

January 18th, 1902, on certain measures necessary for the protection of the northern and eastern gateways and on the conservation of Tope No. 2.

But neither in His Excellency's instructions nor in Mr. Cousens' note does there appear to have been any suggestion of replacing the broken rails by new ones. I did not myself see the Tope before the old rails with their inscriptions were removed, but I cannot help thinking that some way might have been found for preserving them *in situ*. However, the restoration has been done now and cannot be altered; so we must make the best of it and patch up the monument as well as we can. Mr. Cousens' note deals very fully with the course to be pursued both as regards the Tope and the inscriptions removed from it and I have nothing further to add to his remarks. I should like, however, to lay some emphasis on the urgent necessity of erecting a museum to receive the hundreds of valuable sculptures lying about the site. The outlay upon the building need not be great and the proposal is one, I understand, which already receives the support of the Darbar. A suggestive design of the sort of building required is appended to Mr. Cousens' note, and to this I have added another, taken from a museum which has recently been established at Sarnath near Benares and which serves its purpose very well. Let me call particular attention, too, to Mr. Cousens' remarks regarding the chaukidar in charge. It is worth considering whether it would not be advisable to invite the Buddhist community in Calcutta or Burma to send a couple of guardians for these splendid monuments of their religion. If we could induce them to do so (and they have already done it in the case of Sarnath), we should be certain of the topes being jealously watched and tended by devoted hands.

SIMLA; } J.H. MARSHALL.  
The 17th April 1905.

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From CAPTAIN C. E. LUARD, Superintendent of Gazetteers, Central India, dated 16th November 1904.

I was out visiting the Sanchi Tope this morning. An act or series of acts of the most appalling vandalism are being perpetrated on the rail of the Great Tope.

If this continues, and  $\frac{1}{3}$  has already been destroyed, there will be a rail round

it still, but one devoid of everything that characterises this peculiar feature of the Buddhist Stupa.

The magnificent monoliths are being replaced by mortar joined pillars in 3 sections, which absolutely alters and destroys the entire individuality of the railing.

2. The top rails are being similarly replaced by stones in two pieces instead of one and in many cases with straight and not sloping joints, again destroying a most characteristic feature.

3. Great carelessness is being shown in the work. Near the south gate no trouble has been taken to fit the new stones even and they have propped these up with chips and *pared away the original stone to fit their bad work!!*

4. The removed monoliths bearing records in Pali 1900 years old are being ruthlessly pulverised and flung away.

5. In a few months a railing almost entirely *à la Cook* will be all that remains of this grand piece of work. Its character will be destroyed and its value historically gone.

Cannot you *wire and stop all further work* till some one has seen it. Cousens might come. I would willingly go with any one.

If this is not done, irremediable injury will be done to a unique relic. I write as an amateur but a sincere lover of such monuments of former days—and I can only beg that work is stopped till some one has examined what is being done.

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From H. COUSENS, Esq., Superintendent,  
Archæological Survey, Bombay Circle,  
No. 77, dated 27th February 1905.

With reference to the complaint made by Captain C. E. Luard, Superintendent of Gazetteers, Central India, concerning the repairs that were being carried out by the Bhopāl Darbār to the great Tōp at Sānchi, a copy of which you forwarded to me with your demi-official No. 1655 of the 16th December 1904, I have the honour to make the following remarks:—

I visited the Tōp on the 7th of December last and again in company with yourself on the 20th instant.

I cannot altogether agree with Captain Luard's strictures upon the work. In the first place he says that one-third of the rail has already been destroyed. Of the 132

pillars, 17 have been renewed; of 381 rails, 12 have been renewed; and of 60 coping stones, 7 have been renewed. That is, of 573 monoliths, composing the whole rail, apart from the gates which have not been touched, 36 have been renewed, or about one-sixteenth of the whole rail; and this was all that was necessary. With the exception of five coping stones, included in the above count, remaining to be placed in position, the work was practically finished. The accompanying plan shows the new work.

