

5TH AFRICAN GOLD FIELDS EMIGRANT'S GUIDE

UNION LINE

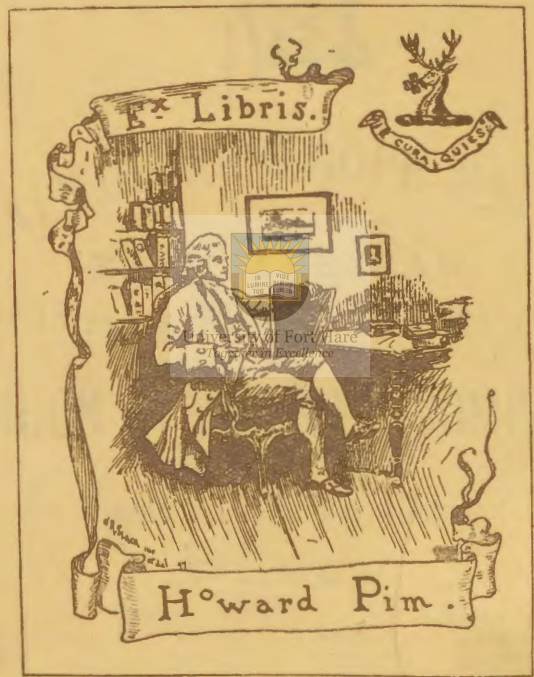


University of Fort Hare
Together in Excellence

UNION STEAM SHIP COMPANY (LMD)
CANUTE ROAD, SOUTHAMPTON,
AND,
SOUTH AFRICAN HOUSE,
94 to 96, BISHOPSGATE STREET,
LONDON, E.C.

Chas. J. Gray

UNION LINE
 FOR THE
SOUTH AFRICAN GOLD FIELDS
AND MASHONALAND.



L,
 E.
 NY

S
 G
 G

price
 per.
 300
 350
 700
 350

This book will go to other readers.

...	4549	4600	AFRICAN...	1372	1300
...	4246	4900	NORSEMAN	938	700
	3782	4600	SAXON.....	462	500
	3597	4500	NATAL ...	158	335
	471	4100	UNION.....	113	300
	03	4100	CARNARVON	103	200
	8	3650			

Please keep it clean.

THE ROYAL MAIL CONTRACT
the Cape of Good Hope
SOUTHAMPTON every alternate WEEK

Passengers and Goods to Cape Town, Mossel Bay, Knysna, Port Elizabeth (Algoa Bay), East London, Natal, and Delagoa Bay.

All these Steamers call at Madeira.

THE INTERMEDIATE AND CONTINENTAL STEAMERS sail from Hamburg every 14 days, after calling at Rotterdam and Antwerp alternately, and sail from Southampton seven days after leaving Hamburg.

Passengers of all classes conveyed by these Steamers at lower fares than by the Mail Steamers.

The Intermediate and Continental Steamers call at Lisbon and Teneriffe and/or Las Palmas. These Steamers maintain a direct service every 14 days with Delagoa Bay; and every 28 days with Inhambane, Beria, Quillimane, Chinde, Mozambique and Zanzibar.

THIRD CLASS PASSENGERS are conveyed by each Steamer. The Third Class Fare, from £10 10s. od. upwards, includes use of Bedding, Sheets, Mess Utensils, and every requisite for the voyage, as well as the cost of landing at ports in the Colonies.

For all further particulars see pages i. to xlvi. within.

FOR RATES OF PASSAGE MONEY OR FREIGHT apply to H. J. Waring and Co., The Wharf, Millbay, Plymouth; F. Stumore and Co., 20, Water Street, Liverpool; Keller, Wallis and Co., 69, Piccadilly, Manchester; F. W. Allan and Co., 125, Buchanan Street, Glasgow; A. O. Ottywell, 6, Shandwick Place, Edinburgh; Carolin and Egan, 30, Eden Quay, Dublin, to the Company's Agents in most PROVINCIAL TOWNS, or at the COMPANY'S OFFICES,

CANUTE ROAD, SOUTHAMPTON,
AND
SOUTH AFRICAN HOUSE,
94 to 96, Bishopsgate St. Within, London, E.C.

S/20655

THE
EMIGRANTS' GUIDE
TO
SOUTH AFRICA,

INCLUDING

CAPE COLONY; THE DIAMOND FIELDS,
BECHUANALAND, TRANSVAAL;

THE GOLDFIELDS,
NATAL, THE ORANGE FREE STATE,

AND THE
University of the Hare
Together in Excellence

TERRITORIES OF THE BRITISH SOUTH AFRICA CO.

CONTAINING A MASS OF

USEFUL AND VALUABLE INFORMATION, WITH MAP.

PRICE ONE SHILLING,
POST FREE, 1/2.

EIGHTH EDITION.

Forty-eighth Thousand. Revised to date.

LONDON:

A. WHITE AND CO., 62 AND 64, WILSON STREET, FINSBURY, E.C.

August, 1893.

A/20605
175689

BIBLIOTEK UNIVERSITETSKOLLEGE VAN FORT HARE.
DEWEY No.....
REG. No.....
FORT HARE UNIVERSITY COLLEGE LIBRARY.



A. WHITE AND CO.,
University of London
Together in Excellence
STEAM PRINTERS AND LITHOGRAPHERS,
WILSON STREET, FINSBURY, E.C.

PREFACE

TO

THE FIRST EDITION.

THE Publishers of "THE EMIGRANTS' GUIDE TO SOUTH AFRICA" have had in view the supply of a want which has been felt for some time, and is certain to be increasingly felt as Emigration to South Africa is developed. Among the many admirable books on South Africa already published, there is not one which is specially adapted to meet the case of the Artizan or Agricultural Emigrant Settler. It is believed that "THE EMIGRANTS' GUIDE" will be found to supply this deficiency. The larger portion of the book is compiled from papers specially written by Mr. Wilmot, of Port Elizabeth, for, and published in the Home edition of, "THE SOUTH AFRICAN MAIL" for 1878. Valuable information obtained from "The Cape Directory" for 1879; Silver and Co.'s "Handbook to South Africa;" Glanville's "Guide to South Africa;" "Descriptive Handbook of the Cape Colony," by John Noble, Clerk to the House of Assembly, Cape Town; and other sources, has been incorporated.

Augustus White

17, BLOMFIELD STREET, LONDON, E.C.,

January, 1880.

F.R.G.S.

PREFACE
TO
THE EIGHTH EDITION.

A NEW EDITION of the GUIDE being again called for, the Proprietors, determining to maintain its character and the position it has now held for so many years, have taken the opportunity to bring its information down to the latest date. In carrying out this determination, the compiler has availed himself of the most recent reports from official and private sources accessible to him. He has thus been enabled not only to correct and extend the descriptions of the older Colonies and States of South Africa, but to add an entirely new section on Bechuanaland. The recent wonderful development of the Transvaal Gold Fields required special notice, and this will be found in its proper place. For the full and interesting account of these Fields which there appears, the compiler is indebted to *The Argus Annual* for 1889; a publication which he commends very highly to the notice of all who are interested in South Africa and its affairs, as being a perfect library *in parvo* of all that one would wish to know about that Land of the Future.

W. C. B.

August, 1893.

UNION LINE
FOR
SOUTH AFRICAN GOLD FIELDS



Twin Screw R.M.S. "SCOT," 6,850 Tons, 12,000 H.P.

FLEET.

NAME.				TONNAGE.	H.P.
1	Scot	(Twin Screw)		6850	12000
2	Greek	do.	do.	4746	2700
3	Gaul	do.	do.	4744	2700
4	Goth	do.	do.	4738	2700
5	Mexican	...	...	4549	4600
6	Tartar	...	...	4246	4900
7	Athenian	...	...	3782	4600
8	Moor	...	...	3597	4500
9	Trojan	...	...	3471	4100
10	Spartan	...	...	3403	4100
11	Pretoria	...	...	3198	3650
12	Arab	...	...	3192	3600
13	German	...	...	3007	2650
14	Anglian	...	...	2158	1700
15	Tyrian	...	...	1455	1350
16	African	...	...	1372	1300
17	Norseman	...	...	938	700
18	Saxon	...	...	462	500
19	Natal	...	...	158	335
20	Union	...	...	113	300
21	Carnarvon	...	...	103	200
Total				60,282	63,185



University of Fort Hare
Together in Excellence

TERMS, CONDITIONS & REGULATIONS

Under which Passengers and their Luggage are conveyed, and which are embodied in the Contract for Conveyance.

TICKETS ARE NOT TRANSFERABLE, AND IF THEY ARE NOT USED WITHIN THREE MONTHS FROM THE DATE OF THEIR ISSUE THE TICKETS WILL BE TREATED AS CANCELLED.

1.—Passage money includes the use of bedding, Linen and a good Table. Wines, Spirits, Malt Liquors, and Mineral Waters will be provided at moderate prices. No berth can be considered pre-engaged until half-passage money is paid, and the whole of the passage-money must be paid before the passenger or his luggage can be embarked.

2.—Children under twelve months old will be charged one-sixteenth of full passage-money. Children above the age of twelve months and under the age of fifteen years will be charged one-sixteenth of the ordinary passage-money for each year, or part of a year of their age. All above the age of fifteen years will be charged full passage-money.

3.—Passengers not embarking after having engaged a passage will be liable to forfeit half the passage-money, whether deposited or not. In the event, however, of a passenger being unavoidably prevented from availing himself of the passage engaged, the Company will, when practicable, transfer the passage to one of the Company's subsequent vessels without forfeiture of any portion of the passage-money, but reasonable notice of inability to sail as first intended must be given at the Office where the passage was originally booked, and to the Company's Head Office, South African House, 94 to 96, Bishopsgate Street Within, London, E.C., or, in the case of passengers booking in the Colony, to the Company's Head Office at Cape Town. In the event of passengers not being able to embark at all, notice thereof must be sent, as above, within one month of the date of original intended departure.

4.—Passengers embark and disembark at Southampton. All luggage must be shipped at Southampton Docks, two days at least before the ship's departure. The Company will not engage to take any excess of luggage over the regulated allowance unless room be previously engaged.

5.—Each adult first-class passenger is allowed to carry luggage to the extent of 20 cubic feet free of charge, and children and servants are allowed luggage in proportion to the amount of passage-money paid for them as compared with the full rate for adult passengers. For all luggage in excess of these allowances the Company will charge at the rate of 2s. per cubic foot. The Company will not be responsible for damage to, or loss of, or otherwise in respect of any luggage or effects of passengers, or servants, or children, where no special freight is paid for same; but passengers may pay 1s. per cubic foot for all luggage put under the Company's charge (in addition to the charge of 2s. per cubic foot for extra luggage), in which case

packages are to be labelled and numbered, and a receipt obtained for the same on shipment. Should a passenger during the voyage require any of the packages so labelled and for which a receipt shall have been given, the delivery to such passenger on board the ship or at any port of call or otherwise of such packages shall relieve the Company from all liability in respect of the same. In respect of luggage and effects for which special payment shall have been made and a receipt obtained, the liability of the Company will be limited to £10 for any single package, unless at the time of shipment the higher value of such package shall have been declared and a special rate paid to the Company in respect thereof. With a view to prevent mistakes on landing or transhipment, passengers are strongly recommended to mark each article with their name and destination in full, and any luggage which may be required during the voyage should be marked accordingly. Any passenger taking articles of a dangerous nature incurs a penalty of £100, and in case of fatal results is liable to a criminal prosecution.

6.—Passengers are not allowed to take on board Wines, Spirits, or other Liquors, an ample stock being provided on board at moderate prices.

7.—Merchandise and Articles not being Passengers' luggage cannot be carried under the name of luggage, and all Merchandise and Articles not being Passengers' luggage, and shipped by Passengers, will be charged double rates of freight. All Specie, Bullion, or other treasures carried by Passengers, above the value of £50, to be shipped as treasure and charged for at the established rates of freight.

8.—Passengers will only be received on board the Ships of the Company on the express condition and agreement on their part that the Company are not liable for detention or delay of Passengers arising from accident or from extraordinary or unavoidable circumstances, or from circumstances arising out of or connected with the employment of the Company's Ships in the Postal Service, or from quarantine regulations, or from transhipment, from any cause, nor for any damage, delay, loss, or injury of or to the Passengers, or to their Baggage or property, from proceeding with or without a Pilot, or from deviation, or from the act of God, the Queen's Enemies, Pirates, Restraint of Princes, Rulers and People, Jettison, Barratry, Collision (however caused), Fire or Explosions on board, in hulk, or craft, or on shore, or from Machinery, whether occasioned by latent defect or otherwise, Boilers, Heat, Steam and Steam Navigation, or from perils of the seas or otherwise, or from any act, neglect, or default whatsoever of the Pilot, Master, or Mariners; or of any Servant Agent, or Workman in the service or employ of the Company or other person; and if required, Passengers proceeding to any port beyond Cape Town will be transferred to, and will on the like terms and conditions be conveyed by any coasting or other Steamer or Steamers, as

may from time to time be directed by the Captain, or any Agent of the Company.

9.—A Passenger requiring the exclusive occupation of a cabin to pay an additional half-fare. Should there be more than two berths in the cabin, one-third fare to be charged for each of the other additional berths, besides the additional half fare.

10.—Passengers must comply with the regulations established on board the Steamer for general comfort and safety.

11.—Passengers to Ascension, *via* St. Helena, must bear their own expenses at the latter place while waiting for the Homeward Bound Ship. Passengers waiting at any port of call to embark in a corresponding Steamer will have to bear their own expenses on shore.

Deck Passengers are not Victualled by the Company.

THE UNION STEAM SHIP COMPANY, LIMITED, HEREBY GIVE NOTICE, that with respect to any Animals, Luggage, Parcels, Goods, or other articles booked through by the Company or their Agents for conveyance, whether by sea or partly by land and partly by sea, such Animals, Luggage, Parcels, Goods, or other articles, will only be so conveyed on the condition that the Company shall be exempt from liability for any Loss or Damage which may arise from the Act of God, the Queen's Enemies, Pirates, Restraint of Princes, Rulers or People, Vermin, Barratry, Fire on board ship, in hulk or craft, or on shore, or any Accident, Loss or Damage whatsoever, from Explosion, Collision (however caused), Heat, Machinery, Boilers, Fuel and Steam, and Steam Navigation, or from Perils of the Seas, or of Rivers, or Land, of what nature or kind soever, or from any Act, Neglect, or Default whatsoever, of the Pilot, Master or Crew, or any Agent, Servant, or Workman or other person in navigating the Ship or otherwise, or in stowing or shipping or discharging Cargo, Passengers, Animals, Goods or Effects, or for detentions, delays, or deviation (however caused), and every Passenger and Shipper of Merchandise, Goods and Property shall be deemed to have expressly agreed to these Stipulations and Exemptions.

PASSENGERS HAVE TO SIGN THE FOLLOWING ACKNOWLEDGMENT BEFORE EMBARKATION.

I hereby acknowledge to have received a Ticket for my Passage by the _____ or any other Vessel which may be substituted by the Company, to _____ and I agree and acknowledge that

my Contract with the Company as well as respects myself and other the Passengers (if any) for whom I engage Passage, and my and their Luggage and effects, is upon and subject to the Terms, Conditions and Regulations printed on the back hereof, and also on the back of the Ticket which I have received from the Company, and I hereby accept the same accordingly.

Dated this _____ 189__

Signed _____

Address _____

LETTERS AND TELEGRAMS for Passengers can be addressed to the Company's Office, Southampton; or to the Agents at Lisbon, Madeira, Tenerife, Cape Town, Mossel Bay, Algoa Bay, East London, Natal, Delagoa Bay, Mozambique and Zanzibar.

The Registered Telegraphic Addresses of the Company are—**"OREGON, LONDON"** and **"OREGON, SOUTH-AMPTON"**; and of the Superintendent Agents for Cornwall and Devonshire—Messrs. **WARING & Co., The Wharf, Millbay, Plymouth**—**"UNIVERSAL, PLYMOUTH."**

TELEGRAPHIC ANNOUNCEMENTS OF PASSENGERS' ARRIVAL OUTWARDS.

For the convenience of Passengers, arrangements have been made with Reuter's Telegram Company (Limited) by which Passengers can have their safe arrival at destination telegraphed to their friends at home at a uniform rate of £1.

Notice must be given at the Union Company's Office in London and the charge paid when booking passage. Particulars of the full address, both of the Passenger and the person to whom the arrival is to be announced, must also be supplied.

On arrival at Cape Town or Durban, Passengers have simply to hand to Mr. Bellasis, 11, Hout Street, Cape Town, or Mr. Watkins, West Street, Durban, Agents of Reuter's Telegram Company, the ticket which will be issued to them, and from whom all information as regards forwarding telegrams home-wards can be obtained.

Passengers taking tickets for announcing their arrival at other ports or places than Cape Town or Durban should either

post them to Mr. Bellasis, or telegraph to him the code word endorsed thereon.

Should Passengers desire it the Union Company will, on receipt of the telegram announcing each Steamer's arrival at Cape Town, intimate the same to any friends whose addresses they may leave at the Head Offices of the Company, South African House, 94 to 96, Bishopsgate Street Within, London.

TELEGRAPHIC ANNOUNCEMENT OF PASSENGERS' ARRIVAL HOMEWARDS.

The same facilities are afforded to Homeward Passengers. Notice must be given at the Union Company's Offices in Cape Town, Port Elizabeth or Natal, and the charge paid when booking passage. Particulars of the full address, both of the Passenger and the person to whom the arrival is to be announced, must also be supplied.

On arrival in London, Passengers have simply to hand to the Secretary of Reuter's Telegram Company, 24, Old Jewry, the ticket which will be issued to them, and from whom all information as regards forwarding telegrams outwards can be obtained.

Passengers taking tickets for announcing their arrival at other ports or places than London should either post the tickets to the Reuter's Telegram Company, London, or telegraph to the same Company the code word endorsed thereon.

Should Passengers desire it, the Agent at Cape Town will, on receipt of the telegram announcing each Steamer's arrival at Southampton, intimate the same to any friends whose addresses they may have left with him.

TELEGRAPH OFFICE, SOUTHAMPTON DOCKS.

Passengers are informed that under arrangement with the Postmaster-General, a Telegraph Office is established at the Southampton Docks, and that on arrival of the vessels at their moorings in the Docks, passengers will find the Telegraph Office in the Baggage Shed, where an officer of the Post Office will—except between the hours of 8 p.m. and 7 a.m., and on Sundays—be in attendance to receive telegrams intended for despatch, as well as to sell stamps for their pre-payment. To avoid delay Passengers should endeavour to have their telegrams ready written out before arrival at the Docks. Forms for the purpose can be obtained from the Captain's Clerk. Passengers are cautioned not to hand telegrams to unauthorized persons.

LETTERS OF CREDIT.

To meet the convenience of Passengers to and from Cape Town, Port Elizabeth and Natal, who wish to avoid the risk of carrying Money with them, the Directors are prepared to receive limited amounts, and in return to issue Orders, at par, on their Representatives in Cape Town, Port Elizabeth and Natal, or on their Head Office, London, for like amounts. Letters of Credit for sums over £25 are payable at one day's sight, plus the customary three day's grace, and for amounts under £25 on demand. Applications for both Outward and Homeward Letters of Credit should be made not less than 48 hours prior to the departure of the Steamer by which the Passenger travels. On no account can any departure from the terms of Letters of Credit be made after they are once issued.



University of Fort Hare
Together in Excellence

PASSENGER FARES.

FIRST, SECOND, and THIRD-CLASS PASSENGERS are conveyed by all Steamers, except under special circumstances.

The following is a **TARIFF OF FARES for Adults** :—
Including a Free Pass by Rail from London to Southampton and from Plymouth to Southampton and *vice versa*. Outward Passengers are freed from Dues on Baggage at Southampton.

	By Mail Steamers from Southampton			By Continental & Inter- mediate Steamers from Hamburg, Antwerp Rot- terdam & Southampton.		
	1st Cl.	2nd Cl.	3rd Class.	1st Cl.	2nd Cl.	3rd Class.
	Gns.	Gns.	Guineas.	Gns.	Gns.	Guineas.
England to Lisbon	—	—	—	8to12	5	3
Lisbon to Madeira	—	—	—	8	5	3
Lisbon to Tenerife	—	—	—	9	6	4
England to Madeira	15	10	6	13	8	6
Madeira to England	12	8	6	10	7	6
England to Tenerife } England to Las Palmas }	—	—	—	14	9	6
Tenerife to England } Las Palmas to England }	—	—	—	11	7	6
Madeira to Tenerife or } Las Palmas & <i>vice versa</i> }	—	—	—	4	3	2
England to St. Helena...	—	—	—	36	23	13
St. Helena to England... England to Ascension } <i>via</i> St. Helena	—	—	—	34	22	16
Ascension to England ...	—	—	—	43	28	16
				30	19	15
					Closed Cabins	Open Berths for MKN
England to Cape Town...	39	25	16	36	23	13 ⁰
England to Mossel Bay, } Knysna, Port Elizabeth }	42	27	17	39	25	14 ⁰
England to Pt. Alfred } and East London ... }	43	28	18	40	26	15 ⁰
England to Natal	44	29	19	41	27	16 ⁰
England to Delagoa Bay Inhambane, Beira } (Pungue River), Zam- besi, Quillimane, Moz- ambique and Zanzibar }	46	31	21	43	29	18 ⁰
	50	34	23	50	34	23

These Fares are subject to alteration at any time by order of the Board.

* Homewards, all Third-Class Passengers to England are charged the Mail Steamer Closed Cabin Rates.

The Fares from Lisbon to South and East African Ports are the same as from England.

Fares from Madeira and Tenerife to the South African Ports and Delagoa Bay are—£5 5s. *off* the First Class, £3 3s. *off* the Second Class, and £2 2s. *off* the Third Class Rates from England.

Return Tickets available for Six Months from the date of Embarkation are issued at 10 per cent. *off* Two Single Fares, provided the Passage Money for the Double Journey is paid before starting.

These can be extended for a further Six Months on repayment of half the reduction given, and for a further period of Six Months on repayment of the balance of the reduction.

Passengers from Continental Ports, England, Lisbon, Madeira, and Canary Islands, for Mossel Bay, Knysna, East London, Natal, Delagoa Bay and East Coast Ports are sometimes transferred to an Intercolonial Steamer at Cape Town; also Passengers for Port Elizabeth (Algoa Bay), when the exigencies of the Service may require it, as provided for in *Clause 8, Conditions and Regulations.*

THROUGH BOOKING.—A system of through booking from Hamburg, Antwerp, Amsterdam, Rotterdam and Frankfort a/M to South African ports, is now in operation. Particulars may be obtained from the Company's Agents at the places named. (*See pages xli. to xlvi.*), or at the Chief Offices of the Company, South African House, 94 to 96, Bishopsgate Street Within, London. Passengers from Hamburg, Antwerp and Rotterdam by Direct Intermediate Steamers, are conveyed at the Fares indicated on *page viii.*

CONTINENTAL SERVICES.—For details of the Sailings from the Continent, *see page xxv.*

PASSENGERS wishing to proceed beyond the Port for which they originally booked are permitted to do so by the same steamer, or by another within a month from the date of their landing, on payment of *the difference between the two through Fares*, such difference to be paid in advance, either to the Captain's Clerk on board, or at the Company's Agencies in the Colonies, should the Passengers have landed. Passengers are allowed to break their journey at *any one* Port short of that for which they are booked, and can proceed to their destination by any subsequent Steamer of the Company, *but leave to do so must be endorsed on their Tickets*, and Passengers must take the risk of finding room in a subsequent vessel.

Passengers desirous of transferring to a class superior to that in which they booked can do so on payment of the difference between the Fares at the Company's Offices before starting, or to the Captain's Clerk on board ship previous to transferring during the voyage.

SERVANTS OF PASSENGERS are conveyed at Second Class Fare.

CHILDREN under twelve months old to be charged one-sixteenth of Full Fare, and a sixteenth for every additional year of their age up to 15 years. (*See Sec. 2, Conditions and Regulations.*)

THE FARE in every case **PROVIDES** the Passenger with

everything requisite for the Voyage, including Bedding, Linen, and all the Cabin Fittings. The Passenger is called upon to purchase nothing except Wines, Spirits, Malt Liquors, and Mineral Waters, which are provided at moderate prices on board. The Tariff of Prices is open to the inspection of Passengers. The Company purchase their Wines and Spirits direct from the Importers and Distillers, a large stock being kept in the Company's vaults to mature before shipment.

ENGAGEMENT OF BERTHS can be effected through an of the Company's Agents, or at the Company's Offices, Canute Road, Southampton, and South African House, 94 to 96, Bishopsgate Street Within, London. Early application should be made, especially in the Autumn, to ensure a good selection. A list of the Company's principal Agents will be found on pages xli. to xlvi. *Cheques or Post Office Orders should be made payable to the "Union Steam Shtp Company," and crossed "Williams, Deacon, and Manchester and Salford Bank, Limited."*

TABLE.—The excellence of the Table provided for Passengers is a special feature in the Union Company's Line.

FOR FIRST-CLASS PASSENGERS the following are the hours for Meals :—

Tea or Coffee	...	...	...	at 6.0 a.m.
Breakfast	...	...	...	„ 8.30 a.m.
Luncheon	...	...	...	„ 1.0 p.m.
Dinner	...	...	...	„ 6.0 p.m.

Tea and Coffee are also served in the Evening.

MEALS FOR CHILDREN are specially prepared at reasonable hours.

FOR SECOND-CLASS PASSENGERS the following are served :—

Tea or Coffee	...	...	...	at 6.0 a.m.
Breakfast	...	...	...	„ 8.0 a.m.
Dinner	...	...	...	„ 1.0 p.m.
Meat Tea	...	...	...	„ 5.0 p.m.
Biscuits and Cheese	...	...	...	„ 8.0 p.m.

THIRD-CLASS PASSENGERS are provided with Breakfast, Dinner and Tea at the same hours as Second Class Passengers, and proper attendance is provided.

BILL OF FARE.—The following is a Specimen Bill of Fare taken from the Steward's Book of past voyages, showing the style of Victualling provided in each Class :—

SALOON MESS.

Breakfast.—Porridge, Fillets of Haddock, with fine Herbs, Mutton Chops and Chip Potatoes, Savoury Omelet, Bacon on Toast, Minced Collops, Curry and Rice, Fruit, Tea and Coffee, Rolls, Toast, &c.

Luncheon.—Game Pies, Roast Mutton, Corned Leg of Pork, Bologna Sausage, Potted Meats, Roast Sirloin of Beef, Ham, Salad, Cheese and Biscuits, Genoa Cake, Potatoes, Fruit.

Dinner.—Julienne Soup, Boiled Salmon and Shrimp Sauce, Roast Beef and Yorkshire Pudding, Jugged Hare, French Beans à la Maitre d'Hôtel, Roast Turkey, with Purée of Chestnuts, Chicken Curry, Plum Puddings, Fanchouettes, Greengage Tarts, Lemon Jellies, Biscuit and Cheese, Fruit, Coffee.

SECOND CLASS.

Breakfast.—Porridge, Fried Fish, Mutton Chops and Potatoes, Eggs and Bacon, Curry and Rice, Jam or Marmalade, Tea or Coffee.

Dinner.—Soup, Roast Beef and Yorkshire Pudding, Boiled Mutton and Onion Sauce, Sausage Rolls, Stewed Veal and Peas, Vegetables, assorted, Tarts or Puddings, Pastry, Biscuit and Cheese, Fruit.

Tea.—Cold Meats, assorted, Sardines or Lobsters, Salad, Jam or Marmalade, Cake or Buns, Bread and Butter, Tea.

THIRD CLASS.

Breakfast.—Porridge, Yarmouth Bloaters, Potatoes, American Hash, Grilled Mutton, Bread and Butter, Tea or Coffee.

Dinner.—Soup, on alternate days, Roast Beef, Corned Pork and Pease Pudding, Two Vegetables, Plum Pudding, twice weekly, Pastry, Cheese and Biscuit.

Tea.—Cold Meats, assorted, Pickles, Jam or Marmalade, Bread and Butter, Tea.

LANDING.—The Company have made arrangements at the various ports of call to land Passengers and their Baggage Free of Expense.

ELECTRIC LIGHT, REFRIGERATING APPARATUS, &c.
—The Mail Steamers and some of the Intermediate Steamers are fitted with Electric Light, and with Refrigerators, Cooling Chambers, &c.

ICE HOUSE, PIANOS AND LIBRARY are among the means provided to increase the comfort of Passengers.

PATENT WIRE-WOVE MATTRESSES are fitted in all the steamers. These are an immense improvement on the old style of bed-place.

PATENT IRON BEDSTEADS are fitted in the Third-Class accommodation, in lieu of wooden bunks.

CABINS.—In nearly all the vessels of the Company the Cabins contain only two berths each, and the Deck Cabins are specially lofty and commodious. No extra charge is made for berths in Deck Cabins.

SURGEON AND STEWARDESSES.—Each Ship carries a qualified Medical Officer and Stewardesses experienced in waiting on Ladies.

BAGGAGE.—Each Adult 1st and 2nd Class Passenger is allowed to take Luggage to the extent of 20 cubic feet, free of charge; and 3rd Class Passengers are allowed 10 cubic feet, free of charge; the allowance for Children and Servants is in proportion to the amount of Passage-money paid for them. For all Luggage in excess of these allowances, a charge at the rate of 2s. per cubic foot is made. If the quantity of Luggage in excess of the free allowance be large, it is advisable to ship it as cargo, taking out a Bill of Lading for it. The rate of freight to and from Cape Town and Port Elizabeth is, by Mail Steamer 45s., by Intermediate Steamer 42s. 6d.; to and from Mossel Bay, by Mail Steamer 50s., by Intermediate Steamer 47s. 6d.; and to and from East London and Natal, by Mail Steamer 52s. 6d., by Intermediate Steamer 50s. per 40 cubic feet, all with 10 per cent. primage. The minimum charge for signing Bills of Lading is, to and from Cape Town and Port Elizabeth £1 1s.; and to and from other Ports £1 5s.

All Packages should be securely fastened and directed; and Passengers are strongly urged to have their Names and Port of destination distinctly painted or cut on each Package—as much delay in delivery of Baggage frequently arises through labels being accidentally rubbed off.

HEAVY BAGGAGE must be delivered at the Nine Elms Station of the London and South Western Railway, to be sent to Southampton, for Shipment at least two days before the Vessel's departure.

GUN CASES cannot be Shipped unless accompanied by a declaration that they contain no gunpowder.

LIABILITY.—The Company cannot be held responsible for Luggage, unless special arrangements be made.

LABELS.—To ensure as far as practicable prompt delivery of the Baggage, Labels are procurable from the Company's Offices, bearing the requisite address and directions for use

PACKAGES intended *for the Cabin* should not measure more than 3 feet long, 2 feet broad, and 14 inches high in the First and Second Classes and 10 inches high in the Third Class; they can then be stowed under the lower berths in all the Cabins. Those intended *for the Hold* should be so distinguished. Access to these at sea can always be obtained on certain days set apart for the purpose.

DOCK DUES AND AGENCY CHARGES.—Outward Passengers by the Company's Steamers are freed from all Agency and Dock Charges at Southampton.

EMBARKATION. — Passengers Embark at Southampton, where the vessel usually lies alongside the Dock Quay, within half-a-mile of the Railway Terminus. Passengers for Southampton cannot leave London (Waterloo Bridge Terminus) later than by the *Special "Union Line Express" Train* at 11.40 a.m. on the day of sailing.

"UNION LINE EXPRESS."—The 11.40 a.m. "*Union Line Express*" train from No. 7 Main Line Platform, Waterloo Station, London, on day of sailing (every Saturday), is taken into the Southampton Docks, alongside the Company's Steamer or Tender, and is timed to arrive in the Docks at 1.25 p.m.

RAILWAY FARES.—Together with the Passenger Ticket for the Steamer a Railway Order is issued, entitling the Passenger to journey, *free of charge*, in a corresponding Class, from the Waterloo Bridge Station of the London and South-Western Railway, to Southampton and *vice versa* in the case of homeward bound Passengers. This Order must be produced at the Railway Booking Office in lieu of money.

FRIENDS OF OUTWARD OR HOMEWARD PASSENGERS are permitted to travel to *Southampton and back* on payment of the *ordinary Single Fare*, either 1st, 2nd, or 3rd Class, on presenting at the London and South-Western Railway Company's Booking Office, Waterloo Station, a Coupon, which can be obtained at the Union Company's Offices, South African House, 94 to 96, Bishopsgate Street Within, London.

THROUGH TRAIN FROM SCOTLAND, &c., TO SOUTHAMPTON.—A Special Direct Service of Trains to Southampton by the Midland and Midland and South Western Junction Railways has been arranged from the following

towns each Friday, in connection with the sailings of the Company's Steamers :—

Bradford ...dep. 10.50 p.m.	Liverpool ...dep. 11.30 p.m.
Birmingham... „ 3.10 a.m.	Manchester ... „ 12.m'night.
Bolton ... „ 11.29 p.m.	Newcastle ... „ 7.8 p.m.
Carlisle ... „ 8.37 „	Nottingham ... „ 11.40 „
Cheltenham ... „ 4.40 a.m.	Sheffield ... „ 12.52 a.m.
Gloucester ... „ 2.20 „	Stockport ... „ 12.26 „
Derby ... „ 2.5 „	Warrington ... „ 11.52 „
Edinburgh ... „ 6.0 p.m.	Worcester ... „ 4.0 a.m.
Glasgow ... „ 5.30 „	York ... „ 9.28 p.m.
Leeds ... „ 11.45 „	Southampton.. arr. 7.48 a.m.

Passengers arrive at Southampton at 7.48 a.m. Saturday in ample time to embark by the Steamers.

REDUCED RAILWAY FARES from Aberdeen, Dundee, Glasgow, Edinburgh, Liverpool, Manchester, Hull and Newcastle-on-Tyne to London, are granted to Third Class Passengers to South Africa on presentation of Vouchers issued by the Union Steam Ship Company, and an increased quantity of baggage free is allowed by the Railway Companies.

University of Fort Hare
Together in Excellence

CORNWALL & DEVONSHIRE PASSENGERS.

PASSENGERS FROM CORNWALL are freed by the Company from Plymouth to Southampton by RAIL. Arrangements for the journey to Southampton must be made with Messrs. H. J. WARING & Co., The Wharf, Millbay, Plymouth, Superintendent Agents for Cornwall and Devon.

RAILWAY AND HOTEL ARRANGEMENTS.—Passengers from Cornwall can travel to Plymouth by the train leaving Penzance at 10.0 a.m. on Fridays, carriages being specially labelled and set apart for their conveyance. Passengers should book to North Road, Plymouth, and see their luggage labelled for that Station. The special carriages are taken through to the North Road, Plymouth Station, of the London and South-Western Railway, where Passengers change into through-carriages for Southampton by the train from Devonport at 4.21 p.m., and leaving North Road at 4.14 p.m. This train is timed to reach Southampton at 10.12 p.m. On arrival at the latter place, Passengers are met by officials of the Company, and are conveyed with their baggage to Hotels for the night, the accommodation being provided at the Company's Expense. They embark next morning on board the Steamer, and their baggage is shipped free of charge.

Passengers from Stations on the Main Line of the London and South-Western Railway in North Devon can travel to Southampton at reduced fares. Vouchers, to be exchanged for Railway Tickets, can be obtained on application to Messrs. H. J. WARING and Co., Plymouth.

HOMeward PASSENGERS TO CORNWALL AND PLYMOUTH are provided with Free Rail Conveyance from Southampton to Plymouth.

HOMeward PASSENGERS LANDING AT SOUTHAMPTON.

SPECIAL ARRANGEMENTS have been made with the London and South-Western Railway Company for the Conveyance of Homeward Passengers from Southampton to London. On the homeward voyage, and before arriving at Southampton, the Captain's Clerk on board the ship will hand to each Passenger a Railway Ticket to correspond with the class in which the Passenger is travelling. Carriages for Passengers and their Baggage will be in waiting at the Southampton Dock Extension, where Passengers disembark, and these Carriages will either be despatched as a Special Train to London, or attached to the first ordinary train leaving for London, as the case may be.

HOMeward PASSENGERS' BAGGAGE.—The quantity of luggage allowed free by the Railway Company is limited to 240 lbs. for 1st Class, 200 lbs. for 2nd Class, and 120 lbs. for 3rd Class. All in excess of these quantities must be paid for by Passengers themselves.

HOMeward PASSAGES.—The passage to England of persons residing in the Colony, can be paid at the London or Southampton Office, where an Order will be issued, which is exchangeable for a regular Passage Ticket at either of the Company's Coast Agencies, and to save time and to facilitate arrangements the Union Company will send a cablegram at the lowest possible rate for those who desire to communicate with their friends in the Colony with a view to their passage home to England.

**Through Passenger Bookings from
SOUTH AFRICA TO NEW YORK,
and vice versa,**

By the Steamers of the Union Steam Ship Company, Limited in conjunction with the Steamers of the American Line from Southampton.

ARRANGEMENTS have been made whereby Passengers from South Africa by the Union Line Steamers can be booked through to New York, and vice versa, by the Steamers of the American Line, now running to and from Southampton.

THE FARES for the journey between England and New York are as follows :

First Class		Second Class		Third Class	
Single	Return	Single	Return	Single	Return
£20	£36	£9	£16 4/-	£5	£10

The Fares are exclusive of hotel or other expenses during the interval between the arrival of the Union Steamer at Southampton and the departure of the American Steamer.

This interval, University of Fort Hare excepting when Passengers reach England by the S.S. "Scot," will be usually one of six or seven days, affording time for visiting the New Forest, Isle of Wight, London, &c. Those Passengers visiting London will get free rail conveyance from and to Southampton, by means of Vouchers obtainable from the Union and American Lines respectively.

THE BAGGAGE ALLOWANCE is the same by both Lines, namely :

First Class, 20 cubic feet. Second Class, 20 cubic feet.
Third Class, 10 cubic feet.

The Berth Numbers inserted in the Through Passage Tickets in the Colony will, of course, be for the voyage to England only. On arrival at Southampton Through Passengers must present their tickets at the office of the American Line, in order to have added the number of the berth for the voyage to New York.

It is hoped that the efforts made by the Union Company to introduce a system of through booking between South Africa and America, on advantageous terms, may meet with a large measure of success.

For all information as to dates of sailing from South Africa and New York apply to any of the Offices and Agencies of the Union Steam Ship Company, and to the American Line at London, Southampton, and New York.

OUTFIT FOR VOYAGE TO SOUTH AFRICA.

For the early part of the voyage warm clothing is required, but after leaving Madeira, light summer clothing will be found most suitable, Linen, etc., to last until arrival in the Colony should be provided.

Those persons intending to proceed up country should provide themselves with clothes of a strong material, not liable to be torn easily, but in most South African towns light summer clothing is usually worn.

LETTERS AND CABLEGRAMS TO SOUTH AFRICA.

LETTERS to South Africa are despatched *via Southampton* every Saturday.

For the latest time for posting Mails in London &c., see *Postal Guide*.

The postage on letters to the CAPE COLONY, NATAL, TRANSVAAL, ORANGE FREE STATE, &c., is 2½d. per ½-oz., and 2½d. for every additional ½-oz. Newspapers &c., ½d. per 2-oz. Late Fee, 2d. per letter.

For Parcel Post see pages xxxvii. and xxxviii..

CABLEGRAMS.—The charge for messages to Durban, Natal, by the Eastern Telegraph Company's Cable is 8s. 9d. per word; to other places in Natal, Cape Colony, Griqualand West, and the Orange Free State, 8s. 11d. per word; to the Transvaal, 8s. 11d. per word; and to Lorenzo Marquez (Delagoa Bay), and Mozambique 8s. 10d. per word, and to Zanzibar, 7s. 9d. per word. The names and addresses of senders and receivers are charged for in full. With few exceptions all the towns in the South African Colonies are included in the Government Telegraphic System, and are in direct communication with England. Words exceeding ten letters are charged double rate.

REUTER'S TELEGRAM CO, LTD., 24, Old Jewry, London, register, **FREE OF CHARGE,** the Names and Addresses of **SENDERS** and **RECEIVERS** under a Code Word which can be used both Outwards and Homewards.

A new and complete Code has been compiled, especially to meet the requirements of private senders on social or business subjects, and affords facilities for cheap telegraphing which have not hitherto been accessible to the public.

Telegrams so coded will in all cases be translated before delivery to the receiver, to whom a copy in plain language only will be handed.

CAPE GOVERNMENT RAILWAYS.

There are three Main Systems in the Cape Colony: *The Western, the Midland and the Eastern.*

The *Western System* starts from Cape Town, running a distance of 501 miles, *via* Beaufort West to De Aar Junction, where it joins the Midland System, and then extends to Kimberley, in the Diamond Fields, a distance of 647 miles from Cape Town, and to Vryburg, in Bechuanaland, 773 miles from Cape Town. An extension to Mafeking in British Bechuanaland is under construction. The Western System has branches to Malmesbury, Wynburg, and Kalk Bay, and Stellenbosch.

The *Midland System* runs from Port Elizabeth in three separate branches, (1) to Graaff Reinet, 185 miles; (2) to Cradock, 182 miles, Middleburg Road, 243 miles, Naauwpoort Junction, 270 miles (with a branch to Colesburg, 308 miles, with extension to Bloemfontein and Johannesburg—see below), De Aar Junction, 338 miles, where it joins the Western System, *see ante*, and goes on to Kimberley, 485 miles, and Vryburg, 611 miles; and (3) to Graham's Town, 106 miles with numerous intermediate stations.

The *Eastern System* runs from East London to Queen's Town, 154 miles, Sterkstroom, 190 miles, Burgersdorp, 244 miles (branching off to Bloemfontein and Johannesburg—see below), and Aliwal North, 280 miles, the terminus of the system. A branch runs to King William's Town, 42 miles from East London. A Railway has been constructed by a Private Company from Graham's Town to Port Alfred, 42 miles. A junction between the Midland and Eastern systems at Middleburg Road and Molteno is now open.

NATAL GOVERNMENT RAILWAYS.

There is a Railway from Durban through Maritzburg, 70 miles, to Estcourt, 146 miles, to Ladysmith, 189 miles, to Newcastle, 268 miles, and to Charlestown, 303 miles; also short Lines to Verulam and Isipingo.

ORANGE FREE STATE RAILWAY.

The Cape Government Railway—Midland System—has been extended from Colesburg to Bloemfontein, 144 miles, the chief town of the Orange Free State, which is thus placed in direct railway communication with the Cape Colony, and on to Kroonstad, 877 miles from Cape Town, and 577 miles from Port Elizabeth; thence to Johannesburg, the principal centre of the Gold Fields, 1,014 miles from Cape Town, 714 miles from Port Elizabeth, and 665 miles from East London.

THE DIAMOND FIELDS.

The most direct route to *Kimberley*, the chief town in the Diamond Fields, is from Cape Town by rail throughout, distance 647 miles. An express train leaves Cape Town every Thursday at 10.15 p.m. conveying 1st class passengers through to Kimberley, and occupying about 33 to 34 hours *en route*. A return express train leaves Kimberley at 7.0 a.m. every *Tuesday*, arriving at Cape Town at 0.55 p.m. next day. An ordinary train each way daily conveys passengers of all classes.

The Railway Fares from Cape Town to Kimberley are 1st Class, £8 1s. 9d. ; 2nd Class, £5 7s. 10d. ; 3rd Class, £2 13s. 11d. ; the free allowance of luggage each passenger being 100 lb., 50 lb. and 25 lb., respectively.

Passengers can also proceed to Kimberley from Port Elizabeth by rail throughout, distance 485 miles. An ordinary train each way, daily conveys passengers of all classes, but there is a fast mail train conveying 1st Class passengers only, leaving Port Elizabeth at 7 p.m. every Monday, and arriving at Kimberley at 2.30 a.m. on Wednesdays. The railway fares from Port Elizabeth to Kimberley are—1st Class, £6 18s. 3d. ; 2nd Class, £4 0s. 10d. ; 3rd Class, £2 0s. 5d. the free allowance of luggage each passenger being 100 lb., 50 lb. and 25 lb. respectively.

Passengers wishing to pay the Railway Fare before leaving England may do so at the Union Steam Ship Company's Offices, London or Southampton, and receive in exchange a voucher, the presentation of which at the Railway Booking Office at Cape Town or Port Elizabeth will obtain the necessary Railway conveyance to Kimberley, the terminus of the line.

The above information is obtained from and is subject to alterations by the Cape Government Railway Department.

THE SOUTH AFRICAN GOLD FIELDS.

The chief centres of the Gold Fields in the Transvaal are JOHANNESBURG (Witwatersrandt) and BARBERTON, which can be reached in the following ways :

To WITWATERSRANDT.

SINGLE FARES.

	Miles.	Hrs.	1st Class.			2nd Class			3rd Class		
			£	s.	d.	£	s.	d.	£	s.	d.
<u>Cape Town to Johannesburg</u> by Rail (<i>via</i> Bloemfontein)	1,014	57	11	12	0	7	19	10	4	8	8
<u>Port Elizabeth to Johannesburg</u> by Rail (<i>via</i> Bloemfontein)	714	51	8	3	9	5	13	3	3	8	8
<u>East London to Johannesburg</u> by Rail (<i>via</i> Bloemfontein)	665	49	7	13	0	5	6	0	2	19	8
<u>Durban to Charlestown</u> by Rail	250	18	3	2	6	2	1	8	1	0	10
<u>Charlestown to Johannesburg</u> by Coach (actual travelling)	86	21	4	10	0	4	10	0	4	10	0
	336	39	7	12	6	6	11	8	5	10	10

To BARBERTON.

SINGLE FARES.

	Miles.	Hrs.	1st Class.			2nd Class			3rd Class.		
			£	s.	d.	£	s.	d.	£	s.	d.
<u>Durban to Charlestown</u> by Rail	250	18	3	2	6	2	1	8	1	0	10
<u>Charlestown to Barberton</u> by Coach	135	54	6	10	0	6	10	0	6	10	0
	385	72	9	12	6	8	11	8	7	10	10

Arrangements have been made for miners in parties of 10 or more, who book by this Company's Intermediate Steamers at the reduced rate, to travel to Kimberley or Johannesburg for 25 per cent. less than the ordinary fares.

DELAGOA BAY ROUTE.

The route to the Gold Fields *via* Delagoa Bay, is from Lourenco Marques to Krokodilpoort or Nelspruit by train, thence by coach to Johannesburg or Barberton.

KNYSNA GOLD FIELDS.

Can be reached by landing at Knysna, or at Mossel Bay from the Intercolonial Steamers.

