Expedition to Ruwenzori and Tanganyika: Discussion

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Secondly, a large part of the route is already organized. There are probably twenty steamers on the Lower Shire and Zambezi, and some eight or nine on the Upper Shire and Lake Nyasa. There is also one on Tanganyika.

The third and most important advantage lies in the relative value of the countries opened up. If one leaves out of count the Victoria Nyanza region, which would of course be opened by either route, the lakes route opens up the Shire highlands, the Nyanza region, the healthy Stevenson road plateau, and both the Congo State and German territory—at any rate that part which is near Tanganyika. Some appear to think that the fact of such a route assisting to develop German territory is in itself an objection to it, but with this reasoning I am not in sympathy. In addition to this, a connection could be easily made. First, by Kituta to Lake Moeru and Katanga; secondly, from the north-end of Tanganyika to the ivory country to the north-west; thirdly, from Latoma to the Albert Edward and Ruwenzori. Contrast this with the Mombasa railway of 657 miles, which opens up only the Masai highlands, Kikuyu, and Ukamba. The first 260 miles is through a desert, where perhaps twenty ostrich and merino goat farms represent the whole probable future development of the country.

The lakes route involves a line from Chiromo to Matope, say 120 miles, which will probably pay its expenses and interest at once; another 240 miles to Tanganyika, which will probably pay its local expenses in four years or less; another of 100 miles to the Kagera (and possibly a portage on the Kagera), to connect the whole of the lake region; that is altogether 460 miles as against 657 of the Mombasa route. It is also a matter of the very greatest national importance that our southern possessions should be connected with the East African sphere. The Mombasa railway will inevitably isolate the two for all time. The most important thing now necessary is to send a boat down the Kagera river, or up it, from the Victoria.

I then came down Tanganyika in an Arab dhow (which I was lucky enough to find close at hand) to Ujiji, and from Ujiji (where I was most hospitably treated by the Arabs, particularly Sefu bin Rashid) I made my way down to Kituta, where I found myself again amongst my own countrymen, who treated me most kindly. Thence I came down over the Stevenson road by Nyasa and the Shire to the mouth of the Zambezi.

Before the reading of the paper, the PRESIDENT said: We have this evening with us Mr. Scott Elliot, who only left us a short time ago—a year. Now he has returned, after having gone over a very vast extent of country in Africa; and his paper, relating to one of the most interesting portions of Mr. Stanley's discoveries—Ruwenzori, will be extremely interesting.