He complains that the monolithic pillars are being replaced by mortar jointed pillars in three sections. With the exception of one, which is in two sections, this is true. Mr. Cook, the State Engineer, tells me he was unable to get them in single stones from the quarries on account of the great cost both of quarrying and carriage, for which he had not funds sufficient. Moreover I do not quite see how single pillars, which are buried some two feet below the surface, could have been worked into position, while at the same time threading the ends of three rails, on either side, into their slots in the sides of the pillar, without breaking away the sides of the same. Monolithic pillars would, no doubt, have been better, but, after all, the new pillars are but repairs, substitutes for others which had become shattered and threatened to fall away altogether in a dozen pieces. In repairs, ugliness and unsightly expedients are to be strenuously avoided; but repairs are repairs, and ought not to be such as to pass off as original work. The joints are certainly wider than they need have been, but if scraped out and filled with cement, coloured to the tint of the stone work, they will not be at all conspicuous.

Only two coping stones at the south gateway have each been replaced by two instead of single stones, and this Mr. Cook is going to rectify. The new stones should be of red or drab stone and not white as has been used. White was largely used originally, as is seen where edges have been chipped away, but it has weathered almost black now, and the new white beside it looks very ugly. As to the sloping joints between these, necessitated originally by the peculiar construction for interlocking the stones, it has been retained everywhere except in the case of the stones just mentioned at the south gate. An inspection of my photos Nos. 1814 and 1815 will shew that these two coping stones were altogether missing when Mr. Cook commenced the work, together with one in the south-west quadrant. Several rails were

also missing in the south-west and north-west quadrants.

Captain Luard's remarks upon the coping stones of the south gateway are correct, and it is here that fault is to be found with the work. A coping stone generally spans two spaces, that is, its ends rest upon the centres of alternate pillars while the intervening pillar supports its middle. At the south gate these middle pillars, in each case, have sunk considerably. The new coping stones were cut straight at the bottom, and thus did not rest upon the middle pillars, but the space has been packed with chips which look bad. New coping stones, each in a single piece, will have to be cut for these places, so that each of the beds may meet the three pillars, and rest upon them. It would not be advisable to raise the pillars, since they have finally and firmly settled down into position.

It is hardly fair to blame Mr. Cook for not giving the work his constant supervision—since it was during the progress of the work that he was unfortunate enough to injure his hand, which first led to blood poisoning, and finally to amputation. The mental strain caused by this and subsequent illness, continued to prevent him from giving the work his personal attention.

Some of the pillars and rails which have been removed bore short inscriptions—the names of donors. I noticed that some of these had been placed upon one side, but whether all, I cannot say. These should all be preserved, and a thorough search made through the fragments removed for the rest. Fortunately I had these all copied in 1900 and their positions recorded.

There are still a few pillars which are badly split, but need not be removed. They can be bound together with gun metal or bronze bands—in section about one and a half by half an inch—no more being used than are absolutely necessary. In binding up the pillars, any inscriptions upon them should not be covered by the bands.

The white mortar, spread upon the ground at the bases of the renewed pillars should not be roughened and cover with earth.

Pillar No. 34 in the south-east quadrant has had a new piece, about one-third of its length, added at the top of very white stone. A darker red stone such as is used elsewhere, might be substituted for this,

and at the same time the beds dressed more carefully so as to present the finest possible joint. This can easily be done, since the coping stone, locking the top of the pillar, has not yet been replaced.

The side of the dome, in the north-west quadrant, near the west gate, is bulging out very considerably; the wall, beneath the terrace, has assumed a barrel-shaped outline and overhangs its base. It would be as well if Mr. Cook could devise a simple method of taking observations at intervals of three months, in order to ascertain whether any outward movement is still going on.

Some of the great paving slabs in the passage between the Tóp and the railing are loose. These should be relaid, but no others should be touched, even though they be lying unevenly at present.

