

The African Times.

"FOR GOD, AND GOOD TO AFRICA AND HER PEOPLE."

Talk to me anywhere of Power, and I'll tell you of Protection. Mention a Magistrate, and the idea follows of Property. Show me any Government, and you are to see the proposed interest of those governed. Power constituted otherwise is a monster that is impossible in every system where there is any notion of the justice of God or the good of mankind.—EDMUND BURKE.

"If any Colonist suffers from injustice, whatever may be his class, his condition, or his colour, he has a right to redress at the hands of the Colonial Minister in this country."—EARL OF CARNARVON, SECRETARY OF STATE FOR THE COLONIES

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AFRICAN AGENCY

For Transacting Business in England for Native and other Traders on the West Coast of Africa.

IN consequence of wishes expressed from all parts of the West Coast, Mr. FITZGERALD has made arrangements for selling produce consigned to him by ships to London or Liverpool; and purchasing, and shipping goods ordered against the proceeds of consignments or other effective remittances only, from either of the above ports, on a system by which the greatest possible advantage of the markets will be secured to the African Trader; and, as time is very important to small capitalists return goods will be sent off in all cases without any delay beyond such as may sometimes be caused by manufacturers.

All letters and bills of lading, whether the shipments be to or from London or Liverpool, to be addressed

F. FITZGERALD, Esq.,
121, Fleet-street, London, E.C.

N.B.—Open Policies on Insurance for Produce from the Coast by the Mail Steamers; but intended Shipments should be advised if possible.

DECEMBER, 1874.

BRITISH AND AFRICAN STEAM NAVIGATION COMPANY.

The Steamers of this Company now leave Liverpool every alternate Saturday. Goods will be received at the Loading Berth (North Side Coburg Dock) until Noon on Dec. 4 and 18; and Parcels up to 6 P.M. on those days.

The Royal Mail Steamship CONGO is intended to be dispatched from LIVERPOOL on the 5th DECEMBER, for Madeira, Teneriffe, Bathurst, Sierra Leone, Cape Palmas, Cape Coast Castle, Accra, Jellah Coffee, Lagos, Benin, Bonny, Fernando Po, and Old Calabar.

The next departure is intended to be the Steamship LOANDA, which will leave LIVERPOOL direct on the 19th DECEMBER, for Madeira, Teneriffe, Grand Canary, Sierra Leone, Monrovia, Grand Bassa, Cape Palmas, Half Jack, Grand Bassam, Assinee, Cape Coast Castle, Winnebab, Accra, Jellah Coffee, Whydah, Lagos, Benin, Bonny, Fernando Po, Old Calabar, Gaboon, Black Point, Landans, Congo, Ambrizette, Kinsembo, Ambriz, and St. Paul de Loanda.

Passengers by above Packets will embark by Tender from Prince's Landing Stage at 8.30 A.M. on Dec. 5, and 2.30 P.M. on Dec. 19.

The above Packets will also take Cargo for New Calabar, Brass, Benin, and Opobo (delivering inside the Bars), the same to be transhipped at Bonny and forwarded by Branch Steamer.

Goods for Sierra Leone will be landed there at Ship's expense, but Shipper's risk. All Goods while on board the Company's hulks at Bonny, to be at Shipper's or Consignee's risk. Goods for Loanda will be charged an additional 5 per cent. on Freight and Primage to cover lighterage.

Bills of Lading of the Company's Form can be obtained from THOMAS MURRAY and SON, 91, Buchanan-street, Glasgow; and D. MARPLES, 50s, Lord-street, Liverpool. All letters must pass through the Post-office.

For further information apply in London to Messrs. MALCOLM, HUDSON, and CO., 5, Crosby-square; in Glasgow to TAYLOR, LAUGHLAND, and CO., 24, Oswald-street; and in Liverpool, to ELDER, DEMPSTER, and CO., 48, Castle-street.

WEST COAST MAIL STEAMERS.

ARRIVALS.

African Steamship Company's Steamer Ethiopia, Nov. 7.
British and African S. N. Co.'s Steamer Senegal, Nov. 7.
African Steamship Company's Steamer Biafra, Nov. 19.
British and African S. N. Co.'s Steamer Congo, Nov. 20.
British and African S. N. Co.'s Steamer Loanda, Nov. 25.

DEPARTURES.

African Steamship Company's Steamer Benin, Oct. 31.
British and African S. N. Co.'s Steamer Volta, Nov. 7.
African Steamship Company's Steamer Whydah, Nov. 14.
African Steamship Company's Steamer Ethiopia, Nov. 15.
British and African Steam Navigation Co.'s Steamer Senegal, Nov. 21.

THE WEST COAST OF AFRICA.

CAPE COAST CASTLE, Oct. 14.—The whole colony is quiet. The King of Ashanti, finding himself powerless to recover his ascendancy over the Adansi, Djuabin, and Bequesh tribes, has now settled down quietly, and would be glad for trade relations to be resumed. The traders from Ashanti and surrounding villages complain of being pillaged by the Houssa forte stationed at the river Prah, and many, in consequence, have returned to their country, and but a small percentage have come forward. It is expected that a white officer will have to be sent to the Prah as soon as possible to keep the Houssas in check. The scarcity of officers is the reason of no one being there now. The Djuabins frequently come down, but there being very little gold, their purchases are chiefly salt. Confidence is barely restored yet. A brig-rigged steamer is reported to be ashore near Monrovia. Governor Strahan is about to visit Apollonia, Akim, and the western districts. A great meeting of chiefs is expected to be held at Cape Coast about the 28th for the purpose of learning their views on the slave and other questions. The health of this Coast is improving. Trade is not very brisk.

REPORTED DEPOSITION OF KING KOFFEE.

CAPE COAST CASTLE, Oct. 27.—A rumour is current that King Koffee Calalli has been deposed. Although at present unconfirmed, the report is believed to be true. His nephew, Quacoo Dush, is named as the future king. This change, if effected, will unite all the tribes on a friendly footing, but will it restore them to their former allegiance? The chiefs of the several tribes to the westward of Cape Coast, as also Wassaw and several from the eastern districts, are now here, having been summoned by the Governor. The great meeting is to come off on the 28th. Trade is almost stopped in consequence of these people being away from their homes. The health of the Coast is improving. The latter rains have been very heavy, and are not yet over.

The Loanda, arrived the 25th Nov., brings the following:—"Cape Coast Castle, Nov. 3.—The Kings and Chiefs of the Gold Coast Protectorate are to hold a meeting on the 5th inst., to discuss the proposed change of Government. The natives near the English settlement of the River Gambia are at war with some of the tribes in the British territory, and the Governor has gone to meet them with the object of promoting peace. At Sierra Leone a duty has been levied on all exports. The exporting houses have presented a petition against it. Trade at present is at a standstill."

ARRIVALS PER STEAMER ETHIOPIA.

Mr. F. H. White, Mr. G. G. Murray, from Old Calabar; Mr. W. Barnett, Mr. J. Westwar, Bonny; officers, engineers, and crew of the Warree, Grand Bassa; U.S. Consul J. M. Turner, Monrovia; Rev. J. S. Green, Mr. and Mrs. Ashwood, Sierra Leone; Mr. J. M. Farquhar, Fernando Po.

ARRIVALS PER STEAMER BIAFRA.

Mr. Nichols, from Sierra Leone; and Captain Smith, Cape Coast Castle.

ARRIVALS PER STEAMER CONGO.

Mr. W. Rattray, from Banana; Mr. A. B. Battick, Fernando Po; and Mr. P. Krohan, Cape Coast Castle.

ARRIVALS PER STEAMER LOANDA.

Mr. and Mrs. Campbell, from Old Calabar; Captains Pallet, Oliver, Hooper, and Mr. Harper, Fernando Po; Mr. Game, Mr. Rider, Bonny; and Mr. Ray, Madeira.

THE ASHANTI WAR.

In the address which was presented to Sir Garnet Wolseley a short time ago, when the City gave him a sword for his able conduct of the late expedition in West Africa, reference was made to the difficulties and dangers with which he had to contend in that campaign. Few know of the sad havoc which death has made among the small band of officers who were serving there, but our readers will be able to form an estimate of the climate of the Gold Coast from the following list, with which we have been favoured by a correspondent. Out of this heavy death-list of forty-two officers, only six died from wounds:—Lieut.-Colonel Maxwell, 1st West India Regiment; Major Baird, 42nd Regiment; Major Saunders, Royal Artillery; Captain Thompson, 2nd Queen's Bays; Captain Butler, 1st West India Regiment; Captain Hopkins, 2nd West India Regiment; Captain Buckle, Royal Engineers; Captain Hayshe, Rifle Brigade; Captain Nicol, Adjutant Hants Volunteers; Lieutenants Dalglish and Warner, 2nd West India Regiment; Lieutenants Clough and Burke, 1st West India Regiment; Lieutenant Eardley Wilmot, Royal Artillery; Lieutenant Eyre, 90th Regiment; Lieutenant Gray, Royal Marine Light Infantry; Lieutenant the Hon. A. Charteris, Grenadier Guards; Lieutenant Johnston, 22nd Regiment; Lieutenant Roper, 1st West India Regiment; Lieutenant Townshend, 16th Regiment; Lieutenants Elderton, Huntingford, and Williams, 1st West India Regiment; Sub-Lieutenant Cox, 2nd

West India Regiment; Captain Blake, R.N., Staff Commander Prickett, Lieutenants Wells and Hirtzel, and Sub-Lieutenants Mundy, Bradshaw, and Picklin, Naval Brigade; Commissaries Marsh and Marsden; Assistant-Commissaries Reid, Harrymount, and Burke; Surgeons-Major Burrows and Kelly; Surgeons Clarke, Bale, and M'Carthy; Captain of Orderlies Dillon.

