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Review: The Erythræan Periplus

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the author uses on p. 149 in connection with the process by which air heated at the surface becomes cooled by expansion when it rises to higher levels of the atmosphere, is altogether good, as it may tend to confuse the ordinary reader by concealing the fact of the expansion.

A full and candid statement is given of the efficiency and utility of weather-forecasts both general and special, such as storm warnings to the coasts, and special forecasts for agriculturists and for aeronauts.

Perhaps the most disappointing chapter in the book from the point of view of practical meteorology is that on colliery warnings. It is clear from this that a very close and elaborate investigation remains to be made as to the precise atmospheric conditions favourable to colliery explosions. In the ordinary course of events life is grim enough in the great colliery districts of England, and it is surely high time that science were able to do more to avert the doom that from time to time hangs unsuspected over a mining village. Facilities are needed to conduct an important piece of research, and these granted, the skill to do so would not be found lacking.

The foremost justification for the pursuit of any branch of physical science is the service to which it may lead in the improvement of the conditions of human life upon the globe and the incidental contribution to national honour, greatness and prosperity; and we believe that the present time heralds the brighter dawn of that epoch when meteorology, firstly through the obvious channel of successful weather forecasting for longer periods than is now possible, and secondly through the manifold potential applications of meteorological knowledge to the sciences of engineering and medicine, will be able to afford one of the greatest careers which this or any other country can offer a young man.

L. C. W. B.

## ANTHROPOGEOGRAPHY AND HISTORICAL GEOGRAPHY.

### THE ERYTHREAN PERIPLUS.

'The Periplus of the Erythrean Sea.' Translated and annotated by W. H. Schoff. *Illustrated*. New York: Longmans. 1912. 7s. 6d. net.

Readers of this *Journal* will remember that their attention was called last May, by Mr. J. W. Crowfoot, to some problems in the ancient topography of the Red sea coast. That writer was concerned in the main with Ptolemy, but he had also to take account of the anonymous Greek "Red Sea Pilot," whose text has been preserved for us by two manuscripts; one in Heidelberg, and the other in London. Both the text and a translation into our own tongue have been published in well-known English books, those of Dean Vincent and of Mr. McCrindle, and a critical edition with German translation, issued in 1883, by B. Fabricius, still supplies all the needs of scholars. But there is, undoubtedly, a large public, ready from curiosity or commercial interest, to read the Periplus in English and study a commentary upon it, could it easily obtain access to it, which has never heard of, or cannot lay its hands on, the publications just mentioned; and it is with a view to this public that the secretary of the Commercial Museum in Philadelphia, Pa., has translated the Greek text afresh, and issued it with full notes on subject-matter in pursuance of the museum's plan of "making a graphic history of commerce from the earliest dawn of trade and barter down to the present time." This being the end in view, the book is certainly well justified of its appearance, and its very good and full index will make it useful even to the scholars and specialists, for which avowedly it is not intended. It badly wants a map, however. We would gladly have given for this all its

photographic illustrations, several of which are not particularly illustrative. On the whole, it strikes us as very well done. Collation of manuscripts and autopsy of the ground described are not called for in the preparation of a book published with an eye to a commercial and comparatively uninstructed public; but careful and discriminate reading of modern books on the regions touched by the author of the *Periplus* is called for, and this has evidently been conscientiously done. The book was probably in type before Mr. Crowfoot's article came to its author's knowledge, and in a future edition he will doubtless take account of the strong reasons there adduced for finding the site of Ptolemais not on the island of Er-Rih or Airi, where the remains are all mediæval, but at the mainland settlement of Akik. He might also, in treating of Berenice, say something of the "Tariff of Coptos," a very remarkable inscription found at Kuft by Petrie in 1894, which throws considerable light on Red sea traffic.

