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'Euphrates Steam Expedition'

Holding Institution	British Library: India Office Records and Private Papers
Reference	IOR/F/4/1701/68745
Date(s)	14 Oct 1836-17 Dec 1836 (CE, Gregorian)
Written in	English in Latin
Extent and Format	1 item (63 folios)
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About this record

This item consists mostly of copies and extracts of correspondence and minutes cited in, or enclosed with, letters to and from the Government of Bombay [Mumbai]. It is the first of two items on the subject of the Euphrates expedition of 1835-37 (the other item is IOR/F/4/1701/68746).

The item concerns the latter stages of the Euphrates expedition and the decision of the Government of Bombay to continue the expedition beyond its originally-assigned duration. It mostly consists of reports and letters prepared by Colonel Francis Rawdon Chesney, the leader of the expedition. The topics covered are:

- The ascent and descent of the Tigris river as far as Bagdad [Baghdad] by the *Euphrates* steamer, from September to October 1836
- The ascent and descent of the Euphrates river by the *Euphrates* steamer, from October to November 1836, including the damage suffered to one of the engines and the arrangements made for the mail being carried by the steamer to be conveyed onwards to Britain
- Local reactions to the expedition
- The activities of the *Euphrates* following the departure of Colonel Francis Rawdon Chesney, the leader of the expedition, including the ascent and descent of the Karoon [Karun]

river, and the return to Bagdad

- The assessments of Chesney and other members of the expedition of their achievements, and their recommendations for maintaining steamers on the Euphrates.

'Euphrates Steam Expedition' [front] (1/132)



'Euphrates Steam Expedition' [back] (2/132)



'Euphrates Steam Expedition' [spine] (3/132)



'Euphrates Steam Expedition' [edge] (4/132)

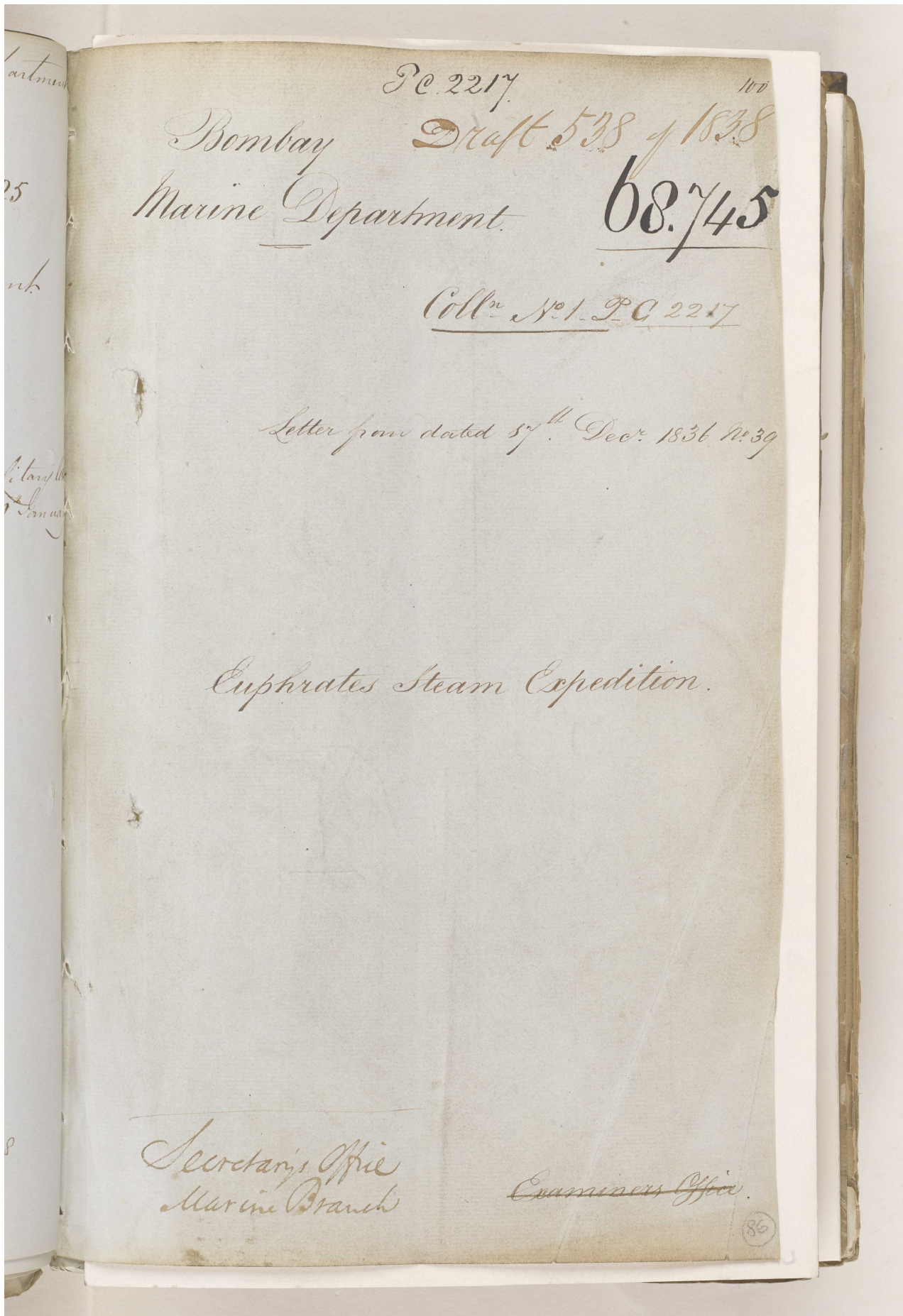


'Euphrates Steam Expedition' [head] (5/132)

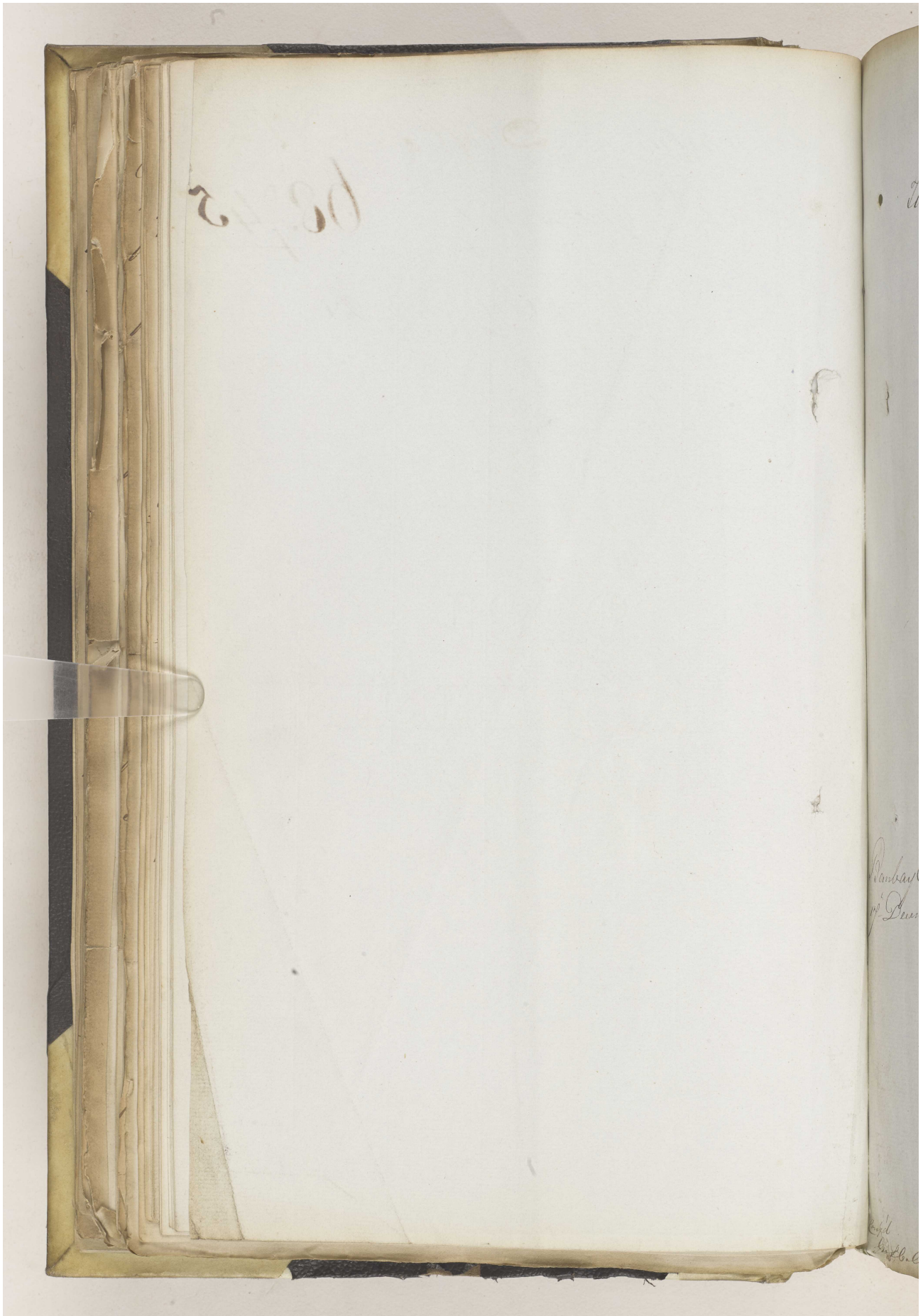


'Euphrates Steam Expedition' [tail] (6/132)





'Euphrates Steam Expedition' [86v] (8/132)



No 39 of 1836.

Marine Department

To,

The Honorable the Court of Directors
For Affairs of the Honorable East India
Company.

London

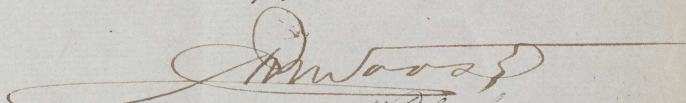
Honorable Sirs,

We have the honor to forward
Copies of proceedings on the subject of the
Euphrates Steam Expedition, the grounds on
which we have decided to continue in full
activity the Establishment of the Euphrates
Steamer until the Orders of the Government
of India can be received and communicated
to Colonel Chesney or other Officer at the time
in Charge of the Expedition is fully detailed
in the Minute of our President.

Bombay Castle
17th December 1836.

We have the honor to be Sirs,
Signed/ Robert Grant
" John Meane
" Edward Conside
" James Parish

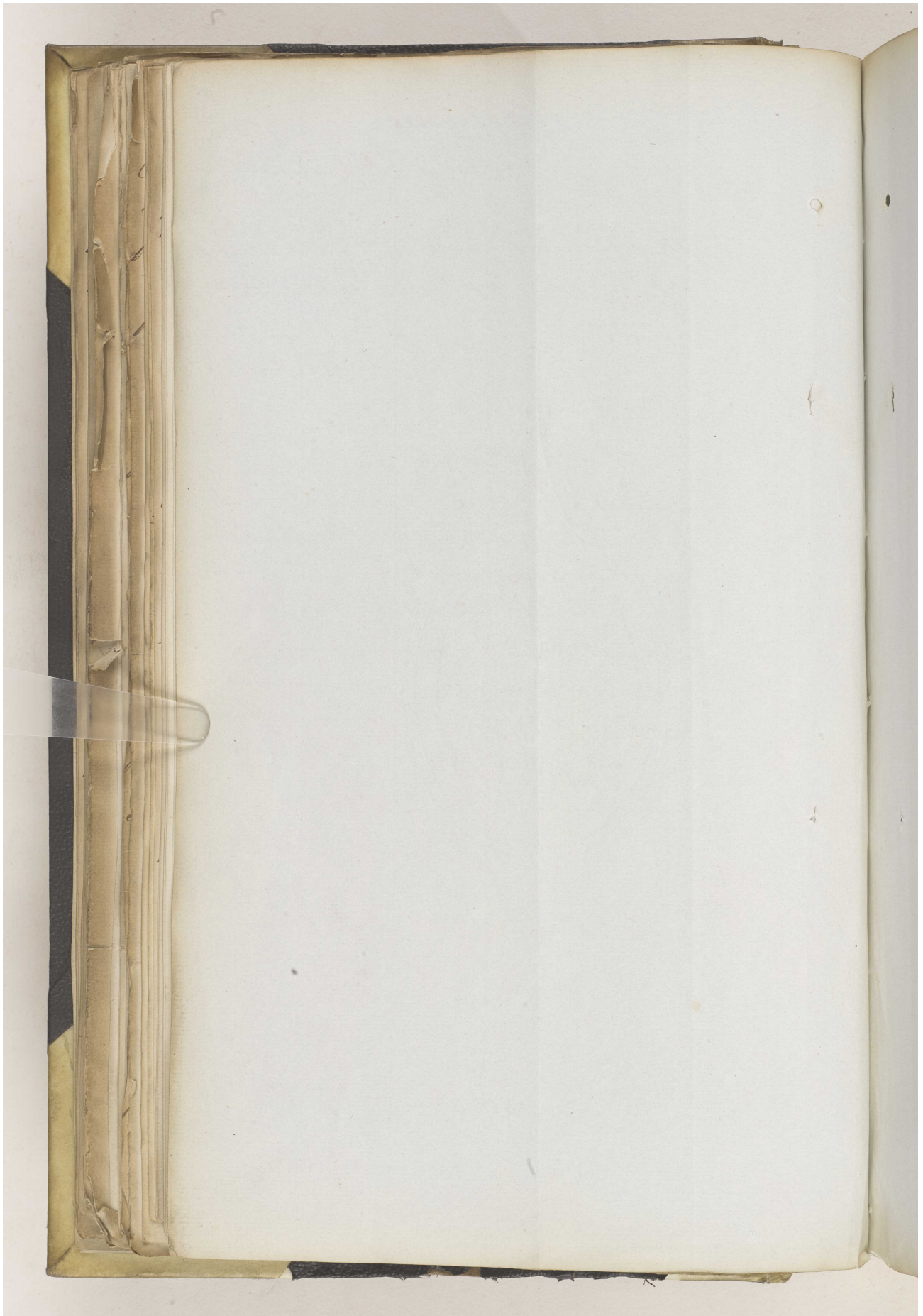
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Robert Grant
Secretary to Government

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G. B. C. C. C.

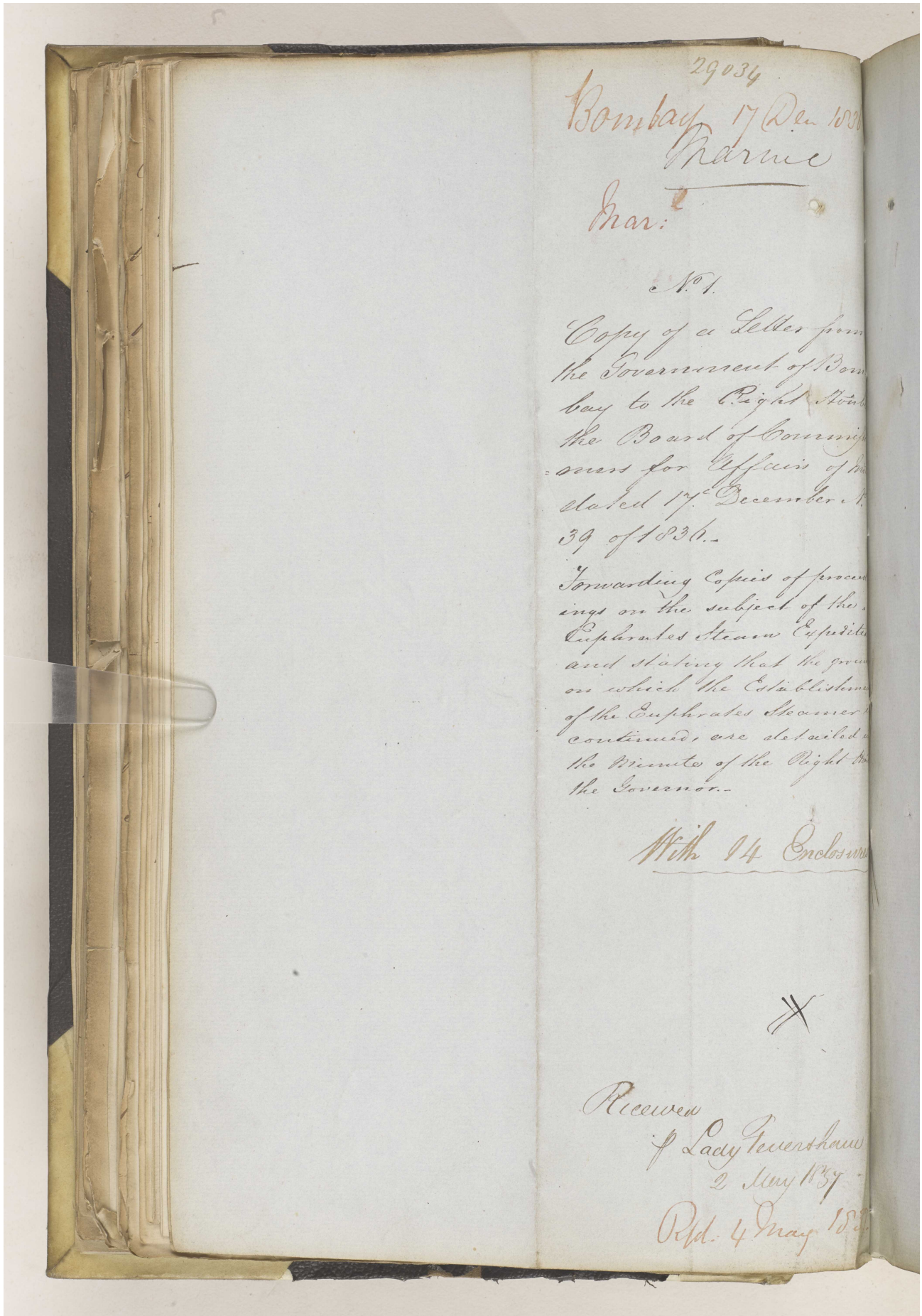
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'Euphrates Steam Expedition' [87v] (10/132)



'Euphrates Steam Expedition' [88r] (11/132)





Euphrates Steamer approaching
Hanna October 16th 1836.

His Excellency
The Right Honourable
Sir Robert Grant G. C. B.
Gee Gee Gee
Governor of Bombay.

Sir,

My last letter from this place
will have informed your Excellency in
Council of my intention, to ascend the
river Tigris with the Mail brought by the
Thameson, for which step I gave what seemed
to me substantial reasons, independently
of the anxiety I felt to employ our time
usefully, instead of continuing inactive
in the lower part of the river, where much
fever prevailed at the moment.

Owing to the want of Depots
of Fuel our ascent occupied as might be
expected a good many days, but the accom-
panying Tabular view will show that
this vessel actually ascended 540 Miles
from the Bar of the Euphrates to Bagdad
in the space of 10 1/2 hours or 4 days 5 1/2
hours.

