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John Gardner Wilkinson

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MODERN EGYPT AND THEBES.



Vignette A. View during the inundation of the Nile.

INTRODUCTION.

Journey from England to Egypt. — Route through France. — French Steam Packets. — English Steamer from Marseilles to Malta. — Route direct from England to Malta and Alexandria by Gibraltar. — Route across the Desert From Cairo to Suez. — From Suez to India. — Return to Egypt from India. — From India to Egypt landing at Kossayr. — Choice of Route returning to Europe. — Quarantine at Malta. — Hotels at Malta. — Money at Malta. — Objects to be visited in Malta. — Route to England from Malta. — Season for visiting Egypt. — Things required for a Journey in Egypt.

JOURNEY FROM ENGLAND TO EGYPT.

THE most usual route from England to Egypt is by Gibraltar and Malta, or through France by Paris and Marseilles, and thence to Malta and Alexandria. There is another route through Germany by the Danube to Constantinople, and thence by Syra to Alexandria, which has been described in the Handbooks of Southern Germany, and of the East; and those who happen to be in the vicinity of the Adriatic and do not wish to cross Italy to Naples or other ports in

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direct communication with Malta, may find their way by the Ionian Islands to Syra and thence to Egypt.

ROUTE THROUGH FRANCE.

The routes through France are well known. It is therefore unnecessary to make more than a few cursory remarks.

In going from England to Paris the quickest is that by Dover or London to Boulogne; the most agreeable that by Southampton to Havre, and thence by steam up the Seine, to Paris. The ascent of the river is an objection to this route in going, but in returning from Paris to England it is expeditious, and by far the most pleasant, for those who do not dislike the longer sea voyage in crossing the channel to Southampton. That part from Paris to St. Germain is performed on the railroad, which will shortly be continued to Rouen.

From Paris there are various modes of going to Marseilles: — 1. By land the whole way to Marseilles through Lyons; 2. By the malle-poste direct by Moulins, St. Etienne, &c. without passing through Lyons; and 3. By land as far as Châlons, and by steamer down the Saône to Lyons, and by another steamer from Lyons down the Rhone to Avignon, and then by land to Marseilles through Aix. You may also go direct by the Rhone to Arles, and from thence by another steamer to Marseilles by sea.

Distance.	Leagues.	
Paris to Châlons	- 85	The diligences from Paris to Châlons take from 35 to 38 hours; the place inside, from 44 to 50 francs.
Châlons to Lyons	- 31	From Paris to Lyons by Châlons 44 to 52 hours; inside, 58 francs.
Lyons to Avignon	59	From Paris to Marseilles by Châlons and Lyons 84 hours; place inside, 84 francs.
Avignon to Marseilles	28	

The malle-poste goes from Paris to Châlons in 26 hours, place 61 fr. From Paris to Lyons by Châlons, 33¼ hours, place 84 fr. Paris to Marseilles by Moulins and St. Etienne, 66 hours, place 141 fr. The malle-poste is the most expeditious mode of travelling; but as little time is given for stoppages, it is better to take a small stock of provisions for the journey. The charges for postilions and conductors

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both by the diligence and malle-poste are included in the fare, but an extra charge is made for luggage, which frequently amounts to half as much as the price of a place.

The most comfortable mode of going is, by water from Châlons and Lyons to Avignon, and thence by land to Marseilles: it is for many reasons preferable to posting with one's own carriage, and decidedly more agreeable than the diligence.

Though the expenses of a journey depend on the arrangements made by the traveller, the following, for which I am indebted to a gentleman who passed through France in 1841, on his way to India, may give some notion of the charges on the route by Châlons and Lyons to Marseilles:

	sh.	fr. sous.	According to another Calculation.	
			£	Time. Days.
Fare in steam-boat to Boulogne	15	10		
Expenses at Boulogne	-	17		
Passport, passing baggage, &c.	12		London to Paris	4 3
Diligence to Paris and dinner	20		In Paris	1 1
Extra for luggage by diligence	9	10	Paris to Châlons	3 2
Porters to and from Meurice's	3		to Lyons	1 1
Meurice's bill	-	16	to Avignon	3 1
Fare to Châlons by diligence	44		to Marseilles	2 1
Extra for luggage	-	12		
Porter at Châlons and expenses on the road	6		Total from England to Marseilles	14 9
Bill at Châlons	-	12	Thence direct to Alexandria	27 14
Servants at Châlons	-	2	Alexandria to Suez	15 5
Passage in steam-boat to Lyons	8			
Bill at Lyons	-	20	Total from London to Suez	56 28
Porters to and from hotel	6		From Suez to Bom- bay is from 52 to	*72 20
Place in diligence to Marseilles	41			
Luggage at Marseilles	-	19	Making the total to Bombay	£128 48
Total from England to Marseilles	266	0		
Or £10 12s. 9½d.				

In returning from India there is an additional expense for quarantine, which may be calculated at 11*l.* 10*s.* for the 17 days at Malta, or less if shared by two persons †, making the total, according to the second calculation, 139*l.* 10*s.*

It may be observed—1st. That the first of the above cal-

* This is for a cabin passage, a deck passage being 20*l.* less. For the rate of cabin sofas, and deck passage, see regulation in p. 30. &c.

† See the expense when divided with another person, under the head of Quarantine, p. 70.

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culations appears to be made on the most economical plan;—2. That in both, the sum total does not include stoppages on the road, but allows only for the actual expenses of the direct journey;—3d. That 170*l.* is generally considered necessary for a person leaving India for England, who intends to travel economically by public conveyances, or 150*l.* if taking a deck passage.

At Marseilles the Hôtel d'Orient may be recommended, having good rooms well fitted up, a good table d'hôte, and the advantage of baths in the house.

STEAMERS FROM MARSEILLES.

The French steamers for Egypt and the Levant leave Marseilles on the 1st, 11th, and 21st of every month, and touch at Leghorn, Civita-Vecchia, and Naples, on their way to Malta, from which last they go to Syra and join the Constantinople packet that takes the passengers on to Alexandria. The days of arrival at Alexandria are the 4th, 14th, and 24th; and of departure the 7th, 17th, and 27th.

Besides the French, there are other steamers that leave Marseilles for the ports of Italy, on the 3d, 5th, 7th, 9th, 13th, 15th, 17th, 19th, 23d, 25th, 27th, and 29th of every month; but they stop at Naples.

A traveller may either go the whole way from Marseilles to Malta by the same French packet, or join it at any one of the three above-mentioned ports of Italy. In going by it from Marseilles, and booking his passage the whole way to Alexandria, he will pay less than by stopping at the intermediate places, and taking the packets of different companies; but he will have the discomfort of being carried forward without seeing any of the places on his way, beyond the momentary glance he can obtain during the stoppage of the vessel. If at Marseilles he finds he has not the choice of the best berths, owing to their having been already taken, and he intends going the whole way to Malta or Alexandria, he had better stipulate that he is to have the privilege of changing his own for another as they become vacant, or, which is of more consequence, of having a whole cabin to himself, in the event

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STEAMERS FROM MARSEILLES.

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of the passengers being few. Every cabin has two beds, and no one can take it to himself without paying for the two berths; but an early comer may have the chance of occupying it alone; and the first who takes a place has the right to engage No. 23., a large cabin with one bed, which is very comfortable. It communicates with the ladies' cabin by a door, which is of course kept locked when not occupied by a lady. There is very little choice in the cabins, which are all nearly alike, and the only piece of good fortune, next to having a cabin to himself, is that of obtaining, as a favour from the steward, the cabin with four berths, at the lower end of the saloon, with only one, instead of three other persons. This will also depend on the number of passengers.

The steamer which leaves Marseilles on the 1st, quits Leghorn on the 3d, Civita-Vecchia on the 4th, Naples early on the 5th, and Malta early on the 7th. After remaining there twenty-four hours, it proceeds to Syra and Alexandria, which last it reaches on the 14th of the month. This detour by Syra adds one day more to the length of the voyage than if it went, as the English steamer, direct from Malta to Egypt. The steamers that leave Marseilles on the 11th and 21st, reach those places after similar intervals; and as the time of starting and the price of places, to and from different parts of the Mediterranean, are fully laid down in the regulations of the French packet office, I cannot do better than copy the whole of them, which are as follows:—

“ ACCOUNT OF THE REGULATIONS OF THE FRENCH
GOVERNMENT STEAM PACKETS IN THE MEDITERRA-
NEAN.

