

runs, and on its three other sides is belted by luxuriant gardens filled with flowers and fruit-trees, for which the adjacent fresh-water canal supplies abundant irrigation. The town itself is well built, chiefly of stone from the "Carrières des Hyènes" on the other side of the lake, and its broad macadamised streets and handsome squares, bordered with young vigorously-growing trees, have an air of neatness and even elegance to which the best parts of Cairo and Alexandria have not yet attained. Its main artery is the Quai Méhémet Ali, a fine avenue a mile and a quarter long and some forty yards wide, flanked on one side by the fresh-water canal, and on the other by a long chain of private houses, the most noteworthy of which are the pretty Swiss chalet of M. de Lesseps, and, a short way beyond, the wooden palace hastily built to receive the Khedive's more illustrious guests at the opening of the Canal. At the end of this quay are the works for pumping water from the fresh-water canal into the conduit that supplies Port Saïd and the intermediate stations, as mentioned above; in a well-equipped *établissement de bains* you may bathe in the salt water of Lake Timsah, and on coming out have a douche fresh from the Nile, 130 miles off. Ismaïlia is still less likely than Port Saïd to become a place of any considerable trade, but the excellence of its climate—tempered during the hot months by a constant breeze from the lake, and free at all seasons from the night-dews and sea-fogs of the lower Delta—and its facility of access by railway from Cairo and Alexandria are likely to render it a favourite bathing resort to the annual summer exodus from those cities.

SUEZ, fifty miles farther south by the railway which closely skirts the fresh-water canal, has few or no features in common with this little capital of the Isthmus. The

actual town dates from the middle of the fourteenth century, when it took the place of Kolzoum (Clysma)—itself the successor of Arisnoë—and the site of which is still marked by a mound about half a mile farther north. The position was always one of commercial importance, and a succession of towns had risen, flourished, and disappeared in turn, on or near it, as the Red Sea receded southwards to the head of the two gulfs in which it now terminates, and to the westernmost of which Suez gives its name. The discovery, however, of the Cape route to the East, a century and a half later, diverted the current of trade from its ancient channel, and the town sank into little more than a fishing village, galvanised only into occasional life by the passage of caravans between Arabia and Egypt. After the conquest of the latter by the Turks, Suez became a naval depôt for the Ottoman fleet in the Red Sea, and from it were dispatched the expeditions which added Yemen, Aden, and other points on both sides of the Sea to the dominion of the Porte. But these contributed nothing to the commercial revival of the town, which further suffered severely during the French occupation in 1798, when the place was nearly half demolished to make way for fortifications that were begun, but never completed. The adoption, however, of the overland route, in 1837, for the transit of the Indian mail, was the beginning of a new era for Suez, followed up as it was five years later by the establishment of a regular line of the P. and O. Company's steamers to India, to which a similar service of the French Messageries was subsequently added. The traffic thus created was further developed in 1857 by the opening of the railway to Cairo, in substitution of the old camel and four-horse-waggon service across the desert. Six years later the completion of the fresh-water canal from Ismaïlia furnished the town, for the first

time in its history, with an abundant water supply,* and this—coupled with the various works in connection with the maritime Canal, the docks, quays, and other local improvements—in less than ten years swelled the population from 4,000 in 1859 to 16,000 in 1868. With the completion of the Canal, the activity of the place somewhat decreased, and the population fell to 13,000, which the gradual completion of the other works has since further reduced to between 11,000 and 12,000—composed, besides natives, of Arabs from all parts of the eastern coast, Persians, Indians, and the usual medley of Greeks, Levantines, and Europeans, whom trade or labour has permanently attracted to the town. Of this last itself, a word or two of description will suffice. The native quarter is chiefly built of sun-dried bricks, and except in containing four or five small mosques, a Greek church, and one or two unpaved squares, or *meidans*, differs little from the common run of large Egyptian villages. The Prefecture, or government-house, is an imposing brick structure, which groups within its limits the residence of the governor, the chief police, telegraph, and other public offices, and, on its northern front, the railway platform. Northwards of this lie the substantial storehouses of the foreign steam companies, the water-works, the English and French hospitals, and the fine hotel built in 1845 by the Egyptian Government for the accommodation of overland passengers, and which is now leased by the P. and O. Company. This building abuts immediately on the old harbour, and is connected with the railway station, a few

