

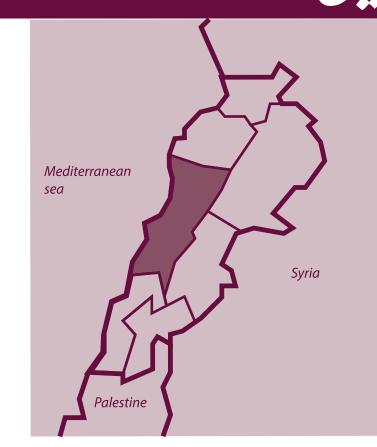
THE PHOENICIANS' ROUTE

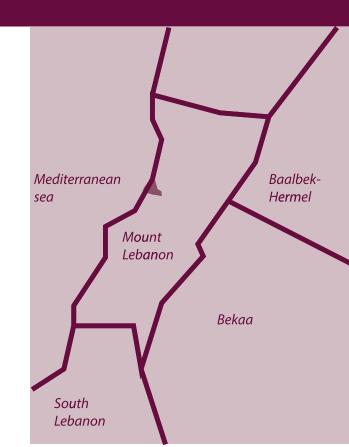
INTRODUCTION

During the Phoenician period, the bay of Jounieh was an important winter shelter for ships sailing from the south to Byblos; hence its name Palaebyblus, meaning "Before Byblos". It is mentioned in the geography described by the Greek historian, Strabo.

Nowadays, Jounieh is a main coastal city between Beirut and Byblos. It is known for its seaside resorts, the Casino du Liban, the Ottoman and French Colonial Old Souq in the center of the city, and the

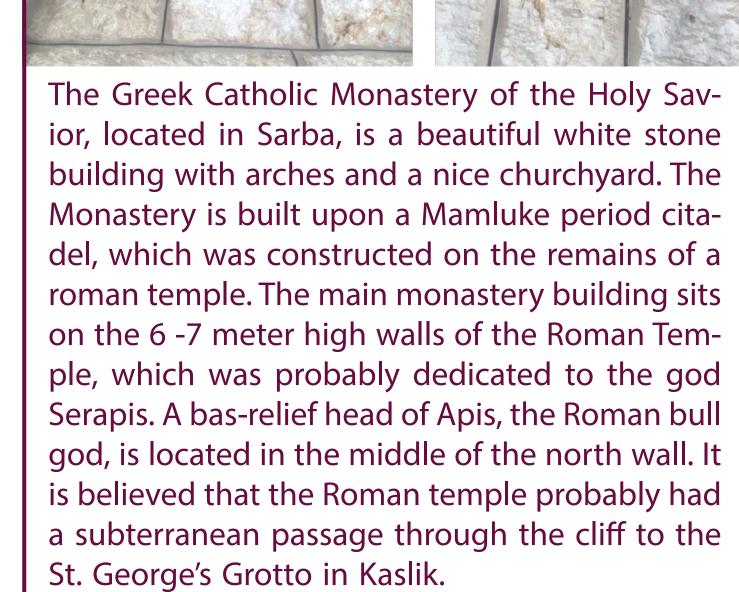




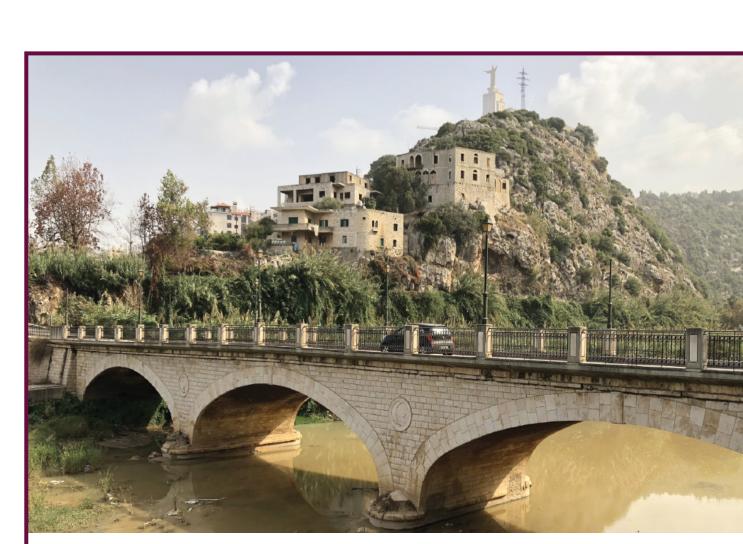


HISTORICAL MAPPING





St. Savior Greek Catholic Monastery





The river's path showcases various Roman elements, such as the bridge, along its length. Although proven, it is suspected that the current structures were built on top of Phoenician remains.

Displayed along the ancient Lycuc River, known today as Nahr El-Kaleb, inscriptions recount major events in Lebanese history.

Commemoratives Stelae, Roman & Byzantine Bridge



Ottoman Period 1516 - 1917 A.D. Cities Cadastral Borders

■■■ Old Port Limits





Ottoman & Colonial Souk



Built in 1908, the statue of our Lady of Lebanon sits on a masonry cone circled by a staircase and houses a small chapel.

