

## Letter to John Washington, 4 February 1860

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[0001]

Tette, 4 Feb<sup>y</sup> 1860

Private

My Dear Captain Washington

I have resolved to allow M<sup>r</sup> to go home. This vessel is done, and should be on the way she will have her own. Rae will be able to do us more by going home than by stopping, if allowed to carry out my views what ought to be done in this country more trustworthy person could not found to give effect to our arrange-. He returns therefore on duty & come straight to you in London. conversation with him will give you clearer idea of our prospects than amount of letter writing. You to him at Liverpool and he has ever since that he did not know or he would have let you know shabbily we were being served. He collections of plants in charge for and two live Lepidosirens for

Professor Owen.

As I mentioned before a small capable of being unscrewed at the of the cataracts and carried to the part above, seems necessary

[0002] give us a proper footing in the slave of Nyassa. Once there I have doubt but we should soon eradicate slave trade over a large district. D<sup>r</sup> M<sup>r</sup> C. Livingstone & Rae have but opinion on this point. Personally, am glad that the capabilities of the region have opened do not rest on my alone. And if I am rightly informed

Burton and Speke confirm my views is indispensable that we be entirely of the Portuguese. Their stations not colonies but small penal settlements women are sent out, and the moral is awful. I question if there are upright men in the country, and there not a man woman nor child in it, the venereal either hereditary or. Hence the necessity of one capable of navigating the lower

Zambesi and the Cape while another remains the lakes. Bedingfeld inflicted no end of on the Expedition in rejecting the, but what could a landsman like me but acquiesce. It would have suited us but he certainly could not have her out.

We think that the proposed vessel should unscrewed into pieces of 500lbs each - that should have an engine of at least 40 horse power

[0003]

- draw not more than 30 inches yet out herself. M<sup>r</sup> Rae has knowlege vessels which his employers sent out Australia of that draught. He is highly by the Mess<sup>rs</sup> Tod & Macgregor Glasgow and his status is much than what he occupies here. ought to have a condensing engine a screw, and a strong substantial. Two scotch carts and a couple mules from the Cape would us to place her on Nyassa three months from her arrival. If we have half a dozen sappers and so much the better. I have the proposition to Lord John. If he declines it, then I shall get it from my own funds. My are provided for, so far as is concerned, and I do not a more noble object in to employ some of the money by the book than this. If Govern-saw the thing in the light I do difficulty would be made - but not I think it clear that the plan to be proceeded with and M<sup>r</sup> Rae instructed to that effect. I wish

[0004] to examine him freely about everything is cautious in his statements and word

may be depended on. He will a model of the kind of vessel we and submit it to you. His superintendence ensure everything being done in a manner, but you are required to employ him unless course should commend itself to own judgement. If kept on I suppose salary would require to be equal to P & O Company's

We lost a mail bag on the bar off

Kongone and are quite in the dark about you are or have been doing - not word from you though I am sure you written. The passage in has a in it. It lies to the left or West the island in the mouth of the harbour is quite safe for 2/3<sup>ds</sup> of each month least. We got Captain Berkeley to put another beacon and when the two are line you have the passage or deep channel. Fortunately no lives were lost if any one will go well to the West the island he cannot miss the channel will lose nothing. The mail was lost

on shoal 1. Bedingfeld lost the launch shoal 2. in the accom-rude sketch - + is a which leads

into the

Luabo near the sea.

[0005] came to my knowledge in Nov<sup>r</sup> last, that

Captain Gordon of H. M. S. Hermes had written letter to C<sup>r</sup> Bedingfeld impugning my . I happened to be writing to Captain at the time, and added the following which I think you ought to see.

P.S. 3 Nov. 1859. I was actually engaged in the foregoing sheet when a mail arrived your "copy of a letter to C<sup>r</sup> Bedingfeld" object in writing was chiefly to shew I gratefully remembered your services with us as after our separation; as after conduct does not blot out pleasant recollection of your really good will to the Expedition, I still to send it, and to say that nothing delight me more than rendering service to you or yours in return.

A few points seemed to have escaped memory and as they might have your judgement in penning letter they may without offence recalled. "The practicable passage", instance, was not "discovered by the " but by M<sup>r</sup> Skead in your own . Having been absent with him that service, our grounding ~~with him~~ the night prevented my being on the when the Launch came round from Luave - but I was informed in the of a witness by one who ought

[0006] have known, that the fault was his own mistaking the proper passage across the , and sending Bedingfeld where in of signals made by Mr C. Livingstone the beach he went broadside on to the . (this was Captain Gordon himself)

You assert that C<sup>r</sup> Bedingfeld's proper was the steam Launch; you did not that she was not a man of war possibly did not know that the pointed of H. M. Government which read to him in the presence of the whole ; and also furnished him with copy thereof under my own hand, him the place of sounding the in the whalers made expressly for service. Such instructions are paramount as the same authority declared that naval officer would be allowed to with Cap<sup>n</sup> Duncan in his manage-of the Pearl, your next allegation equally injudicious

You have omitted altogether the of Bedingfeld's resignation, and it on to a matter which had no with it. You may have been of the restrictions under which he was placed he was not. Had you been charged to C.<sup>n</sup> Duncan as I was, I believe that ideas of obedience would have led you perform your duty exactly as I did, though perhaps not so quietly.