* It had previously been dependent on a couple of scanty and brackish springs, two hours distant on the Arabian coast; on a third of similar quality a day's sail south on the African shore, and on such further supply as could be brought on camels' backs, and afterwards by railway, from Cairo—the whole provision from all these sources being barely sufficient for a population of at most 6,000.

hundred yards off, by a special line of rails. More prominently than any of these, stands a fine *châlet*, built by Saïd Pasha on the mound of Kolzoum, from which a splendid view is obtained. In front lies the town—surrounded on three sides by the desert—the harbour, roadstead, and mouth of the canal; on the left are visible the rosy peaks of Sinai, and on the right the violet-tinted range of the Jebel-Attakah, with the land-locked gulf stretching blue and beautiful as an Italian lake between. The new harbour—the works in connection with which will be described in another chapter—lies nearly two miles south of the town, with which it is connected by a broad stone-faced embankment, supporting a fine carriage-road and a branch railway that conveys goods and passengers right down to the ships. Nearly due east is the Suez Canal Company's port, including extensive office buildings, the quay called "Waghorn's Quay," on which the Company has erected a statue of the indefatigable promoter of the overland route, and, beyond these, the entrance to the Canal itself.

Suez completes the list of Egyptian "cities," but Souakim and Massowah—the two principal Red Sea ports after Suez—being separate administrations, also fall within the category of *mohafzas*. The former is situated, in lat. 19° 49' N., at the extremity of a narrow bay about fifteen miles long, and fringed on both sides by coral reefs. The town itself stands on the innermost of several small islands, and is separated by a strait about five hundred yards wide from its suburb, El-Geyf, on the mainland. The harbour, which is formed by a curving continental headland, lies east of the town, the west side affording no anchorage for ships. Souakim carries on a considerable trade with the opposite Arabian coast, its chief exports being *dhoura* from Taka, water-skins, leather, sacks,

hides, liquid butter, palm-leaf mats, and slaves from Sennaar and Darfour. It communicates with the interior by a caravan route to Berber on the Nile, and its population is officially estimated at 4,078.

Massowah, 270 miles farther down the coast, in lat. 15° 44' N., stands also on a small coral island separated from the continent by the shallow channel of Adowa. The harbour, though narrow at the entrance, is deep and easily accessible, and affords safe anchorage for a large number of vessels. Owing to the scarcity of fresh water, the island and its immediate neighbourhood on the mainland produce nothing available for trade, but it carries on a considerable traffic with the Hedjaz and Yemen in gold dust, ivory, rhinoceros horns, and grain, brought down by caravans from Khartoum and the upper countries on the Blue and White Niles: it is also the terminal point southwards for the line of Egyptian Government steamers which ply between this point and Suez, touching at Djeddah and Souakim. Its position as the chief maritime outlet of Abyssinia will give it greater importance whenever that country becomes Egyptian territory, but in the meantime its population does not exceed 2,350.

Of the 113 "towns" of Egypt proper, it will suffice to note merely the more important provincial *chefs-lieux*, many of which exceed in size and population most of the "cities" above noticed. Amongst these *Tanta* ranks first in commercial activity and number of inhabitants—these latter amounting in 1872 to 60,000. It is the capital of the province of Garbyé, in Lower Egypt, and a principal station on the Alexandria and Cairo railway, seventy-six miles from the former, and fifty-five from the latter city. Four branch lines from Damietta, Zifté, Dessouk, and Shibeen-el-Korn also here join the main trunk line, and additionally contribute to the commercial movement of