**British South African Company's Route from
Vryburg towards Mashonaland.**

Vryburg	to Mafeking	...	...	...	...	98 Miles
Mafeking	„ Kanya	...	...	...	...	70 „
Kanya	„ Molepolole	...	...	...	...	40 „
Molepolole	„ Moschudi	...	...	...	...	45 „
Moschudi	„ Notwani	...	...	...	...	80 „
Notwani	„ Paletsie	...	...	...	...	80 „
Paletsie	„ Macloutsie	...	...	...	...	90 „
Macloutsie	„ Tuli ...	...	...	...	...	60 „



University of Fort Hare
Together in Excellence

THE SERVICES.

The UNION STEAM SHIP COMPANY (Limited) has
Four Distinct Services:—

- 1st.—The FORTNIGHTLY MAIL SERVICE with the Colonies of the Cape of Good Hope and Natal.
 - 2nd.—The COMBINED CONTINENTAL AND INTERMEDIATE SERVICE from Antwerp, Rotterdam, Hamburg and Southampton to Cape Town, Port Elizabeth, East London, Natal and Delagoa Bay.
 - 3rd.—The INTERCOLONIAL MAIL SERVICE carrying the Mails between Cape Town, Mossel Bay, and East London.
 - 4th.—The SERVICE ON THE EAST COAST OF AFRICA to Inhambane, Beira (Pungwe River), Chinde Zambesi, Quillimane, Mozambique and Zanzibar.
- 1st.—CAPE AND NATAL MAIL SERVICE.—The Packets leave Southampton (under Contract with the Cape of Good Hope and Natal Governments) every alternate *Saturday*, calling at Madeira. The day for departure from Durban homeward is every alternate *Thursday*, and from Cape Town every alternate *Wednesday*. The time occupied from Southampton to Cape Town and *vice versa* is about 18½ days, but the voyage has been performed in considerably less time.
 - 2nd.—COMBINED CONTINENTAL AND INTERMEDIATE SERVICE TO CAPE TOWN, PORT ELIZABETH, EAST LONDON, NATAL, AND DELAGOA BAY.—The Steamers in this Service leave HAMBURG every 14 days, after calling at ROTTERDAM and ANTWERP alternately, and sail from SOUTHAMPTON on alternate Saturdays (*see Time Table*) calling at Lisbon and Teneriffe and/or Las Palmas. The Fares by these Steamers are lower than by the Mail Steamers.

3rd.—INTERCOLONIAL MAIL SERVICE.—A small Coasting Steamer leaves Cape Town after the arrival of the Outward Mail Steamer, proceeding to Mossel Bay, Knysna, Algoa Bay and East London.

4th.—SERVICE ON THE EAST COAST OF AFRICA TO ZANZIBAR.—This Service is carried out by the Intermediate Steamers, which every 28 days proceed to Delagoa Bay, Inhambane, Beira (Pungwe River), Chinde (Zambesi), Quillimane, Mozambique and Zanzibar, connecting at Zanzibar with the Steamers of the British India Steam Navigation Company, and thus establishing communication between the Cape, East Africa, India and Australia, and back to Europe.



University of Fort Hare
Together in Excellence

THE ROUTE.

THE PORTS called at by the Company's Steamers are as follows:—Antwerp, Rotterdam, Hamburg, Lisbon, Madeira, Tenerife, and/or Las Palmas (Canary Islands), St. Helena (once in 8 weeks), the Colonial Ports of Cape Town, Mossel Bay, Knysna, Port Elizabeth (Algoa Bay), East London, in the Cape of Good Hope, Durban, in the Colony of Natal, and Delagoa Bay, Inhambane, Beira (Pungwe River), Chinde, Zambesi, Quillimane, Mozambique and Zanzibar, on the East Coast of Africa. The Island of Ascension is called at once in 8 weeks on the Homeward Voyage only.

ANTWERP is called at once in 28 days by a through Steamer, which leaves Hamburg 6 days later, and Southampton 12 days later, for South and East African Ports direct. Passengers and Goods are conveyed to the Chief Ports without transhipment. The Company's Agents are Messrs. JOHN P. BEST & Co. ; and for Passengers only, Messrs. W. RAYDT & Co.

ROTTERDAM is called at once in 28 days by a Through Steamer, which leaves Hamburg 6 days later, and Southampton 12 days later, for South and East African Ports direct. Passengers and Goods are conveyed to the Chief Ports without transhipment. The Company's Agents are Messrs. KUYPER, VAN DAM AND SMEER.

HAMBURG.—Once in 14 days a Through Steamer leaves Hamburg, after calling at Rotterdam or Antwerp, and sails from Southampton 6 days later. Passengers and Goods are conveyed direct to the chief Ports without transhipment. The Company's Agent is Mr. JOHN SUHR, 20, BROOKTHORQUAI.

SOUTHAMPTON is the Port of Departure from England for all the Steamers, and *Passengers sailing from this Port avoid the discomfort of the Channel passage, which is incurred by embarking on board steamers sailing from the Thames.* The Packets leave Southampton immediately after the embarkation of the Mails, and generally sail direct from the Docks; but if the tide does not permit this a Steam Tender conveys Passengers to the Packets in the river. The Company's Office is in Canute Road, facing the Railway Terminus.

LISBON.—The Outward Bound Intermediate Steamers are timed to call here on alternate Mondays, and sail about 4.0 p.m. The Union Company's Agents at Lisbon are Messrs. KNOWLES, RAWES & Co.

MADEIRA.—All the Mail Steamers, both Outward and Homeward call here for Telegrams and Fresh Provisions. The Intermediate Steamers also call outwards during October, November and December, and homewards in April, May and June. The stay varies from One to Six hours, according to circumstances. The Agents are Messrs. BLANDY, Bros. & Co., Funchal.

TENERIFFE AND/OR LAS PALMAS (CANARY ISLANDS).—The Intermediate Steamers call at Teneriffe to land and embark Passengers, and also at Las Palmas if sufficient inducement offers. The stay is only a few hours. The Agents in Teneriffe are Messrs. HAMILTON & Co., and in Las Palmas, Messrs. BLANDY BROTHERS & Co.

ASCENSION is not called on the Outward Voyage, but only Homeward Bound once in Eight Weeks. Passengers from England to Ascension are conveyed to St. Helena by the Outward Steamers calling there once in Eight Weeks, and remain at that Island until the next Homeward Bound Steamer calling at Ascension is due at St. Helena (*see Clause II of Conditions and Regulations*). The time occupied from St. Helena is Three Days, and the Stay about two hours. Ascension being a Naval Station only, the Company has no Agency there.

ST. HELENA is called at Outward and Homeward once in Eight weeks (*see Table of Dates*). The time usually occupied in the run from Southampton is Seventeen Days, and from Cape Town Seven Days. The Stay is about Six Hours. The Agents are Messrs. SOLOMON, HOGG & Co.

CAPE TOWN is the Head-quarters of the Company's Colonial Operations, which are under the direction of Mr. T. E. FULLER, M.L.A., the Chief Agent of the Company for South Africa. A Branch Office of the Company is established here, under the charge of Mr. E. W. STEELE, Agent for Cape Town. The Office is situated in Adderley Street. The Fortnightly Ocean Mail Steamers call here and remain about Two Days before proceeding to the Eastward, and the Steamers in the Intermediate Service also call to land Cargo and Passengers. The average passage Out and Home is about Eighteen-and-a-half days by Mail Steamers.

MOSSEL BAY.—The Ocean Mail Steamers do not call here as a rule, but the Intermediate Steamers call on the Eastward Voyage, and the Mail Steamers, if required on the Westward Voyage; also the Intercolonial Mail Steamers, both going Eastward and Westward. Passengers for Mossel Bay by the Ocean Mail Steamers from England are transhipped to an Intercolonial Mail or other Steamer at Cape Town. The passage from Table Bay occupies one day, and the stoppage at Mossel Bay is a few Hours. The Agent is Mr. J. MUDIE.

KNYSNA is called at fortnightly by a Branch Steamer. The Agent is MR. G. W. BRENT STEYTLER.

PORT ELIZABETH (ALGOA BAY).—All the Steamers, both in the Fortnightly Ocean Mail Service and in the Intermediate Service, as well as the Intercolonial Mail Steamers, call here, and their stay depends upon the service they are engaged in. The Ocean Mail Steamers stay about two days before proceeding to East London. The Intercolonial Mail Steamers stay only a few hours to land and embark Passengers. The Packets which call at Mossel Bay usually occupy two days in the passage from Cape Town, and the Packets which do not call at Mossel Bay occupy generally one and a-half days. A Branch Office of the Company is established here under the charge of Mr. R. JONES, Agent, The Company's Office is near the landing place.

EAST LONDON (the Port for KING WILLIAM'S TOWN and District) is called at by the Ocean Mail Steamers. It is also touched at for Passengers' purposes by the Intercolonial Mail Steamers, both in going to the Eastward and returning, and the Steamers in the Intermediate Service also call to land cargo and Passengers. The time occupied from Algoa Bay to East London is usually about twelve hours. The Agents are Messrs. DYER & DYER.

DURBAN (Natal) is the Terminal Port of the Ocean Mail Steamers. The passage from East London generally occupies a day, and the passage from England generally about twenty-four days. A Branch Office of the Company is established in Durban under the charge of Mr. T. S. ALSTON, Agent.

DELAGOA BAY is about thirty-six hours' passage from Natal and is called at once in Fourteen Days by the Intermediate Steamers. The Steamers stay about One or Two Days. The town is called Lorenzo Marquez. The Agents are The OOSTE-AFRIKAANSCH E Co.

INHAMBANE, BEIRA (PUNGUE RIVER), **CHINDE** (ZAMBESI), **QUILLIMANE** and **MOZAMBIQUE** are called at once in Four Weeks by Steamers proceeding to and returning from Zanzibar.

ZANZIBAR is the terminus of the Company's operations on the East Coast of Africa, and is called at once in four weeks by the Intermediate Steamers which remain there about Three Days. The Steamers of the British India Company connect at Zanzibar with the Union Company's Intermediate Steamers. The Agents are Messrs. SMITH MACKENZIE & Co.

Landing and Embarking Passengers.

Passengers are landed at all Ports Free of Charge, together with the Baggage allowed by the Company's regulations.

To facilitate the operation of landing and embarking Passengers at NATAL, as well as to ensure their comfort, a powerful Steam Tender, specially designed for the Service has been constructed and sent out to Durban, and Passengers are landed and embarked in this Tender free of charge. This vessel has been pronounced by competent judges to be the best vessel for the purpose ever employed at Natal. A powerful Steam Launch has been constructed and sent out to EAST LONDON for service there. Passengers are landed at all Ports free of charge, but embarked at their own expense, except at Natal and East London.

MERCHANTS' READING ROOM, SOUTH AFRICAN HOUSE.

The Directors of the Union Steam Ship Company, in arranging the interior of the Company's new headquarters, "SOUTH AFRICAN HOUSE," 94 to 96, Bishopsgate Street Within, have set aside, on the Ground Floor a Reading Room for the use of Merchants and others coming home from South Africa.

It is believed that this Room will be found of great value to a large number of Homeward-bound Passengers. In it are kept files of newspapers, both Home and Colonial, Time Tables, Directories, &c. It is available for interviews and correspondence. A locked case is provided for letters and telegrams, and every convenience is ensured.

The South African Trade has undergone so great a change in the course of the last few years, that there is now a large number of gentlemen who are constantly travelling backwards and forwards who have not Clubs, or in some cases even Business Correspondents in London. It is anticipated that the Merchants Reading room in South African House will be of value to these and other gentlemen.

DISTANCE TABLES OF ROUTES

IN NAUTICAL MILES BETWEEN

England, the Continent, and South and East Africa

TABLE 1.—OUTWARD and HOMEWARD, calling at
MADEIRA only.

2.—HAMBURG to CAPE Town, calling at
SOUTHAMPTON, LISBON and TENERIFE.

HAMBURG.											SOUTHAMPTON													
Cuxhaven	63	Cuxhaven									Needles	22	Needles											
Outer Elbe (Light Ship)	83	20	Outer Elbe, Light Ship									Ushant	220	198	Ushant									
Borkum, do.	155	92	72	Borkum, Light Ship								Finisterre	596	574	376	Finisterre								
Terschelling do.	210	147	127	55	Terschelling, Light Ship							MADEIRA	1300	1278	1080	704	MADEIRA							
Dover Pier do.	404	341	321	249	194	Dover Pier					Tenerife (Teno Pt.)	1557	1535	1337	961	257	Tenerife (Teno Point)							
SOUTHAMPTON ..	523	460	440	368	313	119	SOUTHAMPTON				Cape Verde ..	2375	2353	2155	1779	1075	818	Cape Verde						
Needles	545	482	462	390	335	141	22 Needles				CAPE TOWN ..	5981	5959	5761	5385	4581	4424	3606	CAPE TOWN					
Ushant	743	680	660	588	533	339	220	198 Ushant																
Finisterre	1119	1066	1036	964	909	715	596	574	376 Finisterre															
Cape Roca	1365	1302	1282	1210	1155	961	842	820	622	246 Cape Roca														
LISBON	1390	1327	1307	1235	1180	986	867	845	647	271	25 LISBON													
TENERIFE	2105	2042	2022	1950	1895	1701	1582	1560	1362	986	740	715 TENERIFE												
Cape Verde	2934	2871	2851	2779	2724	2530	2411	2389	2191	1815	1569	1544	829 Cape Verde											
CAPE TOWN	6540	6477	6457	6385	6330	6136	6017	5995	5797	5421	5175	5150	4435	3606 CAPE TOWN										



DISTANCE TABLES—(continued).

3.—SOUTHAMPTON to CAPE TOWN,
calling at LISBON, TENERIFE and
ST. HELENA.

SOUTHAMPTON	
LISBON ..	867 LISBON
TENERIFE	1582 715 TENERIFE
ST. HELENA	4384 3517 2302 ST. HELENA
CAPE TOWN	<u>6084 5217 4502 1700 CAPE TOWN</u>

4.—SOUTHAMPTON to CAPE
TOWN, calling at LISBON,
MADEIRA, TENERIFE and
ST. HELENA.

SOUTHAMPTON	
LISBON ..	867 LISBON
MADEIRA	1393 526 MADEIRA
TENERIFE	1052 765 259 TENERIFE
ST. HELENA	4454 3888 3061 2802 ST. HELENA
CAPE TOWN	<u>6154 5287 4761 4502 1700 CAPE TOWN</u>

5.—CAPE TOWN to SOUTHAMPTON,
calling at TENERIFE only.

CAPE TOWN	
TENERIFE ..	435 TENERIFE
SOUTHAMPTON	<u>5961 1526 SOUTHAMPTON</u>

6.—CAPE TOWN to SOUTHAMPTON, calling at
ST. HELENA, ASCENSION, and TENERIFE.

CAPE TOWN	
ST. HELENA ..	1700 ST. HELENA
ASCENSION	.. 2400 700 ASCENSION
TENERIFE	.. 4604 2904 2204 TENERIFE
SOUTHAMPTON	<u>.. 6130 4430 3730 1526 SOUTHAMPTON</u>

7.—CAPE TOWN to SOUTHAMPTON, calling at ST.
HELENA, ASCENSION, TENERIFE and MADEIRA.

CAPE TOWN	
ST. HELENA ..	1700 ST. HELENA
ASCENSION	.. 2400 700 ASCENSION
TENERIFE ..	.. 4604 2904 2204 TENERIFE
MADEIRA ..	.. 4363 3163 2463 259 MADEIRA
SOUTHAMPTON	<u>.. 6163 4463 3763 1559 1300 SOUTHAMPTON</u>

DISTANCE TABLES—(continued).

8.—CAPE TOWN to ZANZIBAR, calling at the PORTS named in CAPE COLONY, NATAL and the EAST COAST OF AFRICA.

		CAPE TOWN																
Mossel Bay	.. .. .	246	Mossel Bay						NATAL to MAURITIUS direct		1563						
Knyana	.. .. .	293	47	Knyana					NATAL to TAMATAVE direct		1363						
Port Elizabeth	.. .. .	438	192	145	Port Elizabeth			TAMATAVE to MAURITIUS direct		465							
Port Alfred	.. .. .	505	259	212	67	Port Alfred											
East London	.. .. .	565	319	272	127	East London											
Natal	.. .. .	823	577	530	885	318	258	Natal									
Delagoa Bay	.. .. .	1116	870	823	678	611	551	293	Delagoa Bay *								
Inhambane	.. .. .	1357	1111	1064	919	852	792	534	241	Inhambane †							
Pungwe River, Beira	1601	1355	1308	1163	1096	1036	778	485	244	Pungwe River, Beira ‡							
Zambesi River (Chinde River Bar)	1746	1500	1453	1308	1241	1181	923	630	389	145	Zambesi River (Chinde River Bar)						
Quillimane	1806	1560	1513	1368	1301	1241	983	690	449	205	60	Quillimane **					
Mozambique	2143	1897	1850	1705	1638	1578	1320	1027	786	542	397	337	Mozambique				
Zanzibar	2703	2457	2410	2265	2198	2138	1880	1587	1346	1102	957	890	560	Zanzibar			

* Northward of all reefs adds 36 m. to the distances. † Inhambane to bar 15 m. ‡ Outer Buoy to Beira 13 m.

** Quillimane to bar 16 m.

DISTANCE TABLES—(continued).

9.—SOUTHAMPTON to HAMBURG, calling at ANTWERP.

SOUTHAMPTON									
Dover Pier	119	Dover Pier							
Wandelaar, Light Ship	187	68	Wandelaar Light Ship						
Flushing Pier	208	89	21	Flushing Pier					
ANTWERP	253	134	66	45	ANTWERP				
Flushing Pier	298	179	111	90	Flushing Pier				
Schouwen, Light Ship.. .. .	322	203	135	114	89	24	Schouwen, Light Ship*		
Terschelling do.	436	317	249	228	183	138	114	Terschelling, Light Ship	
HAMBURG .. : .. .	646	527	459	438	393	348	324	210 HAMBURG	

* Via East Gat.

10.—SOUTHAMPTON to HAMBURG, calling at ROTTERDAM.

SOUTHAMPTON									
Dover Pier	119	Dover Pier							
West Hinder, Light Ship	165	46	West Hinder, Light Ship						
Schouwen, Light Ship	210	91	45	Schouwen, Light Ship					
ROTTERDAM	254	135	89	44	ROTTERDAM				
Terschelling, Light Ship	365	246	200	155	111	Terschelling, Light Ship			
HAMBURG	575	456	410	365	321	210 HAMBURG			

HAMBURG to SOUTHAMPTON direct 523

TABLE OF DISTANCES

OF

The Principal South African Towns from the Nearest Ports.

N.B.—This Table has been compiled from the most reliable sources, but its correctness cannot be guaranteed.

TOWN.	NEAREST PORT.	DISTANCE.	MEANS OF CONVEYANCE.
Aberdeen . . .	Algoa Bay	166	145 miles by Rail to Aberdeen Road.
Alexandria . . .	Algoa Bay	58	University of Fort Hare Together in Excellence
Algoa Bay, or Port Elizabeth . . .	<i>See page 26.</i>		
Alice	East London	84	42 miles by Rail, Eastern System to King William's Town.
Aliwal, North . .	East London	280	Rail, Eastern System.
Aliwal, South, or Mossel Bay . . .	<i>See page 26.</i>		
Balfour	East London	132	42 miles by Rail to King William's Town.
Barberton	<i>See page 20.</i>		
Barkly	Cape Town	669	
"	Algoa Bay	507	
Bathurst	Port Alfred	10	
Beaufort, Fort . .	East London	102	42 miles by Rail to King William's Town.
Beaufort, West . .	Cape Town	339	Rail, Western System.
Bedford	Algoa Bay	151	127 miles by Rail, Midland System to Cookhouse.
Blanco	Mossel Bay	18	
Bloemfontein . . .	Cape Town	750	Rail, Western System.
"	Algoa Bay	449	Rail, Midland System.
"	East London	402	Rail, Eastern System.
Burghersdorp . . .	East London	244	Rail, Eastern System.
Caledon	Cape Town	63	
Cathcart	East London	109	Rail, Eastern System.
Cape Town	<i>See page 26.</i>		
Ceres	Cape Town	94	85 miles by Rail to Ceres Road, Western System.
Charlestown . . .	Natal	250	Rail.

TOWN.	NEAREST PORT.	DISTANCE. Miles.	MEANS OF CONVEYANCE.
Claremont . . .	Cape Town	6½	Rail, Western System.
Colenso	Natal	180	
Colesberg . . .	Algoa Bay	308	Rail, Midland System.
Cookhouse . . .	Algoa Bay	127	Rail, Midland System.
Craddock	Algoa Bay	182	Rail, Midland System.
De Aar Junction	Cape Town	501	Rail, Western System.
"	Algoa Bay	339	Rail, Midland System.
Diamond Fields (Kimberley)	Cape Town	647	Rail.
Dordrecht . . .	Algoa Bay	485	
	East London	250	154 miles by Rail to Queens- town.
Drakenstein . .	Cape Town	36	
Durban	Natal		
	(see page 27).		
East London . .	See page 28.		
Fauresmith . . .	Algoa Bay	477	308 miles by Rail, Midland System, to Colesberg.
Frasersberg . . .	Cape Town	360	Rail to Frasersberg Road, 290 miles.
George	Mossel Bay	22	
Graaff Reinet . .	Algoa Bay	185	Rail, Midland System.
Grahamstown . .	Port Alfred	42	Rail.
"	Algoa Bay	106	Rail.
Hanover	Algoa Bay	355	300 miles to Hanover Road by Rail, Midland System.
"	Cape Town	547	539 miles to Hanover Road by Rail, Western System.
Harrismith . . .	Durban	210	
Heidelberg . . .	Mossel Bay	76	
Hopetown	Algoa Bay	408	Rail to Orange River.
"	Cape Town	570	Rail to Orange River.
Howick	Natal	85	Rail.
Humansdorp . . .	Algoa Bay	80	
Isipingo	Durban	11	Rail.
Jansenville . . .	Algoa Bay	147	
Johannesburg . .	See page 20.		
Kalk Bay	Cape Town	17	Rail, Western System.
Kimberley	(See Diamond Fields, page 19)		
King Williams- town	East London	42	Rail, Eastern System
Klip Drift	Algoa Bay	445	
Knysna	Mossel Bay	82	Rail, Midland System.
Kokstad	Natal	100	Rail.
Kroonstad	Algoa Bay	577	Rail, Midland System.
Ladysmith	Durban	130	
Leydenburg . . .	Durban	385	
Malmesbury . . .	Cape Town	49	Rail, Western System.
Maritzburg . . .	(See Peterma- ritzburg.)	70	Rail, Natal Government System.
Matjiesfontein .	Cape Town	194	Rail, Western System.
Middleburg . . .	Algoa Bay	250	243 miles by Rail, Midland System.

TOWN.	NEAREST PORT.	DIS-TANCE.	MEANS OF CONVEYANCE.
Molteno . . .	East London	Miles. 211	Rail, Eastern System.
Mossel Bay . . .	<i>See page 26.</i>		
Murraysburg . . .	Cape Town	517	404 miles by Rail from Biejesport, Western System.
" . . .	Algoa Bay	251	185 miles by Rail to Graaff Reinet, Midland System.
Naapoort (Junc)	Algoa Bay	270	Rail, Midland System.
Natal	<i>See page 27.</i>		
Newcastle	Natal	200	Rail.
Oudtshoorn	Mossel Bay	57	
Paarl	Cape Town	36	Rail, Western System.
Panmure, or East London	<i>See page 26.</i>		
Peddie	Algoa Bay	173	Rail to Grahamstown.
Pietermaritzburg	Durban	70	Rail.
Port Elizabeth	<i>See page 26.</i>		
Port Alfred, or the Kowie	<i>See page 18.</i>		
Port Nolloth	Cape Town	300	Steamer.
Potchefstroom	Durban	420	
"	Pt. Elizabeth	662	Rail, Midland System.
Pretoria	Durban	380	
Prince Albert	Mossel Bay	132	
"	Cape Town	295	265 miles by Rail to Prince Albert Road.
Queenstown	East London	154	Rail, Eastern System.
Richmond	Algoa Bay	293	243 miles by Rail, Midland System to Middleburg Rd.
Riversdale	Mossel Bay	45	
Robertson	Cape Town	145	
Saldanha Bay	Cape Town	80	Sea.
Simon's Town	Cape Town	23	Rail.
Somerset, East	Algoa Bay	140	Rail, Midland System to Cookhouse.
Somerset, West	Cape Town	30	
Stellenbosch	Cape Town	31	Rail, Western System.
Stockenstroem	Algoa Bay	203	
Swellendam	Cape Town	126	
Tulbagh	Cape Town	76	Rail, Western System.
Uitenhage	Algoa Bay	21	Rail, Midland System.
Umzinto	Natal		
Utrecht	Durban	210	
Verulam	Natal		
Victoria, West	Algoa Bay	425	420 miles by Rail, Midland and Western.
"	Cape Town	426	419 miles by Rail, Western System.
Vryburg	<i>See page 18.</i>		
Weenen	Cape Town	130	
Wellington	Cape Town	45	Rail, Western System.
Woodstock	Cape Town	44	Rail, Western System.
Worcester	Cape Town	109	Rail, Western System.
Wynberg	Cape Town	8	Rail, Western System.
Zwart Kops	Algoa Bay	7	Rail, Midland System.

FREIGHT.

All Outward Freight must be Prepaid. Railway Delivery Orders must be obtained from the Company's Offices.

There is regular Steam Communication to Southampton from the following Ports:—Dublin, Plymouth, Falmouth, Belfast, Waterford, Liverpool, Glasgow, the Channel Islands, Bordeaux, Cherbourg, Havre, Amsterdam, Antwerp, Bremen, Hamburg and Rotterdam, affording most favourable facilities for direct shipments of Cargo. Through Bills of Lading are issued from Amsterdam, Antwerp, Bordeaux, Boulogne, Bremen, Charente, Copenhagen, Hamburg, Havre, Rotterdam, Trieste and New York at low rates.

For direct sailings from Continent, see pages xxii. & xxiv.

FOR RATES OF FREIGHT apply at the Company's Offices, CANUTE ROAD, SOUTHAMPTON, and SOUTH AFRICAN HOUSE, 94 to 96, BISHOPSGATE STREET WITHIN, LONDON.

Iron, Cement, and Heavy Packages taken by SPECIAL ARRANGEMENT ONLY, which should be made BEFORE SUCH GOODS ARE DESPATCHED.

DOGS.—The importation of Dogs into the Cape Colony and Natal is at present prohibited.

SPECIAL NOTICE.

Merchants and Shippers are urged in their own interest, when they find it impossible to at once give complete shipping instructions, to send *pro forma* advices to Southampton (either themselves or through their suppliers) immediately their Goods are despatched. Without this precaution, it may be difficult to ensure shipment by the Vessel for which the Goods are intended.

Shippers are also requested to see that the Railway Receiving Notes issued for London Goods show by whom Cartage Charges are payable, as the absence of this information causes trouble and delay in settlement of accounts.

For Railway Ticket for Customs Officers in charge of Bonded Goods, application should be made at the London Office.

SPECIE and JEWELLERY to all Ports by arrangement.

PARCELS.

A Parcel Post is in force between the United Kingdom and and the Cape Colony, Natal, Transvaal, &c.

The following extract from the Postal Guide will give particulars:—

Colony or Country.	Rates of Postage.	Special Prohibitions.
ASCENSION	Not exceeding 1 lb. .. 0 8 For each pound or fraction of a pound additional to 11 lbs. .. 0 8	Bullion, ostrich feathers, intoxicating liquors of all descriptions.
MADEIRA	Not exceeding 7 lbs. .. 2 6	
CAPE OF GOOD HOPE	(1.) <i>For Cape Town</i> — Not exceeding 1 lb. .. 0 9 For each pound or fraction of a pound additional to 11 lbs. .. 0 9 (2.) <i>For all places other than Cape Town</i> — Not exceeding 1 lb. 1 0 For each pound or fraction of a pound additional to 11 lbs. 1 0	Letters, specie, bullion, gold dust, nuggets, ostrich feathers, fruit, plants, parts of plants, bulbs and cuttings of trees, tobacco stalks, essences of tea, coffee, chicory or tobacco.
NATAL (including Echowé, Zululand)	(1.) <i>To Durban and the Point only</i> — Not exceeding 1 lb. .. 0 9 For each pound or fraction of a pound additional up to 7 lbs. .. 0 9 (2.) <i>To all other places</i> — Not exceeding 1 lb. .. 1 0 For each pound or fraction of a pound additional up to 7 lbs. .. 1 0	Letters, specie, bullion, gold dust, nuggets, ostrich feathers, firearms, except by permission of the Governor.
BRITISH BECHUANALAND, ORANGE FREE STATE Via Capetown	Not exceeding 1 lb. .. 1 3 For each pound or fraction of a pound additional to 7 lbs. .. 1 3	See Cape of Good Hope.
MASHONALAND and BRITISH BECHUANALAND (PROTECTORATE)	Not exceeding 1 lb. .. 2 2 Each lb. or fraction of lb. to 7 lbs. .. 2 2	See Cape of Good Hope.
ST. HELENA.. ..	Not exceeding 1 lb. .. 0 8 For each pound or fraction of a pound additional to 11 lbs. .. 0 8	Bullion, ostrich feathers, Cape brandy, arrack, Bengal rum, aqua ardens.
TRANSVAAL.. .. Via Cape Town Via Natal	Per lb. 1 3 Per lb. 1 0 (maximum weight 7 lbs.)	See Cape of Good Hope.

The maximum dimensions are 3ft. 6in. in length by 6ft. girth.

The regulations of the Inland Parcel Post apply to the above Parcel Post.

Parcels coming within the above-named limits must in future pass through the Post.

For all further details as to this Parcel Post, apply to the local Post Offices.

Parcels exceeding the foregoing limits are taken on the following Terms:—

Rates for Parcels, Cubic Measure.

To include all Charges.

To CAPE TOWN and ALGOA BAY, 5s. per Foot.

To all OTHER PORTS, 7s. 6d. per Foot.

University of Fort Hare
Together in Excellence

PARCELS (not passing through the Post, and not exceeding £5 in value) must be delivered at the London Office (accompanied by an advice, stating mark, contents and value), by 2 p.m. two days prior to Steamer's departure from Southampton, or at the Southampton Office not later the day before the Ship's departure.

PARCELS on which freight has been paid at the Company's Offices, London or Southampton, will be delivered on application at the Company's Offices in Cape Town, Port Elizabeth and Natal, free of cost to Consignees, except for Custom and Harbour dues.

Insurance.

Lives, Baggage and Goods can be insured for the Outward Voyage through the Company's Offices in London and Southampton at Current Rates of Premium. Also Home-ward Passengers can insure their Baggage through the Company's Offices and Agencies at Coast Ports.

Books of Reference on South Africa.

The following Guide Books, &c., will give detailed information as to various places in South Africa :—

“Land of Gold, Diamonds, and Ivory.” By J. F. INGRAM, F.R.G.S. W. B. WHITTINGHAM AND Co., Ltd., 91, Gracechurch Street, London.

“South Africa as a Health Resort.” Second Edition, by A. FULLER, M.R.C.S., with Lecture by E. SYMES-THOMPSON, M.D., F.R.C.P.

“Emigrant’s Guide to South Africa.” (UNION STEAMSHIP COMPANY’S EDITION.)

“A Voyage to the Cape.” (Extracts from W. CLARKE RUSSELL’S work of that name.)

The above are supplied  on application to the Company’s Office, South African House, 94 to 96, Bishopsgate Street Within, London.

“Golden South Africa ; or, the Gold Fields Re-Visited.” By EDWARD P. MATHERS, F.R.G.S. 400 Pages, with five Maps, 2s. 6d. W. B. WHITTINGHAM AND Co., Ltd., 91, Gracechurch Street, London.

“Handbook on Mashonaland.” Crown 8vo., Cloth, price 2s. 6d. EGLINGTON & Co., 78 and 78A, Great Queen Street, W.C.

“The Transvaal.” 2s. 6d. S. W. SILVER AND Co., 67, Cornhill, London.

“The Cape and South Africa.” By J. NOBLE, 1887. 3s. 6d. LONGMANS, GREEN AND Co., Paternoster Row.

“South Africa, Past and Present.” By J. NOBLE, 1877. 7s. 6d. LONGMANS, GREEN AND Co., Paternoster Row.

“Descriptive Handbook of the Cape Colony.” 10s. 6d. 1875. E. STANFORD, Charing Cross.

“The Transvaal.” J. DOLLARD, 13, Dame Street, Dublin.

“Ostrich Farming in South Africa.” By E. DOUGLAS. 6s. CASSELL AND Co., Ludgate Hill.

Maps of South Africa can be obtained of Messrs. SILVER AND Co., and Mr. STANFORD ; and Colonial Newspapers, Directories, &c., of Mr. G. STREET, 30, Cornhill, or Messrs. JUTA, HEELIS AND Co., 9, St. Bride’s Avenue, Fleet Street, E.C.

Madeira and Canary Islands.

"Holiday Wanderings in Madeira." 5s. by A. E. W. MARSH, SAMPSON, LOW & Co., Fetter Lane, E.C.

"Madeira: Its Scenery and How to See It," 7s. 6d., by Miss TAYLOR. E. STANFORD, Charing Cross.

"The English in Canary Isles," 4s., by Miss LATIMER. SIMPKIN, MARSHALL & Co., Stationer's Hall Court, E.C.

"Handbook of Madeira," 1s. 6d. C. KEGAN PAUL & Co., 1, Paternoster Square.

"Madère étudiée comme Station d'Hiver. Par Dr. GOLDSCHMIDT. DELAHAYE, Paris.

"Madeira: Its Climate and Scenery, a Handbook for Invalid and other Visitors," by JAMES YATE JOHNSON. Third Edition, 1885, with two maps, a plan and a view. DULAU & Co.

"Handbuch für Madeira," von Prof. Dr. LANGENHAUS, Berlin, 1885. A. HIRSCHWALD University of Fort Hare
Together in Excellence

"Madeira:" MITTEMEDER & GOLDSCHMIDT, Vogel, Leipzig, 1885.

"Tenerife and its Six Satellites," by Mrs. STONE. MARCUS WARD & Co., Farringdon Street. Second Edition, 15s. with Portrait of the Author, Maps and many Illustrations.

"Madeira and the Canary Islands," (Second Edition), by A. SAMLER BROWN, 2s. 6d. SAMPSON LOW, Fetter Lane, E.C.

Union Steam Ship Company, Limited,

ESTABLISHED 1853.

DIRECTORS.

ALFRED GILES, Esq., Chairman.

SIR FRANCIS EVANS, K.C.M.G., M.P., Deputy-Chairman.

W. M. FARMER, Esq. | Lt.-Gen. F. MARSHALL.

H. W. MAYNARD, Esq. | W. S. NICHOLSON, Esq.

W. J. ROHMER, Esq.

Secretary—E. AUBREY HART, Esq.

OFFICES AND AGENCIES.

University of Fort Hare
 UNITED KINGDOM.

OFFICES:

London, South African House, 94 to 96, Bishopsgate St. Within.

„ West End Agency: G. W. Wheatley & Co., 23, Regent Street, S.W.

Southampton ... Canute Road.

Superintendent Agents for—

Cornwall & Devon H. J. Waring & Co., The Wharf, Millbay, Plymouth.

AGENTS:

Aberdeen ... J. S. Chalmers, 56, Marischal Street.

Belfast ... { W. M. Barkley & Sons, 23, Queen Square.

{ T. Cook & Son, 27, Royal Avenue.

{ J. F. Brame, 2, Union Passage.

Birmingham ... { W. H. Hayward, 42, Union Passage.

{ T. Cook & Son, Collonade, New Street and Stephenson Place.

Bradford (York) ... { W. H. Riley, 2, Currer Street.

{ T. Cook & Son, 8, Exchange, Market Street.

Bristol ... Henry R. James, 8, Queen's Square.

Cork ... Wells & Holohan, 3, Penrose Quay

<i>Dublin</i>	{	Carolyn & Egan, 30, Eden Quay. T. Cook & Son, 117, Grafton Street. Henry Gaze & Sons, 16, Suffolk Street. J. A. Anderson, 29, Panmure Street.
<i>Dundee</i>	{	Henderson Bros., 109, Commercial Street. J. & A. Allan, 4, India Buildings.
<i>Edinburgh</i>	{	A. O. Ottywell, 6, Shandwick Place. T. Cook & Son, 9, Princes Street.
<i>Gateshead-on-Tyne</i>		W. J. Johnson, 96, High Street.
<i>Glasgow</i>	{	F. W. Allan & Co., 125, Buchanan Street. H. J. Barrett, 17, High Street.
<i>Hull</i>	{	P. J. Drasdo, Victoria Chambers, Posterngate. Thos. Cook & Son, 43, Lowgate. W. H. Pinder, 166, Woodhouse Lane.
<i>Leeds</i>	{	T. Cook & Son, Royal Exchange. Swan & Leach, 141, Briggate.
<i>Liverpool</i>	{	F. Stumore & Co., 20, Water Street. T. Cook & Son, 51, Lord Street.
<i>Londonderry</i>		Pinkerton & Co., Middle Quay.
<i>Manchester</i>	{	Keller, Wallis & Co., 69, Piccadilly. T. Cook & Son, 61, Market Street. Swan & Leach, Albert Square.
<i>Newcastle-on-Tyne</i>		James Potts & Son, 26, Sandhill.
<i>Nottingham</i>	{	Sanderson & Co., 12, Heathcote Street, and 30, Wheeler Gate. T. Cook & Son, 16, Clumber Street.
<i>Portsmouth</i>	{	J. Blake & Son, 170, Queen Street, Portsea. Curtiss & Sons, Railway & Shipping Agents.
<i>Sheffield</i>	{	T. Clarke, 52, Harvest Lane. T. Cook & Son, Change Alley Corner.
<i>Waterford</i>		T. S. Harvey & Son, 12, Little Georges St.
<i>York</i>		R. B. Mills, 6, Stonegate.

(AND IN MOST PROVINCIAL TOWNS.)

Messrs. Thos. Cook & Son, Ludgate Circus, London, E.C.; Cockspur Street and 82, Oxford Street, W.; and Leadenhall Street, E.C., and at all Branches.

Messrs. Gaze & Son, 142, Strand, London, W.C., Piccadilly Circus; 4, Northumberland Avenue, Charing Cross; 18, Westbourne Grove; and at all Branches.

International Sleeping Car Company, 122, Pall Mall, London, S.W.

Messrs. Sewell & Crowther, 18, Cockspur Street, London, S.W.

Messrs. Alfred Jakins & Co., 30, Silver Street, Notting Hill Gate, London, W., and 6, Camden Road, N.W.

COLONIAL.

<i>Madaira</i>	..	...	...	...	Blandy Bros. & Co.
<i>St. Helena</i>	...	...	...	...	Solomon, Hogg & Co.
<i>Simon's Town</i>	...	...	...	...	W. Anderson & Co.
<i>Cape Town (Cape of Good Hope)</i>					T. E. Fuller, Esq., M.L.A., Chief Agent for South Africa, Union Steam Ship Co. E. W. Steele, Esq., Agent.
<i>Mossel Bay</i>	"	"	...	...	J. Mudie.
<i>Kynsna</i>	"	"	...	...	G. W. Brent Steytler.
<i>Algoa Bay</i>	"	"			R. Jones, Esq., Union Steam Ship Co.
<i>Port Alfred (Kowie River)</i>					C. A. Bezant.
<i>Good Hope</i>	...	...	...	...
<i>Graham's Town (Cape of Good Hope)</i>	...	...	...	...	A. B. Shand.
<i>East London</i>	"	"	...	...	Dyer & Dyer.
<i>King William's Town</i>	"	"	...	...
<i>Paarl (Cape of Good Hope)</i>	...	...	...	...	J. J. De Villiers.
<i>Uniondale</i>	"	"	...	...	Levyns Bros.
<i>Murraysburg</i>	"	"	...	...	J. H. Daly.
<i>Worcester</i>	"	"	...	...	T. Welch.
<i>Swellendam</i>	"	"	...	...	J. Greathead & Co.
<i>Queen's Town</i>	"	"	...	...	J. Hodges & Co.
<i>Graaff Reinet</i>	"	"	...	...	B. F. Roberts.
<i>Victoria West</i>	"	"	...	...	A. Goldman.
<i>George Town</i>	"	"	...	...	George Row.
<i>Beaufort West</i>	"	"	...	...	Honbl. C. Pritchard.
<i>Cradock</i>	"	"	...	...	J. W. Stevens & Co.
<i>Richmond</i>	"	"	...	...	R. Mortimer & Co.
<i>Colesberg</i>	"	"	...	...	Wills & Fryer.
<i>Fort Beaufort</i>	"	"	...	...	Tiddy Bros.
<i>Oudtshorn</i>	"	"	...	...	D. P. Ainsworth.
<i>Burghersdorp</i>	"	"	...	...	John Blake.
<i>Bedford</i>	"	"	...	...	L. A. Levyns.
<i>Somerset East</i>	"	"	...	...	Quinton H. Scott.
<i>Moltene</i>	...	...	...	...	J. Kerr.
<i>Durban, Natal (South Africa)</i>					T. S. Alston, Esq., Union Steam Ship Co.
<i>Pietermaritzburg, Natal (South Africa)</i>					C. E. Taunton.
<i>Kokstad</i>	...	...	...	...	C. F. Peat & Co.
<i>Harrismith</i>	...	...	...	...	McKechnie Bros.
<i>Umtata</i>	...	...	...	...	E. T. Bayliss.
<i>Ladysmith</i>	...	...	...	...	C. H. Haden.
<i>Newcastle</i>	...	...	...	...	R. D. Kidd.
<i>Charlestown</i>	...	...	...	...	J. J. Pratt & Son.



<i>Kimberley (Diamond Fields)</i>...	...	W. M. Maxwell.
<i>Bloemfontein (Orange Free State)</i>	...	Barlow Bros. & Co.
<i>Fauresmith</i>	" "	C. Dowsett.
<i>Winburg</i>	" "	Louis Bergstedt.
<i>Rouxville</i>	" "	John Chase.
<i>Jagersfontein</i> ...	... ..	Pistorius & Cochrane.
<i>Kronstadt</i> ...	... ..	F. H. Pritchard.
<i>Potchefstroom (Transvaal, South Africa)</i>		Reid & Co.
<i>Klerksdorp</i>	" "	Higson & Trevor-Smith.
<i>Lydenburg</i>	" "	J. H. Parker.
<i>Pilgrim's Rest</i>	" "	" "
<i>Heidelberg</i>	" "	E. W. Noyce.
<i>Barberton (Transvaal Gold Fields)</i> ...		Diamond & Co.
<i>Johannesburg (Witwatersrandt)</i>	}	The Transvaal Estate and
		Trust Co. (J. B. Brown.)
<i>Pretoria (Transvaal, South Africa)</i> ...		D. M. Kisch.
<i>Delagoa Bay (East Africa)</i> ...		The Oost-Afrikaansche Co.
<i>Inhambane</i>	" "	" "
<i>Beira (Pungwe River)</i>	" "	" "
<i>Quillimane</i>	" "	" "
<i>Chinde (Mouth of Zambesi)</i> ...		African Lakes Co.
<i>Mozambique</i>	" "	Fabre & Son.
<i>Zanzibar</i> ...	...	Smith, Mackenzie & Co.
<i>Mauritius</i> ...	...	Blyth Bros. & Co., Port Louis
<i>Tamatave (Madagascar)</i> ...	...	H. E. Patterson.
<i>Mafeking (Bechuanaland)</i> ..	...	E. Gower.
<i>Fort Victoria & Tuli (Mashonaland)</i>		Tuli Trading Association.
<i>Hartley Hill</i>	" "	Frank Johnson & Co., Ltd
<i>Fort Salisbury</i>	" "	" "
<i>Umtali</i>	" "	Douglas Hudson & Co.
<i>Vryburg</i>	" "	Rosenblatt & Wessels.



CONTINENTAL, &c.

- | | | |
|--|---|---|
| <i>Algiers</i> , Thos. Cook & Son, 6,
Boulevard République. | } | The Banque du Com- |
| <i>Amsterdam</i> , De Vries & Co. | | merce. |
| <i>Ancona</i> , L. Claasen & Co. | } | <i>Cannes</i> Thos. Cook & Son,
71, Rued'Antibes. |
| <i>Antwerp</i> { John P. Best & Co.,
and at Ghent, Flush-
ing and Terneuzen. | | <i>Catania</i> , G. Galatioto-Wagner. |
| For Passage, W. Raydt & Co. | } | <i>Christiania</i> , F. Lie. |
| <i>Arnhem</i> . Junius and Co. | | <i>Christiansand</i> , T. C. Hansen. |
| <i>Basle</i> , Conrad Schneebeli. | } | W. Pagenstecher. |
| { N. Lovold. | | <i>Cologne</i> Thos. Cook & Son,
2, Domkloster. |
| <i>Bergen</i> { Thos. Cook & Son.
Torvet. | } | International Sleep-
ing Car Company,
8, Domhof. |
| <i>Berlin</i> , International Sleeping
Car Co. | | <i>Colombo</i> , Thos. Cook & Son. |
| <i>Bilbao</i> , F. De Gana & Clark. | } | <i>Copenhagen</i> { R. H. Reeh.
Chr. Schmidten. |
| <i>Bombay</i> , Thos. Cook & Son,
13, Rampart Row. | | <i>Corunna</i> , Nicholas M. Del Rio. |
| <i>Bordeaux</i> , E. Jurie. | } | <i>Dresden</i> , Ernst Strack, and
O. Kloessel. |
| <i>Boulogne</i> , Hernu Péron & Co. | | <i>Dunedin</i> (N.Z.), T. Cook & Son. |
| <i>Bremen</i> , J. H. Bachmann. | } | <i>Dunkirk</i> , Léon Herbart. |
| <i>Brest</i> , Kerros & Fils. | | C. Modigliani. |
| <i>Brindisi</i> , Thos. Cook & Son,
Strada Marina. | } | <i>Florence</i> { T. Cook & Son, 10,
Via Tournabuoni. |
| <i>Bucarest</i> , International Sleeping
Car Company. | | <i>Fiume</i> , Basevi, Flesch & Co. |
| } | } | <i>Frankfort</i> { J. Schottenfels & Co.
O M { C. H. Textor. |
| | | <i>Geneva</i> , Thos. Cook & Son, 90,
Rue du Rhone. |
| } | } | <i>Genoa and Savona</i> , Gondrand
Frères. |
| | | <i>Gibraltar</i> , Thos. Mosley & Co. |
| } | } | <i>Gothenburg</i> , J. Odell. |
| | | <i>Groningen</i> , A. Zwanenberg & Co. |
| } | } | <i>Hamburg</i> , John Suhr. |
| | | <i>Harlingen</i> , T. G. Van Slooten. |
| } | } | <i>Havre</i> , Langstaff, Ehrenberg &
Pollak. |
| | | <i>Las Palmas, Grand Canary</i> ,
Blandy Bros. & Co. |
| <i>Brussels</i> { International Sleeping
Car Co. 29, Rue
Ducale. | } | <i>Lausanne</i> , Thos. Cook & Son,
1, Rue Pepinet. |
| { Thos. Cook & Son,
41, Rue de la
Madeleine. | | <i>La Rochelle</i> , Michel & Fils. |
| } | } | <i>Leghorn</i> , W. Miller, Robley & Co. |
| | | <i>Lisbon</i> , Knowles, Rawes & Co. |
| <i>Buda Pesth</i> { International Sleep-
ing Car Co., Kere-
pesi ut No. 78. | } | |
| { Thos. Cook & Son,
3, Dorotheengasse | | |
| <i>Cadiz</i> , Daniel McPherson. | | |
| <i>Calais</i> , A. Lenglet & Co., 18 to
20, Rue de la Douane. | | |
| <i>Calcutta</i> , T. Cook & Son, 11,
Old Court House Street. | | |

CONTINENTAL, &c., (continued).