After the reading of the paper, the following discussion took place:—

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Mr. H. M. STANLEY: I am sure there can only be one opinion here this evening upon the merits of the address we have heard from Mr. Scott Elliot. I am sure all of you have been charmed, in the same manner as myself, with the exceeding modesty of the lecturer. Young travellers are generally not so modest; at least, I may say for myself that I was not so when I was his age. I felt exceedingly ardent, though humorous old gentlemen would generally put another construction on it. I agree with most of the things said, though on one or two points we happen to be at variance. I think he stated that the plateau between the Nile and Ruwenzori extends from 3900 to 4300 feet high. There is a gentle rise from the level of the lake, which is about 3850 feet, to an average level of about 4300 feet, and thence there is a gradual uplift as you proceed to the west towards Ruwenzori, until finally at the western border of the plateau the whole seems to tilt up into ranges of mountains, ascending northward and southward, forming longitudinal troughs between one range and another, and rising to perhaps 5000 to 7500 feet above the level of the sea. In his desire to explore new country, after his march to Ruwenzori, Mr. Scott Elliot travelled to the south to explore the Kagera. He goes through Buddu. All travellers to the south must travel through Buddu from Uganda, and on their way they generally cross the river called the Ruwezi. Speke crossed it first; I crossed it second. Since then a number of officers of the East Africa Company have crossed it, and each one has brought opinions of his own in regard to the course of that river. Native informants do not take the same views of the lay of the land. When I was on the Ruwezi river, I was told it did not flow direct into the Victoria Nyanza, but took a running curve to the Kagera, and thus flowed into the Nyanza. I ascended the Kagera from Nzungezi for about 6 miles, and found it a splendid deep stream between high banks. Mr. Scott Elliot, after crossing the Kagera, turned westward, and made for a certain bend near the elbow, where the Kagera turns from its south-easterly course, and towards the Nyanza. I think he stated that he estimated the height of Ruwenzori to be about 16,500 feet. He has ascended it himself as high as 13,000 feet; that is nearly 3000 feet better than poor Stairs of my expedition. Many here no doubt know that for centuries the altitude of Demavend was supposed to be not more than 16,000 to 18,000 feet; but of late it has been ascertained to have an altitude of 22,000 feet. Very modest estimates in like manner have been formed of Mounts Kilimanjaro, Kenia, and Mfumbiro. Many people guessed Kilimanjaro to be no higher than 18,000 feet; they put Kenia at a little lower altitude, and Mfumbiro was estimated by Speke and myself at between 9000 and 10,000 feet. Now Kilimanjaro is found to be 20,000 feet; Kenia, 18,500 feet; and Mfumbiro has been found by Count Gotzen to be 11,220 feet. The higher we ascend we increase our estimate, until finally on reaching the summit we know the correct altitude. Now, I suppose when the next traveller ascends to 15,000 feet, he will be apt to put Ruwenzori 2000 feet higher than the figures of Mr. Scott Elliot, until at last Mr. Conway or some other alpine climber will be able to give us the exact altitude. Of course I was exceedingly interested in the description by Mr. Scott Elliot. I suspect a disposition on the part of Mr. Scott Elliot to take my mountains of the moon southward to an extreme distance. I dare say you will remember some years ago, when I returned from my last expedition, I described to you how in the past centuries these mountains of the moon had been dancing a fandango right across Africa. I told you how in my school-days I used to see on the maps of Africa "Jebel Kumer" in large letters, which translated mean "Mountains of the moon," and which extended from the neighbourhood of the Gulf of Guinea to the Gulf of Aden. I fixed their southernmost point on the equator, and I practically said in my book, "Here I fix them eternally." I had been very particular in taking each day's latitudes, and I

was sure that that range of Ruwenzori would not be able to cross the Albert Edward Nyanza without my permission; but unfortunately my very next successor has taken hold of them and transferred them without my permission 300 miles further south. That, of course, I am bound to protest against. Because a King of Urundi is called Mwezi, and Urundi is known as the country of Mwezi, Mr. Scott Elliot thinks that it may mean the country of the moon; but the name Jebel Kumer, or Moon Mountains, was known in the time of Ptolemy, even earlier, something like thirty centuries ago, many centuries before Urundi was inhabited. The Arabs obtained the name from the Egyptians and the Greeks. Captain Burton, when he went to Unyamwezi, jumped to the conclusion that that was the land of the mountains of the moon, because in Kiryamwezi *Mwezi* happens to mean "moon" in English. Now, Mr. Scott Elliot has found a chief of the name of Mwezi in Urundi, and therefore the hills of Urundi ought to be called the Mountains of the moon. I have known several men of the name of Mwezi. I had once a native porter of that name, and I suppose if there is a hill in his country it will be called the mountain of the moon. However, this is only a mild protest, and I am sure it will be taken in good part.

However, I recognize real honest geographical work on the part of Mr. Scott Elliot in the march back from Ruwenzori towards the Kagera, and from the Kagera towards Tanganyika. It is absolutely new work, and there I see the two best qualities of the explorer exhibited—first, the nosing quality, untiring inquisitiveness, a desire to know; and, secondly, the quality of perseverance. Nevertheless, when he begins to give his deductions, we part company. Having followed the Kagera for a considerable part of its course, he has come to the conclusion that it would be the best way for any mails, goods, or passengers destined for Uganda to take the roundabout Zambezi road. Well, with all my desire and good wishes for the prosperity and success of the African Lakes Company, I cannot go so far as to wish them prosperity at the expense of that British territory that stretches between Mombasa and the Victoria Nyanza. From Mombasa continuously through British territory is a land journey of 657 miles to the shores of the Victoria; 140 miles further will take the steamer right up to the north end of Murchison bay, and the passenger is only then 3 miles from the capital of Uganda. Well, now at 10 miles a day that would mean sixty-six days from Mombasa to the Victoria Nyanza, and two days more by boat to Murchison bay, the journey is ended in sixty-eight days. Mr. Elliot proposes we should send our goods, mails, and passengers down by the Zambezi route, up the Shire river, up the whole length of the Nyasa, across the isthmus, up the whole length of the Tanganyika to the sources of the Kagera, northward along the Kagera, running finally to the estuary, and then 100 miles or so to Murchison bay; that means 2500 miles of water navigation and 435 miles' land march against 657 miles of land march and 140 miles of lake navigation. But that is not all. From Mombasa it is 1220 miles to the Zambezi; you tranship there to the river steamer, and go by that to the foot of the Shire rapids; you tranship again to load your caravan, the caravan travels 100 miles, and you transfer the goods on board the Nyanza steamer for 370 miles; that steamer goes up to the north end of the Nyasa; then you transfer to a caravan for 240 miles; for the journey to the south end of the Tanganyika there is another transshipment; you go 370 miles to the north end of Tanganyika, and transfer again to the caravan that travels between the north end of the Tanganyika and the navigable waters of the Kagera; then the goods must be transferred to the Kagera, and, as I think there will be a portage there, they must have another steamer to Murchison bay. Then at all these transshipment places they must have stations, keep men, and a white officer to look after the goods. Allowing that