the town. Its chief local importance, however, is derived from three great fairs, or rather festivals, which are held annually in January, April, and August in honour of a famous Moslem saint called Sid-Achmet the Bedoween, who flourished in the thirteenth century, and whose tomb and mosque form one of the prettiest and richest monuments of their kind in Egypt. Each of these fêtes lasts eight days; and that in autumn especially attracts enormous crowds of both sexes, trade and religion then often combining to collect together as many as 500,000 dealers and pilgrims from all parts of the East. But the scene is distinguished rather by riot than piety, and recalls the worst revelries of Bubastis and Canopus. The tomb is jealously guarded by stalwart dervishes, and as (in the words of Clot Bey) the intercession of the saint "*passé pour donner la fécondité aux femmes*," the spot is a favourite resort of pious ladies from whom Allah has withheld the honours of maternity, and whose grateful offerings on these occasions form a rich endowment of the shrine. Up to within a few years ago the slave-market was one of the chief sights of these fairs, but this has been suppressed by the Khedive, and the traffic in human chattels, though still privately carried on, is now contraband here as everywhere else throughout the country.*

Zagazig, with a population of nearly 40,000, ranks next in size and commercial importance. Its situation on the branch line which connects Benha—twenty-four miles off on the main Alexandria and Cairo railway—with Ismaïlia

* Three similar, though less famous festivals, are held at Desouk, in the neighbouring province of Garbyeh, in honour of Sheikh Ibrahim, a saint who ranks next after Sid-Achmet in the Egyptian calendar; as many in the province of Behéra, in honour of Sheikh-Attie-Abourrich; and four others in the province of Minieh, in honour of as many several santons of lesser repute. Weekly or bi-weekly fairs, for trading purposes only, are also held in most of the principal towns throughout the country.

and Suez, and also as the junction-point of another line to Mansourah, renders it at once the centre of the trade of the surrounding district, and of the railway system of the eastern Delta. Its growth therefore has been rapid, and with the aid of a numerous and enterprising colony of Europeans, it promises to become one of the largest and most prosperous towns of Egypt. The ruins of Bubastis are close by, and the fresh-water canal strikes the line at Ter-el-Kibeer, about sixteen miles farther east.

Although private manufacturing enterprise has not yet much extended above Cairo, the development of native industry within recent years has swelled the population of *Assiout*, the capital of Upper Egypt, from 18,000 at the death of Mehemet Ali to 27,500 three years ago. This pretty and thriving town, which occupies the site of the ancient Lycopolis, stands nearly a mile back from the left bank of the Nile, about 250 miles above Cairo, and is surrounded by one of the most fertile districts in the upper valley. It was here that the Mamlouk chiefs took refuge when driven from Lower Egypt, and for a time made a successful stand against Mehemet Ali. The town is connected with El-Hamra, its port on the river, by a fine tree-studded *chaussée*; and besides some other minor local industries is famous for its pipe-bowls, which compete throughout Egypt and the Levant with those of Constantinople itself. It is at present the southern terminus of the line of railway on the left bank of the Nile, which connects Upper Egypt with Alexandria, and, as mentioned elsewhere, is also the chief *entrepôt* of the caravan trade between Cairo, Darfour, and Sennaar.

Damanhour, the capital of the province of Behéra in the lower valley, thirty-eight miles from Alexandria on the trunk line to Cairo, had thirty years ago 9,000 inhabitants, but from being little more than a first-class

village it has grown to be a prosperous town, with a population of 25,000. The surrounding district is one of the most richly cultivated in Egypt, and produces in abundance cotton of the finest quality, for which the railway and the neighbouring Mahmoudieh canal afford cheap and ready means of transport.