[0007]

(When the Pearl was aground Gordon watching screw observed that the water retired some , before it was high water. He complained me that Duncan had allowed the opportunity getting her off to pass. As I had been observing steady rise at the waist I suggested that stern might have lifted. He burst into a passion with Duncan, roared out he would stake his reputation as

an officer 30 years standing &c. &c. The water was to be actually rising still, and she floated got off an hour after the scene. Gordon handsomely apologized to Duncan his rudeness)

"The frivolous and ridiculous events"

(reasons?) to which you deign not to allude so for the same reasons that Botany geology are frivolous and ridiculous the people among whom we travel. In the case the ignorance is excusable. Had added a word or two more the case would appeared clear, but this production yours amply justifies the caution I . (Note Bedingfeld was labouring irritable bladder, the most intractable all the sequelae of syphilis. In England he obliged to wear a gutta percha tube in to relieve himself in the public streets . Here there was superadded bowels, and any one conversant these complaints can understand it was "frivolous or ridiculous" to some of his folly to these causes. But I never

[0008] to them except in an indirect manner in a way that would not affect his character)

You have constituted yourself the fourth to the fact of an altercation on board Pearl after my pointed injunction the contrary. I made no charge without from credible witnesses accompany-it - and am sorry to see that you your mere dicta and "belief" on could subvert point blank . You cannot be a witness to the putridity exposed to view Bedingfeld was turned off, you I believe at the time in Simon's Bay.

You did not hear Bedingfeld "quietly"

"remonstrate" for by no rule of can the assertion that the

"rivet heads are rusting off" "She will reach Tette if you go down to the " &c. be called quiet remonstrance. had orders from H. M. Government see the Pearl safely down to the Bar, and had promised to obey - but it is to you that I should wish get back my promise before consenting go up river instead. You ought, friend to have known all these before committing yourself. A painted inside and out with 's patent on the voyage out,

[0009] her rivet heads rusting off after one month's service, was such palpable stupid story, you could have stomached it either. Again are altogether mistaken about letter. It was written at once on B's first resignation by M<sup>r</sup> C. Livingstone & by my second in command; I delayed delivery, believing "I would not be doing as would wish to be done by if I did give B. time to reflect" this what I told you, and you offered to "mediate". but I never quarrelled. It was a of delivery or non delivery

D. Livingstone

I have said nothing offensive intentionally so, but I consider quite unjustifiable in you accuse me of ingratitude to navy - some of your statements insulting enough but you dont disparage the whole consular service

A true copy D.L.

[0010]

(Note. I would not have troubled on this subject again as I meant have allowed it to drop, but hear that Bedingfeld has been about London shewing Gordon's letter. And he repeatedly that anything could got out of the Admiralty by the "Old fools" I think well for you to know that

Gordon allowed himself to be persuaded knew matters of which he positively no knowledge. He was tried court martial after he left us, were he examined on the points he now written upon, would appear to greater advantage than he did . I am satisfied that a deal of the disfavour in the Admiralty stands owing to the depreciation their own officers - Bedingfeld repeatedly on board the "that he got a steamer he never studied steam"

[0011]

"that the Admiralty discouraged all acquirements" and any could be got out of them by

plaguing them long enough. was impossible for Duncan respect a person talking in way, and then followed hatred in which when Gordon my situation was un-enough.

On another disagreeable subject neglected to call your attention the difference of statement between

M<sup>r</sup> John Laird and M<sup>r</sup> Macgregor . Macgregor promised she would carry Ten or Tons. John says she to carry a very few . Macgregor promised rather than below Ten . John blames me for her speed by loading

[0012] up to 2 feet. Now without gear , luggage, food or even water the boiler, she draws 23 inches paddle floats being 10 inches too . The fact of the matter is that

Macgregor's mad idea of turning up at each end upset all their . The Niger canoes are so to avoid the shock which would otherwise give on coming the banks. The bend allows them slide up. With us the bend increases draught and does not make her turn quickly. He would not have this "mule" with his own money. the engineer of H. M. S. Lynx I am in the statement that it is low pressure cylinder applied to a pressure engine. One side [of the boiler] remains cool after the other is hot: and is not true that a pipe serves the of a steam chest in marine . He presumed largely on people's ignorance in saying that a pipe serves instead is probable that the boiler too was made for a land engine from being without a steam The authority for saying that cylinder was the sweepings of the , was M<sup>r</sup> Laird's own foreman, we do not mention that publicly as might hurt the man. From M<sup>r</sup> you may learn further particulars

I am &c David Livingstone

If you can state to M<sup>r</sup> Rae positively that the Government either or will not grant a new steamer - it will save time & oblige me