TOTAL LOSS OF THE SMALL SCREW STEAMER WARREE.

By a telegram from Madeira, October 31, we learn that the African Mail steamer Ethiopia had arrived there with the crew of the screw steamer Warree, which has been totally lost. The Warree was a small new steamer of 164 tons, and sailed from Liverpool for Lagos on September 6. She was lost on Bessios Rock, near Cape Palmas, and about four days' sail from her destination, on September 30. She belonged to the British and African Steam Navigation Company, of Glasgow, but at the time of her loss was engaged under a charter to Mr. Henry Dunkley, of Liverpool.

ANOTHER COMPLAINT OF UNREQUITED SERVICES.

TO THE EDITOR OF THE AFRICAN TIMES.

Sir,—With your permission, and through the medium of your impartial journal, I would call the attention of the Colonial Secretary in England, and that of the local Government of the Gold Coast, to the undeserved treatment of some of its local officials who, during the late Ashanti invasion, rendered, in conjunction with their ordinary duties, invaluable services to the Government in their work—expelling the enemy from and establishing a lasting peace throughout the Protectorate. I may here premise (for the prevention of erroneous inferences being drawn as to my object in writing) that I am neither connected with the Government, nor am I in any way interested, but that I simply write to expose an injustice.

The expeditionary officers, sailors, and soldiers who were engaged in the war, directly and indirectly, have all, in one form or another, received marks of approbation or commendation from their Sovereign. The Agents connected with the Glover Expedition had some mark of favour bestowed upon them, and the Cape Coast Rifle Corps is about to have, or has had, its own share of praise and merit meted out to it. The officers of the Control, and their subordinates, have also one and all received pecuniary compensation for their unremitting labours during the late struggles; nor have the doctors been forgotten. But the colonial officers who co-operated with the expedition, and who undoubtedly deserve commendation or reward, have not even had the satisfaction of being thanked for their services.

Here, in the case of Judge Marshall, who worked incessantly day and night with Sir Garnet Wolseley—running to and fro, consulting with the various kings and chiefs, in order to induce them to send in carriers, and putting the machinery of the native laws in motion,—what has he received?

What satisfaction has been made to Paymaster's clerk, Peters, of the Houssa Force, for the severe gun-shot wound he received on the left thigh whilst engaged in actual combat with the enemy?

In the Water Transport Department, I can point with pride to Mr. Joseph Hagan (a Gold Coast native), the principal landing waiter; and I make boldly the assertion, that but for him and Commissary O'Connor, the transport would have resulted in a stupendous failure. Have his exertions met with any recognition?

I turn to the Surveyors' Department—the *Post Office in particular*—and the Governor's subordinate staff: what meets my gaze, but a set of miserably-paid and ill-used officials, who hesitated not in serving the Government in an emergent hour, but whose services have been allowed to go unrewarded. A variety of injustice, such as England should never be guilty of, has been perpetrated in the late expedition; for nothing, in my opinion, strengthens a Government more than the impartial and meritorious distribution of reward and praise to those who, by the faithful discharge of their duties, point themselves out as fit and proper objects. It is not, Sir, the *calus* of the reward *per se* that I attach importance, but one enjoys a sort of inward satisfaction in having his efforts recognized.

Having thus exposed the evil, the question might naturally arise as to who the party is on whom rests the culpability for not bringing to the notice of the Government the deserving ones. As I am unacquainted with the routine of the Colonial Government, I cannot satisfactorily answer this question, but leave you and your readers each to judge for himself; and trust the Government will soon awake to a sense of its duties, and cause them to be fulfilled.—Obediently yours,

ESOLIANMAN.

We understand that arrangements are in progress for taking up the Adansonia fibre business on the South-west Coast.

QUITTAN.

TO THE EDITOR OF THE AFRICAN TIMES.

Sept. 1, 1874.

Sir,—For many years past I have been a resident merchant here, and since the re-occupation of this place by the British Crown, things are going on very quietly between the natives in the interior, much more so than formerly; and we hope that things may go on so in future. More especially, trade is very much more brisk than ever before; and also, Mr. Editor, Mr. Commandant Barker is the real fit man for Quittah. The natives like him very well for the short time that he has been here, for it has been circulated abroad that he will soon be going away; how far that is true we don't know, but we hope that if at all he is about going away, in truth, fortune will always favour us with gentlemen of his stamp. Indeed, we do not in any way desire Mr. Commandant Barker to leave us in so short a time; and again we pray that if he does go away, he will be sent back here, for he is the right man in the right place.—Yours respectfully,

AN OLD RESIDENT.

BRASS RIVER.

Our accounts from this river are not such as we should like to receive, but such, we fear, as we shall never cease to receive until something like civilized rule be introduced. The agents of European firms, individually and through the operation of Courts of (so called) Equity, are absolute masters of the position, not only with regard to the people whom they employ, but also to the native kings and chiefs. With respect to the former, there are distinct accusations that one at least of these agents behaves in a most unscrupulous way in the forfeiture of the poor people's wages, by systematically, at the expiry of their engagements, either bringing them in debt, or otherwise extinguishing their just claims. It is not the first time we have heard of men of this stamp on the West Coast of Africa, where, as too general a rule, except in ports under British administration, the British agent, who is supposed to have the British ships of war at his command to enforce his decisions and uphold his authority, is really the Lord Paramount. With respect to the kings and chiefs, these latter are reported to be daily crying and complaining of the injustice done to them by the frequent imposition of fines of from four to five puncheons of oil (60% to 80%) by the Court of (so-called) Equity, for some trifling real or supposed offence. As Consul Hartley had not hitherto visited Brass since his arrival on the Coast as Consul, the Court of Equity has been composed solely of mercantile European agents; and the natives, as well as servants of the individual agents, have no confidence in a court thus constituted. We hope Consul Hartley will soon be able to pay periodical visits to Brass, that there may be an end of these complaints.—Ed. A. T.

BONNY.

TO THE EDITOR OF THE AFRICAN TIMES.

Bonny River, October 11, 1874.

Sir,—Trade in this river is slackening up now considerably, and steamers homeward bound from this time forward to the new year can but expect light cargoes from this place. Prices of oil this past season, taken on a whole, have been very satisfactory; and without a doubt large shipments have been made by several firms. There is said to be still a large amount of oil awaiting shipment at the windward ports.

The steamship King Massaba is at present in port, discharging oil from the Niger River markets, and will likely make one more trip this season.

The health of the river is fair, and for the time of the year there are few complaining.

You will have heard, long ere this, of the total loss of Messrs. Miller Brothers and Co.'s new steamer, the Emir of Nupe, on Nun bar. The steamship Eboe is now on the coast, and, I regret to say, has had several cases of fever on board.

There are many residents in this river who would be glad if the Home Government would make some necessary and satisfactory arrangements on this coast, and especially in this river (being a principal port on the West Coast), for delivery and reception of letters. The old manner of distribution on board the outward mails' deck was bad enough, when frequently you would see a general *mille*, as to who was to open the bags, and then the same quibbles as to who should sign for them; meanwhile the absentees' letters (flying over the deck *ad libitum*). To the "Chairman of the Court of Equity," by a small majority of that esage body of eight persons or so, has been deputed alone the power to open and receive mail bags (I should think much against his convenience and wish); firstly, to be taken from the steamer to his bulk, and then delivered to us on application there. Now, as we have all to go on board the mail steamer on her arrival to see manifest copy, it seems more natural, in our existing barbarity, to have them there and then opened by some deputed party, and at once

delivered, than to have to row down river and then up, against an African current, to our respective bulks, with our precious advices; the absentees' letters to be given by the captain of the mail to his company's agent in Bonny, awaiting their call.

It is wonderful, in small places, and where Europeans are so in the minority, that such want of combination for general good exists. But it is so, and I suppose must always be so. I hold that every man, coloured or white, who is within the commercial circle of this river, is entitled to a say in such matter of the delivery of his mail from the Government-deputy (captain of the ship) to a private firm's trading agent. It was bad taste to do it otherwise, though the gentleman thus elected is a gentleman beyond reproach. I am a member of a club who every mail get out periodicals, &c., from England. Since the new arrangement I can only say I have received none, nor any of the papers. It may be a coincidence, but that newspapers will, like umbrellas, be taken loan of, we all know.

I do trust that the Government will, however, so remedy the existing state of affairs that we may have a proper and regular mode of receiving letters, and also of forwarding them "pre-paid." This river's postage might well afford us such, and I think its trade is worthy of it.

Rain is heavy yet, and is later clearing off this season than last, and the dry weather will be heartily welcome.

T. B.

OPPRESSION OF THE BLACK TRADER AT OPOBO RIVER.

TO THE EDITOR OF THE AFRICAN TIMES.

Opofo, September, 1874.

