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Dunsterville now engaged in the final and most dramatic act of the play. He brought but 900 rifles with a battery, a few aeroplanes, and armoured cars to Baku, and, with supreme audacity, attempted to drive off the two divisions of Turks who were investing the town. He had hoped to find the Armenian defenders ready to die for the defence of their hearths, but no, they wished to be onlookers of heroic deeds performed by the British, and were disgusted at the slender numbers of their allies. From the start the British cherished few illusions, and when the Turks made their attack and the Armenians fled, all arrangements had been carefully worked out for the wounded and sick to be evacuated and for the sadly reduced British force to return to Enzeli. Thus ended a fine episode with an Elizabethan flavour about it, which will never be forgotten and will surely find readers by thousands among the children of British stock. And what of geography? Little or nothing is said on this subject, but there was a survey party included in the force, and the various British parties who visited Senna, Bijar, and other little-known parts of Persia have undoubtedly added materially to our knowledge, and have also made surveys of the country.

P. M. S.

From Persian Uplands.— F. Hale. London: Constable & Co. 1920.
10s. 6d. net.

Although not making a serious contribution to geography, the author has written an interesting, lucid, and accurate book of travel, giving an account of Eastern Persia with its chief centre Birjand, and of Western Persia with the town of Kermanshah. Throughout, the present views of the various classes are well given, including those of Governors and other officials. More than this, his work helps to raise a corner of the curtain which has been drawn across happenings in Persia. As a result we gain a clear view of the Anglo-Russian cordon which was instituted to protect Afghanistan from bands of Germans and Austrians who, in 1915, drove out or imprisoned the British colonies in Southern Persia. Finally, at Kermanshah, we gain a brief glimpse of General Dunsterville, whose attempt to keep the Turks from the Caspian Sea constitutes an epic.

Mr. Hale may be warmly congratulated on writing a valuable work which should be widely read. The practical arrangement of his maps is worth notice.

The Travels of Peter Mundy, 1608-67, vol. 3.— Edited by Lieut.-Colonel Sir Richard Carnac Temple, Bart., C.B., C.I.E., F.S.A. Printed for the Hakluyt Society. 1919. Part I., pp. l., 316; Part II., pp. viii., 261.

For the year 1919 the Hakluyt Society has presented its subscribers with a third instalment of Peter Mundy's account of his travels in Europe and Asia, from the hitherto unpublished manuscript in the Bodleian Library. Sir Richard Temple continues to play the part of editor, and his indefatigable energy and wide range of knowledge have never been displayed to better advantage. Scarcely a page is left without its fringe of notes, containing much out-of-the-way and helpful information; and few indeed are the puzzles that have had to be left unsolved. The contemporary records have been ransacked for references to the memorable voyage which forms the chief subject of this section, and many documents from the English, Dutch, and Portuguese archives have been printed in full. Over fifty of Mundy's own quaint drawings have been reproduced, while six special maps add to the completeness of the work.

The section of Mundy's journal here given covers the period between November 1634 and December 1638, and is chiefly occupied with his voyage to India and China in the employment of Courteen's Association, which had just been founded in competition with the East India Company. The fleet, which was commanded by the famous John Weddell, sailed in April 1636. Visits were paid to Goa, to Bhatkal and other points on the Malabar Coast, and to Achin; but the goal of the adventurers was Macao, whence it was hoped to open up trade with Canton. The jealous Portuguese, however, threw every possible obstacle in Weddell's path, and when he, losing patience, pushed boldly into the Canton River, the Chinese showed themselves equally unwilling to have any dealings with this fresh set of foreign barbarians. Remonstrances, and even cannon-shot, having failed to stop the new-comers, the Chinese officials temporized. Three of the English merchants were allowed to go up to Canton and buy goods. There, however, they found themselves virtually prisoners, while a determined attempt was made to burn the English fleet by means of fireships. This was frustrated; but Weddell deemed it best to go back to Macao, where after some delay he was joined by his three merchants, who had been allowed to quit Canton with their purchases, on an undertaking never to return. This was the first occasion on which English traders had actually got into China, though one of the East India Company's ships had been at Macao two years earlier. Mundy's account of their experiences is therefore of the greatest interest. Weddell's fleet returned to Achin, and thence our traveller departed for England. On the way home his vessel called at Mauritius, Madagascar, and St. Helena, and at all three places he made copious notes of his observations.

The perusal of these two volumes confirms the impression that Mundy's journal is one of the most valuable of extant narratives of seventeenth-century travellers in the East. A close and accurate observer, he made a point of committing his impressions at once to paper, and the result is an extraordinary mass of information unspoilt by subsequent revision. Naturally he paid special attention to matters of trade; but he also noted everything of interest concerning the people he met, the buildings he saw, and even the strange beasts and fishes he came across. The narrative must be read with close attention to be fully appreciated; but perhaps enough has been said to show what a debt of gratitude is due to the Hakluyt Society and to the editor for the good work they are doing in making available this fascinating record. W. F.

AUSTRALASIA AND PACIFIC ISLANDS

On the Handling of Steamers during Hurricanes on the East Coast of Queensland.— Francis J. Bayldon, Lieut. R.N.R., Master Mariner. Sydney: Angus & Robertson, Ltd. 1913.

There is probably no more dangerous coast than that dealt with in this pamphlet, especially during the cyclone period of the summer months. The author is a master mariner of experience in these waters, and can thus write from personal knowledge. He has evidently read up the subject well, and from the best authorities, combined with his own experience, he is able to give sound advice to navigators in these treacherous waters. His notes refer to the cyclonic storms of the summer, not of other seasons, and apply only to steamships on the usual course inside the Great Barrier Reef. All who undertake this hazardous voyage would do well to read the twenty-two pages of this pamphlet and study the diagrams of the cyclones and direction of winds with which it is illustrated. Apart from its value to the navigator, we have here a