Overlooking the entire bay of Jounieh, it draws in millions of people, both Christians and Muslims, from all over the world.

Our Lady of Lebanon



18 Km north of Beirut, discovered in 1836 by an American missionary, the grotto consists of two caves:

 The lower cave is only accessible by rowboat. •The upper cave is open to people to walk around inside, between the stalactites and stalagmites.

Jeita Grotto

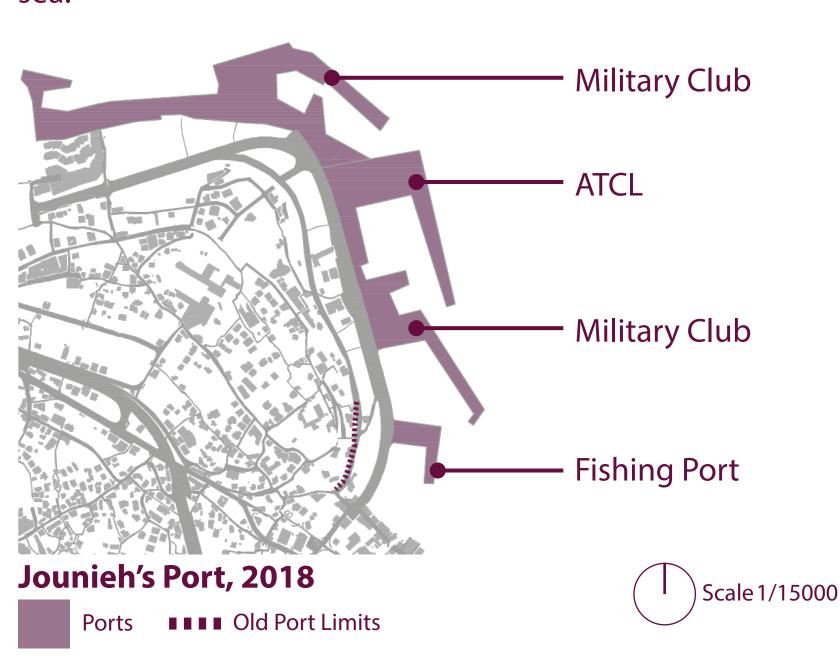
PORT OF JOUNIEH - BEFORE AND AFTER

As already mentioned, Jounieh's port was mainly employed by the Phoenicians as a stop on their journey from Beirut to Byblos. It was kept as a natural bay, where they would hide their boats between the rocks forming the cliff, and probably reside on its top.

In spite of a lack in documentation of the Phoenician settlement in Jounieh, the activities they used to engage in were deduced. Indeed, as no evidence can be found in relation to the process of boat making, or of a legitimate trading port, they probably had temporary residences on the cliff, for temporary stays along their travels.

However, that port is not the one seen in Jounieh today. Indeed, the edge of that cliff reached just below La Creperie restaurant.

As the previous boundary was not properly conserved over the centuries, no trace of it can be observed in Jounieh. A public park, a road, the new fishing port and two other ports were established around 1960, separating the cliff from the sea.



Strategically located between the two main

ports of Byblos (Byblus) and Beirut (Bery-

tus), Jounieh used to be perceived as a rest-

ing stop between them, giving it the name

The exclamation point following the word

"Palaebyblus" in the map could be explained

by the fact that enough documentation of

the region at the Phoenician time is lack-

ing. Indeed, as mentioned by Mr. Chikkri

Massaad, a historian knowledgeable of the

subject at hand, only some writings can be

found alluding to five mountains used as

reference points, that were concluded to

be the mountains overlooking Jounieh's

The proximity between mountain and sea

could be a major factor attracting the Phoe-

nicians to settle in Jounieh. Indeed, the ge-

ography of the city was very important to

them, they were sailors and preferred to re-

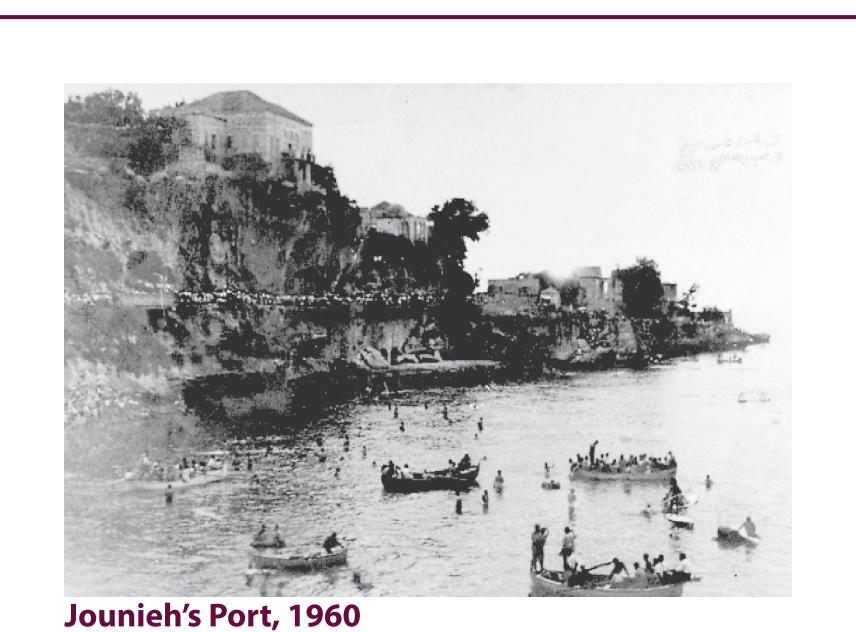
side on higher grounds.