all that would be easy so long as you are in British territory or international waters, when you come to the north end of Tanganyika you are in German territory; if you put your British officers to look after the goods, they will be under the orders of a German sub-officer, and that German sub-officer in the interior of Africa on a *bañana* a day and water allowance will be subject to madness of some kind or another. He is not always free from fever, and the condition of the poor British officer I would not envy, because if you don't know what a German is when he has fever, I would suggest that you go to the Congo in order that you may learn. Well, there will be stations to be occupied on the Nyasa at the navigable end of the Kagera at the portage. Now, in regard to that portage, I found in 1876 that the altitude of this lake by boiling-point was 3471 feet uncorrected by Kew, because the corrections by Kew alter every observation. When I came to Lake Windermere of Speke, I found by aneroid and boiling-point it was 3760 feet, a difference of 289 feet between the middle of the Kagera and the Victoria; that would be perhaps 140 miles of river for 289 feet fall. On this last expedition of mine in 1889 I crossed at Nzungezi near the course of the Kagera, and found a difference between the waters of the river and the waters of the lake at the south-west corner of the Nyanza of 280 feet; and therefore I came to the conclusion, on account of this great difference in level, that there must be two series of rapids, one between Nzungezi and the Victoria, and another between Lake Windermere and Nzungezi. Now, another proof. If the Kagera was navigable—as I wish it was; not for the sake of the Germans, however—but if it was navigable (and remember this lake is only 30 miles from Rumanika's capital) it is obvious that Mitesa would never have thought of sending his soldiers overland to Rumanika's; he would have sent them by war-canoes right across the lake to the Kagera, and up that river until he got to the Windermere, within 3 miles from the doors of Rumanika's house. Then again, if ever there was a geographical genius in Africa it was Captain Speke, and if anything was to be said about the navigability of the Kagera, Speke, who was the best noser that I know of, would have detected it, ascertained it, because Rumanika gave all the geographical intelligence he had, but never said a thing about the navigability of the Kagera. When I visited Rumanika we had regular meetings, and nothing pleased the old man more than to find a white man so interested in the geographical matters of his country that he could sit for hours and ask him questions about this river and that hill, and that water and that lake, and so on. He would have told me something, but I must confess that, though I ascertained a good deal from Rumanika, I never heard the slightest hint of the navigability of the Kagera. However, I shall be very pleased indeed if the African Lakes Company, who have been so happy in the inoculation of every traveller passing through their regions with their ideas, will lift a boat from the Tanganyika, put it on the Kagera, and navigate it down to the Victoria Nyanza.

Between the 657 miles land journey of the Mombasa route and 2500 miles water journeys, and 435 miles of land journey of the southern route, well, you have only to look at the map to make your decision. The day is gradually coming when we must urge with greater force than ever the necessity of providing our British territory with something that will take the poor traveller and the poor black man his attendant at a much more rapid pace than any donkey, elephant, or mule. Besides, if I am not trespassing, and the chairman will allow me just two seconds more, I wish to enlarge upon one particular point: it is the absolute necessity of retaining these countries. I was pleased with what Mr. Scott Elliot said about Nsoga, Kavirondo, and portions of Toro. There is no necessity at all for limiting the government of Uganda to Uganda

proper. When we speak of Uganda we speak of the country of the Waganda, who occupy a certain territory called Uganda proper, the seat of the central power; but in reality all Kavirondo and Usogo as far as the Kagera river is subject to Uganda, and so is Ankole, and it is easy to expand the government so that it will embrace all that country lying between the Albert Nyanza and the Victoria, and the Albert Edward and the Victoria, which will include Unyoro.