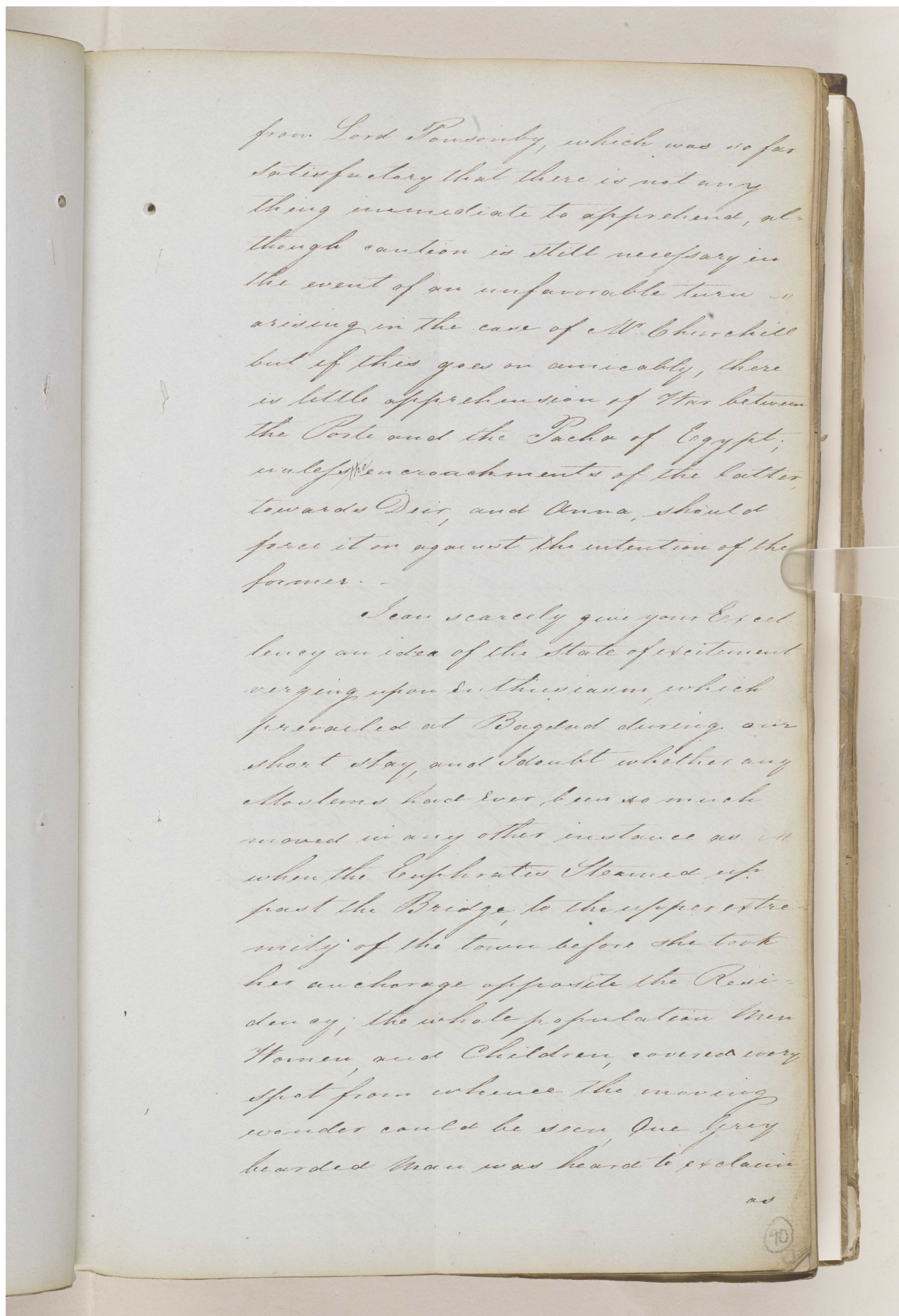
It was my intention to go
higher than that City, and people were
sent

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sent by Colonel Taylor to form Depots
of wood, but this operation was so
slow, and our time so limited, that
I was obliged to abandon it most reluc-
tantly in order to meet the Hugh Lindsay,
for as far as I could judge from the
Native accounts and comparing through
the pilots, the river below Bagdad
with its upper portion, we might have
reached the vicinity of Diarbekr. how-
ever, I think your Excellency will
will think it of some importance that
we have now demonstrated that the
Tigris is navigable up to Bagdad at
the very lowest Season of the year, and
that a force may be sent up it at any
Season, when the character of Political
events may require such a Step, if ever?

Having determined to descend,
I forwarded the Mail through Amra to
Hippo, not only because that route
is quicker than that of Constantinople
which now consumes 23 days instead
of 16 as formerly, but because the doing
so would be a second preparation
for Mr. Werry regarding the coming
Mail.

I was not disappointed in
my expectation of finding letters
from



from Lord Ponsbury, which was so far
satisfactory that there is not any
thing immediate to apprehend, al-
though caution is still necessary in
the event of an unfavorable turn -
arising in the case of M. Churchill
but if this goes on amicably, there
is little apprehension of War between
the Porte and the Pacha of Egypt;
unless ~~the~~ encroachments of the latter
towards Deir, and Anna, should
force it on against the intention of the
former.

I can scarcely give your Excel-
lency an idea of the state of excitement
verging upon enthusiasm, which
prevailed at Bagdad during our
short stay, and I doubt whether any
Muslims had ever seen so much
moved in any other instance as
when the Euphrates steamed up
past the Bridge, to the upper extre-
mity of the town before she took
her anchorage opposite the Resi-
dency; the whole population Men
Women, and Children, covered every
spot from whence the moving
wonder could be seen One Grey
bearded Man was heard to exclaim

as

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as he raised his head from between his
 knees. "has God only made me such
 a creature?" But the general impres-
 sion was that a new Prophet had
 been sent into the world. Nor did
 the surprise diminish on a nearer
 acquaintance the respectable people
 were allowed to come on board; and
 the others rowed round the vessel in
 Cufas, from Daylight, to Sun-set, to
 an extent which must nearly have
 equalled the whole population. The
 money gained by the boatmen was
 almost beyond belief; and the scene
 altogether one that can scarcely ever
 be equalled again. It was in fact
 quite impossible to carry on the ordinary
 duties of the vessel, and I believe every
 man felt that sort of relief in quitting
 Bagdad which is experienced when
 getting clear of a dense crowd; luckily
 the hospitable table of the Presidency
 was at our service or we must have
 fared badly the cooking apparatus
 being one of the invariable objects
 of attraction.

Throughout our ascent and
 descent we have had comparative
 peace. it is true that the Arabs
 follow

'Euphrates Steam Expedition' [91r] (17/132)

follow us on horseback, and as far as
long as they can, as well as line the
banks where we anchor, but there is
a degree of apprehension mixed with
their astonishment and the general
impulse is to run away at first,
and keep following afterwards at
some distance but when "the Devil
stops his wings" they take more cou-
rage, and flock to the spots where
we anchored, generally to seek our
protection which is the only trouble
they give, indeed I almost think that
this single Report could govern the
whole line of the Euphrat by means of
the moral power of this, to them super-
natural machine.

We have not failed to carry
up, and down all the bearings of the
river with a double line of soundings,
with reference to laying down accurately
this Noble Stream: but the Astronomi-
cal department has lost Lieutenant
Merrill which untoward event, as
well as that of the Engineer Mr. H.
Calden, I must propose to remedy
if the enterprise is to be continued.
The Return sent herewith shows the
present composition of the expedition
and

*Officers Who are
to accompany the
Euphrates Expedition
to the Persian Gulf*

'Euphrates Steam Expedition' [91v] (18/132)

and the estimate formerly sent will
give your Excellency a close approxima-
tion to the cost as to the pay, provisions
&c for this report: but the steam for his
Tug will be I expect considerably
less because I propose to use Wood
instead of importing Coal.

It is out of my power to find
time to say more than a few words
on the general state of the Tigris, and
to refer you to the accompanying tabular
views for the details of our progress up
and down; the distances not yet being
averaged from both calculations *

The average breadth of the river
may be taken from 150 to 300 yards,
and its depth [excluding shallow places]
from 1½ to 3 fathoms; with a current
running from 1½ to 2½ miles per hour,
at this the very lowest season of the
year.

This stream has always been
considered (and I think justly) more
difficult than the Euphrates, being more
tortuous, more rapid, and altogether
different at the shallow places; &
(generally in the broadest parts of the
river) the passages through which,
are at right angles to the banks, in
winding

Tabular view of the
progress to Bagdad
from the Sea

Tabular view of the
Descent to the Sea

General
observations on
the Tigris

* Steam Boats of England
there was a difference of
only 5 miles between the
actual current -

Messrs Chasewood and Fitz James, brought
 us through every thing, without the slightest
 injury or accident, and their manner
 of proceeding, altogether, was such as to
 make us all feel certain whenever
 we came to a difficult place, that it
must and would be passed; as it
 proved, without any other evil than
 a little delay by which however, a
 thorough knowledge of the spot was
 gained.

The Sandy Shoals alluded to,
 are more numerous and greatly more
 difficult than those in the Euphrates,
 but your Excellency will be glad to hear,
 that they proved on the whole much
 easier than we expected for this vessel
 at a time when it was not thought
 she could ascend at all and a suitable
 vessel (for instance of the proposed
 draught of water of the Tigris) would
 pass them all in a straight line at all
 seasons of the year.

The banks of the Tigris are
 more thinly peopled than those of the
 Euphrates, but the Arabs are quite
 as willing to cut wood for fuel, of
 which there is an ample supply to
 place Depots at the necessary intervals,
 to

to carry on Commercial Steam Navigation to Bagdad & Mosul. Diarbekir and the borders of Persia, for which the river Tigris is conveniently suited. And believing as I do, that its practicability having been demonstrated, I shall live to see it opened successfully, by British Capital and enterprise. I have taken steps to run a line of levels from the one river to the other nearly opposite to Bagdad, in order that they may be connected by the Canal proposed to cut by Saïd Pacha and which is also a favourite scheme with his Successors the present Governor, but whether they will proceed with this important work after a suitable time is chosen, remains to be seen, contingent advantages however apparent, seldom move the Turks very much.

If the ascent of the Tigris had produced no other result, than the confidence it has produced amongst our new Seamen, as to what can be done, I should regard our labors as being amply repaid, but the fact of this refusal having ascended at the low season gives a degree of certainty

certainly about going up the Euphrates,
which before was merely a belief on my
part, and a speculation with others.
Whilst at Bagdad, my old pilot got
good who brought us down from above
Ama, came with the gratifying news
that there is still sufficient water
for us, and as I hope a few hours will
place us alongside the Hugh Lindsay,
so I trust late as it is we shall be able
to do that portion of the work allotted
to the last Tigris during this season,
by taking up the mail safely and
expeditiously. As to the Arabs even those who
attacked us are anxious to be friendly
and give assistance, consequently all
things for us are to be favorable if we
find the mail this evening.

I have &c.

Belquis J. R. Chesney

P.S. 4 Miles from Horna

I am happy to say that the Hugh
Lindsay is in sight at anchor.

(True Copy)

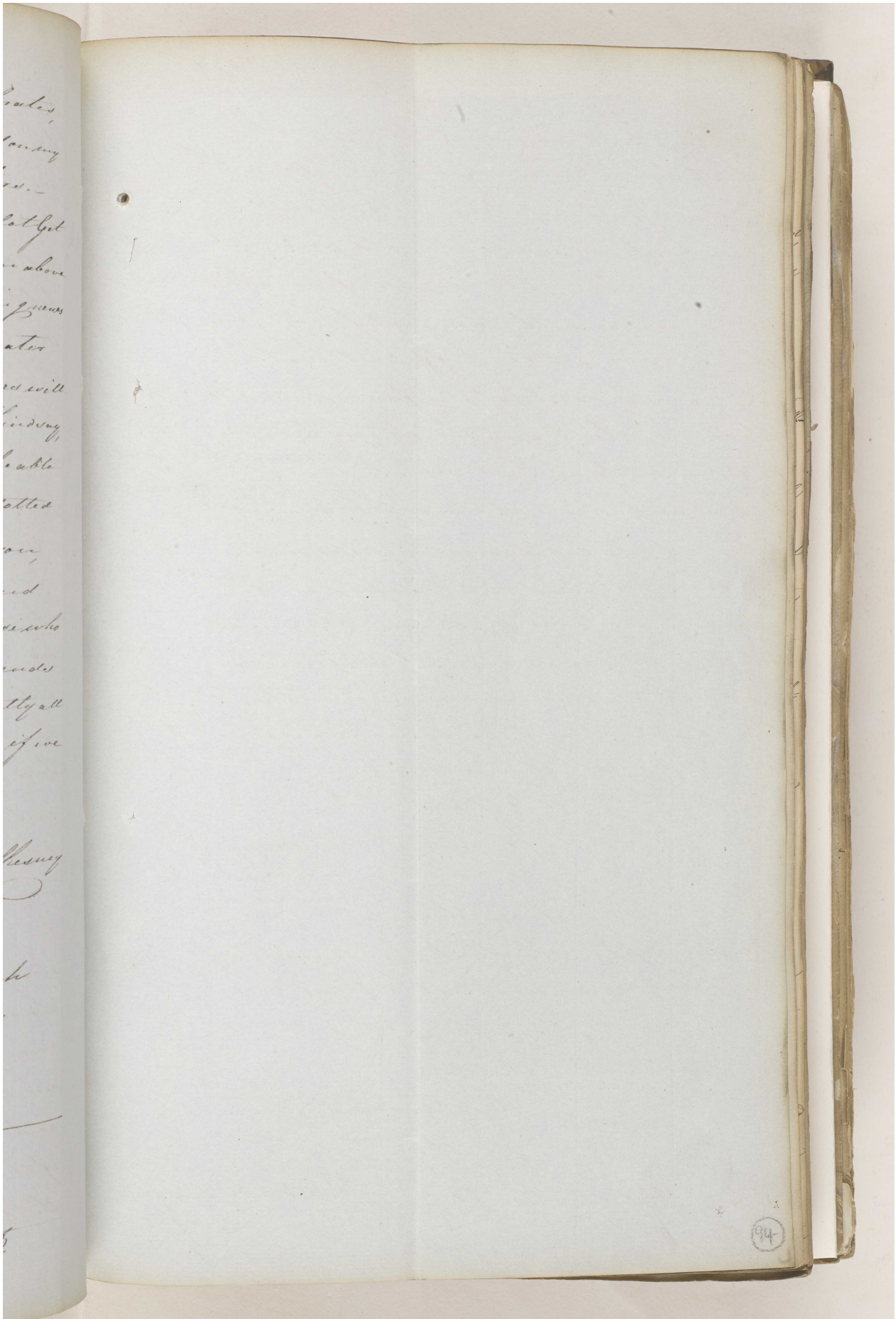
W. J. Horna

Lieut Col

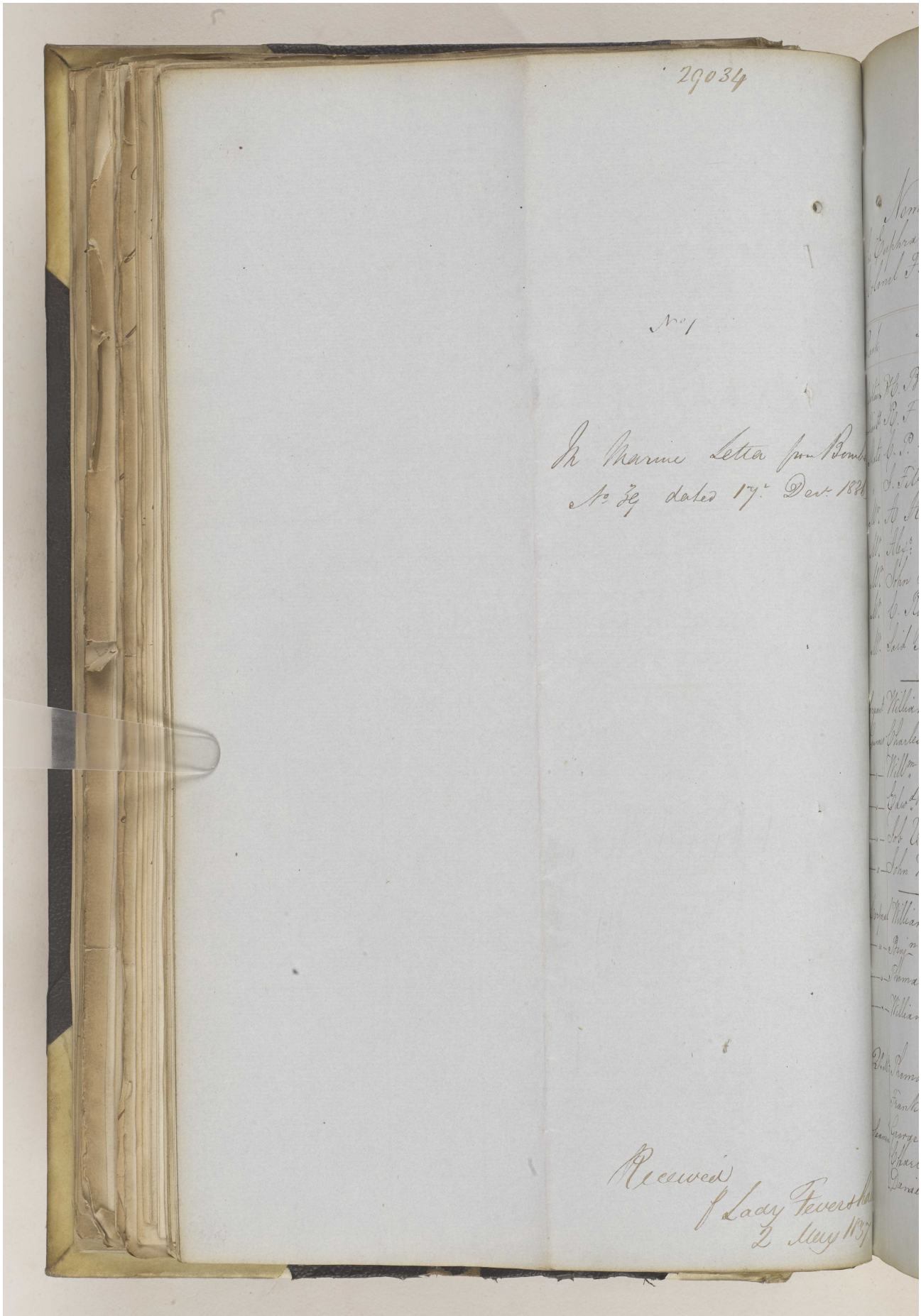
Very truly
Yours to God

W. J. Horna

'Euphrates Steam Expedition' [94r] (23/132)



'Euphrates Steam Expedition' [94v] (24/132)



'Euphrates Steam Expedition' [95r] (25/132)

2
Euphrates Steam Expedition
The River Tigris 14th October 1836

Nominal Return of Officers and Men composing
the Euphrates Expedition under the Command of
Colonel F. R. Chesney. R. N.

Rank	Names	Remarks
Captain	W. B. Estcourt	4 ^{5th} Light Infantry
Lieut	R. F. Cleveland	Royal Navy
from the	Mate G. P. Charlewood	Ditto
Det. M.	" S. Fitzjames	Ditto
Mr.	A. Hensworth	Surgeon
Mr.	Alex ^r . Hector	At wreck of Tigris
Mr.	John Bell	left in charge of Port William
Mr.	G. Pappam	Interpreters.
Mr.	Said Ali	
Lieut	William Quin	Royal Regt. Artillery
Lieut	Charles Campbell	
"	Will ^m Gosling	
"	Edw ^d Andrews	
"	Job Vains	
"	John Waddell	
Corporal	William Black	Assistants } Engineer } Surveyor } Royal Sappers and Miners
"	Benj ^m Fisher	
"	Thomas Edrington	
"	William Greenhill	
M. M.	Thomas Jones	Cannon
	Franklin Hoffman	
	George Davis	
	Charles Nash	
	Daniel Reardon	

Fevert
May 1836

List of the Expedition Continued

Stationers	Names	Remarks
Seamens	John Hunter	At wreck of Tigris.
	Giacome	
	Charles Manning	
	William Falkner	
	Thomas Dells	
	John Herd	
	James Webb	
	Thomas Smart	
	William Stippard	
	Thomas North	
Stokers	John Johnstone	Borrowed from the H.M.S. Company's Engineer
	John Julian	
	Antonio (Native)	
	Louis Ferrand	
Seaman	Antonio Ferrero	
	San Francisco Lucero	
Native	Jose Godrek	
	Wasean (Native)	
Sabores	Abraham	
	Sultan	
Servants	Momed Oscary	
	Pelaal (Black)	
Servants	Ismael (Cook)	
	Momed (Aleppo)	
	Momed (Beirut)	
	Chacoa	
	Pedro (Boy)	

'Euphrates Steam Expedition' [96r] (27/132)

Recapitulation

Officers	9
M. & Officers and men. Roy Artillery	6
Ditto Roy. Sappers and Miners	4
Seamen (European)	15
Ditto Native	1
Stokers	7
Sabarsers / Natives	4
Servants - do	5
<u>Total</u>	<u>51</u>

Signed / F. R. Chesney Col.
Commanding the Euphrates
Expedition

Dimensions of "Euphrates" Steam Vessel

Length	108 feet	
Breadth	Beam	19 - 0 - inches
	Over Paddle Boxes	32 - 0 - "
Draught of Water	Greatest	4 - 0 - "
	Least	3 - 4 - in
Greatest speed given	9 ¹³ / ₄ miles	
Consumption of Coal	6 Cwt per hour	
Capacity of Coal Bunkers	16 Tons or 53 ¹ / ₂ Hours	

Signed F. R. Chesney

True Copy
[Signature]

Lieut. Col.
Sept 1853

Compd. [Signature]

'Euphrates Steam Expedition' [97r] (29/132)

2

Particular View of the ascent of the River Tigris
shewing the distances run, the time, Fuel &c. con-
sumed by the Euphrates Steamer from the entrance
of the River to the City of Bagdad.