Mr. Cook had already fixed the iron band around the dome, above the terrace, to which ties, holding the north and east gateways, are to be attached. These ties will be iron bars, of not greater than one inch section, which will each hold a stirrup or band of gun metal ( $1\frac{1}{2}'' \times \frac{1}{2}''$ ) to be placed neatly around the top of each pillar, immediately under the flat abacus upon which the elephants stand. These ties are absolutely necessary, since one of the pillars of each gateway is cracked right through at the base, and the face of the pillar at the crack is disintegrating, or, perhaps, is flaking away through the forward pressure of the pillar upon the fracture. The iron work should be coated with thin portland cement, which will adhere to it and prevent it rusting.

At the south gateway stand the remains of the great south lion-pillar. It is the stump, split down vertically. These pieces might be bound up together by bronze bands, one near the top and one just below ground level. A fragment, bearing an Asoka inscription, standing near the lion capital, close beside the little temple, seems to have belonged to this pillar. If it can be fitted to the fragments just mentioned, and bound or clamped up with them, it should be so done, but no part of the inscription should be covered by the bands.

The lower Tóp, down the hill side, to the west of the great Tóp, has been rebuilt, and the rail around set upright, where it was leaning outwards; and a portion renewed, where altogether missing, at the south

gateway. The work of the rail, I consider, has been very successfully carried out, but the new pillars should be stained to the tint of the adjacent ones until nature herself has time to apply her own softening shades. The rebuilding of the dome is not so successful, the curve being rather that of a Muhammadan dome than the usual Buddhist hemispherical one. This should be altered and the white cap of mortar on the top, to render it water-tight, might be altogether removed, since the dome is constructed entirely of dry rubble which will not be injured by the percolation of rain water. Should it be necessary, it should be of cement toned down in colour to that of the stonework.

When the work on the hill is finished a short inscription might be placed on the inner face of pillar No. 26, in the east gateway, which is a new pillar, stating that repairs were carried out in 1904-05, and that all pillars, etc., marked so ☉, were then restored.

A better and permanently built ascent to the great top is badly needed; and, as there is an abundance of suitable stone on the spot, this ought not to be a costly item.

The hundreds of sculptured stones gathered together on the top of the hill, and which are invaluable for the study of the different phases of Buddhism as it existed at this place, require to be much better cared for. There is, at present, a chaukidar or peon, who is often changed, and who is supposed to look after these relics. How far he is capable of doing this is instanced by the cases of theft and damage that have come to my own notice. When I visited the Tôp in 1900, I one day noticed a very fine small head, which was placed with some other sculpture near the Tôp. The next day it was gone, and I could get no trace of it. A sculptured panel, with a female figure upon it, was carried down the hill by some sepoys from Sehor, but its progress further was stopped by the Dak Bungalow messman, who retained it. When I visited the place on the 7th December last, I found that some vandal, by the name of "A. G. Hubbard," had scrawled his name in black charcoal in several places upon the Tôp. Between our own visits, as you remember, in the morning and afternoon of the 20th instant, some one had gone up and had overturned two sculptures, one of which we had been noticing in the morning, and spat *pānsupāri* upon the front of the eastern gateway.

I therefore consider that there should be no delay in securing better custody for these priceless sculptures, and would strongly recommend the erection of a museum for them upon the top of the hill itself. This might take the form of an enclosed quadrangle, surrounded by a corridor, opening inwards, for holding all the larger sculptures, and a small building occupying the centre of the quadrangle for smaller and more valuable exhibits. This museum would be a depository, not only for objects belonging to the Sanchi Tôp, but also for the country round, which is full of minor remains that have yet to be systematically examined. The entrance to the museum would be through one side of the corridor, and would be kept locked. There is ample space for this on the plateau to the north-east of the great top. The accompanying sketch gives a rough idea of the style of building I would propose, its size being settled by the number of objects likely to be placed within it.