Mansourah, an old town on the right bank of the Damietta branch, comes next in census rank, with a population of 16,000. It was here that St. Louis was defeated and captured by the Saracens in 1250, and tradition still points to an old ruin as his place of imprisonment till released on payment of a heavy ransom and the surrender of Damietta. The town, which is the capital of the province of Dahkhalieh, is connected by railway with Cairo, Alexandria, and nearly all parts of the Delta, and with Lake Menzaleh, thirty-seven miles off, by a canal which is navigable half the year. Like Damanhour, its chief trade staple is cotton, but it also manufactures a considerable quantity of sail-cloth and other linen fabrics.

Kenneh, the capital of the province of Kenneh-Cosseir, in Upper Egypt, about a hundred and fifty miles above Assiout, forms the last town of which special note need be made. It stands in a couple of miles from the eastern bank of the Nile on a canal that connects it with the river, and being only about eighty miles from the Red Sea at Cosseir, has succeeded to Coft and Cos as the emporium of trade between the Saïd and the Arabian coast. It is for the same reason a chief rendezvous of Mecca pilgrims from the upper valley and the countries farther south. The town is now, as three thousand years ago, famous for its manufacture of porous water-jars and bottles, which are still in universal use throughout Egypt, and rafts of which floating down to Cairo and the Delta, form one of the picturesque features of the Nile navigation.

Its population of 13,200 includes a numerous colony of *ghawázee*, or dancing girls, of whom there is also a strong contingent higher up at Esneh. On the opposite bank of the river stands Dendera (Tentyra), whose Ptolemaic temple of Venus is one of the grandest and best preserved monuments of Egypt.

Of the other provincial capitals there remain to be more briefly mentioned—in Lower Egypt, *Shibeen*, chief town of the province of Menoufyeh, with a population of 12,400; *Benha* (5,200), capital of Galioubyeh; and Ghizeh (10,500), now rather a village than a town, but still capital of the *mudirieh* opposite Cairo, which gives its name to the Great Pyramids; and in Middle and Upper Egypt, *Beni-Souef* (7,000), a thriving town, capital of the province of the same name; *Medinet* (about 12,000), capital of the Fayoum; *Minieh* (11,000), a large and prosperous town, *chef-lieu* of its province, about 160 miles above Cairo (150 by rail), where one of the Khedive's finest sugar factories is now carried on; *Girgheh* (2,000), formerly the chief town of the Saïd, and still the seat of the oldest Roman Catholic establishment in Egypt; it is now superseded as the provincial capital by *Sohág*, a well-built and important town about twenty-five miles lower down; and finally *Esneh* (7,000), a chief emporium of the Upper Nile and Abyssinian trade, which also enjoys the repute of being the healthiest place on the river.

CHAPTER IV.

EGYPT AND THE PORTE.

The Problem of their Relation—The Conquest never Established Full Sovereignty of the Porte—Continued Power of the Mamlouk Beys—The French Invasion—MEHEMET ALI—Elected Viceroy—War with the Porte—The Treaty of 1840—His Subsequent Administration and Death—Ibrahim, Abbas, and Saïd Pashas—Accession of ISMAÏL, a New Epoch—Change of the Succession—"Khedive"—International Recognition of these Changes—Conflict of Juristic Opinion as to their Effect—*De facto* Establishment of an Arab Kingdom—"Egypt for the Egyptians"—Probable Outcome of the War—Independence or British Protection.

BEFORE proceeding to describe the administration and present condition of the territory and population thus noticed, it may be worth while to state briefly the elements of the problem involved in the international status now reached by Egypt and its ruler. We say problem, because not only is the relation of the Khedive to the Porte an anomaly in public law, but jurists differ in their estimate of its exact political effect, some regarding his Highness as virtually a sovereign prince, while others fail to see that he has advanced beyond the mere vassal rank of Mehemet Ali. A glance at the historical facts may help to suggest which of these views most nearly accords with the actual situation.

The conquest of the country by Sultan Selim I., in 1517, abolished the Mamlouk dynasty, but did not establish in its stead the full sovereignty of the Porte. The great military aristocracy of the Beys remained in unweakened force, and the conqueror was fain to conclude with them a regular treaty by which Egypt was consti-