“ *Organization of the Service.*

“ The steam-packet service in the Mediterranean, established for the purpose of conveying letters and passengers between Marseilles and the ports of Italy and the Levant, is divided into three lines.

“ The first goes from Marseilles and ends at Malta, passing by Leghorn, Civita-Vecchia, and Naples.

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“ The second goes from Malta to Constantinople, passing by Syra, Smyrna, and the Dardanelles.

“ The third goes from the Piræus (the Port of Athens) to Alexandria, passing by Syra.

“ At Malta, passengers and goods, coming from the Levant, undergo quarantine, and letters and remittances are purified there.

“ The point of intersection between the two lines, from Malta to Constantinople, and from Athens to Alexandria, is the port of Syra, where the packets meet, coming at the same time from Malta, Constantinople, Athens, and Alexandria, and where the exchange of letter-bags, and the transfer of travellers from one line to another, is effected.

“ The days and hours of departure from, and arrival at, each station, are marked in the following tables.

“ Ten steam-packets, of 160-horse power, commanded by officers of the royal navy, and with a crew of fifty men each, are appointed to this service.

“ The names of these packets are, the Dante, Eurotas, Léonidas, Lycurgue, Mentor, Minos, Rhamsès, Scamandre, Sesostris, Tancrede.

“ Travellers will find every accommodation on board that can be wished for — commodious cabins, richly ornamented *salons* decorated with taste, and fitted up with glasses and carpets. There is also a private *salon* for ladies, with a piano.

“ CLASSIFICATION OF PASSENGERS.

“ The places set apart for travellers are of four classes : —

“ The 1st class places are in the stern of the vessel : passengers there have cabins with one *, two, and four berths, according to their convenience.

“ The 2d class places are in the forepart, and consist of a large *salon*, on which the cabins open, having four berths for the ladies, and two for other passengers.

“ The 3d class places are between the 2d and the head

* In all those I have seen, or heard of, there is but one cabin with a single berth in the same vessel, which, if required, should be taken in time, and be distinctly engaged. It is the No. 23. above alluded to, p. 5.

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CONDITIONS FOR PASSENGERS.

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of the vessel; the passengers have one large room, round which wooden benches with turning backs are arranged, answering the purpose of beds.

“ 4th class passengers remain on deck day and night, before the funnel.

“ PROVISIONS FOR PASSENGERS.

“ A restaurateur supplies passengers with provisions. Those of the 1st class have two repasts daily, at a common table, where the captain presides, the charge for both which is 6 francs a day, including tea in the evening.

2d class passengers also meet at a common table, at which one of the officers presides, and they have two repasts, the price of which is 4 francs a day.

“ The charges for living are settled with the restaurateur; they are independent of the passage money, and those two repasts must be paid for by the passenger whether he partakes of them or not.

“ 3d and 4th class passengers have no table: they may provide their own food or obtain it from the restaurateur, according to the *carte*, the prices in which are established by the administration.

“ CONDITIONS REGARDING THE ADMISSION OF TRAVELLERS ON BOARD THE PACKETS.

“ Travellers take their places at the offices of the agents of the service, either at Marseilles or in foreign ports; but they cannot be admitted on board without having first complied with the regulations of the police and health office.

“ The full payment of the place must be made at the time of taking it.

“ Every traveller who gives up the place he has taken, or who could not be received on board in consequence of having failed to comply with the formalities of the police and health office, shall forfeit half the fare. He may, however, be allowed the privilege of retaining his place for the next packet, if he agrees to go by it; for which purpose an exchange ticket will be given him.

“ If he does not go by the very next packet, which follows

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the first to which his name was inscribed, he will lose his *whole* fare.*

“ Travellers can only occupy those places marked in the packet’s bill.

“ They and their luggage must be on board an hour before the time fixed for starting.

“ The expense of embarking and going ashore to be at the traveller’s cost, as well as the carriage of luggage.

“ No travellers may carry merchandize.

“ Servants whose places are taken in the 2d class cannot, on any account, frequent the table of that class.

