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PRIVATE AND CONFIDENTIAL.

NARRATIVE
OF A
VOYAGE OF EXPLORATION
IN THE
S.S. "MAUD,"
ON THE
EAST COAST OF AFRICA,
UNDERTAKEN FOR THE PURPOSE OF ASCERTAINING THE
VALUE OF WATERWAYS HITHERTO UNEXPLORED, AND
WITH THE OBJECT OF ESTABLISHING TRADE
THEREON, IN BRITISH INTERESTS.

BY
GEORGE A. CHADDOCK, F.R.G.S., &c.

LIVERPOOL:
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INTRODUCTION.

The object of this Pamphlet is to present in a concise form an invaluable, but hitherto unexplored, waterway on the East Coast of Africa, and also to show the arbitrary, exacting, and unjustifiable policy exercised by the Portuguese Authorities as regards British enterprise in that portion of the Continent.

The account of the voyage, together with the documentary matter annexed, is printed in order that Her Majesty's Government may also recognise the value of what has been achieved by the enterprise of British subjects, and so secure to Great Britain, in the future, the advantages and benefits which are the natural outcome of such enterprise. English explorers were the first to open up the River Limpopo, and to prove its value as a waterway, although the Portuguese Authorities, as the result of their efforts, had declared it to be impenetrable, and were not established thereon—or anywhere in the vicinity. The English, however, succeeded in showing the contrary, and goods belonging to them are now, and have been for several years, on the River.

Henceforth the conservancy of this waterway must be under the direct support of one of the three Powers concerned, viz., Great Britain, Portugal, or the Transvaal. *Great Britain has an indisputable claim, by virtue of the explorations of a British subject.*

Failing the immediate adoption of such conservancy rights by Her Majesty's Government, Portugal may benefit by the result of British enterprise, and, in establishing herself on this River, obtain the key of the interior, exercising thereby enormous influence over the natives, and strengthening her hold of the Coast—which is already sufficiently pernicious, and detrimental to the development of the interior.

M A T A B E L E L A N D

King's Kraal

G A Z A

Umzil's Kraal

C O U N T R Y

ZAMBESI DELTA

TATI GOLD MINE

Sharha River

L i m p o p o

Nuanetsi R.

Limvubu of Pafuri

ZOUTPANSBURG

SUTHERLAND HILLS

MURCHISON RANGE

MARABASTED

Silati River
Oliphants or Lipalule or Lepelle River

NATIVE TERRITORY

NATIVE TERRITORY

T R A N S V A A L

NATIVE TERRITORY

INHAMBANE

MOUTH OF LIMPOPO

Manhica or King Georges R.

RUSTENBURG

PRETORIA

MIDDLEBURG

BARBERTON

LORENZO MARQUES

DELAGOA BAY

JOHANNESBURG

HEIDELBURG

POTCHEFSTROOM

KLERKSDORP

STANDERTON

DERBY

SWAZI LAND

Maput. River

WAKKERSTROOM

UTRECHT

NEWCASTLE

ZULU

LAND

MAP SHEWING THE RIVER LIMPOPO AND MOUTH. ALSO NATIVE TERRITORY NOT UNDER THE DIRECT INFLUENCE OF ANY POWER.

B E C H U A N A

L A N D

GRIQUA LAND WEST

KIMBERLEY

ORANGE FREE STATE

BLOEMFONTEIN

LADYSMITH

GREYTOWN

HOPETOWN

BASUTO LAND

NATAL

EXPLORATIONS IN S. E. AFRICA.

The writer, a Master Mariner of the port of Liverpool, embarked in the year 1883 on a voyage of exploration, having for its purpose the work of exploring and opening up to trade rivers on the East Coast of Africa offering special inducement. The steamer "Maud," of 16 tons burthen, was fitted out, and sailed from the port of Liverpool in September, 1883. For this work I had, in my selection of a steamer, to combine seagoing qualities with suitability for river purposes, which restricted me to a very small steamer, considering the preliminary difficulties and risk in such a long voyage, from Liverpool to Natal, in so small a craft. A small steam launch shipped out to a special part would not serve my purpose, as I would then have been restricted to that part alone, whilst it was my desire to be in a position to move at will to any part of the coast or any river.

Owing to the size of the "Maud," the dangers to be faced, and hardships encountered, I judged it prudent not to engage the services of trained seamen—even if I could have obtained them,—fearing they would have refused to proceed further than Gibraltar, if so far. The only man on board, besides myself, who had ever before been to sea was a young man with a Second Mate's certificate. He was obtained with difficulty, being engaged to relieve me in charge of the deck. On arrival at Natal he declined to go further, and in my operations on the Coast I had no one with previous nautical experience to assist me. The crew were composed of young gentlemen, ready and eager for the enterprise, who were eventually

intended to take charge of trading stations. I had also two boys fresh from the training ship "Clarence."

The utter inexperience of the crew, or what constituted such, entailed great hardship upon me in the early stages of the voyage, especially on leaving the various ports of call,—all invariably suffering from sea-sickness. I had frequently to take their several duties personally—engineer, fireman, and helmsman combined; and, when worn out with fatigue and overwork, allow the steam to run down, then place her under canvas, and heave-to until my young men recovered or I got some rest. This I expected and was prepared for, preferring such to the difficulties and refusals of competent men, who would perhaps be too fully alive to the dangers and obstacles to be overcome. When inured to the life, although they were previously unaccustomed to manual labour, the most arduous work was undertaken cheerfully, privations borne, and dangers faced unflinchingly. The saloon being required for coal, and nearly always full to keep the vessel in trim, they had no other sleeping accommodation than sacks of coal would afford during the whole voyage out, a period of $4\frac{1}{2}$ months, during which time, in every breeze we met, we were more or less constantly under water.

I managed to work my way down the Red Sea against the monsoon by anchoring in the daytime, putting to sea at night when the force of wind moderated, dodging the sea by picking my way among the islands and shoals, avoiding the latter by the colour of the water (our only way of making progress against the monsoon), until we arrived at Cape Guardafui, the north-eastern cape of Africa, after rounding which we had a favourable monsoon and pleasant voyage until the machinery became disabled.

After this accident I sought anchorage in the River Rovuma, Dr. Livingston being hitherto the only one to whom it was known. The natives here evidently taking us to be a slaver and showing signs of hostility, I was compelled to put to sea again at once without being able to effect an overhaul of machinery. I made my way, however, to Fernando Veloso River in safety, and, while the necessary overhaul was proceeding on board, landed with a party, fully armed, to cut firewood for fuel. The natives assembled in great force to drive us

off, imagining we were on a slave raid. After considerable difficulty in parleying, I managed to satisfy them our intentions were peaceful and friendly, and to secure our stock of wood for fuel, when we proceeded to sea again; but, the machinery becoming utterly disabled, we had to make our way to Delagoa Bay, traversing a distance of over 1,000 miles under sail alone, which was no light task in a broken-down steam vessel. The supply of water from Zanzibar being only 120 gallons for ten men (all we could carry), we were thus reduced to very short allowance, exposed to a scorching sun intensifying our thirst, until we reached Delagoa Bay (the centre of knowledge and civilization.)

I could not work my little steamer with safety into Lorenzo Marques under sail, so anchored at Inyack Island, 20 miles outside, and landed from there, covering this distance in my punt. The Portuguese would not entertain my explanation, and as no ship was to be seen (my little craft being so small she was invisible at the distance), I was regarded as if dropping from the clouds, and immediately placed under arrest, with the threat of being shot if I attempted to escape. (*Vide* Protest, 1884, and representations to Parliament at that time by Sir H. Maxwell, M.P.)

This prelude to the subject matter, omitted from my published article of 1885, on the ground of being desirous of abstaining from anything appearing to be unusual or out of the ordinary course, is now only brought forward in support of my claim and in explanation of the success met with where all others have hitherto failed.

A brief outline of the subject matter is, therefore, given to show that, from the nature of the undertaking in its preliminary work, I was, prior to my entry of the River Limpopo, so educated in the risks and dangers of my work as to make success comparatively easy where all others had failed. The River Limpopo has always been regarded as impenetrable, and although it is now six years since I entered and proved it to be accessible to navigation, it remains to this day in its primitive state, and none have succeeded in following in my steps. Matabeleland being placed under a British Protectorate, and the river being navigable to this district,

it is, from such facts, distinctly International, or preferentially British, by virtue of my work, in being the first to explore and declare its value. I now desire to secure the benefit of my work in British interests, by opening up this waterway and the surrounding country to commerce, immigration, and civilization, for which I claim rights in my own behalf and on the part of those who embark with me in this undertaking.

The River Limpopo is an extensive and valuable waterway, taking its rise in Bechuanaland, Matabeleland, and the Transvaal, flowing from thence through native territory to the sea, at the mouth of which river (see sketch) a fine harbour exists, with deep water, capable of accommodating a number of vessels at single anchor. The Portuguese have been established on the coast in different parts ever since Vasco di Gama rounded the Cape, and took possession on behalf of Portugal. *They have, however, failed in all their attempts to establish themselves on the Limpopo.*

The Zambesi (in contrast) was occupied by them, as far as records show, in their earliest days, although a river in every sense inferior to the Limpopo—the Zambesi being a river without a channel, “a sheet of water,” in the floods expanding and covering a vast tract of country, but useless to navigation, as it is not confined to a navigable channel, except at the mouth. The entrance to the Zambesi being easy of access, proved no bar to Portuguese occupation and establishment thereon.

The various attempts made from time to time to gain access to the Limpopo, by Portuguese warships and others, have resulted in failure and loss of life, of which I was duly and officially notified prior to my attempt, and I was compelled, before the authorities allowed me to leave Delagoa Bay, to find sureties in bonds for a large amount, stipulating that it was my intention to try and gain entrance to the Limpopo, and binding me to return to Delagoa Bay again within three months. I was told this was required for my good faith, as they did not believe that, in the face of their statements of the impracticability of the project, such was my real intention, but that I had some other ulterior design. Mr. Potts, of the Dutch East African Company, generously came to my aid, and entered into the required bonds, though previously an utter stranger.

The Portuguese authorities in all their dealings appeared to show a desire to raise every obstacle to frustrate my objects for reasons best known to themselves. Innumerable and almost insurmountable barriers had to be met and overcome, and my treatment from beginning to end was entirely incompatible with the usage of civilized nations.

On arrival at the river mouth, about 90 miles north-east from Delagoa Bay, I spent a considerable time in a most minute and careful survey before attempting an entrance. The result is proved. *To any seamen acquainted with the true mouth or channel, and bar harbours in general, there is no impediment to free navigation, and a deep channel exists capable (weather permitting) of admitting the largest ships on the coast; but to an entire stranger the true entrance or channel would be difficult to find, and highly dangerous. The outcome of my experience justified, in my opinion, the very bad reports previously circulated in regard to the impracticability of the work to a stranger, and, as a stranger, in gaining my information I came very nearly sharing the fate of others.*

I found the river, during my three days' steaming into the interior, confined to a narrow and very deep channel, free from any obstacle to navigation. Captain Frederick Elton, who explored this river from the Tati district in Matabeleland down towards the sea, maintains it to be navigable, for river steamers, up to its junction with the Limvubu, or Pafuri, a distance of 336 miles, also, by the Oliphants branch, to the Transvaal. Elton's expedition, undertaken in August, 1870 (the driest month of the year), was for the purpose of opening up water communication and a more convenient route from the settlement on the Tati river to the sea coast—a distance of nearly a thousand miles by the road used at present to Port Natal. (*Vide* proceedings, Royal Geographical Society, in Report issued February 27th, 1872).

The Government of the South African Republic has always known the value of the waterway in the interior, but has been given to understand that such was impenetrable from the sea, which is the general belief throughout the country. President Kruger, in May, 1889, was officially informed by Portugal, in answer to his inquiries, that the river was impenetrable and useless.



In the face of such declaration, and the fact of a British subject being the first to enter, explore, and declare the value of this waterway, I maintain, by virtue of my work and the fact of this river being an international highway, that rights accrue to me.

That in my opinion those rights can be secured by my application to the Governments interested, on the following grounds:—

1st.—The river is clearly and distinctly international by virtue of its formation; if any individual nation has priority of right, it is Great Britain, seeing a British vessel (under protection extended by Government at that time) has been the first to gain entry. *The Portuguese were not established thereon, neither at the mouth or anywhere in the vicinity.* Portugal may probably claim the river to be within the sphere of their influence, but I maintain, from their very inaction in having no establishment or agent in that locality, and the fact of their never having hesitated to disparage the river, and in declaring they regard it as valueless, that they have lost all voice in the matter.

2nd.—The given, understood, and acknowledged principle of international law is, that all great rivers taking their rise in more than one country or state, or flowing around the borders of such, shall be considered the property of no special nation, but a highway to all flags, subject, however, to conservancy charges and all items embodied therein, to ensure the protection of those who first undertake the work, on the basis or principle that those who use a road must pay for it. It is my intention to seek support in approaching the British Government for a charter securing the conservancy and control of the waterway to a British Company, so that I may be protected in the opening of this river to commerce and as a road to Matabeleland and the South African Republic.

3rd.—The Transvaal Government, in October last, formally acknowledged my rights as stated; and my personal interviews with President Kruger and the members of the Executive, extending over a period of eight weeks, have resulted in the most friendly understanding, and I can rely upon such continuing in the proposed Company's interests, which will be highly conducive to the benefit of the undertaking.

They are anxious this waterway should be immediately opened to commerce, to relieve the congested state of things in the Zoutpansburg district, where, from want of means of transport for supplies, famine exists. Political complications, the nature of which I cannot disclose, preclude their taking active measures, to their deep regret. Prior to my arrival in the country, in September last, they had no cause to doubt Portugal's assurance of the river being impenetrable. *Portugal is undoubtedly averse to the opening of this river, from the material and very serious injury which would accrue to Delagoa Bay.*

4th.—The conservancy of this waterway in the hands of a British Company is of the utmost political importance, *as it will tend greatly to the consolidation in South Africa of British interests*; dividing and minimising, if not crippling, Portuguese influence; also diverting the present largely increasing trade and importance of Delagoa Bay. It will also afford a valuable haven and port of call for H.M. ships in time of war and peace.

5th.—The opening up of this waterway is also greatly in the interests of civilization as well as trade, for although the coast line is supposed to be under Portuguese control, with a generally understood limit of influence for ten or fifteen miles inland, they are utterly powerless to prevent the tribal feuds and wars, a source of much bloodshed and slavery. In the establishment of river traffic the people would gladly hail the opportunities thereby afforded for trade, which would have a beneficial and civilizing influence. There were ample signs of this in the unmistakable welcome I received on my former visit, the river banks teeming with natives ready and eager for work and trade. The sight of river steamers under our flag will greatly impress them. I would, therefore, anticipate no difficulty in obtaining treaties and grants of territory from the chiefs, some of whom, I know, are looking forward to my returning again with more steamers.

6th.—The validity of the rights as represented is unquestionable and beyond dispute. The Company would thereby obtain a valuable commercial right, the extent of which is beyond computation, for, in the opening of this river, a road is formed to Matabeleland and Mashonaland on the north; the South African Republic, including

the valuable districts of Zoutpansberg (embracing such gold centres as the Murchison and Sutherland ranges, now crippled for supplies for lack of transport)—these districts, including Bechuanaland, lie to the west, and, to the east, the immense district of the Gaza country, considered to be rich in alluvial gold, all are open to cheap transport by the river and easy of access. The ports to be established in Matabeleland and the Transvaal would undoubtedly prove the London and Liverpool of South Africa, the centres of railway communication and trade in the interior.

The petition for a charter in this enterprise will be based upon the foregoing facts, jointly with the special claim of the applicant to the Government's consideration, that the results of his knowledge, gained by special skill, personal expense, and at great risk to life, be secured to him on behalf of a Company in British interests; that his work of the past having been carried out under protection granted by Earl Granville on behalf of the late Government, the results of that work should now be secured by further protection in the interests of civilization and commerce.

STATEMENT OF CHARGES OF PRESENT TRANSPORT BY RAIL
AND WAGON.

The approximate rate of transport charges here given were forwarded to me by Mr. T. W. Beckett, of Pretoria, Johannesburg and Rustenburg, one of (if not) the largest firm of importers in the Transvaal.

Approximate rates of transport from Port Natal to various parts of the South African Republic:—

From Durban to Pretoria—	Per ton.		
September to March, seven months, summer	£16	0	0
April to August, five months, winter	20	0	0
	<u>£36</u>	0	0
		Average	£18 0 0
From Pretoria to the Low Country (Gold Fields)—			
Summer months, £15 to £17s 10s., average	£16	5	0
Winter months, £17 10s. to £22 10s., average	20	0	0
	<u>£36</u>	5	0
Total for average		Average	£18 2 6
		<u>36</u>	<u>0 0</u>
Total cost of transport per ton on average...			<u>36 0 0</u>

It is to be noted that Mr. Beckett, at my request, in supplying these figures gave me a fair average of what he has been accustomed to pay in past years under the most favourable circumstances.

That the country is now opening up so rapidly, the available means of transport by ox wagon are deplorably insufficient in meeting the needs of the people, and fabulous rates were given last winter to the transport carriers, as the people were in the greatest distress for the mere necessaries of life, of which I was personally an eye witness. Against this we have the hitherto neglected means of water carriage by which I estimate to land goods in the Transvaal and Matabeleland at a through rate from Europe, not exceeding five pounds per ton dead weight, which minimum sum alone would leave a handsome profit. I have not taken into account in the charges of transport by land, the additional enormous cost of transporting heavy machinery, or the difficulties of importing such over land. All of which would be easily overcome by river traffic. Another important factor in the river transport is *the export trade*. Minerals abound in South Africa, but nothing can be done in the way of fostering exportation until improved communication is established. We have an effective and valuable outlet for such by means of the river, and in coal alone I anticipate a large business to be done, similar to what is now in its rapidly growing infancy in Natal. Coal in Delagoa Bay and Zanzibar is not to be had for less than £4 per ton. Large coalfields exist in the Transvaal, and in future coal will be brought to the river's mouth as supplies for the ships, and probably exported to coast ports. A large trade will also be opened up with the natives in the ordinary trading manner; the products of such trade will prove a very healthy and substantial addition to the Company's business and revenue. *Lastly, and by no means least, the Company's operations will be carried on in the very heart of the future gold centres of industry, the expansion and value of which cannot be estimated.*

EXTRACTS FROM CAPTAIN ELTON'S JOURNEY OF EXPLORATIONS.

(*Royal Geographical Society's Proceedings, issued 27th February, 1872.*)

Page 95.—The journey from the confluence of the Nuanetzi, down the Limpopo, to the Lipalule (more generally known as Oliphants), occupied ten days, from the 19th to the 29th August, following the right bank. The land is composed of a rich fertile soil, and is sufficiently raised above the level of the river to guard against fever and sudden inundations. [This I have confirmed, and point out the nautical value of such, as, from the high banks, the river is necessarily always confined to a navigable channel.] Wild cotton is very abundant, growing frequently in bushes eight or ten feet high. On the 21st and 22nd, the left bank was hemmed in by a succession of escarped mountains, the road lying over low broad hills and undulating flats of forest land. Here the Limpopo flows in a deep and open channel. Further on Captain Elton's party descended into open rich grass lands, covered with large trees, through which the river winds majestically in an uninterrupted course far away into the distance—a splendid landscape, fresh, green, and enlivened with the most vivid tints. On the 29th, through a continuation of this parklike country, they marched into a rich district, stretching away to the banks of the Lipalule (Oliphants), thickly peopled by Amatonga, under the government of Madumelan, who commands the Limpopo from the junction of the Lipalule, and collects the tribute paid by the kraals (or people) between the two great rivers, the Limpopo and the Uncomagazi (or King George's River). The land is highly cultivated, sesame, holsus, tobacco, castor oil, hemp, and ground nuts being raised in great quantities.

The Limpopo, from the Nuanetzi to the Lipalule, will afford a navigable channel, even in the driest season of the year. The district being rich and alluvial, it would, if colonised by Europeans, rapidly become a fertile and important centre, monopolising a considerable trade with the interior, and connecting with the Transvaal by two routes—the one by the Luribu, or Limvubu, or Pafuri, to

Zoutpansberg in the north, the other by the Lipalule, or Oliphants, also connecting with Matabeleland.

Captain Elton did not proceed to the mouth, but went overland to Delagoa Bay, as Mr. St. Vincent Erskine had already surveyed the river from the Lipalule, or Oliphants, to the sea. Erskine's report of the mouth confirmed the Portuguese in their belief of the river being impenetrable. Erskine, in his report, comments sadly upon his disappointment, after all the hardships he had undergone in his journey, to find on arrival at the mouth, in his opinion, an insuperable bar to navigation. He states that breakers extend for fully three miles out, that there was no channel, but that probably in fine weather boats might effect a landing from ships laying outside. Mr. Erskine's report is capable of explanation, but, for the present, the result of my work is a sufficient practical answer.

LIVERPOOL, 18th June, 1890.

Reprinted from the "Mercantile Marine Service Association Reporter," for February, 1885.

At a time when the shipping and commercial world, wearied with the languor and depression resulting from bad trade, is eagerly longing for some opening for unemployed British capital and labour, and when Africa, as a promising field with boundless resources, is occupying the attention of Europe—each nation claiming its right to a share in the prospective wealth—we are glad to be associated, through the enterprise and pluck of Captain G. A. Chaddock, a young but energetic Member of this body, in the work of bringing to public notice a most important and fertile portion of the Dark Continent, which, like the Congo, is destined to attract the attention of Shippers, Merchants, and Traders.

From the information contained in the despatch of our correspondent, it is evident that amongst the Powers claiming to exercise sovereignty in Africa, Portugal seems most unlikely to command either loyalty or respect from those over whose enterprises she exercises such arbitrary and high-handed exactions.

The treatment received by Captain Chaddock and his party merits the reprobation of all right-minded people, and it is to be regretted that Sir Herbert Maxwell, M.P., when he brought the matter under the notice of the House of Commons, last year, should have failed to obtain any redress, or even satisfaction in the matter.

Since then the representations made to the Foreign Office by this body, accompanied by documentary evidence sustaining the allegations made by Captain Chaddock, have only met with the unsatisfactory statement from Earl Granville "that it has been decided that Her Majesty's Government would not be justified in taking diplomatic action in the matter."

Whether Sir Herbert Maxwell, and other Members of Parliament who are interesting themselves in such matters, will allow this state of things to rest here, or whether the International Control, now assuming some proportions, will exert any wholesome influence upon the vexatious restrictions placed by Portugal along that coast, from Inyack Island to Cape Delgado, remains to be seen.

Meanwhile, our increasing information upon the inexhaustible resources of Equatorial Africa adds additional impetus to the spirit of exploration, adventure, and enterprise that has of late years taken possession of our own and surrounding countries, whose colonization schemes and operations have excited the wonder of the public mind, and is causing the formation of companies prepared to compete for the opening trades.

In connection with this subject may be mentioned the publication, by the Royal Geographical Society, of a most valuable and interesting series of maps, showing the routes of European explorers and native itineraries, together with a vast amount of information respecting Eastern Equatorial Africa, compiled by E. G. Ravenstein, Esq., F.R.G.S., and brought down to the year 1882.

The following pages are an additional contribution to the amount of knowledge we possess respecting the vast country—now the theatre of such far-extending complexities, and so laden with wealth for the nations—for which not only ourselves, but, we have no doubt, also the Royal Geographical and other societies, to whom we have sent it, are ready to express obligation to Captain Chaddock, the Limpopo explorer.

We may here introduce an extract from the *Pietermaritzburg Commercial Advertiser*, in which the writer expresses an opinion which, coming from the Coast, is not without value, and commends the spirit of enterprise in Captain Chaddock, as follows:—

The little steam yacht "Maud" has returned again to these waters after an eventful cruise of six weeks. This time she comes back fever stricken, and all her crew down. One poor little fellow lies beneath the cocoanut palms of Delagoa Bay, having succumbed to the fatal disease. He was only eighteen years of age, and came

out from England as a sailor, and therefore will be the third blank which will be numbered amongst the plucky crew when she returns home. Whatever may be the profits or ulterior views of the proprietors of the "Maud" I can't find out; but this I can fully say, the vessel has already made a name for herself in being the first craft to enter and navigate the labyrinth of the Limpopo river. Mr. Chaddock may or may not make money, but he can rest assured that he is helping to make South African history, and tending to throw more light upon the "Dark Lone Continent." Napoleon crossed the Alps, and Stanley crossed Africa, but I question very much whether their exploits can rank higher than the endeavours of this little boat, which crossed the bar of one of our rapid rivers. The incidents of the cruise of eighty miles up the Limpopo were published by a Durban contemporary, and no doubt would be read with interest; but from even that brief account I infer that the Captain of the yacht could impart more information, which he no doubt wisely holds back until the right time comes. Whatever may be the fate of the yacht, its progress at present I feel certain is watched with those who take any interest in South African history.

We sailed from Liverpool on the 25th September, 1883, in the steamer "Maud," and steamed out by way of the Suez Canal, calling at Gibraltar, Malta, Port Said, Suez, Perim Island, Aden, and Zanzibar.

Off the Rovuma River (lat. $10^{\circ} 28' S.$, long. $40^{\circ} 27' E.$), the machinery becoming slightly disabled, we entered the river on the 25th December, to give the Engineer an opportunity for overhaul, anchoring in 7 feet of water, the greatest depth at entrance being 8 feet, half ebb, water perfectly smooth. As we would not have sufficient water out at low tide, and the inhabitants fled on our entrance, I thought it probable they might come back in force, so, not caring to trust the natives, decided to leave at once, and push on to Fernando Veloso Bay for necessary overhaul.

The night we left the Rovuma we ran on a coral ledge, which extended a much greater distance off the land than laid down on the chart.

On anchoring in Fernando Veloso Bay the natives mustered in force, being under the impression we were in the slave trade, which I should judge, if not now carried on there, has been so, to some considerable extent, in time past; the river, which appears, and is reported to be, navigable to some distance into the interior, affords the best possible opportunities for hiding native dhows from any passing cruiser.

Leaving Fernando Veloso Bay on the 30th December, and finding our boiler utterly disabled, we made sail for Natal. Running short of water we put into Delagoa Bay, anchoring at Port Melville at 1 a.m. on the 14th January, 1884.

I waited on board until 11 a.m., thinking some official would board us from the establishment at Inyack for the purpose of giving pratique. Finding none came I thought it desirable to communicate with Lloyd's Agent, as to the advisability of my proceeding to Natal under sail.

I did not consider it prudent to attempt to work the steamer in to Lorenzo Marques under sail, as the delay and risk in so doing would be great, and without benefit, so started in my boat, under sail, with two men, taking my bill of health with me. On landing, I could see no sign of any official, neither any flag or other sign to denote the locality of the Custom House.

One of our party, a Mr. Wylie, having preceded us there some months previously with a lighter and a quantity of goods for trading purposes, I naturally made some inquiries for him, as he would be the proper person to give me the required assistance. For this purpose I called at the Post Office to inquire if there were any letters for me, and, on being answered in the negative, asked to be directed to the House of the East African Company, called there the Dutch House. A few paces brought me there, when I made myself known to Mr. Potts, the Manager, who happened to be Lloyd's Agent. I mentioned my business to him, and he was in the act of directing me to the Custom House, when the Collector walked in, and informed me that the Governor desired to see me. I had then been less than ten minutes on shore. The Governor's house being across the street I soon reached his Excellency, who inquired for my bill of health,

which was immediately produced. He then asked why I had not appeared at the Custom House. I explained that it was my desire to do this as speedily as possible, but, being a stranger, I required direction, not even then knowing where it was, although Mr. Potts had offered to take me there, just as the Collector entered his office, which kind offer I had accepted. The Collector informed me he purposed going off to board my steamer. I then told him to whom to apply for any further information or papers he required, and also, at the Governor's request, fully explained to him my motive in anchoring at Port Melville, informing him the "Maud's" boiler was disabled, also my reasons for not bringing the steamer into Lorenzo Marques, as I only wished to procure fresh water, as also for landing in Lorenzo Marques, all of which statements were utterly discredited. On returning to Mr. Potts' office, and hearing from him of a Mr. Harper, who would be able to give me all information concerning Mr. Wylie, I repaired to his address. After spending about an hour in Mr. Harper's house a Kaffir messenger came in with a letter from Mr. Wylie, stating that his lighter had just gone ashore about a mile above King George's River. Mr. Harper sent the messenger back to inform Mr. Wylie of the "Maud's" arrival, and that we would come to his assistance in the morning, with men and appliances, to get the lighter off.

On arriving at the beach to go on board, I was informed that I was under arrest, and must not attempt to leave the town. I at once saw the Governor on the matter, but, although previously speaking English, he professed not to understand me, whereupon I procured Mr. Potts as interpreter, and, through him, asked if it were correct that the steamer "Lion" had been engaged by him (the Governor) to take the Collector, with other officials, and a number of soldiers, fully armed, off to the "Maud," and if I was prohibited from going on board or leaving the town. He replied, "Yes." I inquired on what grounds, when he simply shrugged his shoulders and made no reply. I told him that I was sorry he should have deemed it necessary to have incurred such expense, that I had no other object in landing at the town of Lorenzo Marques than to consult Lloyd's Agent, as previously stated, then offered (so as to occasion as little

trouble as possible) to go in the "Lion" if they would tow my boat and men off, to show them the exact position of our anchorage, which offer the Governor accepted.

We then went on board the "Lion," our boat being hoisted on board also. As it was nearly dark when the "Lion" started, we failed to see anything of the "Maud" that night. The Captain of the "Lion" (having once struck the ground) did not care to search further in the dark, and came to an anchor close to where the "Maud" lay. After anchoring, the weather became bad, and the Captain of the "Lion" considered it necessary to have steam up, on the flood tide making; naturally, I became anxious as to my little vessel's safety, so requested the Collector, on this account, to allow me to go on board, offering to take him and any of his men he chose with me, which offer he peremptorily refused. On remonstrating with him, and explaining the serious consequences which would ensue should any accident happen, he informed me the soldier's rifles were loaded, and they had orders to fire should I or any of my men attempt to leave the "Lion." I saw all further remonstrance was futile, and passed the night in sleepless anxiety, but at daylight saw my little vessel in safety close to. The "Lion's" anchor was hove up, and we steamed within speaking distance. A boat was then launched, the Collector got in, some soldiers followed, the Officer in command last. He, becoming frightened at the sea, immediately jumped out, the soldiers following suit. At this, the sailors in the boat belonging to the "Lion" became tired of holding on, and shoved off, taking the Collector alone, much against his inclination. He, however, was taken alongside, and, on going on board, the "Maud's" ensign was run up, in accordance with my order.

The Collector seached through the "Maud" personally, was shown all further papers he required, expressed himself perfectly satisfied, left bill of health with the Mate, and told him we were free to go when we wished. He then returned to the "Lion," where I was still detained under compulsion. He informed me all was right, and he was very glad I could now leave the "Lion," and proceed to sea at once, as he had left my bill of health on board the "Maud." I accordingly proceeded on board the "Maud," and was

sitting at breakfast, when a letter came from the "Lion," as follows: "Dear Sir,—You will at once proceed with the 'Maud' to Lorenzo Marques. If you cannot do so, the 'Lion' will tow you in." To which I replied by letter: "My men are now at breakfast, and I protest against your arbitrary and unjustifiable treatment." The answer to this followed immediately in the person of the Collector, a number of soldiers, and two Officers. I was still at breakfast. The Collector came to the cabin door, and called down to me, "You protest, you protest, eh? all the same, no good; my men stop on board."

The men were then placed in different positions on board, with loaded rifles and a full supply of ammunition. I thereupon wrote the Collector and Captain of "Lion," further protesting (seeing that I had been granted my clearance) against being again seized, with papers all in order, and with the British flag flying—an outrage which savoured of none other than piracy. I further disclaimed any and all liability as to expense, informing them they would be held liable for any damage or damages, and then became passive in the matter. The "Lion" towed us into Lorenzo Marques, where we arrived about noon (the 15th instant). The Collector, and several other officials, boarded us, with a boilermaker and carpenter, when a most rigid search was instituted. The soldiers were removed at sundown. The next day (the 16th) the Collector, with a Portuguese Captain, the Captain and Engineer of "Lion," and Engineer of another steamer, with assistants, came on board, when we were subjected to another most rigorous search, the fact of a disabled boiler being utterly discredited. This report of the search was then put in the form of a survey, and signed by the three Surveyors (against my protest) without their knowing a word of its contents, the document being written in Portuguese. The Collector then demanded my ship's log book, coast chart, register, and Certificate, taking them, with other papers, on shore, *thereby further ratifying this unwarrantable seizure.*

My papers, &c., seized, were returned two days after, and I was informed verbally I could sail as soon as I pleased (this was the 18th), whereupon I informed the official, bearing the message and papers,

that having been in communication, by writing, with the Governor for the last four days, such message as he conveyed could only be received from the Governor in writing. This was complied with the following day (the 19th January).

It is much to be regretted that in a port such as Lorenzo Marques there is no established British Consul, and this want is keenly felt by British residents there. The then acting Consul, a Mr. Heraghty, the Eastern Telegraph Company's Agent, has since resigned, and at present the appointment is vacant. Had there been a regularly installed British Consul, my course would have been clear.

I wrote to the Governor, immediately on being seized, fully explaining the case in every detail, protesting against his action, and holding him liable for all damage and loss. I also wrote him several letters, as after events justified, in connection therewith, and maintain, had I not been restrained by his action, serious events which happened about that time, and after, would in all probability never have occurred. I further requested the Governor, seeing that he had brought me forcibly into Lorenzo Marques, to tow my vessel out to the position he found her in, which, with the then prevailing wind, would take me some time to reach, besides the risk; but this request was refused.

Before leaving a note was received from our people up country, requesting me to send them some ammunition, with a list of their requirements appended; this was necessary, as they had various descriptions of breech-loading rifles. I had previously received a letter from the Acting-Consul, stating that he had seen the Governor, who informed him we could remove all our ammunition in the Government Magazine, when we pleased. I therefore saw the Secretary, and explained my request, but was informed by this personage that he would allow no more than 100 cartridges. I informed him that the Governor had consented to the removal of the whole, and explained that material of this description would be of no use to any but our party, and impossible to sell—it was simply required for their part subsistence up country while we went to Natal in the "Maud" for repairs, but could get no satisfaction, so saw the Governor, who declined to interfere.

As it was impossible for our people to get along without ammunition, I decided "half a loaf was better than no bread," and went to the magazine to procure the 100 cartridges. Having our own tools for making them, we had none ready-made, so, selecting 100 solid-drawn brass express cases, a box of wads for filling same, one box of caps (containing 500), one box of 100 explosive bullets, and one box of 100 non-explosive bullets, with 100 revolver cartridges, I returned with same to the Governor's Office, thinking, when they saw the nature of the things, this was the very least they could allow. But no; the 100 revolver cartridges were at once rejected, then the bullets were counted out of each box, and I was told to select either 100, but not both; 100 wads were also counted, and, to crown all, 100 caps out of a small box of 500, with the greatest unconcern, as if counting bank notes. I wrote to the Governor in connection with this matter, telling him that five of our party might have to depend on this ammunition for some months, and stating that our treatment so far was so unfavourable as to induce me to believe in anything but the success of our undertaking. On our arrival in Natal (where protest was immediately noted and extended) these matters not unnaturally formed the groundwork of much newspaper comment, so many rumours having been previously circulated as to the seizure.

After a stay of nearly two months in Natal, completing our necessary repairs, we again started for Delagoa Bay, to take in our material for trading, which had been landed in that port on the July previous, being shipped by us to our order. Mr. Wylie, being up country, had his bill of lading with him; we had a duplicate, also a letter from Mr. Wylie requesting us to procure these goods, but the only condition on which the Collector would allow us to remove the goods, was that we should find someone who would go surety for a large amount, that we would produce Mr. Wylie's bill of lading within three months, which surety Mr. Potts kindly entered into. This, I thought, would be the last trouble. But no; before granting clearance they required that I should find someone to go surety, in two separate large amounts, for our good faith, that we were really going to the Limpopo River with these goods and steamer, and that we should

likewise return to Delagoa Bay, immediately on leaving the river, with what produce we had collected. After a deal of trouble this was also obtained, which speaks well for other Europeans (in assisting us in our attempt at entering a new country) if not for Portuguese. Why should such necessity for this security exist, full duties having been paid on all our goods? Notwithstanding all this the Collector told me, on leaving, he never expected to see us back again, as, from surveys and attempts made by Portuguese men-of-war, it certainly was impossible to enter the Limpopo River.

All at last being settled, we started on the 13th April for the River Limpopo (native names Inhampura, Inhapallala, Inguenia, Oori, or more generally known as Meti or Meté), and arrived off the mouth on Monday morning, the 14th. The Limpopo River, in the *African Pilot*, part 3, page 162, of 1878, is named the Inhampura by Captain Owen, and placed in lat. $25^{\circ} 11' 30''$ S., long. $33^{\circ} 28' 15''$ E., with the remark, "We have no information about it." It is my belief this is the river Dr. Livingstone put down as the King George or Manhica, it being referred to in the index of the above-named work as the King George River. This is not correct, as the King George River flows into Delagoa Bay. We steamed carefully several times past the entrance, taking soundings as close in as possible, awaiting the time of high water. At about half-flood, the bar being considerably smoother, it appeared feasible to enter by the southern channel. Accordingly, after battening down and securing all possible openings by which water might get below, we started in (with an over-pressure of steam) at full speed, sounding as we went, having previously kept a sufficient distance from the bar to allow us to gather our full headway speed before crossing, following the last sea, and counting on a smooth on the bar. It was fortunate we had taken the precaution of ensuring good headway, for, just as we were crossing, an unexpected roller came along, lifting our stern (as it rolled in) so much out of the water that the propeller raced away without obstruction, so much so, as to tighten up the bearings by excessive friction, causing the machinery to stop dead on this account. Fortunately our headway carried us safely in. We had the anchor ready to let go the moment the vessel appeared to

lose ground, but found that all was right before this was required, when we went ahead again, and then learnt the nature of the stoppage, which might have resulted seriously, as, with a strong flood tide, I found the current in the channel on the bar setting out at a rate of about 4 knots per hour. The channel is very narrow, but I did not see the sea break in the channel only at low water, although it broke with terrific force on either side, and it is my opinion no craft being swept by the current out of her course, and getting into those breakers, would survive. We found in the channel on crossing no less water than $4\frac{1}{2}$ fathoms, bottom of sand, and, immediately inside the mouth of the river, a splendid anchorage (sandy bottom), and capable of holding a number of vessels protected from wind and sea in all quarters; a long sand spit (see sketch), forming a natural breakwater runs in a line with the coast for a distance of three miles, with an opening of about three-quarters of a mile to the other shore, which forms the river mouth, the water at which is perfectly fresh and drinkable. The land hereabouts is all composed of high sandhills, slightly covered with short undergrowth; one of these hills forms a good guide for indicating the mouth of the river, and appears at a distance to be of an intense reddish colour, and can be clearly distinguished from eight to ten miles off.

We proceeded immediately up the river a distance of some twenty miles to our station, when we anchored and received our friends, and steamed away again the next morning (the 15th) early; we continued without mishap till sundown, finding on a average not less than 4 fathoms water. Starting again the next morning (the 16th), the depth of water in the channel was found more regular at about $3\frac{1}{2}$ fathoms. Wishing to reach a large village that night we pushed on after dark, when, mistaking a bend in the river, we ran ashore, but succeeded in heaving off in less than an hour, and then anchored for the night. Starting again the next morning (the 17th), we continued all right till noon, when, from the strong current and bad steering, in rounding a bend in the river we again got ashore, but backed off after a stay of about ten minutes, soon afterwards anchoring again that night. The next morning (the 18th) we proceeded again, anchoring about noon, the river at this part being

very much wider and suddenly shallowing to about 8 feet in the channel. It was deemed imprudent to go further, in the event of our not being able to return till the next flood. I had to consider the sureties entered into on our account by Mr. Potts, which would be enforced in the event of our not being able to return within the time stipulated by the Portuguese Authorities (three months), so we at once set about erecting huts and landing the goods and stores for our party who were to be left here, which was completed at 2 p.m. on the 19th April.

I may here say that during our progress up the river, which is narrow and deep, the surrounding country being low and level, we were followed by dense crowds of natives, who, on account of the current against us, could, by running, keep pace for a time with the steamer. They danced and shouted with delight as they ran. At times we would blow our steam whistle, which would cause them to scatter and tumble in great dismay, out of reach (as they thought) of the gun, but, gaining courage as they found no harm result, the knowing ones would scream with delight to see the fresh arrivals run and tumble in the same manner. We stayed at the principal villages, on the way up, to land and see the chiefs, by whom we were always received with wonder and courtesy. They expressed considerable amazement at the steamer, and at every village all the oldest men firmly asserted they never before saw any craft in the river. The country is very thickly populated, and the men eager and ready for work at the least possible remuneration. A man will do a hard day's work for a handkerchief worth twopence. As far as we went, from the appearance of the land, it seemed well adapted for agricultural or sugar raising purposes. It is almost devoid of trees or any material suitable for fuel, except at the mouth, which for a short distance is thickly fringed by mango trees. A few miles from the highest point we reached (Manjoba's or Injoba's Kraal) the land becomes high, and is well wooded. Here, we were informed, we had reached the extreme limit of the Indian or Banyan traders (inland), who seem to trade principally with rum, for which they receive cash, or its equivalent in as small and valuable articles of trade as possible, there being little or no profit on bulky materials,

the carriage being so expensive. It was also reported that the high land we saw ahead continued, so far as they were aware, right away inland, and the country was perfectly healthy.

The natives knew of no obstruction whatever in the river to prevent its free navigation at all seasons, with the exception of a crossing in the locality we were then in. They reported that, in the dry season, they could sometimes cross the river at this point, but, from the many contradictory statements we received through our interpreter, I inferred that the least possible depth they could have would be 4 feet, and I very much doubt the truth of the existence of this Manjoba's Crossing, as it is termed, seeing that the river is full of crocodiles, alligators, and sea cows, which are feared so much that the natives will on no account approach the river to drink, in the usual manner (as they do where these creatures are not found), but draw their water in pots attached to long poles. The river is also to a certain extent tidal to this point, and, from various signs and information received, the river had a short time previous to our visit been at least 8 feet higher. We should have proceeded on over this crossing, only we were short of coal, and believed at the time, as the river appeared still to be falling, that we might have been unable to return that season, but information, received some months afterwards from our people left behind, would seem to indicate that it was as low as it would be at any time during our stay there, as they reported the river rising again shortly after we left, and remaining at an average height of 2 feet more than at the time of our visit. I could see no sign of any trade or work of any description going on here. Tobacco is and can be largely cultivated, but the natives receive no encouragement in this or any other branch. Tobacco bought here will not realize more than the amount paid for carriage when sold in Delagoa Bay; traders do little better with skins, India rubber, or bees' wax. On the upper reaches of the river skins are taken no notice of, as traders would lose by paying carriage of same, if obtaining them for nothing. At the mouth India rubber abounds. Boys could be employed in great numbers for the collection of same, but in this, as all else, cost of transport

swallows up all profit. Therefore, at the present, the natives in this district are very backward.

The cost of carriage on goods from Delagoa to Manjoba's Kraal amounts to 10s. for every load of from 50 to 60 lbs. The natives require to be paid in advance, when they frequently decamp after receiving their money. Traders have also to put up with loss by theft, rains, and floods, which at times is not inconsiderable. Carriage on the return journey is on much the same footing. Our people paid rather more than this amount. Against this there is the certainty of transport by the river, which, on leaving Delagoa Bay overnight by steamer, can be reached the following morning, and on entering there is a district ahead, according to all authorities, second to none in Africa. I am confident, from the appearance of this river, with accounts received from traders, and the journal of a traveller, copies of which I have seen, that this river is navigable, and, unlike most African rivers, free from falls or any impediment as far as the Transvaal. It flows around the district of Zoutpansberg, and all who have ever visited this country know the immense cost of transport to the northern part of this district, and will readily understand the commercial value of the Limpopo in the interest of South East Africa.

On the 19th April, bidding our friends good-bye, we started from "Injoba's or Manjoba's Kraal" (the furthest point we had attained) on our return journey. Continuing after dark we unfortunately ran ashore, whereupon we ran an anchor out in deep water, hove taut, and, after setting a watch, turned in for the night, as, the current being so strong, I judged it would soon free us, which proved correct, as she floated at midnight, and swung off to the anchor. In the morning (the 20th) we started again, steaming easy. The current being so strong in the bends, very little time is allowed you to judge the channel, and before rightly deciding in one case we were taken on a spit, and remained there six hours. I had to procure a large number of natives to assist in hauling us off (which seemed to afford them some enjoyment—almost as much so as seeing us run ashore; they inquiring if we did not know it was the wrong way, and that there was no water

there). We got off again at four p.m., steaming away till sundown, when we again anchored. Starting again the next day (the 21st), we steamed without interruption till five p.m., when we anchored off our station, close to the mouth. The next day (the 22nd), having taken on board what produce had been collected, we returned to the mouth and anchored, for the purpose of taking observations and photographs; but, unfortunately, on coming into contact with the fresh sea air, myself and four others were prostrated with fever.

At the time of our visit a large expedition was being organised by Umzeila's people against a coast tribe called the Knob Noses (by reason of that organ being largely developed); this takes place, I am told, frequently, when at times large numbers of women are captured, and many sold in Swaziland, as wives, to the best purchasers there.

We left the river on Friday (the 25th April) having only three of our party in a condition fit for work; I was just able to stay on deck to direct our course across the bar. We found the bar had considerably less water than when we entered. This was probably attributable to a heavy sea running for the previous three days, which would have the effect of forcing the sand in on the bar; the least water on leaving (on the bar) was found to be 15 feet, high water, spring tide.

We arrived in Lorenzo Marques the next day (26th April), where the other three were prostrated with fever, and one, a boy, unfortunately died. We remained in Delagoa Bay until Wednesday (the 7th May), when, being sufficiently recruited, we started for Natal, and arrived there on the 11th, where we soon recovered from the effects of fever.

Shortly after our arrival in Natal we heard from Delagoa Bay that Mr. Wylie, whom we had left up the Limpopo with the goods, &c., landed for trading, had been seized by the natives, with all his goods, they alleging that he had come in the steamer with his friends to murder them, and, now that the steamer was gone, they would keep both him and his goods. He succeeded in sending a message to the Governor of Delagoa Bay, who, after a delay of six

days (considering), stated he could do nothing, as it was out of their territory—which reply, considering all the circumstances, is rather worthy of note. Mr. Wylie ultimately succeeded in getting away, but had to abandon all his goods. In entering this district we complied with all the regulations and duties imposed by the Portuguese Authorities; but in return, when we require the benefit of protection, which we were in some measure entitled to, it was withheld, and all responsibility repudiated.

The "Maud" was an iron screw steamer, 65 feet long by 10 feet 6 inches beam, by 5 feet 6 inches deep, drawing 6 feet of water, and $16\frac{5}{10}$ tons measurement; it was the wonder of the officials at the various ports at which we called for coal on our outward voyage as to how we managed to carry sufficient for steaming purposes. In Port Said our statement of having crossed the Bay of Biscay was not credited until our papers were shown, yet the Portuguese, in their superior wisdom, never expressed astonishment, but expected to find a cargo of contraband goods (where?); hence our seizure and subsequent treatment, which has partially led to the premature abandonment of an expedition, with the loss of all money invested, which might otherwise have had a very different ending.

G. A. CHADDOCK, F.R.G.S., &c.

P R O T E S T

BY MASTER AND CREW OF S.S. "MAUD."

Know all men whom it may concern, that on this the twenty-seventh day of February, in the year of Our Lord one thousand eight hundred and eighty-four, before me, William Edward Shepstone, of Durban, in the Colony of Natal, Notary Public, by the authority of Government duly admitted and sworn, and in the presence of the subscribed witnesses, personally came and appeared George Albert Chaddock, Charles Dyer, John Davies Yaxley, William Kerns, and Daniel Brannon, being respectively Master, Mate, Engineer, and two Ordinary Seamen of the steam yacht "Maud," of 16.58 tons burthen, of Liverpool, registered number 87,866, which sailed from Liverpool on a voyage to this port of Port Natal on the 25th day of September, 1883, carrying no cargo, and touched during her voyage at the ports and places hereinafter mentioned.

And the said Master referred me, the Notary, to the note of his Protest made before me on the 11th day of February, 1884.

And the said Appearers did severally testify, declare, and say for truth, and in manner and form following, that is to say:—

That they left Liverpool on the 25th day of September, 1883, and arrived at St. Mary's, Scilly, on the 7th day of October, 1883. That they left St. Mary's at 11 a.m. on the 9th day of October, 1883, and proceeded on their voyage.

Nothing particularly worthy of note occurred until Tuesday, 16th October, 1883. On this day they arrived at Gibraltar.

They left Gibraltar on the 22nd October, 1883, and arrived at Malta on the 29th day of same month. They remained at this latter port until the 3rd day of November, 1883, when they again

proceeded on their voyage. They arrived at Port Said on the 11th November, nothing worthy of note having occurred during the passage from Malta.

They left Port Said on the 13th November, and came to an anchor at Suez the following day. They remained here until the 15th of November, when they again proceeded on their voyage. They experienced fairly moderate weather until they arrived at Perim Island, where they came to anchor on the 30th November, 1883. They left Perim Island on the 5th December, and arrived at Aden the following day. They stayed but a short time at Aden, leaving on the same day as they arrived.

Nothing worthy of note occurred on the voyage to Zanzibar, where they arrived on the 20th December, 1883, leaving, however, towards Natal the next day.

At 3 30 a.m. on the 25th December, 1883, the engines broke down. There being a high sea running at the time, they were at once slowed, and everything was done to secure the vessel from any possible damage. At 3 30 p.m. they anchored in the Rovuma River, for the purpose of seeing to machinery; at 5 45 p.m. they hove up anchor and proceeded out to sea; at 7 30 p.m., the Master being in charge, the vessel struck heavily amidships on a sunken reef, extending fully four miles further than marked on the chart, latitude $10^{\circ} 30' S.$, longitude $40^{\circ} 39' E.$ During the following day the vessel was found to be making a little water, as also on the 27th December. At 6 10 p.m. they anchored in Fernando Veloso Bay for the special purpose of overhauling, the Engineer taking advantage of the stoppage to repair machinery and stop the leakage of steam pipes from the boiler. They left Fernando Veloso Bay on the 30th December, proceeding under sail only, the vessel still making a little water. On Monday, the 31st, part of the blade of the propeller was for the first time found to be missing. The crew were unable to account for it in any way, but it was supposed that it must have been broken off on striking as above mentioned.

On the 3rd January they, for the first time since leaving their last anchorage, got up steam, but only at a pressure of 35 lbs., as the boiler seemed to be badly shaken.

At 3 p.m. the following day one of the boiler tubes commenced leaking, and they proceeded under sail again.

At 5 p.m. on the 5th January, while making an attempt to get up steam again, another boiler tube commenced leaking. Another boiler tube also commenced leaking on the 6th January, when getting up steam, and the same thing occurred on the 8th. At 1 p.m. on the 9th they repaired the boiler tube and proceeded under steam. At midnight two more boiler tubes were found to be leaking. During the day the Engineer reported that the boiler was adrift from its fastenings. It was immediately secured, so as to keep quite safe. At 5 30 p.m. another boiler tube commenced leaking. Every endeavour was made to proceed as speedily as possible towards Delagoa Bay under sail, as the fresh water was running very low, and there was not sufficient to last to Natal.

During the 12th and 13th January two boiler tubes commenced leaking whenever steam was got up. By this time the boiler tubes were all more or less leaky; so the boiler was useless.

At 1 a.m. on the 14th January they came to an anchor in Port Melville Channel, off Elephant Island, as the Master did not wish to risk a passage to Lorenzo Marques under sail, as there was a spring tide, and a strong current was running towards the land. The wind also was falling.

At 11 a.m., no authorities having boarded the vessel, and no signs of ships or habitations having been seen, the Master, taking his bill of health with him, proceeded in the ship's boat to Lorenzo Marques, for the purpose of seeing Lloyd's Agent, and, if possible, bringing a Surveyor off to the vessel. At 5 p.m. there was a short, breaking sea running. A blue light was observed burning, but seeing no boat or steamer, it was thought to be some shore signal. At 6 a.m. on the following morning the crew on board were awakened by hearing a steam whistle blowing alongside, and perceived a steamer alongside. A boat was lowered from the steamer, and brought an official on board, who delivered a letter from the Master, as follows:—

“Hoist your ensign. Allow soldiers on board, and show everything.”

The Master could be plainly seen on the deck of the steamer. A large number of armed men were also seen. The official, who turned out to be the Collector of Customs of Lorenzo Marques, looked through the vessel, and asked for and was shown all papers, such as register, &c. He then drew up a paper in writing in the cabin, remarked that all was right, and left the vessel, leaving the Master's bill of health behind him. The Master then came on board in his own boat, having been on board the steamer (s.s. "Lion") all night, under arrest and strictly guarded, and threatened with death if he attempted to escape.

While the crew were seated at breakfast, a letter was delivered from the "Lion," ordering the vessel to proceed to Lorenzo Marques at once, or, if she could not do so, the "Lion" would tow her in. The Master then wrote the following letter to the official on board the "Lion":—

"S.S. 'Maud,'

"Delagoa Bay, 15th January, 1884.

"To the Collector of Customs, S.S. 'Lion.'

"Dear Sir,

"My men are now at breakfast, and I protest against the arbitrary and unjustifiable action taken against me and my vessel.

"I am, dear Sir,

"Yours truly,

(Signed)

"GEO. A. CHADDOCK,

"Master."

Immediately after this letter reached the "Lion," a boat returned with soldiers. The Collector, seven soldiers fully armed, and two officers were left on board. The soldiers, with rifles loaded, were posted at different parts of the vessel. The Collector then came to the companion, and, speaking to the Master, said, "You protest? you protest? Ah! no good. All the same my people stop on board." The Collector then returned to the "Lion," and from thence sent word that the vessel would be towed into Lorenzo Marques. The Master then, both verbally and by letter, informed the Collector

and officers that, as the vessel was now in their charge, that she was at their risk, and that they would be held liable for all loss and damage. The vessel was then taken in tow by the "Lion," and arrived at Lorenzo Marques at 2 30 p.m., and came to an anchor at 3 30 p.m. The letter addressed by the Master before the vessel was towed in, was as follows :—

"Delagoa Bay,
"Steam Yacht 'Maud,'
"15th January, 1884.

"To the Captain of the S.S. 'Lion.'

"Dear Sir,

"As I am informed you are about to tow me into Lorenzo Marques, at the instigation of the Portuguese authorities now on board your vessel, I beg to inform you that I am in no way a party to the transaction, and therefore decline all risk and expense.

"I am, dear Sir,

"Yours truly,

(Signed)

"GEO. A. CHADDOCK."

Soon after they came to an anchor at Lorenzo Marques, the Collector, two carpenters, one boilermaker, and an interpreter came on board. The vessel was again subjected to a most rigid search. The military officers then went on shore, and were soon after followed by the Collector and searchers.

At 1 p.m. on the 16th January, a boat brought off the Collector, a Portuguese Captain, the Master of the s.s. "Lion," and two Engineers from English steamers. They proceeded to inspect the boiler and overhaul the ship, requiring the cabin floor to be lifted, for the purpose of viewing the water ballast tanks, but found nothing suspicious. A lengthy document was then drawn up in Portuguese, and signed by the Captain of the "Lion" and English Engineers, without the document being read over or translated to them. The Master remonstrated with the Captain of the "Lion" for signing a document which he did not understand. At 3 45 p.m. the Collector

and others left the vessel, the Collector taking on shore the ship's register, Suez certificate, log book, chart of coast, and all papers.

At 11 a.m. on the 17th January, the Master went on shore with a formal Protest, which was submitted to the British Consul, and handed by the Master to the Governor of Lorenzo Marques personally. The Protest was as follows:—

“ S.S. ‘ Maud,’ ”

“ Lorenzo Marques, 17th January, 1884.

“ To His Excellency the Governor of
Delagoa Bay.

“ Your Excellency,

“ With regard to the proceedings taken against my vessel, the steam yacht ‘ Maud,’ I beg formally to state that on my passage from Zanzibar to Natal my steamer struck the ground on a sunken reef; that, in consequence, the boiler became disabled, and I had to make my way here under sail, where I wished to procure fresh water. Having never been in this part of the world before, I was entirely guided by my book of directions (*African Pilot*), which states that Port Melville is an excellent anchorage, and fresh water easily procured; also, that it is preferable to *Lorenzo Marques, being free of fever*. I accordingly anchored there on Sunday night, the 13th instant, at 12 30. I also deemed it imprudent for the safety of my steamer to proceed to Lorenzo Marques under sail. I waited on board the following day until 11 a.m., thinking, in my ignorance, some official would board from Port Melville, and seeing no signs of people thereabouts, I proceeded in my boat to Lorenzo Marques, to consult with Lloyd's Agent (if I found one) as to the safety of my proceeding to Natal under sail. I also thought there might be some ships there, and, for the the satisfaction of the Underwriters and not to prejudice my insurance, I deemed it prudent to hold a survey on the ship, all of which you were duly notified of prior to taking action. I had been on shore about twenty minutes, and,

having no agent, I was talking to the Dutch Consul (Lloyd's Agent) about my mishap and the propriety of my finding the Custom House to present my bill of health, when the Collector of Customs stepped in, and informed me that the Governor required my immediate presence, when I at once complied, presenting my bill of health, and fully stating my circumstances. I was then informed by the Collector of Customs that he was going on board my vessel. About half-an-hour afterwards I was informed that I was prohibited from leaving the town to go on board, and that the 'Lion' had been chartered, and was taking the Collector and a number of soldiers out to board my vessel. I at once saw your Excellency, and protested against these measures, requesting to be allowed to go out with the troops, which you assented to. The s.s. 'Lion,' not being able to see my vessel, and having once struck the ground, prudently came to an anchor. I, knowing well the position of my vessel, wished to proceed on board in my boat, as, the weather being bad and threatening worse, I became very anxious for the safety of my steamer and my trading friends on board, who, I may inform your Excellency, are treated in their own country as gentlemen. On s.s. 'Lion' anchoring, I expressed my anxiety to the Collector, and requested permission to proceed on board in my own boat, which was refused. I reasoned with the Collector, offering to take him and some of his men with me, but he declined to go, and I was informed that any attempt on my part to leave the 'Lion' for my own vessel would be stopped, as, should I attempt it, the soldiers had orders to fire. I therefore saw the imprudence of such a step. I passed the night in sleepless anxiety, and I may remark that, never having been restrained in my life, I felt myself to be an Englishman, whose pride is liberty, and my feelings were the more acute as I knew the danger my vessel was in of drifting and imperilling the lives of those on board. At daybreak the s.s. 'Lion' hove up her anchor, and proceeded towards my

vessel. I was then informed by the Collector of Customs that I was to remain on board the s.s. 'Lion' until he had been and examined my vessel. On receiving the order, I requested that he would take a note to the Mate, so as he should be received amicably. He refused; and as I have impressed fully on everybody's mind that in my absence, whenever we are on the Coast, no one shall be allowed to come on board, and as our business will lead us into places where natives may be hostile, it is only a safe measure. Remembering this, I wished the officer to take a note, and therefore wrote in pencil to the Mate, 'Hoist our ensign; let soldiers on board, and show everything.' The Collector, after reading carefully, at last consented to deliver it. The s.s. 'Lion' lowered a boat. The Collector, officer, and some soldiers got into her, but became frightened at the sea. The officer and soldiers jumped up, and, in the confusion, the boat pushed off with only the Collector in her, taking him alone to my vessel. He went through her, left my bill of health, then returned to the 'Lion.' He at once informed me all was right, the vessel passed, and I was at liberty. I and my men were then allowed to leave. I had been on board not more than ten minutes when a letter was sent from the 'Lion,' as follows:—'Dear Sir,—You will have to proceed at once to Lorenzo Marques. If you cannot do it, the "Lion" will tow you in. Please let me have an answer back with the boat.' I replied by note that my men were at breakfast, and protested against the arbitrary and unjustifiable measures being taken. On delivery of this, the Collector and some officer and soldiers with loaded rifles, each man having forty rounds of cartridges, came on board, and I was told that the 'Lion' would tow me in. As I write, I can scarce credit that such an act of piracy could be committed by Government officials, with the British flag flying. I then became passive in the matter, and we were towed into Lorenzo Marques, where, on arrival, officials came on board with carpenters and boilermaker,

subjecting us to a most rigid search, the fact of a disabled boiler being utterly disbelieved. At 5 30 p.m., the 15th instant, your soldiers were removed. As my vessel has been forcibly brought here, I request that your Excellency will inform me, by letter, what further steps you propose taking in this matter.

“ I have the honour to be,

“ Yours very respectfully,

(Signed)

“ GEORGE A. CHADDOCK,

“ Master.”

At 10 30 a.m. the next day (18th January) a boat came off from shore, returning the ship's logbook, ship's papers, chart, &c., but no communication from the Governor or any official.

Some few days previously the Master had been informed that a lighter belonging to the firm, and in charge of Mr. Wylie, who had arrived at Lorenzo Marques some time previously, had gone ashore down the Coast.

At 10 45 a.m. on this day (18th) a messenger came on board, sent by Mr. Wylie, and stated that the lighter, owing to no assistance having arrived, had been completely wrecked during a storm, through the waves dashing against her.

At 2 5 p.m. the next day a Portuguese interpreter came on board with a verbal message, saying the vessel could proceed to sea at at once, as they were free from all restraint.

At 5 p.m. the Master received an official letter from the Governor, stating that the vessel might proceed on her voyage; and at 10 a.m. on the 30th January she left for Natal, where they arrived on the 8th February, 1884.

Before leaving Lorenzo Marques the Master communicated, both by telegram and letter, with his Agent, who was at Natal, instructing him to obtain tubes for the boiler. This was done in the hope of obtaining such sufficient and satisfactory tubes as would enable them to steam out of the bay. The Agent replied that he had tried to obtain them at Natal, Cape Town, and Port Elizabeth, but

without success. The Master also requested the Governor of Lorenzo Marques to provide him with a tug to tow him to a safe offing, but without success.

And the said Appearers declared that it was never their intention to call at Lorenzo Marques, as that port was notoriously unhealthy at the time of year. That it was their intention to have procured water at Port Melville, where the sailing directions showed that there was an ample supply of good water, and then to have proceeded to Natal.

That, owing to the detention of the vessel at Lorenzo Marques, one of the people on board sickened of malarious fever, and died on arrival at this port.

That by said illegal detention they and the owners of the said vessel have been put to great loss, annoyance, expense, and inconvenience. That they were entirely innocent of any unlawful intentions, being on their way to Natal, where they intended to refit the vessel, and then return up the Coast to engage in lawful trade.

That the lighter, which is hereinbefore referred to as being lost, ran ashore in such a way that, had a few men been able to go to her assistance at once, she could have been got off with ease, but that, by the vessel being detained at Lorenzo Marques, sufficient assistance could not be rendered, and the lighter was destroyed by a storm which came on soon after she went ashore.

That it is impossible to replace the said lighter at this port, or at any port on the East Coast of Africa. That the loss which will accrue to the said firm through the loss of said lighter is very great, and cannot, in fact, be at present estimated, as their trading operations will be entirely crippled, and loss will accrue to them through the delay which must take place until another boat arrives from England.

The reports of the Surveyors as to the state of the said vessel "Maud" are hereto annexed, marked A, B, and C.

And these Appearers did severally declare that the said vessel

“ Maud,” at the time of her departure from Liverpool aforesaid, was tight, staunch, and strong, had her hatches well and sufficiently covered, and was well and sufficiently manned, provided, and furnished with all things needful and necessary for the said voyage, during the whole of which the said Appearers and the rest of the ship’s company used their best endeavours to preserve the said vessel and her tackle, apparel, and furniture, from damage or loss.

Whereupon, these Appearers do protest, and I, the said Notary, do also protest, against the aforesaid bad weather, gales, storms, and accidents and occurrences, seizures, illegal detentions and restraints, and against all and every person or persons, government or governments, whom it doth, shall, or may in any way concern, and against all losses, damages, prejudices, costs, charges and expenses, and interests which have been, and which may in future be sustained by the owners of said vessel or others interested in said vessel, for, by reason of, or on account of the premises aforesaid, and which losses, damages, costs, charges, and expenses shall and may be recoverable from underwriters, governments, and others concerned, in time and place convenient, and as of right appertains, such losses, damages, costs, charges, and expenses not having been occasioned by or through the neglect of the said Appearers or any of the mariners.

In witness whereof, the said Appearers have, together with me, the Notary, and in the presence of Henry Ashworth and Y. E. Clotten, as witnesses, respectively subscribed their names to the original minute hereof, now deposited in my Protocol, the date first before written.

Quod Attestor.

W. E. SHEPSTONE,

Notary Public.

LS

REPORT ON BOILER OF S.S. "MAUD."

CAPTAIN AND OWNERS, S.S. "MAUD."

GENTLEMEN,

At your request of survey, I have the honour to point out to you the condition in which I found the boiler of the steam yacht "Maud," and I find the cause of breakdown to be as follows:—

There were 51 tubes which had to be removed for purpose of survey, and I found a number of these tubes split longitudinally at the weld, and all totally unfit for use again. There were no stay tubes or stay bolts, also no side or top stays from combustion chamber to shell, and one side of crown plate pitted.

Cause of Breakdown.—The boiler was undoubtedly in good order when leaving England and suited the boat, as is proved by its satisfactory working up to the time of the ship striking, and the fact of it having (as I am informed) been overhauled and tested by practical men, viz., by Mr. Jas. Handley, Engineer, and Mr. McCracken, Consulting Engineer, previous to starting from Liverpool, and no later than a week before sailing; but, having no stays, the boiler has had a severe wrench, and, being built into the ship and rigid with the ship's bottom, by this wrench the boiler has been so badly strained as to render it unfit to carry the working pressure required, viz., 75 lbs. I found the boiler tubes in a rusty state, which I attributed to the fact of the boiler being filled with salt water for ballast, to enable the ship to carry sail, and this for a period of nearly two months, combined with the fact of the water on this coast being strongly impregnated with some acid destructive to iron.

Temporary Repairs.—I would recommend, under the circumstances, temporary repairs to boiler by using steam piping, expanding the ends in the ordinary way, and putting in 18 stay tubes. This would enable you to work the boat under easy steam until you get a new boiler out, which I would recommend you to order without delay.

I remain,

Yours truly,

J. G. HABAKKUK,

(For P. E. G. MITCHESON.)

Umjini Engine Works,

20th February, 1884.

CORRESPONDENCE

*Between Captain G. A. Chaddock and His Excellency the
Governor of Delagoa Bay.*

N.B.—*The Translations have been made by* PROFESSOR RALES,
Translator to the Board of Trade, &c.

TRANSLATION.

[The words in italics are for reference to the Addenda.]

SIR,

In reply to your letter I have to answer as follows :—

None of the excuses offered by you suffice to justify the suspicious proceedings of your ship, they are all contradictory, and the more attentively I read the statement you made to me, the more firmly does the conviction enter into my mind that the Customs authorities scrupulously fulfilled their duty, the proceedings taken being perfectly legal, and in harmony with what is laid down in International Law and various treaties which regulate maritime affairs.

You say in your communication that you sought Port Melville from the *African Pilot* indicating it to you as being a good anchorage and healthier than L. Marques, and, lower down, that you did not at once follow on to this port, as you did not think it prudent to come under sail. You afterwards add that after waiting till eleven in the morning for the officers of the Customs of Port Melville to pay their visit, and not seeing them, you then resolved to go to L. Marques in the boat.

Would not the *African Pilot*, and the information which you had, inform you also that at Port Melville there was no Custom House?

You, in despite of all regulations and of all laws, which laws in the profession which you follow you cannot in any way be ignorant of, you landed and, without presenting yourself at the Custom House, without presenting any papers, without, in short, fulfilling the prescriptions which the master of a ship has to carry out when he arrives at any port, you went to the Post-office to ask for letters to take to Natal, which denotes that you had no intention of entering with your ship into L. Marques, and you only appeared before the authorities when these sought you out.

You complain of what you call violence; that is the visit which the authorities of the Customs paid your ship, *suspected of smuggling on the coasts of Portuguese territory*, and, by the bye, you state that, being English, you glory in freedom (liberty).

The greatest glory of the Portuguese Government, *and of all the functionaries who serve it, is to cause the law to be carried out, and it is as a homage to it that I give you the explanations which follow*, explanations which otherwise I might dispense with.

Every merchant ship on the high sea in these parts, whether English or Portuguese, may be searched by ships of war of either of the two nations, in order to ascertain if she is engaged in the slave trade. This doctrine is expressed in the conventions entered into between the Governments of Lisbon and London for the destruction of slavers.

Every merchant vessel, of whatever nationality in the world, moored between two ports or anchored in the territorial waters of any country, is subject to the inspection of the Customs, and may be searched, arrested, and tried when there is a suspicion of or denunciation of smuggling.

The Director of the Customs kept you on board the "Lion" during the night in which she was anchored, and, on account of the sea could not reach the "Maud."

This proceeding is also entirely legal. You moreover tenaciously

persisted in wanting to go on board at night, and would not this persistence be translated as the wish to get on board and get rid, by throwing them into the sea, of all objects composing the cargo of the ship on which it was intended to avoid the payment of the Customs duties?

How could you expect them to allow you to communicate with your ship if you were under suspicion that you were carrying smuggled goods on board?

But how can you prove that during the night the crew of the "Maud," seeing a ship anchored near them which had the authorities on board, did not throw overboard everything that might compromise her?

The soldiers went on board your ship with their arms and ammunition; there was nothing to be surprised at in this. 1st.—No military force goes on duty without carrying the ammunition which the orders prescribe. 2nd.—Such precaution was justifiable seeing that, on the supposition that the vessel was either a slaver or a smuggler, hostilities were possible on the part of the crew.

This is completely justified, since you hastened to write to your first officer, telling him to allow the force to enter (which abundantly proves that your ship was not engaged in lawful trade, seeing how you took precautions which were not justifiable) on the approach to the "Maud" of a steamer manned by white men, and with the English flag waving from the yard arm. Certainly if you had not sent your note the visit of the Customs would be received as if they were "pirogues" laden with savages, that is to say, with shots or perhaps worse, owing to their not being such.

Another point, it is the last and most important, that the bill of health which you carried on board was altered with interlineations, without being countersigned by any signature, and that, by this fact alone, a fine might be imposed on the "Maud" and judicial proceedings taken against her.

Lastly, in reply to the inconceivable insolence with which you qualify as an act of piracy, an act based on the laws and on the regulations which, in accordance with the proceedings as regards

your vessel, I can assure you might be proceeded against immediately for insulting the Portuguese authorities, and if I do not do so at present it is in order not to prejudice the interests of third parties, who are in no way blameable for your want of courtesy; nevertheless, I shall acquaint my superiors with the insulting manner you behaved to me, and they will demand in London from the owners of the ship you command reparation for the insults received.

I conclude by informing you the necessary orders have already been given for your ship to leave as soon as you please.

God keep you.

Juntana do Gu. en L. Marquess, 17th January, 1884.

George A. Chaddock, Esq.,

Captain of the steamer "Maud."

THE GOVERNOR,

JOSE.

TRANSLATION.

I, Francisco Alvaro Moniz Barreta, attesting Notary of the Customs of Laurenc̃o Marques.

Certify, in accordance with the dispatch on the other side, that in the Archives of this department there are two documents of the following tenor:—

REPORT OF SURVEY. On the sixteenth day of the month of January, of the year of the birth of our Lord Jesus Christ, one thousand eight hundred and eighty-four, on board the English steam yacht "Maud," where the Director of the Customs, Adolpho de Castro Meto de Vascencellos, proceeded along with myself, the Notary, and where were present the Captain of the said steamer, and Francisco Caetano Viegas, and Captain Willeshan of the British steamer "Lion"—having been previously warned by me to act as Surveyors—as also Joaquim Gonçaves, Interpreter,

appointed because Captain Willeshan does not know Portuguese, *to whom the Director administered the oath according to the religion of each of them*, intimating to the two former that they were to speak the truth, and the Interpreter was to faithfully translate what Willeshan might say, and the Director, acting as Captain of the Port, directed the said Surveyors to examine *whether they considered the ballast they found on board sufficient to have made the voyage with*, and whether it was possible, with the means at the disposal of the ship, to have had salt water substituted for it, also whether there was sufficient capacity on board to contain it. Secondly, if they thought the ship could continue her voyage to Natal in the condition in which they found her, to which the Surveyors replied that, with the coal, wood, *and water contained in her tanks*, there was sufficient ballast, and, to the second question, that the vessel could continue her voyage under sail without risk, and, having no further declaration to make, the Director declared this Report concluded, which, after having been read over aloud by me and being found correct, was signed by the Director, by the Surveyors, the Interpreter, and by me, the Notary, which I wrote out and certify.

Adolpho de Castro Meto de Vasconcellos, Francisco Caetano Viegas, Janzito Hansseni, Willeshan, Master, steamship "Lion," Joaquim Gonçalves, Francisco Alvaro Moniz Barreta.

REPORT OF SURVEY. On the sixteenth day of the month of January, of the year of the birth of our Lord Jesus Christ, one thousand eight hundred and eighty-four, on board of the British steam yacht "Maud," whither the Director of Customs, Adolpho de Castro Meto de Vasconcellos, proceeded along with myself, the Notary, and where was present the Captain of the said steamer, and the engineer Tod of the steamer "Somtsen," and Burmais of the steamer "Lion," previously warned by me to act as Surveyors; also Joaquim Gonçalves, Interpreter, appointed *ad hoc*, because the said engineers do not know Portuguese, *to whom the Director administered the oath according to the religion of each of them*, intimating to the two former that they must speak the truth, and to the Interpreter, that he must faithfully translate what they

might say; and, to the Surveyors, the Director, acting as Captain of the Port, gave directions for them to examine the engines for the purpose of stating what was the cause and nature of the damage it had sustained, and whether caused accidentally, *to which they replied that the engines had twelve tubes burst through the pressure of the water, but that they did not think that this was too great*, and, having nothing more to state, the Director declared this Report concluded, and the present Report was drawn up, which, after having been read out aloud by me and being found correct, was signed by the said Director, the Surveyors, the Interpreter, and by myself, the Notary who wrote it, and which I certify.—Adolpho de Castro Meto de Vasconcellos, George R. Burmais, William Tod, Joaquim Gonçaves, Francisco Alvaro Moniz Barreta.

And it contains nothing more. In witness whereof I had it transcribed, and it is signed and sealed by me, with the seal of this department.

Office of the Captain of the Port of Laurenço Marques, 29th January, 1884.

THE NOTARY,

FRANCISCO ALVARO MONIZ BARRETA,

29th January, 1884.

S.S. "MAUD,"

Lorenzo Marques,

January 28th, 1884.

TO HIS EXCELLENCY

THE GOVERNOR OF LORENZO MARQUES.

YOUR EXCELLENCY,

With regard to the official letter delivered to me at 5 p.m. on the 19th instant, and dated the 17th instant, which alludes to a verbal order of release transmitted that day, the 19th instant, I beg leave to call your Excellency's attention to the following version of the statements therein. In the first place, I made only one request

at the Post Office, that was to know if there were any letters for the "Maud;" finding none, I left. As to my asking for mails for Natal, it seems to me too absurd for further comment, on the face of the fact that our boiler was disabled. As to the facts of the case set forth in my statement and protest being each one in contradiction of the other, I venture to remark that in a plain, honest, and true version of a case contradiction is impossible, and such assertion entirely uncalled for. I have already fully explained as to my landing with bill of health to present to the authorities, but surely a reasonable time is allowed a stranger to find them, with no flag flying to indicate where such are to be found. As to Port Melville, the *African Pilot* makes no mention of Custom House, either there or at Lorenzo Marques. As to the Collector of Customs detaining me on board the s.s. "Lion" owing to there being too much sea to board the s.s. "Maud," with all deference to this gentleman, I consider myself to be the best judge in this matter, and I maintain, had he chosen, I could have brought him and what soldiers he wished with safety to my vessel, and with perfect ease, on that night. As to the remark of how am I to prove the crew did not throw overboard that night all that we possessed of cargo which would compromise us, it seems to me so utterly absurd that I can scarcely credit any person transmitting such an idea to writing, seeing the size of our little vessel; but, as we have steamed from Liverpool, it may interest your Excellency to know that it has puzzled the officials at the various ports at which we have called as to how we manage to carry sufficient coal for steaming purposes alone. But in Delagoa Bay that obstacle is surmounted, and, in lieu, the idea of cargo (*also*) is entertained. Further, it is within your Excellency's power, if still harbouring such suspicions, to write to the officials at Zanzibar, our last port of clearance, for any further proof. As to my bill of health, it has been passed through Port Said, Suez, Perim Island, Aden, and Zanzibar without comment, at which ports we have been viewed with wonder, and treated with all courtesy and kindness. Seeing that I am conscious of no wrong, I am at a loss to surmise who the third party may be in whose interest you decide not to proceed judicially against me. You also make mention of my owners in

London, threatening to inform them as to my conduct. This is needless, as we are now in Delagoa Bay, and myself one of the party. I beg to state that the s.s. "Lion's" flag was only hoisted when close in to Lorenzo Marques, with my vessel in tow, and that if my statement of the 17th instant savoured in any way of insult, or to throw odium on your officials, it is not what I meant to convey, and, on reviewing it, I fail to see any remarks so tending. In fact, it was my endeavour to be as courteous as possible. I wish to remark that on Monday, the 14th January, I was informed, before leaving the shore, that Mr. Wylie's lighter was aground, and that I had expressed myself to individuals on shore that I would proceed in my boat, with men and tackles, first thing in the morning, to get her off, which the action of your officials, in my enforced detention, prevented, and I regret to say that, on the 18th January, I received a letter from Mr. Wylie stating that it was then too late. I have also to request that I may be supplied with a copy of the document drawn up on board my vessel, and signed by the Captain of the s.s. "Lion" and Engineers then present, as said document may contain some matter detrimental to me or my insurance, as, being written in Portuguese, it was signed by them in utter ignorance of its contents, and against my verbal protest. On the 17th instant, and *since handing in my statement and protest, my register, Suez certificate, clearance papers, ship's log book, and coast chart were removed on shore,* being returned on the 18th instant, this taking place after my vessel being thoroughly searched on three different occasions, which action to me, to say the least, seems very peculiar, and *further ratifying, without pretext, the forcible seizure of my vessel and all on board.* As we have been forcibly towed in here, I must formally notify your Excellency that the Government of your nation will have to bear the loss or accident, if any should arise in my endeavour to work out of this anchorage.

In conclusion, I cannot but remark on the peculiar manner in which our party are at present treated here. Your Excellency has

twice granted permission for the release of Mr. Wylie's sporting ammunition, now in the magazine, and also furnished me with an order for the withdrawal of the same, in addition to which I hold a letter written by the Consul, stating that you have granted to him permission to have the same released. But, on my going to receive it at the magazine to send up country with Mr. Inderwick, for his use and a party of seven, I am informed that the order is rescinded, and that no more than 100 cartridges will be allowed; and I am subjected to the humiliation of having 100 caps counted out of a 500 box and 200 wads for same. And this for the use and part subsistence of the above party far into the interior. Two hundred bullets are refused, and a 100 box of the same religiously checked to see that there are no more. Such are the difficulties with which we have to contend.

I have the honour to remain,

Yours respectfully,

GEORGE A. CHADDOCK.

A D D E N D A .

My reply to the Portuguese correspondence of January, 1884, was based upon a rough verbal translation, rendered by a friend at the time; consequently the whole matter is imperfectly dealt with. I have only within the last month obtained a certified written translation, and, therefore, have italicised certain important sentences for the reader's special consideration, and now append the following remarks in explanation:—

First clause—*as to smuggling*. The Portuguese were fully aware of the expedition, and were expecting us, in the "Maud," for six months prior to our arrival, as Mr. Wylie had preceded us, arriving at Lorenzo Marques in July, 1883, with a lighter and a large quantity of goods. The local press also reported our progress from time to time, being greatly interested in the nature of the undertaking. The Portuguese were also aware that the expedition was countenanced by the British Government; it would therefore follow that our Government were accessory to acts of "smuggling and slavery."

The second clause alludes to *the homage they pay to the law*. I presume this would apply to them, personally, in their newly-acquired official capacity, and without reference to their previous career; for it is a notorious fact that these same Officials left their country for their country's good, being banished for failing to observe the majesty of the law, which later in life so much impresses them. The wisdom of appointing law breakers to important official positions is a question well worthy of Portugal's consideration.

The clause referring to my note to the Mate is explained as follows:—I considered it necessary to have our ensign hoisted immediately to proclaim our nationality, and as a guarantee that under such flag and our protection no irregularity could take place.

The "soldiers," hitherto so named in deference to the Portuguese authorities, were neither more nor less than a black and undisciplined rabble, with no other badge of office than the musket they carried; the "officers" (so called), being half-castes, were little better. It was quite possible my people might have refused to allow them on board. The note was therefore written to facilitate matters, for, as all were shaking and trembling with fear, I was of opinion they might postpone the whole business, and keep me a prisoner until the arrival of a Portuguese man-of-war. The clause "show everything," meant all that was on board, of whatever kind or nature.

In the translation of Survey there is a clause, as follows:—"To whom the Director administered the oath, according to the religion of each of them." This is distinctly and entirely false; as I am perfectly certain the Director was as ignorant of their respective religions as myself, and never administered any oath.

With regard to the clause referring to the ballast, and the water in the tanks being sufficient for that purpose, it must be borne in mind they were our fresh water tanks, being at that time quite empty, as we had no water to drink. There were five in all, averaging about 25 gallons each, making a total of about 120 gallons. To regard such in any way as ballast is simply preposterous. We had no other water tanks on board.

In the survey of machinery the following clause appears:—"To which they replied the engines had twelve tubes burst through the pressure of the water, but they did not think that this was too great." The engines at this time were in perfect working order, having no tubes burst, or to be burst. I protested at the time against the Surveyors signing a document written in Portuguese, and the contents of which they did not understand. My protest is justified, as I am certain they would now declare they never made such ridiculous statements.

Our treatment could only be regarded as the outcome of the desire, on the part of the Portuguese authorities, to crush the expedition in its infancy. Failing to justify the seizure, they tried their utmost to have the "Maud" condemned as unseaworthy. Their

conduct throughout clearly shows they were opposed to any British enterprise in those regions, well knowing that the Limpopo River, if so opened up, would prove the key of the interior.

On the 2nd June, 1890, I communicated with the Secretary of the Mercantile Marine Service Association, by letter, asking him to bring my work before the Council of that Corporation, as representing a body of 3,000 nautical members, from whom an expression of opinion would be valuable, in showing that the right of conservancy over this waterway is a just claim on behalf of those embarking with me in the enterprise, and in conformity with custom and usage. In response to my application, the following letter was directed to be written:—

THE MERCANTILE MARINE SERVICE ASSOCIATION,

Chief Office: 67 & 68, Tower Buildings,

Water Street,

Liverpool, 6th June, 1890.

THE MOST NOBLE THE MARQUIS OF SALISBURY, K.G.,

Foreign Office, London.

MY LORD,

I have the honour to represent to your Lordship, by order of the Council of the Mercantile Marine Service Association, that Captain George Albert Chaddock, a Member of this Corporation of many years' standing, and who is well known to and has excellent credentials from eminent Liverpool Shipowners, is the same Captain Chaddock who, in 1884, made the important discovery that the River "Limpopo," South-East Africa, was accessible from the sea, and that, while in command of his steamer "Maud," he effected an entrance, and made important discoveries from its mouth into the interior for many miles.

Some of the records of his voyages were published in the Organ of this Body in 1885, and his enterprise has been the subject of correspondence with the Foreign Office.

The Council of this Association recognise the just rights of Captain Chaddock, in respect of his discoveries, to such protection as Her Majesty's Government can extend to him, and, in the opinion of the Council, his loyal and patriotic desire that British interests in South Africa should benefit by the valuable information his skill, experience, and labour have acquired, cannot fail to claim, and, the Council trust, secure, that support in his enterprise which its special merits and great value to this country entitle him to.

I am, my Lord,

Your obedient Servant,

J. J. GRYLLES, Secretary.