

THE BRITISH IN THE MIDDLE EAST



Sarah Searight

Part Two





12. Monument to Lieutenant Waghorn, pioneer of the Overland Route, at Suez. From *The Illustrated London News*, c. 1870

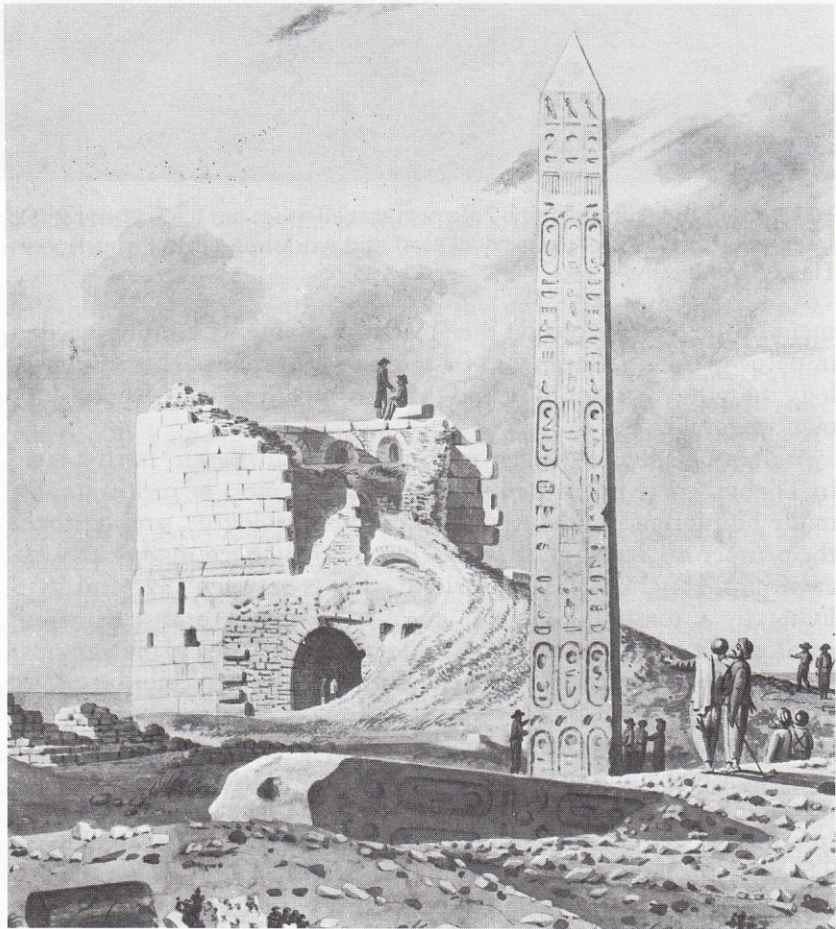
Bushire and thence to Bombay, calling off the expedition for lack of funds.

In the eyes of the expedition the feasibility of the route had been proved, but to a parsimonious government and the East India Company the expense was not justified by the returns. Waghorn and his colleagues had been working hard on the Red Sea route, where the field of political danger was far smaller than the Euphrates route, an area of virtual anarchy, where strategic alliances were of little value. The scientific value of the expedition was immense but it had only momentarily distracted attention from the Red Sea.

However, the demand for some form of efficient river transport in Mesopotamia was evident, where travel by land was impractical because of the terrain and the hostility of local tribes. The exploration of the lower Tigris and Euphrates was developed by Henry Lynch, Chesney's second-in-command (his brother had been drowned aboard the *Tigris*). Lynch remained in Iraq after the expedition had been disbanded, navigating the Tigris in the old



8. The tenth-century aqueduct in Cairo (into which Nile water was raised by oxen via the seventy-foot tower in the distance). From Hay's *Illustrations of Cairo*



9. Cleopatra's Needle. Under an agreement made in 1801 the half-buried obelisk lying on its side was taken to London in 1878 where it stands upon the Embankment. The upright one, supposedly in poorer condition, was acquired by William H. Vanderbilt and re-erected for \$75,000 in Central Park, New York. Watercolour by Dominique Vivant Denon