The book is open to criticism on some accounts; but it is both insidious and difficult to criticize it just because it must have been so difficult to compose it for the particular public which the Museum desires to instruct; and if we say that the notes seem to us too long, too full of matter which is often rather remotely connected with the text, and too miscellaneous, we do so doubtfully, and with no intention of laying any stress on our opinion or detracting from the judgment already expressed that the book is a good and useful one. Nor again, if we point out that the reader is not sufficiently warned of disputable points in translation and commentary, are we sure that the needs of that particular public would have been better met by the presentation of alternative renderings or discrepant views. Just to show what we mean, we will cite first section 16 of the translated text, where Mr. Schoff gives a rendering which cannot be got out of the Greek as it stands in either of the manuscripts or has been printed by any modern critical editor. Even for his public we suggest that it would have been more satisfactory if he had stated how that rendering can be justified (it must be by radical emendation of the manuscript text), and why and wherein "previous translators . . . much misunderstood the meaning of the passage." If the manuscripts are respected, Fabricius rather than Mr. Schoff is right. Again, the statement that Ælius Gallus turned back from the valley of the Minæans without reaching his original objective, Marib, is to assume certainly for a very doubtful view, not put forward even by its main supporter, Glaser, as conclusively proved. Against the explicit identification of Gallus' Mariaba with Marib, which Pliny puts forward, and the correspondence of other data, Glaser only adduced the discrepancy of the present condition of Marib in respect of water with Strabo's statement that lack of water caused Gallus to raise the siege after six days. Since an exceptional season or some action of the Sabæans might easily have caused this scarcity, it is much too strong to say that Glaser "proved" that Gallus never got to Marib.

These are very minor blemishes, however, if blemishes at all. In the main, both translation and commentary are careful and adequate, and Mr. Schoff is to be credited with reasonable views on most points in dispute, *e.g.* on the authorship and date of this curious treatise. He is fully justified in relegating to "curiosities of criticism" the views of those who postdate the '*Periplus*' to a time when there were two Augusti jointly reigning, on the ground of section 23. The phrase there used by the Greek author much more obviously refers to successive Augusti, if it is indeed any more than an expansion of the title "philosebastos," probably assumed by the Arab prince in question, as by many another client of the empire. For ourselves, however, we fancy the date is perhaps a little later than Mr. Schoff puts it. The reference to the famous

pioneer voyage of Hippalus seems to imply that this was fairly ancient history when the 'Periplus' was written, and there is no conclusive argument against the end of the first century, or even the beginning of the second.

D. G. H.

### GENERAL.

#### EARLY TRAVELS.

'Korte Historiae van verscheyden voyagiens gedaen door David Pietersz. de Vries, uitgegeven door Dr. H. T. Colenbrander.' The Hague: M. Nijhoff. 1911. Pp. xlv., 302. 10 *gulden* (16s. 8d.).

This, the third volume of the publications of the Linschoten Vereeniging—the worthy rival, though young in years, of our own Hakluyt Society—should be particularly welcome in this country. Of the work reproduced, only one copy is now known to exist in Europe, all others that have occasionally come to hand having been eagerly purchased for America. The voyages performed and narrated by the author, a merchant adventurer, between 1618 and 1644—more especially those made to New Netherland and Guiana—were frequently utilized by nineteenth-century Dutch and American historians, but never, strange to say, found their way into the great English collections of travel, whilst a translation of those parts dealing with America, made in 1853 by H. C. Murphy, United States Ambassador to the Netherlands, was issued in an edition of 250 copies only.

The editing of the present issue—evidently limited by the Society's rules—is well done so far as it is allowed to go, but there might well have been more and longer notes, and a fuller introduction; we say this the more sincerely, well knowing how capable the editor would have been of enhancing the value of the work by drawing more largely upon his own store of knowledge.

Of all the descriptions given by de Vries—and always with that fulness of detail characteristic of the early navigators—those of the early Dutch and English settlements, growing up side by side on the North American coast, are by far those which interest us most, and the author is fair enough to declare outright what far better material for colonists there was in the English Puritans than in the deep-drinking Dutch—more than once is the striking contrast drawn.

Besides much of general interest in these pages there is, moreover, one passage of particular value, one which bears directly upon the vexed question of the foundation of the Dutch settlement of Essequibo, the parent colony of British Guiana. According to a statement (in part correct and therefore doubly dangerous where it errs) first committed to writing by Major John Scott, commander of an English force that held Essequibo for a few months in 1665, a fort was erected there in 1616 by one Groenewegen, who is said to have governed the colony for forty-eight years, and who died in 1664. In the Dutch records of Essequibo, extant from 1623 onwards, the first mention of Groenewegen occurs in 1644, but Jan van der Goes is repeatedly spoken of, first as postholder, afterwards as commander, from 1627 to 1640, the former of these two dates being also given as that of the erection of the fort. The lines from de Vries corroborate the Dutch records and discredit Scott completely; incidentally, they are interesting from a humanitarian point of view.

"On the 30th [of October, 1634] we weighed anchor" [de Vries was then lying in the Saramacca, near the Surinam river] "and were boarded by some hundred and fifty savages, men and women, who begged us to take them to Demerara. They were a tribe calling themselves Sapyes, and were afraid the Caribs were going to kill them. . . .