Dates	Names of Places	Distance run Miles	Time of Steaming Hrs	Time of Fires being Lighted		Consumption of			Remarks
				Min	Secs	Coal	Wood	Oil	
				Min	Secs	Tons	Cwt	Tons	
1856	From Lower side of the Bar of the Euphrates to Mohammera	17. 460	7.	45	9.	115	2.	9.	
Sept 1 st	Received the mail from the Shannon Schooner at Mohammera								11 o'clock A.M.
"	From Mohammera to Bupora	22. 550	2.	45	3.	115	0.	13	
"	From Bupora to Korna	47. 1092 $\frac{1}{2}$	7.	18	11	57.	3.	3.	Delay at Bagdad of 3 $\frac{1}{2}$ hours for the funeral of Mr Calhoun the Engineer, also taking in coal at later place.
"	From Korna to Jancha	38. 687	6.	21	7	21.	1.	19.	
"	From Jancha to Village of Bistan	33. 690	6.	51 $\frac{1}{2}$	11	32.	3.	1.	Delay in passing a Shoal 3 Hrs 26 Min.
"	From Bistan to Bas Scharia	67. 1024	12	10	13	10	3.	9.	
"	From Bas Scharia to El Medidih	49. 1224	8.	29 $\frac{1}{2}$	9.	30	2	10	
"	From El Medidih 5 1/2 miles above Cole El Mania	54. 1336	9.	13	11	52.	3.	3.	Delay in making arrangements for cutting fuel 1 H. 39 m. taking it with day.
"	From Cole El Mania to El Berrine	10. 188	3.	58 $\frac{1}{2}$	11	58 $\frac{1}{2}$	-	1. 15	
"	From El Berrine to Alhamera	32. 986	7.	15	9.	0	-	3 3.	Delay in passing Shoal 45 minutes
"	From Alhamera to Immel Soobool	16. 627	4.	50	5	57.	-	2 2.	D. D. D. 7. Min.
"	From Immel Soobool to Zevca	18. 1351	3.	35 $\frac{3}{4}$	7.	24 $\frac{3}{4}$. 6	2. 5	D. D. D. 2 H. 19 min.
"	From Zevca to Dachalla	57. 1721	12	18 $\frac{1}{2}$	14	22	-	5 0	D. D. D. 39 $\frac{1}{2}$ min.
	Carried forward	496. 511	93.	20 $\frac{3}{4}$	120.	40 $\frac{1}{4}$	20.	18 14.	5

at Ham
May 1856

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'Euphrates Steam Expedition' [97v] (30/132)

Tabular View Continued

Date	Names of Places	Distance miles	Time of Steaming		Time of Lights		Consumption of		Remarks		
			Hrs	Min	Hrs	Min	Tons	Coal		Tons	Wood
	Brought forward	186.511	93	28 $\frac{3}{4}$	120	40 $\frac{1}{2}$	20	18	111	5	
23 rd Sept	From Dachailla to Allage	37	68 $\frac{3}{4}$	8	29	11	10	-	3	18	Delay on shore of 1 hour 41 min.
30 th "	From Allage to Bagdad	9	102 $\frac{3}{4}$	2	42	3	19	-	1	7	20 th D ^o 18 th 7 min.
	From the Bar to Bagdad										
	Total	513	457	111	31 $\frac{3}{4}$	135	39 $\frac{1}{2}$	20	18	19	10

Signed J. R. Chesney
Colonel
commanding the
Euphrates Expedition

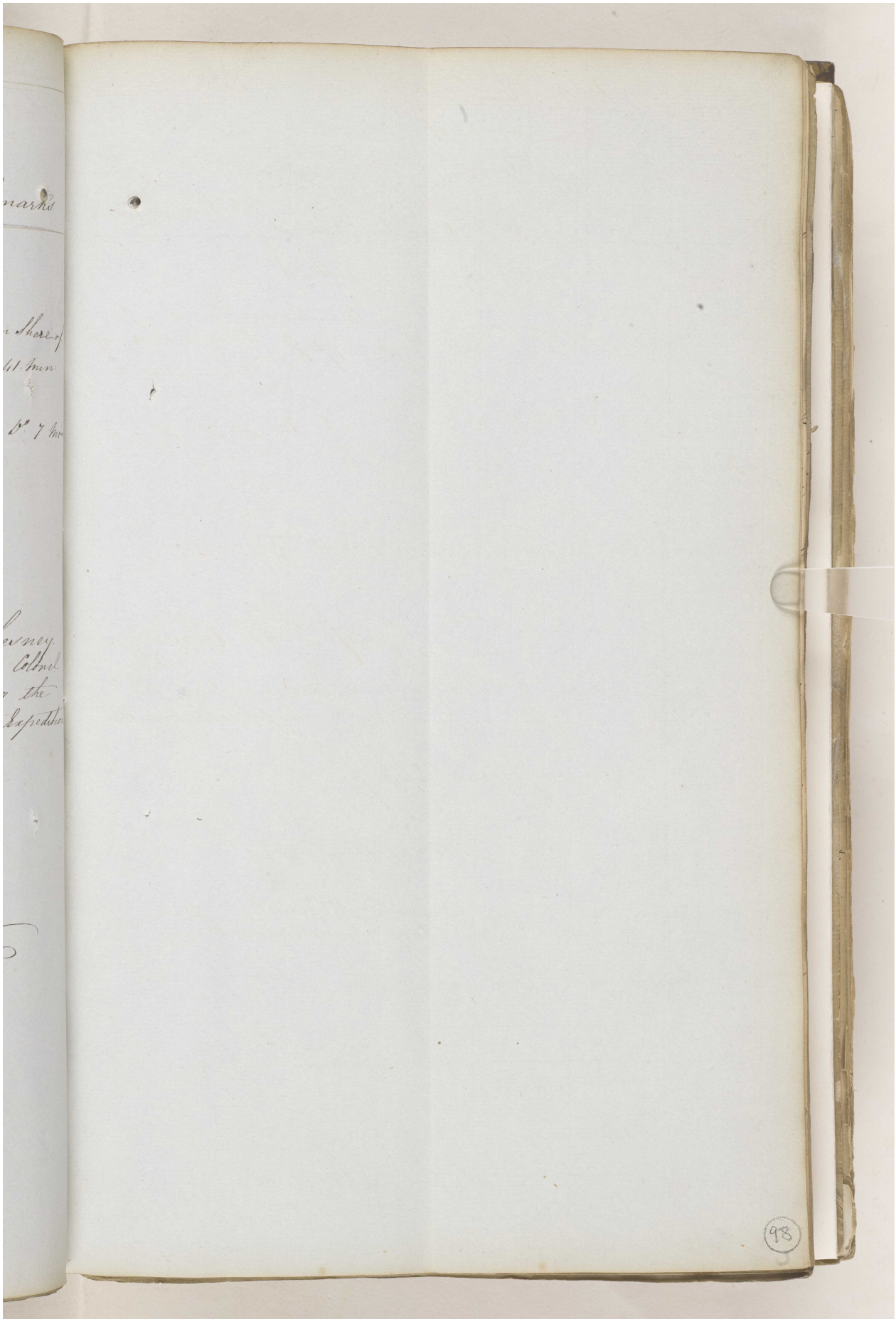
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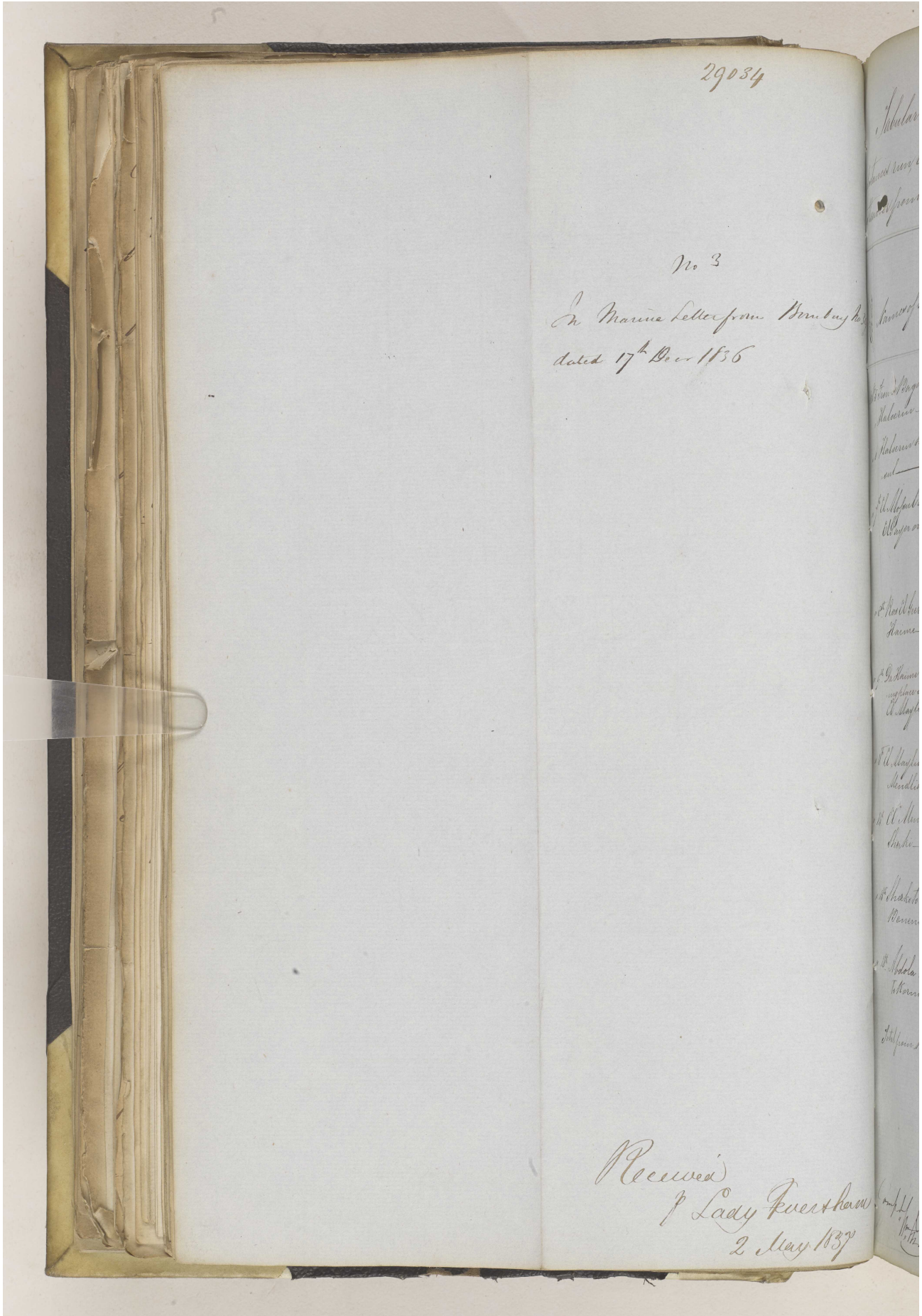
Secret Colonel
Secretary to Government

[Signature]

'Euphrates Steam Expedition' [98r] (31/132)



'Euphrates Steam Expedition' [98v] (32/132)



'Euphrates Steam Expedition' [99r] (33/132)

Tabular view of the descent of the River Tigris showing the distances run, the time, fuel, &c., consumed by the Euphrates & Steamer from the City of Bagdad to

No. of Days	Name of Places	Distance run Miles	Time of		Consumption of		Remarks		
			Steam being used	Fires being lighted	Coal Tons	Wood Cwt.			
1st	From Bagdad to Halacim	22 1282	3	34 1/2	9	29	3	7	Time lost in getting over shoals 1 1/2 hrs. 1/2 M.
2nd	Halacim to El-Mosul	54 491	6	48 1/2	8	14 1/2	3	2	Time lost in getting over a shoal 1 1/2 min.
3rd	El-Mosul to Ras El-Sayra or Sere	41 377	7	38	9	3	3	3	Time lost in getting over shoal 2 1/2 min. getting in incl.
4th	Ras El-Sayra to Pa-Hairne	60 1099	8	10	12	8	4	4	Time lost in getting over shoal 2 1/2 min.
5th	Pa-Hairne to wooding place below Coote El-Maylia	24 537	3	8 1/2	5	15 1/2	1	17	Time lost all coal getting to coast fuel and 17 1/2 min. shoal 1 1/2 min. took in wood-
6th	El-Maylia to El-Mendlia	44 1007	5	14	9	30	3	5	Time lost on shoal 2 1/2 hours 15 min.
7th	El-Mendlia to Sherki	59 299	5	12	13	22	4	15	Including getting off shoal on the 13th made 500 yards time lost 1 1/2 hours 10 min.
8th	Sherki to Abdola Beneni	45 1160	8	35 1/2	12	7	4	5	Time lost getting over shoal 2 1/2 hrs. 20 1/2 M.
9th	Abdola Beneni to Karra	46 555	5	24 1/2	9	15	3	5	Time lost getting over shoal 2 1/2 hrs. 1/2 M.
Total from Bagdad to Karra		600 1636	58	52 1/2	88	53 1/2	31	4	

Signed J. R. Cheaney
Col.
Commanding Euphrates Expedition 25th October 1866.

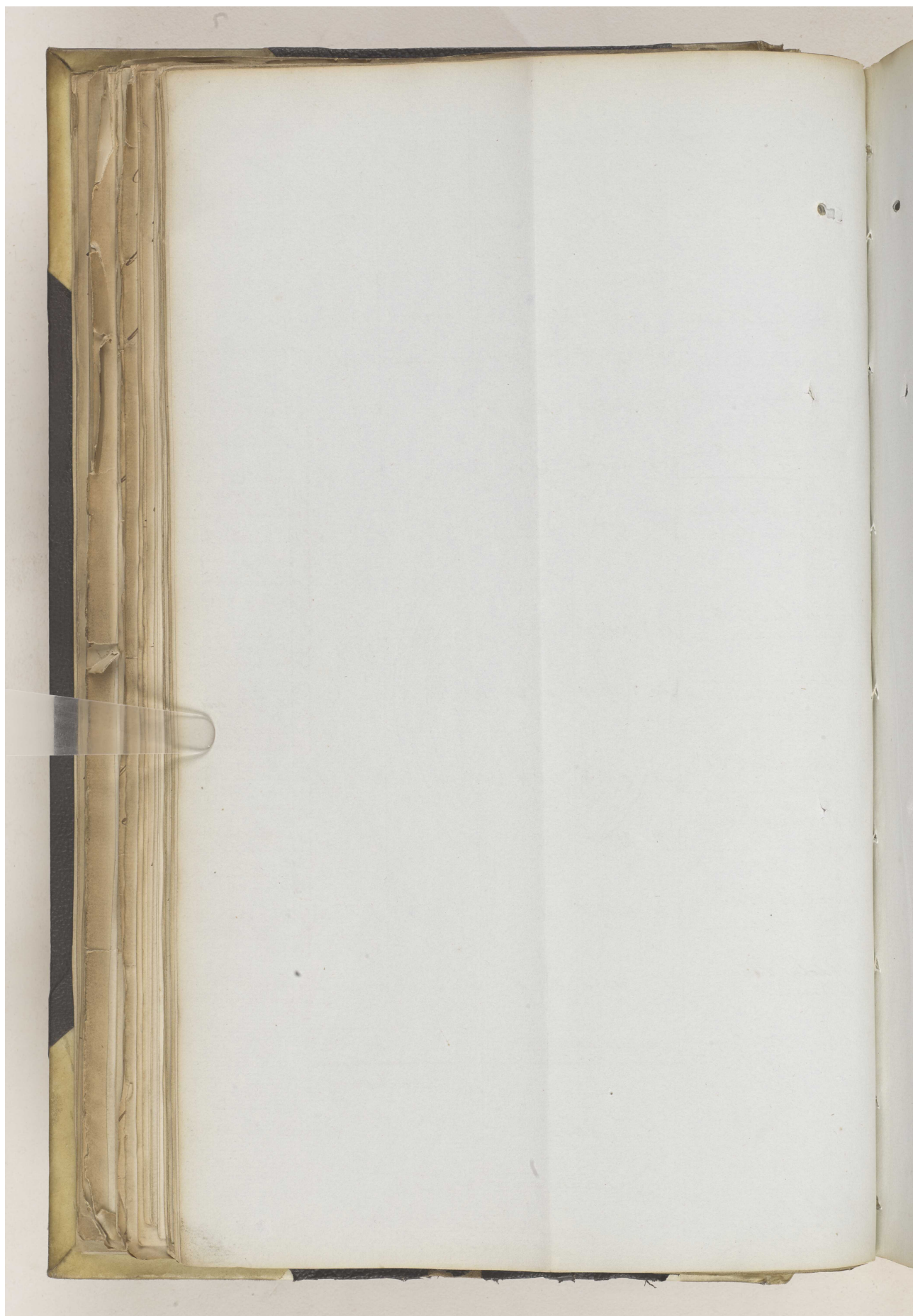
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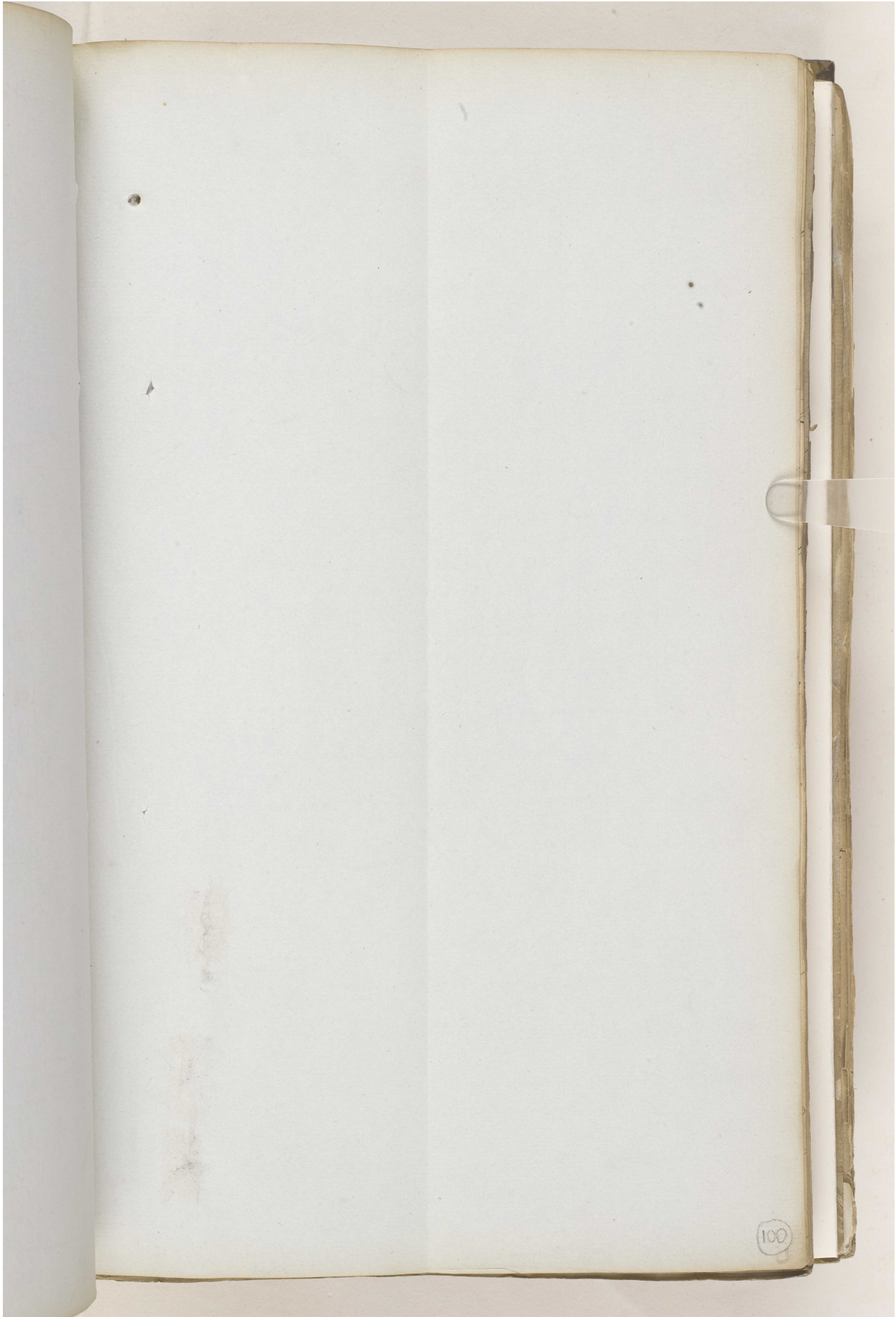
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Lieut. Colonel
Secy to Government

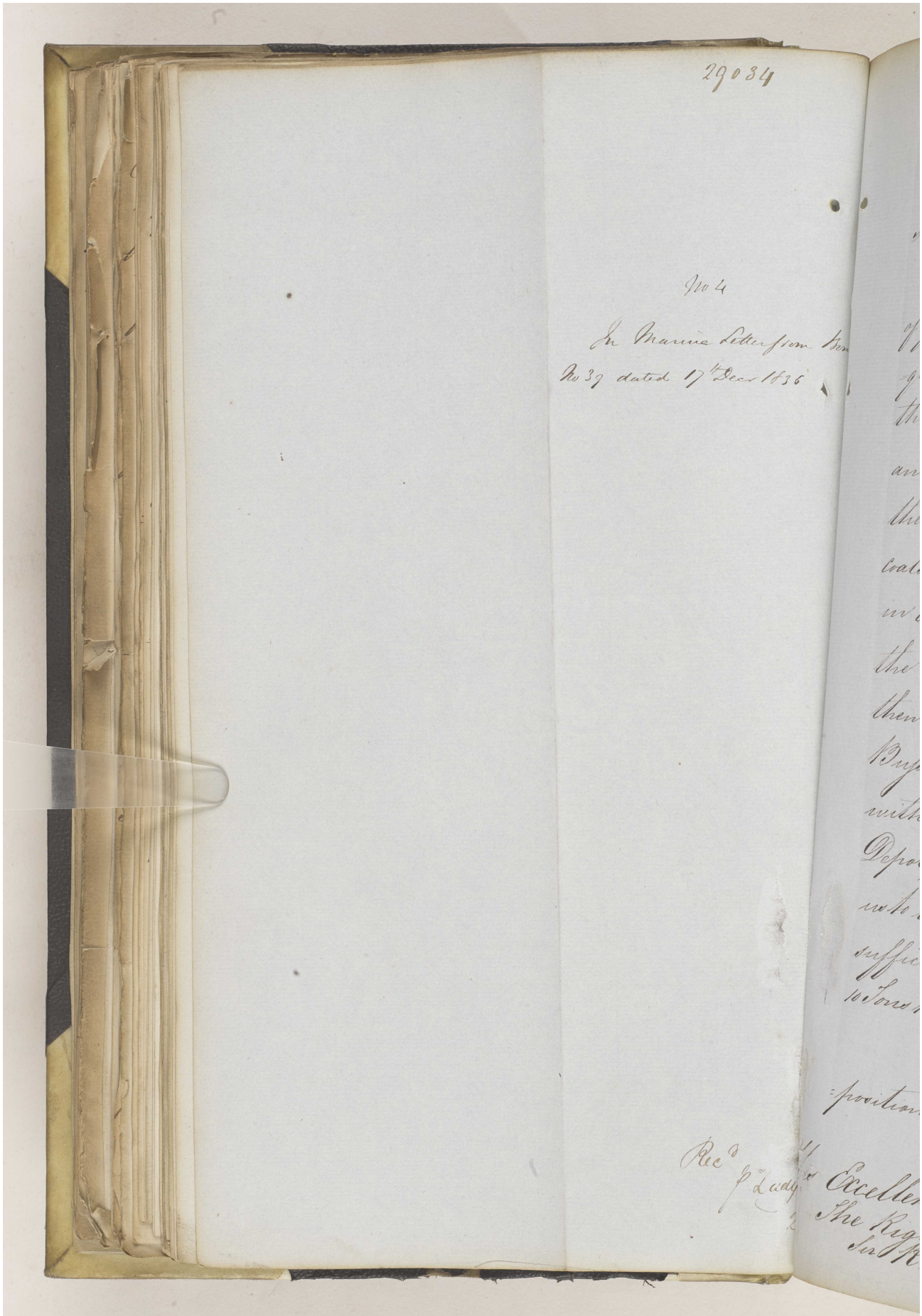
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1866

'Euphrates Steam Expedition' [99v] (34/132)





'Euphrates Steam Expedition' [100v] (36/132)



34

Euphrates Steamer
Korna 17th October 1836.

