

higher up; and twelve miles still further south, Ragaff, beyond which the river becomes unnavigable, through a long series of rapids extending to Duffli—Baker's Ibrahmieh—a short distance south of which lie his two final stations of Fatiko and Fowera, almost within hail of the Albert Nyanza. Above Gondokoro the river had at several points been blocked up with great swampy masses of reeds and grass, which stretched from bank to bank, and completely dammed the upper current. These Gordon cut through, and so cleared a continuous water-way to Ragaff, between which and Khartoum a line of steamers now plies. Here a small 10-horse power boat was taken to pieces, and carried round to Duffli, where it was again put together, and the voyage thence to the lake completed—a practicable line of communication being thus opened between Cairo and the Equator, over a distance of 2,800 miles. The Albert is connected with the larger Lake Victoria by the Somerset river, but, though this is short, it is filled up with alternate swamps and rapids, which present insurmountable obstacles to navigation. A road overland must therefore be opened through the territory of King M'tesa, of Uganda, or by an alternative route through the country of the Usoga, a rival tribe. Much of the territory thus added to the dominion of the Khedive possesses splendid agricultural resources, but these cannot be developed or utilised till some better outlet has been found than the long and difficult route by the Nile. Such an outlet is, however, offered by either the Omoo-Marro or Ozy rivers, in the so-called territory of Zanzibar, the latter of which is navigable from the Indian Ocean up to within 250 miles of Lake Victoria. It is obviously in the interests of civilisation that the Khedive should be allowed a right of way by one or other of these rivers.

In the meantime Colonel Gordon, during this first expedition, completely subjected to a rude but regular form of government nearly the whole country between Gondokoro and the smaller lake, did much to suppress slave-hunting within the same area, enforced recognition of Egyptian authority, and opened up a channel for trade with Khartoum and the Lower Nile.

Justly gratified with these results, the Khedive, in February last, renewed and enlarged Gordon's commission, conferring on him the rank of Pasha, with absolute military and civil jurisdiction over the vast expanse of territory extending southwards from Wady-Halfa to the Equator, and east and west from Darfour to the whole littoral of the Red Sea below Souakim. The main object of these extended powers was, no doubt, to give full scope to the great administrative ability of the new governor-general, whose previous authority only began at Gondokoro, while the Soudan proper—which was ruled or mis-ruled by native officials—lay north of that point. But, almost co-ordinately with this, in the new Pasha's firman were unlimited powers to suppress slave-hunting and abolish the slave trade throughout the whole extent of his government: so absolute, indeed, were these that, in a letter* published immediately after his appointment, Gordon Pasha himself declared that if the traffic be not now stamped out, the fault will be his alone. The statement, however, rhetorically exaggerated the extent of his or any human power to accomplish this result, for slavery has flourished in these regions since the Flood, and is almost a natural law, ineradicable by anything but the gradual operation of influences to which even physical phenomena in time yield. If it were confined to a single province, the strong hand of authority might

* Quoted in a foot-note to p. 319.

perhaps crush it; but, ingrained as it is into every fibre of what may be called social life throughout all Central and Eastern Africa, no power on earth can extinguish it except by the slow agency of civilisation. That Gordon Pasha will do much towards minimising its attendant evils within the area of his effective authority is not to be doubted, but the bare statement of its widespread sources and of the many channels through which the traffic north and eastwards is fed, will show how idle is the hope that he can suppress it altogether. Thus, large supplies are furnished by the Galla country—outside the Egyptian frontier—which find their way to the coast at Zeyla, and through Abyssinia to Gallabat and Massowah, or to the smaller unguarded towns along the coast, whence they are shipped to Djeddah and Yemen. According to the reports of the collectors of Customs at Gallabat (the frontier Abyssinian town), King John levies blackmail on nearly 20,000 a year passed over his border at that point. The country east of the Sobat river similarly furnishes a large contingent, which goes *viâ* Fazoglou and Sennaar to the great mart at Musselema, above Khartoum, from which they are either smuggled down past that town by boat, or sent in caravans across the desert to Ambukol, and thence to Nubia and the lower valley. Sennaar itself also exports a smaller number, mainly through the same outlets. "Christian" Abyssinia, with the full knowledge and concurrence of Melek Johannes, contributes several thousand a year, mostly for the Djeddah market, but a few also for the Lower Nile. Until Baker's expedition, the upper districts of the White Nile and the region of the lakes drove a lively trade, but Sir Samuel largely closed that source, and about 1,000 of both sexes now annually find their way north. He was, however, less successful in the upper districts, along the Behr-el-Gha-

