

**CAIRO OF TO-DAY; A  
PRACTICAL GUIDE TO  
CAIRO AND ITS ENVIRONS**

Published @ 2017 Trieste Publishing Pty Ltd

ISBN 9780649083251

Cairo of to-day; a practical guide to Cairo and its environs by E. A. Reynolds-Ball

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**E. A. REYNOLDS-BALL**

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# CAIRO OF TO-DAY:

A PRACTICAL GUIDE TO CAIRO  
AND ITS ENVIRONS

BY

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WITH MAPS AND PLAN OF CAIRO

LONDON

ADAM AND CHARLES BLACK

1898

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## INTRODUCTION

CAIRO, in spite of the Europeanising tendencies of Mehemet Ali, and the innovations of Ismail in his attempt to give a Parisian veneer to his oriental Capital, still remains one of the most attractive cities in the East. It is, of course, inferior in world-wide interest to Jerusalem or even Rome or Athens, but if a plebiscite were taken among tourists of the dozen most interesting cities in the world, Cairo would undoubtedly find a place in the list.

Cairo, dating only from the tenth century, has of course no pretension to rank as an ancient historic capital, and its historic interest is purely Mediaeval and Saracenic. In short, the capital of Egypt, the cradle of the oldest civilization in the world and the fountain of European arts and sciences, is but a city of yesterday compared to Memphis, Heliopolis, Thebes, and other ancient cities of Egypt now buried under the desert sands, or the accumulation of the debris and rubbish of centuries.



But though historical students and erudite Egyptologists may consider Cairo a mere mushroom city, it is full of attractions for many tourists, who do not find it easy to resist the fascination of the picturesque oriental life in the native quarters. Fortunately the 'Haussmannizing' of the Khedive Ismail's builders was mainly confined to the European quarter of the city, and did not touch the region of the Bazaars, where it is still possible, when once the Mooski—no longer a purely oriental highway—is crossed, for the imaginative traveller to realise the dreams of the Arabian Nights of his childhood. The artist, too, if he strikes out a line for himself, and ignores the hackneyed and limited itineraries of the interpreters and guides, will find Cairo full of the richest material for his sketch-book.

Some portions of the chapters in *Cairo of To-Day* are reproduced by permission from my monograph, *The City of the Caliphs* (1 vol. 12s. 6d. nett), recently published by Messrs. Estes and Lauriat, Boston, Mass. I have also quoted largely from articles contributed to the *North American Review*, the *Queen*, and other periodicals.

## PART I

## CAIRO

### I.—HOW TO REACH CAIRO

THE number and variety of routes is a little bewildering. They may most conveniently be divided into sea and overland routes. On the whole the voyage is preferable for invalids to the rail journey, and in the long run it will be found, even by the more expensive Peninsular & Oriental and Orient liners, more economical.

**(1) Sea Routes.**—(1) *From London.*—From London there is the weekly P. and O. service and the fortnightly service of the Orient liners. The P. and O. steamers leave Tilbury every Friday, arriving at Port Said about twelve days later. Fares, London to Cairo (*via* Port Said, thence by rail) £21:14s. first, £12:7s. second.

Hitherto the P. and O. Company have rather neglected the Egyptian passenger service, but during the coming season (1897-98) a new Egyptian service has been established experimentally from London to Alexandria *via* Marseilles, leaving London November 25th and December 9th, and afterwards fort-

nightly, and arriving at Alexandria on December 8th and 22nd. Passengers will be transferred at Marseilles (see page 9) to the S.S. *Clyde* (transferred from the Venice-Alexandria to the Marseilles-Alexandria line), calling at Malta *en route*. Fares, London to Alexandria, £20 first and £12 second saloon. Return tickets have lately been discontinued between London and Egypt (except on Venice line), but a rebatement of 33% on the return passage money will be allowed within four months of arrival. This new service can be recommended to invalid travellers.

The Orient liners sail from Tilbury on November 26th,<sup>1</sup> and fortnightly thereafter, and reach Port Said (calling at Naples) in twelve or thirteen days. During the Egyptian season they also call at Marseilles. First-class fare, London to Cairo (*viâ* Ismailia) £20:14s., and return (available for four months) £33:8s.

Then the British India Co. despatch one of their steamers on November 26th, and fortnightly thereafter, and take passengers for Egypt, but these steamers are slow, and the accommodation is less luxurious than that provided by the P. and O. and Orient ships. First-class fare to Port Said, £17.

(2) *From Southampton*.—The monthly Australian service of the North German Lloyd Company is coming into favour with English travellers. A

<sup>1</sup> All dates apply only to the Season 1897-98.