- | | | | |
|---|---|---------------------|---|
| <i>Lucerne</i> , Thos. Cook & Son,
Hotel du Cygne. | | | |
| <i>Lyons</i> , J. Chirat & Cie. | | | |
| <i>Madrid</i> , Thos. Cook & Son, 1,
Carrera de S. Geronimo. | | } <i>Paris</i> , { | G. Dunlop & Co., 38,
Avenue de l'Opera, &
26, Rue d'Hauteville. |
| | | | Thos. Cook & Son, 1,
Place de l'Opera &
Grand Hotel. |
| <i>Malta</i> , { | O. F. Gollcher & Sons. | | |
| | Thos. Cook & Son, 308
Strada Reale, Valetta. | | <i>Prague</i> , Schick & Rosenbaum. |
| <i>Mannheim</i> , Conrad Herold. | | | <i>Rangoon</i> , T. Cook & Son. |
| | A. Fabre & Fils. | | <i>Rome</i> , Thos. Cook & Son, 1b,
Piazza, di Spagna. |
| <i>Marseilles</i> , { | Thos. Cook & Son,
43, Rue Noailles. | | <i>Rotterdam</i> , Kuyper, Van Dam
and Smeer. |
| <i>Melbourne</i> , T. Cook & Son. | | | <i>St. Malo</i> , J. C. Amy. |
| <i>Mentone</i> , Thos. Cook & Son, 10,
Avenue Victor Emmanuel. | | | <i>St. Gall (Switzerland)</i> , Nieber-
gall & Goth. |
| <i>Messina</i> , V. Greco Deodato. | | | <i>Stavanger</i> , A. L. Svensden. |
| <i>Matha and Saintes (France)</i> ,
G. Guiberteau. | | | <i>Sydney</i> , T. Cook & Son. |
| | J. Mangili. | | <i>Stuttgart</i> , Schmidt & Dihlmann. |
| <i>Milan</i> , { | Thos. Cook & Son, 45,
Piazza del Duomo. | | <i>Teneriffe</i> , Hamilton & Co. |
| <i>Munich</i> , International Sleeping
Car Co. | | | <i>Texel</i> , Koning & Co. |
| <i>Nantes</i> , Ch. & Fd. Brunelière
Frères. | | | <i>Tonnay - Charente</i> , Renault,
Delage & Co. |
| | Holme & Co. | | <i>Trieste</i> , Giuseppe Basevi. |
| <i>Naples</i> , { | Thos. Cook & Son,
Piazza dei Martiri. | } <i>Venice</i> { | C. A. Berg. |
| | | | S. & A. Blumenthal.
Fratelli Pardo Di
Giuseppe. |
| <i>Nice</i> , Thos. Cook & Sons, 16,
Quay Massena. | | | T. Cook & Son, 140,
Piazza San Marco. |
| | Henderson Bros.,
7, Bowling Green,
Barber & Co.,
35, Broadway. | | Thos. Cook & Son,
2, Stephansplatz. |
| <i>New York</i> { | | } <i>Vienna</i> , { | International Sleep-
ing Car Co. |
| | | | <i>Vigo</i> , Barçena-y-Franco. |
| <i>Ostend</i> , A. & J. Van Iseghem. | | | <i>Wellington (N.Z.)</i> , T. Cook &
Son. |
| <i>Oporto</i> , A. J. Shore & Co. | | | |

CONTENTS.

	PAGE		PAGE
Map of South Africa	To face	SCHOOLS AND CHURCHES IN	
Preface to 1st Edition	III	CAPE COLONY.....	64
" 6th " 	IV	Public Libraries, Museums, Hospit-	
Tide Constants	2	tals, Societies, Sport, Defence, &c.	67
The Meridian	2	Money and Banks	68
Notes on the Months	2	Mails and Postage	68
Farm and Gardening Operations:—		Telegraphs and Railways ..	68
Western Province.....	3	BRITISH BECHUANALAND:—	
Eastern " 	12	Description	69
Colonial Weights and Measures	22	Climate and Population.....	69
Imperial " 	23	Roads	69
Ready Reckoner	25	Post and Telegraph	70
		Clergy	70
SOUTH AFRICA:—		Currency and Police	70
General Description.....	27	Soil and Products.....	70
CAPE COLONY.....	28	Gold, &c.	71
Field for Emigration	29	Revenue	71
Classes of Emigrants Wanted	30	Education, &c.	71
Hints to Workmen	30	Labour and Wages	71
Agricultural Emigrant	32	Cost of Living.....	72
Where to Apply	33	NATAL:—	
Baggage Allowance	33	Description	72
Bedding, &c.	34	Growth and Population	73
The Voyage.....	34	Land Arrangements	73
Cape Town	34	Climate	74
The Western Districts	35	Products of the Soil	74
The Eastern Districts	39	Sugar and Rum	75
The Frontier Districts	44	Cereals and Root Crops	75
Wages	46	Dairying	75
Rent and Clothing	47	Sheep Farming	76
Disposal of Crown Lands	47	Railways	76
Government	50	Chief Towns	76
The Transkeian Districts	51	Education and Religion	77
Agricultural Industries	52	Cost of Living and Wages.....	77
Homesteads in Western Districts	52	Disposal of Land	78
" in the Karoo	53	THE TRANSVAAL:—	
" in Midland Districts	53	Description.....	80
" in Eastern and Border Districts	54	Historical Notes	80
Sheep and Wool	54	Physical Character of Territory ..	81
Goats.....	55	Natural Pasturage	82
Horse Breeding	56	Farming Pursuits	83
Horned Cattle	56	Mineral Wealth	84
Transport Bidding	56	THE GOLD FIELDS	84
Dairying	57	Coal Measures	101
Pork and Bacon	57	Iron, Lead and Tin	102
Grain Crops	57	Climate	103
Potatoes, &c.	59	Markets	104
Tobacco	59	Emigration	107
Cotton, Coffee and Tea	59	Wages	107
Olives, Linseed, Chicory.....	60	Routes	107
Fruit Growing	60	Prospects for Artizans	108
Ostrich Farming	60	THE ORANGE FREE STATE:—	
Wagon Making, &c.	61	Description.....	108
Woods	62	Divisions	109
Minerals	63	Climate and Resources	110
		THE SOUTH AFRICAN CLIMATE ..	110
GRIQUALAND WEST: THE DIAMOND FIELDS—		THE BRITISH SOUTH AFRICAN	
Description	63	COMPANY'S TERRITORIES	113
Climate.....	64	APPENDIX:—	
Chances on the Fields.....	64	Cape Agricultural Lands Act	117
		Cape Customs Tariff	121
		Natal Customs Tariff	125
		Cape Railways	129
		Natal Railways	131
		Routes to the Gold Fields.....	132
		Tables of Distances.....	133

TIDE CONSTANTS.

The time of high water at the undermentioned ports and places may be approximately found by adding to, or subtracting from, the time of high water in Table Bay the quantities annexed ; -

	h. m.	|	h. m.	
Delagoa Bay.....	add 0.57		St. Lucia Bay.....add 0.55	
Port Natal	" 0.48		St. John's River....." 0.43	
Mazeppa Bay	" 0.34		East London....." 0.36	
Kowie	" 0.33		Algoa Bay....." 0.29	
Knyana	" 0.18		Mossel Bay	" 0.15
Simon's Bay.....	" 0. 0		Saldanha Bay	subt. 0. 2

THE MERIDIAN.

At 12 o'clock noon, in Cape Town, the clock stands as follows in the under-mentioned places : -

	h. m.	|	h. m.	
Mossel Bay	0.15 p.m.		Beaufort West	0.17 p.m.
Graaff-Reinet	0.26 "		Port Elizabeth	0.29 "
Graham's Town	0.32 "		King William's Town.....	0.36 "
Bloemfontein	0.29 "		Kimberley	0.30 "
Pretoria	0.41 "		Maritzburg	0.48 "
Delagoa Bay	0.57 "		Port Louis	2.36 "
Alexandria.....	0.46 "		Bombay	3.37 "
Calcutta	4.40 "		Canton	6.19 "
Sydney.....	8.51 "		San Francisco	2.36 a.m.
New York	5 50 a.m.		London	10.46 "

NOTES ON THE MONTHS.

(Chiefly applicable to Cape Town and its vicinity.)

January in the Cape summer corresponds with July in Europe, and is usually the hottest part of the year. South-easterly winds are the most prevalent, and occasionally blow with much force and continuance.

February in the Colony corresponds with August in Europe, and is, therefore, the third summer month. South-east winds are frequent, but a slight rain-fall may be expected.

March commences the Cape Autumn, and corresponds with September in Europe. During this month smart showers of rain usually occur, and the heat gradually moderates towards the end, although extreme heat is not unusual for a few days.

April in the Cape Autumn corresponds with October in Europe, and is one of the pleasantest months of the year. The south-east winds now begin to moderate. North-westerly winds become more frequent, and the rain-fall increases.

May is the concluding month of the Cape Autumn, and corresponds with November in Europe. The temperature during this month is

moderate. Northerly winds are the most prevalent, and frequently cause heavy swells to set into Table Bay. In most districts the rain-fall now shows a considerable increase.

June ushers in the South African Winter as does December the European. Usually this is the wettest month in the year, but as the rain is seldom continuous, a fair proportion of the month is generally fine. The south-east wind is seldom felt, the prevailing winds being from the north and north-west.

July in the Colony is the corresponding month to January in Europe. Usually the lowest temperature is known this month. The wind is mostly from the north and north-west, but occasionally veers round to north-east, when a heavy sea rolls into Table Bay.

August, although the last month of the Cape Winter, and therefore equivalent to February in Europe, is sometimes the coldest and most stormy of the season. As a rule, however, the temperature is higher than the two preceding months, and the rain-fall shows a reduction. The prevailing wind is north-westerly.

September commences the Spring season, and as such compares with the European month of March; although perhaps, the actual state of the weather more resembles the European April,—fine warm weather, with frequent showers of rain, being the most probable to be experienced. The wind is usually from the west-south-west or north-west, and is very variable.

October in the Colony is the middle Spring month, as is April in Europe. In this month rain falls now and then. The winds are rather variable, and generally from the north-west, but in some years the south-east winds do much injury to tender crops.

November, as the precursor of the South African summer, compares with May in Europe. The south-east wind now begins to prevail, and here falls but little rain. Locusts and grasshoppers do much damage to the crops, particularly in the Midland and Eastern Districts.

December commences the Cape Summer proper, as does June the European. This and the following month are usually the driest and hottest months of the year. The south-east wind blows at intervals during the month with much strength.

FARM AND GARDENING OPERATIONS.

WESTERN PROVINCES

[These directions can at best be but general, a good deal depending upon the nature of the season and other circumstances.]

JANUARY.

KITCHEN GARDEN,—Plant out cauliflower and cabbage in well-manured and moist soil. Succession crops of red beet, cauliflower, cabbage, kholkohl, turnips, radishes, leeks, &c., may be sown during

the month. European seed should be invariably used at this season. Celery should also be sown in a moist situation. Succession crops of French beans should now be sown; also cucumbers for a late crop, and gherkins, as the early crops of cucumbers die off. The ground should be well dug and planted with cauliflowers, cabbage, red beet, or Celery as required. Mealies and cucumbers should be freely supplied with water, also pumpkins and vegetable marrow. Sweet melons as they come to maturity should not be watered, as too much moisture injures the flavour.

NURSERY AND ORCHARD.--All newly-planted trees and those grafted in the spring should be freely supplied with water in dry weather and carefully staked, to prevent their being broken by the wind. Peaches, nectarines, apricots, and other stone fruit trees may now be budded; the stocks should be previously watered, to cause the bark to rise freely; cool or cloudy weather should be chosen for the operation. Apples and pears should be gathered as they ripen, and stored in a cool airy place for future use.

VINEYARD.--Vineyards should be watched to prevent damage by birds, &c. The vine must also be deprived of water, which is liable to impair the flavour of the fruit if given while the grapes are ripening.

FARM.--The fields should be burnt this month, choosing times when rain may be expected. All the grain sown and harvested is sticked and thrashing commenced. The rams should be put to the ewes this month for the lambs to drop in the months of May, June, and July, when there will be grass, and the ewes able to keep up their milk.

FRUITS IN SEASON.--Figs, Plums, apricots, almonds, peaches, strawberries, mulberries, grapes, pears, apples, oranges, lemons and cucumbers.

FEBRUARY.

KITCHEN GARDEN.--Succession crops of cauliflower, cabbage, kholkhol, red beet, celery, turnips, spinach, &c., should be sown in moist situations, and those sown last month planted out when of a sufficient size, and freely supplied with water in dry weather. The early crops of cauliflower, cabbage, &c., should be frequently hoed, to destroy weeds and loosen the soil; carrots and parsnips may be sown in well trenched ground; peas and beans may be sown during the month; leeks and onions may be sown towards the end of the month. The late crops of cucumbers must be freely supplied with water; pumpkins, vegetable marrow, squash, &c., also require a copious supply. As the melons ripen water should be withheld from them, as too much moisture injures the flavour of the fruit.

NURSERY AND ORCHARD.--Fruit trees may still be budded, especially peaches, nectarines, apricots, cherries, and other stone fruits. Paradise stocks may also be layered for future budding or grafting. The trees grafted in the spring should be carefully attended to; all ligatures should be removed, and stakes supplied where necessary. Oranges, lemons, naartjes, and other fruit trees should be freely supplied with water in dry situations.

VINEYARD.—Requires the same precaution to be taken as mentioned last month. Especial care should be taken to prevent the depredations of birds.

FARM.—The fields may be burned, but it is late. Horses and cattle should not be grazed on lately burnt lands till the herbage has acquired some strength. The growing crops of tobacco, and also the crops of leaves undergoing drying or fermentation now call for constant care. The male blossoms of maize which have performed their functions should be cut, and dried and stacked.

FRUITS IN SEASON.—To the notice of last month it is only necessary to add that some better descriptions of apples, peaches and nectarines now appear. Grapes and melons are also improved in flavour. This and the next month are the best for drying all sorts of fruits, raisins, &c.

MARCH.

KITCHEN GARDEN.—Potatoes should be planted in moist situations, and towards the end of the month full crops may be put in for the autumn. Cauliflower, cabbage, khol-kohl, beet, &c., should be planted, and those planted last month freely supplied with water, and the ground loosened occasionally, to destroy weeds and insects. Bishop's, dwarf, and other early peas may now be sown; also broad and French beans, cauliflower, cabbage, khol-kohl, red beet, Brussels sprouts, savoys, parsley, radishes, onions, leeks, parsnips, carrots, lettuce, celery, &c., may be sown during the month. Mangel-wurzel should be sown during this month and the month of April, according to soil and situation.

NURSERY AND ORCHARD.—Newly-budded trees should be examined and the ligatures loosened where necessary. All suckers and insects should be removed as they appear. Couch grass and other weeds should be eradicated. Apples, pears, &c., should be gathered as they ripen, and stored for future use. Hedges should be trimmed, and the drains kept clear, especially in moist situations. Oranges, naartjes, &c., should be freely supplied with water in dry weather.

VINEYARD.—Now is the season for gathering grapes and making wine. March and April are the best months to destroy the couch grass, &c.

FARM.—The farmer is now busy keeping his corn clean. If there is any land to be broken up, choose a fine hot day. To have early green barley for forage, it should be sown during this month on well-manured soil.

FOREST.—This and next month is the most proper time for planting and sowing tree seeds.

FRUITS IN SEASON.—Almonds, peaches, nectarines, pomegranates, mulberries, grapes, apples and pears, oranges lemons, figs, melons and water melons.

APRIL.

KITCHEN GARDEN.—Succession crops of cauliflowers, cabbage, khol-khol, red beet, savoy, borecole, &c., may still be sown as required.

Full crops of carrots and parsnips should also be sown in well manured soil. Onions and leeks should be sown, and freely supplied with water in dry weather. Those will be fit for planting out in May or June. Celery may still be sown, and that previously sown planted out in trenches for blanching; a moist situation should be selected for this much-neglected esculent. Full crops of potatoes should be planted as soon as possible. Peas of various kinds, and broad beans, should be sown without delay. Early Dutch and stone turnips should also be sown; also radish, spinach, mustard and cress, lettuce, and various kinds of pot-herbs, according to demand.

NURSERY AND ORCHARD.—The fruit trees budded in January should be carefully attended to, and the ligatures loosened where necessary. Water should also be freely applied to the roots, especially in dry weather, to cause the sap to flow freely. All suckers should be removed as they appear. The fruit-bearing trees should be kept free from insects, especially the mealy bug or American blight, which spreads rapidly at this season if not eradicated. The edges should be kept trimmed and the drains kept clear previous to the rainy season.

FARM.—During this month ditches and ponds must be opened and cleaned out. The corn must be thrashed, or it must be kept over. The land must be manured, and, if possible, ploughed. It is now the proper time to sow the Maltese clover. This plant, with a little manure, will thrive on the most sandy soils.

FRUITS IN SEASON.—Apples, pears, quinces, pomegranates, medlars, lemons, limes, grapes, &c.

MAY.

KITCHEN GARDEN.—Succession crops of cauliflower, cabbage, kohl-kohl, Brussels sprouts, lettuce, red beet, leeks and onions, may now be planted, and seed of various kinds, as lettuce, cauliflower, cabbage, kohl-kohl, red beet, celery, leeks, onions, &c., may be sown as required. European seed only should be sown in this season. Plant out succession crops of cauliflower, cabbage, kohl-kohl, red beet, &c. Early cucumbers may be sown in glass frames; raddishes, carrots, meldec, chervil, parsley and pot-herbs generally may also be sown. Potatoes may still be sown in dry and sheltered situations. Full crops of broad beans should now be sown. Early peas should be sown to succeed those sown last month. The marrow peas are generally better adapted for spring and summer cultivation. Celery may still be planted, and that planted last month carefully earthed up in dry weather. All the growing crops should be kept free from weeds, and earthed up as required.

NURSERY AND ORCHARD.—Oranges, naartjes, lemons, guavas, loquats, and other evergreen fruit trees, may now be planted; the ground should be trenched two feet deep, in preparing ground for fruit trees generally, such as apples, pears, peaches. The hole should be at least six feet in diameter, but the trees should not be planted too deep in the soil—a practice which is often adopted to prevent their being disturbed by the wind. Deep planting generally engenders disease, especially in wet or moist soils. The same remarks apply to planting stocks of various kinds for future budding or grafting.

FARM.—The land must be ploughed and sown this month where practicable, even should there be no rain. This is the calving and yearning season; the ewes in lamb should be kept separate from the rest of the flock, if possible, and the general flock from standing too long on the wet lands, in order to avoid the *foot-sore*. The sheep-farmer would do well to examine his flock daily, and to remove every unhealthy sheep affected with the *brand tiekte*, to cure which he can have recourse to the usual remedies. If neglected, the disease will entail considerable loss.

FRUITS IN SEASON.—Apples, pears, quinces, medlars, pomegranates, jambos or rose apple, loquat, lemons, limes and grapes.

JUNE.

KITCHEN GARDEN.—Succession crops of cabbage, cauliflower, khol-kohl, carrot, lettuce, raddish, red beet, turnip, spinach, &c., may still be sown. European seed only should be sown at this season. Peas and broad beans may also be sown in succession; celery in trenches should be earthed up in dry weather as it advances in growth; early cucumbers in frames require particular attention at this season; Asparagus and sea-kale may also be sown in richly-prepared soil. Rhubarb may be sown in boxes for transplanting out in August. Potatoes planted in April should be kept free from weeds, and earthed up as they advance in growth; onions and leeks may be planted during the month; parsnips, mangel-wurzel, &c., may still be sown. Raspberries and strawberries should now be planted; also gooseberries and currants. Tomatoes and bringals may be sown towards the end of the month, and dwarf French beans in elevated and dry situations. Cuttings of sage, mint, marjoram, thyme, basil, and other sweet herbs, may now be put in.

NURSERY AND ORCHARD.—All kinds of fruit trees may be planted during the month. The ground should be well trenched and manured where necessary, and in moist situations attention should be particularly given to the drainage, as stagnant water is very inimical to newly-planted trees. Oranges, naartjes, guavas, loquats, and other evergreen trees should be lifted with a ball of earth attached to their roots where practicable, as it accelerates their growth and ensures success in a far greater degree than when the soil is shaken from the roots. All kinds of stone fruits, such as peaches, plums, nectarines, almonds, &c., should be sown. Rose apple, guavas, chestnuts, medlars, walnuts, hazelnuts, filberts, &c., may be sown during the month. Apple and pear stocks should now be planted for future grafting, also plum stocks for budding, peaches nectarines, &c.

VINEYARD.—Vines should now be cleared from superfluous shoots, and manure applied where requisite. The general pruning should be deferred till next month. The drains in the vineyard and orchard should be kept clear, to allow the superabundant water to escape freely.

FARM.—The calving and yearning season continues. Attention must be paid to the live fences, particularly where gaps require filling up by the planting of native and other trees. Principal crop of tobacco must be sown during this or the next month.

FRUITS IN SEASON.—Apples, pears, medlars, jambos, loquat, lemons, shaddocks and citrons,

JULY.

KITCHEN GARDEN.—Plant out succession crops of cabbage, beet, khol-kohl, lettuce, &c. Turnips, spinach, lettuce, celery, cabbage, &c., may be sown as required; also radishes and small salading. Full crops of peas and broad beans should be sown during the month. Early pumpkins, vegetable marrow, mealies and cucumbers may be sown in warm, sheltered situations. Potatoes may also be planted, and towards the end of the month. French beans may be sown in dry soils, in low, wet situations. August or September are preferable. Plant out succession crops of celery, and earth up that previously planted. Full crops of carrots and parsnips may also be sown. The hoe should be constantly used amongst the growing crops to loosen the soil and destroy weeds. Onions may now be planted when sufficiently advanced in growth.

NURSERY AND ORCHARD.—All kinds of fruit trees may now be planted and manured where necessary. Stocks for future grafting or budding should be planted without delay. Apple and pear pips should now be sown; also peach and apricot stones, almonds, walnuts, &c. Cuttings of mulberry should be put in this month. Apples and pears should now be pruned where necessary, but peaches, nectarines, &c., should not be pruned till the end of the month or the beginning of August. Cuttings of quinces and apples may be now put in for stocks for future grafting. All drains should be particularly attended to, to allow the surface water to escape freely. Grafts should be cut and laid in for grafting next month.

VINEYARD.—Vineyards should be pruned and manured during the month. When new vineyards are to be planted, the ground should be well trenched and manured. The cuttings should be prepared and laid in the ground till the middle or end of August.

FARM.—To have late barley, the ground must now be prepared. The early part of the month is also a favourable time for preparing good ground by cross and deep ploughing for mangel-wurzel, carrots, maize, pumpkins and potatoes. Full crops of peas and beans should be sown now. The ground for a full or principal crop of tobacco must also obtain particular attention.

FRUITS IN SEASON.—Oranges, lemons, calabash pears, loquat, and jambos. From this period to the month of November, the orange and its congeners may be considered as the only fresh fruits in the markets.

AUGUST.

KITCHEN GARDEN.—This is an important month in this department. Full crops of potatoes should now be planted, especially in dry or upland soils; moist or vile land should be planted later. Plant out succession crops of cabbage, khol-kohl, red beet, lettuce, onions, leeks, celery, &c. Cape cabbage may now be sown, and all varieties of Cape vegetable seeds without fear of running to seed. Full crops of carrots, turnips, parsnips, scorzonera, spinach, &c., should now be sown. Tomatoes, pumpkins

mealies, cucumbers, melons, water melons, squash, vegetable marrow, egg-plant, &c., may now be sown to advantage. Succession crops of peas, broad beans, and French beans may now be sown. Seakale asparagus may also be sown; the ground should be well trenched and manured; the old asparagus should be carefully forked over and raked smoothly, and old seakale beds covered for blanching. Onion seed may now be sown thickly in beds, to produce bulbs for pickling, without being transplanted.

NURSERY AND ORCHARD.—Planting of fruit trees should be completed without delay, especially apples, pears, plums, peaches, and other deciduous trees. Loquats, oranges, guavas, and other evergreen trees may be planted during the month or beginning of September, care being taken to lift them with good balls of earth attached to the roots. Apples, pears, apricots, plums, and various other fruits may now be grafted. The pruning of various kinds should now be completed, if not already done. All suckers should be carefully removed, and stocks for future budding or grafting should be planted in well-prepared ground. Cuttings of mulberries and figs may now be planted; also quinces, as stocks for pears or medlars. Guava and orange seed should now be sown; also almonds and other stone fruits, if not already done.

VINEYARD.—The pruning of vines should be completed, and the vineyards. Particular attention should be paid to the drains at this season to keep them clear, and the hedges trimmed, to admit the sun and a free circulation of air.

FARM.—This is the season to set brooding hens, ducks and geese. Sow a full crop of mangel-wurzel. Succession crops of maize may be sown, at the convenience of the grower, for this period until the latter end of November. This is also a proper time for sowing lucerne.

SEPTEMBER.

KITCHEN GARDEN.—Continue to plant out succession crops of cabbage, khol-khol, red beet, lettuce, onions, &c., seeds of which may also now be sown for future planting. Potatoes may still be advantageously planted in even dry soils, but where the ground is wet and cold, they should not be planted till the end of October or November. Succession crops of peas, French beans, pumpkins, cucumbers, melons, water-melons, vegetable marrow, squash, &c., may also be sown during the month. Celery and parsley may now be sown to advantage, the former for trenching out in January or February, as it is of slow growth when young. Tomatoes, capsicums, egg-plant, and bringal may now be sown. Asparagus and seakale may be sown, the ground for which should be trenched two feet deep and well manured. Asparagus should be sown in drills one foot apart, and the plants thinned out to the same distance. Seakale should be sown in patches two feet apart, and about three or four plants left in a patch. Seakale may be successfully blanched without either pots or boxes, by covering the crowns of the plants with leaves or other light litter from a foot to eighteen inches high. All the growing crops should be kept free from weeds and earthed up where necessary.

NURSERY AND ORCHARD.—Apples and pears may still be grafted,

but should be completed without delay, and those grafted last month attended to, to prevent the clay from being washed off by heavy rain. All suckers from the roots should be removed as they appear. Newly-planted trees should be freely watered in dry weather. Almonds and other stone fruit previously sown should be kept free from weeds.

VINEYARD.—All superfluous shoots should be rubbed off, and the shoots topped two joints above the fruit. Continual attention is necessary in destroying all kinds of insects, and the hoe should be constantly used to loosen the soil and destroy weeds.

FARM.—Peas and beans may be sown in the field, and on dry grounds require water while coming to perfection. The principal field crop of kidney beans may be sown this month. Destroy the weeds from among the maize, pumpkin, &c.

OCTOBER.

KITCHEN GARDEN.—Succession crops of cucumbers, melons, vegetable marrow, pumpkins, mealies, &c., may now be sown, also French beans and peas for a late crop in moist soil. Potatoes should be well earthed up as they advance in growth. Red beet, Cape cabbage, khol-khol and cauliflower may be sown during the month, and those previously sown planted out as they require it. Melons, cucumbers, &c., should be pegged down to prevent their being broken by the wind. All the growing crops should be kept free from weeds and supplied with water when necessary.

NURSERY AND ORCHARD.—All newly-planted trees should be freely supplied with water in dry weather, especially in dry situations. They should also be secured to stakes, to prevent any friction from the action of the wind. Newly-grafted trees should be carefully attended to and the ligatures loosened as they require it, and the grafts securely tied as they advance in growth. All suckers and superfluous shoots should be eradicated as they appear, and the larvæ and eggs of insects constantly destroyed.

VINEYARD.—Keep the ground free from weeds and shoots of the vines topped. Those producing clusters must be cut off at the third joint beyond the truss. The vines on trellis-work must be trained in the direction required, and tied to secure them from the wind. This work should be done in dry, warm weather.

FARM.—Now commences the most busy time for the farmer. Barley and oats must be harvested, and the general instructions of last month attended to in this if required. This is one of the best months for washing and shearing sheep. Some now put the rams to the ewes, and wean the lambs from the ewes which have lambed in March, April, May and June.

FRUITS IN SEASON.—Oranges, lemons, limes and lequats.

NOVEMBER.

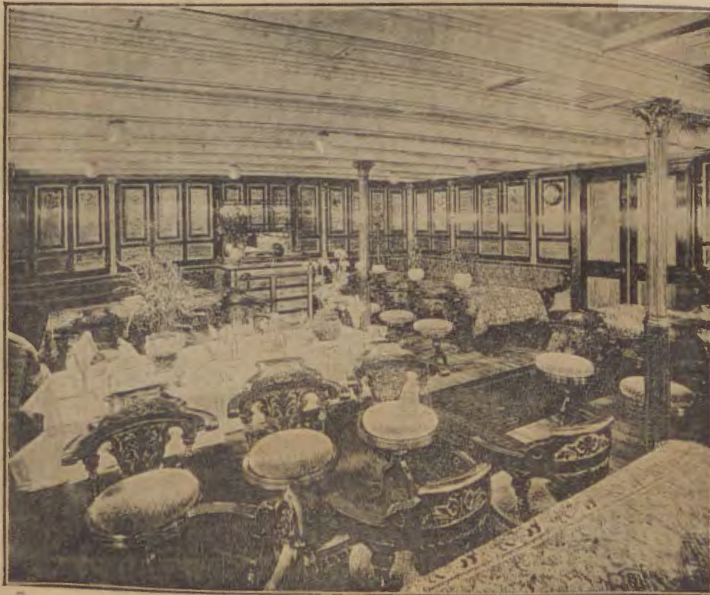
KITCHEN GARDEN.—Cauliflower for an early crop may be sown during the month; also cabbage, cellery, red beet, khol-khol, &c. Continue to plant out cabbage, celery, red beet, &c., as required, This is the best



New Twin Screw Steamers "Gaul," "Goth" and "Greek."
4,750 tons. 2,700 H.P.



University of Fort Hare
Together in Excellence



2nd Saloon "Gaul," "Goth" and "Greek."



3rd Saloon "Gaul," "Goth" and "Greek."

month for planting potatoes in moist soils of vley ground. Succession crops of French beans, mealies, pumpkins, cucumbers and melons may still be sown. Those previously sown should be protected from the strong south-east winds, and freely supplied with water. To produce small cucumbers for pickling the seeds should be sown in the months of October, November and December, giving them water in the evening, and, where it can be done, allowing the water to soak freely through the beds all night. The best variety of cucumbers for "gherkins" are the short and prickly sort, of a dark green colour. They require less attention in leading, &c., than the longer varieties. When seeds are being saved, particular attention should be paid, so as not to have more than one variety of a species, to prevent inoculation, especially cabbage, khol-khol, cauliflower, &c. All growing crops should be kept free from weed, and freely supplied with water in dry weather.

NURSERY AND ORCHARD.—Newly-grafted trees should be secured to stakes, to prevent their being broken by the wind as they advance in growth, and those recently planted should be freely supplied with water in dry weather. Stocks for budding should have their growth encouraged by frequent watering. Budding may be commenced this month as soon as the buds are properly matured. Cloudy or damp weather is best for the operation. All suckers should be constantly removed as they appear. Weeds of all kinds should be eradicated, and the hedges neatly trimmed.

VINEYARD.—In the vineyard the vines should be constantly topped and superfluous shoots rubbed off. Vine-trellises also require attention as to topping and tying. Where there is a supply of water at command, it should be led to the vines in dry weather; but the moment the grapes have arrived at their full growth, the supply must be cut off.

FARM.—The harvest work employs the attention of the farmer principally at this season. He must however, attend to the burning of the fields.

FRUITS IN SEASON.—Early figs, strawberries, loquats, guavas, limes, lemons, oranges, green almonds, &c.

DECEMBER.

KITCHEN GARDEN.—Plant out cauliflower and cabbage for an early crop. Early stone turnips may now be sown; also different sorts of cabbage, khol-khol, cauliflower, spinach, &c. Cucumbers, melons, pumpkins, vegetable marrow, French beans, &c., should be freely supplied with water. The ground where peas, beans &c., have been grown, should be trenched and manured for future crops. Strawberry plants must be cleared of the runners where they are not wanted for future plantations. A constant and plentiful supply of water is not requisite, but beneficial to this fruit during the dry season.

NURSERY AND ORCHARD.—The directions of last month are also applicable to this. Where practicable, water should be led to the roots of the trees, and all insects and suckers eradicated. Budding of the various kinds of fruit trees may now be performed, and care taken against the depredation of birds. Newly-grafted trees should be

secured to stakes, to prevent their being broken by the wind. Fig trees, especially, should be freely supplied with water.

VINEYARD.—In this department the instructions for the preceding two months are applicable, but especial care must be taken to top the vines as they require it.

FARM.—Wheat is harvested during this month; rye ripens about the beginning. Where grain (especially wheat) is stored in lofts, those places should be carefully examined and cleaned out previous to the commencement of harvest. A neglect of this necessary work will frequently cause loss to the farmer from vermin, such as weevils remaining in the lofts, which, after destroying the grain, lodge themselves in the timber of the buildings. The fields must be burned this month.

EASTERN PROVINCE.



A moderate quantity of rain may be expected to fall this month especially if the south or south-east winds prevail.

THE FARM.—The summer crops are generally reaped now, and the winter crops of oats and barley may be sown to advantage, previous to which the ground should be thoroughly ploughed and opened.

ORCHARD.—This is a sort of second spring, in which the trees make a fresh start; therefore, the early part of the month is the best time for budding trees. See that all ligatures are removed from orange and other trees grafted in September; tie them to stakes, so as to prevent them from being broken off by very strong winds. Keep grafted trees from weeds and well supplied with water, to promote strong growth. Keep the vineyard free from weeds; top the vines and clip the hedges, to allow a free circulation of air; use sulphur as a preventive against disease.

KITCHEN GARDEN. Plant out cabbages, celery, and cabbage. Sow peas, French beans, the cabbages and celery. It is a good plan in the hot weather to lay a few leafy boughs over seedbeds, to protect them from the full power of the sun; but as soon as the young plants appear, gradually inure them to the weather. Cucumbers and vegetable marrows may still be sown. Keep up successional sowing of lettuce, radish, and other salading, as required. Apply water, whenever necessary and practicable, to growing vegetables. In the upper districts, this is a good time to plant the winter crop of potatoes. The only sort that will ripen in time for the second crop are the Early Rose and the Stormberg Whites, and they are very apt to come up in time to ripen before the winter frost sets in, but they can be made to shoot sooner by putting them in hot dung for some days before planting.

FEBRUARY.

This is a very hot month, varied with cool easterly breezes. Thunderstorms are more or less frequent, but the weather on the whole is drier.

THE FARM.—The winter crops will require frequent watering. Nothing can be sown now to advantage except barley, for use as green forage during the winter, the ground for which must be opened, and the directions followed as advised under this head last month.

ORCHARD.—Young trees, budded in December and January, will require attention. Trees may still be budded this month, though probably the buds may lie dormant till spring, but they will then start and grow very rapidly, and may produce fruit the following year. Peach, apricot, and plum stones may be planted, though a better time is at the commencement of the winter. In dry weather water should be given to loquat, guava and orange trees, but withheld from other trees ripening their fruit.

KITCHEN GARDEN.—Cabbages, cauliflowers and celery, may now be planted out, and successive crops of cauliflowers, cabbages, peas, savoy, celery, beet root, dwarf kidney beans, broad beans, turnips, carrots and parsnips may be sown. Water should be withheld from melons now ripening, as too much moisture injures the flavour of the fruit. When cucumbers have done bearing, the ground should be prepared for future crops. The best mode of sowing a large quantity of any kind of vegetables is in rows, whenever practicable, as they are the easier to weed, water and thin.

MARCH.

The weather is generally very pleasant this month—rather dry, with occasional hot days. Thunderstorms are but rare.

THE FARM.—Very little can be done on the farm, as it is too early for the grain crops; for though they would grow if sown now, they would come into ear too early to be liable to be destroyed by the frost. Barley, for green forage, may be sown.

ORCHARD.—Rub off all suckers from newly budded trees, and encourage the growth as much as possible by giving copious supplies of water in dry weather. American blight is apt to appear on apple trees, and increase at this time of the year. When the parasitic vermin appears (*Eriozoma lanigera*), well known as live tenacious masses of white cottony insects, scrape them off with a piece of stick or iron hoop; the latter portions then scrub with a brush soaked in warm brine and strong tobacco water; urine, two or three months old may be used with decided success. It is a singular fact that whenever a graft is made from an infected tree upon a pear or quince stock, the blight rarely attacks the new tree.

KITCHEN GARDEN.—Plant out successional crops of cabbage and cauliflower, choosing a dull cloudy day, and in the afternoon, or better still, after a shower of rain; sow cabbage, cauliflower, onions, leeks, beet-root, carrots, parsnips, parsley, peas, broad beans, and turnips. Imported or European seeds are preferred to Cape for sowing after March, especially the Brassica family, that is, the different varieties of turnips, brocoli, and other khol-khol.

APRIL.

This is generally a dry, mild month; and if there is rain it is but in slight showers.

THE FARM.—This is considered the best time for sowing the “baardt,” or colonial wheat; if sown later it is liable to rust. Also, oats and barley for an early crop, which will then ripen in October. It is a great advantage to irrigate the land before ploughing, whenever practicable. By being thoroughly wet, it brings the seeds well up, which will then grow for some time without additional moisture. It is especially necessary that the soil should be sufficiently moist for oats, as otherwise they come up very badly. Care should be taken to follow the directions for January and February, as to the necessity for keeping the ground well open.

ORCHARD.—Standard and trellis vines should be gone over with a knife, when the fruit is cut, and all the weak and surplus stems cut close to the old stock, with the exception of those that are intended to be left as bearers next season, which should be the finest and best placed shoots. When new plantations are intended to be made, the ground should be prepared by trenching two and a half or three feet deep; the supply of manure should be regulated according to the quality of the ground.

KITCHEN GARDEN.—Celery sown in January will now be ready to plant out. To get good blanched celery, plant out in trenches one foot wide, eighteen inches deep, and four or five feet apart, laying the mould from the trench equally on both sides. Celery is a gross feeder: lay six inches of good rotten manure in the bottom of the trench, digging it in and mixing with the soil; plant out a foot apart; earth upon as the plant advances, and water copiously. Plant out cauliflowers and cabbage, and sow European seed. Sow beet, turnips, carrots, peas, and broad beans, and lettuce, radish and other saladings, as required.

MAY.

Showers may be expected this month, with sleet and frost, but there is very rarely any large amount of rain.

THE FARM.—Wheat, oats, barley, peas, and lentils may be sown now whenever there is water for irrigation, or in moist situations; where there is no command of water it is better deferred.

ORCHARD.—Prepare the ground where fruit trees are intended to be planted; the sooner they are planted after the fall of the leaf the better, as they get firmly established in the soil before the growing season commences. Gather in apples and pears; let the greatest care be taken in gathering all the choice sorts; as soon as they part from the stems freely they are ready. Use them as carefully as eggs, and do not heap too many together, for the weight of the upper portion will bruise the lower, and all bruises, however slight, cause incipient decay.

KITCHEN GARDEN.—Strawberries may now be planted, especially that valuable variety called Trollope's Victoria, which is worthy of more extensive cultivation. These plants root deeply in the soil; prepare the ground by trenching to the depth of eighteen inches or two feet; they like a rich soil. Incorporate a good supply of well rotted manure with the soil. Plant in rows from eighteen inches or two feet apart, and the plants twelve to fifteen inches in the row, or in beds four feet wide, with three rows—one row down the centre, and one on each side, eighteen inches from the centre row, and plant one foot apart in the row, leaving an alley of eighteen inches between the beds. Strawberries make a good edging for borders. Sow successional crops of dwarf peas about every twenty-one days, according to the demand. Plant out cauliflowers, brocoli, cabbage, and savoy. Sow broad beans in rows two feet apart. Onions and leeks may still be sown, and carrots, parsnips, radishes, mustard cress, and all kinds of imported culinary vegetable seeds.

 JUNE.

This is generally a dry month, strong north-west winds alternating with sharp frosty nights, and pleasant sunshine by day. This is the first favourable month for preparing the ground for all ensuing crops.

THE FARM.—This is a good time for sowing grain where the ground can be irrigated, and on other land if a good rain should have fallen

ORCHARD.—All kinds of fruit trees may now be planted and the ground should be well trenched and exposed to the action of the atmosphere, and a sufficient quantity of manure mixed with the soil. Evergreen fruit trees of kinds may now be successfully removed and transplanted, such as oranges, loquats, guavas, and olives.

KITCHEN GARDEN.—Prepare ground for planting out successional crops of cabbage, brocoli, and lettuce. Plants raised from imported seed are preferable at this season. Asparagus beds should now be cleaned and top dressed; fork in a sufficient supply of well rotted manure carefully, so as not to injure their roots. Cabbages should be transplanted. Cauliflower and brocoli must be allowed to ripen their seeds without transplanting. Sow thyme, sage, marjoram, and other herbs. See that all growing crops are supplied with water, when necessary, at this season. Rhubarb beds should now be prepared by first digging the ground eighteen inches deep between the row, and filling in with six inches of pig manure.

JULY.

The frost is now severe; strong north-west winds are frequent. There are sometimes heavy falls of rain or snow during this month, but it is more frequently dry.

THE FARM.—Where the land can be irrigated, or where there has been a sufficient fall of rain or snow, this is probably the best time for sowing all kinds of grain, as owing to the coldness of the weather and the shortness of the days, the soil retains moisture for a long time, and the plants make a good start.

ORCHARD.—Evergreen fruit trees of all kinds, such as oranges, guavas, jambos, loquats, and custard apples; also pears, peaches, nectarines, apricots, plums, cherries, medlars, and mulberries, should now be planted in prepared soil. Peach and nectarine trees may now be pruned; thin out the weak and old exhausted wood; the shoots on the upper or further extended branches may be shortened back to half or one-third of their length, those on the lower branches cut somewhat closer, and all the shoots more or less, according to the vigour of the tree. Mulberry cuttings may now be put in. Some of the earlier varieties of the vines should be pruned; if cuttings are wanted, select those that are hard, plump, short jointed, and well ripened shoots, and those with a knot of last year's wood are preferred. The cuttings may be put in the ground until wanted for planting any time up to the end of September.

KITCHEN GARDEN.—In this department little can be done in planting or sowing in dry soils. All vacant vegetable ground should be turned over to a good depth every third or fourth year, giving a plentiful supply of manure. By trenching, the moisture is retained in the soil. Copious rains generally descend next month, therefore ground should be got in readiness for planting and sowing. Where the ground is moist, or capable of being brought under irrigation, cabbage, cauliflower, savoy, khol-khol, turnip, and beet may be planted out, but only those that are raised from European seed and successional crops of imported seed. Peas and broad beans may be sown, and strawberry planting should be finished without delay.

AUGUST.

This, the first spring month, is liable to sharp frosts, and strong north-east winds. It is generally a dry month, though light showers of rain and sleet are not uncommon.

THE FARM.—This is a good time for sowing golden ball wheat, oats, barley, and wheat may also be sown. Since the rust has appeared in the oats, it has become a very precarious crop when sown late.

ORCHARD.—Vines should now be pruned, and cuttings may be planted in ground trenched to the depth of about three feet, and a quantity of rotten manure incorporated with the soil. Pear and apple trees may now be pruned; the young shoots should be in close to last year's wood, with the exception of the leading shoots, but very long lank shoots should be cut back, to cause the formation of secondary shoots and fruit spurs. Remove all ill-placed shoot and side branches that cross each other, or take the lead, to the weakening of the other parts of the tree. The ground should now be dug over amongst the trees, especially soils of a hard adhesive nature, with a strong pronged fork, so as to admit moisture and air to the roots. Seedling peach trees, apple and pear suckers, and quince cuttings should now be planted out in nursery rows for future grafting. Orange trees should be grafted towards the end of the month. Quince hedges may now be planted. Some of our native plants make the best edge and fence, especially the Kei apple (*Abeira Caffra*) and the box thorn (*Lycium Afrum*); the latter is a common plant near the town.

KITCHEN GARDEN.—Plant out successional crops of cabbage, but only those raised from important seed, also cauliflowers. This is considered to be the best time for planting out full crops of potatoes. Herbs, such as marjoram, thyme sage, &c., may be increased by dividing the old plants. Colonial seeds may now be sown, and imported cabbage, turnip, carrot, beet, peas, and broad beans. A few seeds of vegetable marrow might now be sown in warm situations. Plant out onions in rows, about a foot or fifteen inches apart, and about six inches from plant to plant in the row. Sow lettuce, radish and other salading, according to requirements.

SEPTEMBER.

There are generally light rains during this month, occasionally strong north-west winds, and we seldom escape one or two nights of frost, often destroying the early vegetation.

THE FARM.—Golden-ball wheat, oats, and barley may be sown, though barley sown at this time will often shrivel up instead of ripening. Peas, beans, mealies, Kafir-corn, and pumpkins may now be sown.

ORCHARD.—Peach and orange trees should be at once grafted, if not already done. Apple and pear stocks may be worked towards the end of the month; whenever the buds begin to swell, and the bark lifts freely from the wood, they are ready. The pear and apple may be at once grafted on quince stocks, fine dwarf trees being the result of this union, and practical men say (and probably it is so) that the apple is not so liable to the American blight. See that newly-planted trees are tied to stakes, to prevent them from being blown about, or acquiring a bent form when young.

KITCHEN GARDEN.—Pumpkins, melons, vegetable marrows, and cucumbers may now be sown in rich soil. The two latter are very tender plants when young, and are apt to be injured and cut off by heavy rains; a bell glass, a square of glass, or a piece of calico stretched low and slanting over them will afford sufficient protection. Now is a good time for sowing full crops of carrots, parsnips, beet-root, and turnips. The two former may be sown in beds, broadcast, or in drills about twelve or fifteen inches apart; drills eighteen inches apart will suffice for turnips and beet, or turnips may be sown broadcast. Tap-rooted plants, carrots, and parsnips, like a rich, deep, fine soil, and with no recent manure near the the top, but plenty incorporated in a second spit, six or eight inches from the surface. Dwarf kidney or French beans may now be sown in rows about two feet apart, the seeds four inches apart and two inches deep. Potatoes may be planted. Now is a good time for sowing rhubarb seed, and herb seed of all kinds may be sown with success; also spinach, celery, &c.