zal, which still export large numbers, mostly across the Homr desert into Kordofan, as do also the neighbouring Nooba mountains, whose produce commands a high price in the northern markets. But much larger is the supply from Kordofan itself, which rivals Darfour as the main source of supply in all these regions. This latter province not only exports largely from its own population, but is the great *entrepôt* for the 15,000 or 20,000 slaves a year furnished by the Kredy tribes of the Darfertit country, and the remoter Niam-Niams, who all find their way into the various currents of the trade east or north.

A glance at the map will show how wide is the geographical area which thus feeds the trade—much of it far outside even the nominal limits of Egyptian sovereignty, and which can therefore be in no way controlled by Gordon Pasha; while as regards the remainder, his authority over three-fourths of it is only effective in the towns and at the scattered military posts. In these he may scotch the traffic, if fairly helped by the native officials on whom the execution of his orders must depend. The river may, and no doubt will, be closed against the passage of slave *noggurs*, and Massowah and Souakim against exports; but it will still be impossible to close the desert routes, or to blockade the whole Red Sea coast from Zeyla to Cosseir. The wildest abolitionist would hardly suggest that the Khedive should maintain a squadron along this great extent of littoral; and, in default of that, the human contraband will still be "run" from a score of points on the coast, notwithstanding the occasional capture of a *dhow* by a chance British or Egyptian cruiser.

At this early stage of its development, the trade of these remote provinces is, of course, relatively inconsiderable, but the producing capacity of nearly the whole is de-

scribed by both Baker and Schweinfurth as great.* Besides the Shillook country, northern Sennaar, Shendy and Taka are especially adapted by soil, climate, and regular rains from June to the middle of September, for cotton cultivation on the largest scale. Kordofan and the Basé country yield large quantities of gum-arabic, which can be sold at Kassala at twenty pias. (about 4s. 2d.) per cantar of 98 lbs. Ostrich feathers, ivory, aromatic woods, coffee, skins, ebony, senna, potash, and bees'-wax—this last mostly from Abyssinia—are also collected by travelling native traders, and resold to resident merchants in Khartoum and Kassala, at prices that leave a large margin of profit on export. With the gradual establishment of more regular government, the opening of easier and more rapid means of communication, and the even partial suppression of slave-hunting, a wide and speedy growth in the producing industries may be expected—with corresponding gain to the populations, to the Egyptian Treasury, and to civilisation. The wise policy which has been pursued by the Government for some years past, of supplying cotton and other seeds gratuitously, and offering every inducement to raise experimental crops, has prepared the way for this; and only access to profitable markets is now needed to stimulate the production of grain, sugar, and cotton, on a scale fully commensurate with that of Egypt itself.

The great centres of collection for the existing trade are Khartoum, Kordofan, and Darfour. Goods are chiefly brought to the first of these by land, and are there placed in river-boats, or *noggurs*, rudely-built craft

* The total value, nevertheless, of the annual produce of the Soudan that reaches Cairo alone averages 1,500,000*l.*; besides which, considerable quantities of other goods are exported through Souakim and Massowah to the Hedjaz.