Sir,

4

a Letter from
7th Decr 1836

In continuation of my letter of yesterday's date, I have the honor to acquaint your Excellency in Council that the delays experienced both in ascending and descending the river Tigris arose from the circumstance of the Boats carrying coals having returned with their cargoes in consequence of some squabble with the Arabs about Customs, which induced them not only to return but to go on to Buzora, thus in fact leaving us almost without fuel here to carry us to the next Depot, which circumstance has obliged us to borrow from the Hugh Sinday sufficient to fill the Buzora say about 10 tons to be returned to her at Buzora.

The show of an unfriendly disposition has been manifested at Korna towards

Rec^d p. 2
The Excellency
The Right Honorable
Sir R. Grant & Co
Superior of Bombay

(10)

towards the Hugh Lindsay coupled with Reports that they mean to attack this vessel as she ascends - but we have been so much accustomed to this kind of language that no other importance is attached to it by any of us than that of continuing the habitual caution which belongs to the original formation of the expedition. To the solitary case where we did not meet friendship from the Arabs, they have since admitted their error, and expressed a desire to be friends: therefore I do not expect any serious annoyance either there or elsewhere; and if an attack does take place, I am persuaded that it will have sprung from intrigues set on foot at some distance from Arabia; - and if such a mischievous engine has not been used to plant thorns in our path, the whole navigation will be most peaceable and prosperous.

I believe that the principal points contained in the Despatches from
your

your Excellency of the 15th of last month as well as that from the Secretary to the Supreme Government of the 29th of August, have been already anticipated in my former communications, especially the Reports on the River Euphrates, which have I trust been quite satisfactory for putting aside my individual opinion - there is but the one general impression that a vessel of the proposed depth of the Tigris could navigate the Rivers Euphrates, Tigris, and Koran at all seasons of the year without difficulty - and therefore it remains with the Governments at home and in India to establish or give up the line as they think most advisable.

I forwarded Mr. Airworth's Analysis of the lignite coal found near Heleb (above Dux) which will be put to further tests if we reach that place. I also received a portion of other coal found on the Tigris near ~~Proch~~ to examine which has been one of the objects of the expedition

expedition for some time. Both my journey to the Taurus and the late ascent of the Tigris had this in view. what the future may do, remains to be seen. but in the mean time, I conceive that the question of fuel for the River is placed at rest on a cheap scale by the wood above which in fact gave us more speed than the coal brought from England.

The answer to the supreme Government about the difficulties encountered in descending is simply that we really met none whatever except the sharp turnings in the Lemben marshes which were exceedingly inconvenient for this long vessel as was before anticipated. The loss of the Tigris and the bloodless attack of the Beni Hachem Arabs are all the matters, which did not exceed even my hopes as matters of success. -

Deprived of the Tigris we were of opinion that the river could not be navigated at the low season, but our
ascent

account of the Tigris has shewn that more
may be done than was looked for, and
I now expect late as it is, that we shall
ascend a great part of the Euphrates, and
^{perhaps} all required, and please God this will
be demonstrated by the ascent to be
commenced this very afternoon.

The accounts given by dif-
ferent individuals of the violence of
the current in the Euphrates at the
high season, caused us to construct a
much larger and more powerful
vessel than experience has proved to be
necessary for that object or desirable
on other grounds. In my plan for a
permanent line of communication,
I have allotted the Euphrates to the
lower river say up to the Marshes, and
she is I think well suited for the
service if that service were allotted
to her in preference. Her only defect
that I am aware of in deep water, is
not answering the port helm: but
as the tiller has been bent, it may
possibly

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possibly be remedied by shortening it, or
in some other way. I hope however to
prevail on Captain Rowland to send
a nautical opinion about her to Govern-
ment.

With respect to the political
question alluded to in the letter from
the Secretary of the Supreme Government,
I had been put on my guard by His
Excellency Lord Parnsby as to the probabi-
lity of hostilities on our route, and
although his Lordship's more recent
letters have placed my mind partly
at rest, yet, it is not at all impossible
that the contemplated hostilities may
still take place at a later period: but
as matters stand, they seem less likely
to affect our movements, than was
supposed at first.

It appears by a letter
from Mr. Werry to the Resident at Bagdad,
that two steamers with a mail each
for India, had arrived at the Bay of
Kanderaw, and that the packets had
been

been forwarded by the Provosts to Brance, therefore by this time they may be on the way to Bombay by the Shannon; should a third mail have been sent by this route, we shall have the pleasure of bringing it down in time for the Hugh Sunday; but as some difficulty had been experienced in obtaining the steamer from the Admiralty, it is not impossible that circumstances may prevent a third being sent in that direction. Mr. Wemyss however, would not fail to apply for one agreeably to my directions, and I trust we shall find her waiting for the mail now on board this vessel. The Hugh Sunday will be here at the time appointed, and I hope much in-
-evitably she may be able to make the proposed tour of the Gulf in the mean-
-time.

My time is so limited that I write in the utmost haste, and there-
-fore may have overlooked some things

to
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to which I shall gladly revert whenever
I find the opportunity.

The loss of our only Engineer,
the men borrowed from the Cruisers,
the size of the vessel and the absence
of orders from England, subsequent
to the loss of the *Vigra*, place the future
in such a position that I do not see
my way at present, beyond the coming
ascent and descent of the great River.

I have contemplated
measuring 3 Degrees of latitude, one
of longitude, and doing other things
which are no longer practicable since
the loss of Lieutenant Murphy; but
many things of general utility may
still be attempted if I can man the
vessel, and your Excellency may
feel assured that it will be my
wish to employ our time to the ut-
most for the benefit of the Country
at large.

The Indies seems to be a
great and desirable field, but it strikes me
that

that it would be unwise to go thither with
our only vessel, unless this River were to be
abandoned altogether, for I have a strong
belief that Russia would not permit us to
obtain a *Firman* for reopening the river
and on this ground chiefly, I determined
to keep up the navigation until more
precise instructions reach me from India
or England. - because, I should regard a
cessation of navigation as final, unless
indeed there should be a change of things
at Constantinople. Lord Pembroke is
most anxious that the river should
be opened permanently, - he goes so
far (I believe) as to think it would
be the means of consolidating
our power in Central Asia, and
would be pregnant with all sorts of
advantages besides, - which view
of the matter was taken since
the loss of the *Sigra*, and has
most likely been placed before
Government by his Lordship.

I have

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I have the honor to be
signed J. H. Cheney

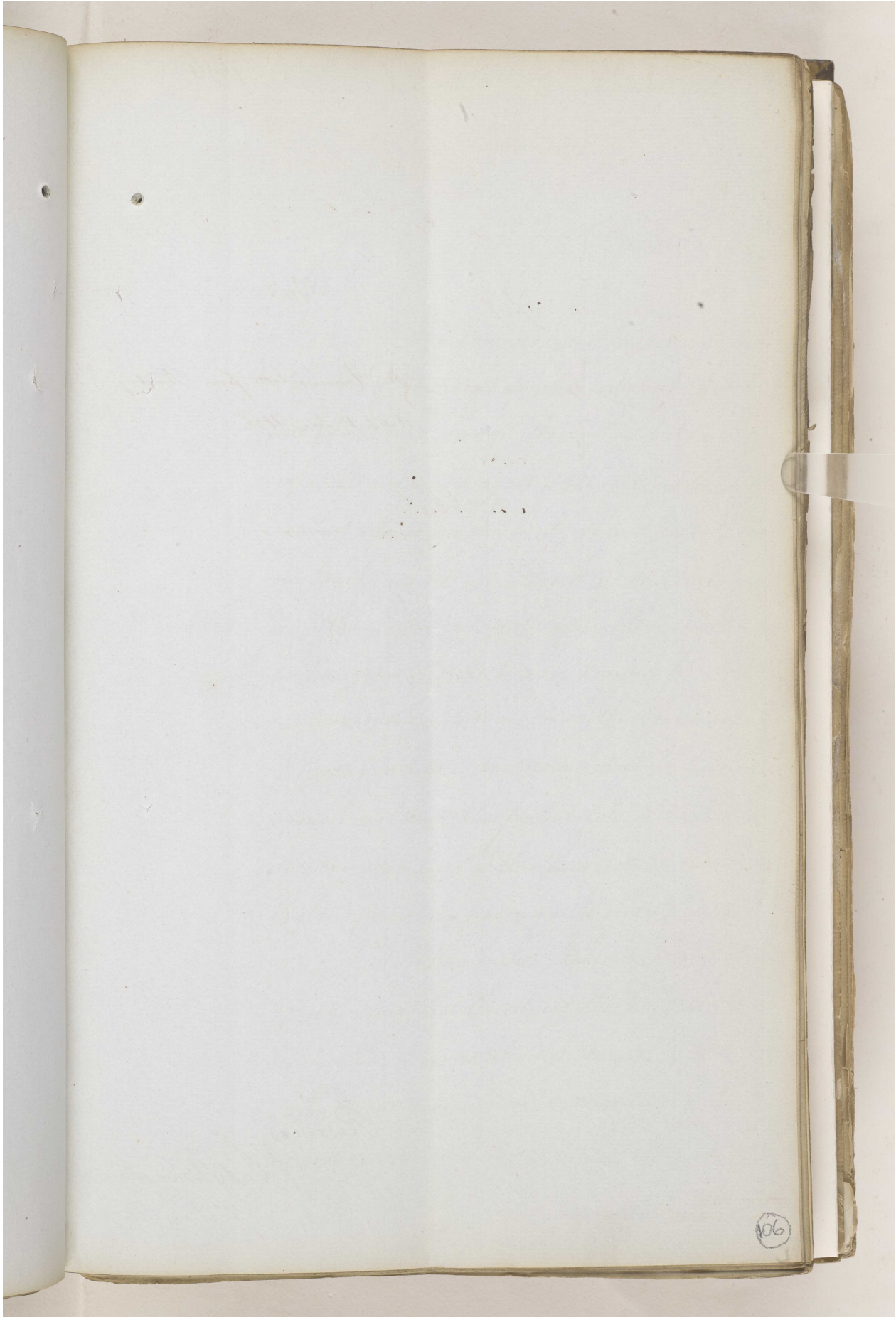
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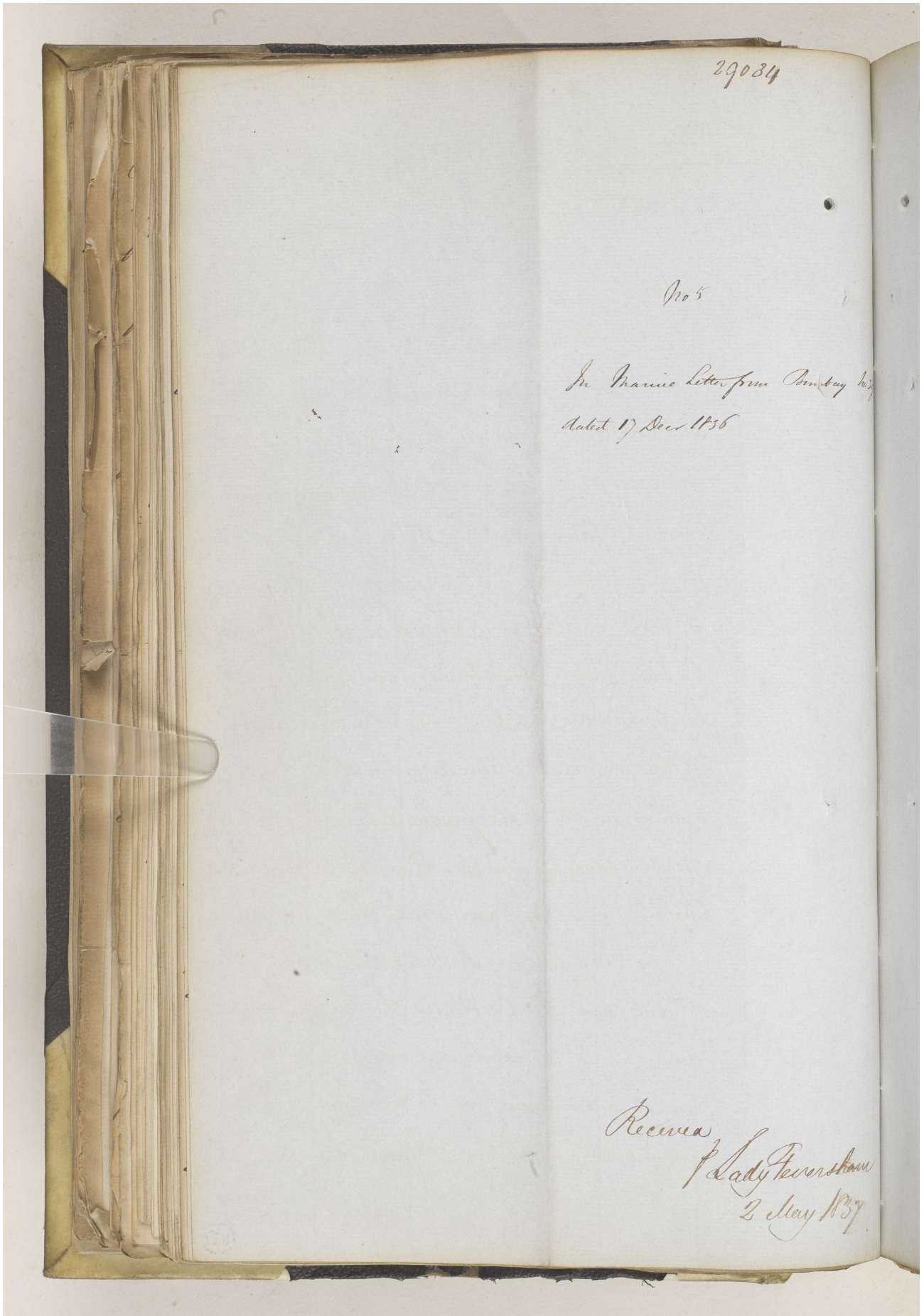
Lieut. Col.

[Signature]

Confid
[Signature]



'Euphrates Steam Expedition' [106v] (48/132)



6

To,

The Secretary of Government.

g^o g^o

Bombay

Sir,

The accompanying copy of my letter to the President of the Board of Control, will make known to His Excellency in Council the trifling but / here / preparable accident to a part of the Harbour Engine, and I cannot express how deeply I feel and regret that our Machinery did not hold out one month longer. For although the ease with which this river can be navigated is clear to every candid person, yet we have so many enemies - that the Circumstance of having failed in the ascent will be turned against us - and the probability is that the speaking advantages of this line will be lost to old England for ever by passing into other hands.

My letter to Sir Robert Grant of the 27th will shew His Excellency the peaceable termination of the excitement caused by Mr Samuel - and if more proof be wanting of the good disposition of the Arabs - it is to be

Yours

(107)

Bombay

Everthorn
May 1837

found in the Circumstance of our being here &
crippled by the dropping down with anchors, & now
nor are our Communications interrupted in the
slightest degree. Several packets have reached
us more especially two mails from England
of 1st of August and 1st of September and packets
have been sent by me to Bagdad and elsewhere.
nor do I doubt that Mr Fitz James will soon
be at Aleppo with the Hugh Lindsay's mail
agreeably to the accompanying Copies of his
instructions. * It is therefore a matter of decided
Congratulation that we had an opportunity of
coming up in this peaceable way amongst the
worst Tribes - after all the excitement at Home.

* 29th October
de Confidential.

It was rather my intention to have
proceeded to Bombay as the quickest and best means
of ascertaining the wishes of the Government
about the temporary, or permanent allotment
of this vessel - but the necessity of being on the
spot to settle with the men and some other
reasons now immediately regarding the
example of a Chief leaving his post - make
it

it rather difficult to undertake a personal reference although I am quite sure that it would have many advantages. - Besides which I have not altogether abandoned the slight hope there is that a temporary repair might be accomplished, along side the Hugel Lindsay in which case I would ascend the Karoon at least, and being a short voyage, I am almost inclined to do so even without a repair if we find that our engine would take us up to Shuster.

But whether thus employed - or merely assisting the Tigris. - I am of course very anxious for orders about this vessel she has been allotted by me in the general plan to the lower part of the River for which she would answer well, - but as it is a question whether two small vessels could not navigate through the marshes and also above and below them, there would be more economy and less trouble by such an arrangement than by having a succession of vessels. The Naval officers tell me that many steamers have their paddles protected, and if this be

done,

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done and the vessels are short, all difficulties are
at an end. and two vessels would perform the
whole Voyage up and down.

For some reason or other which we
cannot explain. this vessel steers very badly
in shallow water; but we had not had the
means of trying to remedy this by enlarging the
Rudder. which probably would set all to
rights. she draws ~~about~~ 4 feet and so
presuming that the Indus is always deeper
I think she would answer for that River
and if so she is at once available.

A fresh Cross Head could be made at
Bombay agreeably to the accompanying plan
and the paddles and Funnel being useless and
spansons put to prevent her rolling she might
be towed to the mouth of the Indus. and at once
Commenced operations; - either under one of the
present Officers or better perhaps some one who
has local knowledge. The Master of the *Sir*
Herbert Compton offered to make the purchase
meaning to tow her to the Indus on private
speculation, and it is by no means impossible
that

that she could be sold to the Bagdad people
for the Tigris, if she is not required either here
or in India. but she might be taken to pieces if
towing or steaming and not thought advisable,
and the latter is scarcely safe as I before
explained on account of the small connecting
pipes which choked with salt water.

If we cannot make a temporary repair so
as to proceed up the ~~Haroon~~ the vessel is to be
laid up at Pussora until your directions are
received there either by myself or some officer
left in charge.

And without any recent news of the
Tigris but there were favorable accounts from
Mr. Fleet at Bagdad and a bargain had
been made with the Arabs to turn her up
and over by main force; in case of failure
they were not to receive any thing; therefore
there are hopes that she may be on her way
down and if recovered there will be a 2nd point
for the commands of the Government of Bombay.
Samlson Marshes
3rd October 1836. I have the honor to be
Signed F. R. Chesney

To;
The Right Honorable
Sir, John Cam Hobhouse B.
Ye Ye Ye
President of the Board of Control.

Sir,

Yesterday we had the mortification of finding a serious crack in the cross head of the larboard Air-pump, which renders our Engines inefficient; for if worked, the separation would be completed, and the greater part of the Engine might be destroyed. We are therefore fortunate in having discovered the mischief although it involves the serious trial to us all of dropping down the River, instead of continuing the ascent. It is impossible that any Engines could do more credit to the makers, than ours have done by working up to this instant, without and requiring the slightest repair, as I believe 5. out of 6 Engines do during the first year: but slight as the mischief would be in England or Bombay, here, it is irreparable, and a new one must be sent from
me^r

Mr^s Fawcett agreeably to the accompanying
Sketch.