OCTOBER.

This is generally a rainy month, with mild weather, though during and after heavy rain the cold is usually severe, and a night's frost will often destroy all hopes of an early crop.

THE FARM.—Golden-ball wheat and oats may still be sown. They should be sown early, as they are more liable to run into ear. This is the most favourable time for growing mealies, pumpkins, beans, melons, &c.

ORCHARD.—New-grafted fruit trees should be attended to, peach stocks are apt to throw up suckers, which are very detrimental to the well-being of the newly-grafted trees, and should be constantly removed as they appear. Apple stocks should now be grafted. Peach and apricot trees should be thinned of their fruit where too thick, if good quality is desired. See that newly planted trees do not suffer for want of water. Vines should be topped at the second or third leaf above the fruit as soon as the bunches appear, and sulphured as a preventive against disease.

KITCHEN GARDEN.—Particular attention should be paid this month in sowing and planting full crops of the different kinds of vegetables, and every exertion will be necessary. Keep all growing crops free from weeds, by keeping the hoe constantly at work. Asparagus and seakale may now be sown, selecting an open position, with deep, light, rich soil. The former should be sown thinly in drills, eighteen inches apart and one inch in depth, or in beds four-and-half feet wide, with three alleys between, and on each bed sow four rows of seed one foot apart. Seakale may be sown in rows two-and-a-half feet apart, and from three to five seeds sown two inches deep, in a circle six inches in diameter, every two feet in a row. Soon after they come up, thin out to one plant in a place. Onions may be sown thickly in beds for drawing young, or allowed to ripen for picking. Do not sow them in too moist or very rich soil if intended to ripen and produce small bulbs. Sow full crops of melons, cucumbers, vegetable marrows, and if the earlier sown ones have commenced to run out they should be stopped, to make them produce lateral shoots, which should be pegged down regularly, as they advance in growth, if much exposed to high winds. Sow tomatoes, in a small bed; also capsicums, chillies, and egg plant for planting out. Keep up successional sowings of spinach, and lettuce, where required, and radishes every ten days, to have them good.

NOVEMBER.

This is generally a wet month; thunderstorms and heavy rains may be expected; and as the weather is warm, the growth of vegetation is very rapid.

THE FARM.—Oats may be sown in the early part of the month, but only in good soil where there is a supply of water for irrigation, otherwise they run into ear when only a few inches high, and are not worth reaping. Mealies and beans may be sown; it is late for pumpkins, unless in the early part of the month.

ORCHARD.—Remove all the weak spray from grape vines, and nip the top off at the third joint above the fruit; hoe the surface of the ground to destroy weeds and admit air, which is very conducive to the vines at this period of their growth. The leading shoots of trellis vines should be trained out regularly, and topping the lateral fruit-bearing shoots, trimming out all the weak and some of the unfruitful ones, if not wanted, at the pruning season. Keep newly grafted trees in nursery rows, free from weeds, and as they advance in growth have the ligatures loosened and tied to stakes to prevent them from being broken in high winds.

KITCHEN GARDEN.—Plant out a good breadth of celery, as this is the best season to get a good crop; seed sown in the beginning of September will now be ready to plant out in trenches about a foot wide and eighteen inches deep, then digging in four inches of good decomposed manure in the bottom of the trench. Strawberry runners should be taken off as they grow, or, if wanted to be increased, the runner should be pegged down to the beds, or into pots filled with soil, and only one joint allowed to remain on each runner. When the first joint is pegged down, take off all beyond it. Thin out all advancing crops of carrots, turnips, and beet; sow cauliflower, brocoli, cabbage, &c., for planting out in January. This month the weeds grow rapidly, and can to seed in an incredibly short time; cut them up with the hoe and rake off, otherwise the first shower of rain may replant one half of them again.

DECEMBER.

The weather during the month is very hot, though often relieved in the afternoon by the cool south-east wind as it comes from the sea, laden with moisture. Thunderstorms are frequent; if they fail, vegetation soon becomes parched.

THE FARM.—The early sown crops are now ripening; as soon as they are reaped, oats and barley for a winter crop may be sown; the last week is reckoned the best time. Peas and beans may be sown; and mealies, in the first half of the month. They will seldom ripen if sown later.

ORCHARD.—Destroy all suckers that spring up from the root and centre of trees. Plum and peach stocks may now be budded; cherries now ripening should be protected from birds by throwing a net or other suitable material over the tree. In dry weather water should be led to vines, and where practicable, to plums, apricots, peaches, nectarines, &c., now swelling their fruit; and all newly planted trees on *dry soils* will be benefitted by a good watering if the weather be dry.

KITCHEN GARDEN.—The ground from which potatoes and other crops have been cleared should be planted and sown with French beans, cabbage, and cauliflower; also successional crops of beetroot, celery, and peas. Celery should be sown in boxes with light, rich soil, and when sufficiently strong, picked out into other boxes on a small bed, to get good strong plants for trenching out. Mealies, pumpkins, and cucumbers, may be sown for late crops. Earth up celery as it advances in growth, and when the foliage is quite dry. Tie up tomatoes; sow spinach, lettuce, and raddish. Keep all growing crops free from weeds, and freely water in dry weather.



University of Fort Hare
Together in Excellence

COLONIAL WEIGHTS AND MEASURES.

By the Act No. 11, 1858, which came into operation on the 1st day of January, 1861, it is enacted that the weights and measures of the Cape Colony shall be the same as those in use in Great Britain and Ireland.

The proportion generally made use of here, in comparing the obsolete Dutch with English weight, was 92 lbs. Dutch to English. The true rate, however, is considered to be $91\frac{80}{100}$ lbs. Dutch weight to 100 English avoirdupois.

CORN MEASURE.

1 schepel is equal to	$\frac{89}{107}$	old Winchester bushel, or	$\frac{743}{1000}$	Imperial
1 muid is 4 schepels, or	$\frac{328}{107}$	"	$\frac{2972}{1000}$	"
1 load is 10 muids, or	$\frac{3280}{107}$	"	$\frac{2972}{100}$	"

Thus 107 Dutch schepels are equal to 8 Winchester bushels, or, 4 schepels are about 3 Imperial bushels, and 11 schepels are about 1 quarter.

LIQUID MEASURE.

A leaguer is equal to	152	Dutch gallons, or about	$126\frac{7}{11}$	gals. Imperial
A half do.	76	"	$63\frac{7}{22}$	"
A pipe	110	"	$91\frac{7}{11}$	"
A half-pipe	55	"	$45\frac{9}{11}$	"
An aum	38	"	$31\frac{3}{3}$	"
A half-aum	19	"	$15\frac{5}{5}$	"
An anker	$9\frac{1}{2}$	"	$7\frac{7}{11}$	"
A half-anker	$4\frac{3}{4}$	"	$3\frac{23}{24}$	"

There is no fixed proportion between gallons and the bottles in use here, as the latter, although called quarts, are of various sizes and descriptions; but generally a gallon is reckoned to be equal to 4 bottles.

LAND MEASURE.

The ratio of the Cape land-measure foot to the British Imperial foot was investigated by the Land-measure Commissioners, appointed by the Governor on 19th June, 1858. They ascertained that

1000 Cape feet are equal to 1033 British Imperial feet.

Hence, since 12 Cape feet are equal to 1 Cape rood

1 English mile is equal to nearly 425·944 Cape roods

Also, since 144 Cape square feet are equal to 1 Cape square rood, and 600 Cape square roods are equal to 1 Cape morgen,

1 Cape morgen is equal to 2·11654 English acres.

100 English acres are equal to nearly 47·247 Cape morgen, and a square mile equal to 302·380 Cape morgen.

IMPERIAL WEIGHTS AND MEASURES.

MEASURE OF LENGTH.

12 Inches = 1 Foot

3 Feet = 1 Yard

5½ Yards = 1 Rod or pole



40 Poles = 1 Furlong

8 Furlongs = 1 Mile

60 Geo. Miles = 1 Degree

MEASURE OF SURFACE.

144 Sq. Inches = 1 Sq. Foot

9 Sq. Feet = 1 Sq. Yard

30½ Sq. Yards = 1 Perch or Rod

40 Perches = 1 Rood

4 Roods = 1 Acre

10 Sq. Chains = 1 Acre

640 Acres = 1 Sq. Mile

MEASURE OF SOLIDITY.

1728 Cubic Inches = 1 Foot

27 Cubic Feet = 1 Yard

MEASURE OF CAPACITY.—DIVISION I.

Imperial Measures of CAPACITY for all liquids and dry goods except such as are comprised in the Second Division.

4 Gills = 1 Pint = 34½ cubic inches nearly

2 Pints = 1 Quart = 69½ " "

4 Quarts = 1 Gallon = 277½ " "

2 Gallons = 1 Peck = 554½ " "

8 Gallons = 1 Bushel = 2218½ " "

8 Bushels = 1 Quarter = 10½ cubic feet nearly

5 Quarters = 1 Load = 51½ " "

A Bushel of Wheat is on an average 60 lbs; Barley, 47 lbs; Oats, 28 to 40 lbs.

A load of Hay or Straw, 36 Trusses.

A Truss of straw, is 36lbs, Old Hay, 56lbs.

New Hay (until 1st September), 60lbs.

A Hogshead of Wine, about 52½ gallons; a Puncheon 70; a pipe

Pipe of Port.....	115 gallons ; about 56 dozen		
" Madeira.....	92	"	" 44 "
" Lisbon and Bucellas	117	"	" 57 "
" Teneriffe.....	100	"	" 48 "
" Marsala.....	93	"	" 45 "
Butt of Sherry.....	108	"	" 52 "
Hogshead of French Wine,	46	"	" 22 "
Aum of Rhenish.....	30	"	" 15 "

A Hogshead is $\frac{1}{2}$ a Pipe or Butt.

A Quarter Cask is $\frac{1}{4}$ do. do.

DIVISION II.

Imperial Measures of CAPACITY for potatoes, fruit, and other goods

2 Gallons =	1 Peck =	704	} cubic inches
8 Gallons =	1 Bushel =	2815 $\frac{1}{2}$	
3 Bushels =	1 Sack =	5	} cubic feet
12 Sacks =	1 Chldn. =	58 $\frac{1}{4}$	

The Imperial Gallon is exactly 10 lbs. avoirdupois of pure water ;
the pint $1\frac{1}{4}$ lb.; and the bushel 80 lbs.

University of Fort Hare
Together in Excellence

MEASURES OF WEIGHT.

DIVISION I. - AVOIRDUPOIS WEIGHT.

27 $\frac{1}{2}$ Grains =	1 Drachm =	27 $\frac{1}{2}$ grains
16 Drachms =	1 Ounce =	437 $\frac{1}{2}$ "
16 Ounces =	1 Pound (lb) =	7000 "
28 Pounds =	1 Quarter (qr) =	"
4 Quarters =	1 Hundredweight (cwt)	"
20 Cwt. =	1 Ton	

This weight is used in almost all commercial transactions, and in the common dealings of life.

The Butchers' and Fishmongers' Stone is 8 lbs.

DIVISION II. - TROY WEIGHT.

24 Grains =	1 Pennyweight =	24 grains
20 Pennyweights =	1 Ounce =	480 "
12 Ounces =	1 Pound =	5670 "

DIVISION III. - APOTHECARIES' WEIGHT.

20 Grains =	1 Scruple	|	8 Drachms =	1 Ounce
3 Scruples =	1 Drachm		12 Ounces =	1 Pound

READY RECKONER—WAGES TABLE.

No.	$\frac{1}{4}d.$		$\frac{1}{2}d.$		$\frac{3}{4}d.$		1d.		2d.		3d.		4d.	
	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.	s.	d.
1	0	0	0	0	0	0	0	1	0	2	0	3	0	4
2	0	0	0	1	0	1	0	2	0	4	0	6	0	8
3	0	0	0	1	0	2	0	3	0	6	0	9	1	0
4	0	1	0	2	0	3	0	4	0	8	1	0	1	4
5	0	1	0	2	0	3	0	5	0	10	1	3	1	8
6	0	1	0	3	0	4	0	6	1	0	1	6	2	0
7	0	1	0	3	0	5	0	7	1	2	1	9	2	4
8	0	2	0	4	0	6	0	8	1	4	2	0	2	8
9	0	2	0	4	0	6	0	9	1	6	2	3	3	0
10	0	2	0	5	0	7	0	10	1	8	2	6	3	4
11	0	2	0	5	0	8	0	11	1	10	2	9	3	8
12	0	3	0	6	0	9	1	0	2	0	3	0	4	0
13	0	3	0	6	0	9	1	1	2	2	3	3	4	4
14	0	3	0	7	0	10	1	2	2	4	3	6	4	8
15	0	3	0	7	0	11	1	3	2	6	3	9	5	0
16	0	4	0	8	1	0	1	4	2	8	4	0	5	4
17	0	4	0	8	1	0	1	5	2	10	4	3	5	8
18	0	4	0	9	1	1	1	6	3	0	4	6	6	0
19	0	4	0	9	1	2	1	7	3	2	4	9	6	4
20	0	5	0	10	1	3	1	8	3	4	5	0	6	8
21	0	5	0	10	1	3	1	9	3	6	5	3	7	0
22	0	5	0	11	1	4	1	10	3	8	5	6	7	4
23	0	5	0	11	1	5	1	11	3	10	5	9	7	8
24	0	6	1	0	1	6	2	0	4	0	6	0	8	0
25	0	6	1	0	1	6	2	1	4	2	6	3	8	4
26	0	6	1	1	1	7	2	2	4	4	6	6	8	8
27	0	6	1	1	1	8	2	3	4	6	6	9	9	0
28	0	7	1	2	1	9	2	4	4	8	7	0	9	4
29	0	7	1	2	1	9	2	5	4	10	7	3	9	8
30	0	7	1	3	1	10	2	6	5	0	7	6	10	0
33	0	8	1	4	2	0	2	9	5	6	8	3	11	0
36	0	9	1	6	2	3	3	0	6	0	9	0	12	0
40	0	10	1	8	2	6	3	4	6	8	10	0	13	4
42	0	10	1	9	2	7	3	6	7	0	10	6	14	0
45	0	11	1	10	2	9	3	9	7	6	11	3	15	0
48	1	0	2	0	3	0	4	0	8	0	12	0	16	0
50	1	0	2	1	3	1	4	2	8	4	12	6	16	8
51	1	0	2	1	3	2	4	3	8	6	12	9	17	0
52	1	1	2	2	3	3	4	4	8	8	13	0	17	4
53	1	1	2	2	3	3	4	5	8	10	13	3	17	8
54	1	1	2	3	3	4	4	6	9	0	13	6	18	0
56	1	2	2	4	3	6	4	8	9	4	14	0	18	8
60	1	3	2	6	3	9	5	0	10	0	15	0	20	0

READY RECKONER—WAGES TABLE.

5d.	6d.	7d.	8d.	9d.	10d.	11d.	No.
s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	s. d.	
0 5	0 6	0 7	0 8	0 9	0 10	0 11	1
0 10	1 0	1 2	1 4	1 6	1 8	1 10	2
1 3	1 6	1 9	2 0	2 3	2 6	2 9	3
1 8	2 0	2 4	2 8	3 0	3 4	3 8	4
2 1	2 6	2 11	3 4	3 9	4 2	4 7	5
2 6	3 0	3 6	4 0	4 6	5 0	5 6	6
2 11	3 6	4 1	4 8	5 3	5 10	6 5	7
3 4	4 0	4 8	5 4	6 0	6 8	7 4	8
3 9	4 6	5 3	6 0	6 9	7 6	8 3	9
4 2	5 0	5 10	6 8	7 6	8 4	9 2	10
4 7	5 6	6 5	7 4	8 3	9 2	10 1	11
5 0	6 0	7 0	8 0	9 0	10 0	11 0	12
5 5	6 6	7 7	8 8	9 9	10 10	11 11	13
5 10	7 0	8 2	9 4	10 6	11 8	12 10	14
6 3	7 6	8 9	10 0	11 3	12 6	13 9	15
6 8	8 0	9 1	10 3	12 0	13 4	14 8	16
7 1	8 6	9 11	11 4	12 9	14 2	15 7	17
7 5	9 0	10 6	12 0	13 6	15 0	16 6	18
7 11	9 6	11 1	12 8	14 3	15 10	17 5	19
8 4	10 0	11 8	13 4	15 0	16 8	18 4	20
8 9	10 6	12 3	14 0	15 9	17 6	19 3	21
9 2	11 0	12 10	14 8	16 6	18 4	20 2	22
9 7	11 6	13 5	15 4	17 3	19 2	21 1	23
10 0	12 0	14 0	16 0	18 0	20 0	22 0	24
10 5	12 6	14 7	16 8	18 9	20 10	22 11	25
10 10	13 0	15 2	17 4	19 6	21 8	23 10	26
11 3	13 6	15 9	18 0	20 3	22 6	24 9	27
11 8	14 0	16 4	18 8	21 0	23 4	25 8	38
12 1	14 6	16 11	19 4	21 9	24 2	26 7	29
12 6	15 0	17 6	20 0	22 6	25 0	27 6	30
13 9	16 6	19 3	22 0	24 9	27 6	30 3	33
15 0	18 0	21 0	24 0	27 0	30 0	33 0	36
16 8	20 0	23 4	26 8	30 0	33 4	36 8	40
17 9	21 0	24 6	28 0	31 6	35 0	38 6	42
18 9	22 6	26 3	30 0	33 9	37 6	41 3	45
20 0	24 0	28 0	32 0	36 0	40 0	44 0	48
20 10	25 0	29 2	33 4	37 6	41 8	45 10	50
21 3	25 6	29 9	34 0	38 3	42 6	46 9	51
21 8	26 0	30 4	34 8	39 0	43 4	47 8	52
22 1	26 6	30 11	35 4	39 9	44 2	48 7	53
22 6	27 0	31 6	36 0	40 6	45 0	49 6	54
23 4	28 0	32 8	37 4	42 0	46 8	51 4	56
25 0	30 0	35 0	40 0	45 0	50 0	55 0	60

SOUTH AFRICA.

GENERAL DESCRIPTION.

SOUTH AFRICA, the usual designation of that portion of the African Continent extending southward from the southern bend of the river Zambezi, comprises an area of about 862,000 square miles, with a population of nearly 3,000,000, and is chiefly under the dominion of Great Britain. It is more than seven times larger than Great Britain and Ireland, and is washed on three sides by the "great and wide sea"—on the west and south by the Atlantic, on the east by the Indian Ocean.

The physical features of this territory present a great diversity of soil, climate, and scenery. To the west of a line drawn from Cape Town to the shores of Delagoa Bay the country is a great table-land, broken here and there by mountains and hills. The soil is parched and arid. Cultivation is practicable only in favoured spots; its principal value lies in its world-famous Diamond and Gold Fields, and the magnificent pasturage which it affords for sheep and cattle at certain seasons of the year. This portion of South Africa is comparatively treeless, and it is watered by only one great river, the Orange, which has its source in the lofty Drakensberg, and empties itself into the Atlantic, after running a course of more than 1,000 miles. This river receives the drainage of the Transvaal, the Free State, Griqualand West, Bushmansland and Great Namaqualand; but notwithstanding the extent of the main artery, and the immense quantity of water flowing along it, its outlet on the West Coast is quite

unnavigable, except for boats, while the rapids, falls, and islands, which are met with higher up in its course, present insuperable barriers to the ascent of vessels for more than a comparatively short distance. The great majority of the inhabitants of this region belong to the aboriginal stock, while the animal and vegetable life have few types of interest or utility.

The south-eastern littoral is in almost every respect different to the region that has just been described. From the seaboard to the interior it rises step by step by a series of well-defined mountain chains which run mostly in an east and west direction parallel to the coast and to each other, and which rise one behind the other in bold, serrated terraces, until an altitude of more than 10,000 feet is attained in the peak of Mont aux Sources, on the northern borders of Basutoland.

As might be anticipated, streams are very numerous in this part of the continent. They are to be found in every valley and gorge, discharging immense volumes of water in the rainy season, though unfortunately exhibiting occasionally a bed of dry stones when drought is prolonged. Vegetation here is rich and luxuriant, and when cultivation is resorted to, cotton, coffee, sugar, tobacco, and sub-tropical products generally, can be obtained from the generous soil. It possesses mineral wealth also in the shape of gold, copper, lead, iron, and coal—the two latter having already been discovered to exist in enormous quantities.

South Africa is politically divided as follows:—

- (1) Cape Colony, including Griqualand West (the Diamond Fields), and the Transkei.
- (2) Bechuanaland.
- (3) The territories of the British South Africa Company.
- (4) The Transvaal (The Gold Fields).
- (5) Natal.
- (6) The Orange Free State.
- (7) Basutoland.
- (8) Portuguese East Africa; and
- (9) The German Protectorate.

THE CAPE COLONY.

Cape Colony, at the extreme south of the African continent, is much the most important of all the states of South Africa.

Two hundred and thirty-nine years ago Cape Town was founded by the Dutch. For one hundred and fifty years no

CAPE TOWN AND TABLE BAY.



University of Fort Hare
Together in Excellence

real progress was made, owing to the restrictive laws of the Dutch East India Company, although towards the close of that period, when the white population had increased to more than 10,000, the great Fish River, 500 miles to the East of Cape Town, was proclaimed as the frontier of the colony. But the Company had almost entirely lost its control over the inland districts, and other circumstances occurring in Europe at the time, led to the British taking forcible possession of the colony in September, 1795. The British held it for eight years, and found it a highly disagreeable "property," for it was in a chronic state of rebellion all the while. They restored it to its former masters at the peace of Amiens, but resumed possession four years later, Sir David Baird planting the British flag finally on the walls of the Castle on the 19th January, 1806.

The object of this little book, however, is not to give a history of South Africa, but to describe the present condition of its several settlements, with special reference to the emigrant-settler, and to the points as to which he would desire to be particularly informed.

For many years prior to 1873 Cape Colony was not heard of as a field for emigration. Why it should have been so is not very intelligible. The year of the great immigration, 1820, is still regarded by colonists as one of the chief "red letter" years of the colony. One well-known writer dates the real progress of the Cape as a free colony from that emigration. But whatever the cause may have been, this, one of the oldest of the European settlements, appears to have dropped out of the emigrant's ken from that time until 1873, with the exception of a slight temporary spasm in 1856. For ten years from that date, however, emigration was carried on with vigour, and with considerable success, the total number of souls sent out during the period having reached a total of 22,332 at a gross cost of £301,784. Towards the close of the period, however, a severe spasm of commercial depression, gradually involving every trading nation, had begun to make itself seriously felt at the Cape, and at last so affected its revenue that public works were almost wholly discontinued, and emigration brought to a standstill. In 1889, however, trade having again recovered its vitality, the Colonial Govern-

ment, promptly recognizing the changed conditions, re-established free and assisted emigration very much on the old lines.

The classes most eligible for emigration are Agricultural Settlers with some amount of capital, Gardeners, Domestic Servants, Skilled Artisans and Mechanics.

Employers in the colony always show a desire for English and Scotch skilled labour. Wages are a fair per centage higher than at home, and the prospects of advancement for good and steady men very much greater. The cost of living varies considerably in different parts of the country. In some it is not more than in England, in others it is 15 or 20 per cent. greater, but the wages vary proportionately. Clerks are not wanted; still less is that class of persons who, as they express it, "are willing to turn their hands to anything," without possessing one particle of knowledge of anything to which their hands could be turned. On the other hand, men who have more than one string to their bow, each string consisting of a real knowledge of some useful trade or occupation, are by so much the more certain of success. There is everywhere in the colony a tendency to amalgamate three or four trades that in Europe would be separate and distinct, and the man who, with a thorough knowledge of one speciality, has a sufficient practical knowledge of one or more other trades, combined with "a stock of good behaviour, steadiness and ingenuity," is sure in a few years to acquire a competency, if not a fortune. Even in the Government Railway Construction Department and Locomotive Shops, where the work is subdivided somewhat more after the manner of such establishments at home, the man who can be entrusted with more than one kind of work is like a man with an extra pair or pairs of hands, and is valued accordingly. Considerable Railway Works, which will afford employment to a great number of workmen, are about to be carried out, and other large works, such as harbours, docks, public buildings, bridges and roads are also in progress.

A few hints to several classes of workmen may find a suitable place here. The *carpenter and joiner* are not distinct men in the colony, but are always combined in one. In

the large towns he will find the soft deals and timber he has been used to at home ; in the place of oak and mahogany he will find teak, which is not particularly difficult to work, and is good for external work. In the country districts, however, and in wagon-building, and in mill-work, he will have to use the native timbers, such as *yellow-wood*, a useful material for floors, if cut up into narrow widths and well seasoned, care being taken to provide sufficient ventilation under it. *Sneeze-wood*, a very hard durable timber, excellent for piles, sleepers, lintels, and other like purposes. It is much used, also, for bedsteads and stretchers, as no vermin of any kind will ever be found in it. *Stink-wood*, much resembling walnut, and very useful and elegant for furniture purposes when thoroughly seasoned. It is well adapted for carving. It is, also, much used for light wagon-building, gun stocks, and other such purposes. For furniture purposes it should be previously seasoned by immersion in a sand bath, heated gradually to about 100°. The other Cape woods used in wagon-building and for farming purposes are the *assegai-wood*, *essen-wood* or Cape ash, *cederhout*, red and white *iron wood* for spokes *melkhout* or milkwood for felloes, &c. These are all rather tough and hard to work, but they are invaluable to the Colonists, as European wood cannot stand the heat and dryness of the African climate. The emigrant carpenter should on no account omit taking his tools with him, and if the said carpenter is not like his London congener, who can make a door and can do nothing else, but is able to turn his hand to wagon and agricultural implement making, and can do a little in the way of plain articles of furniture, it will prove vastly to his advantage. *Mason and bricklayer* is another of the Cape combinations, and frequently with the further addition of the crafts of *slater and plasterer*, in which case we have the realization of "four single gentlemen rolled into one." His materials are *granite*, found near Cape Town, in the Paarl and other parts of the Western Province. It is used almost exclusively in the commonest form of rubble walling. *Sandstones* and *shales* are much employed in building throughout the colony. Some are soft and well stratified ; others hard, quartzzy, and irregular ; all useful for rough walling. Near Bathurst, in the Eastern Province, soft white *limestone* is

found, but chiefly in stones of small size. The *blue slate* rock of Table Valley is a good stone for general building purposes. An extensive bed of good *flags* exists near Beaufort, also in the Eastern Province. The finer *sandstones* of this district cut well, and are very enduring. *Bricks* vary in quality according to locality. Abundance of *brick earth* may be found in almost every direction, but, owing to difficulties in burning, the Boers use walls of *rammed clay*. Houses built of this material are cooler to live in, with their massive thick walls, than those of bricks of ordinary thickness. A knowledge of *thatching* would be useful, and of *tiling*; in fact, the more he knows of all works in which stone, bricks, tiles, slates, concrete, and plaster are used, the better. It should be mentioned here that the kind of roofing most in vogue is corrugated iron. The floors of the Boers' houses are generally formed of *pulverized ant-heaps*. Well tempered and beaten down they form a hard and serviceable floor, resembling cement. *Smith, plumber, painter, &c., &c.*, our last Cape combination, is perhaps the oddest of all; for, in addition to *shoeing* horses, repairing wagon and plough irons, fitting lead pipes and taps, and painting, he ought to be able to mend a kettle, a gun, or an umbrella, and make himself generally useful in a hundred different ways.

Tailors are a good deal in demand, as are also *boot and shoe makers* (machine and hand), *saddlers* and *harness makers, curriers, and tanners*.

It is, however, the *Agricultural Emigrant* who is most of all wanted in the Colony. A hearty welcome will be accorded to any such who may be disposed to go out and make a home for themselves in that land of the sun, and it is chiefly for his benefit that this little book is compiled. There must be no mistake, however, as to the class of man who is wanted. He must be a *genuine farmer and one who will work hard and stick to it*.

It is indispensable that he should be possessed of sufficient means upon which to maintain himself and family during the time he is constructing his dwelling-house, and enclosing and cultivating his corn fields, potato fields, orchard or garden. It is also necessary that he should be able to purchase some stock; a few cattle, sheep, and goats. *At the outset he should be guided by the advice of those who*

have had some Colonial experience, especially as to the peculiarities of climate, soil and pasture, and management of stock.

No sensible man will expect to find everything to his mind in any country, new or old. The Emigrant, on settling, will discover that he will have difficulties to face, hard work, and ups and downs. It is, however, the average chances of doing fairly well which have to be considered, and it may confidently be said that for the industrious and persevering man of frugal and sober habits the chances of success are great. Until the emigrant is able to bring his land into productive use, he, or members of his family, may possibly look to outside work for support. Well-to-do farmers are glad to have trustworthy assistants, and employment in households in town and country can be obtained by girls of a sufficient age for service.

Many of the natives in the Colony are themselves the owners of stock and other property. Some of them take service, groups of them are on the Mission Stations and the majority are under fair control. It must not, however, be supposed that the Kaffir is a civilized man, or that the new settler can at once accustom himself to his ways.

Land is to be obtained on very favourable terms from the Colonial Government. The Emigrant, however, has to put up his own cottage, and, on this account, persons having money in their pocket (say at least £200 on landing in the Colony) are most suitable for emigration.

Intending emigrants should apply to the Cape Government Agency, Albert Mansions, 112, Victoria Street, London, S.W., where they will obtain every information.

And now we will suppose the Emigrant is ready to begin his journey to his new country. He must pay his own way to the port of embarkation, as it is only from that point that the free or the assisted passage is provided.

He is allowed 10 cubic feet of luggage for himself, and the same for each member of his family who is 16 or over 16 years of age, and a proportionate quantity for younger children, and is at liberty to take with him whatever he can put into that space, whether clothing, bedding, blankets, pots and pans, &c.

Bedding is not required on the voyage, each berth being fully provided in that respect, but the Emigrant will do well to take a supply with him for use on arrival in the Colony. Nor can there be any objection to his taking a stock of clothing, bearing in mind that, as the climate of South Africa is warmer than that of Britain, lighter materials may have a preference. In cases where there are young children in the party, a few tins of condensed milk will be found very useful.

The bulk of the luggage should be packed in strong boxes, well corded. Clothing, &c., for use on the voyage is better packed in carpet or canvas bags, which are more easily stowed away in the cabins than are wooden boxes, and are at the same time less uncomfortable companions in "dirty weather."

A very few words will suffice as to the voyage. It is performed by two lines of mail steamers. The Union Company's Line, Southampton being the point of departure; and the Castle Line, familiarly known as "The Currie," sailing from London. Each company despatches a mail steamer once a fortnight, the Union taking one week, the Currie the other. Each company also runs what are called "intermediate" boats fortnightly, so that at present there are two steamers every week from England to the Cape. All are comfortable, well-found vessels of the highest class. Both fleets possess several vessels which the above words inadequately describe, for they are in every respect superb. All have a bountiful dietary, leaving absolutely nothing to be desired in this respect. The offices of the Union Company are at South African House, 94 to 96, Bishopsgate Street, E.C., and of the Castle or "Currie" line, at 3 and 4, Fenchurch Street, London, E.C. The voyage is broken by calling at Lisbon and Madeira, and alternately at Ascension and St. Helena. Vessels proceeding to Natal call also at Cape Town, Mossel Bay, Algoa Bay, Port Alfred, and East London.

Arrived in Table Bay the steamers are at once run into their berths alongside the wharfs of the Alfred Docks, Cape Town.

Cape Town, the capital of the Colony and the seat of the Colonial Government, has a population of over

51,000—including its suburbs, about 85,000. The suburbs are delightful. Cape Town possesses fine docks and a breakwater (both of which are being considerably extended), a cathedral, Houses of Parliament, fourteen newspapers, two of which, *The Cape Times*, and *The Cape Argus*, are published daily, public libraries, a museum, an observatory, public and botanic gardens, and other institutions. It is the starting-point of the western system of railways, which is now completed and open for traffic as far as Vryburg, 774 miles N.W. of Cape Town. Living in Cape Town is about the same as in England. Meat is cheaper and fish is very much cheaper. Vegetables, fruit, &c., are abundant and low in price. House rent, however, is certainly higher. Domestic servants are much wanted, and readily command wages at the rate of £2 per month, all found. Skilled Artizans, who are sober, steady and persevering, generally become employers of labour ere long, and do very well. Distilleries, breweries, flour mills, soap and candle manufactories, saw mills, boat building, wagon and coach making, as well as some other minor industries, are carried on.

The greatest wine districts of the colony are Paarl and Stellenbosch. Here fruits of every description grow luxuriantly, and the vines are all that can be desired. Wine-making, formerly conducted on an unsound principle, has of late years made great advances, under the guidance of Baron Von Babo, and the result has been that Cape wines now bear a greatly improved and improving character. There is no doubt that South Africa ought to produce the finest wines in the world. There are tens of thousands of acres of virgin soil lying idle, and the climate is very suitable. To wine-growers and men who understand the preparation of wine and brandy, we candidly think that there is an excellent opening in the Western districts of the Cape Colony. Farms can be purchased at reasonable rates. Each fathom of ground will carry a vine, and the average produce is 252 gallons of wine from every 1,000 vines. Oranges luxuriate here, and yield from 5,000 to 6,000 to each tree; in favoured situations as many as 10,000 to 15,000 are obtained. Market gardening and fruit

growing on about twenty acres could be engaged in on a capital of say £80. Wine growing on about 50 acres would require about £400. The cost of clearing raw land is about 10s. per acre.

Malmesbury, Piquetberg, Clanwilliam, Namaqualand, and Calvinia, are large divisions lying north of Cape Town, and comprising no less than 56,000 square miles of territory. With the exception of Namaqualand, which is an immense tract of barren country, in which, however, the richest copper mines in the world are situated, all of these divisions are grain-producing, though in many parts pastoral occupations are extensively engaged in. Calvinia, which is the largest division in the Colony, having an area of over 26,000 square miles, possesses a remarkably productive soil, as much as 100 muids of grain having been reaped there from one sown. It is also in its higher elevations very healthy for horses. But Malmesbury is the most fertile of all. It produces large quantities of good grain. On the banks of the Berg River it offers excellent opportunities for small farmers with a little capital. The land there is in the hands of private parties, and is obtainable at very reasonable rates—about £1 an acre. The Town of Malmesbury is forty-nine miles from Cape Town and is connected with it by railway. Saldanha Bay, which is situated in the Malmesbury division, is an excellent natural harbour, but has hitherto been almost entirely neglected. The Berg River separating Malmesbury from Piquetberg is navigable for vessels of small tonnage for about thirty-five miles from its mouth, and is one of the very very few Cape rivers of which this can be said. The seaports of Namaqualand are merely open roadsteads, but of late a good deal has been done to improve Port Nolloth, the Cape Copper Mining Company's port, between which and Cape Town communication is maintained by a steamer and small coasters.

Tulbagh and Worcester, to the north-east of Cape Town possess considerable variety of climate. The cold Bokkeveld has a winter approaching the Alpine character; but even there there are some first class farms, combining corn, wine, sheep and cattle. Flockmasters, however, avoid this cold temperature about the lambing season, and migrate with their sheep to the milder Karoo plains. The scenery in



ADDERLEY STREET, CAPE TOWN

(From a Photograph by Robert Harris.)

some parts, as in the neighbourhood of the celebrated Mitchell's Pass, is very bold and picturesque. The finest parts of the districts are in the beautiful and fertile basin where the towns of Tulbagh and Worcester are situated. There are many rich agricultural farms here, well watered by the Breede River and other streams. This valley is some seven or eight hundred feet lower than the warm Bokkeveld. On the eastern side of Worcester there is the Hex River valley, through which the railway from Cape Town to Kimberley enters the Karoo. This locality impresses everyone who sees it with its beauty and capabilities. Its soil is rich Karoo, plentifully watered, and very productive. It is admirably adapted for every kind of farming.

Proceeding along the coast, eastward from Cape Town, we come to the Caledon and Bredasdorp divisions, which are situated to the south-east and beyond the first mountain range. They contain undulating plains, on which large flocks of sheep are fed. It was in Bredasdorp that the breeding of the Spanish Merino was commenced in 1812 by Mr. J. F. Reitz, who was afterwards joined by Mr. M. van Breda. There are several large vleis, and the Zonder Einde flowing eastward along the mountains of the same name, is the principal river. Moravian Mission Stations are established at Genadendal and Elim. Robertson, Swellendam, and Riversdale extend further to the east, and are traversed by the Langeberg, Little Zwarteberg, and Anysberg Mountains. They chiefly comprise extensive grassy plains and dry karoo tracts; wool of most excellent quality is produced and there are good breeds of horses and mules. Still going eastward we come to the divisions of Mossel Bay, Oudtshoorn, George, and Knysna, which lie near the coast, are extremely mountainous, and contain extensive forests of valuable timber. In many parts of these divisions, and especially in the Knysna, there are tracts of ground of the greatest fertility, producing luxuriant crops of all descriptions. The port of Knysna, a fine land-locked harbour, but with a narrow entrance, is now connected with the interior by a good road, and in its neighbourhood magnificent forest-lands lie unreclaimed and untilled. Agricultural farmers have here a first-class opportunity. Settlers could obtain most favourable terms from the Colonial Government, and would find an

excellent market for all sorts of products, as well as the timber growing in the forests, by sending it from the port of Knysna, either in small steamers or sailing vessels. A license to cut timber costs from 1d. to 1s. per cubic foot. To haul timber, a team of 16 bullocks and a Cape wagon are necessary. The Shipping Company's coasting steamers call at the Knysna every month, taking passengers and goods to and from Cape Town and the Eastern Province. The Knysna is one of the loveliest portions of the Cape Colony, and is still almost quite undeveloped. Men with small capital would do well here. Gold was discovered to exist here some time ago, but the mines have made very little progress, and last year employed only about 70 men. Throughout the districts to which we have now been referring farming pays well, and any man with energy can soon secure a competency. The seaports on the south coast are Mossel Bay, Knysna, and Plettenberg Bay. Mossel Bay is the most important. It has a considerable and increasing trade, and is a regular place of call for the coasting steamers.

Beaufort West, Victoria West, Prince Albert, and Fraserberg comprise magnificent sheep-walks (karoo), and sheep-farming succeeds admirably. The first view of the Karoo plains is not very attractive, especially if it be in January or February. But the country is not by any means the desert it appears. The sheep walks of many parts of Beaufort West are considered equal to any in the Colony. The appearance of the pasturage, however, is very peculiar. It consists chiefly of the *schaap bosch* or sheep bush, an aromatic, much-branched, rigid little shrub, one or two feet high, which Dr. Hooker has described as "the most valuable sheep fodder for dry climates." It is surprising to see with what relish the sheep browse, and how well they thrive on its succulent shoots. The shrub is easily propagated from cuttings, every one of which will grow if planted when the first rains begin to fall. It also grows and shoots at any season of the year if there be rain, and at times when the ground becomes thoroughly moistened, what was a parched brown stubble rushes into vegetation as if by enchantment, and the surface of the country becomes a beautiful carpet of heath and flowers of every colour and hue. Much has been

done by private enterprise in these districts to mitigate the evils of drought. Wells, pools, and reservoirs have been formed. On the plateau of the Nieuwveld water is frequently to be found by sinking alongside the numerous trap-dykes which intersect the country, though some are of opinion that it would be wiser and less costly to form dams and reservoirs for the storage of the surface water. A great part of Prince Albert division forms what is known as the "Gouph," commonly presenting a dry baked surface strewn with stones, but when well watered deserving its Hottentot synonym "fat," or "rich."

The eastern districts of the Colony may be said to have been virtually established by the already-mentioned immigration from England in 1820 of several thousand British settlers. The progress of the province since that period has been satisfactory. The country is only partially developed, and there is great scope for energy and capital. Magnificent pasture lands for both sheep and oxen, excellent arable land, fine forests and mineral treasures, can all be included in its resources. At Port Elizabeth, its principal seaport, the greatest commerce in South Africa is centred. We can say unhesitatingly that to farmers with small capital, as well as to agriculturists and both stock and sheep farmers, the Eastern districts of the Cape Colony can be confidently recommended. Going in detail through the districts, we come first to those of Graaff-Reinet, Richmond, and Murraysburg. These include a very high mountain region, named the Sneeuwbergen or Snowy Mountains, and immense tracts of karoo country exceedingly favourable to sheep-farming. The farms are generally enormous estates as regards extent, and the villages where the soil is irrigated are clothed with trees and vegetation, presenting the appearance of oases. Graaff-Reinet, which was established towards the close of the last century, and named in honour of Governor Van de Graaff and his wife Reinet, is one of the largest and finest inland towns in Cape Colony. It is beautifully situated in a valley, and nearly surrounded by the Sundays River, which forms an excellent means of irrigating the numerous gardens and orchards which extend throughout the town. The vine grows luxuriantly, and excellent brandy is made. The town contains about six

thousand inhabitants, and is the centre of considerable trade with the surrounding districts, where many of the best sheep and agricultural farms of the Colony are situated. Graaff-Reinet is distant one hundred and eighty-four miles from Port Elizabeth, with which port it is now connected by the Midland Railway. This line is a northern one from Algoa Bay, and will materially assist the development of one of the most important sections of the country. By means of irrigation the karoo desert can be made exceedingly fertile, as the average yearly rainfall is abundant, and in the Sundays River and other river valleys nature seems to furnish the cups. Between the karoo or wool-farming districts and the coast intervene the divisions of Uitenhage, Alexandria, and Humansdorp. These are traversed by parallel ranges of high mountains. In the dense jungle called the Addo Bush, which extends along the Zuurberg for upwards of eighty miles from the sea, there are still troops of elephants and buffaloes. In Alexandria (Oliphants Hoek) as well as at Zitsikamma, there are extensive forests, and in the former large quantities of forage is grown.

Port Elizabeth comprises, according to the census of 1891, more than twenty-three thousand inhabitants, mostly Europeans, and is built at the foot of hills as well as on their slopes and summits. Many of the public buildings are handsome, and the style of the houses and streets is thoroughly English. Walking through the town anyone might imagine that he was in a provincial town in Great Britain where there was a good deal of trade, though the appearance of the wagons drawn by teams of oxen, and the number of coloured people employed in various capacities, are, of course, strange sights to an Englishman. The Kaffir location, on the Hill, is, on the other hand, completely a native village, filled with bee-hive shaped huts, and crowded with Fingoes, Gaikas, and other varieties of the Kaffir race. Port Elizabeth decidedly presents a good field to an industrious, energetic artizan, who soon would become a master and employ others. Carpenters and masons do very well. Rates of wages vary, but a good workman can easily earn eleven shillings per diem. Clerks are not wanted, nor are shopmen or storekeepers. There are too many there already, but in certain lines of commercial life, as well as in one or two of the professions, there are



PORT ELIZABETH.
(From a Photograph by Robert Harris.)

openings. House rent and servants' wages are high, but otherwise living is not very different from what it is in England. A neat cottage of a few rooms and kitchen will cost from thirty to sixty shillings per month. Good domestic servants obtain the same wages as are quoted for Cape Town, and are much in demand at present.

There is an excellent opening here for farmers with a little capital, and those who would turn their attention to kitchen-garden produce, as well as oat-hay cultivation, would be certain of success.

The progress of Port Elizabeth has been greater and more rapid than that of any other town in South Africa, until the goldfields of the Randt brought Johannesburg into existence. In 1820 there were two cottages—now a flourishing well-built town exists, with a population of twenty-four thousand, and a trade whose exports and imports amounted last year to over six million pounds sterling in value. For two or three miles along the water-side, and up the sloping hill ascending from it, and on the brow of the height above, there rise in succession warehouses, stores, manufactories, shops, offices, dwelling-houses, churches, schools, and other buildings of every description and variety of architecture. The town possesses three newspapers—*The Port Elizabeth Telegraph*, *The Eastern Province Herald*, *The Racing Calendar*, and a Monthly Magazine, *The Southern Cross*. Algoa Bay is a natural harbour of refuge during the season of north-westerly winds (May to September), but during the other months of the year is, as an open roadstead, subject to the changes arising from south-easters. It is the starting point of the Midland Railways, which now run *viâ* Bloemfontein in the Orange Free State, to Johannesburg, the celebrated centre of the Witwatersrandt Goldfields in the Transvaal.

The town of Uitenhage is distant twenty-one miles by railway from Port Elizabeth, and this is the principal seat of the wool-washing industry in South Africa. More than a dozen establishments exist, and more than 2,000 persons are employed in them. Efforts have lately been made to start woollen manufactories. Here and at the Government

railway workshops skilled mechanics can obtain employment, and it is officially reported that masons, carpenters, painters, blacksmiths and wagon makers are in demand at good wages. The town contains about 4,000 inhabitants, and has two newspapers—*The Uitenhage Times*, and *the Uitenhage Chronicle*.

Proceeding in a north-easterly direction from Port Elizabeth, through parts of the Alexandria and Uitenhage divisions, we come to those of Albany and Bathurst, in which the British settlers who arrived in 1820 were first located. The coast region, formerly the Zuurveld and now known as Bathurst or Lower Albany, is not suited for most breeds of woolled sheep ; but very fine and extensive crops of oat-hay, as well as other agricultural produce, are raised here. The village of Bathurst is six miles from Port Alfred, at which port harbour works have been constructed, which enable vessels of small tonnage to enter the river. A railway connects the port with Graham's Town. Port Alfred, however, which for some few years made rapid progress, commercially and socially, and did an export and import trade of a quarter-of-a-million, has, from some cause, gone back so seriously, that its total trade in 1889 amounted to only about £13,000. Lower Albany, of which Port Alfred is the port, is a good grass country, suitable for cattle and agriculture. Land can be purchased on very reasonable terms (from 10s. an acre, improved land from 15s. to 30s.), and to English farmers with small capital there is a good opening here as generally throughout the Colony. The upper portion of the Albany division was at one time a much better sheep country than it is at present. Ostrich farming is now a fairly profitable industry. Fruit growing is increasing, and pays well. £150 to £200 would start a man on a fifty-acre farm. Graham's Town, the chief inland town of the Eastern districts, and connected by railway with Port Elizabeth, from which it is distant 107 miles, is a charming English town, beautifully laid out, intersected with gardens, well supplied with water, and enjoying a delightful and salubrious climate. Statistics prove that the percentage of sickness among British troops was less here than at any other place in the Colonial Empire where they were stationed. It is built on the grassy slopes of the Zuurberg range, at the head of the valley of the Kowie,

one thousand seven hundred and sixty feet above the sea, and covers an area of about two thousand acres. Its population, according to the last census, is over ten thousand, of which a considerable proportion are coloured. Artizans, mechanics and domestic servants are in demand at present.

