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BYESCROCAN F^{AD}AMISHARP



MUSTRATED BY A D.MECORMICK

FROM THE CAPE TO CAIRO



Twasts. Grogan

FROM THE CAPETY. TO CAIRO

THE FIRST TRAVERSE OF AFRICA FROM SOUTH TO NORTH

 $\mathbf{B}\mathbf{Y}$

EWART S. GROGAN AND ARTHUR H. SHARP

NEW AND REVISED EDITION.

ILLUSTRATED BY A. D. McCORMICK

LONDON
HURST AND BLACKETT, LIMITED

13, GREAT MARLBOROUGH STREET

1902

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LONDON AND KINGSTON.

То

THE MEMORY OF

THE GREATEST AND MOST FAR-SEEING

OF

BRITISH IMPERIAL STATESMEN,

THE RIGHT HON. CECIL JOHN RHODES,

This Volume

IS RESPECTFULLY DEDICATED

BY

EWART SCOTT GROGAN AND ARTHUR HENRY SHARP.

Government House,

Buluwayo,

7th Sept., 1900.

MY DEAR GROGAN,

You ask me to write you a short introduction for your book, but I am sorry to say that literary composition is not one of my gifts, my correspondence and replies being conducted by telegrams.

I must say I envy you, for you have done that which has been for centuries the ambition of every explorer, namely, to walk through Africa from South to North. The amusement of the whole thing is that a youth from Cambridge during his vacation should have succeeded in doing that which the ponderous explorers of the world have failed to accomplish. There is a distinct humour in the whole thing. It makes me the more certain that we shall complete the telegraph and railway, for surely I am not going to be beaten by the legs of a Cambridge undergraduate.

Your success the more confirms one's belief. The schemes described by Sir William Harcourt as "wild cat" you have proved are capable of being completed, even in that excellent gentleman's lifetime.

As to the commercial aspect, every one supposes that the railway is being built with the only object that a human being may be able to get in at Cairo and get out at Cape Town.

This is, of course, ridiculous. The object is to cut Africa through the centre, and the railway will pick up trade all along the route. The junctions to the East and West coasts, which will occur in the future, will be outlets for the traffic obtained along the route of the line as it passes through the centre of Africa. At any rate, up to Buluwayo, where I am now, it has been a payable undertaking, and I still think it will continue to be so as we advance into the far interior. We propose now to go on and cross the Zambesi just below the Victoria Falls. I should like to have the spray of the water over the carriages.

I'can but finish by again congratulating you, and by saying that your success has given me great encouragement in the work that I have still to accomplish.

> ys C.J. Rhodes

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PREFACE TO REVISED EDITION.

THE man who would write an account of what he has seen for the British Public immediately finds himself upon the horns of a dilemma.

He finds that the talking, critical portion of the population falls under two heads.

First, there is the section which meets all unorthodox opinion (be it of the merits of Free Trade or the best route to the North Pole) with the unanswerable argument, "Yah, Pro-Boer!"

Secondly, there is the fast-growing section, which wraps itself in an opaque fog of self-esteem and dreams vaguely of a nice polite world. The stern realities of life can only reach their minds through devious euphemisms. To such folk, a "rousing defeat" is a "regrettable incident"; a Rhodes is "a dreadful man, who deals in shares and all that sort of thing, don't you know"; an America 80,000,000 strong, with a total trade exceeding ours, is a "promising young cousin"; the angry roar of foreign competition is "the invention of those newspaper fellows"; and, above all, a nigger is a "coloured gentleman."

Fortunately, between these two there is a strong tide of solemn men, who strive and strive the harder because they feel "all is not right." Such ask for the truth, but seldom find it. Unfortunately, the voice of this section of our people is seldom heard. They are acting. They have no time to shriek. Hence comes it that the foreigner, hungry for our doom, gloats; and the Briton beyond the seas, watching anxiously for some sign of England shaking herself free

from the encrusting fluff and ermine of our life, grows tired and talks openly of an Empire lost.

A Prime Minister adoze within the dim mysteries of his brick wall, slowly awaking to the discovery that Rhodes is "a gentleman with considerable force of character"; the Dean and Chapter of Saint Paul's apologising for the funeral ceremony being held in the Cathedral by informing the press that "they did not agree with all he did, but he was a great man"; the illustrated weeklies with full-page portraits and facsimile autograph of the man "who made the King's coffee"; these are the side-lights which fire our enemies' hopes, which start the merry jest in New York clubs, and make the oversea Briton hang his head and groan.

It is to that middle sphere of seekers after truth that I hoped to portray Africa as I saw it. Africa is not polite. There are no policemen at the corners of the elephant tracks. A cannibal, teeth itching for one's steaks, does not pause to pass the time of day. Therefore, I called blood blood, nigger nigger, failure failure, and success success. No doubt I was very rude. In this edition the rudeness still stands: except that I have substituted "negro," "native," or "coloured gentleman" for the term "nigger," because I find that many people consider "nigger" an opprobrious term. It is the term used wherever white lives with black; and where it is used it is as much a term of endearment as of contempt. No coloured gentleman worthy of the name resents the term any more than I resent the "foreign devil" of our friend the "heathen Chinee."

Since bringing out the first edition of this book, I have revisited the United States, Australasia, and Argentina in order that I might again compare the difficulties before us in Africa with the difficulties which these new countries have already overcome. I am now more than ever satisfied that its possibilities are infinitely great. Of the fertility and natural resources of the country I had no doubt. But two great stumbling-blocks loomed ahead: they were the prevalence of malaria and the difficulty of initial development

owing to the dearth of navigable waterways. The epochmaking studies by Major Ross and other scientists of the influence of the mosquito on the distribution of malaria have shewn that we are within measurable distance of largely minimising its ravages, if not of completely removing it from the necessary risks of African life. A comparison of the death-rates in Calcutta, Hong Kong, and other malarious regions with the present rates has also proved how immense is the influence of settlement on climate. As to the other obstacle, the question of access, I was amazed to find that in the United States the railways practically have absorbed all the carrying trade of the magnificent waterways, which intersect the whole country east of the Rockies. Naturally, these waterways were of immense assistance in the original opening up of the country, but now that the railways are constructed, they are of little importance.

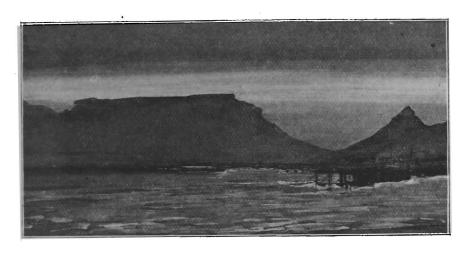
I would also point out to those who still profess mistrust of the practical objects of railway construction in Africa, the object-lesson which the trans-American lines afford. They were pushed ahead of all settlement into the great unknown exactly as the Cape to Cairo line is being pushed ahead today. But there is this difference: in America they penetrated silent wastes tenanted by naught else than the irreconcilable Redskin, the prairie marmot and the bison; while in Africa they pass through lands rich in Nature's products and teeming with peoples who do not recede before the white man's march.

Another point: when the main railway system of Africa, as sketched out by Mr. Rhodes, is complete, there will be no single point as remote from a port as are some of the districts in America which are to-day pouring out their foodstuffs along hundreds of miles of rail.

In the words of the old Greek: "History is Philosophy teaching by examples." Men of England! The world writhes with the quickening life of change. The tide of our supreme ascendancy is on the ebb. Nations, like men, are subject to disease. We die of fatty degeneration of the

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heart. Gold, lapfuls of gold, and the stuporous luxury it buys, are sweeping away the influences which formed our character. It is as though our climate has been changed from the bleak northern winds to the tropic's indolent ease. Yet we have still a chance. While we sleep, broad tracks have been cut for us by those whom we revile. Far and wide our outposts are awake, beckoning to the great army to sweep along the tracks. Let us up. Let each man with means and muscles for the fray stride forth at least to see what empire is. Let us leave the cult of collars and the fascinating art of cultured ignorance till less strenuous days. If we but move to-day the fight is ours. Clive, Hastings, Rhodes, a thousand lesser men whose tombs are known only to the forest breeze, have left us legacies of which we barely Millions of miles of timber, metals, coal lie waiting for the breath of life, "pegged out" for Britain's sons. these our destiny lies. We live but once: let us be able, when the last summons comes, to say with the greatest of us all, "TREAD ME DOWN. PASS ON. I HAVE DONE MY WORK."



CAPE TOWN.

INTRODUCTION.

S a child slay a

S a child, I had four ambitions: to slay a lion, a rhinoceros, and an

elephant, and to see Tanganyika. With the passage of years, these crystallized into a desire to be the first to traverse Africa from end to end. So rapid is the course of events in Africa, that that

which ten years ago was the wildest impossibility, has in this short space of time, by the untiring energy of Mr. Rhodes, and eventually the crushing defeat inflicted on the Khalifa by Lord Kitchener, been rendered possible, and is now past history.

What was originally but a childish idea became latterly an all-absorbing desire to see the possibilities of the magnificent conception of the Cape to Cairo connection. Having absolutely convinced myself, I trust to convince my readers that the trans-continental communication by electricity and steam, so far from being the wild dream, treated with such shameless cruelty by those whose range of vision is limited to the end of their nose, is now, thanks to the land-accumulating, wind-raising, and administrative ability of Mr. Rhodes, and provided that the scheme can be kept free from the blighting touch of British Red Tape, a looming reality of the near future temporarily dependent on Throgmorton Street.

As 'the route followed the vast central trough of Africa which is bound, I believe, to be the eventual line of communication between North and South, the ever-growing interest that attaches to this great natural highway will, I trust, be considered sufficient excuse for the publication of this account of our tramp. For those who, under the title of "Cape to Cairo," look for a bewildering tangle of hairbreadth escapes, I have no wares.

Africa has entered the sphere of practical politics and searching criticism; it is no longer a happy, or even a safe, hunting-ground for speculative journalism; there are too many people there.

As native proper names are most misleading—in fact, a name, as we regard a name, has no existence in Central Africa —I have in the main omitted them, and confined myself merely to physical features in the country. All native names are really descriptive, and what is Pimbalonga to-day may be Bongowongo to-morrow; as an instance, I obtained thirtysix different names for one mountain. For this reason, in filling in my maps, I have supplied names for the salient features. The diversity of the country covered and the consequent variety of interest will, I trust, be counted as a setoff against the paucity of strictly scientific results; difficulties of transport, and the work entailed in thoroughly keeping in hand a caravan, so necessary when travelling without an armed escort, rendered collecting impossible, and our cameras were spoilt by the neglect of the Transport Company, responsible for their delivery. This has, to some extent, been remedied by the excellent drawings made by Mr. McCormick from the numerous sketches that I brought home.

To my Alpine friends I apologize for my insignificant Alpine results, and plead that my intentions were good. Were there elephant in the valley of the Visp, I should tremble for the climbing element in the *Alpine Journal*, and the Dent Blanche might still whisper her secrets to the skies, proudly unconscious of the festive sardine-tin.

My ice-axe is digging trenches round a tent, my ice-glasses shade the optics of a sable chief, and the gleaming peaks of Ruwenzori still battle with the mists, unsullied by human tread.

To a generous public I confide this, my first-born, trusting that, despite countless shortcomings, they will discern an honest desire to see the prospects of the realization of a great Imperial idea, fulfilled in the face of some difficulties and hardships, without inflicting unnecessary suffering on man or beast.

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