I am now sending Mr^s Fitzjames on with
the Mail and the necessary instructions to destroy
the important dispatches sent from the Supreme
Government in case of the last necessity Mr^s
Fitzjames is to return with the Indian Mail
if one have arrived, and if not he will have the
Honor of laying these dispatches before you, after
taking the quickest possible route, for example,
through Greece if there is not a steamer waiting.

I had scarcely had time or inclination
to think of more than the safe and speedy
conveyance of the Mail: but as all things are
quiet to the greatest extent we could desire
with the Arabs, - my purpose is to drop down
to Busora, and having done so, to endeavour
to accomplish two other objects viz: a reference
to India, either personally or otherwise, and
also to send a party probably under Captain
O'Connell to assist in the recovery of the Tigres,
where I hope you will have the goodness
to

to send orders for the guidance of Captain Stewart
and also myself.

The Seamen will be returned to the
Cruisers, and therefore nearly all the rest will
most likely go up to Amoo, which will be so
far on the way home by the quickest and
cheapest means. We are at this moment about
200 miles from the Sea, and with only one sick
man on board. - Messrs Stewart and Alexander
the two passengers proceed onwards through Bagdad -
Lamban Marshes } I have the honor, to be very
30th of October 1836 } signed F.R. Chesney.

The Right Honorable

Sir John Carr Hobhouse Bt.

you you you

President of the Board of Control

Sir,

My letter's being closed, I add a few
lines to say, that it is my wish to keep the
Expedition at least nominally together, and
employed in the recovery of the Tigris, until

I shall have the honor of receiving your
Commands and also making a reference to India.
We want all to take the vessel down
to Bassora, where she will be secured at the
Residency. This done, either Captain Stewart
or myself will proceed to India in the
Hugh Lindsay, and the other can then
go up the river in boats, or by land, with
the remainder of the men after giving over
those belonging to the Indian Navy, and the
Men and Officer's after doing what may be
practicable with the Tigres, and perhaps sending
her down the River under Mr Hector with
Natives / chiefly / will then be ready to go to
England. But I hope and expect that you
may be able to send orders before they leave
the neighbourhood of Amra. The more
immediate object however is to ascertain what
should be done with this vessel, and if she is
to go to India, one of the Cruisers can tow
her thither.

We found some gravel at the bottom
of

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of the Air pump / or rather the feeding one / which
had been sucked in, and having obstructed
its free working, the crack alluded to was the
consequence, but if the cross-head had not
partly stood the shock, there must have
been serious injury to the machinery, which
happily was not the case and repairs from
England or Bombay are quite easy.

In case of not meeting a steamer
Mr. Fitz James will go on with the mail,
which will give him the honor of laying all
things before you; expect our mortification
which cannot be expressed.

We borrowed an Engineer from the
Hugly Lindsay at Korna, consequently the
evil did not arise from any supposed or
deficiency in that department.

30th of October } I have the honor to be
1836. } signed J. R. Chesney
Confidential

James Fitz James Esq
Royal Navy

Sir;

The covering directions of this

this letter provides for the objects of conveying a
 mail to, and from Aleppo - but if there is no
 Steamer waiting for the Indian Mail, it is
 my wish that you should go on with that
 brought from Bombay. Hiring a small vessel
 to take you to Napoli de Romania or any other
 port to which you can make a fair wind,
 and reach more quickly than by waiting
 the Packet on this point you will of course,
 consult Mr. Merry the Consul who will provide
 funds, and give every other furtherance in the
 grand object of conveying the Mail to England,
 as fast as possible, by whichever route
 promises most speed, the presence of a
 Steam packet would of course render this
 unnecessary as it would be merely necessary
 to deliver the packets to any officer in
 command, and then return with the other
 Mail, but if there be no Mail, I think it
 will ^{be} best that you proceed on in the Steamer
 and deliver the despatches to Sir John
 Hobhouse, who will be anxious to receive
 personal accounts of the Expedition,
 Sayed. 112

sayed Ali can bring on the Mail to Bushra
if you are obliged to take the present
one through Greece, or Italy, for want of a
Steamer and by means of a hired Vessel.

The Quarantine will offer some
difficulty but this I hope may be got over by
swimming on shore and sacrificing your
clothes as in this case the Quarantine
Establishment would be satisfied with
fumigating yourself, and your Packets
before you are allowed to proceed onwards
in a Carriage.

It is unnecessary for me to urge
you to make all practicable Speed.

Leimbun Marshes } Have the honor to be
29th October 1836. } Signed F. R. Chesney

James Fitz James Esqre,
Royal Navy.

Sir;

In Consequence of the
unfortunate

unfortunate accident which has happened
to the Engines of this vessel. I am anxious
to forward the Indian Mail under your
Care, being persuaded that you will do
Every thing that is possible to take it to the
Sea Coast of Syria as fast as may be
practicable, and I fix upon the line of
Aleppo, in the belief that there will be a
Steamer waiting for it either at the Fronts
or Alexandretta, which you will learn
from Mr Consul Merry - but as Speed is the
grand object you are authorized to take
the route of Damascus, in case you
find yourself thrown out of the Aleppo
Route by any Cause whatever.

In Addition to the general Mail
from India you will be entrusted with
a small packet of despatches for the
Court of Directors which are of great
Consequence, therefore you are to destroy it
in case of Robbery to prevent its falling
into the hands of the enemies of any
Nation not friendly to us - but this
Measure

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Measure is only to be resorted to, in the case of
Extreme Necessity; and as the very last resource
If Robbery is attempted by the Arabs
I would recommend your opening all the packets
before them so as to show them that nothing of
value / to them / is contained; and this I
should hope would be the means of enabling
you to proceed with all the letters. but if not
there will, in all probability be an opportunity,
of destroying the despatches more particularly
alluded to.

I have reason to expect a mail from
England for India and it is my anxious wish
in this case that you should return with it to
join me at Bussova or Buskiss.

But if there should not be any such mail
you will then be pleased to open the enclosed sealed
orders and follow the instructions therein contained.

Scrubbin Moorles } I have the honor to be
29th October 1836. } Signed F. B. Chesney

True Copy

[Signature]

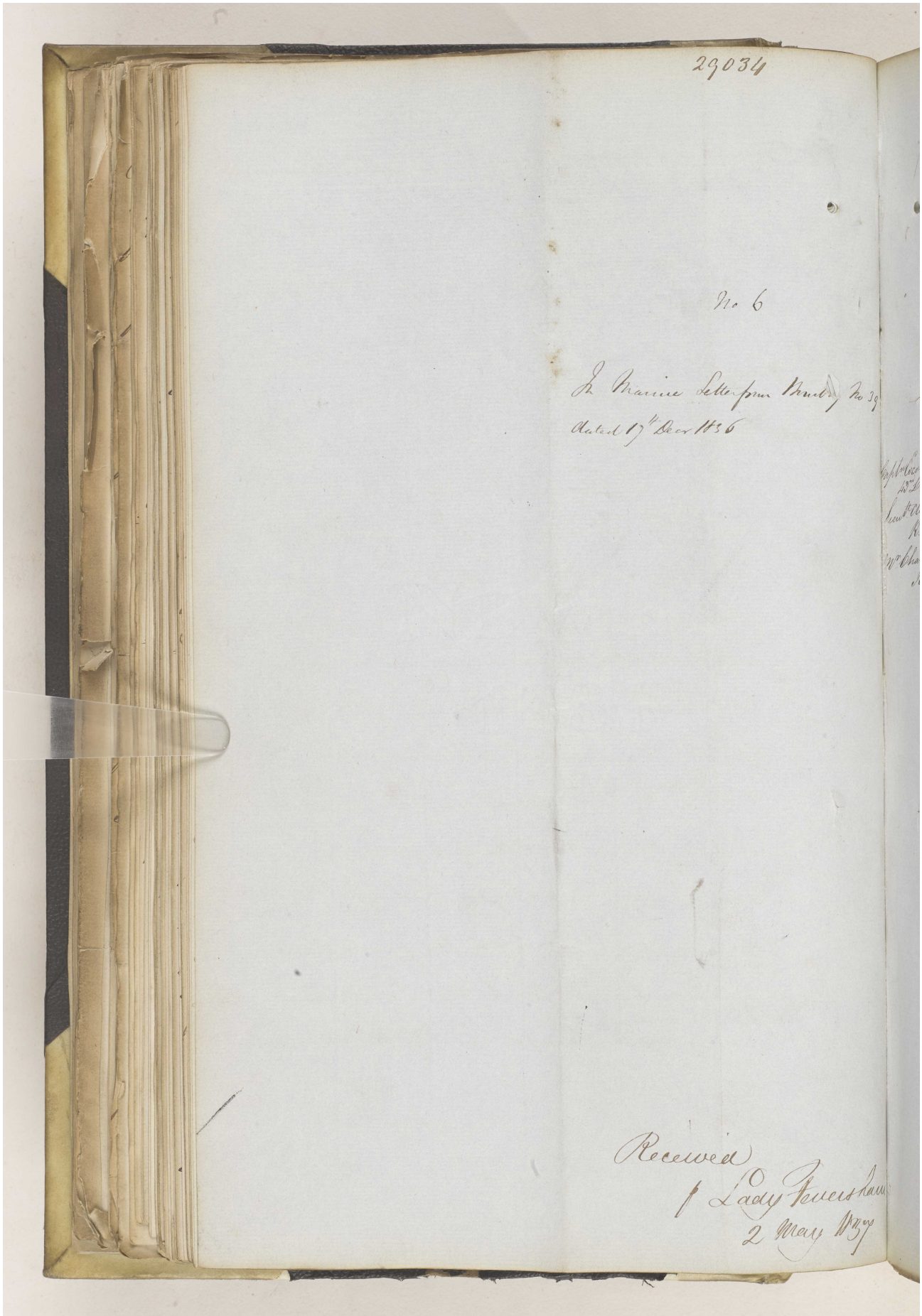
C. J. Jones

Lieut. Col.
Secy to Gov.

'Euphrates Steam Expedition' [114r] (63/132)



'Euphrates Steam Expedition' [114v] (64/132)



This Excellency the Right Honorable
Sir Robert Grant G. C. B.
^{Esq} ^{Esq} ^{Esq}
Governor of Bombay

Sir,

I have the honor to submit
for the consideration of your Excellency in
Council additional Reports from the
Council additional Reports from the
Officers of the Euphrates Expedition, all
calculated to show the ease, speed, and
economy, with which a permanent line
of Steam communication may be
established between England, and India
by the River Euphrates, therefore let me
solicit the deepest attention, that can be
given to this most important question.

I am come prepared to give the most
ample information that any man can
desire, and the more the question is sifted
and scrutinized the better I shall be pleased,
because all things can then be made known
to the Supreme Government, to the Court
of Directors, and Ministers. -

The voyage recently performed in

the

Hand No.

Capt. Cochrane
Lieut. Cleaveland
R. Navy
W. Charleswood
R. Navy

Received
ay 1834

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the Euphrates, when the rivers were at the lowest, and the vessel drawing quite 4 feet towing to her guns stores - Coals in addition to a months provisions for 50 souls should be a more striking proof, that the river Euphrates is navigable at all times, than if the Tigris still existed, and were plying up, and down, as she was to have done, at the low season - and if the last voyage has demonstrated, that there is sufficient water for the larger vessel in the most difficult part of the whole river, it was no less satisfactory, as regards the disposition of the Arabs, who brought us Coals, and all other supplies, without manifesting the slightest inclination to attack, or annoy our then crippled vessel. -

In fact experience, has shown, that we had ourselves overestimated the strength of current, and all other difficulties connected with the navigation especially regarding the disposition of the Arabs - and the permanent safety of the

Vesels

Depôts - It is quite unnecessary to have so powerful a vessel, as the Euphrates in order to stem the current, which may be done throughout the flooded season by a much smaller one - It is also equally unnecessary to carry so much fuel, as had been proposed - for safe stations may be had in Tars perfectly suited for one day's steaming; so that the vessel may be filled up with fuel, and provisions every night, and therefore she need not take more than an additional half day's supply for contingencies - which might be further provided against by having intermediate Depôts at half distances; nor did I find the slightest difficulty in making or this arrangement with the Arabs - For after the officers had fixed the number of Depôts they thought necessary - I doubled them myself and the fuel is now actually placed on this scale - along the whole line of the Great River -

Having shown that vessels may navigate the Euphrates with one day's fuel &c. on board, or even half that quantity - I would propose, that two small shallow Steamers

Steamers should be constructed of Iron
and the smaller the better in every point
of view, but especially because they could
keep close to the banks, and thus take advan-
tage of the eddies and counter-current, which
can be effectually done throughout the whole
river by Vessels drawing two feet. The
accompanying sketch will be sufficient
to show exactly the kind of Vessel required.
The length ^{feet} 65 given by Lieutenant Chaveland
has reference to the sharp turnings in the
Lombard Marshes, but if the vessel answers
her helm quickly, she might safely be at
least 70 feet long; if this difference should be
required to make her float at two feet - a shallow
vessel being the grand desideratum for
rapid ascents -

The proposed class of vessel
would be less expensive than the *Sigis* was,
but even putting each at the same, the
two might be floated for £7,000, and our
expenditure during the last two years -
under many difficulties now at an end
enables me to say that each vessel might
be

be maintained, including Fuel, obtained
on the spot, at an annual cost of
£2,500 -

On account of the moral effect,
as well as real strength, and the advantage
of carrying more passengers say six each,
with the resource of sending the remaining
vessel on with the mail in case of ac-
cident to the other, I would propose, that
the two steamers should always pro-
ceed together up, and down, and also
that the proposed opening of the river
Euphrates should be in connexion with,
and forming part of the route by the red-sea -

Where we have such an im-
mense state as that of the Empire of India,
more than one route should be tried, and the
one through Persia, and along the line of the
Danube also deserves serious consideration

But in the other two Cases it
is indispensable, that they should be
fully and fairly tried, as to time, expense
and all other considerations, which may
be

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be done by going along each every two months
for at least one year, that is six voyages -
It is obvious that the same
Steamers could run alternately to Suez and
Basora; and if it is observed that additional
Steamers are required for the river in the
latter case, it must not be forgotten, that
the difference between a long and short sea
voyage for six passages, would probably
cover the whole expense of maintaining
the little vessels on the river - but even if
it should be otherwise, the duration of
a 12 or 18 months double experiment
cannot be a serious matter for Great Britain,
especially, as it would be quite conclusive,
and satisfactory to the public, if both were
tried fully, and fairly for 12 or 18
months at the end of which one both,
or neither might be continued perma-
nently, according to experience.

I presume, there must be
a regular opening of the Red sea in order
to satisfy the public, both at home and
abroad

abroad, and if so, the whole addition pro-
-posed for the Euphrates is an outlay of
£ 7,000 - 3,000 for Contingencies, and £ 5,000
to keep up the 2 Vessels for 12 Months, or
rather 7,500 for a period of 18, which would
be a more certain criterion than the
shorter term of one year. -

For the present I have avoided details, but if the question is taken up by your Excellency, I shall be quite ready to go into the several items connected with the proposition in all its bearings. -

Bombay } I have the honour to be Sir,
December 1835 } Signed J. R. Chesney
1836 }
(True Copy)

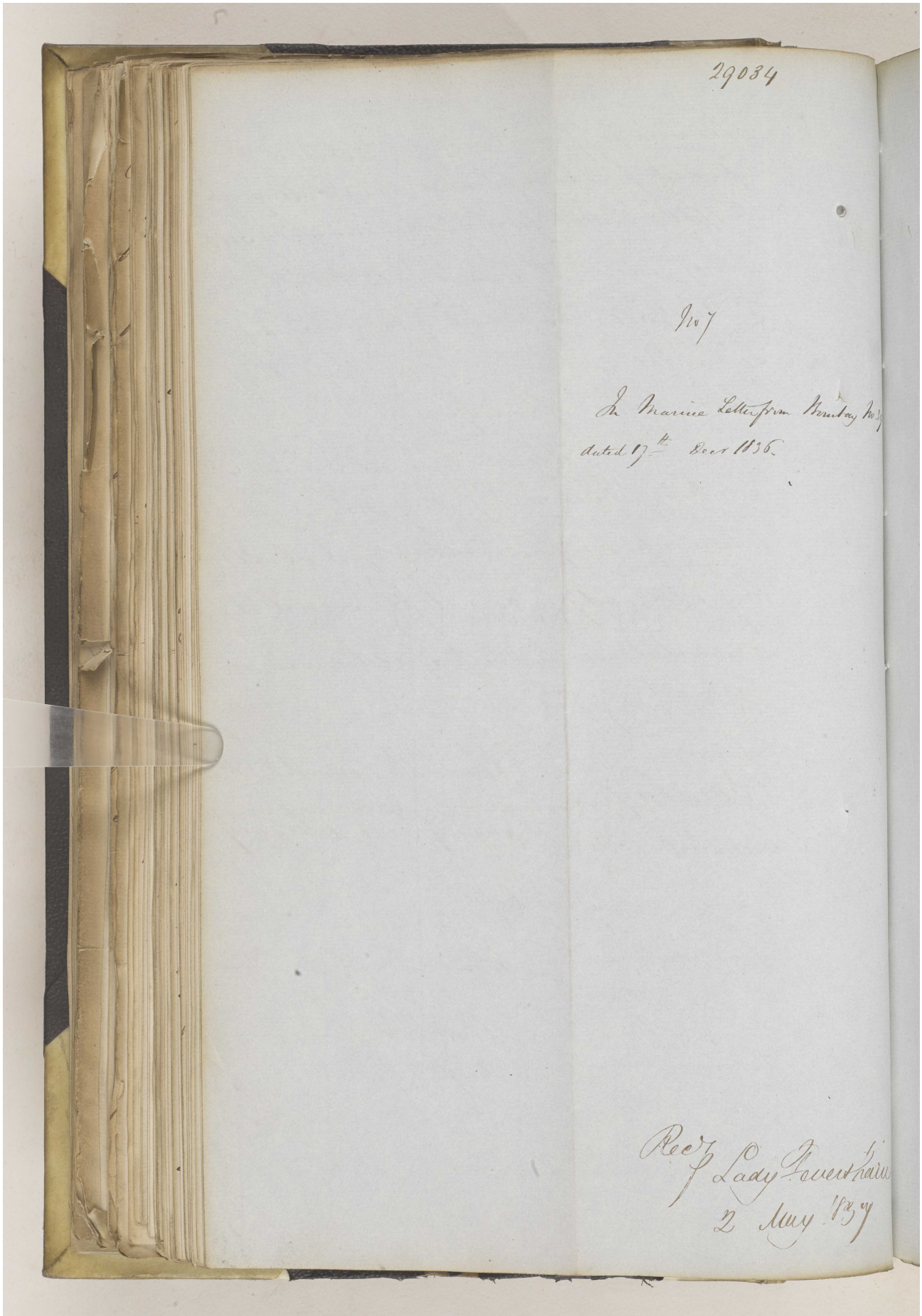
J. R. Chesney

Sent Colonel
Secrets to Govt.

Recd
Govt. Secy

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'Euphrates Steam Expedition' [118v] (72/132)



90

Colonel Chesney.
gee pee gee

Sir,

According to your desire, I add to my former report upon the navigations of the River Euphrates these observations, which have presented themselves upon the ascent of the Steam Vessel to the Lamlun Marshes. —

These observations go to show, that the opinion previously entertained was justly founded; viz, that this vessel is totally and entirely unfit to navigate thro the Lamlun marshes; also, on account of her bad steering I should even now say, that she is not adapted to any part of the river. But I conceive, that, with the improvements in the construction of Steam engines, as also the vessels, boats might be built capable of passing at any time of the year: that is, if vessels can be built of a draft of two feet $\frac{1}{2}$ ft; of the length of 60 or 65 feet; and equal to 12 or 13 tons, I should think, that such boats might run the whole line without the slightest difficulty. Perhaps the speed I have here named would

not

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not be attainable in so small a vessel as of 60 or 65 feet length; should that be the case, even 10 or 11 tons would be sufficient: but then of course the delays to take in fuel would be more frequent.

To pass the Sumbur marshes it is indispensable, the vessel should be short, and quick in answering her helm, and that she should steer well, tho' the water be shallow, as much attention must therefore be paid to the good steering, as to the speed of the vessel: for the one would be a disadvantage in narrow and sharp soundings unless well directed by the other.

Added to the indispensable qualification of vessels intended for this river, the ingenuity of the architect & engineer should be directed; the former to the protecting of the paddles and rudder, when the vessel should fall against the banks; and the latter in giving action to the engine either backwards or forwards with the greatest readiness, and changing from one to the other; also the back motion should not be less continuous or less powerful than the forward.