Sir,—The same thing that was about to occur at Bonny is reviving at Opofo. Some years ago, the white agents and the merchants in Bonny held a council to plan in what way to expel the black traders from the town of Bonny. They suggested to the King that he should drive away the black traders—that they were spies and tale-bearers, and, by admitting them into the town, they would give occasion for the English Government to take the country from the King. They thought that by these false statements the King would at once expel the black traders from the town; but the King, instead of this, summoned all the chiefs and principal men, and laid the matter before them. They found that the representations made to the King arose from envy, malice, and hatred; and the King said to the agents and merchants that he found no cause for expelling the black traders, adding, if there was any palaver between them and the white men, and the black men from Sierra Leone, they could go to their consul and settle it. Since then all opposition and oppression by the white agents or merchants has been checked, and the black traders are privileged to do business at Bonny Town. The same thing is now occurring at Opofo River. The same firms that are doing business in Bonny River are doing business at Opofo. They have held a council again, planning in what way they may get the black traders from the town of Opofo. You ask, what is the cause of this opposition? Do the black traders get more oil than the agents? Nay, how many casks of oil do you think black traders have shipped in a year? About 50 and sometimes 60 casks. How many casks do the white agents ship in a year? About 900 to 1,000 each house. From what motive, then, is this opposition? Not from envy. There must be some secret going on between the agents that they should call black traders spies and tale-bearers. What do they mean by that? Are they doing something contrary to the English Government, or something against their employers at home? Let the wise men take it in consideration—they will see for themselves; when the water settles they will see what is at the bottom. The black traders do not go to the Coast to be inspectors—they go to trade; but when the white men see any black trader or British subject, they cannot contain themselves, as when a captain of a Portuguese slave-ship happened to see an English man-of-war coming. What is the cause of this? Is it a deep secret known only between the agents? They have forwarded their false representations to the King, instigating him to drive out the black traders, for no tangible reason. The charge alleged to the black traders is that they object to the black traders doing business at the town of Opofo; they must go down to the beach and build houses there to do business, and if they cannot do that, the King must turn them out. They know it to be impossible for the black traders to build houses on the beach, for if they did there would be no capital remaining for the black traders to go on with. The King has disposed of their objection by saying that there is no positive decree against any merchants or traders doing business in the town; that it is a matter of option where a man chooses to carry on his business; that the white agents and merchants had once built a house in the town of Opofo, but for reasons of health they removed to the beach; and if the town of Opofo is healthy for the black traders, why should the white men oppose their being there? The King finds no occasion to drive away the black

traders; he says, "Opobo is not the only place where the black traders are doing business; there are black traders doing business at Bonny Town, Benin, and Old Calabar Town; the kings in those places do not drive out their black traders, and why should you want me to drive out my black traders? I cannot comply." The King will not drive out the black traders because they have not violated the law of the land. When the white agents found that King Ja Ja would not agree with their demands, they forwarded the case to the British Consul at Bonny, asking him to assist them to expel the black traders from Opobo. The Consul would not do this, but the captains of the steamers declare that he gave a positive order that they—the captains of the British and African and the Royal Mail steamers—should not take on board any oil from the black traders of Opobo. All the oil sent by them on board the steamer Forcados last month was sent back to the town; the captain refused to take it. On inquiry he says he is not allowed to take any oil from the town of Opobo. All the traders' oil is wasting away.

All our hope now is in you, Mr. Editor. Is it possible (we can scarcely believe it) that Consul Hartley should have given such an order? Pray inquire for us. Surely he cannot have done this; but if he has, why? Can he have got a report from home that black traders at Opobo are shipping human beings in casks instead of oil? for if the black traders—British subjects, too—are not guilty of this, I do not see why we should be thus treated. We look to you to get justice done for us.—Yours truly,

AN OPOBO BLACK TRADER AND BRITISH SUBJECT.

CENTRAL AFRICA RAILWAY.—CAIRO TO KHARTOUM.

The Egyptian Government has decided to construct a section of the Soudan Railway, and instructions have been received by Mr. John Fowler, the eminent engineer, to that effect. The public being at this moment interested in anything concerning the financial arrangement of the Egyptian Government, it may be appropriate to explain that the section to be made is about 350 kilometres (230 miles), and the execution of the work is to be spread over five years. Under the advice of Mr. Fowler, the cheapest mode of construction has been adopted. The total cost will be 1,400,000*l.*, including earthworks, labour, and everything. This amount, spread over five years, will cause an average outlay of 280,000*l.* per annum. Mr. Fowler has instructions not to exceed from 200,000*l.* to 300,000*l.* in any one year. The annually increasing revenue derived by the Government from the Soudan districts is to be especially applied to these works. It is expected at once to cover about one-half, and before the five years are over probably the entire outlay. Thus it will not in any case form a charge on the budget, but such as is by far outweighed by its importance and usefulness. The amount of goods exported from the Soudan districts to Lower Egypt has increased last year to 1,500,000*l.*, and the imports have also been considerable. Facility of communication is all that is required to give an immense development to those countries.

THE FIJI ISLANDS.

SYDNEY, Oct. 27.—Sir Hercules Robinson has returned here from Fiji. Before leaving the islands he formed a provisional government, and established a customs' tariff, the same as that in force at Sydney. The annual revenue of the islands is estimated at 25,000*l.* King Cacobau intends visiting Australia.

ANNEXATION OF THE FIJI ISLANDS BY GREAT BRITAIN.

The following telegram has been received at the Colonial office from Sir H. Robinson, dated Fiji, September 30, and sent from Sydney on October 16: "Fiji, Sept. 30.—The King has this day signed an unconditional cession of the country. I am leaving to-day on a tour through the islands, to obtain the signatures of Masatu and other ruling chiefs."

Sir H. Robinson has annexed the Fiji Islands to the British Empire, and has hoisted the British flag. The territory thus added to our colonial possessions is probably a far more desirable acquisition than the population which dwells upon it. So far as the islands themselves are concerned, there would be every reason to regard their annexation with satisfaction. They form one of the most beautiful of the various archipelagos which stud the Southern hemisphere of the globe. They lie in the Southern Pacific Ocean, about nineteen hundred miles north-east of Sydney, and twelve hundred miles north of Auckland. Mr. Gladstone spoke of them as being 72 in number, and the Commissioners made them about 255, but, counting islands and islets, a writer in the *Geographical Magazine* reckons 312. The total area is 8,034 square miles, nearly that of Wales. The largest island in the group is Viti-Leru, or Big Viti, with an area of 4,479 square miles; the next is Vanua-Leru or Big Land,

which covers 2,486 square miles; Taviuna and Kandavu are the only other islands of any appreciable magnitude, and contain 214 and 207 square miles respectively. The group is of volcanic origin; and though the fires have burned out in the craters, hot springs and occasional earthquakes testify to their existence underneath the surface. Like most of the South Sea Islands, they are girt with reefs of coral, and are clothed even to the mountain-tops with an abounding vegetation which flourishes under a magnificent climate, and in a most prolific soil. Lord Carnarvon described them as so fair a region that nothing could exceed their loveliness, and his glowing picture of an earthly paradise was quite borne out by the statements included in or attached to the report of the Commissioners. They lie within the tropics, but their temperature in the shade ranges from a minimum of about 60 degrees in the cool season to a maximum of 100, or, some say, 120, in the hotter months, and an average of 79 degrees. Tropical diseases are almost unknown, and Europeans can not only flourish themselves in the islands, but can bring up their children. The sugar-cane grows wild, and it is the native home of the cotton plant, while coffee, tobacco, and spices, as well as such European plants as potatoes, turnips, cabbages, parsley, cucumbers, and tomatoes, can be successfully grown. It is, however, cotton and sugar plantations, especially the latter, which make the prosperity and at the same time the difficulty of the new colony. Mr. McArthur spoke of the island as "likely to become the Mauritius of the Southern hemisphere;" and it is difficult to resist the evidence which is given on all sides of their desirability as a field for English colonization and enterprise. The difficulty, however, is the population. The land question has already produced much disturbance between the handful of settlers and the Fijians, and there is some reason to fear that most serious complications may arise out of the cessions of native lands already made, with more or less informality, to Europeans and disputed by the natives. It is, perhaps, almost too much to hope that Sir Hercules Robinson has gone into this problem and found its solution. Then there are the mountain tribes whom we shall probably have to subdue by force. Slavery, too, exists; and it will be necessary to abolish it. Indeed, the abolition of slavery and the suppression of the Fijian slave-trade are among the points which recommend the annexation to the colonists and to philanthropists at home. The desire of the Australians for the inclusion of these islands within the empire is, of course, an argument in favour of the course taken by the Government; and there can be no question that, apart from the internal difficulties, there are many advantages in the annexation. We must, of course, wait till Parliament has been put in possession of all the facts before we can pronounce whether the advantages or the difficulties predominate. The difficulties, however, may be overcome; the advantages will remain. We shall, of course, hear no more of the Fijian slave-trade; and the kidnappers who have gone out from some of our own possessions will no longer be able to take refuge in Levuka.—*Standard*.

We have annexed Fiji. Sir Hercules Robinson has formally taken possession of the islands in the name of Her Majesty, and hoisted at Levuka the British flag. They knew this at Melbourne on Thursday afternoon, and it was known in London at an early hour of yesterday morning. Here is a fact of modern science for the professors of the Kensington College to touch upon, when they advert to the denial of the Antipodes by a former Roman Pope. This brief telegram from the under-world announces the increase of the British Empire by one of the most beautiful archipelagos on the globe, covering a space larger than Scotland, and containing the finest harbours in the Pacific. Supposing, which we doubt not, that all questions as to the debts of Thakombau's Government, the future administration of the colony, and the land-rights of the Crown have been properly settled, we congratulate the Australian colonies, and the empire generally, upon an annexation against which there has not been heard one dissentient voice in the islands. In Fiji the people enjoy a delicious and healthy climate; they grow sea-island cotton, and the finest sugar and coffee; the nutmeg, arrowroot, and ginger are indigenous; and the neighbouring seas swarm with fish. Numerous rivers and inlets open up vast tracts of fertile land for cultivation, and this rich group lies on the high road of Pacific commerce. It is no rough, uncut jewel, therefore, which Providence has added to the diadem of England, but a possession of value and beauty. We rejoice at the annexation; in the first place, because a Crown Government in Fiji will put an end to the villainous "blackbirding" which has been too long the curse of these seas, and the shame of white men; in the next place, because this just and wise acquisition insures to the Australian colonies the maritime command of the South Pacific; and lastly, because it cannot fail to be the beginning of the commercial development of that continent of islands and islets which has been too long neglected. A new history for the Pacific islanders begins, we hope, with this annexation; but much depends upon

the Administrator chosen for the new post. He ought to be emphatically a good man.—*Telegraph*.