but has been buried within its roots.

bay and one of them being Harissa.

"Palaebyblus", meaning "Before Byblos".

MAP OF PHOENICIA



Greek - Roman Period 333 B.C. – 300 A.D.

Byzantine Period 300 – 635 A.D.



It is said that Phoenicians and Romans used to reach the sea through a passage going from Sarba's convent to the small grotto at the bottom of the cliff, near the

public park in Jounieh today.

Palaebyblus

MAGORAS F?

Nahr Beirût

BERYTUS

TAMYRAS F. Nahr Dâmûr

Nahr el Awleh

CHRONOLOGY OF MAIN EVENTS

Mutasarrifate 1861 - 1918 A.D.

1200 - 333 B.C. - Phoenician and Canaanite Peri-

• Traders of the sea, subsided along the coast of Lebanon and its mountainous regions, therefore, ports were of important use to them.

• They would sail the Mediterranean Sea and trade their goods like cedars, jewellery, wine, perfume, and fruits with neighbouring Mediterranean countries.

64 B.C. - 635 A.D. - Roman and Byzantine Period • Roman ruins are still standing until today. They built bridges, temples, palaces and foundations, aided by their economic

prosperity. They introduced many new techniques to be used in Lebanon.

• They built over most of the Phoenician foundations.

1516 - 1917 A.D. - Ottoman Period Development of what is now known as the Old Souk of Jounieh. These buildings had very similar façades, all two to three

stories high, and built with natural stone and a red brick roof.

1892 - Transportation Jounieh was connected to Beirut by a railroad that had 6 stations, 3 of which were situated in Jounieh, Sarba, and Ma'ameltein. This railroad was the main transportation for people to travel along the coast from one end of Lebanon to another.

1920 - 1943 - French Mandate Jounieh suffered an economical decline resulting in a recession. WW1 ignited famine and a bad economy, forcing its inhabitants to move to Beirut, or immigrate. This caused a de-

crease in population and its potential evolution.

1965 - Economic Prosperity

• Lebanon experienced an economic boom. Prosperity in the country was highly dependent on touristic income. • Land prices increased from around 7 to 9 LBP/m² in the years of 1950 to 1960 and around 25-35 LBP/m² in 1965.

1990 - Migration

Massive migration of Beirut traders into Jounieh. Buildings replaced green spaces and touristic projects took over its shores. Jounieh began to look different. However, it was benefiting from by trading through the use of the touristic port.

The population is around 115,000. The city's economy is bound by 3 main factors:

Commerce: Old Souk of Jounieh

2000 + - Today

• Tourism: Harissa and Casino Du Liban

• Industry: Zouk Power Plant.

EVALUATION OF THE ARCHAEOLOGICAL SITES AND HISTORICAL BUILDINGS

• In Jounieh, there is a lack of proper documentation related to the Phoenicians' Route. Locals are unaware of their existence or presence in their own hometown. Although, Sarba convent contains multiple remains of both Phoenician and Roman settlements, they are neither conserved nor maintained. Indeed, the room housing Phoenician foundation rocks is currently used as a storage area, abandoned and hidden from view from the general public. This highlights the degradation of a culture which Lebanon holds

Map of Phoenicia, 1910

• After visiting the Old Souk of Jounieh, the lack of maintenance creates a negative impact that is affecting the area. The new buildings that are surrounding the souk is affecting the morphology of the Old Souk and forming an imbalance. Rather than being open to the public, Jounieh bay is privatized resulting in segregation of the spaces.

• The accessibility to Nahr El-Kalb is mostly unnoticed since it is located on the roads with no preservation or maintenance. It is not easy for one to visit the stone tablets since cars regularly pass adjacent to them. Thus, this creates a problem of accessibility. Furthermore, the Roman bridge located in front of the tablets creates congestion along that route due to its narrow width.

• Jeita is highly known for its caves that are considered one of the 7 Wonders of the World. A guide will be present during the tour inside the caves, but photographs are prohibited inside the cave. The access is well maintained through the telefrique or the main entrance.

• Harissa follows an organized accessibility where it prohibits cars from reaching the sacred area. This creates an organization for the people to follow. Furthermore, the statue and the 2 churches are well kept.

