

TRAVEL NOTES ON A TRIP THROUGH AFRICA FROM THE CAPE TO CAIRO,

H. L. Shantz.

I was detailed by the Department of Agriculture to accompany the Smithsonian-African expedition under the direction of Edmond Heller in conjunction with the Universal Film Company. The personnel of the expedition as it left New York was as follows: Edmond Heller, Director; H. C. Raven, Field Naturalist for the Smithsonian Institution; H. L. Shantz, Botanist, Office of Foreign Seed and Plant Introduction, Bureau of Plant Industry; Joseph Armstrong, Business Manager; E. M. Thierry, News Enterprise Association; William Stowell Farr, Actor and Director of Movies; Pliny Horne, Camera Man; Henry N. Kohler, Developer; George Scott, Camera Man in General Charge of Photograph Equipment.

Equipment: 700 blotters; 2 plant presses; 1 altometer, 0-20,000 feet; sling psychrometer; Smith, officer's sketching case; Alidade; Brunton compass; pedometer; slide rule; 3 hand lenses.

Camera supplies as follows: 1 Century Grand Senior, 4 x 5; Goerz Dagor lens, 6.8; 1 wide angle lens; 1 Goerz telephoto; ray filters; 1 Goerz kodak, 3 1/4 x 4 1/4, with Celor lens 4.8; 150 - 3 1/4 x 4 1/4 film packs; 350 - 4 x 5 film packs, each of these sealed in tin, four dozens in each tin, and the tins again sealed in galvanized iron tanks.

Personnel equipment consisted largely of khaki suits, hunting coats, riding breeches, puttees, army shoes, army laced knee boots, mackintosh for riding, and a fairly good supply of flannels.

The gathering of equipment was limited to a very few days, and we sailed from Brooklyn on July 16, at 7:30 p. m. A number of the mem-

bers of the Explorers Club of New York, particularly Mr. Lange, Mr. Flava, Mr. Walsh, were at the boat to see us off. I had left Washington on the 13th, in order to secure the necessary material in New York City before leaving.

We had passage on the City of Benares, a freighter twenty years old, and had second class passage. For the first few days we had rough weather. For seven days we held a southeast course straight to the Cape Verde Islands, and during the last four days the sea was rather smooth. We made about 270 miles a day.

Sargaso was quite abundant in the ocean at times, approximately $1/4 - 2$ per square meter quadrat. This plant disappeared entirely on about the 23rd of July, when the ocean became very rough most of the time. Ocean life not noticeably abundant; saw one ceflapod and one of the ordinary flying fish, also three of a peculiar long-bodied, biplane type - in other words, with a large fin in front and one behind.

July 24. Still rough, the waves going over the boat, and at night a considerable display of light due to the hydrozoa in the water. A few snapshots were made en route between New York and the Cape Verde Islands, largely for the purpose of testing out the kodak.



a 1. Edmond Heller and the Indian Barber.



a 3. Side view similar to a 1.

The ship's barber uses only a comb and scissors, and only Asiat-

ics, largely Hindus, are used on these ships as waiters and sailors and to perform all the duties on the ship except those performed by the English.



a 4. Ship's barber cutting Heller's hair.



a 6 and a 7. Barber at work on William Stowell.



a 8. City of Benares in mid-ocean, showing the spray at side of the ship.



a 9. As a 8.



a 10. The shore-line of the desert island of Santo Antao, one of the north group of the Cape Verde Islands.

The view from the south side showed only one small valley cultivated and this appeared to have terraced vineyards.

July 27. Water birds and sea life became more abundant, and the Cape Verde Islands came into view ahead. We passed on the southeast side of Santo Antao, a barren, rugged, mountainous island. We approached St. Vincent from the southwest. It seemed even more rugged and barren.



a 11. Shows the south end of Santo Antao.



a 12. Shows St. Vincent Island. The sky-line of this island is rather remarkedly rugged. It is rocky and barren.



b 2. Shows the lighthouse rock in the bay of St. Vincent with the mountains in the background.



b 3. Ship in the harbor of St. Vincent. Mountains and the city of Mondello in the background.

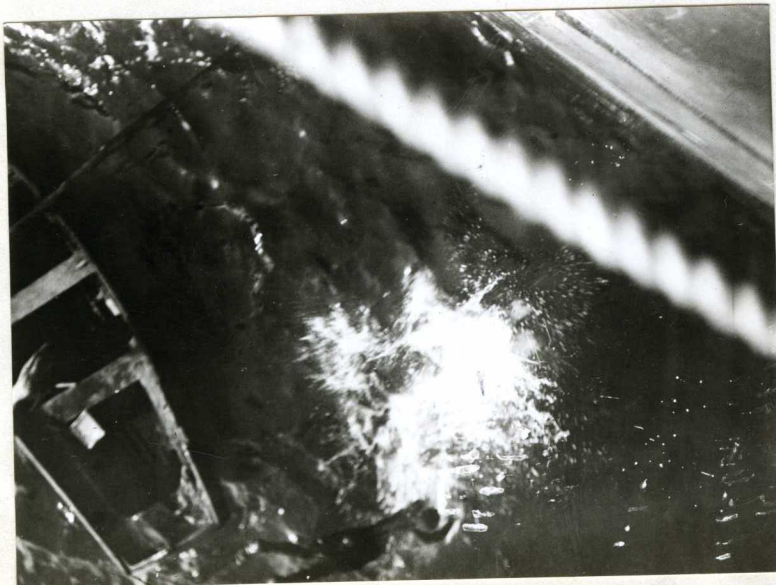


a. 11

There are no docks at Mondello. Passengers are landed in small boats and taken ashore. This is one of the most important coaling stations, and, although the islands are Portuguese, the coaling station is under the control of the British.



b 4. Shows the small boats carrying passengers ashore.



b 5. Shows the natives diving for coins.

Any coin thrown into the ocean here will be recovered by one of these natives before it has sunk far into the water. They come about the boat in large numbers, begging for a chance to dive for coins.



b 6. As b 5.

The water at the point where we anchored was about 100 feet deep, but as the coins sink slowly they are caught by agile divers before they have gone very far into the water. Most of the harbor was filled with coal barges, and two sunken ships mark the effect of a submarine raid during the period of the war. At the dock you are met by a mob of beggars. This is a peculiar and quaint town with cobbled paved streets. There is no traffic except an occasional horse-cart or burro. The people use the streets rather than the sidewalks.

The people are a mixture of all possible tribes, but are largely Portuguese and black. It would be impossible to state the nationality of the majority. Most of the inhabitants apparently live by begging, al-