

Letter to John Washington, 15 August 1862

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[0001]

I wish you would look at my opinion of Viscount de sá da Bandejas map as given to M^r Layard for Earl Russell. We have

H.M. Exploring Ship Pioneer

15 August 1862

My Dear Captain Washington

By H.M.S. Ariel, Captain

Oldfield I sent a box addressed to you containing the drawings made by Baines at Tette. they were intended to shew the scenery of the country and if you see no objections I should like them kept in case of my publishing at some future time. they may be handed over to M^r Murray the publisher. One shewing the vegetation of the Luabo or rather the Pandanus tree there might be given to Sir William Hooker for his Museum. I have retained none, but I hear that B. has smuggled some away to the Cape. You will do what you think best with them.

I sent also the injured Magnetical Instruments to General Sabine - about the other boxes I advised you per Ariel.

As the Ale you kindly send never comes to hand it will be advisable to send the invoices [of it &] of anything else to my agent Frederick J. Rutherford Esq Cape Town, and he will see that they are not allowed to go astray at the Cape as usual. the brasses &c &c I believe are still at the Cape. the old

[0002]

very good health since we left the river - took seventeen days to Mohilla I shall write from this in Dec^r next. I am &c &c David Livingstone

ones are patched up by M^r Rae. If I had ever contemplated having anything to do with steamers I should certainly have studied steam in a systematic way. Hardisty I can now see behaved in a most shameful way with the engines -

nuts tied up with bits of string instead of being mended - and the journals all so neglected that, though while in the river and at rest we do not make an inch of water in weeks, the engine shakes her so at sea that four pumps could not keep her dry. Under sail in a rough sea we scarcely make an inch of water in 24 hours. Rae says that they [engines] require a complete overhauling. Before Hardisty left I told him quietly how I gradually came to the conviction that he had been culpably negligent & especially by seeing the state of the packing & air pump. He replied that M^r Rae had put me up to that &c &c. I did not take evidence from the stokers as I felt it would be acting too much like himself - always on a level with them - but you will see Rowe and may enquire if necessary where the brasses were broken, and what prevented M^r Hardisty mending the wheel. the idea that I prevented him doing his duty is as bold a stroke of falsehood as I have encountered

[0003]

We left Kongone on the 6th and after nine days find ourselves only in

Lat

18° 16' S. and Longitude 41° 10' East.

I question if the monsoons are to be depended on here. We have had North and North East winds & calms - instead of South East winds. Yesterday we had our first fine south wind & ran before it 60 miles and at noon found ourselves 12 miles South West of where we started. We had a current of at least 72 miles in 24 hours the colour of the current water is deep indigo. the wind having died away we got up steam and ran 8 ~~miles~~ [hours] to the East getting back into the common blue of the ocean. The high lands of Madagascar must influence the winds, and the current does not seem to be very broad. It is probably between 39° and 40° 40' or 41° S. We had some as we steamed out from the coast then none in 37° & 38° E. We met a

ship last year about 40° E. having
a current with her southwards of 40°
a day. I think some idea of the current
might be gained by its colour which
all remarked & it was not influenced

[0004]

by the sky which has been cloudless. We
could not steam over to the East as we
can carry but little of our bulky fuel &
must keep some as a standby

On 23^d we reached Mohilla touching
there first in preference to Johanna as
fresh food is cheaper. Then came over to
Johanna paid the Johanna men for
13 1/2 months. This required more than £100
the Admiral sent me. They recieved £1.8
per month and the headman £2 over the
regular pay for the whole time - the
expenses at Mohilla & here I shall put
in next years account.

Tomorrow ~~31st August~~ 1st September we
start for Rovuma intending to go up
in boats while the Pioneer lies and is
caulked all over in the Bay. I saw
that we should have some trouble in
towing Lady Nyassa in a low river -
we were bound in honour to take the
Johanna men back the Ariel being
bound to the Cape and if you have
looked at my accounts of the
doings of the Portuguese you will
understand my anxiety to be away
from them to an outlet of our
own. So we have concluded to
spend the months between this and
the December flood of the Zambesi in
boat exploration of Rovuma