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YÜKSEK ÖĞRETİM KURULU DOKÜMANTASYON MERKEZİ

Syrian merchants went at Tabūk to meet the pilgrims on their return and sell them provisions, sweets, and clothing.

Tabūk was visited by a number of European travellers, sc. Georg August Wallin (1850) and Charles Doughty (1877), who provided a grim picture of it as a place with few residents, while Charles Huber (1884) stated that it had been totally deserted by its inhabitants. This changed by the start of the 20th century as a result of the construction of the Ḥidjāz Railway, to which Tabūk was connected. It was selected as one of the workshop stations, a new suburb was built, and a hospital and medical quarantine were established. Eight buildings referred to as the *Ḳal'a*, which are still extant, were constructed, and as noted above, water resources were managed and the mosque was rebuilt.

When the Kingdom of the Ḥidjāz was declared following the Arab Revolt, Tabūk was part of the new province of Ma'ān that was created in 1432/1924 by King Ḥusayn b. 'Alī. Two years after the Ḥidjāz was annexed by King 'Abd al-'Azīz in 1344/1925, an *amīr* was appointed over Tabūk and took up residence in the fortress. A number of governors, mostly members of the Sudayrī family and the Su'ūdī royal family, succeeded to this office.

During the 19th century, the inhabitants of Tabūk were from the Ḥamīdāt clan, but with passage of time and its growth, people of diverse origins settled in the city, which was surrounded by a number of different tribes, viz. the 'Aḥyāya, Balī, Ḥuwaytāt, and 'Anaza. It has developed, thus, from a small settlement into an urban centre due to development schemes, and today it is the northern-western gateway of the Kingdom of Saudi Arabia.

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TABŪR (ت) (a word which has passed into French in the form *tabor*), from Eastern Turkī *ṭapḡūr* and *ṭapḡūr*, denoting a pallasade formed of waggons arranged in a circle or square; a body of troops sent out for reconnaissance; a battalion; or a body of about 1,000 men commanded by a *biñbashi* (chief of a thousand).

In Morocco, from the mid-19th century, it denoted the first permanent military units. Under the French Protectorate, the term was applied to a group made up of several goums (*gūm*, an armed group of ca. 150 men commanded by officers of the Indigenous Affairs Department), hence parallel to a battalion. Several *ṭabūrs* could make up a regiment. The Moroccan *ṭabūrs* acquitted themselves gloriously in the Italian campaign (1944) and that of Indo-China (1945-54). Goums and tabors have formed the nucleus of the Royal Moroccan Army since Independence.

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TADALLĪS, TEDELLĒS, the town now known as Dellys on the Algerian coast in the *wilāya* of Tizi-Ouzou (lat. 36° 57' N., long. 3° 55' E.). It is 110 km/70 miles east of Algiers and 5 km/3 miles to the east of the mouth of the Sebaou (Wādī Sabāw), the main river of Kabylia, from which it is separated by a mountain massif.

1. Geographical situation.

The urban centre has developed on a slope towards the sea. It falls into three parts. In the north, the Arab-Kabyle town is the most densely populated and the only ancient quarter existing in Lower Kabylia; then, bordering on the ravine and developing to the south of that, is the town from colonial times; and to the east, there is the port quarter linked to the upper town by stairways or sinuous, very steep ways, as well as by the road which describes a hairpin bend to avoid the abrupt change of levels. Finally, the suburban zone of the gardens, attributed to the arrival of the Andalusians, has developed on the old, raised bank which looks northward; a centre for new development (dating from the War of Independence), the Garden City, has been formed with solid houses built within little patches of ground enclosed by reed hedges. As for the small blocks of apartments, these appeared after the years 1958-62 in order to accommodate an influx of rural population and as a result of the strengthening of the administrative infrastructure. The little port (designed by the colonial authorities with the aim of making Dellys both the administrative centre of Lower Kabylia, easy of access, and also an entrepôt and landing-place in case of troubles) is protected from the north-west winds by a promontory; hence is of a type of site for ports frequent along the Algerian coast.

Before 1860, Dellys was the only town of Lower Kabylia. In 1844 it had 1,150 inhabitants, in 1886, 3,900, and in 1968, 20,000. The people are of Kabyle Berber origin, but like the majority of tribes in the neighbourhood, speak only Arabic.

2. History.

The site of Dellys was occupied in the Roman period by the town of Rusucurru, a few traces of which have been discovered (remains of walls, cisterns, etc.). This town must have been destroyed at the Arab conquest, and for long the site remained uninhabited. Al-Bakrī (*Description de l'Afrique*, tr. de Slane, 135) does mention a port situated to the east of Marsā 'l-Ḥādjadj which he calls the town of the Banū Djannād.

The name itself under the form Tadellast, Tadellist ("the cottage") does not appear till the period when the Ḥammādid sovereigns [see ḤAMMĀDIDS] established their capital in Bougie. Owing to its position, which enabled relations to be easily established with the people of the valley of the Sebaou, this little town acquired a certain commercial and military importance; it even had a Ḥammādid governor. In 496/1102-3, the sultan al-Manṣūr gave this office to a prince of Almeria who had taken refuge in Africa. Al-Idrīsī (104) describes Tadā'ilīs as a town on an eminence and surrounded by a strong wall. He mentions the fertility of the country around, the low cost of living, and the abun-