Its press, the first independent press in the province, was established in 1831, and for some time took the lead in political and social questions. There are six newspapers, *The Journal*, *The Penny Mail*, *Advertiser*, *Church Chronicle*, *South African Methodist*, and *Templars' Standard*. Amongst the more important local industries are the leather trade, machine made shoe factory, saddlery, and tanneries, wagon and coach-building establishments, justly celebrated for the superior character of their work, there being sixteen wagon establishments in the city; woollen cloth manufactory, steam mill and lathe, brick and tile yards, &c. To the East and North of Graham's Town are the divisions of Peddie, Victoria East, Stockenstrom, and Queen's Town, including the basin of the great Kei River, between the Stormbergen on the north and the Amatolas on the south. Chains of mountains, wooded kloofs, and extensive grassy plains exist and these divisions present great advantages both to the sheep farmer and the agriculturist. It is of the Stockenstrom district Sir George Cathcart said, "There is no country in the world where a man with a family could thrive better, if given an erf (allotment) of half an acre, or one acre at most, with sufficient pasturage for his cows, goats and pigs." The Fort Beaufort, Bedford, and Somerset districts lie to the north of Albany and west of Victoria East. They are mountainous, fertile, and in many places well wooded. Somerset and Bedford contain fertile valleys of most excellent agricultural land, in one of which, at Glenlynden, the Poet Pringle and many other Scottish emigrants settled in 1820. The beauty of these glens has been sung by the poet in his "Captive of Camalu":—

"O Camalu—green Camalu!
T'wat there I fed my father's flock,
Beside the mount where cedars threw
At dawn their shadows from the rock;

There tended I my father's flock
 Along the grassy-marginedrills,
 Or chased the bounding bontebok
 With hound and spear among the hills."

And again, in his "Evening Rambles":—

"The sultry summer noon is past;
 And mellow evening comes at last,
 With a low and languid breeze
 Fanning the mimosa trees
 That cluster o'er the yellow vale,
 And oft perfume the panting gale
 With fragrance faint: it seems to tell
 Of primrose tuft in Scottish dell,
 Peeping forth in tender Spring
 When the blithe lark begins to sing."

"Sae that's the lot o' our inheritance, then?" quoth one of the party—says Pringle's "Narrative"—as they came in view of the location. "Aweel, now that we've really got till't, I maun say the place looks no sae muckle amiss, and may suit our purpose no that ill." It suited so well that when the first difficulties were surmounted they prospered exceedingly. Pringle had the satisfaction of witnessing this success, and thanked God for the good providence which had directed their course to the wilds of South Africa. With the like industry, thrift, and perseverance which distinguished these pioneers, the Emigrants of the present day may confidently rely on similar prosperity. The Cradock district contains a great elevated plateau, surrounded by mountains, watered by the Great Fish River, where the sheep walks are most excellent. Albert and Aliwal North are still more elevated than Cradock, forming the northern slope of the Stormberg mountains. Middleburg, Colesberg, and Hope Town are the most northerly divisions of the Colony, west of Albert, and comprise about 13,000 square miles of land, which, apparently dry and unprofitable, can be easily made fertile by irrigation.

The Frontier districts of East London and King Williamstown are bounded inland by the Amatola Mountains. This range is intersected by deep rocky kloofs, clothed with forests of large trees, and opening out into rich and fertile valleys, presenting very attractive scenery. From the base of the



University of Exeter
Togata in Excellence

(From a Photograph by Robert Harris)
EAST LONDON.

range, an undulating country, sometimes rising into high ridges, falls away to the sea; it is generally covered with rich grass, varied with clumps and woods of mimosa bush, and in every direction is traversed by rivers and small streams. The coast lands, for twenty miles inward, are most excellent for cattle grazing; the pasture, which reaches to the water's edge, being very luxuriant and suffering little from drought. Sheep do not on this belt thrive as well as further inland. The remaining portion is admirably adapted for sheep and all kinds of stock. Government land sells at 10s. an acre. An eighty-acre farm would require at the very least £150 capital to start. Cattle and horses are very liable to sickness here. In every part the soil is fertile and suited for agricultural purposes. King William's Town ranks amongst the principal towns of the Cape Colony. Besides being a thriving place of business, it is a military cantonment, and the head-quarters of the Cape Mounted Riflemen. It has a population of over seven thousand, about one half of whom are of British origin. The Eastern Railway connects it with the Port of East London, and with the districts beyond. It has five or six churches—English, Scotch, Presbyterian, Wesleyan, Congregational, and Roman Catholic—several schools, a public library, a fine hospital, public gardens, and three newspapers, the *Cape Mercury*, the *Kaffrarian Watchman* and *Native Opinion*. King Williams-town is an excellent market for field, garden, and dairy produce. East London, with the neighbouring village of Panmure, is the third seaport in the Cape Colony, having a population of nearly seven thousand, large shipping business, and an export and import trade valued at £2,371,906 a year. The steamers of both Steamship Companies call regularly at this port, as well as their coasting steamers between the Cape and Natal. The town is beautifully and conveniently situated at the mouth of the Buffalo River. Harbour works are being carried out, on the plans of Sir John Coode, by which it is expected that the port will be made second to none in South Africa. The bar at the mouth of the harbour, which has hitherto been a great hindrance to traffic, is now so much reduced as to allow free ingress and egress to coasting steamers, and the work of removal is going on. The Eastern Railway starts from East London.

It has several churches, a school, and two newspapers, the *East London Despatch* and *South African Freemason*. Queenstown is a succession of fine grassy plains or basins, surrounded by picturesque hills. The soil is generally of a fruitful character, and the grass cannot be surpassed for pasture for horses, sheep, and cattle, although it is sometimes exposed to severe drought. It is well supplied with water-courses and rivers. Queenstown, the capital, is a thriving place of trade, having a magistracy, a municipality, churches, schools, banks, a town-hall and library, botanic gardens, hospital, a freemasons' lodge, and a newspaper. The Eastern Railway connects it with the Port of East London. There are some excellent sheep farms in the district. Land sells at about £1 an acre. There are also small holdings of ten acres arable and 250 grazing, on which a man with £150 or £200 ought to make a fair start.

On a previous page reference has been made to the success of the Scottish emigrants of 1820. The same may be said of the German agricultural emigrants, 2,000 of whom were introduced into these border districts in 1859 and 1860. By steady, plodding industry and frugality, these people and their families, beginning their new life on almost nothing, have become a thriving well-to-do class. They have brought their lands to a high state of cultivation—in many instances, by purchase, have added considerably to their original grants—and accumulated a quantity of live stock. The rude huts they first dwelt in have been superseded by comfortable homesteads, with stabling and other conveniences; and substantial stone buildings are to be seen studded over the country, all the result of their frugality and industry. "Example is better than precept," but the example being given precept may well come in, and therefore we say, "go thou and do likewise."

We subjoin the following table of wages of farm servants, mechanics and others, from the latest available official returns:

I.—Per Day without Board and Lodging.

	s.	d.	s.	d.		s.	d.	s.	d.		
Blacksmiths	10	0	to	12	0	Brickmakers	10	0			
Bookbinders	8	6				Builders' Labourers ..	5	0			
Boatmakers	6	0	to	8	6	Coachmen and Grooms	3	0	to	4	0
Bricklayers and Masons	10	0	to	12	0	Carriers	7	0	to	8	0
Carpenters and Joiners						Dressmakers	3	6			

	s.	d.	s.	d.		s.	d.	s.	d.
Engineers	10	0	to	12	0	Sawyers	6	0	
Gardeners	3	6				Tailors	6	0	to 8
Labourers	3	0				Tanners	5	0	to 6
Moulders	8	0				Tinsmiths	6	0	to 8
Painters	7	0	to	9	0	Wagon-makers	10	0	to 10
Plumbers	8	0	to	10	0	Wheelwrights	10	0	to 12
Saddlers and Harness Makers }	8	0	to	10	6				

II.—Per Week, without Board and Lodging.

	s.	d.	s.	d.		s.	d.	s.	d.
Bakers	30	0			Saddlers	48	0	to	63
Bookbinders	33	0	to	60	0	Tailors	40	0	to
Butchers	32	6				Tanners and Curriers	40	0	to
Printers	40	0							

III.—Per Month, with Board and Lodging.

	s.	d.	s.	d.		s.	d.	s.	d.
Cooks	40	0	to	60	0	Housemaids	30	0	to
Nurses	30	0				Male Servants	60	0	
General Servants	30	0	to	50	0	Governesses	£40	to	£80
									per Year.

In Country.

	s.	d.	s.	d.		s.	d.	s.	d.
Servants and Herds on Farms	15	0	to	30	0				
Oversers and Head Shepherds	35	0	to	100	0				

A high rate of wages does not always mean that men are in demand, and, besides the cost of living in many parts of the colony is higher than at home, and house-rent invariably so.

It is the usual custom to board and lodge workmen in the country districts.

In many parts farm servants are paid in produce or live-stock, not in money.

Retail Price per lb. of Provisions at Cape Town.

	s.	d.	s.	d.		s.	d.	s.	d.
Bacon	0	10	to	1	4	Milk per qt.	0	4	to
Beef	0	4	to	0	7	Mutton	0	4	to
Bread	2-lb.	loaf	0	3		Pork	0	8	to
Butter	1	6	to	2	0	Sugar	0	3	to
Cheese	1	4	to	1	6	Tea	2	0	to
Coffee (Raw)	1	1	to	1	9	Tobacco (Colonial)	0	6	to
Flour	0	3	to	0	4				

RENT

Labourers' Cottage with Garden, 10s. to 30s. per month, according to locality. Town Lodging for a Mechanic with a family, from 30s. to 60s.

Cost of Board and Lodging for single persons in Cape Town varies from £4 to £6 per month.

The climate being warm, less expenditure for fuel and for clothing is required than in the United Kingdom.

As regards acquiring land in Cape Colony, the pur-

chase of Crown land farms on really moderate terms is practicable in nearly every division. Wool farming in suitable districts generally turns out very well, and when there is a good market to be supplied within a reasonable distance, agriculture is exceedingly remunerative. For instance, one acre of ground at Uitenhage produced two crops of potatoes in the year, each of which sold for upwards of £50. The public or Government land remaining to be granted in the Cape Colony comprises upwards of forty five million acres. The disposal of Crown lands is regulated by the "Crown Lands' Disposal Act, 1887." Under new Act Crown lands are put up to auction at an upset price and sold to the highest bidder, the purchase money being payable by instalments. The land may also, under special circumstances, be let on lease for a term of not more than three years. In some parts of the Colony large landowners let out land on "halves"—if pastoral, stocking it and charging a rent, and dividing the increase and yield; if arable, finding the land, and perhaps the seed and some part of the necessary tools, the tenant supplying the labour, and the crops raised being equally divided. Many Colonists who began the world in this manner have done very well, and have now good farms of their own. The plan may suit men coming into the country possessed of little capital, but with a will to work—for here as elsewhere all over the world, industry, pluck, and perseverance are the keys to success.

A Lands' Act, consolidating and amending the several Acts providing for the allotment of land for agricultural purposes in the colony, was passed by the Cape Parliament in 1882, intituled the "Agricultural Lands' Act, 1882." It will be found printed *in extenso* in the Appendix.

It provides that approved applicants may obtain on perpetual quitrent grants of land not exceeding two hundred and fifty morgen,* and not less than ten morgen in extent.—§ II.

That every application shall be in writing, clearly describing and defining the land applied for, and shall be accompanied by a deposit of a sum equal to 1s. per morgen of the land applied for.—§§ III. and VI.

* A morgen equals about 2.12 English acres.

That the following declaration shall accompany every application :—

I, A. B., of [insert place of abode and occupation], do solemnly and sincerely declare that I am of the age of twenty-one years and upwards ; that I make this present application for my own exclusive use and benefit, and not directly or indirectly for the use or benefit of any other person whomsoever ; that I am not the holder of any land in extent two hundred and fifty morgen or upwards ; that I have not made any arrangement or agreement to enable or permit any other person to acquire, by purchase or otherwise, the allotment in respect of which this my application is made, or any part thereof ; and, that I am not already the licensee, or holder on quitrent of any land under the provisions of the “ Agricultural Lands’ Act, 1882.”

And, that in the event of any of these statements being false in any material respect, the applicant shall forfeit all right to the land applied for, as well as all monies paid in respect thereof, and all improvements thereon — §§ VIII. and IX.

That a licence shall be issued to said applicant to hold the land so applied for upon the following terms and conditions, which shall be inserted in every licence :—

- (a) The licence shall be for five years, reckoned from the next first July or first January following the date of licence, and shall include the period between the date of the licence and such day.
- (b) The yearly fee in respect of such licence shall be equal to one-twentieth of the price fixed for the land, and shall be paid in advance.
- (c) The deposit paid at the time of application, together with the excess over the said value of one shilling per morgen, if any, shall be in discharge of the licence fee due on the next first day of January or July, as the case may be.
- (d) The person to whom such licence is issued shall, within six months after the issue of his licence, personally reside on his land, and shall continue so to reside for a period of three years from the date of the issue of the licence.
- (e) The licensee shall, within two years from the date of his licence, bring under cultivation one-twentieth

part of the land occupied by him under such licence, or shall enclose the same with a substantial fence.—§ XI.

And lastly, that all lands disposed of under this Act shall be subject to such special servitudes as may be set forth at the time of the issue of the licence to occupy, and to the following general conditions—viz. :—

- (a) Government shall always have the right to make new roads, railways and railway stations, aqueducts, dams and drains, or to conduct telegraphs over the land for the benefit of the public, on payment to the proprietor of such sum of money in compensation for actual damage, as three appraisers, one to be appointed by each side, and a third to be chosen by the two others, before proceeding to act, or any two of them shall award.
- (b) The rights of the proprietor shall not extend to any deposits of gold, silver, or precious stones, which may at any time be discovered on the land hereby granted.—§ XIII.

Some time ago a very sensible letter was written from the Cape to one of the English journals, in which the writer says, "Let no one come to the Cape with the idea, gained from novels and tales of Colonial life, that all he has to do is to clear a piece of forest, build a log hut, commence farming, and live a happy life. Fortunes are made here, very rapidly too, but they are made through hard work, self-denial, and clear, business-like brains. A good mechanic," the writer proceeds to say, "has excellent prospects, and an agricultural labourer will do much better in South Africa than in England." In our judgment the class of all others who ought to emigrate are practical working farmers with capital. They would do incomparably better in the Cape Colony than in England.

Since December, 1872, the Colony has enjoyed the fullest and freest form of self-Government. By the Constitution Ordinance, the franchise qualification is possessed by every male person who shall have occupied premises for twelve months of the value of £75, or who shall have been in the receipt of salary or wages for twelve months, at the rate of not less than £50 per annum, and who are able to write their

names, occupations and addresses. Members of the Legislative Council must, however, be at least 30 years of age, and possess £2,000 in real and £4,000 in personal property.

Under the Borough Ordinance, every male inhabitant of a borough, of full age, owning immovable property of the value of £25, or occupying property of the yearly rental of £5, is qualified to vote for and be a councillor.

The Transkeian districts extend from the great Kei River on the north-east frontier of the Colony to the south-western boundary of Natal. This territory has long been subject to British influence, and now the greater portion of it is annexed to the Cape Colony, and will, doubtless, in due course be erected into several divisions, similar to those already existing within the Colony proper. A beginning in this direction has been made by the Cape Parliament passing an Act (30 of 1887), which gives to the Transkei two representatives in the House of Assembly. The area of this territory is about 16,000 square miles, and is one of the finest in South Africa with respect to natural features and productive capability. It offers to emigrant agricultural settlers the same, if not greater, advantages than were possessed by the emigrants of 1820, to whom reference has already been made more than once in these pages, in the country where they were located on their arrival, and which now forms some of the most prosperous districts of the Colony. It slopes down from a mountain range attaining at one point a height of nearly 10,000 feet through a hundred miles of splendid grass, forest, and bush land to the shores of the Indian Ocean. It is abundantly watered, having many streams and rivers, some of the latter being of considerable magnitude. In some parts the grasses grow so luxuriantly as to overtop the head of a tall man, and soil and climate are such as to favour the growth of tropical plants. At present the region is without bridges, and almost without roads, in this respect, of course, resembling all new countries. Roads, markets, schools, and churches cannot precede, but will in the usual course follow, colonization; meanwhile, settlers in this territory will, after the first six months, be able to raise amply sufficient for their own support, and have the very best prospects of ultimate success.

Copper has been found there, and many indications of the

existence of coal. Game is tolerably plentiful, and where the land is occupied cattle and sheep are numerous. The white population is sparse; but emigration will supply the deficiency in this respect, and a great future may be confidently predicted for this romantic country if it is taken up and occupied by our sturdy, frugal, and persevering British emigrants.

Farm and gardening notes appear on preceding pages of this little book, but a general description may be added here of the agricultural and kindred industries of the Colony.

The Colony as a whole gives scope for every kind of pastoral and agricultural occupation. Numerous flocks of sheep and goats, and herds of cattle and horses fed entirely on the natural plants and grasses; all sorts of cereals yield abundant returns from the soil, and most of the products of the temperate or sub-tropical zone may be successfully cultivated with ease. Of course an initiation into the peculiarities of climate, seasons, soil, management of stock and native labour, is necessary. No one settling down in South Africa could reasonably expect that he would have nothing to learn in order to adapt his English or Scotch experience to the conditions existing in his adopted country. But it is chiefly adaptation of experience that is needed, for after all wheat is wheat whether it is grown in Essex, the "carse of Gowrie," or in Malmesbury and the Zuurveld; and sheep are sheep and wool is wool all the world over. Any one possessed of ordinary intelligence would quickly master the differences of climate, seasons, seed, and breed in the new country as compared with the old, and would regulate his modes of procedure accordingly.

As to homesteads the Emigrant settler will of course require but little accommodation of the kind at first. A tent to begin with, to be by and by exchanged for a hut, which in turn will give place, as things prosper with him, to a substantial stone or brick house with outbuildings and enclosures, such as are to be seen in the more cultivated districts of both the Western and Eastern Provinces. In the west and within a radius of about a hundred miles of Cape Town such homesteads may be seen at short intervals studding the hillsides or nestling in the valleys, surrounded by trimly kept vineyards and corn lands, or embowered among trees,

orangeries, or orchards. They are large, substantial, white-washed, thatch-roofed dwellings, with lofty, cool, and spacious rooms with polished boarded floors and ceilings. In many of these houses will be found every finished comfort of home life. On front and rear will be found long ranges of out-buildings, forming the wine cellars, granaries, stables, and servants' quarters. Then there is generally an enclosure for cows and heifers, a kraal for sheep or goats, or a camp for ostriches. Standing under the trees on one side there will be a Cape cart—something like an English spring dog-cart, but covered with a tent of white canvas supported on a light wooden frame work, or, failing the cart, there will be the genuine Cape ox wagon, with its glistening white canvas tilt, the heavy "reimschoen" beneath and the long "trektow" with yokes attached, coiled neatly together and lying against the head of the pole or "disseboom," and the great bamboo whip stick and thong of plaited hide laid carefully along the side.

In the Karoo the dwellings are few and far apart and of a more primitive fashion—small houses of stone, or soft brick, thatched with straw or reeds, the rooms only three or four in number, and the floors of earth, or clay, or smeared with cattle manure; while adjoining to them are the sheep kraals and a few huts or "pondoks" (the native shepherds' quarters), where ebony-coloured urchins are rolling about in company of goats, fowls, or tame springboks. When the occupiers of such places are on "trek" for a change of pasture—as they are for several months of the year—they live for weeks together in wagons or tents, or reel huts known as "hartebeeste houses," only returning to their homes when the rains have fallen, the young grass has sprung up, the aromatic bushes are flowering, and the country to the grazier's eye is supremely beautiful.

In the Midland districts the dwellings of the principal flock-masters are very comfortable quarters. Many of them are quite large establishments, approaching in some cases to little villages, and embracing trading places which supply the general wants of themselves and neighbours, who may be far distant from a township. The stores at such stations combine everything for which a demand is likely to arise—produce as frequently as money being taken in exchange for

merchandise. There may also be a smith's or a wagon-maker's shop, a mill, or a wayside hotel, all carried on by the same energetic individual, uniting the superintendence of these matters with the ordinary avocation of sheep, cattle, or ostrich farming.

In the Eastern and Border districts the farm houses are of the square stone, or brick-built English style, sometimes having thatch or tile, but generally flat, or corrugated iron roofs, with cosy, comfortable interiors. Along the undulating slopes of Lower Albany, and over the mound-shaped hills of British Kaffraria, more than anywhere else, these settlers' houses approach in appearance to those of the rural districts of the old country.

Sheep and Wool form the chief pastoral productions of the Colony, affording occupation to the greater number of its inhabitants, and contributing the principal amount to its exports. The origin of this industry dates back about eighty years. At that period some thoroughbred Spanish rams were received from Europe. With a few of these the Van Breda family made a beginning among ewes of the Cape hairy sheep, and in nine years afterwards one hundred and fifty of these half-bred sheep gave them three thousand three hundred head carrying a good fleece. But the farmers generally were very slow to appreciate the advantages of the wool bearers over the old hairy fat-tailed sheep of the country. The fat-tails held their own for many years. Argument, entreaty, and arbitrary order of Government, were all of little avail, until some merchants in dealing with a grower from the Graaff-Reinet district purposely ran up to a fictitious price a small bag of wool which he had brought to market with his butter, skins, &c., and sent him home a much converted man, and an apostle of the new doctrine, whose "evidences" being in the shape of good hard cash there was no gainsaying. Progress thenceforward was uninterrupted. The export of wool which in 1830 was only 33,000 lbs., had risen in 1889 to 67,507,541 lbs., of the value of £2,251,375. The general average quality of Cape wool has been much improved of late years, but there is room for still further improvement. There is no reason why the Cape should not successfully compete with the finest clips in the London market. Sheep

farms are of various sizes. The general average is somewhere above three thousand morgen, or six thousand acres. There are some, however, that are four or five times this extent. Kraaling or folding at night is still largely practised, and there is no doubt that the plan has an injurious effect, both on the farm and the flock, injuring the wool and the health of the sheep, collecting the manure and strength of the land into the great useless heaps many feet deep. British emigrants will not follow so foolish an example. The price of sheep some few years ago was much lower than now. Then, good "hamels" or wethers fetched 8s. 6d. each; they are now, if fat, worth from 12s. to 15s. 6d. each. The average clip of wool is about seven lbs. per head; and, when this fetches 1s. 9d. per lb., which it does when good, and washed, we have an annual return per head of 12s. 3d. The increase of the flock is also a large item of profit. In good years a ewe flock is supposed to raise seventy-five per cent. of its lambs. An instance is recorded in which one thousand three hundred mixed sheep increased to four thousand in less than four years. From one to three morgen is allowed for each sheep, with fifty head of cattle and twenty horses to a farm of one thousand five hundred morgen.

Goats of the original breed are a very hardy race of animals. They live where sheep cannot, and supply meat which is very passable, and extremely useful on a farm. They breed and increase very fast, and yield a famous and valuable skin, realizing in the London market as much as 95s. the dozen.

Angoras, the prettiest and merriest of the Cape domestic animals, are of great value to the farmer. Their pure white fleece is the well-known Mohair of the English markets. Cape mohair takes the highest place in the market, and brings the highest price. They require much care in the lambing season. Continued drought is also very trying to the farmer who has a flock of these pretty creatures. The fleece is generally in perfection in July, and it should then be taken from the animal, as otherwise the best hair is dropped. Sheds are indispensable, to shelter the goats for a fortnight or so after shearing, as, with their coats off, they cannot stand inclement weather;

and July is one of the coldest months of the Cape year. The animal is not otherwise difficult to raise and maintain. It scarcely interferes with the pasture of the sheep and will often live on herbage which the latter discard.

Horse Breeding is not an unprofitable occupation in the Colony. It received a discouraging blow in 1853-54 by an epidemic which swept away no less than seventy thousand horses, and shattered many of the breeding establishments. Mr. T. B. Bayley, himself one of the leading horse breeders, and a loser by the scourge, published a pamphlet giving the results of an official inquiry into the origin, progress, and effects of the malady. The facts established were that the sickness is produced by exposure to the night air in a season of *malaria*, arising from causes not clearly known; that horses stabled before sunset, and not turned out to graze before the dew is off the grass, are safe from its attacks, though exceptional cases may occur, and that relatively high and dry elevations are comparatively free from it. Bearing these facts in mind there is no reason why this particular class of industry may not be followed with the best results. The Cape horse possesses wonderfully hardy and enduring qualities. They are peculiar, and not handsome, but they surpass any horse out of Europe in their untiring and unflinching endurance during the longest and hottest days of the year. They are of mixed blood, the original stock coming from South America, improved in the first place by pure Arabs, and afterwards by English thoroughbreds. In 1889 the average price of saddle horses was £13 1s., and of draught horses £12 8s.

Horned Cattle have proved very remunerative in recent years. Most of the Cape herds are made up of contributions from nearly every breed known in England and Holland. More intelligence and discrimination have, however, been brought to bear of late years. Men have been selecting their herds, and short horned bulls of undoubted pedigree have been got direct from the first breeders in England. A good extent of pasturage along the coast, and in the Eastern and Northern districts, is well adapted for cattle, more especially the Zuurveld.

Nearly all the farmers in the Zuurberg district are not only cattle breeders but "kurveyors" (transport riders), and

have always some wagons on the road. A span consists of sixteen oxen, so that a few wagons take a hundred head, counting supernumeraries. Some men have thus employed five hundred oxen. Average price of draught oxen in 1889 was £5 15s.

Dairying is a branch of farming which pays well. Butter fetches a good price, and good Colonial cheese would find a ready sale. English cheese sells in the colony at 1s. 6d. per lb. The yield of milk depends upon the quantity of food the cows can get; and as they are entirely dependent upon the natural veldt, unless there is a good season, the share of milk that comes to the dairy is but small. By-and-bye, the raising of artificial food, to be used in scarce times, will come into use, not only to aid the dairy, but also to fatten cattle and produce a better quality of beef.

Pork and Bacon, the production of which is closely allied to the dairy at home, is a kind of farming capable of a large extension. The price of Colonial bacon of first quality is always high, and ranges from 10d. to 1s. 4d.

Every part of the Colony seems adapted for the growing of *grain crops*, the only impediments being want of moisture during some seasons in certain localities; the effects of blight in others; and the distance, difficulty, and expense of transport to a market. These drawbacks, however, never prevail over the whole country at the same time, and it is noticeable that, although one part may suffer in diminished or blighted crops, other places yield abundant harvests. The transport difficulty has been considerably diminished of late by the construction of railways. The Colony already possesses nineteen hundred miles of line open for traffic* and extensions are proceeding. The best districts for *wheat* are those which are regularly visited by copious rains, and where artificial irrigation is not required. The districts contiguous to Cape Town possess this advantage, and form the principal granary. With a moderate supply of manure the land there retains its fertility, and yields of wheat and oats fifteen to thirty fold; *barley* from fifty to one hundred fold; and *rye* from twenty to forty fold. All kinds of grain

* For further particulars see Appendix.

are sown thin ; otherwise, under the Cape sun, they are liable to run to straw. The yield of wheat per acre is fifteen to twenty bushels per acre, and considerably more under improved treatment. The weight of wheat per three bushel sack, is from 205 lbs. to 208 lbs. The south-east coast districts yield considerable grain crops in average seasons ; while all over the karoo, with irrigation, almost fabulous returns, from a hundredfold upwards, may be obtained. In the east, there are extensive arable lands in the Zuurveld of Lower Albany and Olifant's Hoek, and in the Queenstown and other border districts. In these upper districts *wheat* is usually sown in June or July ; and on the coast lands as late as September. The return in Lower Albany is from thirty to thirty-five bags for one sown, if sown early. A "muid" or three bushels of seed will cover about ten acres. *Barley*, on well cultivated land, gives as much as twenty bushels per acre. *Oats*, in the form of *oat-hay*, form the staple horse food of the country, being cut and made into sheaves when nearly ripe. The average yield is from two to three thousand lbs. per acre, but as much as six thousand lbs. has been reaped. The return of grain is from thirty-five to forty per cent. A bag of good *oats* (three bushels) usually weighs one hundred and sixty lbs. *Wheat* averages, in full three bushel sacks, as high as two hundred and thirty lbs ; *barley* (five-rowed) one hundred and eighty to two hundred lbs ; (two-rowed), two hundred and ten to two hundred and twenty lbs.

Indian corn or *maize*, known under the name of "*mealies*," is grown all over the country, and yields most abundant crops of good food for both man and beast. It comes to perfection in a shorter time than most other cereals, and can be sown when all chance of a wheat crop is lost. It requires but little cultivation, and grows on almost any soil ; but, where frosts prevail, it should be sown early enough to allow of it ripening before the frosts set in.

Kaffir corn or *millet* is chiefly raised by the natives, and is largely used by them, either boiled for food or malted as beer. The stalks, leaves, and panicles of all kinds furnish a highly valuable and nutritive material for stall feeding, and may be given, both green and dry, to horses, cattle, sheep, or pigs, &c. It may be raised on lands that have grown oats or

barley, and yields an invaluable crop of green food to dairy farmers from December to March without any irrigation whatever.

Rice of very superior quality is grown in some districts. If a proper system of irrigation were adopted its cultivation might be largely extended, as well as that of *sugar, coffee, and cotton.*

Potatoes and all kinds of European *garden vegetables* and *pot herbs* do well, and can be grown all the year round; and, in many places, two crops may be raised each season. *Sweet potatoes, pumpkins, and melons* are produced and supplied in waggon loads. *Beet* is raised extensively, and in the highest perfection. *Mangel wurzel* has likewise proved a success, as has also the *Swedish turnip* in the Queenstown district. The production of artificial food for stock would pay well in the increase of both milk and beef.

Tobacco is in cultivation in several of the coast districts, Heidelberg, Riversdale, and Oudtshoorn, as well as parts of Kaffraria, producing a large quantity. There is a considerable home consumption for this product, some of it, under the name of "Boers," being used for smoking; the general demand, however, is for sheep-washing purposes. The soil in many parts seems well adapted to the plant, but in the process of curing and preparing the leaf for export there is room for much improvement. The Government, recognizing the importance of this subject, have recently engaged the services of an expert in this industry, who has already introduced beneficial changes in the old practices.

Cotton has been grown with some success on the coast lines of Albany, Peddie, and East London, and if the natives can only be induced to engage in its cultivation, it may become a valuable export. The average yield is about two hundred and forty lbs. per acre, though from five hundred to one thousand two hundred lbs. have been obtained.

Coffee is grown along the Buffalo River, as well as at the Kowie. Below Grahamstown, in the sheltered valleys of the Zuurberg, and in various other places, coffee trees bear abundantly. There are also some *tea plants*, which, it is said, will

stand the winds and the frosts even better than the coffee.

Olives, linseed, chicory, and, in short, any valuable plant, except such as are specially tropical, may be grown in the Colony to advantage. *Sericulture* has been tried, but, though the conditions of the Colony are favourable to the industry, there has not been any effort on the part of the public to maintain it.

Fruit Growing.—Oranges, pineapples, bananas, &c.. and dried fruits, particularly raisins—is increasing and pays well. The supply of fresh fruit for the English market is being developed. A settler with the requisite knowledge and a small capital would be certain of success in this occupation.

Considerable attention is being paid in the Colony to the subject of bread, and improvement in this respect is still to be desired, though a good deal has already been done. The *Wine* industry has been already referred to in our account of the western districts of the Cape.

Ostrich farming, though of comparatively recent date, is an industry of much importance in the Colony. Ostriches are now bought and sold like sheep. They are fenced in, stabled, fed and rifled periodically of their feathers as matters of business, and a profitable business it is. The birds are now generally hatched by means of the incubator, and reared in a warm room, being put to bed at night in a box lined with wool. Exposure and wet at this time of their life is fatal. They are fed on chopped *lucerne* or other suitable green food. When able to shift for themselves their food consists of *lucerne, mealies, broken bones*, and, as the joke goes, "with an occasional pound or two of *tenpenny nails, iron buttons*, or other equally indigestible comestibles."

The season for pairing is the month of July. August is the laying time, and eggs continue to be deposited for a period of six weeks. As many as twenty eggs are laid, and hatching is brought to a close in October. Laying begins again in December, but this second batch is inferior. The frequent failure attendant on natural incubation has caused the extensive use of artificial means. The success of Mr. Douglas's artificial incubator has been very great, and it is

chiefly by means of this invention that he has been able to amass a large fortune.

Eight or nine months after hatching is the period when the birds begin to feather, but the yield then is scarcely of any value. The plumes increase each season in value for one or two years. As to plucking or cutting, Dr. Atterstone says, "Having got with my friend into the middle of the crowd of birds, so packed that they were unable to move, he quietly selected two or three of the best feathers, and with a curved sharp knife in his right hand, the blade being protected by lying flat against his finger, he pressed it down as near to the root as he could, and cut it off obliquely upwards. The bird was quite unconscious of the operation, standing perfectly still as he handed several to me. He then picked out a blood feather, very beautiful, which, on being cut, bled a little; but the sharp knife separated it without being felt. In a month or six weeks he took out all the stumps, if they had not fallen out. By this means the health of the bird is not impaired."

The price of ostrich feathers has fallen very considerably within the last few years, but their production is still a profitable occupation in South Africa, although it is by no means a certain success. Disease and bad management let havoc loose, but with ordinary care and luck, it can even at present prices be recommended to the attention of settlers.

Many intending agricultural emigrants possess a competent knowledge of some useful handicraft in addition to farming. Such emigrants are doubly welcome in the Colony, and have the greater chances of success. *Waggon and cart-making* affords occupation to many workmen, as does *building, black-smithing, saddle and harness-making*, and many other trades. Nor will it be altogether out of place to mention *leather manufacture and wool-washing*, as the agricultural settler must be interested in both of these industries. *Leather manufacture* has been in operation for many years in the Colony. The raw staple and the very best materials for its preparation are to be had in any quantity. The Cape goatskin is unsurpassed for conversion into the first quality of leather, and the Cape sheepskin supplies very superior kid gloves. There are numbers of Cape plants which yield tannin, and some of

them, such as kreupelboom, wagenboom, kliphout, wild plum assegai, and saffron, as well as the mimosa and oak, are unequalled for tanning purposes. *Fellmongering* has lately been commenced, and many skins, formerly little valued, are bought up, and by this process, have the wool upon them turned to account, as well as the felt preserved. *Wool-washing* is now an extensive business, and is carried on all over the country. Fifteen years ago the manner of washing was of the most primitive character, and so imperfect in its results as to keep Cape wool in a much lower position in the home market than its genuine qualities would otherwise have obtained for it. Now, however, things are very different, and improved machinery and care have given us the present "Uitenhage snow-white," so eagerly sought after by home buyers. There are many other industries in the Colony, such as *brewing, distilling, flour-milling, biscuit factories, boat-building, coach-building, cabinet-making, watch-making, printing, book-binding, soap-making, glass-making, brick-making, shoe-making,* and others. These we simply mention, and pass on to conclude our description of the Colony with a few words on its woods and minerals.

The *woods* of the Colony comprise upwards of a hundred different kinds, and many of these are extensively used for economic purposes, such as house-building, waggon-making, furniture, cabinet work, &c. The existing forests are, however, chiefly along the coast line, and the expense of transport to the more inland parts is very considerable. But there is no district where trees cannot be grown if irrigated and fenced in for the first few years. Some private individuals have found it very profitable to lay out young plantations of quick-growing timber, like the blue gum and blackwood. The late Colonial botanist strongly urged this matter upon public attention, and we would strongly urge the agricultural settlers to listen to his words. It is a matter of vital importance, and everyone can do something towards the carrying out of his views. His counsel was, plant any tree—any kind of tree which will grow, or any kind of tree for which there may be a fancy—oak, fir, poplar, blue gum, beef-wood, blackwood—anything. Every tree that grows tends to prepare the climate for the growth of others, and we have yet to learn where there is a district in which it would be vain to

try the experiment, while during their growth they would contribute to increase the humidity of the climate, the revenue obtained from the sale of them, when fit to be cut as timber, would supply means of still more extensively carrying out the enterprise.

The *mineral* resources of the Colony are very great, though still very undeveloped. *Copper* takes a high place at present. *Coal* is found to exist over large areas, but is not at present worked to any extent worth mentioning. The coal is there, however, in vast quantities, both in the Stormberg and Camdeboo districts. *Diamonds* take the lead, the present annual export of these precious stones being over £4,000,000 in value. A number of other *ornamental stones* are found in various places along the basin of the Orange River. *Gold* is known to exist in the Knysna, but competent judges are now of opinion that the reefs hitherto discovered will not pay for the working. *Lead ore, manganese, hematite,* and other iron ore and similar valuable products occur in many different localities. The emigrant settler, however, will probably be more interested in knowing that *building stone* is abundant all over the country, and also beds of *clay*, from which *bricks, tiles,* and even the finest *pottery* could be made. There are several qualities of *free stone*, some being suitable for mill and grinding stones, as well as for building. *Marbles* of various colours are found in many places—in Namaqualand, Clanwilliam, Tulbagh, Worcester, and Oudtshoorn, and *limestones* of various ages occur along most of the coast districts.

GRIQUALAND WEST:

THE DIAMOND FIELDS.

Griqualand West was declared British territory in 1871, Waterboer having ceded his rights to Her Majesty. In 1881 it was annexed to the Cape. It is a small territory, and derives all its importance from its Diamond Fields, which, however, are sufficiently valuable to account for the promi-

ment position assigned to it. The Orange River skirts it on the south, while the Vaal, one of the finest rivers in South Africa, runs through it from north to south. The banks of these rivers are well wooded, and, in some places, beautiful and picturesque; but, away from the rivers and streams, the country has nothing attractive about it, except in the summer rain time, when the usual marvellous transforming effect of water upon the South African soil is produced.

In summer the heat exceeds that of the Cape and Natal, but it is not unhealthy. The fever, which sometimes visits the camp, is wholly due to insufficient sanitary arrangements. Asthmatic patients, and those suffering from chest diseases, find the climate remedial. The population has fallen off from sixty thousand to about forty-five thousand, of whom about twelve thousand five hundred are whites.

There are no longer the chances for single-handed diggers at the Fields, such as existed in the earlier days of their history, nor are things improving in this respect. Living is considerably dearer than in Cape Colony. The railway system connects Kimberly with Cape Town and Port Elizabeth, the journey occupying thirty-five hours by fast trains. *Fares*: 161s. 9d.; 107s. 10d.; 53s. 11d.

SCHOOLS AND CHURCHES IN CAPE COLONY.

At the commencement of the English occupation there was not a good school in the Colony. Indeed, until 1839, with the exception of a few schools originated by private enterprise, the Colonists were dependent for elementary education on travelling tutors, generally men who were not at all qualified for their work. From 1839 a new system, based upon a plan drawn up by Sir John Herschel, was inaugurated. Material alterations and improvements, however, have since been introduced, at various times, in order to render the system more efficient, and a Parliamentary Commission has lately been engaged in collecting evidence as to the working of the several Acts now in force, so as to discover in what particulars alterations and amendments may be necessary, especially with reference to the means of edu-



University of Fort Hare
Together in Excellence

cation available to the rural or farming population of the Colony

The system in force is that of State grants in aid to encourage voluntary effort on the part of the inhabitants of each locality. The schools which conform to the provisions of the Act are strictly undenominational, both in management and teaching. Besides these schools there are a number of institutions for the education and industrial training of natives.

The schools in which the emigrant settler will be most interested are ranked as Class III., Order A. Under this class, a cluster of farms where twenty or thirty children can be assembled at one time for daily instruction, is accepted as a school station. The teacher's salary must not be less than sixty pounds per annum, with a residence, the grant being thirty pounds per annum. Here, of course, the instruction is, of necessity, quite rudimentary, but must include reading, writing, and elementary arithmetic. Moderate school fees are charged, but special provision is made to meet the necessities of those who are unable to pay. The schools are under the control of a local board of managers, who are selected by the resident householders, or such of them as may be willing to share in the necessary guarantee for the maintenance of the teacher. They are at liberty to provide for the religious instruction of the scholars at an hour to be set apart by them, not being during the four ordinary school hours; but no scholar is to be compelled to attend for religious instruction without the consent of the parents or guardians. In addition to these rural schools there are a considerable number of missionary schools where education may be had, and which receive Government aid.

The total number of institutions and schools in the Colony in 1891-2 was :—

Public schools—First, second, and third classes.....	503
District boarding schools.....	69
Mission schools	483
Aborigines' industrial and training institutions and day schools:—Colonial and Transkei	299
Farm schools	371
Trade Classes	27
Schools conducted by Circuit Teachers	47
Special Institutions	10
Total.....	1809
	D

The number of scholars for the year 1891-2 was 111,486. The total State expenditure for the year was £147,424, and local expenditure £137,116.

Most of the Protestant denominations of Christendom are largely represented at the Cape, as well as the Roman Catholic Church. The Dutch Reformed Church is by far the most numerous, if not the most active community. Its pulpits are largely supplied by both Dutch and Scotch clergymen. The Anglican Church has made considerable progress of late years. The Lutherans, Presbyterians, including Free Church of Scotland, United Presbyterians and others, Independents, Wesleyans, and Roman Catholics exist in considerable numbers. There are numerous mission stations throughout the Colony where Christian teaching is energetically and persistently enforced. The following particulars of the several religious bodies are taken from the ecclesiastical returns for 1885:—

Denominations.	Number of Ministers and Assistants.	Number of	
		Main Stations.	Out Stations.
Episcopalians	128	147	218
Presbyterians	19	24	50
Congregationalists	36	43	99
London Missionary Society			
Dutch Independents			
Wesleyans	130	106	880
Baptists	8	10	11
German Baptists	3	4	13
Berlin Mission	16	14	30
Evangelical Lutheran	10	12	8
Rhenish Mission	11	9	
Free Evangelical	2	2	
Dutch Reformed	101	119	175
Roman Catholics	32	31	31
Moravians	18	13	12
French Reformed	2	2	7
United Presbyterians	8	9	37
Total	526	585	1574

It must, of course, be distinctly understood that so far as new settlements are concerned, schools and churches are, to a large extent, things of the future. It has already been

mentioned, however, that as regards schools any group of farms or dwellings where thirty children can be assembled for daily tuition is regarded by the education Act as a school station, and the school once established, means of public worship would speedily follow.

Public libraries, museums, and botanic gardens are supported by private contributions, and partly by the State. The South African Library at Cape Town is open daily to all classes of the community. There are public libraries at Port Elizabeth, Graham's Town, King William's Town, Graaff Reinet, and more than 60 other places. The Observatory at Cape Town is one of the most important in the world.

There are hospitals at Cape Town, Port Elizabeth, Graham's Town, King William's Town, Queenstown, Kimberley, Barkly West, East London, Graaff Reinet, &c., and lunatic asylums on Robben Island, at the entrance of Table Bay, at Mowbray, near Cape Town, and at Port Alfred, near Graham's Town.

Masonic, Odd Fellows, Foresters, and Templars' lodges are numerous throughout the Colony, and there are Y.M.C.A. at Cape Town and elsewhere. Members of Societies here proceeding to Cape Colony should apply to their own society for letters of introduction to the corresponding society in the Colony.

Cape Colony offers attraction to sportsmen. Deer of many kinds, partridges, pheasants, hares, quail, and snipe abound.

Cape tigers have not yet died out entirely, only they are not tigers at all, but leopards; elephants are still found in the Addo Bush, the Knysna forests and elsewhere, and Buffaloes in the Kowie bush (near Port Alfred).

The Imperial Government still maintains troops at Cape Town. The Colony has since 1878, organised a body of "Cape Mounted Riflemen" as a military force for the defence of the Colony, as well as for police purposes. In 1892 it consisted of 765 men—less than in 1891. There were also 5,369 in the volunteer corps, an increase on 1891. Commissions in the Colonial forces are granted only to those who are already serving in their ranks.

There are two kinds of police. The Cape police force for the preservation of peace throughout the country, and the ordinary police whose duties are confined to the preservation of order and the detection or prevention of crime in

the localities where they are employed. On 31st December, 1888, the former numbered 746.

English money is used throughout the Colony. The emigrant is recommended not to take his money in cash, but by one or more money orders payable to himself at any post office in the Colony. They are obtained at any post office here at a cost of from 6d. to 2s. for sums up to £10. Large sums should be sent through a bank. The chief banks, with their London addresses, are—Bank of Africa, 113, Cannon Street, E.C.; the African Banking Corporation, 33, Cornhill, E.C.; the Standard Bank of South Africa, 10, Clement's Lane, E.C., employed by the Colonial Government. One or other of these banks has a branch in every town in the Colony, the Standard Bank, however, being the most largely represented.

On 31st December, 1892, there were 196 Post Office Savings Bank branches open. The amount to credit of open accounts was £879,975, as against £723,970 on 31st December, 1891.

There is a weekly mail to and from England; postage for letters is $2\frac{1}{2}$ d. per $\frac{1}{2}$ oz., $4\frac{1}{2}$ d. via Lisbon; for newspapers, 1d. each; for parcels for Cape Town, 1s. a lb. up to 11 lbs., for other towns, 1s. 4d. up to 7 lbs.

There is telegraphic communication between England and the Cape at a charge of 8s. 11d. a word; and between towns in the Colony itself at a charge of 1s. for ten words.

The railways, which are the property of the State, have a total length of 2,400 miles, including the line running through the Orange Free State to the Vaal River, and are about to be extended through Bechuanaland to the territory of the British South Africa Company.

Cape Colony possesses a very perfect system of land registration by means of the "Deeds Registry Office," which extends as far back as 1685. All transactions with regard to land must be entered in this registry. By this means a purchaser can at any time refer to and ascertain all the by-gone circumstances, encumbrances, and other matters connected with any property.

Children must be vaccinated within one year of birth, and in case of prevalence of small-pox, local authorities

have power to order adults to be vaccinated. The penalty on refusal must not exceed £2.

An "Employers' Liability Act" was passed in 1886 on the lines of the English Act. It is to take effect only within such mining areas as the Governor may from time to time declare by proclamation in the Gazette.

BRITISH BECHUANALAND.

British Bechuanaland is bounded on the east by the S. African Republic, on the South by the Cape Colony, on the west and north by the Molopo River. The total area of the Colony is about 42,000 square miles, of which 13,000 are still available, and with the protected district to the north and west of the Molopo River about 162,000 square miles. The Colony of British Bechuanaland was constituted in September 1885.

