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waiting, and of impending ruin, may prove to be the commencement of a period of truer service and warmer zeal, of greater prosperity and wider influence, on the part of the Syrian Church, than she has ever yet known.

R. E. JOHNSTON.

ART. II.—THE PIONEER OF THE OVERLAND ROUTE.

THE movement for the erection of a national monument to Thomas Waghorn, Lieutenant R.N., has now assumed a definite shape. Set on foot by the Court Leet of Chatham, some months ago, it has very properly been made national. It is not only Chatham, his birthplace, but England, Europe, and the civilised kingdoms of the Eastern and the Western worlds that owe a debt of gratitude to the Pioneer of the Overland Route. M. de Lesseps has again and again acknowledged his indebtedness to Waghorn for the idea which resulted in the Suez Canal; and that one of our own countrymen should have discovered more than fifty years ago the importance of our possessing this speedier means of communication with India, instead of the long and tedious voyage round the Cape of Good Hope, is certainly a satisfactory fact; but it is by no means so satisfactory that there should have been so little national notice taken of it, until this indefatigable traveller has been thirty-four years in the grave. It is impossible to plead in satisfaction the Civil List Pension of £200 per annum, which was granted to him so grudgingly and tardily that he only lived to receive one quarter's payment. His widow, too, was allowed (since his pension died with him), in consideration of her husband's "eminent services," the annual bounty of £25, which was afterwards raised, in consequence of a public outcry, and because of her "extreme destitution," by another of £15; and the India House also gave her a pension of £50 per annum. True, his other relatives subsequently received pittances such as those which the bounty of the nation bestows in return for heroism and distinction, and which, by a curious rule of contrarieties, seem to vary inversely with the service rendered. Thus, upon his widow's death in 1856, his aged mother received a pension of £50, and this was upon her death increased to £75, which was divided amongst his three sisters. But that Thomas Waghorn, who saved both the national exchequer and the commercial communities of England millions, by opening up a new line of communication with the East, and many of

those dependent upon him, should have died in penury, is one of those hard facts of history which are at once very unpalatable and very true. It seems, however, that we are at last about to erect a national monument to him as one of the greatest explorers of the nineteenth century, while part of the fund that is being raised is to be devoted to the comforts of his surviving relations. Two of his sisters are still alive and in receipt of the munificent pension of £25 per annum apiece, and this has just been supplemented by the Government of Victoria by another grant of £52 a year each; and it would in many ways be satisfactory if the fund which is now being raised were devoted to their comfort, as a primary instead of a secondary object. It is only when we have wiped out this national reproach that we can fittingly honour the dead. At the same time it must be remembered that posthumous fame possesses a great charm for humanity; and if we look through the long line of heroes and scholars whose memories we now so dearly cherish, it is strange how few of them reaped the reward of their labours, and how many of them must have worked with the full knowledge that not till death would their worth be recognised.

Thomas Waghorn was born at Chatham early in 1800. Of his parents we know very little. His father was, however, a respectable tradesman, and held large contracts for the supply of the navy with meat, and though by no means a rich man, left a small fortune behind him. Thomas soon showed his capabilities. When twelve years old he entered the Royal Navy as a midshipman, and that "the boy is the father of the man," at any rate proved true in this instance, for before he was seventeen he passed in "navigation," both theoretical and practical, for lieutenant—being the youngest midshipman that had ever done so. But although this made him eligible to be gazetted lieutenant, many years were destined to elapse before he was raised to that rank, for at the end of the same year 1817, he was paid off. Shortly, if not immediately, after this he went to Calcutta as third mate of a trading vessel. India with its boundless wealth and immense capabilities seems to have had from the first the greatest fascination for him, for upon his return to England in 1819 he employed all the influence that he could command in procuring an appointment in the service of the East India Company, and was eventually successful in obtaining a berth in the Bengal Marine (Pilot Service) of India. This sphere satisfied him for some years, and the knowledge he acquired afterwards proved of immense service to him and his country. At the outbreak of the first Burmese war in 1824, at the request of the Bengal Government, he volunteered for active service, and received the command of