THE EAST AFRICAN SLAVE TRADE.

A meeting of the Central African Mission, as bearing on the East African slave trade, was held recently at the Mansion House; Sir Bartle Frere presiding, in the unavoidable absence of the Lord Mayor, who was detained in the Justice-room.

The Right Rev. Edward Steere, missionary Bishop of Central Africa, moved, and Mr. Hubbard, M.P., seconded, the following resolution: "That although much has already been done, there is still much more that England may and ought to do for Africa and the Africans; that the gift of freedom to the enslaved is incomplete unless it be followed by loving care and Christian teaching."

The next resolution, proposed by the Bishop of London, and seconded by Dr. Irons, was as follows: "That the Universities' Mission to Central Africa ought to be warmly supported by all real philanthropists and all earnest Christians."

This resolution was adopted, and a vote of thanks to the Chairman concluded the proceedings.

IVORY.

The advance in price of West African Ivory, at the late Quarterly Sales in London, has been as follows:—

Gaboon, partly with colour, large and medium Teeth, 4*l.* to 9*l.*; small and Scivellos, 1*l.* to 4*l.*. Ambriz, large Teeth, 4*l.* to 9*l.*; small and medium, 6*l.* to 9*l.*. Scivellos, 2*l.* to 5*l.*. Bangle Teeth and Scivellos were rather irregular, but must be quoted 2*l.* to 7*l.* dearer.

Sea Horse Teeth were in good demand at 3*d.* to 6*d.*, and even 9*d.* per lb. advance—viz., 2*s.* 2*d.* to 3*s.* per lb.

Walrus Teeth, which are evidently coming into greatly extended use, rose 1*s.* to 2*s.* per lb.—viz., 3*s.* 1*d.* to 3*s.* 11*d.* per lb. Rhinoceros Horns, which are also being applied to an increased variety of purposes, realized an advance of 3*d.* to 6*d.* per lb.

The next Sales are fixed to take place on Wednesday, 27th January, 1875.

The following are the prices realized in the late sale:—

West Coast African.—Gaboon, Niger, and Ambriz, part with colour, and a little common Lagos:—

Teeth	5 1/2 to 69	sl. defective, fine with colour	£ 61	s. 0	£ 63	s. 15
"	50 to 79 1/2	part sound, part with colour <td>58</td> <td>15</td> <td>to 62</td> <td>5</td>	58	15	to 62	5
"	51 to 92 1/2	sound and slightly defective <td>55</td> <td>0</td> <td>to 60</td> <td>5</td>	55	0	to 60	5
"	51 1/2 to 89 1/2	slightly defective <td>49</td> <td>15</td> <td>to 56</td> <td>10</td>	49	15	to 56	10
"	54 to 79	coarse or defective, part stale <td>48</td> <td>0</td> <td>to 52</td> <td>15</td>	48	0	to 52	15
"	51 to 94	coarse, defective <td>43</td> <td>0</td> <td>to 47</td> <td>15</td>	43	0	to 47	15
"	24 to 37 1/2	sd. hols., part fine with colour <td>48</td> <td>10</td> <td>to 55</td> <td>15</td>	48	10	to 55	15
"	20 to 39 1/2	rather defective <td>45</td> <td>0</td> <td>to 53</td> <td>0</td>	45	0	to 53	0
"	17 to 28 1/2	sound, good and fine <td>44</td> <td>10</td> <td>to 49</td> <td>0</td>	44	10	to 49	0
"	15 to 29 1/2	cracked <td>41</td> <td>0</td> <td>to 46</td> <td>5</td>	41	0	to 46	5
"	13 1/2 to 28 1/2	more defective <td>34</td> <td>5</td> <td>to 43</td> <td>0</td>	34	5	to 43	0
"	19 to 28 1/2	Bangle, sd. and nearly sd. <td>48</td> <td>0</td> <td>to 52</td> <td>15</td>	48	0	to 52	15
"	13 1/2 to 23 1/2	" cracked <td>44</td> <td>10</td> <td>to 47</td> <td>10</td>	44	10	to 47	10
Soft	22 1/2 to 40	sound, hols. sl. defective <td>53</td> <td>5</td> <td>to 56</td> <td>10</td>	53	5	to 56	10
"	61	sl. defective, coarse grain <td></td> <td></td> <td>53</td> <td>5</td>			53	5
"	14	sound, fine sl. defective <td></td> <td></td> <td>49</td> <td>15</td>			49	15

Billiard Ball Scivellos—																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Rhinoceros Horns	50 cwt. offered and mostly sold:—				
a. d.	a. d.	per lb. for	Inches.		
1 11	to 2 3	"	27 to 31	sound	
1 5	to 1 8	"	20 to 29	"	
1 5 1/2	to 1 8	"	16 to 25	"	
1 5	"	"	14 to 18	"	
1 5 1/2	"	"	10 to 14	"	
1 5 1/2	"	"	4 to 27	defec. part wormy.	

ROYAL COLLEGE OF SURGEONS.—Mr. Daniel Peter Hughes Taylor, a student of King's College, London, passed the required final examination at the Royal College of Surgeons of England, on November 18. He has received his diploma to practise medicine and surgery, and has been also admitted a member of the above College.

A MARTYR TO SCIENCE.

"Perpetual motion" has been discovered by an old negro in Kentucky, who has fallen a victim to his own invention. It appears from the account given by the *Franklin (Kentucky) Patriot* that the old negro some little time ago constructed a waggon so arranged that it runs by itself by virtue of the fact that the weight of gravitation is thrown forward of the centre of motion, and the machine is, consequently, compelled to run. It was his intention to exhibit his waggon at the fair at Franklin on the 9th ult., so that its value might be tested in the presence of the thousands of people there assembled, and on Wednesday, the 2nd ult., he mounted the machine, adjusted the bands, tipped the balance-weight over the centre of motion, gave the driving wheel a shove, and started for Franklin to report to Mr. John B. Montague, Secretary of the Association, and have the machine regularly entered on the books. The waggon went humming along the smooth sandy road at about the rate of fifteen miles an hour; close behind it, at a rattling pace, came an ordinary vehicle, containing Coroner Hartfield and a jury, who, anticipating some fatal accident, took the precaution to follow the waggon. This anticipation was unfortunately realized, for in making a turn just near a noted point called "Red Pond," at the forks of the Cross Plains and Springfield-roads, the starboard front wheel "collided" with a heavy-set post oak sapling, and the rebound was so powerful that the old negro was thrown forward over the dashboard, and was at the same time struck by the flange of the driving-wheel and precipitated with such violence against the fence panel on the opposite side of the road that he was killed instantaneously. The machine, after the accident, struck out with freedom, but near the residence of a Captain Lee its progress was arrested by a large log, which tilted the balance-weight back of the centre of motion, and when overtaken by the coroner and his party the wild waggon was standing quietly at rest. Since the death of the luckless old negro no one has dared to mount the waggon, but it was exhibited at the fair, and a general impression prevailed that it was a wonderful machine, destined to play an important part in the history of locomotion.—*Pall Mall Gazette*.

LIVERPOOL MARKETS.

Oct. 24 to Oct. 31.

GUM COPAL.—15*s.* to 29*s.* per cwt.
CAMWOOD.—9 tons at 40*l.* 2*s.* 6*d.* to 40*l.* 12*s.* 6*d.* per ton.
BARWOOD.—50 tons, for early arrival, at 5*l.* to 5*l.* 5*s.* per ton.
PALM OIL is in continued good request, and 700 tons sold; Irregular at 28*l.* to 33*l.*, Bonny at 33*l.* 10*s.* to 34*l.*, Lagos and Old Calabar at 34*l.*, Benin at 34*l.* 5*s.*, New Calabar at 35*l.*, and Brass at 35*l.* 10*s.* per ton, closing steady.
COTTON.—Market dull, at declining prices, most descriptions showing a reduction of about 1/2 per lb. Sales of the week, 70,000 bales. African, 5 1/2*d.* to 6 1/2*d.*, and 6 3/4*d.* per lb.

Oct. 31 to Nov. 7.

CAMWOOD.—7 tons, at 41*l.* to 41*l.* 2*s.* 6*d.* per ton.
PALM KERNELS.—178 bags, at 14*l.* 15*s.*
GROUND NUTS.—800 bags, at 13*l.* 12*s.* 6*d.* per ton.
PALM OIL.—The market has been steady, and 550 tons sold; Irregular at 29*l.* to 33*l.*, Bonny at 33*l.* 15*s.* to 33*l.* 12*s.* 6*d.*, Lagos at 34*l.*, Old Calabar at 34*l.* to 34*l.* 5*s.*, Benin at 34*l.* 5*s.*, and New Calabar at 35*l.* per ton.
COTTON.—Market variable. Sales of the week, 79,000 bales. Prices, African, 5 1/2*d.* to 6 3/4*d.*

NOVEMBER 7 to NOVEMBER 14.

EBONY.—100 pieces, Old Calabar, at 11*l.* 2*s.* 6*d.* per ton.
INDIA-RUBBER.—10 tons African ball, at 1*s.* 4 1/2*d.* per lb.
PALM KERNELS.—700 bags, at 14*l.* 15*s.* per ton.
PALM OIL.—In fair request, and 750 tons sold; Irregular at 30*l.* to 31*l.*, Bonny at 33*l.* 10*s.* to 33*l.* 12*s.* 6*d.*, Benin at 34*l.*, Lagos at 34*l.* to 34*l.* 5*s.*, Old Calabar at 34*l.* 5*s.* to 34*l.*, New Calabar at 34*l.* 10*s.*, and Brass at 35*l.* per ton.
COTTON.—In good demand, but market well supplied, and prices unaltered. Sales of the week, 90,000 bales African, 5 1/2*d.* to 6 3/4*d.* per lb.