The climate is remarkably healthy, owing to its extreme dryness; but there is a good deal of illness among natives in the towns, owing to their utter neglect of the most ordinary rules of sanitation. The extremes, however, of heat by day and cold by night are great, owing to the elevation, which varies from 4,000 ft. to 4,500 ft. above sea level. The winter is subject to long droughts and is comparatively cold. Rain falls from November to April, chiefly during thunderstorms, which are frequent during these (the summer) months. The water, however, soon disappears, but it can generally be got by digging in or near the river beds, and by sinking wells. The annual rainfall is about 25 inches.

The European population of Mafeking is about 350. Besides the Bechuanaland border police there are also about 5,000 Europeans in the Vryburg districts, about 600 in Stellaland, about 50 in Taungs, and 100 in Taungs district, but a great many went away last year to the Malmani and other gold fields in the Transvaal.

The native population is estimated at about 44,000.

There is a fairly good road from Barkly West to Taungs, and thence there are two routes to Vryburg, the chief town of Stellaland. From Mafeking good roads branch out in all directions. Mafeking is the depôt for the trade with the

interior, and is 230 miles by level road from Kimberley, which is the principal market. The railway extension from Kimberley to Vryburg, 127 miles in length, was opened towards the close of 1890. The further extension to Mafeking is about to be taken in hand. The principal townships are Taungs, Vryburg, and Mafeking. The best way from England to Bechuanaland is to go by sea to Cape Town, thence by rail via Kimberley to Vryburg. Rail fares : 171s. 4d.; 117s. 8d.; 64s. 6d.

There is a weekly post with Cape Colony. The postage for letters from England is 4d. per $\frac{1}{2}$ oz.; 6d. via Lisbon.

Mafeking, Taungs, Vryburg, and Setlagoli are in telegraphic communication with Cape Town.

There are English clergymen at Vryburg and Phoquane. There is a large Wesleyan native church at Mafeking.

The currency is exclusively British. There is a branch of the Standard Bank at Vryburg, but no Government savings bank.

The Bechuanaland Border Police consists, according to the latest report, of 400 men and 353 horses; it is chiefly recruited from Cape Colony. No appointments are made from this country, and there are more applications than vacancies. The Force is under the command of Sir Frederick Carrington, K.C.M.G.

The country is partly sandy and partly covered with grass and shrubs, and is well adapted for the breeding and fattening of sheep, pigs, goats, poultry, and cattle. Horses die off in great numbers during the wet summer months, owing to a prevailing disease. The soil is good, especially north of the Setlagoli River, and with irrigation and slight culture gives abundant crops. Maize, millet, and vegetables of all kinds grow well. Well sinking and windmill pumps secure irrigation. The wild indigo is remarkable for the goodness of its dye, and cotton also grows wild. Last year's harvest was good and abundant in many of the districts, but locusts did much damage in Mafeking. There are very few trees, and therefore no wood for building purposes; tree planting is being encouraged.

There is not much unappropriated irrigable arable ground, except at Katoos and other places to the west of Kuruman, where there are fairly large patches of forest land; much of the timber here has unfortunately been cut down and sold in

the Kimberley market, where fuel is scarce and dear. 100,000 acres were sold in 1891. Unimproved land can be purchased from the Government at, roughly, 1s. per acre. Of the total amount of the purchase price the Government requires at least one-sixth to be paid in cash, interest at 5 per cent. being charged on the unpaid balance. Unimproved, and in some cases improved, farms, can be either rented or purchased from private persons on very reasonable terms. A man can start with good prospects of success on a grazing farm of about 6,000 acres, with about £500 capital, exclusive of the price of the land and passage money to the territory. The land at present opened up for settlement does not require clearing. A waggon, trek-gear, and oxen complete, costs about £190, or second-hand at Kimberley about £40. Oxen cost about £5 each, and 12 to 20 are required for each waggon. The prospects of the farmers have much improved of late, and the industry is extending, transport riding having proved a failure since the extension of the railway to Vryburg. The natives reaped an abundant harvest of mealies and Kafir corn in all parts. Round Vryburg, a healthy town with good water supply, farmers are taking to growing tobacco and cattle breeding, but the latter industry is retarded by the prevalence of lung sickness. Taungs is one of the best cattle farming districts in South Africa. Small stock also thrive well in most parts, but horse-sickness is prevalent.

Gold has been discovered near Mafeking, Vryburg, and Taungs, and very extensively in the Protected Territory to the north. Lead, coal, and iron have also been found. No payable gold field has, however, yet been discovered. No royalties are as yet payable on minerals other than precious; the whole profit goes to the proprietors of the land upon which the mines are, the reservation of mining to the Crown being limited in the title deeds to precious stones and precious minerals only.

The revenue for 1891-2 was £52,029, and the expenditure £153,902. The deficiency is met from Imperial funds. In 1890 the revenue more than doubled itself, while the expenditure increased in a much smaller ratio.

There are schools for European children at Vryburg and

Mafeking. There are few medical men ; but a Government Hospital was erected at Vryburg in 1892. Vryburg has one newspaper, the *Bechuanaland News*.

In the town of Vryburg there has been a considerable increase of building and trade generally through the opening of the railway, and rents have gone up. The District of Mafeking shows every sign of progress and of increased traffic through the same cause. But while the opening of the railway into the country has undoubtedly increased trade, there is little or no demand for farm hands or domestic servants, all this work being done by Kaffirs ; nor is there any demand for mechanics, except sometimes for a few men in the building trade at Vryburg at 15s. a day, and for female servants at 35s. to 45s. a month. The cost of living compared to earnings is stated to be generally low, but high at Vryburg ; clothing is 50 to 75 per cent. more than in England. Bread costs 4d. to 5d. a lb. ; meat, 6d. a lb. ; bacon, 9d. ; butter, 1s. 6d. to 2s. ; coffee, 1s. 3d. to 2s. ; sugar, 5d. to 9d. ; tea, 2s. 6d. ; tobacco, 1s. to 3s. 6d. ; flour, 4d. to 5d. ; meal, 3d. ; maize and millet, 5s. per 100 lbs. ; vegetables are plentiful in summer, but scarce in winter. Houses are scarce, but could be erected cheaply, as good stone is plentiful and bricks easily made. The cost of board and lodging for single persons is from £6 to £8 per month. Emigrants to Bechuanaland might usefully apply for information on arrival to the resident magistrates in the different districts.

The above information is obtained from the latest Official publications, and from various reports from the British Administrator.

Further information on British Bechuanaland may be obtained from the Emigrant's information office, 31, Broadway, Westminster, S.W., or from the Colonial Office, Downing Street.

NATAL.

This colony, which derives its name from the circumstance of its having been discovered by the renowned Portuguese explorer Vasco de Gama, on Christmas Day, 1497, is situate on the south-east coast of Africa, and has a sea-board (to the Indian Ocean) of about 180 miles, extending from



University of Fort Hare
Together in Excellence

TOWN HALL, DURBAN, NATAL.

(From a Photograph by Robert Harris.)

the River Umtamfuna on the south-west to the River Tugela on the north-east.

The bay and port of Natal are distant about 800 miles from the Cape of Good Hope, 400 miles from Algoa Bay, 200 miles from East London, and 126 miles from the new port of St. John's River.

The territory lies between the 28th and 31st parallels of south latitude and the 29th and 31st degrees of east longitude, and embraces an area of 19,600 square miles, equal to about 12,000,000 acres, bounded N.E. by Zululand, N. by the Transvaal, N.W. by the Orange Free State, W. to S.W. by Basutoland, Griqualand East, and Pondoland. It was first proclaimed to be a British colony, attached to that of the Cape of Good Hope, in November, 1845, but it was not until 1848-49-50 and 1851, that those immigrants arrived who fairly claim the title of being "the Fathers of the Colony," and in those years the number of immigrants who landed was as follows:—

1848, from Germany	...	189 souls
1848, ,, England	...	39 ,,
1849, ,, " University of Fort Hare	...	622 ,,
1850, ,, England and Scotland	2,942	,,
1851, ,, " " " " " " " "	...	579 ,,

Thus it is seen that the Colony is practically of only 41 years' growth; and, considering that a large number of the earlier settlers were lured to the gold fields of Australia soon after reaching Natal, and again in 1869-71, there was another large exodus of Natal colonists to the diamond fields of South Africa, the present position of the colony, as shown by its population, commerce, agriculture, and wealth, gives promise of its becoming an increasingly important dependency of the Crown. It was declared a separate colony in 1856, and a few months ago it obtained the doubtful boon of responsible government.

The present white population, according to the census of 1891 is 44,415, and in 1889 the natives numbered 459,288, exclusive of about 45,000 Indians from Calcutta and Madras, the majority of whom are employed by the sugar planters on the coast.

Upwards of 2,000,000 acres of land have been set apart as locations for the natives, and over 6,000,000 acres have been acquired by grant or purchase by Europeans, the balance of land being retained for allotment to new settlers on terms which are set forth hereafter.

The climate of the Colony varies considerably, but in all parts is generally good and conducive to health; it is customary for medical men in Europe to recommend their patients who suffer from pulmonary complaints to go to Natal and other parts of South Africa; and among the present colonists are many who have obtained a new lease of life by so doing. In the winter months (May to September) but little rain falls; in midwinter it is usual to have a few degrees of frost at night in the midland and upland districts, and, in some years, the frost extends down to the coast. In summer, the heat is tempered by cool winds, heavy rainfall, and thunderstorms.

The products of the soil vary somewhat according to the situation of the lands cultivated; for a distance inland from the sea coast of about 12 to 15 miles the land is very suitable for the cultivation of all kinds of tropical and semi-tropical produce, and is now rather extensively cultivated for sugar, coffee, arrowroot, maize, beans, &c. The soil is generally a light sandy loam with here and there patches of stronger and clay soils, and, having been covered to a large extent by a thick forest of trees (usually termed "bush" for many years, is in parts richly charged with decayed vegetable matter, its first cultivation gives some surprising results, and it continues to yield heavy and profitable crops for some years without entailing any expense for manures. In addition to the staple articles above mentioned, this district is favourable for the production of nearly all kinds of ordinary farm and garden produce, except cereals, two crops of vegetables may easily be grown in each year, and on some lands three crops may be raised in about thirteen months. On the alluvial flats, oat-hay, potatoes, and sweet potatoes do very well, and, as for fruit, for which there is a large local demand, as well as for export to the Cape Colony, pineapples, oranges, lemons, limes, bananas, guavas, plantains, loquats, peaches, mulberries, tomatoes, paupaus, mangoes, cucumbers, melons, granadillas, custard apples, &c., may be grown to any extent. *Cotton* has been grown successfully, but is now neglected for more profitable agriculture, and the same may be said of *ground nuts*.

Indigo is an indigenous plant, and the growth of *tea* promises to become an established industry in course of time.

The principal article of produce on the coast is *sugar*, which on good lands and with favourable seasons often amounts to $2\frac{1}{2}$ tons or 3 tons per acre. *Rum* is distilled on the sugar plantations to a considerable extent, and meets with ready sale in the colony and for export.

Leaving the coast, the surface of the colony (which, though mountainous in some parts, consists generally of table lands and undulating country, with valleys intervening) rises to a height of about 8,000 feet above the level of the sea on the northern and western boundaries, and is covered with rich verdure; trees, in some favoured localities, have assumed the form of permanent forests, which are not affected seriously by the practice of burning off the grass in winter. The plantations of eucalyptus (blue gum) and other fast-growing trees with which many farmers have surrounded their homesteads and formed hedgerows round their cultivated fields, indicate not only that the necessity of a supply of home-grown timber has been felt and provided for, but that the "pride of home" is being gratified in that way which is the characteristic of English country gentlemen.

The extent to which the settlers of Natal may adorn their homes with flowers is practically limited only by their own will.

Next to the coast lands there is a narrow belt of country which, as yet, has only been used for cattle farming and grazing, but then comes a wide stretch of country termed "the midland districts," with rich black and red loamy soils, besides clay soils, where all kinds of cereals and root crops which are cultivated in Europe can be successfully grown. The cultivation of maize, oats, barley, millet, potatoes (round and sweet), turnips, pumpkins, peas, beans, onions, &c., in these districts, and the breeding of cattle, horses, pigs and poultry, have been the means whereby the settlers have, during the last ten years, accumulated considerable property in money, lands and farming stock. A large portion of the colony is suitable also for *ostrich farming*.

Dairy and poultry farming is very profitable, and, in fact, the supply of butter, eggs, and milk, as well as of all kinds of poultry and general farm and garden produce and fruit, has not been equal to the demand or purchasing power of the residents for some years past, and consequently the

prices obtainable for such articles have been extravagantly high.

Sheep farming is one of the most prosperous and lucrative industries in the Colony, and is carried on to a fast increasing extent in the upper districts, as well as in part of the midland districts and in Alfred County (the south-west portion of the Colony).

Suitable farms, of several thousand acres in extent, may be purchased from private owners at from 10s. to 20s. per acre, and a large portion of the Crown lands above referred to as unallotted are suitable for sheep farming, as well as for cultivation.

Though none of them are navigable, the colony is intersected with a large number of rivers and small streams, and there are many thousands of acres of land that could be irrigated at small expense, and which would produce good crops in the winter.

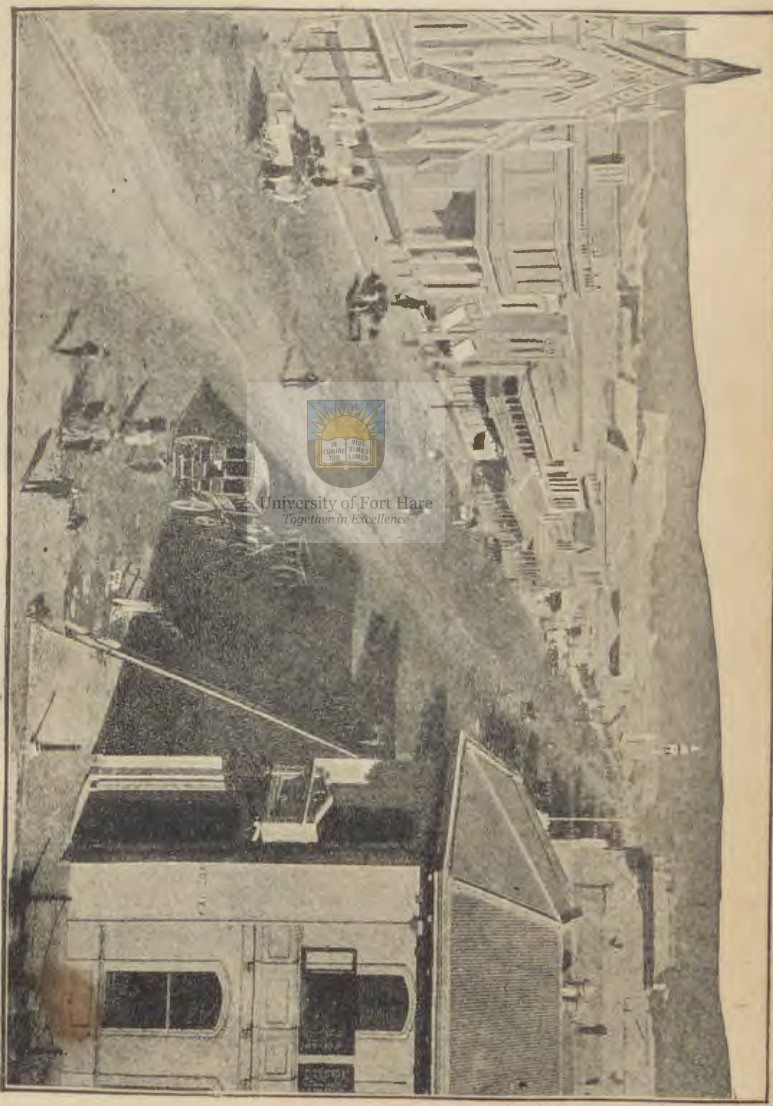
There are good roads on all the main lines of traffic through the Colony, nearly all the larger rivers in their course having been bridged over in a substantial manner.

Railways have been constructed connecting the city (Pietermaritzburg) with Durban (the port town), and Verulam and Isipingo, which are centres of large sugar producing districts on the coast. The main line has been continued to Charlestown on the borders of the Transvaal, passing through the district of Newcastle, where large deposits of good coal exist; and also towards the Orange Free State.*

Pietermaritzburg, which is the seat of Government, is about 54 miles from the seaport on the high road leading up to the Free State and Transvaal, and has a population of 15,196 persons, of whom three-fifths are Europeans, the adult males (whites) exceeding the adult females in number by about 30 per cent.

The population of Durban numbers over 17,000, of whom one half are Kaffirs and Indians, the preponderance of males over the females among the adult white population being much less than in the case of the city. There are numerous small towns and villages in the Colony, many of which, in addition to having a regular and well organised

* For further particulars see Appendix.



University of Fort Hare
Together in Excellence

A STREET IN DURBAN.
(From a Photograph by the Author.)

postal service, are connected with the capital and one another by telegraph wires and by the submarine cable, which was laid in 1879, with all parts of the world. Steam communication with Europe and the East is frequent and regular.

In Pietermaritzburg and Durban, and most of the larger towns, liberal provision has been made for the educational and religious wants of the people.

A considerable portion of the imports and exports of the Transvaal, and part of the Orange Free State, passes through the Colony, and gives employment to a large number of people who are engaged in the business of carriers, an occupation which, in spite of all drawbacks, has been and is now a lucrative one. In the inland districts the rate of wages paid to carpenters, bricklayers, wheelwrights, blacksmiths, &c., is high. Female servants are needed.

The cost of living, as compared with wages, is low. Board and lodging for mechanics in the towns costs 18s. to 30s. a week.

Cottage and garden for mechanics varies from 20s. to 70s. per month ; the average is 41s.

The retail price of provisions per lb. is roughly as follows :—

Bacon -	- 4d. to 6d.	Flour, per 100 lbs.	18s.
Beef -	- 4d. to 7d.	Milk, per quart	4½d.
Bread -	- 2d. to 3d.	Mutton	- 5d. to 7d.
Butter -	- 1s. to 3s.	Potatoes, per cwt.	5s. to 10s.
Cheese (imported) -	1s. 6d.	Sugar -	- 2d. to 3d.
Coffee -	- 1s. to 1s. 6d.	Tobacco	
Eggs, per doz.	1s. to 1s. 6d.	(Native)	- 10d. to 1s. 4d.

Clothing is somewhat dearer than in England, but less is wanted, owing to the warmer climate.

The rate of wages for European mechanics in the towns of the Colony is roughly from 11s. to 15s. a day of eight hours, and for miners 6s. to 7s., all without board and lodging ; for wagon drivers 2l. 10s. to 5l. a month, and for female servants 24l. to 36l. a year, with board and lodging. Printers and binders—for whom there is an occasional demand—get 50s. a week for 48 hours' work ; apprentices (15 years old) get 30s. per month the first years, up to 100s. the fifth year.

Saturday is always a half-holiday. The usual wages for specially experienced English farm hands, when employed, are 50*l.* a year with board and lodging.

NOTE.—A high rate of wages does not necessarily imply a demand for labour.

Crown lands in the Colony suitable for cultivation, and exclusive of townships and pastoral lands, are sold by public auction in lots varying from 10 to 2,000 acres, certain public rights being reserved, but it is stated that there is no large quantity of such land available at the present time.

The conditions of purchase are—

1. That the purchaser pays the cost of survey.
2. That he occupies the land during nine continuous months of each year, either in person or by an agent, until the whole purchase money has been paid.
3. That he erects a suitable dwelling-house and cultivates not less than one in every 100 acres.
4. That he pays one-tenth of the purchase money in cash and one-tenth at the close of each year of occupation until the whole purchase money has been paid (no interest charged).

The reserve price of lands thus sold is 10*s.* per acre, or 50*l.* for 100 acres. The occupier has therefore to pay for a lot of 100 acres 5*l.* per annum until the whole has been paid.

In the case of *bonâ fide* emigrants from Europe, lands may be sold by private contract, and in special cases portions of land not exceeding 320 acres of agricultural and 1,000 acres of pastoral land may be sold, without any conditions, by public auction to the highest bidder, at a reserve price of 1*l.* per acre; the total amount of purchase money to be paid within three months.

A new agricultural settlement is being formed about 18 miles from the village of Umzinto and 50 miles from Durban. Allotments of about 500 acres each are laid off for occupation by British agricultural emigrants possessing a minimum capital of 250*l.* on their arrival in the Colony.

The allotments are suitable for cattle farms, and contain a proportion of arable land; the price is 10*s.* per acre.



CROSSING A DRIFT. Road to the Umzinto, Natal.
(From a Photograph by Robert Harris.)

Another settlement of 5,000 acres is being formed on the Town Lands of Weenen in the Midland District, 140 miles north-west of Durban, on allotments of 50 acres each, having the advantage of means of irrigation by a watercourse which has been constructed by the Government at large expense. Each settler has rights of pasturage for his sheep and cattle over 13,000 acres of common land. These allotments are suitable for mixed farming, and are granted in alternate lots to resident colonists and immigrants from Europe. The allotments are granted on lease for 12 years, at 2s. 6d. an acre, a year, while the land may be bought for 2l. an acre, or the lease may be renewed for another 9 years. Nine months' personal occupation in each year is required.

All the lots set apart for resident colonists have been taken up, but a few lots remain open for agricultural emigrants possessing a capital of not less than 200l. In this case third-class passages by steamer to Durban are provided free.

Special circulars referring to these settlements are issued by W. Peace, Esq., C.M.G., the Emigration Agent for Natal, 21, Finsbury Circus, London, E.C., to whom all applications for information about the colony should be made.

THE TRANSVAAL.

The territory of the Transvaal, forming the South African Republic, lies between the 22° and 28° of south latitude, and the 25° and 32° of east longitude, comprising an area, roughly computed, of one hundred and twenty-two thousand square miles. Lying north and east of the Cape Colony, and between the Orange Free State and the Limpopo or Crocodile River, it is separated from the Portuguese possessions on the coast by the Lebombo Mountains, which form, down to latitude $24^{\circ} 30'$ south, its eastern boundary. From that point the boundary runs along the Lebombo Mountains to the Pongolo River, thence to Zunguiun's Nek, and on to Rorke's Drift on the Buffalo River, dividing the territory from the possessions of the Amatongo and Zululand, as far as the Verzamelberg. The Buffalo River, in the Wakkerstroom district, divides the Transvaal from Natal. The southern boundary is continued along the Klip River till where it debouches into the River Vaal; along the Vaal to a point opposite Platberg; thence across to the Hart's River. Hence the western boundary runs in a northerly direction to the Notuani River, which falls into the Limpopo, the northern limit of the territory. By the last-mentioned boundaries, those of the south and west, the Transvaal is separated partly from Griqualand West, and partly from the Koranna, Baralong, and Batlapin tribes. On the north-west and north, the Notuani and Limpopo Rivers divide the territory from the country inhabited by the people of Sechoms, Sechele, Matchen, and Lo-Bengula, while towards the north-east, as previously stated, the territory is contiguous to the Portuguese possessions. The history of the South African Republic is, it may be said, the history of the Transvaal. The "trek" Boers of 1839, dissatisfied with the British Government in the Cape Colony in general, and with the consequences following on the abolition of the slave-holding system in particular, sought out "fresh fields and pastures new" where patriarchal rule could be pursued undisturbed. Part of the great emigration found its way to what is now Natal, part settled in what is now the Orange Free State, and part in the country beyond the Vaal.



STEPHANUS JOHANNES PALUS KRUGER,
State President of the South African Republic.

Great Britain acknowledged the independence of the "voortrekkers." The convention was signed at Sand River in 1852, and the new State thenceforth became known as the South African Republic. Time rolled on, and the infant republic had a somewhat chequered career. The State entered into liabilities which might have taxed the energies and credit of a much more flourishing country. In 1876 war was declared against Secocoeni, a rebel chief resident within the territory, but he could not be conquered, and things went from bad to worse. President Burgers and his executive found themselves at the head of affairs with heavy claims to meet on all sides, and the republic was in a state of hopeless bankruptcy, when, on the 12th April, 1877, at Pretoria, Sir Theophilus Shepstone, armed with the necessary authority from the English Government, and supported by twenty-five policemen, annexed the country as British territory. The change was welcomed by a large proportion of the inhabitants. A new constitution was immediately substituted for the Volksraad and Executive of the old Government, and a time of peaceful progress was anticipated. But it was not so to be. The old dislike of the Boers to British rule remained. It smouldered for a time and at last culminated in open revolt. The Home Government, desiring peace, restored Boer independence in March, 1881. A traveller proceeding up-country from Natal is struck by the fact that the road he traverses rises by a long-continued series of terraces, till, having surmounted the last ascent of the Drakensberg, he finds himself on an extended plateau of great elevation, bearing the homely and appropriate name of the Hooge Veldt. This high veldt is the main watershed of the country, and from it the rivers, to be hereafter named, flow as radii from a centre. Besides this mountain plateau, which extends throughout the total breadth of the territory, and the height of which varies considerably throughout, there are three other distinct chains of mountains extending east and west—viz., the Magaliesberg, between Pretoria and Rustenberg, the Dwars Berg and continuations thereof, extending to Marabastad, and the Blaauwberg and Zoutpansberg ranges. In the Lydenberg district is a confused sea of mountains and hills, continuations of the Drakensberg, and the altitudes of

some of those range up to seven thousand feet. Throughout the territory there are also many minor and detached systems of hilly country. A glance at the map will suffice to show that the greater portion of the area of the Transvaal is drained by two rivers, the Vaal and the Limpopo or Crocodile, with their tributaries. The former takes its rise near New Scotland, and after it receives the contributions of a multitude of smaller streams in the Free State as well as the Transvaal, debouches below Griqua Town into the Orange River. The Limpopo runs first in a north-westerly direction, and meeting the Notuani at Pallah Camp, proceeds in a north-easterly direction for some distance, and then nearly due east to the coast, where in latitude $25^{\circ} 2'$ and longitude $33^{\circ} 45'$ it reaches the sea. The Sabie and Komati Rivers take their rise in the Lydenberg district, and ultimately join in forming the King George's River, which debouches into Delagoa Bay. Into this magnificent bay, which must be the harbour of the Transvaal, *par excellence*, other rivers with their tributaries discharge their waters, viz., the Umbalasi or Umvolut, the Tembe, and the Maputa. Along the banks of the Umbalasi runs for a long distance the trace of the proposed Lebombo Railway, the construction of which is once more on the *tapis*. The Maputa, otherwise called the Usuta, is at Delagoa Bay, a river of considerable width and depth. The Slang Land and Blood Rivers fall into the Buffalo, which, in its turn, is tributary to the Tugela, the boundary between Natal and Zululand from the coast up to Rorke's Drift. The rivers named take their rise in the New Scotland Settlement at elevations up to five thousand feet high, and on this plateau of extreme elevation and climate is Lake Chryssie, about thirty-six miles in circumference, the only sheet of water in the Transvaal worthy of the name of a lake. The natural pasturage of the country is, as a rule, good and ample; and, until very lately, afforded sustenance to vast multitudes of all the varieties of the antelope. The destruction of those immense herds has been, however, so wholesale and systematic that large numbers of game are now rarely met with, except in the remote northern districts. During the winter the barbarous system of grass burning is carried on, and this must have the effect, if not of improving the pasture, at any rate of driving the wild game further

away. The farmers in the more southern districts, and in the High Veldt, are supposed to be more wedded to this system than those in other portions of the country. As the traveller proceeds northward the amelioration of the climate is seen in the greater abundance and luxuriance of the clothing of nature. Not only is the pasture better, but "bush" becomes more common; and in the "bush veldt" portion of the country, even throughout the winter season, the vegetation is so continuous, the pasture so good, and the climate so mild, that the farmers for long distances round leave their own homes and proceed with their cattle to those more genial portions of the country. Indeed, it is not necessary for the Boers during this time to drive their herds to those localities, for the climate on the high veldt is so severe that the cattle cannot be kept from seeking and straying from long distances to better pasture and shelter. As an instance of the severity of the climate of those bleak uplands during the winter, it may be mentioned that during the winter of 1878, on the high veldt, snow fell and lay two and three feet thick, stock perished in large numbers, and numbers of unfortunate Kaffirs going to and coming from the Diamond-fields were caught in the frost and snow and died a miserable death at the road-side. There are portions of the territory heavily wooded, and the cutting and sale of timber afford employment to a small population in the Wood Bush of the district of Zoutpansberg, and in the Pongolo Bush, district of Utrecht.

Farming pursuits may be said to engage the attention, either directly or indirectly, of the whole of the Transvaal, and in its present stage of development, by agriculture and stock-breeding, the country must stand or fall. The country affords wide and varied scope for a population born to a pastoral and agricultural life. The climate of the more southern districts is peculiarly favourable to the breeding of horses, cattle, and sheep, the growth of cereals, vegetables, tobacco, &c., while, on the contrary, in the northern districts, horse sickness prevails to such an extent during the hotter six months of the year as to inflict grievous loss on the farming and general population, and, naturally, as we approach the tropic, the less favourable is the climate for the breeding of sheep. But while the districts of Utrecht, New Scotland

Wakkerstroom, and Heidelberg are peculiarly fitted for stock-raising, and the growth of products which thrive in the temperate zones, the northern districts, besides growing large quantities of wheat (which for quality will hold its own with that grown in any quarter of the globe) are very favourably situated for the growth of tropical products. Cotton, coffee, and the sugar-cane grow well; but, as yet, nothing has been done towards the culture of those in anything approaching to the proportions of plantations.

The mineral wealth of the country, though by no means fully developed, is enormous, and includes almost every variety of these treasures of the earth. In describing these the first place must of course be given to

THE GOLD FIELDS.



The fact that gold existed in many places in South Africa and especially in the Transvaal territory has long been well known, but those who believed that it existed in what miners term "payable" quantities were few and far between, and probably not one of the believers, even in his most ecstatic dreams, ever imagined such a development of the gold mining industry as is now dazzling the world. And marvellous as these Transvaal gold fields are in their present stage, there would appear to be ample grounds for anticipating far more brilliant achievements in the future. Statements which one feels compelled to accept as perfectly reliable, coming from men of sound judgment and experience, represent the country in many parts and for many miles in extent, as being rich in payable reefs beyond all computation. The industry is still only in its infancy, and it has not enjoyed immunity from the difficulties and dangers incident to all babyhood. Two years ago there were some who thought that it was in *articulo mortis*. Barberton, which was then its great centre, received a check from which it has not yet recovered. The insatiable greed of "vendors," "developing syndicates," and that most detestable parasitical bloodsucker the "promoter," joined to the idiocy of shareholders and directors, all but choked the life out of the young giant, and transformed a district crowded with vigorous life and energy



PANORAMIC VIEW OF JOHANNESBURG, No. 1.



University of Fort Hare
Together in Excellence

PANORAMIC VIEW OF JOHANNESBURG, No. 2.

into something little better than "a howling wilderness." Probably some of the properties on the De Kaap fields which were crowded on the market in the midst of the excitement which followed on the marvellous success of the world-renowned Sheba were more "bogus" affairs, but even the really good properties, as the majority were, were with very few exceptions virtually killed at their birth by the "vendors" and "promoters." Working capital, on which, as a matter of course, the success of the undertakings depended, was in their estimation only so much cash taken out of their spoils, and it was teated accordingly, while directors and shareholders in too many instances connived at the frauds, and thought of nothing but "making a market" for their shares. The results were most disastrous for the De Kaap mines, and for a great number of unfortunate shareholders, Barberton is only now beginning to show signs of returning life. There are many most valuable properties there which have recently been refloated, and, profiting by previous bitter experiences, care has been taken to firmly curb the greed of the vendors, and to provide sufficient capital to satisfactorily develop and work the mines. Shortly after the collapse at Barberton, Johannesburg came into existence, and those who founded it being the same who had suffered on the De Kaap fields, it has had its foundation laid on a truer, firmer basis. Its progress up till now is unparalleled in history, and even Scheherazade with her Aladdin's Palace "isn't in it." No doubt there have been and are bogus companies on the Randt, as elsewhere, and no doubt there are things done on certain Stock Exchanges which bring discredit and difficulties on even good companies, but that the Randt is fabulously rich in gold, and that a number of the mining companies are sufficiently equipped with working capital to develop their mines and bring the gold to market is unquestionable.

For the more detailed account of the Transvaal fields which follows we are indebted to *The Argus Annual and South African Directory*, 1889—an invaluable mine of information on all matters South African.

Towards the middle of 1869, Mr. Edward Button, of Natal, accompanied by Mr. Sutherland, a Californian miner, and by Mr. Parsons, arrived at the town of Lydenburg, the only place of any importance in the district bearing the same

name. They were successful in finding gold in every direction, here a "colour," there a "good prospect," but no mention is made of any attempt to continue working, except upon a reef which had been discovered at Marabastad. In 1870, Messrs. Button and Sutherland again started from Lydenburg, and, descending the "berg," passed through a country consisting chiefly of "Lower Devonian" rock. It was a district likely to contain auriferous vein, and they found gold here also in several creeks; but continued their journey until they arrived at two long lines of hills, about 500 or 600 ft. in height, running parallel from W.S.W. to E.N.E., and which were afterwards named the Murchison Range and the Sutherland Hills. Here they found more gold, and this time in defined reefs and leaders of auriferous quartz. They brought out some specimens, which were sent to Natal.

These discoveries were followed by others, which led to an announcement by the President, published in the *Staatscourant* of 14th March, 1871, that the reward for the discovery of gold at Spitzkop, in the district of Lydenburg, was claimed by Thomas McLachlan, James Sutherland, and Edward Button.

While Mr. Button and others continued their efforts to develop the Marabastad gold fields, more work had been done at Spitzkop with varied success. The discovery had not proved thus far sufficiently large to secure for McLachlan and his companions the reward claimed by them from the Government. The nature of the work, too, was at the first difficult; owing, therefore, to these causes, and a deficiency of food, Spitzkop was for the time abandoned, and McMc became the centre of the New Caledonian Gold Fields. It may be mentioned that McMc, at first called "New Bendigo," is situated on the farms Geelhoutboom and Graskop, about 45 miles E.N.E. from Lydenburg, and was thus named by the late President Burgers on account of the number of Scotchmen he met there upon his first visit to the gold fields.

Towards the close of 1873 the creek at Pilgrim's Rest was rushed, and many of the miners left McMc.

By this time there were about 500 white men in the two creeks at McMc and Pilgrim's Rest, which were now known

by their distinctive names, and in February in the following year there were about 300 or 400 men at Pilgrim's Rest, the claims taken up being scattered over five to six miles of country up the creek. Gold at a high level, was now found on the farm Graskop, which is between the two places; indications both of alluvial and quartz being found upon the west side of the mountain. Graskop was shortly afterwards bought by the Government (28th February, 1874), with the intention to locate a township eastwards of the camp; purchase deposits were actually made on some few erven, but the Government took no further steps to establish the township, which the growth of Pilgrim's Rest and its subsequent history rendered unnecessary. The large amount of heavy labour expended in the creek at Pilgrim's Rest was not without result, for though many toiled without much gain, still some met with success, while the newspapers of the day occasionally chronicled a good "find," amongst which the following were placed on record:—

On the 3rd December, 1873, a certificate was granted by the Gold Commissioner of New Caledonia that Messrs. Osborne, Barrington and Farley had found four large nuggets, with a number of smaller ones, collectively weighing 13 lbs. 8 ozs.

On the 13th April, 1874, a "Natal digger" writes to the *Volksstem* "that a digger had in 100 days averaged 1½ ounces per day, and that another digger had gone to England with 50 lbs. of gold, found by himself."

On the 30th May, 1874, the *Volksstem* states:—"Mr. Forster took out of Barrington's claim a nugget weighing upwards of 87 ounces; Mr. Dickson found a little over 60 ounces last Friday; altogether for week ending Friday, 90 ounces."

Towards the end of the same year, the *Goldfields Mercury* announced the following finds:—

Sept. 11th, Stibbs and Ross, nugget, 48 ounces.

Dec. 18th, Chatterton and Hodges, nugget, 49 ounces.

And again, but names unknown:—

Jan. 8th, 1875, Head of creek, Pilgrim's Rest, 8 lbs.

„ 27th, „ do. do 57 ounces.

These are followed by the finds announced in the *Volks-*

stem of July, 1875, naming the following successful diggers :—

G. Russell, Lilley & Co.,	nugget	213 oz.
W. A. B. Cameron	do.	69 „
Holland & Co.	do.	29 „ 11 dwts.
McKenzie & Co.	do.	57 „
Name unknown	do.	47 „

The *Mercury* of March 29th, 1875, writes concerning another find:—“The 123 oz. nugget was found in a ‘terrace claim,’ Upper Creek, about 30 feet below the surface; not a speck of colour near or about it.”

Many attempts have been made to estimate the total amount of gold yielded by the Lydenburg Fields, some placing the ascertained purchases from the year 1873 to 1877 within the Transvaal at the total amount of £400,000, although others claim for the fields a total yield of one million sterling. It must be borne in mind that no one public institution has been a continuous purchaser of the precious metal, and that, therefore, the amounts declared to be purchased afford no real basis for an estimate of the actual yield of these fields. It must also be remembered that the price of cleaned and retorted gold has sometimes ruled as low as £3 5s. per ounce, and never exceeded £3 13s. Those personally acquainted with the customs of a mining population know well that at such values a digger will rarely dispose of more gold than will provide him with the usual necessaries of life, and defray the cost of native labour. The digger when at work, and finding well, has no need of money; it is then, of all times, that he will probably dispose of the least gold, for distrustful of buyers of gold, it is then that many diggers will avoid all banking institutions, lest it become known that they are finding too well. Their surplus gold will then be secreted until the time comes when they consider they have made their “pile,” or until that love of change, so congenial to the restless digger’s nature, moves him to try life in some other form or locality. So he takes his gold with him when he goes to enjoy his well earned holiday elsewhere; probably some place where he can obtain a fairer value for the results of his toil than the rates current in this country afford.

When it is remembered that the difference the digger would receive from the sale of a thousand ounces of native gold in this country, and the sale of the same in London or in Melbourne would amount to some £400, it can easily be seen how great is the incentive for each individual digger to reserve his gold. Numbers of men have been known to take away with them large amounts of native gold, and it follows, therefore, that all attempts to estimate the total yield of the Lydenburg Gold Fields must be misleading and fallacious.

The repeal of the "Gold Laws" in regard to that part of the country known as Origstadt, comprising Pilgrim's Rest, McMc, Waterfall, and contiguous areas, by proclamation in the *Staatscourant*, 11th November, 1881, was followed by the granting of concessions, giving full, free, and undisturbed right to all minerals within certain areas.

The following important concessions were granted, bearing the dates placed opposite the respective names :—

D. Benjamin (Pilgrim's Rest), 10th November, 1881; H. Gwynne Owen (Waterfall), 6th January, 1882; McHattie and King (Elandsdrift and Hendriksdal), 30th March, 1882; J. Franck (Spitzkop), 3rd July, 1882; A. Holland (Graskop), 31st July, 1882.

The first and the two last of these properties were formed into companies in England, and much capital was in each case embarked in the development of the ground and in providing the necessary mining equipment; but the results have been disappointing up to the present time, owing to the patchy character of the ground, in which no true fissure vein is said as yet to have been found.

The success of the Pilgrim's Rest Creek induced small prospecting parties to go out from time to time in various directions, everywhere finding gold, a colour here and a good prospect there, but without much real success until early in 1874, when a "New Rush" was announced at Waterfall Creek. This creek is situated about 10 miles distant from Pilgrim's Rest, on the farms Lisbon and Berlin, its waters flowing into the Blyde river through a deep gorge, on either side of which are old slaty rocks, with basaltic intrusions. The finds were fair, the gold described as of good quality, and free from the black coating by which the Pilgrim's Rest

gold is characterised. On the 23rd March the New Rush, now called "Waterfall," was declared a goldfields, and finds continued to be made. Vast sums have been in recent years expended on these properties by the Lisbon-Berlin Company, to whom they now belong; but enterprise has so far met with no substantial reward.

In October of the same year another "rush" took place on both sides of the Blyde river, for a considerable distance below the point where it is joined by the waters of Pilgrim's Rest Creek. The finds were good, and several nuggets were shown as the result of the first day's work. Some claims yielded well, and more especially those of the upper terrace upon which a large amount of heavy labour have been expended. The most of them were, however, from various causes, abandoned, although some few were worked continually until the properties were placed by the Government under concession to their present owners.

A further rush took place also to Rotunda Creek, a spot some fifteen miles down the Blyde River; claims were marked out, and with a few exceptions, as quickly abandoned. In every instance gold diggers seem to have been at fault. No further work was done at this spot until the years 1879-80, when gold was again discovered here, and this time, not in the valley, but upon the hill at a point some 1,000 feet above the level of the river, and some three miles distant from water. Fortunately, water was found in a kloof some four miles distant, by Messrs. Lowin and Durnin, the successful prospectors. Rising as it does at a great height, near the top of the basaltic precipice, they were able to bring down a sufficient head of water to commence work in earnest. Up to this time no defined reef had been discovered, but the presence of gold amongst the loose soil, broken quartz and large masses of debris gave sufficient confidence to the two miners to continue their enterprise. Even the soil between the grass roots, in the neighbourhood of the ancient workings before alluded to would, when panned off, give a colour. Whilst passing some of this loose soil through the sluice boxes, Steve Lowin found a silver Portuguese coin, one of those previously mentioned.

Judging from the presence of this coin and similar evidence, there can be no doubt that white men have, at some time

not less distant than a few centuries, worked in these gold-fields, but in what manner, and with what tools or implements, remains for the present undiscovered. The distance of some of the ancient workings from available water, taken together with the contour of the country, indicates that if the search for gold was not thorough, it was very wide, and for those times at least, must have been remunerative.

The Blyde river, from the point where it is joined by the waters of Pilgrim's Rest Creek, flows in a deep, rugged valley, almost a gorge, and the whole country exhibits much evidence of prolonged water-action. The valley contains the usual old river terraces that some day may be worked with profit. For, like all rivers, the Blyde, at times a mountain torrent, has frequently changed its course, as it has worn its way down through the rocks, and has therefore, run at a much higher elevation. The high level terraces of river gravel bear witness to the great influence the action of water has had in carving out these valleys, being now at so great an elevation as from 5,000 to 7,000 feet above the sea.

Whilst the events recorded had been taking place in the Lydenburg Gold Fields, the spirit of enterprise was active also in the districts of Zoutpansberg and Waterberg, as well as further north at the Tati.

Passing towards the N.W. from Lydenburg, in 1872, Mr. Button and party had commenced prospecting at Marabastad and Eersteling, with sufficient success to warrant the belief that he had discovered permanent and payable gold reefs. A concession of the mining rights on the farm Eersteling was applied for, and was granted by the Government on December 28th, 1872. The farm was purchased for £15,000, and a company formed with a capital of £50,000, in shares of £10 each to work the reefs. Costly buildings were erected, and machinery of the latest kind was brought up at great expense.

Between 1872 and 1875 the company had expended nearly the whole of its capital in costly machinery and transport, in buildings and in mining operations, when it would appear that under the altered conditions of the country, and a war with Secocoeni now threatening, the company was not able or not disposed to sanction a further

expenditure. The evidence of the presence of gold in payable quantities, however remains, and it is probable that the same want of knowledge of the geological characteristics of the country, which led to discouragement elsewhere, led to failure here.

The discovery of gold at Eersteling was followed by further discoveries at Mount Mare, and other places near Marabastad, and also at Buffelspoort, and other places near the town of Nylstroom in the Waterberg district. A concession upon the farm Buffelspoort was granted to Mr. Verdoorn on June 23rd, 1875. The same causes, however, which led to the failure of the workings at Eersteling prevented the development of gold fields in the Waterberg, but since the revival of mining enterprise the district has been well prospected, and the opinion now prevails that it is one of the richest parts of the Transvaal.

In a copy of the *Volksstem*, published in January, 1875, it is stated that a letter had been sent to the President by Mr. McLachlan, accompanied by a splendid sample of alluvial gold, which he had found when prospecting to the south of Spitzkop, in a district where, hitherto, the occurrence of gold seems only to have been suspected. This gold was found somewhere upon the surveyed farms, 80 in number, belonging to the Government, marked as "Government Farms" on the map; and from their being situated mainly in the valley overlooked by De Kaap, a bold promontory in the lofty krantz some 1,500 feet high, which forms the first "drop" in the eastern slope of the Drakensberg, they are known under the general appellation of "De Kaap." From that time no notice seems to have been taken of McLachlan's discovery until 1882, when he officially made known to the Government that he had discovered payable gold in the Kaap Valley, and claimed the reward of £500. This was after Mr. Chomse had found gold in a gorge running down the back of the Kaap headland, where he was prospecting on behalf of Mr. Albrecht, the owner of a farm close by, called Berlin. A few others went to work in the gorge and found a good deal of gold, in the form of nuggets—not only in the alluvial sand and gravel, but in the surface soil, frequently under large boulders, whence it was taken by scratching out the earth with pieces of hoop iron, knives,

and similar implements. Soon there was tremendous excitement, not only in the transvaal, but on the Diamond Fields (where the news was doubly welcome on account of the stagnation there in all branches of industry), and indeed, throughout South Africa. Those living in the Transvaal of course had the start, and soon several hundred men, the majority being Boers, were on the new fields, and, it must be added, had the best of the situation. By the time that outsiders began to arrive, it was found that the time for surface scratching was over, the gold in the positions referred to being in very limited patches and soon exhausted. When actual digging commenced, it was carried on under great disadvantage, all the soil having to be taken some distance to the water, and only in rare instances did the quantity of gold found pay for the labour. However, men were hopeful of better things, and set to work with a will in the neighbouring creeks, some in a desultory, and others in a workmanlike manner. The result is but too well known. A few only, a very few, made a small profit out of their claims; and some others about paid their expenses, but the great majority lost both time and money. The actual cost per ounce, in money and labour, of the alluvial gold found at the Kaap will, probably, never be known, and has been variously estimated. In some cases it has been a hundred pounds and more, and it may with certainty be assumed that ten pounds an ounce would be below the average of the whole diggings.

In the early days of the Kaap discoveries two members of the Triumvirate, the Honourable Messrs. Pretorius and Joubert, went to judge for themselves of the value of the fields, and to settle, in some manner, the way in which they were to be regulated. For it was doubtful what laws, if any, were applicable to the Kaap Gold Fields, and it was highly necessary that there should be some definite organisation. There were meetings and speeches, and so on, but nothing much came of them beyond the appointment of a Gold Commissioner, Mr. J. P. Ziervogel, the election of a Diggers' Committee, and a sort of general encouragement to the diggers to go to work prospecting, wheresoever they pleased, upon the Godwaan plateau.

