

Letter to John Washington, 18 December 1858

Livingstone, David, 1813-1873

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[0001]

Tette 18th Dec^r 1858

My Dear Captain Washington

We went up to examine Kebra basa as soon as we were all safely housed in the house of the Commandant, and while the water in the Zambesi was at its lowest. We collected all the information we could in Tette and that was just nothing more than the Portuguese writers all asserted on the same sort of testimony. "An obstruction to navigation" "a number of rocks jutting out of the water across the stream" - only one man had gone beyond the entrance, and we steamed up 4 miles beyond and found that the affair is an obstruction to navigation in what - canoes only. The difficulty consists in the Zambesi being confined by mountains to a bed about 1/4 mile broad This bed which we shall call

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the flood bed is covered with enormous boulders black glazed & slippery - porphery & syenite twisted & huddled together in every possible way form the subsoil (!) and in it winding from side to side there is a groove or rut 30 or 40 yards wide & as we sailed up the man at the lead kept calling out "No bottom at ten fathoms". the walls generally perpendicular are worn into potholes and rise from about 30 to 80 or more feet high. there are rocky islands in it

which increase the force of the
current and as ~~both~~[neither] canoes &
this feeble vessel cannot stem
a four knot current. It is Kaora
-basa, it is "cut the toil" (of paddling)
and they cut their [way] over the level
Shidima country instead. The cant
paddle against 4 knots, nor punt
at 60 ft. nor tow at a height
of 80 over jagged & slippery rocks
hence the "obstruction to navigation"
We did not wish to go up now so
when we came to a four knot
current we left the vessel and went

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forward to examine on foot. We
found one rapid the fall in which
was 5 ft. but when we returned
the river had risen three or four
and the place was level. But
fancy the effect of a perpendicular
rise of clear eighty feet. We
measured it carefully at different
places and this must take place
before the upper flood bed is
covered. The worst cataract of
all comes down at an angle
of 30° but I stood in a pothole
which is annually submerged
30 feet and dropped down a
measuring tape 53 ft to the water
There cannot be a vestige of
broken water at 40 ft rise
and there the water stands long
for the black glaze reaches that
height. This last or the only
cataract worth the name is
called Morumbua and immense
difficulty we had in getting there
climbing as hard as we could
over stones & rocks so hot we
could not hold the hand on them

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for an instant we could not make
more than one mile in three
hours. four Makololo went with
us and shewed their horny soles
blistered & the blisters broken. Our
strong boots wore through the soles

in a fortnight and that fortnight made us all return lean & haggard as if recovering from severe illness. In truth it was the hardest bit of travel I ever went through & I feel sure that had we come this way in 1856 I never should have reach Tette. The mountains are upwards of 2000 ft and very steep but the steepest bit of all is just at Marumbua. the side walls rise up from 300 to 600 perpendicularly - no line could be carried past but we are all of opinion that a good strong steamer - capable of going 12 or 14 knots would walk through in flood with ease. B. did us an immensity of harm by rejecting the Ban - we could have taken up all our luggage between 25 & 30 tons at one trip & then gone on to Sekeletu with all the Makalolo. We are now working below the rapid

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Have been prevented by an unusual scarcity of food the consequence of want of rain last year from sending off branch explorations but by February the young corn will ripen, & we may go to Manica & Gorongozo. This partly from Tette, is also written on our way down river to ascend the Shire which is said to come from Lake Nyanja. Next letter we hope to give you some information about that part Thornton reports having found three seams of coal near Tette - 1st 7 ft thick, 2^d 13 feet 6in, 3^d - 25 feet thick all in fine cliff sections the last was fired by lightning a few years ago and burned for a long time. There is no lack of harmony among us but I have to speak cautiously now for I found out that while I was truly &

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faithfully reporting the same before
our naval officer was dogging my
steps to every one with whom I happened
to talk with "What was he talking about"
We are, thank God, favoured with
good health. We have had no fever
except among the Kroomen and
I would prefer Englishmen to them
as more safe and effective. We take
no quinine up at Tette. We slept
without cover during the whole
fortnight of exploring the rapids
and generally did not draw on the
blanket till morning. We have had
nothing but colds modified a
little by the malaria of the Delta
Baines had a slight sunstroke but
is now quite well. I send you
a tracing of the river above Tette
by D^r Kirk a worthy good fellow
as ever lived. They all work at
anything they are desired to do
without hesitation

Should the Government send us
out another vessel there are various
matters you might send us too
I scarcely expect it this flood
but if in time for next January
our two years supplies may

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be getting low. The man Evans who
supplied the last did very well - the
meal alone being badly soldered was
wasted on the Quay at Liverpool
M^r J. A. Turner M. P. for Manchester
would supply the cloth to our advantage
We are not by any means out
of anything of importance now
but looking forward it may be
well to suggest some addition
By the way I made a mistake about
sugar the natives do make it
near to this and I bought 6 pots
at the rate of two yards of calico or
say a shilling for 20 lbs. We have
put up our little engine - saw
mill & sugar mill at Tette to shew
what can be done. Major Secard

carried them up for us - the
Buaze is ripe in February - the
seed D^r Kirk says is full of
oleaginous matter & the Portuguese
say it gives good oil for painting
Coming back to the affair of the
vessel - M^r Rae with a second
engineer & Roe the leading stoker

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would manage the engines - one
of the Makololo makes an excellent
stoker. I think we have proved
that with due exercise & other precautions
you need not fear for Europeans
when they get beyond the Delta - D^r Kirk
and I have had uninterrupted good
health.

I know you will do what you
can to forward our plans and besides
aiding in the arrangements necessary
I hope you will not allow any of our
matters to fall into the hands of M^r
Laird. this is the shabbiest engine
ever turned out of shop. M^r Medlycott
of the Lynx tried her without an ounce
of cargo and a brisk breeze held her
paddles so that we stood still. You remember
my protesting against the want of power
and M^r M. Laird said "O steam is very
little understood". One can understand
a little when obliged to spend half our
time in wood cutting. We are now
less than 1/16 of an inch thick and
dare not tow her up the rapids - carrying
is an absolute impossibility. It must
be done over mountains which cost
us three hours to cut a path over for ourselves

Thanks for your kind little notes - the sun's places came too
late for this year. Remember me please kindly to M^{rs} W.

David Livingstone