the East India Company's cutter *Matchless* and a division of gunboats. During the next two years he had plenty of fighting upon land and sea, and went through those terrible hardships off the pestilential coasts of Arracan which have for ever rendered that campaign, in spite of its successful issue in the Treaty of Yandaboo, mournfully memorable. More than three quarters of the force engaged fell victims to the "Arracan fever," many thousands of soldiers and sailors dying of that pestilence. Upon Waghorn's return to Calcutta after the conclusion of the war in 1827, with a constitution greatly undermined by fatigue and sickness, he received the thanks of the authorities. He had been through five engagements, and had been once badly wounded.

He now entered upon the labour of his life. Already he had discovered the vital importance of steam communication between our Eastern possessions and England, and at first he received some encouragement. Lord Combermere, then Vice-President in Council, gave him letters to the Directors of the East India Company in London, vouching for him "as a fit and proper person to open steam navigation with India, *viâ* the Cape of Good Hope." On his homeward voyage, Waghorn publicly advocated his views at Madras, the Mauritius, the Cape, and St. Helena, and on his arrival in England he lectured on the subject in London, Liverpool, Manchester, Glasgow, and Birmingham, but made little way, because the Post Office and the East India Directors were opposed to ocean steam navigation. Waghorn expressed his views and put forth his qualifications for the enterprise in a pamphlet[1] which he addressed to the Court of Directors of the East India Company, and which was published in 1829.

In the preface to this *brochure* he says:

It is not a pleasant thing for a man to speak of himself and his own qualifications; I shall therefore gladly leave this part of my subject to such testimonials of others as I have the comfort to possess, and which will be found in the following pages.

Of myself, however, I trust I may be excused when I say, the highest object of my ambition has ever been an extensive usefulness; and my line of life—my turn of mind—my disposition long impelled me to give all my leisure and all my opportunities of observation to the introduction of steam-vessels between port and port in India, and to the consideration of the practicability of permanently establishing these as the means of communication between that territory and England, including all the colonies on the route. The vast importance of two or three months' earlier information to the Honourable Company, whether relative to a war or a peace, to abundant or to short crops, to the sickness or convalescence of a dis-

[1] "Steam Navigation to India by the Cape of Good Hope. Mr. Waghorn's (of the Bengal Pilot Service) Documents and Papers relative to Steam Communication with India by the Cape of Good Hope." London, 1829.

trict, and ofttimes of an individual; the advantages to the merchant, by enabling him to regulate his supplies and orders according to circumstances and to demands; the anxieties of thousands of my countrymen in India for accounts and *further* accounts of their parents, children, and friends at home; the corresponding anxieties of those relations and friends in this country; in a word, the speediest possible means of transit of letters to the tens of thousands who at all times in solitude await them, was a service to my mind, and it shall not be my fault if I do not, and for ever, establish it.

Then follow a series of certificates and testimonials couched in very flattering terms, a letter addressed by Waghorn to the subscribers of the Steam Navigation Fund at Calcutta, and reports of the meetings held at Madras and the Cape in furtherance of his project.

But although the Directors of the East India Company, with the exception of Mr. Loch, then Chairman, remained obdurate, in October, 1829, Waghorn received the encouragement of a special mission. Lord Ellenborough, the President of the India Board, commissioned him to go to India, through Egypt, with important despatches for Sir John Malcolm, Governor of Bombay, and charged with the supplementary duty of observing and reporting upon the practicability of the Red Sea navigation for the Overland Route. The journey was a most eventful one, and fortunately there is a record of it in Waghorn's own words.[1]