The Godwaan plateau is an elevated tract some four or five

miles in width, in the angle formed by the junction of Eland's Spruit with the Krokodil river. Its surface is not flat, but undulating, and upon the whole slopes westward, so that its drainage flows by several channels and deep gorges to the Eland's Spruit. It is important to note this feature, on account of its bearing upon certain points hereafter mentioned. The plateau presents a very precipitous face or krantz to the east, about 1,500 feet in height, and forming the western boundary of the Kaap Valley, through which flows two streams bearing that name, and which unite at the Kaap Poort before turning north to the Krokodile. The high krantz, although broken by short transverse gullies, follows a nearly straight north and south line from Tafelberg to the N.E. corner of the plateau, then turns to form its northern boundary, and a continuation of it, but not so high, faces the Eland's Spruit on the western side of the tract in question. The plateau dies away to the south amongst the hills and highlands about the sources of the Godwaan river, whence a continuation of the krantz, but much more broken, turns S.E. towards Swazieland, and merges in the mountain range which forms the southern boundary of the Kaap Valley.

A peculiar prominent portion of the high krantz resembles a cape or headland, and from this doubtless arose the name of "De Kaap." The view from its summit suddenly presented to one walking up from the Kantoor is one of the finest in South Africa. The calm peaceful looking valley, apparently undisturbed by the hand and untrodden by the foot of man, is stretched out like a panorama some 1,500 feet below. Its distant boundaries and landmarks appear much nearer than they really are when seen from this elevation; its hills and valleys look like small mounds and hollows, but are found, upon closer acquaintance to be almost impassable. The streams show here and there like silver ribbons amidst the green veldt, which is further relieved by touches of red and yellow, due to exposures of soft rock cut into by sluits and dongas that are sometimes a hundred feet or more in depth. From this point one can plainly discern Spitzkop, Mauch's Berg, Pretorius' Kop, Tafelberg, the Umgane Range, and the prominent mountains of Amaswazieland.



ELAND'S SPRUIT. Road to Barberton.

But the Kaap Valley, picturesque as it looks, fertile and pleasant as it is, cannot be considered as habitable by white men except during a portion of the year. It may be tolerably safe at all times, in its more elevated parts, by the exercise of due precautions, but its lowlands are haunts of fever, horse sickness is rampant, and the tsetse fly comes even through the Kaap Poort in the summer season. And the prevalence of mist and rain, during at least three days a week, in the early summer, renders the Godwaan plateau and similarly-situated portions of the Drakensbergens anything but a pleasant abode at that time. The thick fog is seen rolling from the direction of the sea, across the valley, ascending the hills and creeping up the gullies in various fantastic forms. It covers the plateau as with a mantle, and when in detached masses, it frequently leaves the valleys that are transverse to its direction exposed to bright sunlight whilst the higher ground is completely enshrouded.

The first gold-seekers in the Kaap Valley were attracted thither, as we have already seen, by the prospects of obtaining good alluvial, but as hopes in this respect began to die out the indications of there being a good reefing country to work upon began to grow. The first mining camp of any importance was formed on farms belonging to Mr. G. P. Moodie, who had acquired a block of 80,000 acres in extent. On this property more than a thousand diggers were congregated in 1884, and disputes were frequent and bitter between them and the Company to whom Mr. Moodie had transferred his rights. The effect of these disputes was that many men had to leave the ground, and it was in the course of their explorations east, west, and south, that the reefs that caused such a rush to the Kaap in 1886 were brought to light. Moodie's sank into comparative insignificance when the wealth of the famous Sheba Mountain was ascertained. Midways between the Sheba and Moodie's camp the town of Barberton sprang up as it were in a single night, and became for the time being the most important centre in the Transvaal. Barberton is situated on the slope of a hill about 3,000 feet above the level of the sea. Its population, at one time nearly 4,000, is now said to be not much more than half that number; but the neighbourhood is gradually recovering from the effects of the reaction that

set in when the superior attractions of Witwatersrand became known. The difficulties experienced in the transport of machinery have been exceptionally great; but several companies are now at work, and, in nearly every case the results have been such as to confirm the promise of a permanent industry being established, the average yield being certainly not less than $1\frac{1}{2}$ ozs. to the ton. The total output of gold at the Kaap fields in 1891 amounted to 66,598 ozs., as against 23,710 ozs. in 1890, the far-famed Sheba leading the way with 38,262 ozs. The official returns for 1892 are not yet published.

The Komati Fields are close to the Swazi border, and take their name from the Komati River. During the past few years these fields have suffered from the depression which has affected the whole of the Barberton district; and, so far as present appearances go, there is no decided prospect of revival. Steynsdorp, the capital of the Komati Fields, was, in 1887, a busy bustling place of nearly 500 inhabitants. It now contains about 100 persons, all told. The Steynsdorp Valley, however, contains numerous reefs, which could be worked at a profit if they were freed from the incubus of the accursed promoter. At present only one Company, the Virginia Estate, is turning out gold every month. This Company has recently erected on the Komati River a complete plant for the recovery of the large percentage of gold that is meanwhile being held by the tailings, and should this venture prove a success, it will doubtless give an impetus to the revival by inducing the holders of the better class reefs to make another effort to place their works on a better and more advantageous footing. There can be little doubt that with competent management and efficient means for extracting the gold, from the tailings included, the special facilities which exist throughout the Komati for cheap working offer inducements to the capitalist.

Swazieland has been for some years past regarded as the *ultima thule* of the gold-seeker—to some extent, perhaps, because none but a favoured few were permitted, until a comparatively recent period, to pursue their search after the precious metal in the country over which Umbandine was king. In 1880 that chief gave to a digger

named McLachlan a mining concession to an area north of the Komati, in extent about 300 square miles. Mr. J. Forbes obtained a similar concession in the country south of the Komati, over an area about 50,000 acres in extent. The country has been since rushed, and there are now some forty mining concessions over various portions of it. The following is a complete list of the mineral concessionaires:—G. N. C. Akermann, C. B. Acton, Albu and Davis, W. Bird, Davis and Morris, Du Pont, Erskine and Henderson, C. du Preez, J. H. Fels, J. and J. Ferreira, J. Forbes, jun., D. Forbes, jun., James Forbes (2), J. Garnia, Rev. G. Hales, Havelock Syndicate, Henderson and Forbes, Henderson and Shepstone, Horo Syndicate, G. Kannemeyer, E. King, Laas and Michaelson, G. Maker, J. Martyn and others, Masson and Rule, McLaghlan and Carter (2), R. McNab, Meek, Vos and Co., A. Mickle, S. Mini, A. Murray, A. Newman, J. H. Orton, Pullen Syndicate, D. Purrocks, Purrocks and Boggie, Rylands Syndicate, Seaforth Syndicate, J. Schuer, A. J. Shepstone, H. N. Smith, C. L. Stretch, J. Thorburn, C. Wisbeach, Wyld Truter and others. Swazieland, however, has not answered to the expectations that were formed regarding its mineral treasures, but there is no doubt that its pastoral resources are unsurpassed in South Africa.

The most promising of all the gold fields in the Transvaal are those situate on Witwatersrandt, a gently undulating country, about 6,000 feet above the level of the sea, and stretching from the neighbourhood of Pretoria to that of Potchefstroom. So far back as 1854 gold is credibly said to have been discovered in this locality; but it was not until thirty years afterwards that serious efforts were made to turn the discovery to practical account. In 1884 a man named Arnold informed one Geldenhuis of the existence of gold on his farm. The property, in the course of that year, passed into the hands of the Struben Bros., whose prospecting operations led to the discovery of the Confidence Reef, which gave marvellous results, but could not be traced for more than a short distance. Indications of gold were shortly afterwards found at Kromdraai and on other properties on the Rand, but it was not until March, 1885, that gold was thought to be

concealed in paying quantities in the beds of conglomerate or "banket" with which the country abounds. By December, 1885, the enterprise and faith of the Brothers Struben had led to the erection of a 5-stamp-battery, and the successive crushings which took place, from Roodepoort and Vogelstruisfontein, gave very encouraging results. On the 18th of July, 1886, the Government proclaimed the nine farms Lauglaagte, Driefontein, Roodepoort, Randjeslaagte, Doornfontein, Vogelstruisfontein, Paardeplaats, Turffontein, and Elandsfontein as a public gold fields, and the Rand was then rushed by gold-seekers from all parts of South Africa. The discoveries that have since been made over the whole area of the country lying between Pretoria and the Vaal River on the one hand, and between Heidelberg and Klerksdorp on the other, are marvellous both in character and number.

The rapid growth of the district has rendered it necessary for administrative purposes to divide and to subdivide the fields, so that the geographical term Witwatersrandt now embraces not alone the district of Johannesburg, but likewise the district of Krugersdorp, the former with Boksburg and the latter with Blaaubank as a sub-district. There are not less than 2,000 stamps actually erected and working, and the output of gold amounts to considerably over 100,000 ozs. per month. The apprehension that the reefs would be found to pinch out at a comparatively short distance from the surface has been entirely dispelled by the discoveries made by the Langlaagte, and other companies, at a depth of more than 200 feet, the formation at the lowest level yet attained being found to be more powerful and richer than in the workings above. The population of Johannesburg has fluctuated very much. At the present time it is estimated that the number of European inhabitants exceeds 15,000.

The Venterskroon Gold Diggings are situated along the Vaal River, to the east of Potchefstroom, and consist of the proclaimed farms Rooderand, Nooitgedacht, and Buffelskloof. On these farms are four mynpachtes :—

- i. 199 morgen in extent, still belonging to the proprietors of Rooderand.
- ii. 35 morgen, sold to the Albert District Gold Mining

Company, for 10,000 shares, on which a battery of five stamps has been erected. This mynpatch is also in Rooderand.

iii. 90 morgen in extent, on Nooitgedacht, worked by the Vaal River Gold Mining Company, with a battery of ten stamps.

iv. 80 morgen in Buffelskloof, still belonging to the proprietors.

The following prospecting syndicates are at work on these Fields:—The Rooderand, Vaal River, Imperial, Bethulie, Harrismith, Golden Slipper, Hercules, and the Great Western Syndicate. The farms Tygerfontein and Kromdraai will be proclaimed shortly, and will fall under this jurisdiction.

These diggings are favoured with all the facilities for mining as regards fuel and water, since the whole extent of the proclaimed farms is one mass of trees, and the Vaal River runs along it. The decline from the reefs to the level of the water is such that the mines will not be troubled by water in the shafts, even at a depth of 800 feet. The average yield of the reefs is from half-ounce to one ounce, the deepest work being only seventy feet, and in view of the improvements of the reefs at this depth better results are anticipated lower down. Most reefs are the aqueous conglomerate, some being of extraordinary dimensions, even up to thirty feet wide. A few are red sandstone. The township of Venterskroon, with a commonage of 500 morgen, is situated in Rooderand, and consists of 2,080 stands and twenty-seven streets, and a splendid, spacious market-square. This is where the Mining Commissioner resides. The following are the Government officials:—Mining Commissioner and Landdrost, H. P. Klüever, salary £600; Responsible Clerk, Public Prosecutor and Post Agent, P. J. Krogh, £336; Claim Inspector, F. J. van Aardt, £275; Custom Officer, P. J. Viljoen, £175; Messenger of the Court, F. N. Joubert, £45; Market-master, C. J. Liebenberg, £40.

The following is the account of the Claim Inspector as to the number of claims:—Rooderand, 456 under prospecting license, 79 under diggers' license; Nooitgedacht, 393 under prospecting license, *nil* under diggers' license;

Buffelskloof, 98 under prospecting license, *nil* under diggers' license. The average income per month is £750, inclusive of stand licenses. Twenty water-rights are secured along the Vaal River. The Diggers' Committee, constituted of nine members, besides the owners of the proclaimed farms, viz.:—B. Tromp, L. Barthey, H. P. Venter, J. C. Liebenberg, F. C. Venter, D. H. Hattingh, S. Botha, J. Bornman, and J. Roos.

A Government School is being initiated, and the Commission consists of B. Tromp, B. G. Venter, H. D. Viljoen, S. Liebenberg, and F. J. van Aardt, and the mining commissioner chairman *ex-officio*.

The geologist Mauch predicted that Malmani would prove one of the richest mineral regions in South Africa. Gold-bearing reefs have been traced for many miles along the Malmani River, through well-watered and timbered lands. The reefs are of unusual width, and some of them have been proved at a depth of a hundred feet. The gold becomes better with depth, but is visible to an exceptional extent at all levels. Serious difficulties have, however, been encountered, owing to the hardness of the country rock, to the erratic nature of the reefs, and to the presence of unmanageable quantities of water, which rapidly flood the workings whenever a mine is opened out. These difficulties are, however, being earnestly faced, and Malmani is still counted upon as one of the richest of the gold fields of the future.

These fields are practically the growth of a single year. The formation is identical with that of Witwatersrand. The mining properties lie on all sides of the township, which lies on the main highway through the country. Five or six batteries are in actual operations, yielding steady returns, which warrant the expectation that Klerksdorp will soon take rank as one of the most productive of mining centres in the Transvaal. The pioneer company in this district is the Nooitgedacht, founded by the enterprise and perseverance of Mr. Thomas Leask.

The following is the weight and value of gold exported through the Cape Colony and Natal up to the end of October, 1889, according to the Customs Revenue :—

Year.	Natal.	Cape Colony.	Total	Year.	Natal.	Cape Colony.	Total
	Value.	Value.	Value.		Value.	Value.	Value.
	£	£	£		£	£	£
1871 ..	370	Nil.	370	1883	20,293	10,164	30,007
1872 ..	825	Nil.	825	1884	16,708	22,297	39,005
1873 ..	895	85	980	1885	52,222	17,321	69,543
1874 ..	23,710	14,722	39,432	1886	113,166	21,003	134,769
1875 ..	28,443	43,009	71,452	1887	143,551	92,036	236,487
1876 ..	39,802	11,905	51,707	1888	392,018	516,676	908,694
1877 ..	13,565	54,030	67,595	1889	584,933	860,271	1,445,204
1878 ..	4,575	34,765	39,340	1890	358,520	1,498,280	1,856,800
1879 ..	1,110	29,115	30,225	1891	119,894	2,781,576	2,901,470
1880 ..	Nil.	22,450	22,450	1892 (9 months)	239,393	2,987,045	3,226,438
1881 ..	276	17,676	17,952	Total ..	2,162,134	9,051,101	11,213,235
1882 ..	6,866	15,175	22,041				

This amount only represents that portion of gold bought up and exported by banking and mercantile establishments, but does not include a considerable amount exported by private persons, nor the value of what has been exported through Delagoa Bay.

The *Coal* measures extend from those of Newcastle, in Natal along the east of the Transvaal on to Lydenburg, and along this extent of country the mineral could in many places be easily "got," as it generally lies near the surface, and in many places crops out therefrom. When the railways have been completed, and the connections made with the Cape Government lines and the Natal lines on the South, and the Portuguese lines on the East, the range of country indicated will become the "black country" of this part of South Africa. The coal is of excellent quality. It has been tested by Mr. Wilson, Superintendent of the Gas Works at Cape Town, and found to yield 78.30 per cent. of carbon, and only 7.20 per cent. of ash. This will bear favourable comparison with Welsh steam coal, which gives 81.0 carbon, and contains 6.40 ash. Nearly similar results were obtained by Mr. Ridley, late Resident Engineer of the Natal Railways.

The companion mineral to coal, *Iron*, is found widely distributed throughout the territory, but in very large quantities in the north-eastern district. Little or nothing has yet been done by the white inhabitants in turning the iron ore to any practical account, but the natives are skilful in making out of it battle-axes, assegais, and other weapons. The quality of the steel made is excellent. There are in the country at least two Yzerbergs, or Iron Hills, one in Eersteling, and the other in the Zoutpansberg district, called so from the fact that they are known to be mainly composed of iron ore. In one of the fastnesses belonging to the Makatee Chief, Secocoeni, called Magnet Heights, the scene of a late engagement, are found quantities of loadstones on the surface of the ground.

Lead is found all throughout the territory, and the ore is generally found to contain more than the proportion of silver usually found. Messrs. Bray & Co., of the Lead Mines, district of Marico, have gone into the industry on a large scale. Galena is found so very near the surface that, instead of making shafts, the hills where the ore is found are cut down bodily, and in this manner enormous blocks of the ore are unearthed. One of those masses weighed nearly six thousand lbs., and had afterwards to be broken up by the agency of blasting powder. The proportion of silver to lead in the galena is very rich, varying from twenty-nine ozs. to ninety-three ozs. per ton; but the average is said to be the very high one of sixty-three ozs. per ton, and increases according to the depth from which the ore is taken. The daily average produced at the mines is between three thousand and four thousand lbs., although in one day the output reached the maximum of ten thousand lbs.

In the Middleburg district there is a *Cobalt* mine, but the demand for this dye-stuff is so limited, that it is believed production to any considerable extent would swamp the market for the article in Europe.

Tin is found in the southern districts, and, it is stated in very considerable quantities near the surface. *Diamonds* are said to have been discovered on the banks of the Crocodile River, on the farm of Mr. Fourie, about thirty miles from Pretoria, but as yet nothing is known as to whether the search for those gems will repay the labour of the prospectors.

Besides those mentioned, *platinum* and *plumbago* have been added to the discovered treasures of the soil.

Although so near to the boundaries of the southern tropic, the elevation of the country modifies such proximity to an extent which makes the climate of the Transvaal, as a whole, one of the healthiest in the world. The long winter, dry, clear and bracing, is the very perfection of climate to Europeans. This season may be said to extend from the beginning of April to the end of August, during which time rain falls but seldom, although snow-storms are of not rare occurrence. The spring rains fall in September, but the rainy season does not fairly set in till January. During the summer are frequent thunderstorms, with very destructive lightning; rain in torrents, accompanied with hail, which occasionally causes great damage to the growing crops. Hot winds sometimes occur, but cannot be said to be prevalent. The monthly mean temperature during the summer ranges from 65° to 73.41° , and in winter from 59.19° to 65° . Dwellers in the British Isles will undoubtedly be struck by the record of the number of fine days in the year, viz:—two hundred and fifty-one, while many of the days not recorded as such would be counted so in the damp and dull climate of the north. In the more northern districts a low fever is prevalent during the summer. Ophthalmic disorders, supposed to be caused by the sun's glare and other causes, are very general amongst children; and, as might be expected, the sudden changes of temperature, which sometimes occur in a country the average height of which may be stated as four thousand feet above sea-level, cause catarrh and other inflammatory affections of the mucous membrane. The general health of the community is, notwithstanding the exceptions mentioned, as a rule, good, and this in spite of the uncleanly mode of life of some sections of the population. In the absence of any reliable data, it is exceedingly difficult to estimate the population of the territory. In 1876, an attempt was made to take a census of the white population, but, as might have been expected, the result was most incomplete and unsatisfactory, no returns being made from some of the largest villages, field-cornetcies and wards—another evidence of the unsystematic and helpless condition of the so-called *government* of the Republic. Mr. F. Jeppe in his Transvaal

Almanack for 1877, estimated the white population at from forty thousand to forty-five thousand souls, but since then a large number of new-comers have arrived to augment the mining population of the gold-fields, and the Census taken on 2nd April, 1890, shows a white population of 66,498 males and 52,630 females, making a total of 119,128. The Census, however, is known to have been very imperfectly taken, and it is believed by many competent authorities that 150,000 would be a more accurate figure. The native population was estimated in 1887 at 253,960, but in this case also there can be no doubt that the true number is far in excess of the estimate. Four hundred thousand would probably be nearer the mark. The most thickly populated district, so far as the native population is concerned, is believed to be Zoutpansberg.

The great drawback to the Transvaal from the emigrant settler's point of view was the want of a market for its produce. This is now being rapidly altered by the gold mining industry, at least as far as its centres, Johannesburg and Barberton, are concerned. It is a long way from the coast, and has not, and, so far as one can judge, may not for some time have, means of transport which would bridge over this difficulty. Even the immense requirements of the mining districts do not appear to afford the necessary impetus. The fact is, the government and the people of the country are by their very nature averse to all enterprise, and especially do they detest *foreign* enterprise. So much is this the case, that every possible difficulty is thrown in the way of the gold-mining, although it is almost the only source of revenue the country possesses.

Foreign enterprise, however, is not to be so easily check-mated. With the friendly concurrence of the Orange Free State, the Cape Railways have been carried to Bloemfontein, and thence onwards to Johannesburg, while, on the west, the Kimberley line is being extended to Mafeking, which is only twenty miles from the Malmani Fields. Natal is following suit on the Eastern side.

At present there is not any organised emigration to the territory, and under Boer domination there is no probability of anything of the kind being encouraged or even permitted. A number of young men were induced, under

specious promises, to go out from England in 1878 to take up land on which they, before starting, had paid deposits varying from fifty to one hundred pounds. Report says that when they arrived in the Colony the land was nowhere to be found, and the unfortunate fellows were driven to all sorts of shifts to make a living. To enable the reader to form an idea of the present state of the land question in the Transvaal, we cannot do better than quote the late Sir William Sargeant. In his report he says :—

“ 129. In 1857 the Volksraad resolved that all burghers who had migrated to the Transvaal in or prior to the year 1851 should be entitled to two farms.

“ 130. One farm was called an ‘ Eigendom Plaats ’ (freehold), on which ten shillings a year was to be paid, and the other a ‘ Leenings Plaats ’ (loan place), on which a yearly quit rent not exceeding three pounds was to be paid.

“ 131. Article 195 of the Fundamental Laws, passed in February, 1858, provided that every person entitled to a freehold farm should, within a certain time, notify his claim to the Landdrost of the district in which the farm was situated. Again, in 1868 (Article 318), a further resolution was adopted by the Volksraad with respect to freehold farms.

“ 132. Under these resolutions a great number of freehold farms were registered, and lists of them were sent to the Registrar of Deeds, in whose office these lists are filed.

“ 133. In the year 1863 (Article 319) further regulations were made also as regards loan or quit-rent farms.

“ 134. Every male adult who had resided in the Transvaal for a period of not less than one year was entitled to a ‘ Burgherrgt ’ (right of citizenship), which, after being duly proved and registered, further entitled him to select a quit-rent farm. A farm consisted of three thousand morgen, or six thousand acres.

“ 135. Having selected his farm, the burgher registered it with the Landdrost of the district, giving a name to the ground, its position, and, as far as possible, a description of the locality. He then obtained a copy of the registry—a kind of temporary title-deed.

“ 136. When a number of farms had been selected in the same district the Government appointed an Inspection Commission to inspect the farms, to decide on the different claims (the same ground was often claimed by more than one person), to define the boundaries of each farm, and to estimate the extent of each.

“ 137. The extent was arrived at by an inspector riding along the boundaries, or riding from the centre of the farm. One minute at a walk was considered equal to one hundred yards. Sometimes the Inspectors merely estimated the extent.

"138. The latter mode of arriving at a conclusion, as the least troublesome and as affording a greater scope for the exercise of favouritism or otherwise, was most frequently adopted, and, in consequence, the Inspectors' reports were quite untrustworthy. This applies generally to all the districts of the Transvaal, but especially to the Waterburg and Zoutspanberg districts.

"139. The Inspectors' reports were sent to the Government. They were sometimes accompanied by rough sketches showing the boundaries and some of the natural features of the ground. A list of inspected farms was published in the 'Government Gazette,' and, in the absence of protest within three months, title-deeds signed by the President were issued.

"140. Report says that many farms have been granted twice over, and it is a common question to ask a person who has just bought a farm whether he knows 'on what layer' his title may be—first, second, or third.

"141. This difficulty should be at once grappled with, and I venture to recommend that Major Warren, R.E., than whom it would be difficult to find a more fitting man, should be requested to undertake the task at once.

"142. By a resolution of the Volksraad, passed on the 20th of September, 1871 (Article 75), the right of selecting farms was stopped.

"143. The following are translations of the Articles of the 'Grondwet' (Fundamental Law) bearing on this question. They were furnished to me by the Surveyor-General of the Province:—

"Art. 7. The lands and farms in this State which are still ungranted are declared to be State property, though still procurable by the public as heretofore. No place will be inspected for that purpose to a greater extent than three thousand morgen; and no one shall be entitled to apply for, or acquire, ground before he shall have attained the age of sixteen years.'

Art. 194. All farms and grounds of the inhabitants are guaranteed by the Government as fixed properties, the Government reserving the right of establishing (making) a public road for the use of the inhabitants over such farms when it becomes necessary. Every owner of a farm shall pay annually a tax of not less than ten shillings, and not more than three pounds towards the maintenance and protection of property."

We are not aware that up to the retrocession anything had been done towards the settlement of this most difficult question, but this and every other question is for the time banished out of sight by the development of the gold-mining industry. No one can say what the ultimate results of this industry may be, but meanwhile it is revolutionizing the Transvaal and vitally affecting every South African State and interest.

Intending emigrants will be interested in learning that it is

practically forcing open a door which is as jealously closed and guarded as the entrance to China was a few years ago. The demands of the new communities on the Fields cannot be gainsaid. They have been grudgingly allowed to collect themselves there, and the inevitable consequences are following.

A regular stream of immigration has set in to supply the necessities of the day, which in its turn will only swell the demand for more. Artizans and mechanics—masons, bricklayers, carpenters, and joiners, blacksmiths, and painters wagon makers, wheelwrights, harness-makers, and working engineers, all are in demand and are receiving from 15s. to 20s. per day.

The fields are reached by the rival routes of the Cape and Natal. Yet this is hardly an accurate way of putting it, for, practically speaking there is only one route to Johannesburg, *via* Cape Town; and one to Barberton, *via* Durban. When the Natal lines are either carried into the Transvaal or connected with the Netherlands Company's lines, the rivalry between the two routes will probably be resumed, but while the *statu quo* remains, there will be practically only one route to each of the two chief gold fields. Fares to Johannesburg *via* Cape Town: £52 11s. 0d.; £34 4s. 10d.; £21 4s. 8d. Time: 22 days. By *Intermediate* steamer the fares are three guineas less in First and Third Classes, and two guineas less in Second Class. Open berths, Third Class, six guineas less. Fares *via* Durban: £53 16s. 6d.; £37 0s. 8d.; £25 9s. 10d. Time: 27 days, 20 hours. By *Intermediate* steamers the fares are as already stated in connection with the Cape Town route. Fares to Barberton, *via* Durban, cannot be stated, as no quotations are obtainable for the coaches from Charlestown.

At Johannesburg there are hotels and boarding-houses available for all ranks. Rents are high and living expensive, but wages are much more than proportionately high. British money is the circulating medium, and Post Office Orders are available for remittances, as at home. English is far more largely employed than Cape-Dutch in Johannesburg and throughout all the Fields, so that the artizan will have no trouble on this score. As we have already said, the artizan is in great demand, and not in Johannesburg alone.

New villages and townships are fast springing up throughout the district, affording profitable employment for building operatives, and the machinery employed at the mines, and the wagons and other vehicles of transport, perform the same service for the engineer, millwright, wheelwright, wagon-builder and others. And it should be remembered that what has already been done, astonishing as it is, is simply a beginning and nothing more. The earth, so far, may be said to have been merely scratched, and yet the result is £11,000,000 in gold. The American prairie which laughed a harvest on being merely tickled with a hoe was nothing to this. And now that the enormous cost of transport to the Fields is reduced within reasonable limits, by the introduction of railways, the output of gold will probably in a very short time exceed anything the world has ever seen: trade of every kind must and will be enormously developed, towns will grow into cities, and villages into towns, peopled—let us hope—largely by the British workman, and in more hopeful and happier circumstances than surround him at home; and more than one thorny political problem will be resolved without the intervention of either diplomacy or force.

THE ORANGE FREE STATE.

The Orange Free State forms a sort of connecting link between the Cape Colony, the Transvaal and Natal. It consists chiefly of vast undulating plains, which slope down from the Maluti Mountains to the Vaal River, dotted over, however, in many places with rocky hills, locally called kopjies; although in the northern parts hundreds of square miles are found with hardly a break on the horizon. The boundaries of the Free State are, on the west and north, the Vaal River, to its sources in the Likwa Spruit, in Drakensberg Mountains, which divides it from Bechuanaland and the Transvaal; the Drakensberg Mountains, on the north-east, separates it from Natal; the Wittebergen, an offshoot of the former, a line dividing the waters from the Caledon River from those of the Vaal, and thence to a point on the Orange River, a few miles north of the Kraai River, divide it from Basutoland or Moshesh's country; the Orange River,

as far as its junction with the Caledon, separates it from the Cape Colony ; and from thence to the Vaal it is bounded by Griqualand West, a narrow strip of country which interposes between it and the colonial divisions of Colesberg and Albert. It contains an area of about 50,000 square miles. By the Aliwal-North Convention of 12th February, 1869, between Her Britannic Majesty's High Commissioner, Sir Phillip Edmond Wodehouse, and the President and Commissioners of the Orange Free State, a large and valuable tract of what was formerly known as Basutoland Proper, and which had in April, 1866, been ceded by the Paramount Chief Moshesh and his Chiefs and Headmen, was awarded to the Orange Free State. This tract comprises several hundred farms, of 3,000 acres each. The Free State is divided into the following :

Districts.	Chief Towns and Villages.
	Bloemfontein.
	Boshof.
Bloemfontein	Reddersburg.
	Lady-Brand.
	Winburg.
Winburg	Kroonstad.
	Ficksburg.
	Smithfield.
Smithfield	Rouxville.
	Wepener.
	Harrismith.
Harrismith	Bethlehem.
Fauresmith	Fauresmith and Edenburg.
Philippolis	Philippolis.
Bethulie	Heidelberg.

The chief town and seat of Government is Bloemfontein, about 150 miles north-west of Colesberg, with which it is now connected by railway. A small fort, mounting some cannon, and erected by the British Government during its occupation of the country, is situated in a commanding position near the town. Smithfield is about 35 miles north of Aliwal North, near the Caledon River. Fauresmith and Philippolis, on the Griqua boundary ; and Winburg, Harrismith, and Bethlehem, on the high road from Natal to the Cape Colony, which passes through the Free State ; Cronstad, Boshof, Philippolis, Heidelberg, and Rouxville are lately formed villages, as yet in embryo. The country lying

high (about five thousand feet above the level of the sea), is cold in winter, and in summer experiences violent thunderstorms. It is very healthy and favourable to European constitutions. Long droughts often prevail. The country is level, and the roads, generally, are very good. The great main road from Cape Town to Port Natal passes in a circuitous manner through it, for the immense mountain ranges of the Maluti are quite impassable, except through one or two passes north of the Wittebergen. A convention between the Cape Government and the Government of the Free State enabled the former to construct a railway from Colesberg in Cape Colony to Bloemfontein in the Free State, and thence to the Gold Fields (Johannesburg). None of the rivers can be made available for internal communication, owing to the frequent occurrence of shallows, rapids, &c. By the Census of 1891 the population of the Free State numbered 207,502, of whom 129,787 were coloured; an increase since 1880 of 16,694 whites, and 54,291 coloured. Diamonds have been found near Fauresmith, and elsewhere in this territory, and coal exists at Sand Bay.

The Free State is essentially a pastoral country, and in its flocks and herds its chief riches are comprised. Land is not comparatively cheap, as the inhabitants of Dutch extraction generally invest in farms. The country is very healthy, and exceedingly suitable for pastoral pursuits. Englishmen are treated with fair play, and prosper.

The Government of the Free State is Republican, under an elected President and representative Parliament or Volksraad. The prevailing religion is that of the "Dutch Reformed," but there is free toleration for all.

THE SOUTH AFRICAN CLIMATE.

The South African climate is decidedly healthy, and this remark more especially applies to the inland high regions, than which there is, perhaps, no other part of the world more suitable for invalids suffering from pulmonary disease. In such an extensive region there are, of course, several zones, which may be classified as follows:—

Coast Regions: In Namaqualand and its neighbourhood extensive dry tracts of country exist, but to the south and

on the east coast there are ample periodical rains. The winter—May to November—is a very pleasant season ; but in the summer, when south-easters prevail, the heat is great and the climate is somewhat enervating.

The Inland Regions slope quickly upwards from the coast. Graham's Town, only ninety miles from Port Elizabeth, and situated in a valley, is one thousand seven hundred and twenty-eight feet above the level of the sea ; and Cradock, Queen's Town, &c., are considerably higher. When the traveller reaches the Free State he is upwards of four thousand feet above the level of the sea. The winter climate is sharp and tonic—clear cold days with frost. The air is dry and remarkably healthy. The summer days are hot, but the heat is not of the same depressing character frequently experienced on the coast. The climate of Natal is similar to that of the eastern districts of the Cape Colony ; but there is more rain in summer.

Speaking of the Kalihari desert borders, Dr. Livingstone tells us that the climate there is admirably suited for all patients suffering from pulmonary disease. He says that "It is the complete antipodes to our cold damp English winter." The winter is perfectly dry, and as not a drop of rain ever falls from the end of May to the beginning of August, damp and cold are never combined. However hot the day may have been at Kolobeng, yet the atmosphere never had that steaming and debilitating effect so well known in India and in part of the coast regions of South Africa itself. Dr. Stovell says "No climate in the world could be more beneficial for the usual class of Indian invalids than a Cape winter. There is an invigorating freshness about this season equally delightful and beneficial ; the moment the rain ceases the clouds rapidly clear away, and nothing can be more truly delightful than the balmy, yet bracing weather which precedes and follows a rainy day in winter. The worst fault of the South African climate is that it is somewhat enervating—particularly on the coast. The bracing tonic of a cold winter is, however, enjoyed in the high inland districts."

From meteorological observations made at the Royal Observatory, near Cape Town, the mean height of barometer can be taken at 30·028 ; mean temperature, 62·47 ; mean daily

range, 14·09 ; mean temperature of evaporation for each month, 56·68 ; mean humidity for each month, 72·01 per cent. ; rainfall in inches, 22·895. The mean annual fall of rain varies very much in South Africa, as the following table will show :—

	Annual fall in inches			
Graham's Town	22·595
Maritzburg (Natal)	30·230
Royal Observatory (Cape Town)	23·895
Grauff-Reinet	13·196
Worcester	11·745
Mossel Bay	11·550
Simon's Town	26·671

South Africa has been hitherto very free from epidemics, and can certainly be asserted to be one of the healthy countries of the world. Some people from Europe, make the mistake of bringing out a large quantity of clothing of various descriptions, but economy as well as comfort can be secured by carrying only a limited wardrobe. Articles of clothing are very nearly as cheap at the seaports of the Cape Colony as in England, and suitable articles for the country can be procured there. In the inland districts a rough and inexpensive style of dress is generally preferred.

In consequence of the southern latitude of the Cape Colony, Natal, &c., the term of the seasons is reversed, so that the South African winter (May to November) corresponds to the English summer and autumn. There is, however, some difference in the period of commencement, as well as in the character, of the seasons in the south-western and north-eastern portions of the Colony. In the west the seasons are generally a month earlier than in the east. On the coast and near it the winter is so mild that frequently during the entire season no fires are used except for cooking purposes. In most inland districts fires are absolutely necessary, as the cold, especially at night, is often severe. The north-west winds prevail during the winter of the west, carrying regular and copious supplies of rain to the first boundary of the Karoo plains ; whilst in the east, and in Natal, during the spring and summer, the north-eastern winds, laden with moisture from the ocean, scatter refreshing and fertilizing showers. In the central basin of the Cape, again, the rainfall is more irregular and limited, being greatly dependent

upon the electrical conditions of the atmosphere. The rainfall in the neighbourhood of Cape Town and over a considerable part of the Colony, is equal, during the year, to the average fall at Greenwich or Edinburgh. From observations taken in 1862, it was found that rain fell on 105 days of the year—4 in January, 6 in February, 4 in March, 5 in April, 8 in May, 15 in June, 14 in July, 15 in August, 10 in September, 14 in October, 8 in November, and 2 in December. Generally, beyond the first range of mountains, the supply of moisture diminishes, and some districts will be for many months without even a passing shower. However, even the driest districts of the Cape are visited at times by deluging thunderstorms, and every year the rivers tumble into the sea as much water as might convert the whole country into cornfields, vineyards, orchards, and rich pastures, if only proper measures were taken to preserve it. In the Transkei and Natal the rains are inter-tropical. In summer they fall almost daily, and thunderstorms are of constant occurrence.

University of Fort Hare
Together in Excellence

TERRITORIES OF "THE BRITISH SOUTH AFRICAN COMPANY."

These territories, now known under the name of "Zambesia," are situated to the north of British Bechuanaland and the Limpopo River, and extend—at present—to the Zambesi on the north and to the Portuguese dominions on the east. The extent of this region is enormous—probably about twice the size of the British Isles. For the most part the land lies high, as in the South African Republic, and where it is high it is healthy. In the low-lying parts, and by the banks of the rivers, fever is said to prevail at certain seasons when the heat is extreme. It should be stated, however, that the heat is not so great as to be unendurable by Europeans.

There can be no doubt that, but for the discovery of the Transvaal goldfields, this company—which bids fair to

become so great and powerful in South and Central Africa—would never have been heard of. But these discoveries—coupled, possibly, with the hindrances vexatiously thrown in the way of “foreigners” and the mining industry by the Transvaal Government—induced the original *concessionaires*, Messrs. C. D. Rudd and Cecil J. Rhodes to extend their purview of the country, with the result that valuable gold fields have been found to exist throughout Matabeleland and Mashonaland, which together form the chief part of the company’s field of intended operations, it having secured by treaty exclusive mining rights over the whole of these countries.

At present the European residents are comparatively few in number, but they are rapidly on the increase. The company have carefully prepared the way for a peaceful and permanent settlement of the country. They organised a well-equipped body of police, under Colonel Pennefather, formerly of the *Inniskillings*, and having rapidly constructed a rough wagon road from their southern boundary on the Maklutsi River to Fort Salisbury in the north-east, with forts at intervals, the police were marched in and secured peaceable possession. Mashonaland, where they are chiefly stationed is rich in gold, both alluvial and reef—some say rich beyond anything the world has yet seen; and the presence of alluvial gold offers opportunities to the individual digger such as the Transvaal Fields do not present. Vast tracts of agricultural and pastoral lands exist both in Mashonaland and Matabeleland, and are waiting for immigrants to come and utilise them. They are sparsely occupied at present by the timid and peaceful Mashonas, and by their flocks and herds. Dense forests exist in many parts, in which elephants, giraffes and buffaloes are abundant. All along the rivers koodoos, waterbuck and bush-buck are numerous. Game of all kinds is plentiful. To show how sparsely the country is occupied, and that there is ample room for new comers, a recent traveller says that for a distance of 74 miles in the south of Mashonaland the country is wholly uninhabited, and there are many other districts in precisely the same untenanted condition.

Amongst the numerous and varied powers conferred by

the Royal Charter are those of clearing, planting, irrigating and cultivating any lands within the territory, settling any such lands and aiding and promoting immigration, and granting lands for terms of years or in perpetuity.

Here, then, is another great field for emigration. Gold-mining will, of course, lead the way, trading will necessarily follow, and in due course mechanics, artizans and farmers. "The fruitful plains and valleys of Matabeleland and Mashonaland will teem with well-to-do agriculturists, large towns and villages will spring up at various centres, and 'Zambesia,' the birthplace of a new and sturdy nation, will eventually take a prominent place in the councils of the world." This may seem over-enthusiastic, and had there been no Johannesburg to show how rapidly things may develop under certain circumstances, one might probably have placed the emigration of British artizans to Matabeleland a very long way off; but with that example before the world, who shall say that some new gold-mining centre may not suddenly spring into existence in this new region? There is, indeed, the highest probability that this will happen, and, considering that there will, in this case, be no jealousy of the "foreigner" to hinder and obstruct, the likelihood is that the new centre will far transcend the old.

The means of communication with the other South African States, and with England and the world generally, are being steadily and carefully perfected. The railway from Cape Town has been opened to Vryburg in Bechuanaland, a distance of 774 miles, and its further extension to Mafeking, 100 miles onwards, is delayed simply to afford time for the consideration of a proposal to substitute "light" railways for those of the ordinary construction, the advantage offered being the devotion of the surplus arising from the reduced cost to a considerable extension of the line beyond Mafeking. Under the circumstances the "light" scheme will doubtless carry the day. This advance northwards will, however, still leave a distance of about 800 miles to be covered by the slow and expensive "transport rider." But only for a time. If the only alternative were railways at £10,000 per mile, the crack of the transport rider's mighty "zweep" would continue to be heard for many a long day, and the development of Mashonaland be correspondingly retarded. Light rail-

ways, however, would probably cost less than a tenth of the sum just mentioned, and the saving in cost of transport which they would effect would amply repay the outlay. Another route from the East Coast, via the Pungwe River is being opened up, and the Beira Railway is completed and opened for traffic for 50 miles, but the river is unhealthy, as all rivers on that part of the coast are.

The telegraph is now in operation as far as Kanya, 60 miles to the north of Mafeking, and will probably ere long be carried onwards to Shoshong and Maklutsi.

A regular postal service has been organised via Vryburg and Kimberley.

The principal native villages or trading stations are Buluwayo (King Lo Pengula's Kraal), Tati, Emhlangen, Umbanjin, Hopefountain and Inshangana. There are numerous other stations of less importance.

The British Resident with Lo Bengula is J. S. Moffat, Esq., C.M.G.

The British South Africa Company's stations are Maklutsi River Camp, on the southern borders of the territory, Fort Salisbury, near Mount Hampden, Fort Victoria, near the ruins of Zimbabwe, and Fort Charter, in the north-east (Mashonaland).

Fort Salisbury township has nine hotels, a branch of the Standard Bank, two doctors, a dentist, a hospital, a newspaper, a debating Society, a Tennis Club, and a Turf Club.

Fort Victoria has five hotels, and seven wayside hotels and stores in the district.

The Company's address in London is 19, St. Swithin's Lane, E.C.

APPENDIX.

CAPE COLONY.

Act No. 37 of 1882.]

V.



R.

CAPE OF GOOD HOPE.

 ACT
 University of Fort Hare
 Together in Excellence

TO CONSOLIDATE AND AMEND THE AGRICULTURAL LANDS ACT.

WHEREAS it is necessary to consolidate, and to amend the several Acts providing for the allotment of land for agricultural purposes: Be it therefore enacted by the Governor of the Cape of Good Hope, with the advice and consent of the Legislative Council and House of Assembly thereof, as follows:--

I. The several laws mentioned in the Schedule hereto, and so much of any law in force in the colony as is inconsistent with any of the provisions of this Act, shall be and the same are hereby repealed, save in so far as the provisions of the said Acts or any of them, relate to lands disposed of prior to the taking effect of this Act or to the disposal of lands for which applications have been made, or proceedings commenced, prior to, or are pending at, the time of the taking effect of this Act; all which lands shall be dealt with as if this Act had not been passed.

II. It shall be lawful for the Governor to grant, to approved applicants, on perpetual quitrent and on the terms and Conditions in this Act set forth, portions of Crown land, for which such applicants may have applied, not being forest land, and not exceeding two hundred and fifty morgen, and not less than ten morgen in extent.

III. Every such application for land shall be in writing, and shall clearly and accurately describe the locality, area, and boundaries thereof as set forth in a plan of the said land framed by a sworn land surveyor, previously appointed by the Surveyor-General: Provided that, with regard to any lands that may have been surveyed before the date of any such application, it shall be sufficient for the applicant in his application to describe the land in such manner that the lot applied for may be recognized.

IV. Every such application shall be made to the civil commissioner of the district in which such land is situate, who shall note upon such application the day and hour at which such application is received.

V. In every division there shall be a land board for the purposes of this Act, consisting of the civil commissioner of such division and two persons to be appointed from time to time by the Governor, which appointment shall be noti-

ned in the Government Gazette, and such board shall enquire into the circumstances of land applied for under this Act, and shall report to the commissioner whether it is desirable that the said land shall be disposed of and the price per morgen which shall be a fair value of the land.

VI. Every applicant at the time of making application shall deposit with the civil commissioner a sum equal to one shilling per morgen of the land so applied for, and in the event of his neglecting or refusing to take up the licence for such land the said sum shall be absolutely forfeited to the Government.

VII. Any person of full age may receive a licence to occupy land by virtue of this Act, but no person who is the owner of land in extent two hundred and fifty morgen or upwards, and no person who at the time of making his application has made any arrangement or agreement to permit any other person to acquire by purchase or otherwise the allotment in respect of which his application is made, or any part thereof, or the applicant's interest therein, shall receive such licence, and no person shall receive more than one licence under the provisions of this Act.

VIII. Every applicant for land under this Act shall make and append or annex to his application a declaration to the following effect:—I, A.B., of (insert place of abode and occupation), do solemnly and sincerely declare that I am of the age of twenty one years and upwards; that I make this present application for my own exclusive use and benefit, and not directly or indirectly for the use or benefit of any other person whomsoever, that I am not the holder of any land in extent two hundred and fifty morgen or upwards, that I have not made any arrangement or agreement to enable or permit any other person to acquire, by purchase or otherwise, the allotment in respect of which this my application is made, or any part thereof, and that I am not already the licensee, or holder on quitrent of any land under the provisions of the "Agricultural Lands Act, 1882."

IX. In the event of any of the statements contained in the declaration made by the applicant being false in any material respect, the applicant shall forfeit all right to the land applied for, as well as all moneys paid in respect thereof, and all improvements thereon.

X. The civil commissioner shall, with all possible dispatch, forward the said application, together with the applicant's declaration, to the commissioner, and shall, at the same time, transmit the report of the land board on the said application.

XI. The commissioner shall, if he see fit, issue to the said applicant a licence to hold the land so applied for upon the following terms and conditions, which shall be inserted in every licence:

- (a) The licence shall be for five years reckoned from the next first July or first January following the date of licence, and shall include the period between the date of the licence and such day.
- (b) The yearly fee in respect of such licence shall be equal to one twentieth of the price fixed for the land, and shall be paid in advance.
- (c) The deposit paid at the time of application, together with the excess over the said value of one shilling per morgen, if any, shall be in discharge of the licence fee due on the next first day of January or July, as the case may be.
- (d) The person to whom such licence is issued shall within six months after the issue of his licence, personally reside on his land, and shall continue so to reside for a period of three years from the date of the issue of the licence.
- (e) The licensee shall within two years from the date of his licence bring under cultivation one-twentieth part of the land occupied by him under such licence, or shall enclose the same with a substantial fence.

XII. If any licensee shall desire to assign his interest in the land, he may apply to the commissioner stating his intention, and naming the person to whom he proposes to transfer the licence; whereupon the said commissioner shall, at the expense of the said licensee, give public notice in the Government Gazette and in one or more newspapers published, or circulating, in the district in which the land is situated of the proposed transfer of interest by the licensee, and no transfer shall be effected until after the expiration of thirty days from the date of the last publication of such notice, after which time, if the commissioner see fit to accept the person proposed as transferee, and such person shall have made

the declaration required in the eighth section, the said commissioner shall, on payment by means of stamps of a transfer fee of one pound sterling, endorse the said transfer on the licence on the production of the same; or, if the loss or destruction thereof be proved to his satisfaction, the commissioner may dispense with its production, and may issue instead thereof to the person accepted, a new licence to hold the said land on the same terms and from the same date as the original licence, but with the name of such last-mentioned person substituted, and thereupon such person shall be deemed to have been from the date of the original licence the licensee of such land.