NOVEMBER 14 to NOVEMBER 21.

INDIA-RUBBER.—10 tons African ball, at 1*s.* 4 1/2*d.* to 1*s.* 4 3/4*d.* per lb.
CAMWOOD.—30 tons, at 30*l.* 17*s.* 6*d.* to 36*l.* 5*s.* per ton, according to quality.
BENNI SEED.—993 bags, at 58*s.* to 59*s.* per quarter of 384 lbs.
PALM KERNELS.—240 bags, at 14*l.* 10*s.* to 14*l.* 15*s.* per ton.
GROUND NUTS.—40 tons, at 14*l.* per ton.
PALM OIL.—400 tons sold, chiefly Irregular, at 28*l.* 10*s.* to 32*l.* 10*s.*, with Brass at 35*l.*, New Calabar at 34*l.* 10*s.*, and Benin at 34*l.* to 33*l.* 10*s.* per ton.
COTTON.—In extensive demand throughout the week, and prices slightly advanced. Sales of the week, 104,770 bales. Prices of African, 5 1/2*d.* to 6 3/4*d.* per lb.

NOTICE TO CORRESPONDENTS AT BRASS, BONNY,
AND OPOBO.

The Loandas Mail, bringing us further letters from the above Ports, has been delivered while we are going to Press. Their important contents will be acted upon, and noticed in due course.

The African Times.

PUBLISHED MONTHLY. PRICE 5s. STAMPED.

You are earnestly requested to allow your name to be added to the list of yearly subscribers. Price 6s. per annum for each copy, payable in advance.

The African Times.

MONDAY, NOVEMBER 30, 1874.

RECOMPENSE TO NATIVE OFFICIALS FOR
SERVICES DURING THE WAR.

We have to bear the burden of many griefs and sorrows. The cries of those who suffer injustice are ever filling our ears. As Editor of the *African Times*, we are supposed to have the power to redress every wrong and remove every grievance under which people may be suffering on the West Coast of Africa. There is in this a great tribute to the power of an independent public press, as well as to us in our editorial capacity; and we can only deplore that our success is not always on a par with our desires as regards the matters in which we are implored to render aid. Without being thus implored, we felt it to be a duty last month to bring prominently under notice the insufficient recognition and non-requital of most efficient and important services performed by the Bonny Contingent during Sir Garnet Wolseley's march to Kumasi. We take this opportunity to call official attention anew to what we then urged as being due to Prince Charles Peppel, Mr. Jumbo, and the tried valiant men whom they so successfully led in that Ashanti Expedition. Such just claims have, we feel convinced, only been accidentally overlooked, not wilfully neglected, and will be recognized and satisfied. We are only sorry that it should have been at all necessary again to remind Her Majesty's Government of them. In that reminder we laid it down as an axiom that "a great country should never be unmindful of services rendered, or defer the reward due to those who have rendered them;" and put forward the incontrovertible fact, that the greatest States and Governments have their times of perplexity and need, when the feeble aid of others, who are very insignificant in their eyes, may be of great importance. What we then applied as regards the services of a body of men, we now apply as regards an individual. We are pained to say that there has been, owing to what cause we know not, a lack of proper consideration as regards individual claims at Cape Coast, since the happy conclusion of the late war. Many instances have been brought under our notice, but although we had no doubt as to the reality of the wrong complained of, the circumstances were such as required more examination than we could possibly make, before we could have felt justified in publicly calling attention to them. The friends, however, of a man named G. B. Duker, have placed his case before us in a way that fully justifies our notice of it. Among the many extraordinary duties that had to be performed during the war, there was one of great importance; that was, the faithful and diligent receipt and transmission of despatches and other communications from and to the army in the field. We heard so many praises at the time of the regularity and unswerving assiduity and faithfulness with which that service was performed, that we must confess we were under the impression that they were performed by some European official, who had been specially detailed to the office of Military Postmaster. We now find we were in error on this point, and that the person placed in that most responsible position is a native of the Gold Coast—one who has never been in England, but who has obtained the knowledge he possesses, and the acquirements which enabled him to discharge such duties,

in the Wesleyan Missionary Schools there. Most important official despatches and letters, were daily and hourly passing through his hands, and he was solely responsible for them. They were the despatches and letters, as his friends remind us, "to and from the British Government and the Commander-in-Chief, Sir Garnet Wolseley; Sir Garnet Wolseley's Staff, the 42nd Highlanders, the 23rd Fusiliers, the Rifle Brigade, the Naval Brigade, the 1st and 2nd West India Regiments, Colonel Wood's Native Regiment, Major Russell's Regiment, the Cape Coast Rifle Corps, the Army Service Corps, the Army Medical Corps, and the Royal Engineers. All their important and official despatches, letters, and correspondence passed safely through his hands, more especially those from headquarters at the front, and the commanding officers at their respective posts, en route to Kumasi." After perusing this list, we are not surprised to learn that the work to be performed, and which was faithfully and punctually performed, was an arduous one, entailing great personal sacrifices on the individual in question. If there could be any doubt about this, it is, however, effectually set at rest by the following certificate:—

"Certificate.

"Mr. G. B. Duker was Acting Postmaster for the Military Post at Cape Coast for three months, during the late expedition, and he performed his duties entirely to my satisfaction. The work was hard, he being on duty, in fact, the whole of the twenty-four hours.

(Signed) "A. W. BAKER, Capt.,

Inspector-General of Police.

"Cape Coast, 21st May, 1874."

The facts of the duties being responsible, arduous, and praiseworthy performed, being thus satisfactorily proved, it will be at once asked, What remuneration did this man receive? and what was afterwards done for him by Her Majesty's Government or the local Administration? We are grieved that the reply must be an eminently unsatisfactory one. He received while performing those duties and services, which required both intelligence and devotion, as well as intense physical endurance, the munificent amount of three shillings per diem, without rations; and when his services as "Acting Postmaster for the Military Post" were no longer needed, he was very coolly dismissed from the Government service—left out in the cold. His friends write to us that he did not complain of the insufficient pay at the time when his services were so much in request, because he believed that those services, so well, fully, and faithfully performed, would be regarded by the Government as entitling to some reward, or prize, when the war should have successfully terminated. That they have not been so regarded—that he has not received any reward—is, in our opinion, another injustice; an unintentional one no doubt, but not less an injustice. His friends ask very reasonably, why he should not have had given to him a position in some one of the Government departments on the Gold Coast. Apart from the question of justice, it must be so clearly an advantage to the public service to have in it one who has already proved his worth by duties most praiseworthy performed, that we must confess our surprise at Duker having been thus neglected. From what we have heard of Governor Strahan, and his evident desire to make every branch of the public service fully efficient, we can only imagine that not having been on the Gold Coast when Duker was so creditably performing his most arduous duties, and having therefore no personal knowledge on this head, he has hitherto remained in ignorance of Duker's merits and just claims. We shall rejoice if our notice of them should lead to their being adequately recognized and rewarded. In the great work of construction and development to be carried out on the Gold Coast, the services of every proved efficient man will be needed, and should undoubtedly be retained; or the want of him may be felt when that want can no longer be remedied.

THE SUPPRESSED OUTBREAK AT WHYDAH.

"Coming events cast their shadows before." It is only in this sense that the late reported partial outbreak at Whydah is worthy of notice. Excited and encouraged by the extension of British jurisdiction east of the Volta to towns not very far distant from Whydah, and desirous, no doubt, of obtaining for themselves that personal security

which accompanies British rule, and which almost immediately impressed the natives of the towns above mentioned in its favour, some of the unreflecting people who groan under the heavy yoke of Dahomey in its conquered sea-side town of Whydah would seem to have made an effort toward independence, and cession to Great Britain. We are, however, lamentably destitute of particulars in this instance. Our intelligence goes no further than that there has been an outbreak, and that the outbreak has been suppressed. This latter word is one of horrible meaning under such a Government as that of Dahomey. We should like to know how many victims have expiated their thirst for the blessings of British rule by death under cruel torture at Whydah; and how many more have been hurried off to Abomey, there to make their last appearance, and swell the catalogue of slaughter, to the delight of king and people, on occasion of these annual customs, which have obtained so wide-spread a notoriety in Europe by their absurd mixture of childishness and brutality. It will, of course, according to present appearances and designs, be some time before the British Government "makes up its mind" to incorporate Whydah and a little further stretch of sea-coast with the colony of the Gold Coast. That it must do so eventually is certain, however little such an extension of territory may be at present contemplated. Events will occur—circumstances will arise, sooner or later (and we believe soon rather than later), to impel, or rather compel, it to make this important further move in the regeneration of Africa. Dahomey will not be allowed perpetually to "stop the way." She will have to move, or be moved, out of it. It is utterly impossible for her to continue long to exist under such a rule of blood as at present, in close proximity to humane British administration and institutions on the main land. From Porto Seguro the heaven of desire for external peace, internal tranquillity, and personal security, both as regards life and goods, will and must spread, until the Dahomey, of barbarous predatory warfare and customs that disgrace humanity, insulting both God and man, shall cease to exist.

THE GREAT ROAD QUESTION.