He left London on the evening of the 28th of October, 1829, or only four days after receiving his instructions, on the Eagle stage-coach, from the Spread Eagle in Gracechurch Street. Of foreign languages he now knew little, except Hindustani, which he found of some use to him on his arrival at the towns and cities bordering on the Red Sea, and this fact rendered his exploits all the more remarkable. His journey to Trieste was performed with unequalled speed, viz. in nine days, and the Foreign Office ordered an inquiry to be made into its stages. Further, he travelled *vid* the Mount Cenis Road, because the road to Geneva, over the Simplon, was at this time much impeded by falling avalanches and broken bridges; while on arriving at Padua he found that he could not cross from Venice to Trieste by the steamer plying between them, in consequence of her being laid up for the repair of her machinery, and he then had to continue posting by the circuitous land-route of Codripo. These two circumstances lengthened the journey to Trieste by about 130 miles. After staying for three hours at Trieste he posted on to Pesano, through Capo D'Istria, and

[1] "Particulars of an Overland Journey from London to Bombay, by way of the Continent, Egypt, and the Red Sea. By Thomas Waghorn, of the Hon. East India Company's Pilot Service on the Bengal Establishment." London, 1831.

took a passage for Alexandria on a Spanish merchantman, which sailed in forty-eight hours after he boarded her. He arrived at Alexandria on the twenty-sixth day, but found, to his disappointment, on reaching Rosetta, where the agent of the East India Company lived, that nothing had been heard of the steamboat which was to meet him at Suez. In less than two days he set out for Cairo by way of the Nile, and in accordance with his instructions was careful to attend personally to the navigation of the Nile. The boat grounding on a shoal near Shallakan, he proceeded to Cairo by land. Here such an event as the arrival of an English courier bound for India created no little sensation. On the 5th of December he left Cairo on a camel for Suez, and on the journey took careful notes of the character and topography of the desert, which afterwards stood him in good stead. But the most adventurous part of his journey had yet to commence. Finding that the s.s. *Enterprise*, which had been commissioned to meet him at Suez, had not arrived, and, as the bearer of important Government despatches, feeling himself obliged to proceed at all hazards, he set out in an open boat to meet her. He gives the dimensions of this crazy craft as being forty feet in length, by eight in breadth. She carried one mast, and a crew of seven men. In this little vessel, without chart or compass, but steering by the sun by day and by the north star at night, he performed the voyage to Cossire, where he waited a week for the *Enterprise*, and then again set sail for Juddah. Here he fell in with one of the Company's cruisers, the *Benares*, and learnt that the steamer was not coming at all. This disappointment, coupled with his fatigue, brought on a serious illness, which delayed him here some weeks. When sufficiently recovered he took passage for Mocha in a native trading-vessel, but soon afterwards he found a Company's brig waiting to take him on to Bombay, where he arrived on the 21st of March, or four months and twenty-one days after leaving London, including all stoppages and detentions, which amounted, according to his estimate, to forty-two days.

But it was the result of this memorable journey, rather than the journey itself, that was destined to effect so much for mankind. Waghorn had now established the practicability of the Overland Route, and with characteristic promptitude he proceeded to follow up his advantage, reporting at length on the details of his scheme. With respect to the steamboat establishment, he named Ancona on the Adriatic as the best station. "All steamers which could carry fifteen days' coal would," he said, "be able to make Alexandria, a distance of 1,150 miles, in any state of wind and weather." He proposed that "the Ionian mails and those for Malta should be dropped at

Corfu, whence a branch steamer could ply to Malta. Thus Waghorn argued that a courier could reach Ancona from London in nine days, and would get to Alexandria from Ancona on the average in seven days; while the journey from Alexandria to Suez would take five days, and that from Suez to Bombay twenty-three days, or forty-six days from London to Bombay."

Armed with these facts and figures Waghorn returned to England, expecting to be received with open arms, especially at the India House; but his hopes were soon dashed to the ground, for he was curtly informed "that the East India Company required no steam to the East at all." He replied, "that feeling in India was most ardent for it; that large meetings held at Bombay, Madras, and Calcutta had declared enthusiastically for it; and that the Governor-General, Lord William Bentinck, was strongly in favour of the project." But in answer to all these protestations he was bluntly told to return to the Pilot Service or accept his dismissal; whereupon he at once sent in his resignation, and vowed that he would establish the Overland Route in spite of the India House. This action, of course, explains to some extent the harshness with which he was subsequently treated.