This

Tho the description of vessel here given is smaller, than would be actually necessary in all parts of the river, except in the Senlun Marshes, yet I think, that advantage would be had from employing only the same small size: more particularly because, should she take the ground however unlikely with a draft of 2 feet, or at the utmost of 2 feet 4 Inches, yet should she take the ground, she would be easily hove off, and so the chance of accidental delay much diminished: besides, by having the same description of vessel throughout, were any accident to happen on any part of the river, any one of the other vessels employed would be able to preserve the actual communication.

I conclude this report, which perhaps is the last, I shall have to give on the river Euphrates, with a hope, that what has been said, by others as well as myself, may so impress those, by whom the question has to be decided, that they may be as fully alive to the facilities in navigating the Euphrates, as well as those are, who have had the

Satisfaction

(120)

satisfaction of performing the first
voyage by steam on that River.

Euphrates Decid. I have the honor to be Y^{rs}
below Segal Shakh } Signed, J. A. Estcourt.
November 7th 1835 } Captain U.S. Supt.

One point had escaped me, to which
I ought to refer, viz the disposition of
the Arabs, and it is the more necessary,
since upon our return from Bagdad,
at Norma you will know, that friend-
ly feelings had given place to the
very contrary. The explanation however,
which at once declared itself, upon
hearing that Mr Samuel had arrived
at Basra in the Hugh Lindsay,
was satisfactory in the highest de-
-gree: nor did we find, that we had
been wrong in attributing the hosti-
-lity to that circumstance: for it was
openly avowed by the Sheik of Monte-
-fick as the cause of the excitement,
and as having given the deepest
alarm thro' the whole population:
imagining, that their country was
to be taken from them, and they against
their

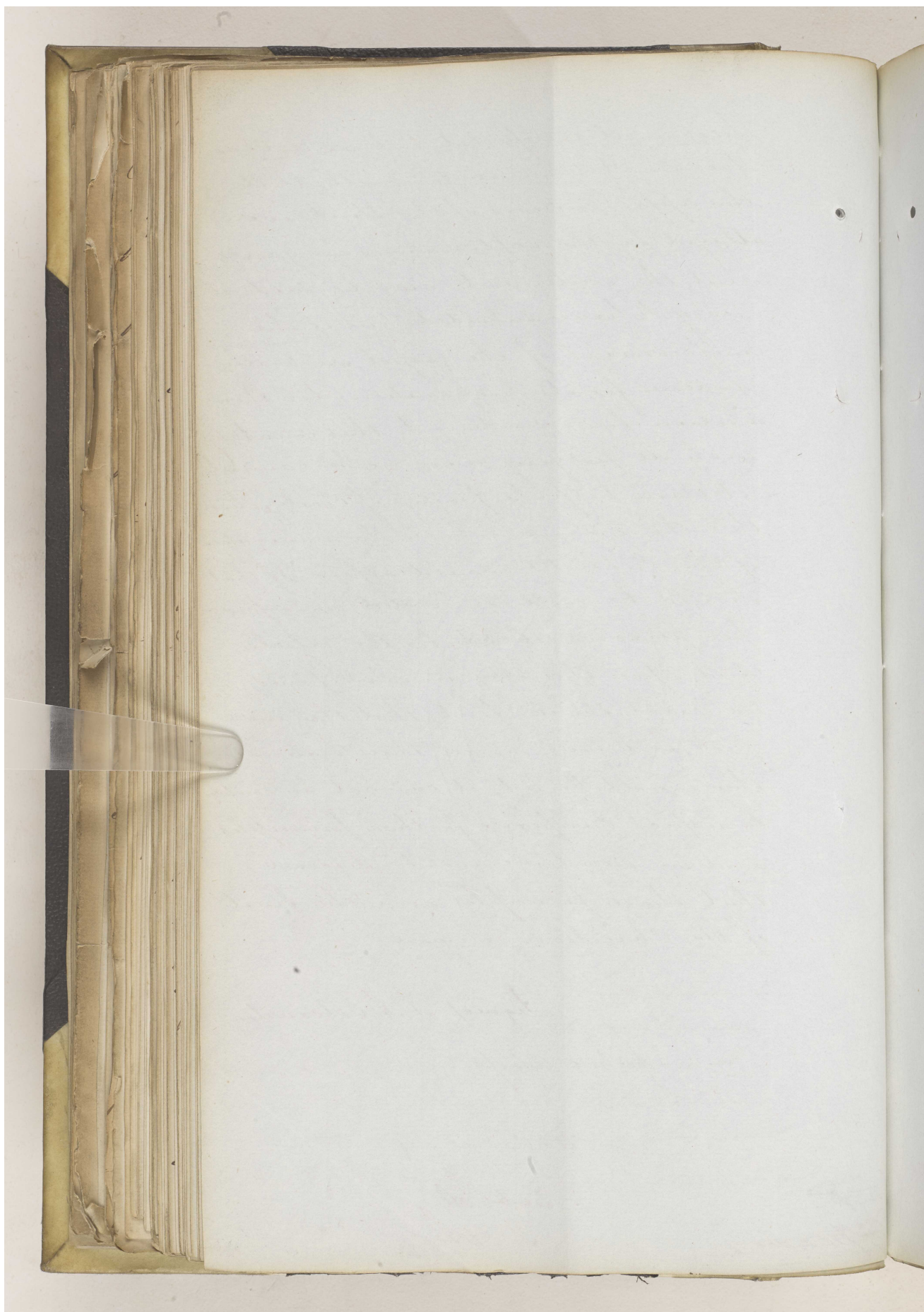
their will compelled to become Chris-
 tians. It is known to us all, that
 the apprehensions of the Sheik were
 allayed by the explanations we gave,
 and the excitement may be said al-
 ready to have subsided. but if the
 missionaries of the gospel are really
 desirous for its propagation, let them
 abstain from sending to this country
 such ill judging men as Mr. Samuel.
 Let them help the progress of civilization,
 thro the means, which the navigation
 of the Euphrates would afford. If that
 should be well conducted, and pro-
 per persons selected for the vessels,
 and upon this very much depends, if
 the arabs should find, that they were
 just and true in all their dealings,
 they would be led, it cannot be doubted,
 to respect Europeans for their principles
 and in due time would discover,
 that those principles were the fruit
 of the Christian religion.

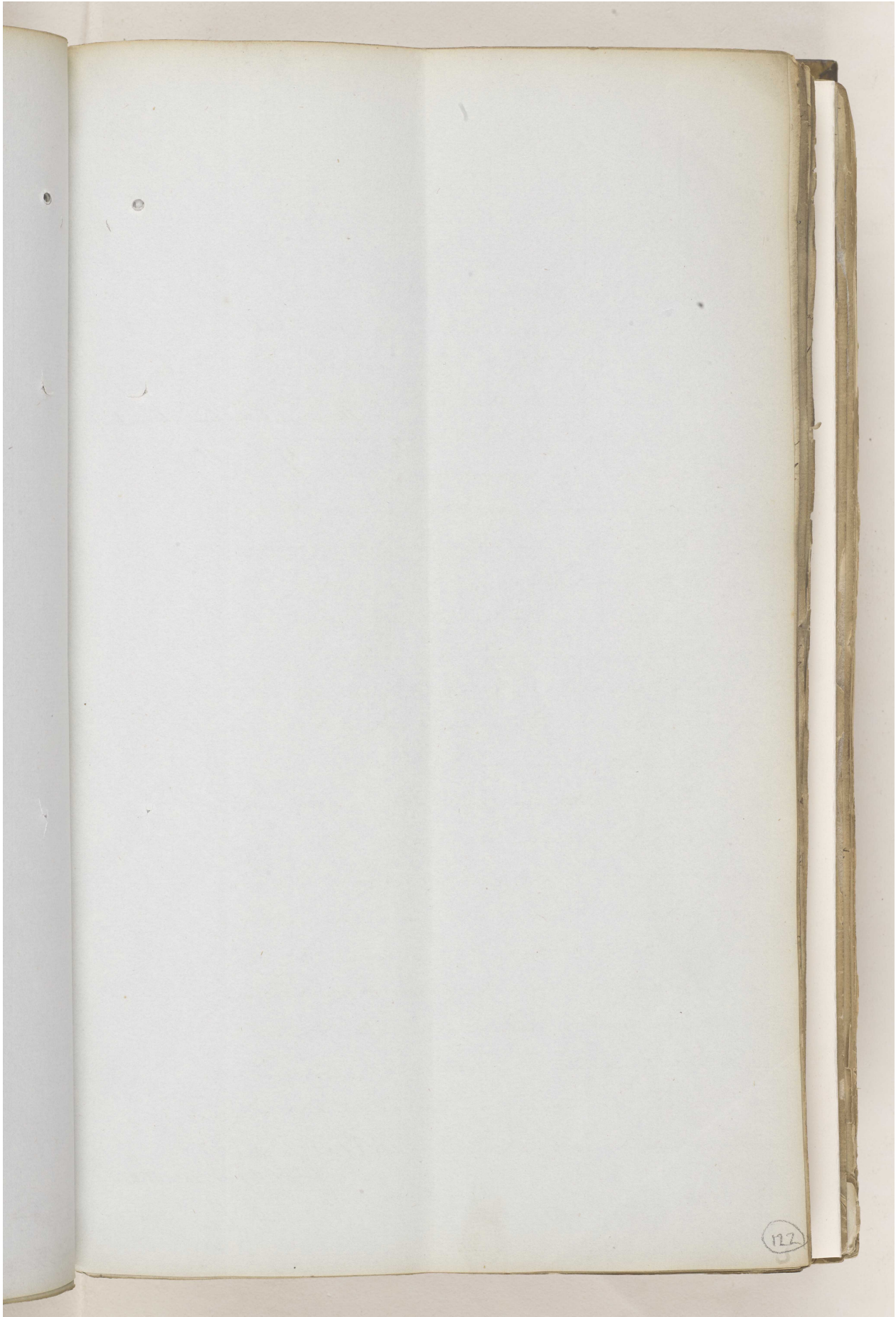
Signed/ J. A. Estcourt -
 / True Copy /

[Signature]

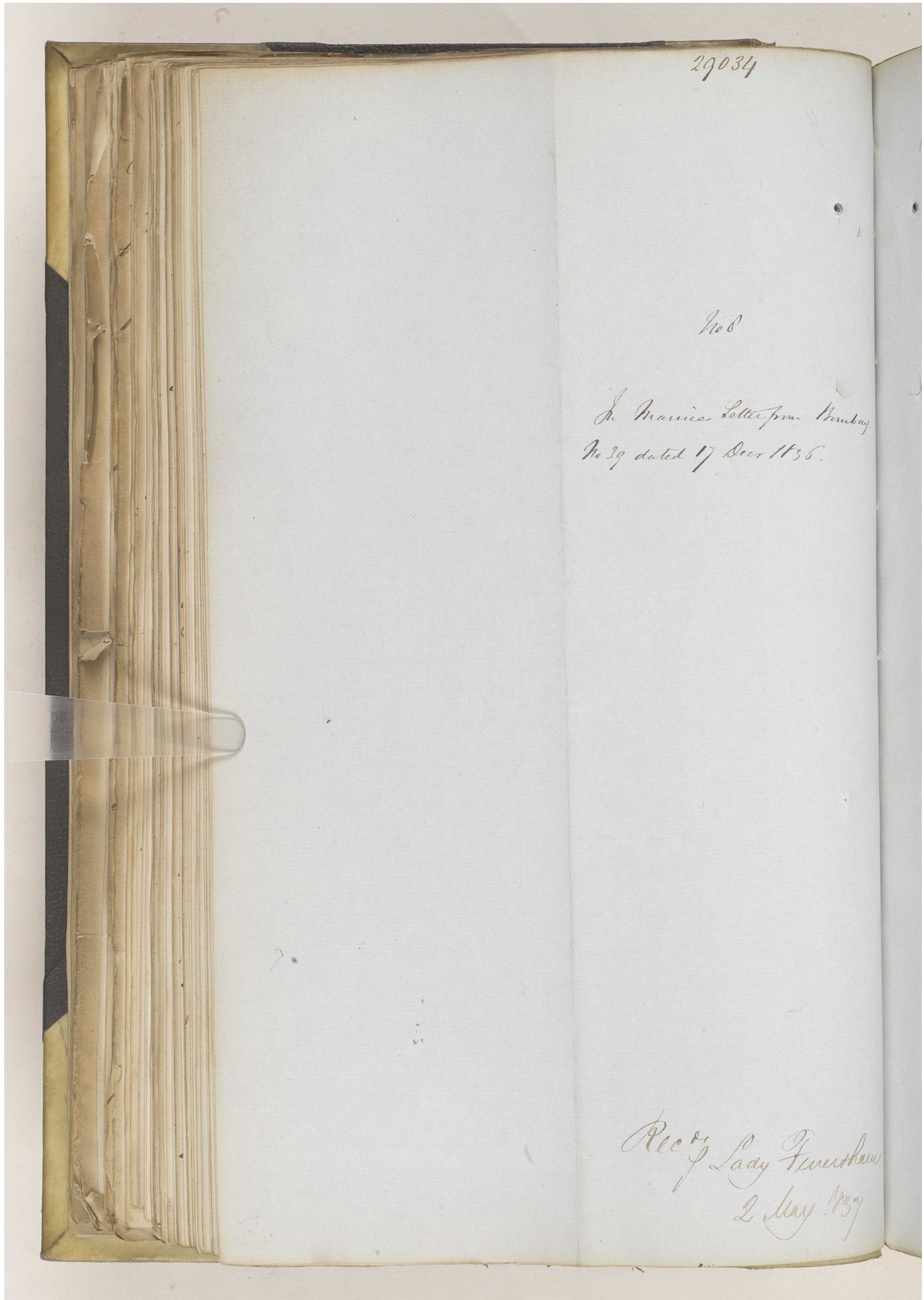
Sent to
 Secy to Govt

(121)





'Euphrates Steam Expedition' [122v] (80/132)



9
To
Colonel Chesney
yea yea yea
Commanding Euphrates Expedition
Sir,

The ascent of our vessel drawing 4 feet water to the Lemlun Marshes on the Euphrates, to Bagdad by the Tigris, and to Ismail on the Tigris during the lowest season, more than ever convinces me of the facility with which these rivers may be navigated by steam vessels throughout the year; and in addition to my report of the 17th July induces me to offer the few following remarks on the description of vessels I should consider best suited for the purpose.

The Channels through the Lemlun Marshes on the Euphrates, and the rice grounds of the Chatea on the Tigris, are extremely narrow and intricate, and can only be passed with ease and certainty by steam vessels of a very small size: but I should propose that these obstructions should regulate the size of the vessels for the whole navigation; from such arrangement both speed and economy would

Everestham
1834

(123)

would result; the former from the small vessel being enabled to work her way up in the eddy currents, when a vessel as large as the "Euphrates," must keep the deep channels and consequently stem against the strength of the stream; and economy would be gained by the smaller crew and consumption of fuel required for the small vessel.

Our experience with the "Euphrates," as far as I feel competent to judge, would suggest an Iron vessel of about the following dimensions—

Extreme length... 65 feet
At water line... 60
Keel... 55
Beam... 14
Depth... 10.

The Midship section about 20 feet long with flat floor not exceeding 4 Tons in weight, would float a light 25 horse Engine and Boiler at 2 feet draught of water, which with an exceedingly fine bar and clean run would steam 12 knots per hour.

The

The Midship section would also sustain in addition to the Engine and Boiler, about 15 hours fuel and the Stores of the Engine; and the end sections the following weights.

	Tons	Cwt
18 Officers and Crew	2	14
6 Cabin Passengers	1	"
Anchor Cables		
Boat Stores &c	2	"
Armament &c		
Ammunition	"	10
Cooking Apparatus		
Provisions	1	"
Wood Work &c		
Internal fittings	3	"

The cost of such a vessel would be about £20,000. She could navigate the Euphrates, certainly to Samrat, and probably above, the Tigris to Diabiter, and the Karoon to Ghuznee, and also many of their tributary streams.

For convenience in steering I should propose the wheel to be placed in the Centre of the Vessel over the engine room, and to assist the helm occasionally, two Fin Rudders to be placed

The Euphrates Steam Expedition
 1855
 2 May

To
 Colonel Chesney R.A.
 sea sea sea

Sir,

The short ascent of the river Euphrates in the low season, from which we are now returning, has more than ever convinced me of the feasibility of navigating this river, all the year round, not only with speed, but with the greatest safety and economy.

Although I always considered that a good understanding, could, eventually be effected among the Arabs, yet, I never expected to see them treat us so well on the first ascent of the steamer as they did in the Lamlum marshes, which are inhabited by, decidedly the very worst tribes of Arabs, along the whole line of this river. Here we remained several days without being in the slightest degree molested by them. The Sheiks of the different villages, collecting their men to track the vessel, or for whatever purpose we required them, and evidently shewing a wish to please us, in every way that they could. But, as we all fully expected, the "Euphrates" proved to be too large a vessel to steam through the marshes in any reasonable time, and we were, at last forced to

put
 (15)

put back, in consequence of one of the engines being broken in a serious manner.

My opinion, with regard to the Lemnian marshes, is not at all changed from what I stated in my former report, excepting that I do not consider it necessary to cut a canal through them (at present at least) as vessels properly constructed could steam up or down them with ease, only requiring a little more caution than in other parts of the river.

Vessels of the construction we require, and also having the requisite speed for going through the marshes, can be easily built in England, and in fact, the same steamers would, if required, be fit for navigating the whole of the river. They should certainly be built of iron, we having already proved, in the "Euphrates," the great advantage they have over wooden vessels, both in strength and lightness.

The following should be the outline of each of their dimensions, ^{gea} as near as my ideas suggest. viz. —

Length of keel 55 feet.

Extreme length 62 feet.

Extreme breadth 14 feet.

Bottom perfectly flat in the middle section with
an

are extremely fine bow and stern.—

The fittings inside should all be of the lightest materials, so that with one days fuel on board, she should not draw more than 2 feet, or at the most, 2 feet 3 inches.—

She should have one engine of about 25 horse power, of the late, and lightest construction. Her wheels ought to be the common ones, as Morgan's are I believe found to be weak, and difficult to repair. If the quicksilver apparatus for the boilers, answers well, which I believe it does, and is now used in vessels on the river Thames, it would be of great advantage to have her fitted with this, as less fuel is required, and the boilers are much lighter and do not occupy one third the space of the common ones.—

A vessel of the above description, should go 11 knots per hour, and be able to carry 6. or 7. passengers, who should be restricted in their luggage. She would be manned with 2 Naval Officers, 4. Surgeon, 1. Interpreter, 2. Engineers, 2. Quarter-masters, 6. Seamen 4. Stokers and 1. Steward making a total crew of 19 or thereabouts.— Two or vessels of this description would answer all the purposes required, at least for the commencement, until Government are more fully satisfied

of 126

'Euphrates Steam Expedition' [126v] (88/132)

29034

of the river being worthy of an establishment on
a grander scale, which determination, I trust it
will not be long before they arrive at, being
fully convinced it will be found to be an
opening which ought not to be neglected.

'Euphrates' Steamer } I have the honor to be
7th November 1836 } signed C. G. Charlewood.
Mate R. S.

[True Copy]

Ansar

Lieut. Colonel.

Secretary to Government.

No 16

In Private Letter from Hon. Genl. ...
dated 17 Decr 1836

[Faint handwritten signature]

Received
of Lady Fowell-Hawes
2 May 1837

To
The Secretary of Government

Sir,

Bombay

Thanks to the skill, and
zeal of Mr. Harrison, first Engineer of the
Hugh Lindsay, the Cross-head of the Euphrates
air-pump was repaired, and that Vessel
immediately proceeded up the River Karoon
with every probability, that the Engines will
now be equal to the remaining objects to be
accomplished by the Expedition before the
31st of January, agreeably to the instructions
herewith enclosed, which will I trust receive
the approbation of His Excellency in Council,
especially, as the Vessel can fall back on
upon Bussoora in case of a renewed accident
during the short ascents of the Rivers Karoon
and Tigris; whereas the case might be otherwise
if it happened in the upper Euphrates at a great
distance from where she could be laid up.

The Governor in Council will
perceive that the Euphrates will be laid up at
Bagdad, not only in the event of an accident

near

(127)

Recd at Court
3rd November 1836.

Mr. Harrison

near Karoon
May 1836

near that City, but even if all goes on well / after
the loss of the Engineer!

Not having time to ask
specific orders, the place in question was
selected, as being suitable for re-opening
the Euphrates, either from the side of India
or England whilst it would be less in-
convenient for sending home the Officers
and Men than Basora - but if on the
other hand the Government is inclined
to bring the Vessel to India, it would be better
to cause her to be brought to Basora, or
Mohammerah, for which there is still time,
provided a decision is soon made, and this was
one of the more pressing objects of my Journey
to this part of the world -

The sale and transfer of the
Steamer Euphrates is therefore the 1st point
to which I would entreat the attention of
Government - The next is, what is to be done with
the Seamen sent from the Cruisers? The 3^d how
the other Men, and Officers are to be conveyed
to England, as well as the assistance, it
may be possible to give here about their
passages? It strikes me also, that some gratuity
should

Should be given to each deserving man such as double pay like the Polar Expeditions, and I think that a medal in addition would not only be well bestowed, but have a powerful effect in animating all individuals employed on similar services; the survivors are not many, and those, who are gone, might have their memory, and that of the Siquis recorded by the nation in Westminster Abbey.