THE question of roads, good open roads, and facilities for easy transport, between the sea-board of the Gold Coast Settlement and the gold-bearing Kong Mountains, is not only one of such vital importance that it is ever present with our minds, but one also that seems to force itself anew, and with increased weight, upon us when we read of the decision and plans of the Khedive of Egypt for the Soudan Railway. While we rejoice that the ruler of Egypt should thus push forward a great highway for civilization into the interior of Africa, we feel a blush of shame that one comparatively so feeble as the Egyptian Viceroy of the Grand Turk, and the representative of a mere infancy of civilization, when compared with that of which Great Britain is one of the most advanced representatives and embodiments, should have made this step in advance of the latter. It is humiliating. The trade and consequent wealth to be obtained by Egypt through the construction of the Soudan Railroad, is as nothing in comparison with that which would be obtained by the Gold Coast Colony of Great Britain were such a road constructed from its sea-coast towns to the Kong Mountains. The trade from the Soudan districts to Lower Egypt is said to have increased last year to 1,500,000*l.*; and it is added that "facility of communication is all that is required to give an immense development to those countries." On the strength of these small returns, these hopes and convictions, the poor country, Egypt, comes to the rich country, Great Britain, and borrows money to enable her to expend 1,500,000*l.* on the construction of a railway. We lend the money, of course. We are always ready to pour money into the lap of almost bankrupt States—to encourage them in their lavish expenditure, or enable them to carry forward works for the development of their resources. The ever-ready bait of a high rate of interest, with a Government guarantee—though that Government may be quite, or almost, at the end of its so-called available securities, fiscal or territorial—is swallowed as greedily as the voracious

shark swallows the lump of fat meat which surrounds the deadly hook that will anon be firmly fixed in his vitals for his destruction. It is amazing, by the way, how many of these rich lumps, with their concealed hooks, the British public have swallowed, and are delighting in, and will continue to delight in until some great convulsion come, when all their barbed fangs will be felt at once, to its most grievous, if not fatal, hurt. We do not complain of a cupidity that thus becomes instrumental in the world's progress,—it is, possibly—to use the exclamation of the followers of Mahomet, who are now such ready borrowers—"destiny;" but we do complain that, while Egypt is applauded for borrowing our money to construct a railroad into the Soudan, we are likely to be vilified rather than applauded when we advocate the construction of one into the interior of our Gold Coast Settlements, with subsequent advance into the countries beyond; and yet, until some such work be done, the Gold Coast Colony must continue to be but as a mere swaddled baby, in comparison with the productive and commercial giant, as which it will be known hereafter; and soon known, whenever Great Britain shall awake to the consciousness of those vast resources, the key to which has been placed in her hands by an overruling Providence, that appoints the work of nations, as of individuals, for the carrying out of Eternal designs, and rewards or punishes in proportion as the work shall have been neglected or performed. Day by day the conviction is more and more strengthened within us, by watchful consideration of passing events, and the signs of these extraordinary times, that the only escape of Europe, and more especially of Great Britain, from momentous disasters, having their origin in financial and monetary needs, will be discovered to lie in the direction of those great gold-bearers of West Africa, the dribblets from which, until the discovery of Californian and Australian fields, were among the most important of the auriferous supplies that were indispensable to meet the luxurious and artistic demands of European civilization, and of that exacting monetary system by which Great Britain proclaimed to all the world the wondrous excess of her prodigious wealth. That system, long regarded by the statesmen of other lands with envy and with dread, has been in a measure forced upon them by the commercial and financial operations of Great Britain, and rendered possible by the growth of wealth within their own borders. We have said rendered possible, but this is subject, of course, both in its progressive inauguration and in its subsequent maintenance, to the condition of continued and copious supplies of new gold—of gold year by year sought for, and wrested from the earth, by mining enterprise. It is seen and felt now, even by the most strenuous advocates of the gold standard system of currency, in its extended and still extending application, that unless increased yearly supplies be obtained from the sources at present sending their quota, or some new source furnish additional ones, a series of commercial and financial disasters must inevitably ensue, that will shake the gorgeous fabric of European wealth and civilization to its very foundations, and possibly overturn and destroy it altogether. Greedy eyes and hands are now at work in the gold-bearing districts of South Africa. As a natural consequence, an extension of railway has been projected and is being applied there. Through and by them civilization must extend, and the natural resources of the countries to and through which they pass cannot fail to be developed; and no sane man, who sets himself to observe and comprehend what is now going on in the world with respect to gold demand and gold supply, can doubt for a moment that the hour of their awakening from the barbarous sleep of ages will soon be marked on the earth's great dial for those rich undeveloped countries constituting the Gold Coast Colony and immediately contiguous to it. The climate has hitherto been an obstacle to any European search in those countries, and an opportunity has thus been afforded to Government and people for themselves searching out and opening up the great gold sources which do there undoubtedly exist. It is greatly to be deplored that they do not avail themselves of this opportunity, because by their not doing so they will subject themselves to the future, and perhaps not far distant, cer-

tainty of an inroad of mining operatives from other partially exhausted gold-fields. All that is now needed to bring about this inroad is the promulgation of news of the finding of some rich nugget, or of some abundantly rich vein. No climatic dragon or other obstacle, however deadly its reputed character, will then prevent the inroad, which cannot but be attended by a rude awakening of an inert African race. We earnestly desire that this may be avoided; we would, if possible, have the good without the evil. For this we thirst for the opening of improved communications, that may stimulate the development of every class of the rich productive resources of those naturally wealthy countries, and also so facilitate the restraining action of Government in the interior whenever the day and hour of that inevitable inroad shall come, that the auriferous treasure may be evoked without attendant evils to be deplored. And we thirst not for these alone. Ardently as we desire the development of material resources, and the awakening of the people from the comparatively industrial sleep of ages, we desire yet more ardently that the glorious news of the blessed Gospel of Jesus Christ may be proclaimed throughout those lands, and in the ears of all that people, to their spiritual awakening, their deliverance from those debasing bonds of Satan in which they have been so long held captive, and their obtaining that glorious freedom which belongs to those, and only to those, who believe in Christ to salvation. Good roads, easy communications, and the extension of civilized rule will afford increased facilities for that all-important proclamation. Therefore we especially desire them, therefore we especially work for them, and, God helping, will continue to work for them until they be obtained.

EASTERN AFRICA.—MR. HENRY STANLEY'S EXPLORATIONS.

MR. HENRY STANLEY, the rescuer of the late lamented Livingstone, and now Exploring Commissioner in Eastern Africa for the proprietors of the London *Daily Telegraph* and the *New York Herald*, is already giving evidence that so important a mission could not have been entrusted to one more fit and able than he is, both to explore and describe. The *Daily Telegraph* of the 24th inst. contained a letter of Mr. Stanley's, occupying eight columns, in which he gives a lively and most interesting account of his ascent of the River Rufiji, which flows through ten mouths into the ocean. Our space is already too much occupied this month to permit our doing justice to this letter, which proves how little we have hitherto known of the navigable waters of Eastern Africa, and of the facilities which water communication with the far interior, offer to a future commerce; in presence of which, that accursed depopulator of vast regions, the slave trade carried on by Arabs for the supply of Persia and other Mahometan countries, will be no longer possible. Should the life of Mr. Stanley be spared, which we most devoutly hope it may be, it may confidently be expected that he will not only perfect the unfinished discoveries of Dr. Livingstone, but give us such a knowledge of Eastern Africa generally as must lead to great results, both as regards commerce and the spread of Christian civilization. The facilities which so fine a navigable river as the Rufiji affords for missionary enterprise are so much greater than any that have been previously known to exist in Eastern Africa, that we look with confident expectation to our Missionary Societies to avail themselves of them for spreading the tidings of the Gospel of eternal life among the multitudes who are there perishing for lack of knowledge.

THE LAND QUESTION.

(From the *Times*' Report of the Annexation of Fiji.)

His Excellency assured the King that nothing unjust would be done, and quoted, as the fairest way of settling the land question, the following provisions, substantially included in the code of laws of the Laili Confederacy (a former confederation of chiefs in Eastern Fiji, once allied with King Cacobau in a general confederation): "That

all waste lands that can be shown to have been fairly and honestly acquired by whites shall be secured to them; that all lands which are now in the actual use or occupation of any chief or tribe shall be set apart for them; and that all the residue of the lands shall go to the Government, not for the personal advantage of Her Majesty, or members of any Government, but for the general good—for the purposes of rule and order." The more public land there is, urged his Excellency, the less necessity there will be for taxes; the less burdensome to the people will be the maintenance of peace, the administration of justice, and the building of hospitals and other institutions of public utility. For such purposes as these, and not for adding to the wealth of the Queen, is it a matter of necessity to have public land?

REVIEW.

The Heart of Africa. Two Vols. By Dr. GEORGE SCHWEINFURTH. Translated by ELLEN E. FREWEN. Sampson Low and Co.

AFRICA—the mysterious, the heart-rending—has made to us fresh revelations of its misery and debasement, through Dr. Schweinfurth, in his work entitled "The Heart of Africa." Penetrating countries hitherto untrodden by the European, so far at least as we have any record, he has opened up to our view peoples and conditions of existence which stimulate our curiosity, while awakening within us the deepest feelings of commiseration, with ardent desires for the rapid progress of those remedial agencies of which we behold the day-spring, but the meridian light of which must be, alas! but too far distant. In reading this most interesting yet soul-saddening work, we experience anew that impatience at the inadequate and dilatory efforts making by civilized Europe to redeem a continent from the abyss of degradation and suffering into which it has been for so many ages plunged, which we have often before felt when estimating the feebleness of the means, and heartlessness of the agents, employed in that portion of it—the West Coast and Western interior—with which we are most familiar. How often has our heart bounded at the conceived, but alas! Quixotic idea of a mighty combination of all the civilized Powers of Europe, to attack at all points the universal debasement of native Africa—north, south, east, and west—and redeem the willing captive from the horrors of a condition, not the less humiliating to the mere humanitarian, or less painful to the Christian, because the victim of the worst powers of evil is insensible to the loathsomeness of his abyss, and content with, and even vain of, what fills others with a loathing disgust, as much as with an ardent compassion! It is then, when we realize how vain as well as Quixotic are such hopes and ideas, of a mighty combined Christian action against that hellish slavery which holds native Africa in its fetters, that we look forward with the eye of rapturous faith to that promised time, certain to come because "faithful is he who has promised," when "the knowledge of the Lord shall cover the earth, as the waters cover the sea."

