland." James Blow and Co. introduced letterpress printing in 1696, and in 1704 issued the first copy of the Bible produced in the island. In September 1737, Henry and Robert Joy started the *Belfast News Letter*, which not only still maintains its existence, but has long been at the head of the Irish Conservative press. Twenty years afterwards the town contained 1800 houses and 8549 inhabitants, 556 of the latter being members of the Church of Rome. It was not, however, till 1789 that Belfast obtained the regular communication, which towns of less importance already enjoyed, with Dublin by stage coach,—a fact which is to be explained by the badness of the roads and the steepness of the hills between Newry and Belfast.

The increased freedom of trade with which Ireland was favoured, the introduction of the cotton manufacture by Robert Joy in 1777, the establishment in 1791 of ship-building on an extensive scale by William Ritchie, an energetic Scotchman, combined with the rope and canvas manufacture already existing, supplied the inhabitants with employment, and increased the demand for skilled labour. The population now made rapid strides as well by ordinary

extension as by immigration from the rural districts. At the close of last century there were about 20,000 inhabitants in the borough, and this total had risen in 1821 to 37,277; in 1831 to 53,287, in 1841 to 70,447, in 1851 to 87,062, in 1861 to 121,602, and in 1871 to 174,412—males 79,815, and females 94,597. In 1875 the population is estimated at 200,000. At the last census the following were the religious professions of the population, viz., Presbyterian, 60,249; Catholic, 55,675; Episcopal, 46,423; Methodist, 6775; Unitarian, 1498; and various, 3892. The number of persons who could read and write at the same date was 95,936; who could read, only 71,700; and who were illiterate, 46,726, or about 27 per cent. of the whole. The number of houses in 1871 amounted to 29,918, viz., inhabited, 27,961; uninhabited, 1761; and building 196.

Belfast Lough is exceedingly picturesque, whether entered by the Antrim or by the Down side of the channel. The outer harbour is one of the safest in the kingdom, great improvements having been made within the last thirty years on the more immediate entrance to the port. The course of the Lagan, which runs past the quays and down to Gramoye, was originally most tortuous and somewhat difficult to navigate; but, about 1840, the late William Dargan was employed to make a straight cut from the lower part of the harbour and to deepen the channel, so that ships of large draught can be brought to the quays, which extend for about a mile below Queen's Bridge on both sides of the river. There are also seven extensive docks and tidal basins supplied with the necessary conveniences for the shipping. The following table of vessels entered inwards shows the increase of shipping frequenting the port:—

Year.	No. of Vessels.	Tonnage.	Year.	No. of Vessels.	Tonnage.
1728	370	9,180	1845	3655	445,537
1786	770	34,287	1855	5211	768,505
1805	840	64,585	1861	6737	902,578
1825	2069	183,441	1871	8213	1,223,821
1835	2950	290,769	1873	8417	1,397,407

The exports from Belfast being largely conveyed by steamer to London, Liverpool, and Glasgow, and thence trans-shipped to their destinations, do not appear in the Board of Trade returns, as only the direct business with foreign countries, which does not reach any considerable amount, is registered in those tables. Thus other ports get credit for business which really belongs to Belfast. The best illustration of this is afforded by the Board of Trade returns for 1858. Belfast is there stated to have exported goods that year to the amount of £9,344, while the actual sum was £8,569,504. In 1810 the total value of exports was £2,904,820, and in 1835 £4,341,794; in 1852 the amount was £6,573,198, and for 1866 it ran up to £11,915,000. For some years past no official data have been published on this subject, but it may be safely estimated that the gross value of the exports from Belfast exceeds £20,000,000 annually.

The amount of customs and excise collected at the port in 1762 was £32,900, and in 1810 the sum was £428,174. As trade increased with London and Liverpool, a large share of the duties on goods disposed of in Belfast was paid to the merchants of those ports. In 1821 the customs amounted to £306,243, and in 1848 to £376,767. The customs paid in Belfast in 1851 reached £369,415, which, added to that paid in London and Liverpool (£184,750), made a total of £554,165. During the year 1874 the duty paid in Belfast on tea, wine, spirits, and tobacco, amounted to £1,215,191.

For nearly a century past the flax manufacture of Ulster

has been gradually concentrating itself in Belfast. The introduction there in 1830, by T. and A. Mulholland, of machinery for the spinning of linen yarn, was followed by a rapid extension of the industry, and in 1841 there were 240,000 spindles at work. The succeeding ten years showed still greater increase. In 1851 there were 561,000 spindles in operation throughout Ireland, 630,000 in 1861, and 903,000 in 1871, of which about four-fifths had been set up in Belfast. Linen yarns from Belfast form a considerable item in the total export of manufactures. For some time after the trade was started, the average annual export was only about 1,000,000 lb weight; but in 1850 five times that quantity was despatched; in 1862, 15,685,600 lb, and in 1864, 24,075,520 lb.

The weaving of linen by means of power-looms, though long carried on in Dundee, Leeds, and other great seats of manufacture, is of comparatively recent introduction into Belfast,—being hardly known there five-and-twenty years ago. In 1859, however, there were 3000 looms engaged; in 1866 there were 10,500, and that number has now (1875) increased to about 12,500. A number of these have been fitted up for the damask trade, but the great proportion are used for plain linens, "sets" of which of great fineness are worked. The extent of the linen trade may be indicated by the number of persons employed, which amounted in 1871 to 8507, or about 5 per cent. of the population.

Cotton-spinning, which at one period formed a most extensive industry in Belfast, has greatly fallen off,—nearly all the mills having been converted to the spinning of flax.

The enterprise of the citizens of Belfast was well supported by the liberal system of tenure for building purposes granted by the late Lord Donegall and his predecessors. Sites for mills, factories, and other public works were obtained on very reasonable terms, and for all religious and charitable objects those lords of the soil bestowed ground free of rent. In 1851 the places of worship in Belfast open for service belonged—11 to the Episcopalians, 21 to Presbyterians, 8 to Wesleyans, and 4 to Roman Catholics. Since then there has been a large increase in the number; and there are now 19 Episcopalian churches, 28 Presbyterian, 16 Wesleyan Methodist, 6 Roman Catholic, 3 Unitarian, and 7 or 8 belonging to various other sects.

The River Lagan is crossed by three bridges, of which the principal is the Queen's Bridge, opened in January 1843, and built on the site of the Old Long Bridge, which dated from 1686. Like most modern towns which have rapidly risen through commerce and manufactures, Belfast cannot boast of many architectural beauties. It would seem as if its people had been too deeply absorbed in the bustle of business to think of æsthetic superfluities. More recently, however, a higher style of building has been adopted; and some of the warehouses and shops show great taste in design and finish of workmanship.

The public buildings most worthy of notice are the White and Brown Linen Halls, the Corn Exchange, the Commercial Buildings, the Museum, the Albert memorial monument, the Northern, Belfast, Ulster, and Provincial Banks, the new theatre, the town-hall, and the range of buildings containing the offices for the customs, the inland revenue, and the postal departments. The county lunatic asylum is in the suburbs of the town; and in the neighbourhood of Queen's College there is an extensive and well-kept botanic garden.

The chief educational establishments are the Royal Academical Institution, the Queen's College (built of brick in the Tudor style and opened in 1849), the Government School of Design, the General Assembly's College, the Catholic Institute, and the Wesleyan Institute; and altogether, in proportion to its extent, no town in the king-

dom is better supplied with educational appliances than Belfast.

Belfast is governed by a corporation of 40 members—a mayor, 10 aldermen, and 29 councillors; and all matters connected with the docks and shipping are under the harbour commissioners, an important body elected by the ratepayers. The borough returns two members to parliament, and the county assizes are held there, as well as the quarter sessions, recorder's court, and petty sessions.

BELFORT, BÉFORT, or BEDFORT, a second-class fortified town of France, was formerly in the department of Upper Rhine, and capital of an arrondissement; but since the peace of 1871, it has given name to a separate territory not as yet incorporated with any department. It is situated on the left bank of the Sauvoureuse, 38 miles S.S.W. of Colmar, at the intersection of several important roads and railways, by which it maintains a considerable trade with Germany and Switzerland. It contains a handsome church,—St Cristophe, erected in the 18th century,—a college, a large public library, a synagogue, a theatre, and an hospital. There are several iron foundries, and iron-wire and tin-plate factories; and the manufacture of hats and leather is also carried on. Belfort, however, derives its chief importance from the citadel and entrenched camp, which render it one of the most valuable military posts on the French frontier, defending as they do the entrance into the country through the opening between the Vosges and the Jura. The citadel dates from the 13th century, and the town itself was first regularly fortified in 1688 by Vauban. In November 1870 siege was laid to the place by the German forces, but the French garrison managed to hold out till the 16th of February 1871, when they capitulated with the sanction of the Government, and marched out with the honours of war. The conquerors finally evacuated the place in July 1871. At the census of 1872 the population of the town was found to be 8014.

BELGAM [BELGAUM], a district of British India in the Bombay Presidency, extending from 15° 30' to 16° 15' N. lat., and 74° to 76° 30' E. long. It is bounded on the N. by the state of Miraj, on the N.E. by the Raladgi collectorate, on the E. by the states of Jámkhandi and Mudhol, on the S. by the collectorates of Dhárwar and Kánará, on the S.W. by the Portuguese territory of Goa, and on the W. by the states of Sávantwári and Kolhápur. The principal rivers, none of which are navigable, are the Krishná, flowing through the northern; the Ghátáprabhá, through the centre; and the Máláprabhá, through the southern portion of the collectorate. To the N. and E. the country is open and well cultivated, but to the S. it is intersected by spurs of the Sahyádrí range, thickly covered in some places with forest. Area, 4591 square miles. Population, 938,750 souls, or 204 to the square mile; 57 per cent. Hindus, 7.5 per cent. Mahometans, 5 per cent. Buddhists, .5 Christians, and .01 Parsis. Maráthi and Kanarese are both spoken, the former chiefly in the W. and S. of the district, and the latter in the N. and E. The chief occupation of the people is agriculture, the other industries being spinning and weaving, manufactures in wood and metals, pottery, and shoemaking. There is also a considerable trade in cloth and silk. The principal agricultural products are rice, tawári, rági, wheat, bájra, sugar-cane, barley, and pulses. Tobacco is cultivated to a small extent. The entire revenue of the district amounts to £233,371, of which £179,321 is derived from the land revenue, and £17,597 from the local fund cess. Of the remainder £15,444 is derived from stamps, £14,996 from excise, assessed taxes yield £2344, and forests £3669. Of a total area of 4591 square miles, 1894.63 square miles are returned as cultivable, and 1729.7, or 37½ per cent. of the