“ Those who stop short, before they have reached their place of destination, cannot claim any return of fare for the portion of the voyage that remains. However, when they go on shore in consequence of uncontrollable circumstances, and the necessity of it is sufficiently and duly proved, they may receive half the price of the place.

“ Luggage not reclaimed within two hours after the arrival of the packet will be sent to the lazaretto, to the custom-house, or to the agents, at the risk and expense of the traveller.

“ PRICE OF PLACES.

“ The price of places is charged according to the distances in a straight line ; in this proportion : —

“ 1. *From one to another of the Stations between Marseilles and Malta.*

1st class at the rate of 1 fr.	25 cent. by sea league.
2d	0 80
3d	0 50
4th	0 30

“ 2. *From all the Stations on this Side of Malta to all the Stations beyond it.*

1st class at the rate of 1 fr.	0 cent. by sea league.
2d	0 60
3d	0 40
4th	0 25

Children under ten years of age will pay half price.

* This is far from being the accommodating arrangement in the Peninsular Company’s packets, who allow a passenger to proceed by any other, within one whole year, receiving an exchange ticket.

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CHARGE FOR LUGGAGE.

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“ A family of more than three persons may claim a reduction of a fifth of the whole fare ; and if above six, a quarter, provided they are 1st or 2d class passengers, and take their places the whole way between two of the principal stations.

“ CARRIAGES AND LUGGAGE.

“ The charge for the conveyance of carriages is fixed at the rate of a 1st class place for those of four wheels ; of a 2d class for those of two wheels.

“ Dogs are charged ten francs each, whatever may be their place of destination.

“ Travellers may take a certain quantity of luggage free of charge, in these proportions : —

“ 1. *In the Stations situated between Marseilles and Malta.*

1st class to the amount of 100 kilogrammes each person.		
2d	60
3d	30
4th	30

“ 2. *From one of the Levant Stations to another in the same Direction, and between any of the Stations of which Malta is the intermediate Point.*

1st class to the amount of 200 kilogrammes each person.		
2d	100
3d	50
4th	50

All above this quantity to pay one centime every sea-league for every ten kilogrammes.”



View of the Ruins and Vicinity of Philæ.

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10 TABLE—SHOWING THE TIME OF DEPARTURE AND

ARRIVAL AND DEPARTURE OF THE FRENCH MEDITERRANEAN PACKETS.

1st LINE. — From *Marseilles to Malta*.

Packet Stations.	Days and Hours in each Month appointed for the Arrival and Departure of the Packets.	Time of Stoppage.
Marseilles	Packet coming from Malta - - - - - { Arrival at Marseilles - - on the 1st, 11th, and 21st, at midnight. Departure for Malta - - - 1st, 11th, and 21st, at 5 P. M.	} 6 hours.
Leghorn	Packet coming from Marseilles. { Arrival at Leghorn - - - - 3d, 13th, and 23d, at 6 A. M. Departure for Malta - - - 3d, 13th, and 23d, at noon.	
	Packet coming from Malta. { Arrival at Leghorn - - - - 10th, 20th, and 30th, at 8 A. M. Departure for Marseilles - - 10th, 20th, and 30th, at 2 P. M.	} 6 hours.
Civita-Vecchia	Packet coming from Marseilles. { Arrival at Civita-Vecchia - - 4th, 14th, and 24th, at 6 A. M. Departure for Malta - - - 4th, 14th, and 24th, at noon.	
	Packet coming from Malta. { Arrival at Civita-Vecchia - - 9th, 19th, and 29th, at 8 A. M. Departure for Marseilles - - 9th, 19th, and 29th, at 2 P. M.	} 6 hours.
Naples	Packet coming from Marseilles. { Arrival at Naples - - - - 5th, 15th, and 25th, at 6 A. M. Departure for Malta - - - 5th, 15th, and 25th, at noon.	
	Packet coming from Malta. { Arrival at Naples - - - - 8th, 18th, and 28th, at 8 A. M. Departure for Marseilles - - 8th, 18th, and 28th, at 2 P. M.	} 8 days and 20 hours.
Malta	Packet coming from Marseilles. { Arrival at Malta - - - - 7th, 17th, and 27th, at noon. Departure for Marseilles - - 6th, 16th, and 26th, at 8 A. M.	