Prepared for his journey of discovery by previous experience in Egypt and the Red Sea, and furnished with funds by the Humboldt Institution in Berlin, Dr. Schweinfurth left Germany for Egypt in 1868, and soon made his way to Khartoum. Instead of working south and east from that point, as Sir Edward Baker has done, his chosen course lay south and west, through the Dinka, Bongo, and Niam-Niam countries, to that virgin land of European exploration, Monbutto. Unlike most other books of African travel, the wearying monotony of which has been so much complained of, Dr. Schweinfurth's work excites a continually increasing interest, and when we finished the perusal, our only regret, and that a poignant one, was that by the lack of only a few thousand pounds more—not half so much as many of our rich men will give for a coveted painting—he was compelled to return, and leave unvisited those more southern and western peoples among whom the cannibal Monbuttoes make their human flesh hunts, and from whom they obtain also a portion of that ivory for which they are visited by the trader of Khartoum; who marches with an army of soldiers and carriers, and without whose countenance and aid it would have been almost impossible for a European to penetrate thus far into the hitherto unknown "heart of Africa."

Dr. Schweinfurth's native African expedition occupied some three years. The ground travelled over was only a few hundred miles, and he thus resided a sufficient time in divers localities to become thoroughly acquainted with the habits, customs, and manners of the people, their more salient vices and virtues (for even among the deeply degraded there are virtues), their tastes and inclinations, and the incentives that move them to action. The people are so placed before us by Dr. Schweinfurth in these profusely illustrated volumes, that we really know them; we can

realize living among them; we become, as it were, bosom companions with the worthy Doctor; we gaze with him upon the skulls of the victims of cannibalism whose coveted flesh cost them their lives; we share all his trials and disappointments, which he never parades unnecessarily, and rejoice with him in all his discoveries and successes. He is an admirable draughtsman; nor are his word pictures inferior to those traced by his pencil. It would be little less than absurd for us at present to make extracts (with the small available space which our journal offers) from two volumes, each of between five and six hundred pages, although we purpose doing so from time to time. Our friends know that we do not praise books lightly. We praise these. Our earnest recommendation to all our readers—for they are all, of course, interested in that vast Africa which so much occupies our thoughts—our earnest recommendation is, *buy these books, and read them.* An African library cannot be complete without them. Dr. Schweinfurth must henceforth occupy the very highest rank among scientific African explorers. Nor is it only to our readers that we feel bound to give advice consequent on the perusal of these volumes. Dr. Schweinfurth is an almost unique African traveller, both as regards his natural and his acquired gifts. He seems to be impervious to African fever. He knows how to obtain the sympathy, respect, and friendship of the people among whom he is thrown; he possesses many qualifications which insure him a welcome everywhere; he is an acute and diligent observer, and knows thoroughly how to place before others what he himself sees, hears, reasons, and feels. Every man who has been in the African vortex seems to long to plunge himself again within it. It has a fascination for him, which he cannot resist. We presume Dr. Schweinfurth is not an exception to this; and believing this, we think it a duty incumbent on the European learned societies—English, French, German, and Italian—by a munificent combined effort (in which we should scarcely think the Governments of their respective countries would hesitate to assist) to dispatch Dr. Schweinfurth once again to the Monbutto country, so well furnished that he may be able to continue his course until he arrives at some one of the European settlements on the West Coast of Africa, where we should expect him by the Niger or the Congo. If willing and fit for fresh exertions, it is a disgrace to the scientific and Christian world of the nineteenth century, that Dr. Schweinfurth should remain any longer time unemployed in the great work of African discovery.

AFRICAN EXPLORATION.

BRILL, Oct. 20.—Major von Mechow will shortly start by sailing vessel from Rotterdam to succeed Dr. Lohde, who is in ill health, in the military command of the scientific expedition which left Europe in June, 1873, under the leadership of Dr. Gussfeldt, for the exploration of Central Africa. The African Society here will also send out a second expedition under the leadership of Captain von Homeyer, which will leave at the end of December. It will first proceed to Cananda, on the frontier of Angola, and will endeavour to reach the capital of Muata-Jambo.

A LIGHT-DRAUGHT STEAMER.

The increasing necessity for effecting communication between distant places in foreign countries by means of water transit has, where such means of transit exist, led to a demand for vessels of a light draught in order to navigate very shallow rivers. Builders have gone on reducing the draught from two feet to one and even less, but as civilization spreads, the navigation of still shallower streams and the supplying of still lighter draught boats become necessities. Steamers of exceptionally light draught are now being constructed for the navigation of the upper waters of one of the rivers in Brazil. These boats are intended chiefly for the conveyance of passengers, and the first of them has just been launched, and made a satisfactory trial trip. In all probability, she is the shallowest draught steamer ever built, her draught, with steam up and fully equipped, being only 7 inches. This formed one of the conditions imposed upon her builders. The others were that she should not draw more than 9 inches of water with 20 persons on board, and that she should be of such a size as to be capable of being carried whole on a ship's deck to the Brazils. The steamer has, therefore, been built with a flat bottom, and has a length of 45ft. and a beam of 8ft., with a depth of 2ft. She is propelled by a pair of paddles 54in. in diameter, 2ft. 9in. breast, and each having eight floats. Her paddles are driven by a pair of inclined direct-acting engines, with cylinders 54in. in diameter and 10in. stroke. She is roomy and comfortable both fore and aft of her engines, there being accommodation for about 40 persons in all. Upon her trial trip, with 18 persons on board, she drew 8½in. of water. Her engines ran at an average rate of 80 revolutions per minute, which gave her a speed of about eight miles per hour. On her first contractor's trial she made the same speed with the same number of

revolutions, and with 180lbs. steam, the stated consumption of fuel being 40lbs. of coal per hour. The run made with the little craft from the Temple to Greenwich and back was thoroughly satisfactory, and demonstrated both her speed and handiness. Now that it has been satisfactorily shown that such a light draught is perfectly practicable, it will probably follow that districts hitherto unexplored, and lying up rivers previously deemed unnavigable, will be opened up and new sources of commerce developed.

THOUGHTS ON SPIRITUALISM, AND THE TEN TRIBES.

By Dr. H. MEYMOOT, LUDLOW.

SPIRITUALISM.—A distinction should be observed between the steady growth of real Spiritualism and the clever tricks of conjurers. The latter serve to show that as Satan imitates the works and ways of God by his fearfully mysterious power, so will the world imitate Satan. One is calculated to cause weeping, and the other laughter. I consider Spiritualism, as it now exists, to be a very prominent proof that we are living in the last perilous times, and its progress is positively alarming. As before a storm a few large drops of rain appear on the pavement, so do these spirit manifestations (the truth of their actual appearance being irrefragable) indicate the approaching conflict between the powers of light and the powers of darkness. Satan will not relinquish his usurpation of the kingdoms of this world without a tremendous struggle, which is rapidly coming on the earth.

RESTORATION OF THE TEN TRIBES OF ISRAEL.—Where they now are, seems to me a matter of little importance. I cannot agree with the new-fangled theory that they are to be found in the Anglo-Saxon race. That they will emerge from their obscurity and take a prominent part, in conjunction with Judah, in the grand drama of the "Times of restitution of all things," I have not the slightest doubt. Many expositors think they are alluded to as "the kings from the East," in Revelations xvi. 12, 13, and that the three unclean spirits are rationalistic infidelity, democratical despotism, and ritualistic superstition, which are predicted at the present epoch to go forth to the kings of the earth and of the whole world, to gather them to the impending war of Armageddon. This is a view with which all of us who are prophetic students must entirely concur.

CANON KINGSLEY ON THE RELIGIOUS ASPECT OF THE AGE.—

On Sunday afternoon, Sept. 6, the Rev. Canon Kingsley, who has recovered from a severe illness, preached to an immense congregation in Westminster Abbey. The aisles were filled, and even the seats in the sacristy were occupied. In the course of an eloquent sermon Canon Kingsley said he feared deeply that the good old-fashioned faith in a living Christ and an ever-present God was rapidly dying out among us. Men no longer believed in the government of God—in the perpetual Divine Providence which the Scriptures called the Kingdom of God. Therefore, having lost faith in God's immediate government of the world and its nations, men were tempted more and more either to try to misgovern the world themselves, or to fancy that Christ had entrusted His own government to a delegate, to a Vicar—an infirm and aged ecclesiastic at Rome. They had lost faith likewise in God's immediate government of themselves, their own characters and hearts, and were therefore tempted more and more to follow no rule but the dictate of their passions and interests, or else, in despair at their own inward anarchy, to commit the keeping of their souls to directors and confessors instead of to Christ himself, the direct and immediate Lord of all flesh. This faith that was now dying out so fast in the world was more common, he thought, a generation or two back among old-fashioned Church people than among any others; and it could not but be so, for the good old-fashioned Prayer-book in which they were brought up to believe without any adventitious, superstitious, or sentimental helps, and the good old-fashioned Catechism, which were perfect in themselves, were more full of simple, living faith in God, from beginning to end, than any other books on earth but the Bible. For some reason or other this generation did not seem to care to see God's strength, and he believed the generations yet to come would believe less and less in His power. But men must get back that faith if they wished to keep that wealth, that prosperity, that civilization which everybody craved for so greedily. If they did not, they were treading, and their children after them would tread, not as they fancied, the road to wealth, to enlightenment, to the civilizing grace, of peace, but the road to ruin, to anarchy, to barbarism. It always had been so, and always would. Fact, experience, history told us that was the inevitable sequence. A nation without a living active faith in a living God would soon be left to welter in the mire—nay, as might be said of more than one country at the present moment, to welter in its own life-blood.