XIII. In the event of the death or insolvency of any licensee, his executor or the trustee of his estate, as the case may be, shall have the like powers as are given to the licensee to assign the interest in the land of the licensee, provided that such power shall be exercised within twelve months from the day of the death or insolvency of the licensee as the case may be. If such executor or trustee shall fail within such time to exercise the power to assign hereby granted, then, and in every such case, the commissioner shall forthwith direct the land, with all improvements thereon, to be sold as hereinafter provided in cases of sales or forfeiture.

XIV. The interest in land held on licence shall not during the currency of such licence be assignable, except under the provisions of this Act, and shall not be capable of being hypothecated, attached, or taken in execution.

XV. If any person holding land under licence shall fail to perform any of the conditions under which such licence is granted, such land may be declared forfeited by the commissioner, unless the licensee shall within three months from the date of the notice of forfeiture comply with the said conditions.

*XVI. When any lot of land shall be forfeited or shall become vacant from death or other cause, the commissioner shall cause the improvements thereon to be valued, and the land shall be sold by auction under the provisions of Act 14 of 1878, upon condition that the purchaser shall pay the sum at which such improvements shall have been valued at such time as may be fixed by the conditions of sale.

*XVII. The amount at which the said improvements shall have been valued shall, when paid by the purchaser, and after deducting the expenses incident to the forfeiture and sale of the land, be paid to the original licensee or to his legal representative.

*XVIII. At the expiration of any licence, and on the fulfilment of the terms and conditions of such licence, the commissioner shall certify the same, and the licensee shall obtain a grant on quitrent in terms of Act 14 of 1878, at an annual quitrent equal to the yearly fee paid in respect of such licence.

XIX. As often as any land shall be put up for auction under the provisions of Act 14 of 1878, and the land so put up shall fail to obtain a purchaser at the upset rent placed thereon, it shall be lawful for any person within one year of the date of such sale to make application in writing for such land, and if the applicant shall fulfil all the conditions required, the commissioner may allow such person to obtain a quitrent lease of the said land in the same manner as if he had become a purchaser at public auction under the aforesaid Act, and at a price not being less than the said upset rent.

XX. Any person who shall directly or indirectly accept or agree to accept money or any valuable consideration for abstaining from bidding or competing as a purchaser or applicant, shall upon conviction be liable to a penalty not exceeding fifty pounds, or to be imprisoned for any period not exceeding six months.

XXI. The commissioner or any person appointed by him in writing, may, at any time, enter upon any land held under any licence granted under this Act, to inspect the land and the improvements, or for any other purpose, and any person obstructing the commissioner or such person in the performance of his duty shall, upon conviction, be liable to a fine of not exceeding twenty pounds, and in default of payment to imprisonment, with or without hard labour, for any period not exceeding three months.

XXII.—No land claimed by any registered owner of adjacent land as part of his property by reason of an alleged defective title-deed, or supposed landmarks of the said adjacent land, or land occupied *bona fide* and beneficially, without

title-deed at the date of the extension of the colonial limits beyond it, or land conditionally occupied or claimed under any general notice or regulation of the Government, or under any promise or order of a Government officer duly authorised at the time to make such promise, or give such order, shall be considered or treated as waste Crown lands for the purpose of this Act, until the claim thereto in each case shall have been decided on by the Governor, who shall have the power of rejecting the claim altogether or of satisfying such claim by grant of the land or compensation out of the public revenue, or otherwise as shall appear equitable: Provided always that due notice of the nature of the claim, and reasonable proof that it may be substantiated, be received at the office of the commissioner in sufficient time to admit of the withdrawal of the land from sale, and that the claimant use reasonable diligence to lay the proof in support thereof before the officer or board to whom the question may be referred by the Governor.

XXIII. All lands disposed of under this Act shall be subject to such special servitudes as may be set forth at the time of the issue of the licence to occupy, and to the following general conditions, viz.:

- (a) Government shall always have the right to make new roads, railways and railway stations, aqueducts, dams and drains, or to conduct telegraphs over the land for the benefit of the public, on payment to the proprietor of such sum of money in compensation for actual damage, as three appraisers, one to be appointed by each side, and a third to be chosen by the two others, before proceeding to act, or any two of them shall award.
- (b) The rights of the proprietor shall not extend to any deposits of gold, silver, or precious stones, which may at any time be or be discovered on the land hereby granted.

XXIV. In the interpretation of this Act the term "licensee" shall mean any person who may receive a licence to occupy land under the provisions of this Act, and the word "commissioner" shall mean the Commissioner of Crown Lands and Public Works.

XXV. This Act may be cited for all purposes as the "Agricultural Lands Act, 1882."

SCHEDULE.
LAWS REPEALED.

Number and year.	Title.	Extent of Repeal.
Act No. 4 of 1870.	"Agricultural Lands Act, 1870."	The whole.
Act No. 10 of 1877.	"Agricultural Immigrants Land Act, 1877."	The whole.
Act No. 33 of 1879.	"Agricultural Immigrants Land Extension Act, 1879."	The whole.

CAPE OF GOOD HOPE CUSTOMS UNION TARIFF.

		£	s.	d.
Ale and Beer	per Imp. Gall.	0	1	3
Agricultural Implements (Kafir hoes and picks excepted)	per £100	10	0	0
Axles, Bushes, Springs and Lamps for Carts, Carriages, and other wheeled vehicles	„ £100	10	0	0
Bacon and Hams	„ lb.	0	0	2
Bags for Flour, Grain, Coal and Wool ...	„ £100	5	0	0
Beads	„ lb.	0	0	2
Butter	„ lb.	0	0	3
Candles	„ lb.	0	0	2½
Carriages, Carts, Wagons and other wheeled vehicles, including Wheel- barrows	„ £100	20	0	0
Cement	„ 400 lbs.	0	2	0
Cheese	„ lb.	0	0	3
Chicory	„ 100 lbs.	0	16	8
Cider	per Imp. Gall.	0	1	0
Coals, Coke, and Patent Fuel	per ton	0	2	0
Cocoa and Chocolate	„ 100 lbs.	0	16	8
Coffee	„ 100 lbs.	0	12	6
Confectionery : Jams, Jellies, Bottled and Tinned Fruits and Manufactured Sweets not being medicated or properly classed as Apothecaryware, but in- cluding Sweetmeats of all sorts, and other Articles with which Sugar, and largely compounded for preserving purposes	„ 100 lbs.	0	16	8
Cork and Bungs	„ £100	10	0	0
Corn and Grain, of all kinds	„ 100 lbs.	0	2	0
Dynamite	„ lb.	0	0	3
Dates	„ lb.	0	0	2
Fish, Preserved or Pressed, in pots, bottles, tins, or wood	„ lb.	0	0	2
Fruits, dried	„ lb.	0	0	2
Flour, Wheaten, or Wheaten Meal ...	„ 100 lbs.	0	5	0
Ginger, dry, Chow-Chow and other similar preserves	„ lb.	0	0	3
Gunpowder	„ lb.	0	0	6
Guns and Gun Barrels	„ barrel	1	0	0
Hops	„ £100	10	0	0
Iron, Bar, Bolt and Rod	„ £100	10	0	0
Lard	„ 100 lbs.	0	12	6
Marble	„ £100	10	0	0
Matches, viz. :— Wooden, in boxes or other packages, containing not more than 100 matches	„ gross	0	2	0

	£	s.	d.
Matches, viz. :—			
In boxes or other packages, containing more than 100 and not more than 200 Matches	per gross	0	4 0
Wax Vestas and Fusees, in boxes or other packages, containing up to 50 Vestas or Fusees	„ gross	0	2 0
Wax, in boxes or other packages, containing up to 100 Vestas or Fusees (And at the same rate for every additional 50 Vestas or Fusees.)	„ gross	0	4 0
Meat, Salt and Preserved, in tins, cases, or otherwise	„ lb.	0	0 2
Metal, Composition and Sheathing	„ £100	10	0 0
Mules	each	1	0 0
Oils of all descriptions, other than Chemical, Essential and Perfumed ...	per Imp. Gall.	0	1 0
Oils, Chemical, Essential and Perfumed	per £100	15	0 0
Paddy (known in Natal as Coolie Rice)	„ 100 lbs.	0	1 6
Pistols or Pistol Barrels	each	0	5 0
Picks and Hoes (Kafir)	each	0	0 6
Pickles and Sauces	per lb.	0	0 2
Rice	„ 100 lbs.	0	3 6
Rosin	„ £100	10	0 0
Rock Salt	„ ton	0	2 0
Salt, all other descriptions	„ ton	0	5 0
Soap, Common, Brown, Blue, Yellow or Mottled	„ 100 lbs.	0	4 2
Soda Caustic	„ £100	10	0 0
Spirits of all sorts, not exceeding the strength of proof by Sykes' hydrometer, and so on in proportion for any greater strength	per Imp. Gall.	0	10 6
Spirits, sweetened or perfumed, Liqueurs and Cordials	per Imp. Gall.	0	10 6
Spirits, distilled from the produce of any Colony, State or Territory in the Union (other than Spirits distilled from the produce of vines grown in any Colony, State or Territory in the Union) and imported from one Colony, State or Territory in the Union into another Colony, State or Territory in the Union, not exceeding the strength of proof by Sykes' hydrometer, and so on in proportion for any greater strength	per Imp. Gall.	0	2 0
Sugar, of all sorts (including Molasses and Concrete)	per 100 lbs.	0	6 3
Staves	„ £100	5	0 0
Tallow	„ 100 lbs.	0	4 2



		£	s.	d.
Tamarinds	per lb.	0	0	2
Tea	" lb.	0	0	8
Tin, viz., Plate or Sheet	" £100	5	0	0
Tobacco, not manufactured	" lb.	0	1	0
Do. (not Cigars or Snuff)	" lb.	0	2	0
Cigars	" lb.	0	4	0
and for every £100 value	" £100	10	0	0
Cigarettes	" lb. gross	0	2	0
Snuff	" lb.	0	4	0
Turmeric	" lb.	0	0	3
Turpentine	" gallon	0	1	0
Varnish	" gallon	0	1	0
Vegetables, preserved or pressed, in pots, bottles, tins, or wood	" lb.	0	0	2
Vinegar	" gallon	0	0	6
Wine in bottles, each of not greater content than 6 to the Imperial gallon	per doz. botts.	0	12	0
Do. in bottles, each of not greater con- tent than 12 to the Imperial gallon	per doz. botts.	0	6	0
Do. in other bottles or in wood	per Imp. Gall.	0	6	0
Wood, unmanufactured, other than Teak	per cubic foot	0	0	2
Do. other than Teak, planed or grooved	" cubic foot	0	0	3
Do. Teak	" cubic foot	0	0	4
Goods not above enumerated or described, nor otherwise charged with duty, and not prohibited to be imported or used in any State, Colony or Territory of the Customs Union	per £100	12	0	0

FREE.

All raw produce of South Africa imported overland.

All goods grown, produced or manufactured within the Customs Union, imported overland, excepting Flour manufactured from other than South African Wheat, and excepting Spirits upon which the duty of two shillings per Imperial gallon is imposed by the above tariff.

All articles of Military, Naval, or Volunteer Uniforms or Appointments imported for the use of Her Majesty's Imperial or Colonial Forces, or Forces of the States belonging to the Customs Union.

Animals, Living (excepting Mules).

anchors and Chain Cables for Ships' use.

Bones.

Bottles of Common Glass imported full of Wine, Beer, or other Liquid liable to Customs Duty.

Books, Printed, not being Foreign Reprints of British or South African Copyright Works.

Bullion or Coin.

Carriages, Carts, Wagons, and other Wheeled Vehicles, the manufacture of South Africa, imported overland.

- Cotton in its raw state.
 Diamonds or other Gems in their rough state.
 Feathers, Ostrich, Undressed.
 Fencing Wire, Iron Standards, and all other Materials intended to be used solely for the purpose of Wire Fencing.
 Fish not specially rated.
 Flowers of Sulphur.
 Fruits, Green, including Cocoa Nuts.
 Guano and other Manures.
 †Hair, viz., Angora.
 †Hides, Ox and Cow.
 †Horns, Ox and Cow.
 †Horns, Wild Animals.
 Ice.
 †Ivory.
 Machinery and the component parts thereof, viz.,—for Agricultural, Mining, Sawing, or Manufacturing purposes.
 Maps and Charts.
 Materials, for use in construction of Railways or Tramways; such materials to mean as follows:—Rails, Sleepers, Fastenings for Rails or Sleepers, Iron Girders, Iron Bridgework, Culvert Tops, Locomotives, Tenders, Ballast Trucks, Goodswagons Railway Carriages, Engine Watertanks, Turn Tables, and Railway Signals.
 Materials for use in construction of Telegraph Lines.
 Paper for Newspaper and Book Printing purposes.
 Photographs.
 Pig Iron.
 Printers' and Bookbinders' materials.
 Provisions or other Stores for the Regular Forces in the service of Her Britannic Majesty, and the States belonging to the Customs Union.
 Seeds, Bulbs or Plants (Garden).
 Sheep Dip.
 †Skins, viz. Goat.
 Seal.
 Sheep.
 Wild Animals.
 Specimens Illustrative of Natural History.
 Tobacco, the produce of South Africa, imported overland.
 Wine, imported or taken out of bond for the use of Military Officers serving on full pay in the Regular Land and Sea Forces of Her Britannic Majesty, and the States belonging to the Customs Union, and also for the use of Officers of Her Majesty's Navy serving on board any of Her Britannic Majesty's Ships; subject, however, to such regulations as may be made, and provided that if any such wines shall be subsequently sold, except for the use and consumption of any such Officers serving as aforesaid, the same shall be forfeited and liable to seizure accordingly.
 †Wool, viz. : Sheep's.




University of Fort Hare
Together in Excellence

DELAGOA BAY.

(From a Photograph by the Author.)

NATAL CUSTOMS TARIFF.

SCHEDULE A.—DUTIABLE ARTICLES.

		£	s.	d.
Ale, Beer, and Cider	per gallon	0	0	9
Bacon, Ham and Lard	" lb.	0	0	2
Beads	" lb.	0	0	2
Butter, Butterine, or the substances imported as Butter	" lb.	0	0	3
Blankets and Sheets, Cotton, the single articles in pairs, or in the piece ...	£100 value	15	0	0
Blankets and Rugs, Woollen, or manufactures of Wool and Cotton commonly used as woollen blankets or rugs the single article, in pairs, or in the piece	£100 value	15	0	0
Coats or Jackets, made of Blanketing or Baize	£100 value	15	0	0
Cement, Portland or Roman, not exceeding 400 lbs.	per cask	0	2	0
Candles	" lb.	0	0	1
Cheese	" lb.	0	0	2
Cocoa, Confectionery, Jellies, bottled, tinned, and dried fruits, preserved and pressed vegetables, pickles, sauces, salted and preserved meats, and potted and tinned fish	" lb. or pkt.	0	0	2
Chicory	" 100 lbs.	0	5	0
Coffee	" lb.	0	0	0½
Coke and Patent Fuel	" ton	0	3	0
Guns and Gun Barrels	" barrel	1	0	0
Gunpowder	" lb.	0	0	6
Matches, in boxes or other packages, each containing not more than 100 matches	" gross boxes	0	1	0
Mealie and Mealie Meal	" cwt.	0	1	6
Oil, Paraffin, and raw and boiled Linseed	" gallon	0	0	3
Other Oils, imported in vessels containing not less than half a gallon (chemical, essential and perfumed oil excepted)	" gallon	0	0	6
Pistols, Pistol Barrels, or set of Barrels	each	0	5	0
Picks and Hoes (called Kafir Picks and hoes)	each	0	0	6
Rice	" cwt.	0	1	0
Shawls	" £100 value	15	0	0
Spirits of all sorts, not sweetened, not exceeding the strength of proof by Syke's Hydrometer, and so in proportion for any greater strength ...	" gallon	0	9	0

		£	s.	d.
Spirits (sweetened or perfumed), Liqueurs and Cordials	per gallon	0	9	0
Sugar (unrefined)	per cwt.	0	3	6
Do. (refined)	per lb.	0	0	1
Tea	per lb.	0	0	6
Tobacco (not manufactured)	per lb.	0	0	6
Do. (manufactured)	per lb.	0	2	0
Do. Cigars	per 100	0	4	0
Wines, other than sparkling, Pontac and Claret	per gallon	0	4	0
Wines, sparkling	per gallon	0	5	0
Do. Pontac	per gallon	0	2	0
Do. Claret	per gallon	0	1	6
Goods, wares, and merchandise not otherwise charged with duty, not pro- hibited to be imported, and not ex- empted from duty by Schedule B. ...	£100 value	5	0	0
Under Ordinance No. 14 of 1856.—Re- prints of British Copyright Works ...	£100 value	20	0	0

SCHEDULE B.—FREE LIST.

- Animals, living.
- Bones and Horns of Animals.
- Books and Music printed, maps and charts.
- Brass, in bars.
- Copper, in pigs, bars, ingots and sheets, including metal sheathing for ships.
- Coins and bullion.
- Deals, timber, and wouwood (being the raw material, wholly unmanufactured).
- Fresh fruit and vegetables, plants, seeds, bulbs, and specimens, illustrative of Natural History.
- Fencing Wire, Iron Standards, and all materials intended to be used solely for the purposes of Wire Fencing.
- Grain Bags,
- Guano and other Manures.
- Gums of all descriptions.
- Hides and Skins of Animals, raw and undressed.
- Ice.
- Indiarubber, unmanufactured.
- Iron, in Brass, and in sheets (not corrugated).
- Iron and Steel, combined, in plates.
- Ivory.
- Machinery or component parts of machinery to be driven by steam, water, or animal power.
- Materials for use in construction of Railways or Tramways, such materials to mean as follows:—Rails, sleepers, fastenings for rails or sleepers, iron girders, iron bridgework, culvert tops, locomotives, tenders, ballast trucks, goods wagons, railway carriages, engines water tanks, turn-tables and railway signals.

Nails, yellow metal sheathing.

Ores and minerals, crude and pig Iron.

Provisions and stores, and all articles of every description imported for the use of Her Majesty's Land and Sea Forces, or for the Colonial Government, provided the duty otherwise payable thereon would be paid or borne by the Treasury of the United Kingdom or the Government of this Colony.

Paper for Newspapers, Printing and Book Printing purposes.

Printing Types and Machinery.

Sheep Dips.

Sugar Pockets.

Steel, in pigs, ingots, bars, and plates.

Tin, in blocks, ingots, and sheets.

Tea Lead.

Tobacco, imported overland, being the produce of the Orange Free State, the South African Republic, and Zululand.

Uniforms and appointments, imported by and for the use of any Officer of Her Majesty's Civil, Military, or Naval Service, serving on full pay in this Colony, or for any Militia or Volunteer Forces in this Colony.

Windmills.

Wines and Spirits imported or taken out of bond for the use of the Governor, and for the use of Her Majesty's Military Officers serving on full pay in this Colony; and also for the use of the Officers of Her Majesty's Navy on full pay and serving on board any of Her Majesty's Ships; subject, however, to such regulations as the Collector of Customs shall think fit to make; provided, however, that if any such Wines or Spirits so imported shall be subsequently sold in this Colony, except for the use and consumption of any of the Officers aforesaid, the same shall, unless duty be first paid thereon, be forfeited.

Wire Rope.

Wool.

Wool Packs.

SCHEDULE C. - REGISTRATION CHARGES ON FREE GOODS.

On all Goods imported or described in Schedule B., except provisions and stores for Her Majesty's Forces, by land and sea, or the property of and imported by the Government of this Colony:—

At the option of the Collector:—

					£	s.	d.
Per ton weight	...	...	...	...	0	2	0
Or per package	...	...	...	...	0	0	6

SCHEDULE D.—ARTICLES PROHIBITED TO BE IMPORTED.

Books, drawings, paintings, prints, or photographs of an immoral or indecent character.

Coin, base or counterfeit.

Articles of foreign manufacture bearing the name, marks or brands of manufacturers resident in the United Kingdom (Imp Act 16 and 17 Vic., Cap. 107).

SCHEDULE E.—TRANSIT DUES.

*Schedule of goods which may be removed from any bonding warehouse, under the provisions of Law No. 4, 1886, and Law No. 19, 1890, for conveyance beyond the borders of the Colony on payment of transit dues upon such goods, at the rates therein specified :—

	£	s.	d.
Blankets, Sheets and Rugs, Cotton and Woollen, the single article, in pairs, or in the piece	per £100	3	0 0
Beer, Ale, Stout, in the wood	per gallon	0	0 3
Cocoa, Confectionery, Jellies, bottled, tinned, and dried Fruits, preserved and pressed Vegetables, Pickles, Sauces, salted and preserved Meats, and potted and tinned Fish	„ lb. or pot	0	0 1
Guns of an original value in Europe, £8 or upwards	„ barrel	0	2 6
Pistols, of an original value in Europe, £3 or upwards	„ barrel	0	2 6
Matches, in boxes or other packages, each containing not more than 100 matches	„ gross boxes	0	0 2
Picks and Hoes (called Kafir Picks and Hoes)	each	0	0 2
Spirits, all sorts, sweetened or perfumed, or otherwise, liqueurs and cordials (except Hollands Gin)	„ gallon	0	0 6
Hollands Gin	„ gallon	0	0 3
Tea	„ lb.	0	0 1
Tobacco (manufactured), and Cigars	„ lb.	0	0 6
Wine	„ gallon	0	0 6

* The Governor may, by order or regulation from time to time whenever it shall appear advisable, permit the removal and carriage of goods to places beyond the boundaries of the Colony upon payment of transit dues, as well by sea as overland; and in the case of the removal and carriage of such goods overland, may permit the exporter to send such goods by such route as the Governor in Council may determine.

CAPE RAILWAYS.

During 1890 the Western Main Line was extended to Vryburg from Kimberley, and the present Session of Parliament has settled the mode in which the line shall be carried onwards to Mafeking. The Midland Main Line has been extended to Johannesburg in the Transvaal. Connecting lines between the Western, Midland and Eastern Systems have also been constructed.



University of Fort Hare
Together in Excellence

LIST OF RAILWAY STATIONS.

WYNBERG AND KALK BAY BRANCH

Miles from Cape Town :—Woodstock, 1 ; Salt River, 2 ; Observatory Road, 3 ; Mowbray, 4 ; Rosebank, 4½ ; Rondebosch, 5 ; Newlands, 6 ; Claremont, 6½ ; Kenilworth, 7 ; Wynberg, 8 ; Plumstead, 9 ; Diep River, 10 ; Retreat, 12 ; Muizenberg, 16 ; St. James, 16½ ; Kalk Bay, 17.

MALMESBURY BRANCH.

Miles from Cape Town :—D'Urban Road Junction, 12 ; Kraai-fontein, 19 ; Klipheuvel, 30 ; Kalabas Kraal, 40 ; Malmesbury, 49.

STELLENBOSCH BRANCH.

Miles from Cape Town :—D'Urban Road, 12 ; Kuil's River, 16 ; Eerste River, 21 ; Lyndoch, 25 ; Vredenberg, 27 ; Bosman's Crossing, 30 ; Stellenbosch, 31 ; Mulder's Vley, 38.

WESTERN MAIN LINE.

Miles from Cape Town :—Woodstock, 1 ; Salt River Junction, 2 ; Maitland, 4 ; D'Urban Road Junction, 12 ; Mulder's Vley Junction, 26 ; Klapmuts, 29 ; Paarl, 36 ; Lady Grey Bridge, 38 ; Wellington, 45 ; Hermon, 60 ; Piquetberg Road, 71 ; Tulbagh Road, 76 ; Ceres Road, 85 ; Breede River, 93 ; Goudini Road, 101 ; Worcester, 109 ; Hex River, 124 ; Hex River East, 129 ; Triangle, 145 ; Touw's River, 160 ;

Constable, 177; Matjesfontein, 195; Buffels River, 213; Grootfontein, 238; Prince Albert Road, 265; Frazerburg Road, 290; Beaufort West, 339; Rhenosterkop, 358; Nel's Poort, 371; Three Sisters, 389; Biesjespoort, 404; Victoria West Road, 419; Braak Poort, 434; Richmond Road, 452; Deelfontein, 471; Mynfontein, 482; De Aar Junction, 501; (*for Johannesburg*) Naauwpoort Junction, 570; Colesberg Junction, 605; Norval's Pont, 628; Prior's, 647; Springfontein, 662; Jagersfontein Road, 679; Edenburg, 702; Bethany, 712; Kaffir River, 725; Bloemfontein, 750; Braudfort, 785; Winbury Road, 813; Venterbury Road, 851; Kroonstad, 878; Heilbron Road, 927; Viljocu's Drift, 962. (*Transvaal Railways*):—Veretriging, 963; Myerton, 973; Klip River, 984; Natal Spruit, 993; Elandsfontein, 1,004; Johannesburg, 1,014; (*for Kimberley and Vryburg*) Hout Kraal, 520; Potfontein, 533; Paauppan, 544; Krankuil, 556; Orange River, 570; Witteputs, 581; Belmont, 591; Graspan, 600; Honey Nest Kloof, 610; Modder River, 623; Sptyfontein, 633; Beaconsfield, 644; Kimberley, 647; Sand, 654; Macfarlane, 658; Zoutpan, 663; Slyphclip, 668; Hebron Road, 674; Koodoo, 678; Content, 683; Warrenton, 691; (Vaal River Bridge), Fourteen Streams, 694; Border, 705; Phokwani, 716; Taungs, 730; Pudimoe, 743; Dry Harts, 753; Brussels, 760; Tigerkloof, 767; Vryburg, 774.

MIDLAND MAIN LINE.

Miles from Port Elizabeth:—North End, 1; Zwartkops Junction, 7; Coega, 16; Tankatara, 23; Addo, 32; Coerney, 39; Mimosa, 47; Sandflats, 54; Bellevue, 60; Alicedale Junction, 72; Bushman's River, 80; Saltaire, 87; Comandaga, 93; Sheldon, 103; Middleton, 110; Long Hope, 120; Cockhouse, 127; Thorngrove, 136; Witmoss, 149; Drennan, 158; Mortimer, 165; Halesowen, 174; Cradock, 182; Marlow, 188; Baroda, 196; Fish River, 207; Cypress Grove, 215; Conway, 222; Tafelberg, 232; Middelburg Road, 243; Bangor, 250; Sherborne, 255; Ludlow, 261; Carlton, 264; Bosworth, 265; Naauwpoort Junction, 270; (*for Johannesburg*), same route as given above under Western Main Line; total distance from Port Elizabeth, 714; (*for Kimberley and Vryburg*) Wildfontein, 280; Dwaalfontein, 289; Hanover Road, 300; Taaiboschfontein, 312; Rietfontein, 325; De Aar Junction 339. Thence by Western Main Line, total distance from Port Elizabeth, 612.

GRAAFF-REINET BRANCH.

Miles from Port Elizabeth:—North End, 1; Zwartkops Junction, 7; Red House, 10; Despatch, 15; Cuyler Manor, 17; Uitenhage, 21; Sandfontein, 28; Centlivres, 32; Bluecliff, 43; Kariega, 57; Glenconnor, 64; Sapkamma, 71; Good Hope, 76; Kleinpoort, 82; Wolffontein, 87; Haasfontein, 94; Barroe, 103; Mount Stewart, 113; Klipplaat, 123; Saxony, 133; Oatlands, 138; Aberdeen Road, 145; Marais, 157; Kendrew, 165; Charlwood, 172; Adendorp, 182; Graaff-Reinet, 185.

GRAHAM'S TOWN BRANCH.

Miles from Port Elizabeth:—Alicedale Junction, 72; Springvale, 81; Highlands, 88; Atherstone, 94; Coldstream, 99; Westhill, 105; Graham's Town, 106.

EASTERN MAIN LINE.

Miles from East London:—Chiselhurst, 3; Cambridge, 4; Amalinda (new), 8; Amalinda, 10; Amalinda (old), 12; Egerton, 15; Fort

Jackson, 18; Lone Tree Loop, 23; Berlin, 27; Blaney Junction, 32; Peelson, 38; Kei Road, 46; Amabele, 51; Kubusie, 59; Dohne, 67; Greytown, 72; Toise River, 78; Thomas River, 88; Surbiton, 97; Cathcart, 109; Waku, 119; Tylden, 128; Invani, 137; Essex, 144; Queen's Town, 154; Flower's Halt, 160; Bowker's Park, 162; Lesseyton, 164; Bailey, 169; Putter's Kraal, 183; Sterkstroom, 190; Sterkstroom Halt, 191; Cyphergat, 204; Molteno, 211; Twist Niet, 218; Rayner, 228; Burghersdorp, 243; (*for Johannesburg*) Albert Junction, 247; Bethulie, 289; Springfontein, 314, and thence by Western Main Line; Isidigimi, 253; Brand, 262; Amasango, 272; Aliwal North, 280.

KING WILLIAM'S TOWN BRANCH.

Miles from East London :—Blaney Junction, 32; Yellowwoods, 36; Breidbach, 39; King William's Town, 42.

PRIVATE LINES.

Besides these lines there is the Namaqualand Railway, the property of the Cape Copper Mining Company, and which connects Port Nolloth with O'Okiep, the centre of the Company's mining operations, a distance of 98 miles.

There are also two Railways—one of 43 miles in length, connecting Port Alfred with Grahamstown, and one of 42 miles, extending from Worcester on the Main Western System to Robertson and Ashton—both constructed by private enterprise, subsidised by the Government. The former is at present lying idle, the latter is being worked under arrangements with the Government.

NATAL RAILWAYS.

During the past year by strenuous effort the main line was carried up to Coldstream, now Charlestown, on the Transvaal Border. From Ladysmith a line is being carried towards the Orange Free State.

RAILWAY STATIONS IN NATAL.

MAIN LINE.—Point, Durban, 2 miles; Congella 5, Umhlo 6, S. Coast Junction 6, Bellair 9, Malvern 12, Northdene 15, Pine Town Bridge 18, Pine Town 19, Field's Hill 24, Gillitts 27, Botha's Hill 34, Wallace Town 41, Cato Ridge 47, Camperdown 50, Umlaas Road 53, Manderston 57, New Leeds 59, Richmond Road 62, Fox Hill 66, Umsindusi 71, Pietermaritzburg 73, Zwartkop 78, Boshoff Road 81, Hilton Road 84, Howick 90 Tweedie Hall 95, Dargle 99, Lidgetton 102, Nottingham Road 113, Springvale 116, Mooi River 127, Highlands 133, Willow Grange 140, Estcourt 149, Frere 163, Colenso 176, Ladysmith 191, Eland's Laagte 207, Helpmakear Road 213, Waschbank 218;

Biggersberg Junction 231, Dannhauser 245, Ingagane 259, Newcastle 268, Ingogo 283, Charlestown 304. There is a branch line from Biggersberg Junction to the Dundee Coal Fields.

NORTH COAST LINE.—Standford Hill 5 miles from Point, Umgeni 6, Chick's Siding 7, Greenwood Park 8, Avoca 1, Duff Road 13, Phoenix 14, Mount Edgecombe 16, Ottawa 19, Verulam 21.

SOUTH COAST LINE.—Umhlatagan 7 miles from Point, Claremont 8, Merkbank 10, Rennon 12, Isipingo 14.

ROUTES TO THE GOLD FIELDS.

WITWATERSRANDT.

	Miles.	Hours.
Cape Town to Kimberley by Rail	647	35
Cape Town to Johannesburg by Rail	1,014	69
Port Elizabeth to Kimberley by Rail	485	31
Port Elizabeth to Johannesburg by Rail	714	4
East London to Aliwal North by Rail	280	24
East London to Johannesburg by Rail	665	45
Durban to Charlestown by Rail	304	18
Charlestown to Johannesburg by Coach	135	30
	<hr/>	<hr/>
Delagoa Bay to Komati by Rail	439	48
Komati to Johannesburg, about	55	3
	300	112
	<hr/>	<hr/>
	355	115

BARBERTON.

Cape Town to Johannesburg by Rail	1014	69
Johannesburg to Barberton by Coach	165	35
	<hr/>	<hr/>
	1,179	104
Port Elizabeth to Johannesburg by Rail	714	45
Johannesburg to Barberton	165	35
	<hr/>	<hr/>
	879	80
Durban to Charlestown by Rail	304	18
Charlestown to Barberton by Coach	184	45
	<hr/>	<hr/>
	488	63
Delagoa Bay to Komati by Rail	55	3
Komati to Barberton (no Coach).. .. .	60	12
	<hr/>	<hr/>
	115	15

TABLES OF DISTANCES.

PLYMOUTH TO SOUTH AFRICA.

	Miles
Plymouth to Madeira	1210
Madeira to St. Helena	3046
St. Helena to Cape Town	1695

5951

CAPE TOWN TO NATAL.

Cape Town to Mossel Bay	250
Mossel Bay to Algoa Bay	200
Algoa Bay to Port Alfred	70
Port Alfred to East London	65
East London to Natal	260

University of Fort Hare
Truth is Excellence

845

LONDON TO MOZAMBIQUE via SUEZ.

London to Aden	4803
Aden to Lamoo	1550
Lamoo to Mombassa	140
Mombassa to Zanzibar	140
Zanzibar to Kilwakinje	170
Kilwakinje to Lindi	75
Lindi to Ibo	170
Ibo to Mozambique... ..	170

7218

NATAL TO ZANZIBAR.

Natal to Delagoa Bay	300
Delagoa Bay to Inhambane	240
Inhambane to Quillimane	350
Quillimane to Mozambique	320
Mozambique to Zanzibar	560

1770

DISTANCES BY LAND OF TEN PRINCIPAL PLACES FROM THE FOUR CHIEF TOWNS OF THE CAPE COLONY.

Graham's Town to	Cape Town	600
Do.	Port Elizabeth	116
Do.	Graaff-Reinet	150

				Miles
King William's Town to Cape Town...	...	...	...	680
Do. Port Elizabeth	...	...	...	196
Do. Graham's Town	...	...	...	80
Do. Graaff-Reinet	...	...	...	230
Pietermaritzburg to Cape Town	...	...	...	1136
Do. Port Elizabeth	...	...	...	910
Do. Graham's Town	...	...	...	826
Do. Graaff-Reinet	...	...	...	790
Bloemfontein to Cape Town	...	...	...	680
Do. Port Elizabeth	...	...	...	470
Do. Graham's Town	...	...	...	385
Do. Graaff-Reinet	...	...	...	280
Smithfield to Capetown	...	...	...	696
Do. Port Elizabeth	...	...	...	336
Do. Graham's Town	...	...	...	246
Do. Graaff-Reinet	...	...	...	226
Potchefstroom to Cape Town	...	...	...	960
Do. Port Elizabeth	...	...	...	720
Do. Graham's Town	...	...	...	640
Do. Graaff-Reinet	...	...	...	560
Zoutpansberg to Cape Town	...	...	...	1300
Do. Port Elizabeth	...	...	...	1160
Do. Graham's Town	...	...	...	900
Do. Graaff-Reinet	...	...	...	980
Kuruman to Cape Town	...	...	...	870
Do. Port Elizabeth	...	...	...	560
Do. Graham's Town	...	...	...	540
Do. Graaff-Reinet	...	...	...	390
Kolebeng to Cape Town	...	...	...	1150
Do. Port Elizabeth	...	...	...	840
Do. Graham's Town	...	...	...	820
Do. Graaff-Reinet	...	...	...	670
Lake Ngami to Cape Town	...	...	...	1700
Do. Port Elizabeth	...	...	...	1390
Do. Graham's Town	...	...	...	1370
Do. Graaff-Reinet	...	...	...	1220

KING WILLIAM'S TOWN TO KOKSTAD.

King William's Town to Komgha	...	...	...	45
Komgha to Toleni	...	...	...	14
Toleni to Butterworth	...	...	...	12
Butterworth to Idutywa	...	...	...	19
Idutywa to Umteintoo	...	...	...	22
Umteintoo to Umtata	...	...	...	15
Umtata to Shawbury	...	...	...	32
Shawbury to Mount Frere	...	...	...	29
Mount Frere to Kokstad	...	...	...	45
				<hr/>
				243

KOKSTAD TO PIETERMARITZBURG.

Kokstad to Beestekraal	...	...	...	20
Beestekraal to Stafford's	...	...	...	16
Stafford's to Riet Vley	...	...	...	9
Riet Vley to Ibisi	...	...	...	8

	Miles
Ibisi to Umzimkulu	13
Umzimkulu to Ixopo	13
Ixopo to Waterfall	14
Waterfall to Umkomaas	4
Umkomaas to Nicholson's Junction	10
Taungs to Mamuza	51
Mamuza to Rietfontein	98
Rietfontein to Kanye	88
Kanye to Molepolele	61
Molepolele to Machadie	44
Machadie to Shoshong	169
Shoshong to Gubulawayo	300

BARKLY TO SHOSHONG.

Barkly to Taungs	79
Taungs to Vryburg	47
Vryburg to Sitlagoli	52
Sitlagoli to Mafeking	47
Mafeking to Kanze (Gatsesbi) by Eastern Road	64½
Mefeking to Kanze by Western Road	49
Kanze to Molepolele (Secheli's)	40
Mafeking to Shoshong (Mangwato) by Eastern Road	146½
Mafeking to Shoshong by Western Road	199½
Mafeking to Zeerust	36
Mafeking to Malmani	30

PRETORIA TO LADYSMITH.

Pretoria to Heidelberg	57
Heidelberg to Standerton	58
Standerton to Coldstream	56
Coldstream to Newcastle	29
Newcastle to Ladysmith	65

265

LORENZO MARQUES TO PRETORIA.

Lorenzo Marques to Komati Poort (Lebombo)	63
Komati Poort to Crocodile River	20
Crocodile to Lion's River	19
Lion's River to Joubert's Nek	19
Joubert's Nek to Nel's Spruit	15
Nel's Spruit to Houtboschloop	13
Houtbosch to Schoeman's Farm, Sterkspruit	16
Sterkspruit to Viljoen's Farm	21
Viljoen's Farm to Minnaar's Poort	15
Minnaar's Poort to Bergendaal	14
Bergendaal to Hartogh's Farm	29
Hartogh's Farm to Middelburg	15
Middelburg to Doornbult	32
Doornbult to Honde River	29
Honde River to Pretoria	28

348

LORENZO MARQUES TO DE KAAP.

	Miles
Lorenzo Marques to Persini... ..	20
Persini to Matala Poort	14
Matala to first water W. of Lebombo	18
Thence to Komati River	6
Komati River to Crocodile River	16
Crocodile River to McLellan's	50
McLellan's to De Kaap	34
	158

MISCELLANEOUS DISTANCES BY DIFFERENT TRAVELLERS.

Potchefstroom to Witwatersrand	80
Witwatersrand to Pretoria	30
Ladysmith to Harrismith	57
Harrismith to Luuze's Drift, to Vaal River	131
Luuze's Drift to Potchefstroom	86
Potchefstroom to Rustenburg <i>via</i> Wonderfontein	89
Rustenburg to Marico Junction	122
Marico Junction to Bamangwato	96
Bamangwato to Tatin	156
Tatin to Manyami	70
Manyami to Inyati Mission Station	88
Manyami to Gibbeklaik (Lobengule's Head Kraal)	46

University of Fort Hare
Together in Excellence

Potchefstroom to Ventersdorp	33
Ventersdorp to Van Dykfontein	44
Van Dykfontein to Grobler's	24
Grobler's to Jacobsdal	34
Jacobsdal to Zeerust	8

Pretoria to Warm Bath (Waterberg)	70
Warm Bath to Nylstroom	18
Pretoria to Nylstroom (direct road)	81
Nylstroom to Makapan's Poort	57
Makapan's Poort to Eersteling	22
Eersteling to Marabastad	11
Marabastad to Rhenosterpoort	21
Rhenosterpoort to Spelonken (Albasini's Farm)	70

Nylstroom to Palala	60
Do. to Dwar's River	45
Do. to Klaasnek	59

Potchefstroom to Hartebeestfontein	45
Hartebeestfontein to Bloemhof	83
Bloemhof to Saltpan (Lynx)	22
Christiana to Mamusa (Harts River)	53

	Miles
Potchefstroom to Heidelberg	85
Do. to Bodenstein	23
Do. to Mooi River Oog	38
Do. to Elandsfontein	52
Do. to Blaauwbank	65
Blaauwbank to Sterkfontein	23
Do. to Pretoria	59
Potchefstroom to Wonderfontein	35
Wonderfontein to Brandvley	19
Brandvley to Sterkfontein	12
Sterkfontein to Pretoria	40
Pretoria to "The Willows"	9

Pretoria to Hamilton	174
Hamilton to Lorenzo Marques	207
Klipstapel to Hamilton	18
Hamilton to Terminus of Hall's Railway Survey	77
Railway Terminus to Lorenzo Marques	107
Hamilton to Derby	50
Derby to Luneburg... ..	60
Barberton to Lake Chrissie	92
Lake Chrissie to Rolfontein via Ermelo	60
Rolfontein to Monument, Llanwarne	31
M. W. Stroom to Utrecht University of Fort Hare ..Together in Excellence	36
Utrecht to Luneburg	30
Do. Greytown	150
Do. Newcastle	25
Junction to Richmond	3
Richmond to Richmond Road	14
Richmond Road to Pietermaritzburg	11

135

KOKSTAD TO DURBAN.

Kokstad to Beestekraal	20
Beestekraal to Stafford's	16
Stafford's to Riet Vley	9
Riet Vley to Ibisi	8
Ibisi to Umzinkulu... ..	13
Umzinkulu to Ixopo	13
Ixopo to Waterfall	14
Waterfall to Umkomaas	4
Umkomaas to Nicholson's Junction... ..	10
Junction to Rosebank	4
Rosebank to Cleveland	10
Cleveland to Springville	10
Springville to Umlaas	16
Umlaas to Northdene	9
Northdene to Maloen	2
Maloen to Bellair	3
Bellair to Durban	4

165

DURBAN TO THE TATI GOLD FIELDS.—(FIRST ROUTE.)

	Miles
Durban to Pietermaritzburg	54
Pietermaritzburg to Ladysmith	99
Ladysmith to Newcastle	55
Newcastle to Wakkerstroom	36
Wakkerstroom to Heidelberg	180
Heidelberg to Pretoria	60
Pretoria to Nylstroom	72
Nylstroom to Crocodile River	60
Crocodile River to Mauch's Station	144
	700

DURBAN TO THE TATI GOLD FIELDS.—(SECOND ROUTE.)

Durban to Pietermaritzburg	54
Pietermaritzburg to Mooi River	42
Mooi River to Bushman's River	20
Bushman's River to Tugela... ..	22
Tugela to Dodds'	18
Dodds' to Sandspruit	16
Sandspruit to Harrismith	35
Harrismith to Heidelberg	220
Heidelberg to Mauch's Station	336
	763

DURBAN TO ST. LUCIA BAY.

Durban to Verulam	19
Verulam to Compensation	13
Compensation to Umvoti River	12
Umvoti River to Tugela River	16
Tugela River to Matakulu River	15
Matakulu River to Umlalazi River	18
Umlalazi River to Umhlaluse River... ..	20
Umhlaluse River to St. Lucia	43
	156

PIETERMARITZBURG TO VAAL RIVER *via* HARRISMITH.


Maritzburg to Estcourt	62
Estcourt to Colenso... ..	22
Colenso to Dodds'	17
Dodds' to Good Hope	20
Good Hope to Wilge River	20
Wilge River to Harrismith	12
Harrismith to Bethlehem	60
Bethlehem to Vaal River	270
	483

PIETERMARITZBURG TO VAAL RIVER *via* OLIVER'S HOEK.

	Miles
Maritzburg to Estcourt	62
Estcourt to Little Tugela	23
Little Tugela to top of Drakensberg... ..	42
Top of Drakensburg to junction of Harrismith Road... ..	7
Junction of Harrismith Road to Bethlehem	39
Bethlehem to Vaal River	270

PIETERMARITZBURG TO KING WILLIAM'S TOWN.

Pietermaritzburg to Umzimhlavana... ..	18
Umzimhlavana to Umtafufu	14
Umtafufu to St. John's	6
St. John's to Berry's	36
Berry's to Umtata	35
Umtata to Clarkebury	40
Clarkebury to Injamyama	12
Injamyama to Nuamakwe	25
Nuamakwe to Toleni	10
Toleni to Komgha	15
Komgha to William's Town... ..	45
	256


 University of Fort Hare
Together in Excellence

LADYSMITH TO WITWATERSRAND.

Ladysmith to Bluebank	18
Bluebank to Underberg	12
Underberg to J. J. Smidt's	15
J. J. Smidt's to Harrismith	12
Harrismith to Bow's Drift	15
Bow's Drift to De Lange's	12
De Lange's to Susanna	12
Susanna to Zwartkopjes	18
Zwartkopjes to Frankfort	12
Frankfort to Lourens	15
Lourens to Rossley... ..	9
Rossley to Doig	18
Doig to Heidelberg... ..	9
Heidelberg to Witwatersrand	—

KIMBERLEY TO DELAGOA BAY.

Kimberley to Christiana	57
Christiana to Bloemhof	33
Bloemhof to Klerksdorp	90
Klerksdorp to Potchefstroom	31

						Miles
Potchefstroom to Pretoria	...	...	...	...	...	106
Pretoria to Middelburg	...	...	...	...	...	88
Middelburg to Kantoor	...	...	...	...	...	110
Kantoor to Barberton	...	...	...	...	...	40
Barberton to Delagoa Bay	...	...	...	...	...	160
						<hr/> 720

KIMBERLEY TO GUBULAWAYO (MATABELE COUNTRY.)

Kimberley to Barkly	...	...	...	...	...	24
Barkly to Taungs	...	...	...	...	...	97
Taungs to Mamuza	...	...	...	...	...	51
Mamuza to Rietfontein	...	...	...	...	...	98
Rietfontein to Kanye	...	...	...	...	...	88
Kanye to Molepolole	...	...	...	...	...	61
Molepolole to Machadie	...	...	...	...	...	44
Machadie to Shoshong	...	...	...	...	...	169
Shoshong to Gubulawayo	...	...	...	...	...	300



BEIRA (*Pungwe River*) to FORT SALISBURY, MASHONALAND.

Beira to M'Pandas	...	...	...	...	...	80
M'Pandas to Sarfont	...	...	...	...	...	40
Sarfont to Massikessie	...	...	...	...	...	120
Massikessie to Fort Salisbury	...	...	...	...	...	200
						<hr/> 440

University of Fort Hare
Together in Excellence

OPINIONS OF THE PRESS.

(FIRST EDITION.)

The Oban Telegraph and West Highland Chronicle, March 12.

"The Emigrants' Guide to South Africa." London: A. White & Co., 1880.—At the present time, when a large exodus of agriculturists is taking place from this country to South Africa, the issue of 'The Emigrants' