

**UP THE RED SEA
AND DOWN THE
NILE, IN 1839**

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Up the Red Sea and down the Nile, in 1839 by Anonymous

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ANONYMOUS

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1841.

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TO
THE BELOVED FRIEND,

WHO PARTICIPATED IN
THE ENJOYMENTS, AND SYMPATHIZED IN THE TRIALS,
OF A RESIDENCE IN INDIA:—
RESPONDED TO THE EMOTIONS OF DELIGHT
EXCITED AMIDST THE UNRIVALLED HIMALAYAS:—
AND PASSED THROUGH
THE SCENES OF STIRRING INTEREST AND PERIL,
NOTICED BRIEFLY IN THESE PAGES,

This little Offering

IS PRESENTED, WITH MUCH AFFECTION, BY

THE WRITER.

By the regular establishment of steam communication with India, the Overland route is deprived of a portion of the interest with which it was formerly invested.

The Passage, briefly detailed in these pages from the writer's note book, if devoid of interest to the many, who have access to narratives of far higher pretensions, may possibly be glanced at beyond the private circle for whom it is intended, by a few, personally concerned in the Red Sea navigation, who, like the writer, may be induced from considerations of health, to seek the only alternative which may offer, in the absence of a steam-ship.

Park, Blackheath,
April 21, 1841.

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UP THE RED SEA,

AND

DOWN THE NILE.

DEPARTURE FROM BOMBAY.

On arrival at Bombay, to our great disappointment, all the accommodations in the steamer were engaged, with scarcely any hope of being able to secure a passage up the Red Sea on the next occasion. A sailing vessel having been advertised to proceed forthwith; enquiries were set on foot relative to this ship, commanded by an Arab, and sailing under British colours. A Government survey having been held, and the customary report sent in, previous to her departure for Egypt with public stores, the necessary arrangements were made for proceeding in the good ship "Colonel Newall;" the Arab agents stipulating to provide

us with a passage to Kosseer, with supplies of *wood* and *water*. Suitable provision for a six or seven weeks' voyage being made, Hindoosthaneeservants dismissed, and a Portuguese cook engaged, we quitted the hospitable pavilion of our friends on the Esplanade, and at sunset sailed out of the harbour of Bombay on the 28th of January, 1839.

After being a few days at sea, steering rather wildly before the N. E. monsoon, the region of gulls, grampuses, porpoises, and flying-fish was gained; and leisure was afforded to survey the new position in which we had rather unexpectedly become placed.

The *Nacoda* and *Māālim* (captain and mate) show more attention to the theory of navigation than I was prepared to expect. With rather antique-looking quadrants, one by "Steel," the other still more ancient, the latitude is determined daily, with tolerable precision. The longitude is ascertained by dead reckoning; the log hove every half hour, regulated by a sand-glass suspended near the wheel; bells are struck, after the English fashion, by the Arab or Manilla steersman, and the courses at noon, marked off on an outline chart. The *Nacoda* is a good-looking, well-mannered Bushire Arab, who writes his log daily in neat Arabic. He knows enough of English numerals to enable him to make use of "Norie's Epitome"