GEOGRAPHICAL SOCIETY.

"Re EASTERN AFRICA."

Toward the close of the meeting, when the matter of the "Arctic Expedition" had been disposed of, the Chairman said, "They had that day heard that Colonel Gordon was at Gondokoro on the 5th September, and that he then had the sections of his steamer, destined to navigate the Albert Nyanza, at Mount Regia, below the Falls, having full confidence of getting them transported to the smooth waters of the Upper Nile, beyond the Falls, in a fortnight from that time. He had also received a packet, the contents of which would be published in the *Daily Telegraph* in the morning simultaneously with the *New York Herald*. It was the journal of Mr. Stanley from the East Coast of Africa. He had sent home a map of the delta, together with a full account of his journey, which would be published in the columns of the *Daily Telegraph* in the morning."

PERE HYACINTHE'S PREDICTION OF AN APPALLING SPECTACLE IN THE FUTURE.

In addition to the recent utterances by Mr. Disraeli and other political thinkers, upon an appalling religious war looming in the distance, Pere Hyacinthe has spoken to the same effect at a recent meeting at Geneva. He foresees international, civil, and religious wars to be at hand. The *Empire* newspaper says: "Pere Hyacinthe lent to the debate the light of his bright intelligence and the fire of his kindling eloquence. 'The great cause of war,' he said, 'was to be found in the moral perversity of man. To destroy war, we must destroy evil; to abolish war, first must come the abolition of the sins of individuals, and more especially of the sins of nations. To fight against wars and slaughter, we must first essay to regenerate the world, to subdue in man his pride and his ferocity.' He agrees with Mr. Disraeli and Dr. Cumming in painting a dark and bloody future. He said, 'When he considered the actual state of our great and unhappy Europe, he saw general peace at the present moment, but in the future he saw menaces of strife. He saw in the horizon war raising its hideous head—'

INTERNATIONAL WAR, CIVIL WAR, AND RELIGIOUS WAR. It had been said that wars of the last kind—religious wars—had vanished from the world, but struggles which were out of place in the 16th century were cropping up again to-day. He could not deny that that was in a great measure the fault of the Church, but he had a right to add that it was also the fault of the State. The State and the Church fought each other of old, and they were doing so again to-day, mixing the duties of the Christian with those of the citizen. The result would be war—a religious war; but a civil war was close at hand. Equality had been proclaimed as existing in the world; it was glorious in the abstract, a sham in the reality. In the place of equality were poverty on the one side, and riches on the other—a monstrous inequality of society. Then there would be international war, led on and fostered by the jealousies of nations and the rivalry of peoples. He could see these great wars in the distance, and though he was no prophet, he could see for Europe an appalling spectacle in the future."

THE INDIAN COTTON CROP.—BOMBAY, Oct. 30.—The condition of the cotton crop in the Bombay Presidency is magnificent, and promises the largest yield recorded. The crop is a fortnight in advance of that of 1873. Picking has fairly commenced in the Oomrawuttee districts.

Official statistics just published show that the value of the rough mineral produce of the United Kingdom during the year 1873 was nearly 59,500,000l. sterling, of which more than 47,500,000l. was the value of upwards of 127,000,000 tons of coal. Manufactured metals during the same period are set down at about 21,500,000l.

GOLD BY THE TON IN THE COLONY OF THE CAPE OF GOOD HOPE.—The *Diamond News* received last night gives a most glowing description of the gold-fields, on the authority of Mr. H. H. Solomon. It says that ninety per cent. of the diggers are making it pay. Mr. Solomon brought down 140lbs. weight of gold with him to Kimberley, but, he added, he might have brought a ton. We make no comment on this, leaving our readers to form their own opinion.—*Cape Argus*, Oct. 10.

THE AMERICAN COTTON CROP.—MOBILE, Oct. 27.—According to reports received by the Mobile Cotton Exchange, the cotton crop in Alabama has sustained but slight damage from the frost. Picking will be completed on November 11. The crop is in cleaner condition than usual. There is an increased yield of 25 per cent. in 12 counties, and a diminution to the same extent in 24 other counties. In 15 counties of Mississippi there is a decrease in the yield of 33 per cent. The condition of the crop is the same as in Alabama.

LORD ROSEBERRY ON SOCIALISM.

(A Passage from his Address to the Social Science Congress at Glasgow.)

No one can forget that we live in remarkable times—times of social development so ominous that we may be approaching a period of social revolution. The whole universe seems undergoing the volcanic influence of social theory. Everywhere there is breaking out some strange manifestation. The grotesque congregation of the Snakers, the agricultural socialism of Harris, the polygamous socialism of Mormon, the lewd quackery of Free Love, the mad blank misery of Nihilism, the tragic frenzy of the Parisian Commune, are portents no observer can neglect. Some try to solve the problem of life by abolishing property, some by a new religion.

THE VAST WARLIKE PREPARATIONS.

Never was there on all sides so much of energy and skill given to preparation for those efforts by which civilization is retarded and mankind made miserable. The armies of the four great military Powers when on a war footing engross three millions and a-quarter of men in the very prime and flower of life. Three millions and a-quarter of men in four countries, with their swords ready to the grindstone, form a portentous silent fact which we cannot ignore in the halls where we discuss the efficacy of arbitration in settling disputes between nations. In Spain we see a war of dynasty, in America a conflict of colour. The night is dark and troubled; we can but labour steadfastly, hoping for the dawn, united by the sympathy of the living and animated by the example of the dead.

THE VICTORIA CROSS.—WAR-OFFICE, Oct. 26.—The Queen has been graciously pleased to signify her intention to confer the decoration of the Victoria Cross on Major Reginald William Sartorius, C.M.G., 6th Bengal Cavalry, whose claim to the same has been submitted for Her Majesty's approval, for an act of bravery which he performed during the late Ashanti War, as recorded against his name—viz., for having, during the attack on Abogoo, on the 17th of January last, removed from under a heavy fire Sergeant-Major Braimah Doctor, a Houssa non-commissioned officer, who was mortally wounded, and placed him under cover.—*Gazette*.

MOTTO OF THE "NEW YORK HERALD" AS PUBLISHED BY IT IN 1837.—"Take no snipplasters—all damned rogues who issue them—live temperately—drink moderately—eschew temperance societies—take care of the sixpences—never trust a saint—go to bed at ten—rise at six—never buy on credit—fear God Almighty—love the beautiful girls—vote against Van Buren—and kick all politicians and parsons to the devil."

USAGES IN THE COTTON TRADE.—Considerable excitement has been caused in the Liverpool cotton trade in consequence of the action taken by the Liverpool Cotton Brokers' Association in relation to the establishment of an office in Manchester by one of the leading cotton-broking firms of Liverpool. At a recent meeting of the Association a kind of indictment was preferred against the firm in question for opening the office, and having, as is alleged, already indiscriminately sent circulars of cotton quotations to spinners not only of their own connection, but to those who employ their own brokers, this being deemed to be against the rules of the Association. It was also stated that, in addition to lists of "cotton, cost, freight, and insurance," the firm had the intention, sooner or later, to offer cotton in Manchester on the spot. The Committee of the Association having considered the matter, and deeming this action of the firm injurious to the interests of individual brokers, as well as to the influence of the Association itself, had decided to recommend them either to relinquish their Manchester office or to resign their membership of the Association. The firm, both members of which were present on this occasion, protested against this decision, as not only being inquisitorial and uncalled for, but as tending in the long run to make the Association simply a protective body for the interests of a few. The system complained of, they urged, had already been introduced and worked by "carpet-baggers" and other persons of no standing. Surely then, when what they (the firm) had done was perfectly straightforward, and when all their transactions were fair and honourable, they ought not to be interfered with. They mentioned several cases where the conduct of brokers who had been guilty of very questionable practices had not come under the official notice of the Committee; and they assured the Association that all the transactions concerned with this Manchester arrangement would bear the fullest and strictest investigation. If they were to retire from the Association, upon the Association must rest the onus of that expulsion. The matter, as may be supposed, is creating considerable interest, and the general impression is that it contains the elements of a contest between monopoly and free trade which will very shortly come more prominently forward.

BOOKS RECEIVED FOR REVIEW.

The Ashanti War. By Captain Henry Brackenbury. Two Vols., 8vo., William Blackwood and Sons.
The Story of the Ashantee Campaign. By Wenwood Reade. One Vol. Smith, Elder and Co.
Through Fantee Land to Coomassie. By Frederick Boyle. One Vol. Chapman and Hall.
The Heart of Africa. Two Vols. By Dr. George Schweinfurth. Translated by Ellen E. Frewer. Sampson Low and Co.
Messrs. Cassell's publications received too late for notice this month.

MARRIAGE.

SHEPHERD—JOHNSON.—On Sunday, October 25, at the Primitive Methodist Church, Fernando Po, by the Rev. J. Griffiths, Mr. Thomas Babington Shepherd to Miss Hannah Hepsebah, daughter of the late Mr. Joseph Johnson.

DEATH.

SOLOMON.—Died at Assinee, West Africa, on October 23, 1874, Amos Henry Smith Solomon, third son of the Rev. J. A. Solomon, Wesleyan minister, aged 19 years. A youth of great promise; his death is deeply mourned.



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