of about 40 tons burthen, which take cargo down as far as Aboo Hammed, at the north-eastern curve of the Great Bend, where it is transferred to camels, and carried across the Nubian desert to Korosko. There it is again re-shipped, and conveyed by water to the First Cataract, which is easily passed at high Nile, or, when the river is low, the goods are landed at Shellal, a village below Philæ, thence conveyed on camels to Assouan, and again re-laden into boats and floated down either to the railway at Assiout, or, without breaking bulk, to Cairo. By this route, five changes, involving nearly 250 miles of land carriage, are necessary between Khartoum and the capital. From the Kordofan and Darfour districts goods are brought by camels across the desert, and embarked on the Nile at Dabbe and Handek, whence they are conveyed by boat to Hafir, at the head of the Third Cataract, and thence again by camels to Wady-Halfa, and so down, like the Khartoum freights, to Cairo; or at high Nile they may be taken by river as far as Amka, at the head of the Second Cataract, but this last portion of the voyage is tedious and full of risk. These routes also involve five changes, and respectively about 590 and 400 miles of land carriage between Kordofan and Cairo. The central Darfour districts are nearly 200 miles still further away from the river. It need hardly be said that the difficulties of transport thus offered very heavily handicap trade, and show how valuable will be the facilities afforded by the railways now in progress, which—when the various links are completed—will furnish through communication between Khartoum and Alexandria with only a single break of gauge.

But even already, “the foundations of a great future have been laid: a remote portion of the African race hitherto excluded from the world’s history has been

brought into direct communication with the superior and more civilised races; legitimate trade has been opened; therefore, accepting commerce as the great agent of civilisation, the work is actually in progress.”* If this were true five years ago, it is still more so now; and in the sole fact that absolute power to direct this peaceful campaign against barbarism is in the hands of one of the best men and ablest administrators whom even England could furnish for the task, we have the surest pledge that the work will be well and honestly done. In selecting such a man, and entrusting him with such powers, the Khedive, in his turn, has given the best possible proof of his own claim on the confidence of Europe, and of his honest purpose not merely to do all that humanly can be done to rescue these vast regions from the curse of slavery, but to reclaim the whole to peaceful industry, settled government, and civilisation.

Such, reader, are the chief economical conditions of New Egypt. How far this rapid survey of them justifies the friendly and hopeful estimate of the country and its Government with which these pages opened, must be left to your judgment. To this—in no spirit of partisanship, but of confessed sympathy with the revival of the most interesting country in the world—I submit the facts and figures now put together. On the seeming eve of what promises to be another “new departure” in Egyptian history, their publication has at least the apology of being more or less opportune.

* *Ismailia*, ii., p. 512.

APPENDIX A.

THE VICEREGAL FAMILY.

ISMAÏL I., Khedive, born December 31, 1830, son of Prince Ibrahim Pasha—eldest son of Mehemet Ali Pasha—succeeded his uncle, Saïd Pasha, on January 18, 1863: the succession made hereditary in the direct line, by firman of May 21, 1866: the title of “Khedive” (sovereign) conferred by firman of June 8, 1867; and complete autonomy conceded, with the right of unlimited augmentation of the army and navy, and of concluding foreign loans and commercial treaties, further ratified by firman of September 29, 1872.

Children.—1. The Princess *Tawfideh*, born in 1850, married in 1868 to Mansour Pasha, son of the late Achmet Pasha, and nephew of Mehemet Ali.

2. Prince *Mehemet Tewfik* Pasha (President of the Council) heir-apparent, born in 1852, married in January, 1873, to Emineh Khanum, daughter of the late Il-Hawi Pasha, by whom he has a son, Abbas Bey, born July 14, 1874.

3. Prince *Hussein-Kiamil* Pasha (Minister of Finance), born in 1852, married in January, 1873, to Ain-el-Haat, daughter of the late Achmet Pasha, by whom he has a son, Kemal-ed-dyn Bey, born in December, 1874.

4. Prince *Hassan* Pasha (Minister of War), born in 1853, married in January, 1873, to Khadijah Khanum, daughter of the late Mehemet Ali Pasha (who died in 1861), by whom he has a son, Aziz Bey, born in 1873, and a daughter, Azizah Khanum, born in 1875.

5. Princess *Fatma* Khanum, born in 1852, married in 1873 to the late Tossoum Pasha (son of Saïd Pasha), who died last year.

6. Prince *Ibrahim Helmy* Pasha, born in 1860.

7. Prince *Mahmoud* Bey, born in 1863.

8. Prince *Fuad* Bey, born in 1867.

9. Princess *Djemileh*, born in 1869.

10. Princess *Emineh*, born in 1874.

11. Prince *Djemal-ed-dyn* Bey, born in 1875.