Colonel Sir H. E. COLVILLE: I have very little to say beyond what Mr. Scott Elliot said. I don't know anything about the further country, but I know the road as far as Uganda, and I think he is perfectly correct as to what he says of the prospects of colonization in the district between Kibwezi and Usoga. It is a fine country, inhabited by an industrious agricultural people; it ranges from 3000 to 8000 feet, and Europeans can live and breed there. Mr. Scott Elliot alluded to his not going to Elgon, and I think I should say that was entirely our fault, and I have to thank him for not going, as the people of the Kitosh district were in an unsettled condition at the time. Captain Gibb, who was in charge at Kampala, persuaded him not to go. Mr. Scott Elliot spoke of the raids of Kabarega into Toro, and describes the damage he has done, but I wish to say now all that is over, and I don't think he will do it again.

Mr. W. CARRUTHERS: I have much pleasure in speaking and being permitted to congratulate the Society on the paper, and am happy to say I have no contentious matter to deal with in speaking of the vegetation, because all agree as to its characteristics. The vegetation of this country was practically unknown until Mr. Scott Elliot visited Ruwenzori. He had special qualifications for going on a botanical tour to Ruwenzori. Somehow Mr. Elliot has taken Africa under his charge from a vegetable point of view. He has in previous years explored north, south, east, and west; he began his work in the south, travelling up towards Natal, and crossing over into Madagascar, where he made very important collections, and added much to our knowledge of the flora of these important regions. Afterwards he made the bold attempt of crossing from the north of Africa to the Gulf of Guinea, but at the time he arrived in Tripoli the condition of the people to the south was such that the authorities would not allow him to pass; indeed, his life was threatened if he ventured beyond the borders of civilization. He diverted his attention from Tripoli to Egypt, whence he brought home a large number of plants of that region, thoroughly explored already; and, as the Fellows of this Society know, not long ago he went out with the delimitation commission to separate the English from the French territories at the sources of the Niger behind Senegambia. So he went out to tropical Africa with a very extensive knowledge of African flora, and has made himself master of the conditions of the flora in these higher mountains; but a great deal of the interest of the investigation he has made is the relation of that mountain to the highlands of Eastern Africa. It is well known that there are some ranges of high mountains extending with interruptions from Abyssinia to the Cape, of which Ruwenzori is an outpost, and these mountainous regions are characterized to a large extent by the flora peculiar to them, and among these plants are species limited to the individual mountains; of course it was a matter of great importance to know what Mr. Scott Elliot would be able to bring from Ruwenzori. We know that Schimper and others before him in Abyssinia collected huge tree lobelias; that Mr. Commissioner Johnston and others in Kilimanjaro, and my friend and colleague Dr. Gregory, in Mount Kenia, collected similar huge lobelias and the tree senecios (groundsel), and other plants peculiar to these mountains, and Mr. Scott Elliot has been able to confirm that Ruwenzori has similar vegetation. On Ruwenzori there are probably three of these large tree lobelias, and a large number of smaller species more readily recognized by us from their resemblance to the

little plants in our window-sills and gardens. He found a vegetation corresponding very much to that on the highlands to the east of the Victoria Nyanza. He brought home a large collection of plants, more than 2000 species, and it had been impossible to do more than roughly examine them; but there is evidently a large number of new forms corresponding generically with those found on Ruwenzori and Kenia, and having affinities to the Southern African flora and the Abyssinian flora. My colleague Mr. Rendle has been examining the orchids of this extremely interesting collection, and I have no doubt, when we have fully examined the large collection, we shall have a rich harvest of new things, and greatly extend our knowledge of the African flora.

Dr. J. W. GREGORY: I should like to say Mr. Scott Elliot has made a most interesting and important contribution to the geology of Equatorial Africa by the collection he has made on Ruwenzori. It had been reported that some of the valleys had been excavated by a glacier, and that there were glacial scratches in this district. Stuhlmann and later observers did not verify these conclusions, but Mr. Scott Elliot brings forward evidence to show that glacial action has taken place in this district, so that the old observations may be correct. Stuhlmann's account of the geology is not very intelligible, but the careful notes and the specimens collected by Mr. Scott Elliot enable us now to understand it. I should only like to congratulate Mr. Scott Elliot on his return, on his brilliant contribution to the geography of Equatorial Africa, and on the lucid account he has given us of his discoveries.

Mr. E. G. RAVENSTEIN said that Mr. Scott Elliot's services to zoology and botany had already been referred to, and he might add that in geographical respects, likewise, he had done excellent service. He had seen more of Ruwenzori than any of his predecessors, and in the course of his journey to Tanganyika had crossed much new ground. He quite agreed with Mr. Stanley that Mombasa was the natural outlet for Buganda, but in these days of commercial enterprise, aided by engineering skill, natural trade-routes could easily be diverted, as in the case before them, to Tanganyika and the Lower Zambezi.

The PRESIDENT: Mr. Conway has gone away, but I am glad that he made a note about that Mubuku valley before he left the room, for it was a straight tip given to a mountain climber, which should lead to the completion of the ascent of Ruwenzori. It only remains for us to pass a unanimous vote of thanks to Mr. Scott Elliot for his most interesting paper, and for the extremely valuable work he has done in this little-known region, to which Mr. Carruthers and Dr. Gregory, and more especially Mr. Stanley, have borne witness.*

APPENDIX.

ALTITUDES.—The boiling-point thermometers lent me by the Society have been examined at Kew, both before I started and after my return. The instrumental errors have been spread over the whole of the observations. The daily range has been allowed for, except in the case of the observations along the Stevenson road.

The altitudes are referred to the level of the Victoria Nyanza, assumed to be 3900

* Mr. Scott Elliot has found that several people carried away the impression that he was mixed up with the African Lakes Company or the German Government. He is extremely anxious to deny this explicitly, as he received no assistance pecuniarily from any one, except the Royal Society, and has no connection with any African company or Government.

feet above the sea, or (in the case of those along the Stevenson road) to Tanganyika, assumed as 2690 feet.

Mombasa Road.—Taru camp, 1040; Buchuma, 1155; Majichumwi, 570; Marugu effundi, 1330; Maungu, 2230; Mkuyuni, 1810; Ndi, 2420; Mbuyuni, 1730; Tsavo, 1410; Ngomeni, 1720; Kibwezi, 2870; Nzowi, 3550; Kiboko, 2770; Mto Andei, 2300; Ngurugani, 3210; Kilungu, 3920; Dekwasomi, 4590; Machako's, 5420; Languru, 5680; Maboko, 4780; Kikuyu, fringe of forest, 5420; Fort Smith, 6260; second swamp beyond the fort, 6900; Kidong, first camp, 5520; Kidong, second camp, 6750; Naivasha, 6740; Gilgit, 6290; Karia Ndoususs, 6250; Camp Mbaruki's, 6200; Nakuru, 6740; Majimoto, Guaso Masai, 6080; Camp, beg. of Mau, 6820; Raomi, 6960; Jackson's camp, Mau, 8160; Camp Aboit, 7790; Mto Mweupe, 5970; Kilelelwa, 4770; Mumia's, 4440; Purkiss's station on Berkeley bay, Victoria Nyanza, 3900 (assumed); Wakoli's, 3950; Kampala, 4122.

Ruwenzori.—Nyamwamba camp, 6990; Nyamwamba, bamboos, 9600; Nyamwamba, base of central core ("Premolar"), 11,140; Mubuku camp, 5100; Wimi camp, 6130; Wimi ridge, 7830; Yeria camp, 6820; Yeria summit, 10,650; Kivata camp, 6610; lower edge of forest at Kivata, 7460; Bamboos, ditto, 8690; Summit, ditto, 10,060; Kasagama's, 5300; Kaleha camp, west side of Butagu, 5530; Butagu camp in heather, 9440; Butagu hills, 12,637.