I shall be ready to return to the Expedition, the moment, that the more pressing question of the disposal of the Steamers and Men has been determined, unless His Excellency should be disposed to enter at large into the question of opening the River Euphrates on the simple easy, and inexpensive plan now proposed - and I am quite ready as a preliminary step to give every kind of information likely to satisfy the Supreme Government.

Bombay }
1st Dec^r 1836 }

I have the honor to be
Signed J. R. Chesney

True Copy

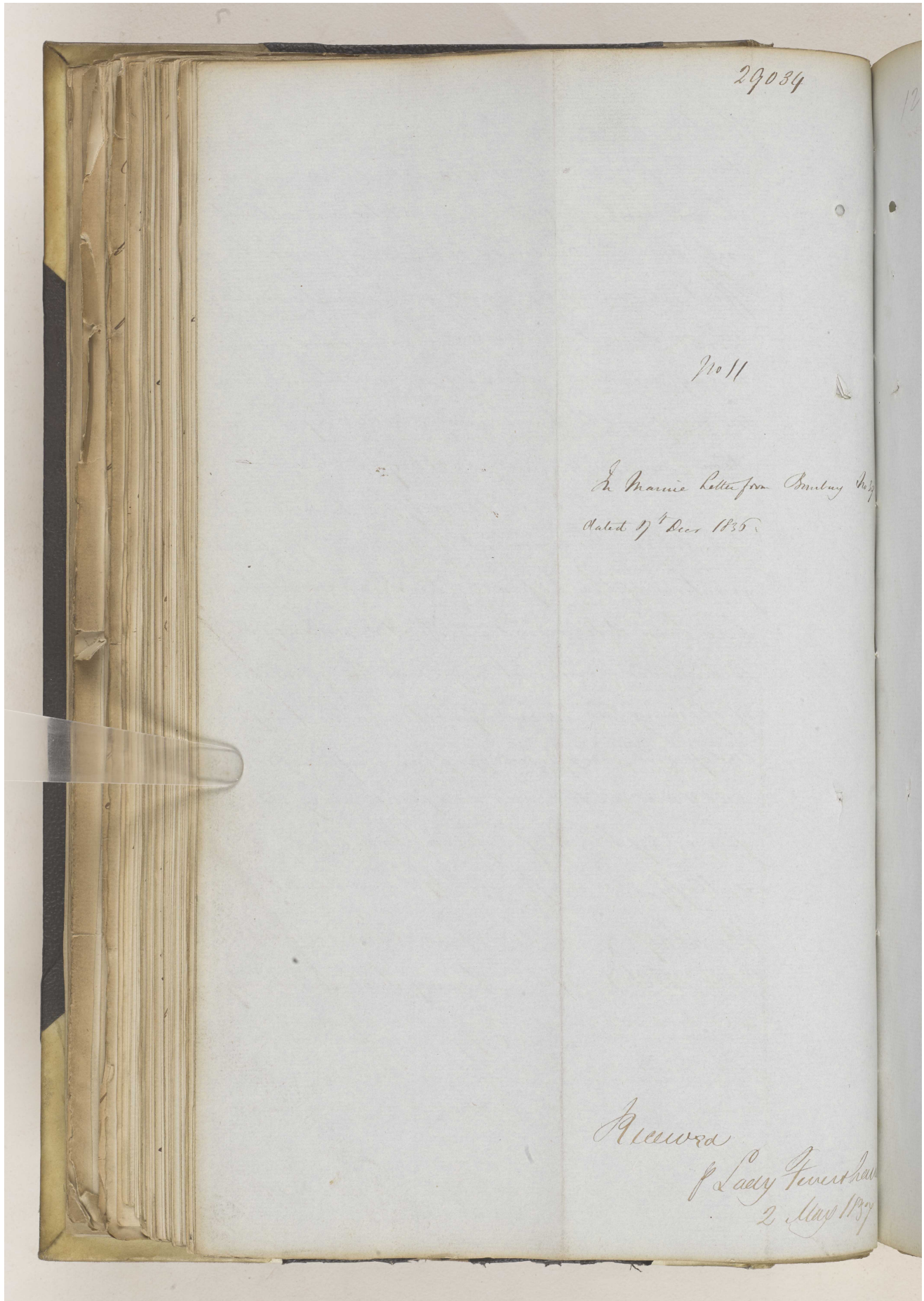
J. R. Chesney

Lieut Colonel
Secret^y to Govt.

(128)

*Copy
J. R. Chesney*

'Euphrates Steam Expedition' [128v] (92/132)



34

12

Instructions to Captain Escount for the
prosecution of the Expedition during the
absence of Colonel Chesney.

Sir

As the sale and transfer of this Vessel, as well as many other objects of importance to the interest of the expedition may be more quickly settled by a personal reference to the Bombay Government, I propose to proceed to that Presidency in the *Hugh Lindsay* with the intention of returning before the expedition terminates / which is fixed for the 31st of January / unless I am actually detained by the Government of India, for some more important object, than merely resuming my duties towards the close of the service.

Having every possible degree of confidence in yourself and your able as well as zealous assistants, *Lieut. Cleveland* and *Mr. Charwood* I shall quit the expedition with the firm belief that nothing whatever will be lost by my temporary absence, in the fulfillment of the plans of Government, whilst a good deal may be gained in point of time, by the proposed personal communications. It is therefore only necessary to point what

would

Forwarded
May 1850

would be my course if I remained.

A good examination of the Rivers Karon and Tigris, with the coal mines at the head of the latter, also those near Teledi and striking a line from one river to the other (the Euphrates) as high up as may be practicable, say in the line of Singar or near it, over all the original objects of this undertaking, which remain to be performed.

As the examinations of the rivers in question have reference to our future commerce, as well as the practicability of Mail Communications, I conceive, that the bearings along the rivers, with their width, state of the banks, strength of the current and a double line of soundings along the deep channel, would together form as accurate a map, as can well be made without the labour of years; because I expect, that this Hydrographical Survey will work in with satisfactory accuracy as to the distances between stated points, to be determined astronomically if possible, and at any rate without the latter advantage the chart thus formed would give the deep channels, as well as the shoals and other impediments sufficiently well to guide other vessels, and form the basis of a navigation, which

which would be facilitated more and more every year by experience, consequently, it will be a matter of national importance decidedly gained, if the rivers Karoon and Tigris can be faithfully laid down, whilst we have the powerful assistance of a steamer, to which objects I would add as a contingency the Bar-nishore, and I hope and believe, that all may be done by about the 31st of January, provided we are successful in repairing the Engine. For in the contrary case, exploring Susiana will be the most that can be done, and as this should in any case precede the ascent of the Tigris I shall begin with this portion of the proposed labors, hoping that there and elsewhere, you will succeed in accumulating valuable Geographical knowledge, with coins obtained for the public, under such circumstances as are calculated to throw some light on the history of the Countries now before you.

The River Karoon is about to rise, and if the Engine should be repaired, I think this Vessel will pass the Bend at Ahvaz: after which there is no difficulty in proceeding along the main branch of the Karoon (which passes about eight miles from Shuster on the Eastern side) short of the mountains behind that City (130)

city. The Vessel therefore, after having ascended as far as may be practicable beyond Shuster, can return and anchor at the nearest point to the city, from whence the river can be explored by land parties past dispool, sus and Howza, occasionally using boats if met, so as to determine one way or the other, the outlets of the different rivers and the several geographical questions connected with them, which have remained matters of discussion up to this time.

A branch of the Karoon (as I believe, though an artificial cut) washes the western side of Shuster, which is supplied by transmits of a most interesting kind taking water from the stream in question to the town, some of them at a depth exceeding 100 feet.

I expect it will be found, that the artificial derivation in question falls into the main branch of the Karoon at Bunderkell, instead of its being, as many think, the Howza River emptying itself into the Karoon at that Village, where it is understood there is a fountain of Bitumen. It will however be easily determined, whether the Bunderkell branch really comes from the Howza or Qespool rivers, or is merely another portion of the Karoon. This done, the

descended
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the eve=
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the western
by Kan-
ing water
run, some of

that the ar-
els into the
under hill,
the Howyou
oon at that
is a fountain
easily deter-
uch really
river, or is
on. This done,
the

the next point is to follow the course of the
Despool river, which I believe to be the same
that passes Howiga. The course of the small
river washing the ruins of Sus and probably
joining the Howiga is the next point to which
I would call your attention. Then the outlets
of the several streams, the connexion if any
exist? with the Karoon by means of Canals, or
branches, and finally the existence of rivers
between the Karoon and the sea, or any one
such as the Serahy and Dorak by which Boats
under Stearckus could have navigated towards
Sus. The Vessel is supposed to descend to Alwag,
during these exploratory journeys, and await
the parties either at those ruins or lower down
as may be most suitable.

But if, owing to the Logue or other
causes, the Vessel cannot get higher than Alwag,
the exploratory journeys can commence from
thence either by land in the direction of Sus, thus
reversing the former line, or proceeding by
Boats towards Shuster in the line of the water
commerce towards that City which it is of
importance to examine thoroughly either in
going to Shuster, or in returning that way, in
case of deciding to explore the ruins and
rivers westward before the Karoon is descended.

According ⁽¹⁾

According to History, if correct, there should be two lines of water communication between Sus and the Sea, but be that as it may, we do not so much desire to enter into Geographical Speculations as to illustrate the actual positions of those ancient places, and the course of the rivers, on which they stand. My impression is, that there is one river less, than has been generally supposed, and that the second branch of the Karoon has been made into a separate stream, thus causing much confused description.

The Tigris may, I hope, notwithstanding all the disadvantages of the size of this Vessel, be ascended to, or above Mosul, and possibly almost to Diabeker: and a partial examination of the two Lakes in their lower portions, when ascending, with enquiries, as to the use of Boats towards Lake Van and other parts of Kurdistan would also be most important, near those Streams you will meet the Battle field of Alexander at Erdebil, and you have in addition of isminereh. Rus el Aino El Katha, and many other remains of the highest antiquity, which should, if practicable, be included in the main object of examining the river: but in any case near Diabeker and
these

those at Telibi should be examined: either before the end of January, or afterwards by Mr Ainsworth alone, if it cannot be done before, but if possible giving him the important assistance of Mr. Kassam the interpreter.

Should it be decided, that this Vessel is to remain for any purpose whatever, I shall propose to lay her up at Bagdad after the ascent, as a safe place, where she could be manned either from India or England, and from whence, in this case, the Artillery men and others, can be taken to some place of embarkation on the Coast of Syria. but this point, as well as the transfer of the Vessel, whether at Bagdad, or lower down, are questions to be settled by me at Bombay forthwith.

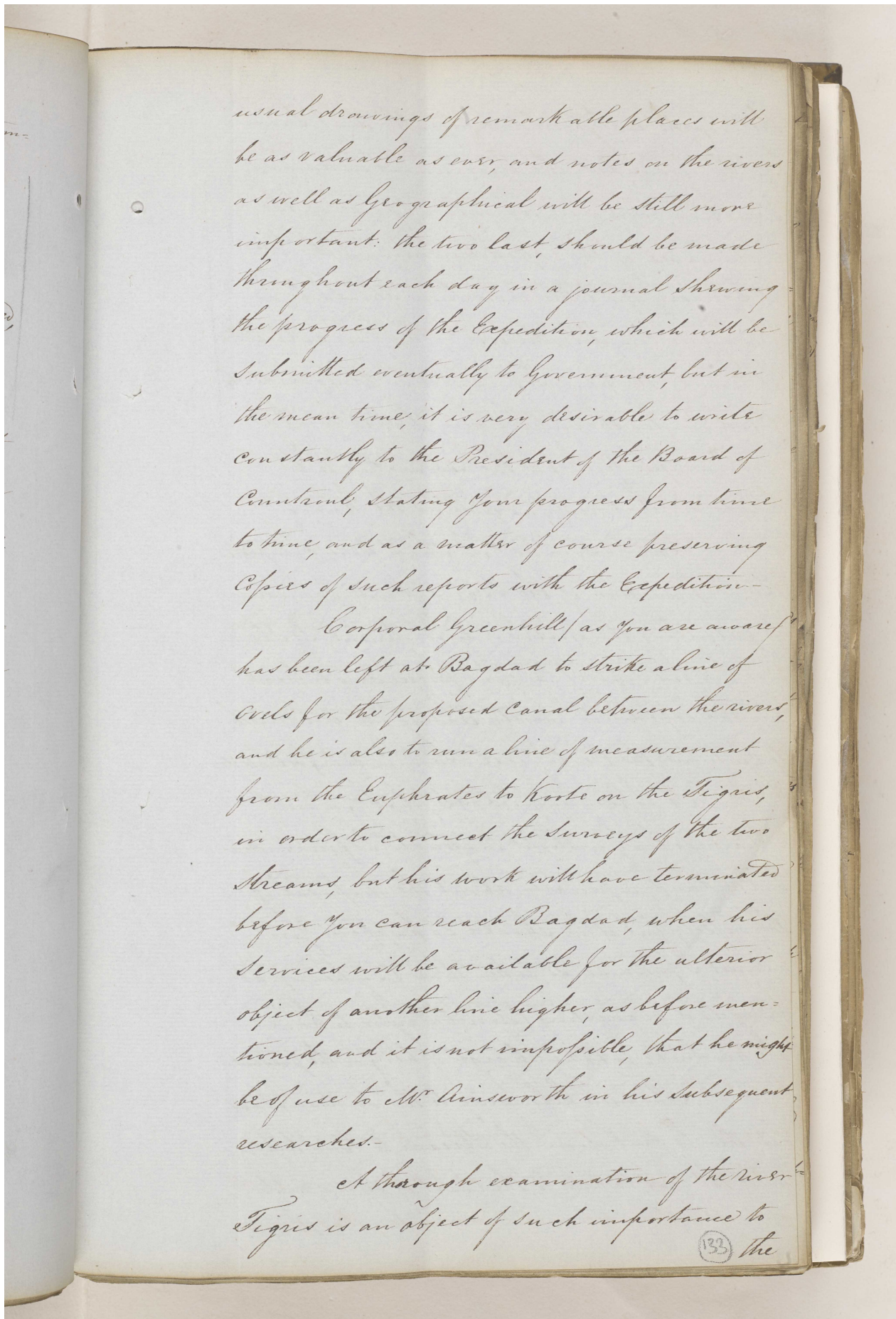
The crews lent by the Cruizers are to be considered as in our service up to the termination of the undertaking: for which I have already made the necessary arrangements, and Colonel Taylor can send them down the river, if the Vessel is to be left at Bagdad. They receive wages on the books of their former ships, and I propose to give our ordinary pay to every deserving man for the time he has been with us, and the amount of gratuity to the others will be settled (I expect) at Bombay immediately. (132)

immediately, also their passages to England,
for which, as regards the mediterranean steam-
ers I have written to England. -

The enclosed is the statement of the
several men's balances as already settled,
which will enable you to do all that is required,
if I am not back in time, I shall propose an
allowance to carry each Officer home by the
most economical route, leaving it to him to
choose another one, if so inclined, but a sum
cannot be fixed until we know from whence
he is to proceed. -

The Residents at Bushire and Bag-
dad have orders to provide funds which can
be covered either by my bills afterwards, or
by yours immediately on the President of
the Board of Comptrol, sending a letter of
advice in each case. My last bill was
No. 14 for £1,200 and cashed at the rate of
100 Constantinople piasters per £1 Sterling,
being what I have received hitherto. Yours
therefore will be No. 15 of Euphrates Bills. -

I need scarcely observe, that in addi-
tion to the maps to be laid down, and the
register of the Thermometre I have usually
taken it before sun rise, at 8 A. M., noon 4 P.M.,
and after sun set, and Barometer, that your
usual



usual drawings of remarkable places will be as valuable as ever, and notes on the rivers as well as Geographical will be still more important: the two last, should be made throughout each day in a journal showing the progress of the Expedition, which will be submitted eventually to Government, but in the mean time, it is very desirable to write constantly to the President of the Board of Commantr, stating your progress from time to time, and as a matter of course preserving Copies of such reports with the Expedition.

Corporal Greenhill, as you are aware, has been left at Bagdad to strike a line of levels for the proposed Canal between the rivers, and he is also to run a line of measurement from the Euphrates to Korte on the Tigris, in order to connect the Surveys of the two Streams, but his work will have terminated before you can reach Bagdad, when his services will be available for the ulterior object of another line higher, as before mentioned, and it is not impossible, that he might be of use to Mr. Ainsworth in his subsequent researches.

A thorough examination of the river Tigris is an object of such importance to

133 the

the Commercial world especially that I am quite persuaded the Government will readily sanction, and even warmly approve of the continuance of the expedition beyond the 31st of January, if a little more time should be necessary to complete the work, than we calculated at present, the period in question being evidently fixed under the impression, that it would give ample time for the researches to be made in that river, as well as the Karoon.

But as soon as you shall have completed the examination of the Tigris it will, I conceive, be fulfilling the wishes of Government / If I have not arrived before / by your proceeding to break up the expedition merely leaving Mr. Ainsworth to continue the Geological examination for Coal &c.

It is very improbable, that you will remain so long without instructions from India or England, especially about the disposal of the Vessel, but if it should so happen, you cannot, I presume do better than lay her up at Bagdad, requesting Colonel Taylor to have the kindness to take charge of her for the present.

The men belonging to the Indian Navy can then be sent down the Stream to Bushire, and the rest taken to the Coast of Syria, and
thence

thence to England by a packet, if there be
 one, subject to the orders, which will be issued
 by the admiralty for their conveyance to Fal-
 mouth, and thence to Woolwich by sea, the ^{best}
 opportunity, ^{finding the opportunity} by a packet, or man of war, passag-
 es are to be hired in some trading vessel at a
 very moderate rate, for it is expected by the
 Government, that the men should be sent home
 in the very cheapest manner that is practicable,
 but I hope to be able to make better arrangements
 on this subject in India, than those now proposed
 on the mere contingency of your not seeing me
 back, or receiving more specific instructions.

Having explained what seem to me
 the right course to pursue, after the completion
 of Survey, it only remains to provide for the cir-
 cumstance of not being able to ascend the Tigris.

If on account of the Engine or any
 untoward accident you are unable to ascend
 the river in question, it will then be right to
 resort to the painful course of terminating
 the enterprise after the Geographical exami-
 nation of Suddiana, which will, I trust, be ac-
 complished even if the repairs of the Engine
 is a complete failure.

In this view of the case, the Vessel can
 be laid up either at Bussora or Mohamrah,

(134)

in charge of an officer, and two or three seamen of the Indian Navy, until I arrive; or some person authorized by the Indian Government to complete the transfer.

The Vessel being laid up, and the rest of the seamen sent to their respective ships, the remainder of the Officers, and men should proceed on Camels to the Syrian Coast, as before directed, taking the route of Anna, in case that by a short delay there, they could be useful in the recovery of the Tigris, after which Damascus, and embarkation at Beirout would seem the best and cheapest route.

I think it is my duty to propose to the Government to give a gratuity to every deserving man in this service, similar to what has been done in other cases; but until the answer is received, this matter must remain in suspense, merely paying the wages, and amount of claims for losses in the Tigris, to those who were sufferers on that occasion.

The officer to be left at Bussora will receive at the earliest moment possible, either an allowance to carry him to England; or possibly a passage via Bombay and Suez may be at his option if preferred.

But

But I trust all this will be smoothed
by timely and specific orders, long before you
have completed the great work still before
the Expedition, and which I doubt not will be
accomplished not only within the time spe-
cified, but in the most brilliant and successful
manner that our Country can devise.

It is quite unnecessary for me to say
one word to you on the necessity of forbearance
in every case with the Arabs along the river.
We have only fired once, and that in self de-
fence, which I trust, will remain the solitary
exception of any thing unpleasant, as regards
the natives during our lengthened intercourse.

Believe I have touched upon every point
to which it is necessary to call your attention,
except the discharge of Native Seamen, Stockers,
&c. I think it quite desirable to give a mode-
rate present in money to each deserving man
in addition to his wages. I think too the Go-
vernment will readily sanction this step, which
is so likely to excite an interest in our favor
throughout Arabia; a thing the more import-
ant as there can be little doubt, that the
navigation of the Euphrates will be resumed
and firmly as well as successfully establish-

ed

(135)

'Euphrates Steam Expedition' [135v] (106/132)

Established.

Euphrates Steamer
Bussora 8th Nov^r 1835.
/Sig. of J. R. Chesney/
Coll: Commanding the Expedⁿ.

To, Captain Escount
13th of P. N. J.

/True Copy/

J. R. Chesney

Lieut. Coll:
Supt. Boat

Camp of
M. M. Kenzie

'Euphrates Steam Expedition' [136r] (107/132)



364

13

The Hugh Lindsay
has brought mails for Calcutta,
Madras, this presidency, and also
Ceylon up to the 7th July and Lon-
don papers as late as the 31st Au-
-gust.