With characteristic energy he proceeded to Egypt, in order to put his plans into execution; but this time he not only had no official recommendation, but had "a sort of official stigma on his sanity." The Government nautical authorities, as he tells us, reported that the Red Sea was not navigable; and the East India Company's officers declared, that if it were navigable "the north-westers, peculiar to those latitudes, and the south-west monsoons, would swallow all steamers up! And, as if there were not enough to crush me," continues Waghorn, "in the eyes of foreigners and my own countrymen, documents were actually laid before Parliament showing that coals had cost the East India Company £20 per ton at Suez, and had taken *fifteen months* to get there."

Still, in spite of this overwhelming and incredible opposition, Waghorn succeeded in inducing Mehemet Ali to believe in and to help him. He began his new investigations by pointing out to the East India Company, that by taking coals to Alexandria, and thence up the Nile, and across the desert on camels, they could be got to Suez for less than £5 per ton, a hint of which the East India Company were not slow to avail themselves.[1]

[1] By 1846, when Lieutenant Waghorn was in a state of great destitution, the East India Company had saved more than three-quarters of a million sterling in this way alone.

With the scanty encouragement of permission from Mehemet Ali to open up the route, and the co-operation of the Bombay Steam Navigation Company, he was successful. He ultimately built eight halting-places in the desert between Cairo and Suez, and three comfortable hotels. He created a revolution in desert-travelling by establishing a service of English carriages, horses and vans, instead of camels; and by placing at first fast sailing-boats, and afterwards small English steamers, on the Nile and the Alexandria Canal. From 1831 to 1834 he worked the Overland mails to and from India, and in February of the latter year he carried through the mails from Bombay to London in forty-seven days, and that without using steam between Alexandria and London. In 1837 he opened an Overland Registry Office, and the occasion was signalized by the presentation of a handsome testimonial to him by the East India and China Association, and many houses connected with the commerce of the East.

Waghorn was peculiarly, if naturally, attached to Mehemet Ali, and was deeply interested in arguing that it was our interest and duty, as a nation, to aid in the civilization of Egypt, rather than by adhering to a line of policy which, while encouraging the extortionate demands of Turkey, tended to paralyze the efforts of Egypt towards the attainment of political freedom. Thus he says in one of his pamphlets:

"Eight years ago I felt convinced that that country (Egypt) ought to be the true road to India, and I maintained my principle in three quarters of the globe. I have travelled since then some hundreds of thousands of miles to disseminate my opinions, and I will never content myself till I find it the high-road to India. I am firmly convinced that Egypt is regenerating herself, and will resume her former station amongst the nations of the earth, and become as fruitful as she was in the time of the Pharaohs, and that, too, in ten years after English interests are fairly introduced."

Just now these views possess an adventitious interest.

But although he had originated and organized a route which was already revolutionizing the relations between the Western and the Eastern worlds, he was not destined to reap the fruit of his labours. Late in 1837 the Government took the whole mail system into their own hands, to the serious pecuniary loss of him who founded it. With the greatest courage he, as the head of "Waghorn and Co.," turned his attention to the conveyance of passengers and parcels. But the energy and enterprise of the man have never been rivalled, and seldom equalled. A couple of instances must suffice. On one occasion a steamer arrived at Suez with a broken piston, and would, in the ordinary course of things, have had to wait there until a piston arrived from England; but Waghorn immediately took measures to have one cast at Cairo—the first time that anything of the

kind had been attempted in the country—and the steamer was soon on her return voyage. Again, when the news of the capture of Ghuznee by Lord Keane arrived at Alexandria, there was no steamer to forward it, to the no small disappointment of the English residents there. Waghorn, however, who had the greatest influence with Mehemet Ali, and had access to him at all hours, procured the loan of his Highness's steamer, of which he took the command and piloted her to Malta. In 1842 he was made a Lieutenant R.N., and placed on the half-pay list. A pitiful distinction for such services as his! Other plans now engaged his attention. Thus he wrote an important letter to Mr. Gladstone respecting steam communication with Australia. He also explored a route through the Papal States *viâ* Ancona, and another by way of Genoa. In the winter of 1846-47 he was occupied by making experiments on the Trieste Route, and in six successive months, in spite of unparalleled and wholly unforeseen difficulties, he eclipsed, in five trials out of six, the long-organized arrangements of the French authorities on the Marseilles route, specially stimulated to all possible exertion, and supplied with unlimited means by M. Guizot. Here he was backed up partly by the Government, and partly by individuals who encouraged him to make the experiments, promising to indemnify him, but who afterwards disowned the contract, and sowed the seeds of his financial ruin by leaving him in debt to the tune of £2,000.

His experiments resulted in proving that all these routes were practicable should they ever be required; and the saving of thirteen days *viâ* Trieste over the old route *viâ* Marseilles, conclusively proved its superiority. But all his resources had been expended in these experiments and investigations, which he had carried out practically single-handed, and he now found himself overwhelmed with a load of debt. "Waghorn and Co." could not meet their liabilities, and the offices in Cornhill were closed. A parliamentary grant of £1,500, and a further gratuity of £200, were now given him by Lord John Russell. In this year, too (1846), a testimonial amounting to £3,000 was subscribed for him, the *Times* giving £200, while most of the other leading journals contributed handsomely. But all these sums were swallowed up by his debts.

He asked very pitifully for the payment in full of his debts, nearly all of which had been incurred in the public service. Ultimately, in consequence of various memorials and petitions, the India House awarded him a pension of £200 per annum, and the Government did the same; but they declined to pay his debts, and said that if he had made a bad bargain he must keep to it. He memorialized both his patrons. Such names as Lord Palmerston, Aberdeen, Ellenborough, Harrowby, Com-

bermere, Ripon, Sir John Hobhouse, Sir Robert Gordon, and Mr. Joseph Hume, testified to his deserving, but nothing more was done for him. The Government and the India House were as deaf now to his necessities as they had formerly been to his proposals and projects. The voice of the country now condemns unreservedly such national niggardliness, but it served its turn. With a constitution undermined by his constant and heroic exertions, with a heart broken by the wreck of his dearest hopes, and under the shadow of the awful fear which weighed him down, that "to the records and roll of the Insolvent Court would be added the story and name of the Pioneer of the Overland Route," he succumbed to circumstances, and died at Golden Square, Pentonville, early in January, 1850. He had then been in the receipt of his India House pension for about eighteen months; but of the Civil List pension he had only received one quarterly payment. We have already pointed out how his relatives have been treated by the country. Further comment is needless! But we must add, that it is doubtful whether figures could express the pecuniary gain to this country by means of the Overland Route. We have said enough to show why we should honour the memory of the great explorer, whose statue stands on Waghorn's Quay at Suez—a speaking monument of his services to civilization and commerce. And when we read the story of his life we are reminded once more of the well-worn, but immortal, words of the saddest of elegies:

> Can storied urn or animated bust,
> Back to its mansion call the fleeting breath?
> Can honour's voice provoke the silent dust,
> Or flattery soothe the dull cold ear of death?

W. Morris Colles.

Art. III.—THOUGHTS ON LITTLE THINGS.

Part II.

THE subject of little things connected with the musical part of our service proved so fruitful in suggestions, that it occupied our space entirely in a former paper. Let us pass on now to consider other matters connected with the worship of God in our churches, of equal, if not of greater, importance.

To begin with these services themselves. I think I am right in saying that it is now very generally admitted that our morning service, when conducted in the old-fashioned method, and