Lake Albert Edward to Tanganyika.—Kanye, Butumbi, 5160; Loma on Kagera, 4160; Kitoboko on Kagera, 3990; Karainji lake, 4300; Kangeri lake, 4450; Kakaruka, 4360; Ru Vuvu, 3 miles above junction with Kagera, 4390; Bugufu level, 5270; Upper Ru Vuvu, 5050; Urundi plateau, 5990; camp near Kiriba pass, 7090; Kiriba pass, summit, 7900; Maboko's, 5660; Kungwe, level of Tanganyika, 2720.

Stevenson Road.—Cherasia, 5030; Mambwe Mission, 5570; Pikombo, 5216; Movo, 5013; Mwenso (Fife), 5040; Tuliguu, 4680; Nimbo, 4470; Chitepa, 4070; Chambo, 3460; Kamissi, 3260; village on Nyasa alluvium, 3 miles from Karonga, 1715.

NOTES ON THE MAPS BY MR. E. G. RAVENSTEIN.

The maps accompanying this paper are rather intended to exhibit the results of Mr. Scott Elliot's labours, as fully as their small scale admits of, than to embody the whole of the information at present available. Mr. Elliot's itinerary sketches are drawn on scales varying between 1 and 2 miles to the inch. They contain numerous bearings upon distant peaks and other objects, and had it been possible to identify a considerable number of these, the map would have greatly gained in value. No observations for latitude were made, but the positions determined by Captain Speke, Mr. H. M. Stanley, and Dr. Stuhlmann proved of service in plotting the work.

The route from Mengo to Kitangale on the Kagera is thus dependent upon several points determined by Speke, whilst on proceeding thence, in a north-westerly direction, to the ferry over the Kafuru lake, Mr. Elliot reached Mr. Stanley's route at Mavona, deviated but little from it in his further march as far as Bwera in Buzimba, and ultimately followed Captain Lugard's route as far as Kiarutanga (Fort Grant).

Of Ruwenzori itself Mr. Elliot has probably seen more than all the travellers who proceeded him, and if the map now published is still very sketchy, and in many respects inaccurate, this is owing to the difficulty of obtaining, in the course of a few weeks, a correct delineation of so complicated and inaccessible a mountain region. We shall never obtain a good map of this most interesting feature of Central African scenery until a regular survey of it shall be undertaken. In

compiling the map, I have accepted Mr. Stanley's positions for Katwe (Fort George) in the south, and of Kavalli in the north. Dr. Stuhlmann's preliminary map only, and the data given in his book of travel, could be utilized. All observed latitudes accepted by me have been inserted upon the map. Mr. Scott Elliot's residence of the chief Tenge Tenge I have assumed as being identical with Dr. Stuhlmann's Bumbalu, $0^{\circ} 22' N$. Mr. Stanley's Mtsoro should be looked for on the hot stream of Mbugu, whilst his Muhamba is probably a district on the Ituru river. Fort Gerry, to judge from a rough map by Captain J. R. L. Macdonald recently published by the Intelligence Division of the War Office, occupies the site of Kasagama's town, that chief having taken up new quarters further west, in the heart of the mountains. The numerous bearings of "snowy mountains" given by Mr. Stanley, Captain Lugard, Dr. Stuhlmann, and Mr. Scott Elliot, seem to prove that they are widely scattered. Thus Mr. Scott Elliot's "Premolar" is undoubtedly the "Snow mountain," which Captain Lugard saw from Katwe, bearing 17° magnetic, and not one of the peaks seen from the Upper Butagu. Probably the same peak was sighted by Dr. Stuhlmann from Karo in Mpororo, and from Kirima on Lake Albert Edward.

Mr. Scott Elliot's route from Katwe on the Albert Edward to the northern extremity of Tanganyika led for a considerable extent through territories not hitherto explored. On his way to Loma, on the Upper Kagera, he crossed Dr. Stuhlmann's route, and his Minaira seems to be identical with the German explorer's Nyeruesika. Thence to the vicinity of the Urigi lake, it was possible to adjust his route to latitudes determined by Speke and Stanley. Between Urigi and Lake Tanganyika Mr. Scott Elliot crossed the routes of Stanley, Count Götzen, and Dr. Baumann, without mentioning a single place to be found on the maps of his predecessors. This portion of the route has, therefore, been laid down quite independently, from his itinerary sketches.