Colonel Chesney it ap-
-pears expected Mr Fitz-James at
Bussora with the mail of 1st October
about the 23^d of last month, but as
the Hugh Lindsay was ordered to
return on the 18th, the Goste was dis-
-patched from Bushire that day
to await the coming mail at Moham-
-merah.

Captain Rowland remain-
-ed at Bushire until the latest
moment that was possible, with the
expectation of receiving some impor-
-tant Despatches then expected
from ^{Persia} every hour, but he finally
sailed without them at 9 1/2 P. M.

(51)

The 20th and reached Bassa-
dore at 7 1/2 P. M. + the 22nd,
where the Commodore had every
thing ready, and the coals being
taken in during that night and
the following day. The voyage was
resumed at 8 P. M. + the 23rd,
for Muscat where she touched for
one hour at 2 A. M. + the 26th and
finally reached this harbour in
Days Hours
10 13 from Bushire; of which she
was days hours
9 11 under Steam.

It appears that the
mails now brought to India, were
made up in London on the 7th July,
and that the Tartarus Steamer
left Falmouth on the night of the
9th and reached Scanderoon on the
evening of the 29th after touching
at Malta for Orders.

M^r. Harry detained
the mails at first for the expec-
ted arrival of Colonel Chesney at
Beles

Beles, and subsequently in the hope
of sending another mail (that of
August) with it, but none having
been brought by that month's Steam-
-er for India, the Consul dispatch-
-ed the Dromedaries from Alep-
-po on the 9th of September, but ow-
-ing to the loss of one or two Ani-
-mals on the road, the Arab messen-
-ger did not reach Graze until
about the 16th or 18th of October, and
5 days more having been consumed
by the Country boat in crossing to
Bushire, the mails only reached
the morning of the 24th and there
remained until taken on board the
Hugh Lindsay on the 20th of the
past month.

The Hugh Lindsay has
brought Colonel Chesney with Des-
-patches for Government and we
have just received the following
particulars regarding the motions
of

(138)

of the Expedition up to the 14th, when the Engine having been repaired by Mr. Harrison at the Forge of the Hugh Lindsay; The Euphrates proceeded to the Karoon in order to explore Lusiana, and the upper portions of the river Tigris, until the 31st of January when this interesting undertaking is to be broken up. —

On the 13th of September the Shannon delivered the 1st and long expected Mail at Mohammerah, and ascent of the Tigris having been decided upon for strong reasons, the Euphrates reached Bassora by sunset, and Korna the next day having lost their only Engines during the night. —

Colonel Chesney confidently expected to be back at Korna from Bagdad by the beginning of October at latest; but he was

was not only retarded by the want
of Fuel in going up, and by run-
ning aground for 3 days but also
when descending, by the unexpect-
ed and then unaccountable cir-
cumstances of the Coal boats
having been forced to return to
Korna; which obliged the Vessel
to halt 2 or 3 times to cut wood;
and instead of being at Korna
about the 3rd The Euphrates only
arrived there the afternoon of the
16th of October.

The Hugh Lindsay
was found in a state of prepara-
tion to resist the threatened attack
of the people of Korna, who were
said to be determined to destroy
her as well as the Euphrates, if she
dared to go any higher; and it was
avowed that the Coal boats had
been driven down the Tigris by
the People, who were evidently in a
state (3)

state of much excitement allege-
- them for some cause as yet unex-
- plained, and the more inexplica-
- ble as the Euphrates had not +
- met any thing but the most friend-
- ly disposition.

Under these circum-
- stances Colonel Chesney thought
- it best to act as if he had no ap-
- prehension whatever - and after
- some communication with the Town
- a letter was dispatched to the +
- Sheik of Montifick at Shug-y-^{Book}
- " " to say that the Steamer was
- proceeding up the river as a +
- friendly Factor Vessel carrying
- Letters; but at the same time
- quite ready to fight if the Arabs
- preferred being Enemies.

After some diffi-
- culty and delay, a pilot was ob-
- tained, and on the 20th the Euph-
- rates steamed up to the populous
- Town

Town of Shugg-Looh where she anchored surrounded by people in a state of much excitement, the women especially, but no opposition was experienced in filling up the coal, and next morning the vessel proceeded to the extensive mat village of Goot, where she anchored opposite the Sheikh's Tomb before the Letter reached him from Kornd.

The Sheikh had escaped into his harem on the first appearance of the vessel and there was some difficulty in communicating; but this being overcome, he was called upon to answer for the strange conduct of the people of Kornd towards the Hugh Lindsay, and also either to give or refuse his assistance to the steamer in her ascent; as well as to punish the Beni Hachem Tribe for firing on the vessel.

vessel; and the other Arabs for driving back the coal boats after their ascent up the Tigris. - After some suspense, and loss of the day, the Sheikh agreed to do all that was asked and one of his confidential people was ordered to go up in the vessel; to punish the Beni-Hachem and see that nothing else was wanting.

The Sheikh professed the greatest friendship towards the English; but he admitted that the people had been much exasperated by Mr. Samuel's return in the Hugh Lindsay, and his renewed attempts to distribute religious papers at Bassora; where this circumstance was dwelt upon as a proof that we were not only about to take their Country, but also to destroy their Religion; and added, that one of the Europeans had even advised

advised them to put in succession
3 chains across the river as the only
means of stopping the steamer.

On hearing these cir-
-cumstances they were reminded
that the Euphrates had never on
any occasion annoyed the people of
their religion; which was readily
admitted to be true; for they said
they know she was the Sultan's
vessel; but that the other one was
very different.

All things being thus
smoothed, the Euphrates proceeded
up the river on the 22nd & anchored
opposite the Beni Hachem Tribe
next day, who were under arms &
evidently for defence, as they en-
-treated the vessel to proceed on-
-wards which she did and enter-
-ed the Semlum marshes on the
25th, where about 80 trackers were
immediately assembled by the Sheikh
Man

man; but being unable to do much with so large a vessel; warping was resorted to, in order to prevent her falling against the banks at the short turnings where she steered badly; but on the 29th when about $\frac{1}{3}$ through the marshes, and nearly 300 miles from the sea, it was found that the Starboard Engine was disabled owing to the crosshead of the air-pump having given way.

The people instead of being at all hostile when the vessel was crippled brought sheep and other supplies every day. - and twice boats came from the town of Sim-lum with coals & wood, therefore one of those boats was hired to take Mr. Fitz-James with the mails to Killa; where he was desired to hire Dromedaries and proceed to Aleppo; the two passengers Messrs Stewart & Alexander turning off at Killa towards

towards Bagdad - It was expected that Mr. Fitz-James would reach Aleppo on the 12.th or 13.th of November, and as Mr. Werry would be prepared for his arrival by the Letters accompanying the previous mail which should have reached him on the 13.th October from Bagdad. There is little doubt that the Letters would be embarked on board the Tartarus by the 17.th or 18.th Novr. and if a mail had been brought for India by that vessel, it was to be brought down by the same Pro-medaries to Bassora, say by the 23.rd or 26.th or failing a mail, Mr. Werry was to write to the Agent at Bassora to say that it did not arrive, consequently, the Cruisers cannot experience any unnecessary delay.

On the 24.th October Letters and papers reached the Expedition then in the Marshes of Simlum from London (142)

London up to the 2^d of September;
and by Colonel Taylor's letter it ap-
-pears that the packets in question
reached Bagdad on the 13th. There-
-fore, if a mail for India had been
sent at the same time (up to Sept^r)
it would have reached Bussora in
10 days more at most, say by 23rd of
October. -

It appears that 3 differ-
-ent Steamers had been despatched
by Government to receive the mail
expected to be taken up the river
Euphrates in July. - one of them the
Spitfire reached Scanderoon in 25
days from England notwithstand-
-ing she touched at Gibraltar, Malta,
Alexandria - and Beyrout; the
other Tartarus reached Scanderoon
in a little more than 20 days, and
by Sir Thomas Briggs Letter to
Colonel Chesney, she was again
sent back to Scanderoon on the 19th of
September

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September, so that either that ves-
-sel or another would be there again
in time for Mr. Fitz-James's mail
about the 17th of last month. -

It appears that the Eu-
-phrates met sufficient water at the
lowest season of the year, and that
a shorter vessel can steam up at all
seasons in from 10 to 12 days time. -

True Copy

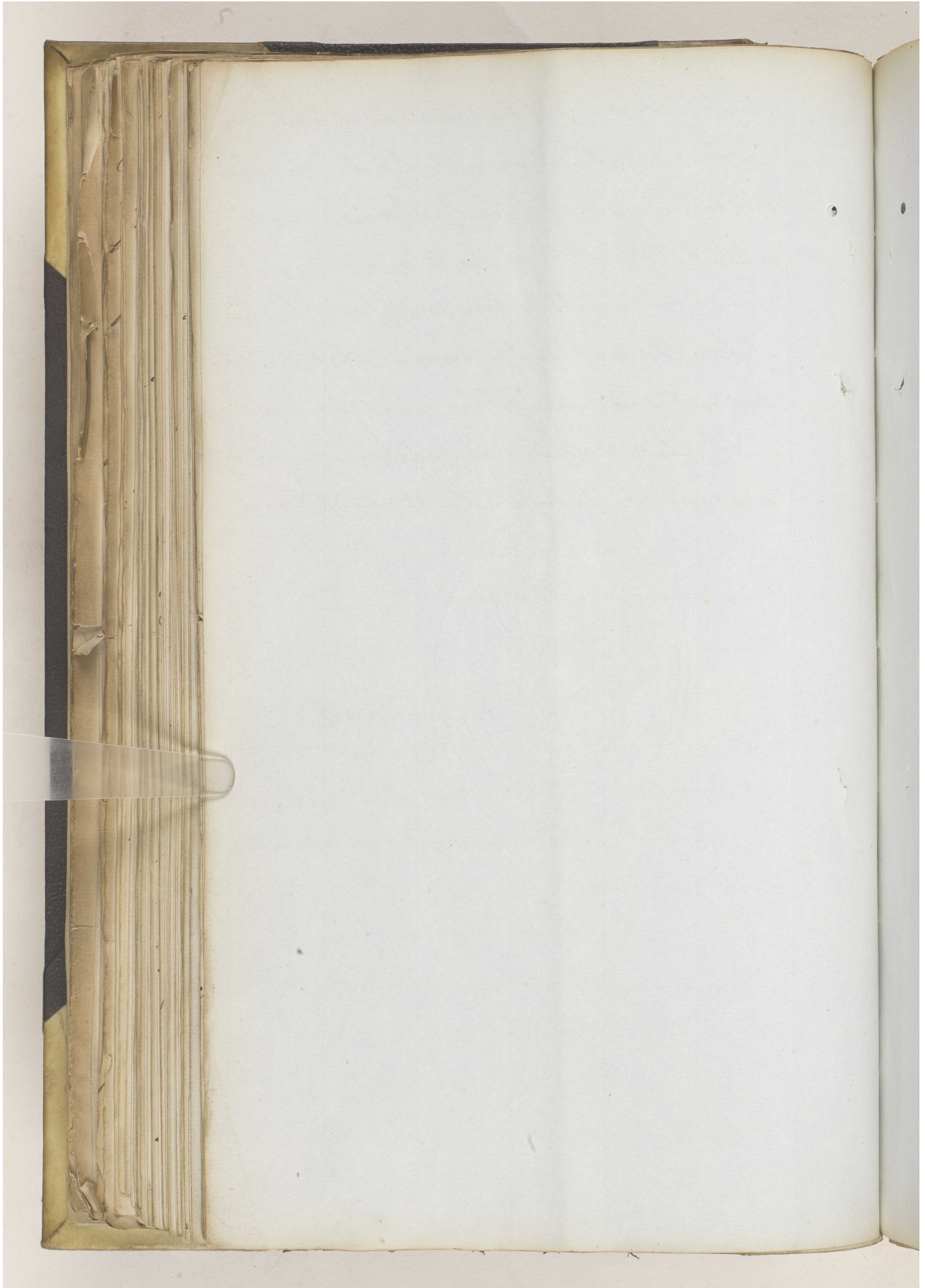
Edward

Lieutenant Colonel
Secretary to Government

*Confid
Genl. H. C. C. C.*

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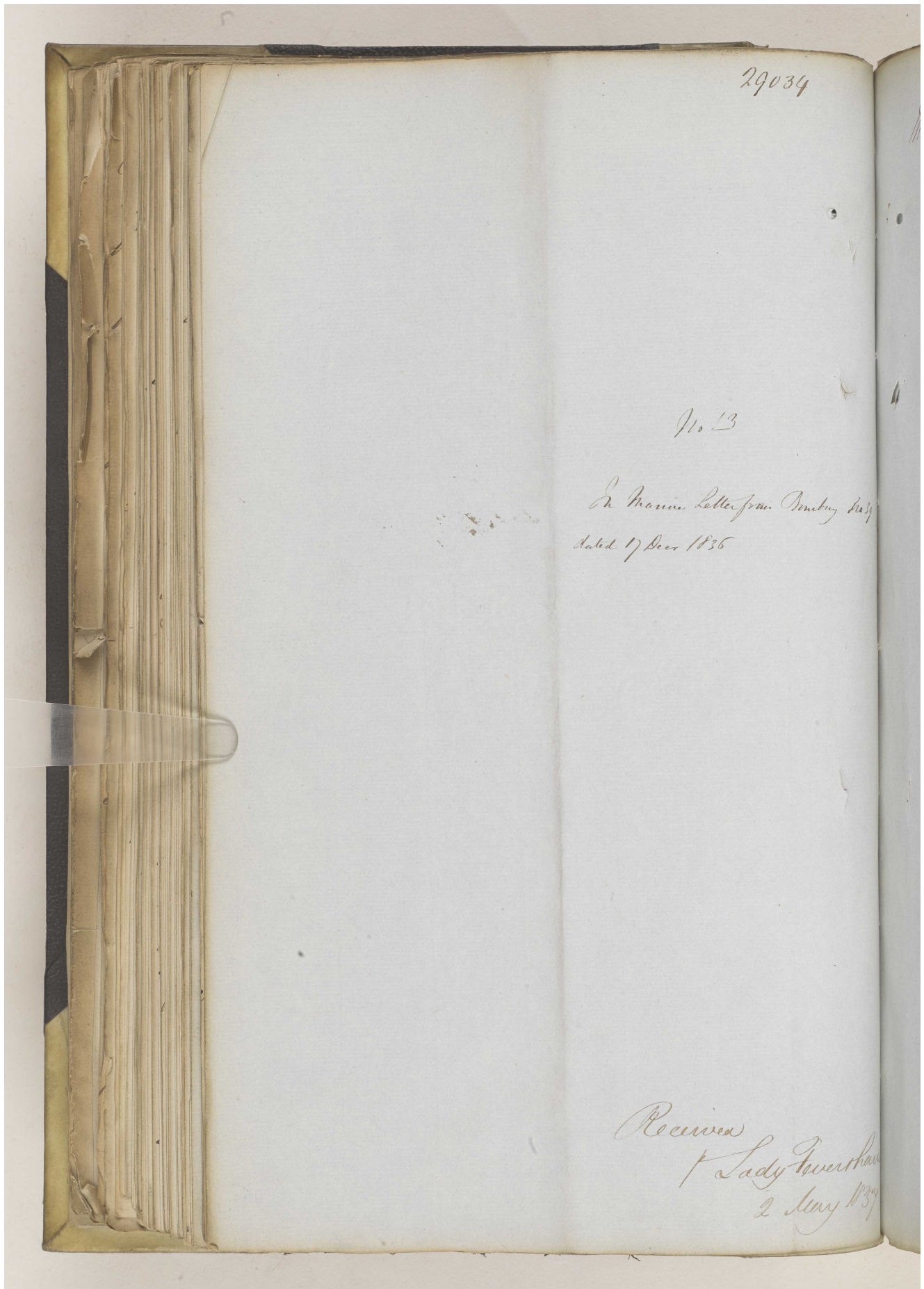
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034

Minute by the Right Honourable the Governor &
Subscribed to by the Commandeur in Chief
and the Honourable Mr. Stoviside.

1

All the particulars relating
to the Euphrates Expedition are so well known,
that I shall only have occasion to take a
slight notice of its progress, in order to bring
the subject finally to the notice of the Board.

Proceeding to

In consequence of a series of
questions, regarding the Red Sea and the
Euphrates, which were sent by Lord Aberdeen
to Egypt and Syria, Colonel Chesney
examined both lines, and printed his re-
ports in 1833.

Objections having been
raised to the Euphrates, in consequence of
the supposed difficulties of navigating
the river, and the dread of hostility
from the Arab Tribes, the Question was re-
ferred to a select Committee of the House
of Commons, who came to a unanimous
vote that that line should be tried.

It was intended to make a
general report on the expediency of open-
ing both routes at the same time, but
the

Proceeding to
Henry

(145)

the change of Ministry and the dissolution of Parliament, brought the labors of the Committee to a sudden close.

5 When Colonel Chesney reached the Pasha he found that the Pasha of Egypt, who had promised every assistance to the expedition, had become decidedly hostile to it, and eleven months were lost in vain efforts to overcome his open or secret opposition.

6 At length however the decision of the British Ambassador at Constantinople, and the energy of Colonel Chesney and his gallant companions, got both the Steamers floated on the Euphrates. The Arabs proved friendly, fuel was found in abundance, and 504 Miles had been traversed without difficulty, when a American, unexampled in violence, in Mexican Annals, destroyed the smaller Steamer in a few minutes and cost the lives of some most valuable Officers and Seamen.

7 For more than a fortnight when the engine of the Euphrates Steamer was lately disabled the Expedition remained in a crippled state near Sumbur, exposed to the attacks of the Arabs, who instead of taking advantage of the situation supplied fuel, and provisions in abundance, transmitted Mails, and Money in all security, and offered to place themselves under Colonel Chesney's protection.

8 The Euphrates Steamer continued on to Bassora and subsequently descended the Tigris to Bagdad, and returned up the Euphrates for 300 Miles, during the lowest season of the River. her length, and draft of water were too great to pass the Sumbur Marshes, but Colonel Chesney and all the officers of his Expedition state in the Reports which are before Government. that a short vessel of less draft could pass them without difficulty, and navigate the Euphrates throughout its whole course during every season of the year.

9 (146)

9 Coal, Bitumen, Charcoal,
and Wood are found in abundance
along the river, and Depôts have been
formed every 40 Miles between Beles
and Bassora.

10 The Arabs have shown
themselves anxious to Supply the ex-
pedition with Provisions, and Fuel, in
exchange for Common Manchester
goods; and Colonel Chesney reports
that the whole expense, since the
Steamers were floated in March has
not exceeded £3000.

11 Colonel Chesney now pro-
poses that two small iron Steamers
which he says could be built on the
plan submitted to the Board for £7000.
and Maintained at an Annual Cost of
£5000 should ascend and descend the
River together; and as England has sur-
moued this great undertaking with
the Eyes of other powers upon her - as
the difficulties were infinitely fewer than

W. L. C.

were anticipated, and as the unfortunate
result has been caused by a calamity
to which all Risers and Seas are liable,
I do hope the attempt will not be aban-
doned.

12 The Political Advantages
of having Steamers on the Euphrates - even
though they were not used for Packets -
is too Manifest to be dwelt upon; and it
would be unwise policy to forego the pri-
vilege of Navigating that River, which
the Sultan's Successor has conferred upon
us. but there is another reason for keep-
ing open the Euphrates line which I
have alluded to in my Minute on the
Steam Fund Question, and which I think
worthy of much Consideration. The People
seldom travel in Egypt and in the Coun-
tries through which the Euphrates flows,
having the same route. Were we to depend
entirely on either Route, our Communi-
cation would certainly be in some seasons
cut off - but, by opening both, we guard
as far as human foresight can do us

against
(147)

against such a danger.

13 Therefore repeat, and I trust the Board will support me, that I would strongly recommend to the Supreme Government and to the same Authorities the continuance of Colonel Chesney's plan to navigate the Euphrates by Steam Vessels; for the advantage is at least certain, that when the Red Sea cannot be approached during the S.W. Monsoon a Passage may be made to the Persian Gulph without difficulty.

14 This Minute and Copies of Colonel Chesney's Despatches should be forwarded to the Supreme Government, and to the Court of Directors, and orders be sent by the Chieftain to the Officers in Command of the Expedition directing him to continue the Surveys on which he is engaged, and more particularly the search for Coal on the Tigris as well as the Euphrates until a reply shall be received from
The

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77

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The Governor General in Council
15th December 1836. Signed / R. Grant.
J. H.
E. J.

Minute by the Hon^{ble} Mr. Farish

I consider it to be the
bounden duty of this Government on con-
sideration of all the circumstances con-
nected with the Expedition, and of the
instructions of 1st July from the Secret
Committee of the Hon^{ble} Court, to keep
up the communication by the Euphrates
and cordially concur in the measures
now proposed.

16th December 1836. Signed / S. F.

/ True copy /

[Signature]

Smith Coll.

Secy to Govt

[Faint handwritten notes]

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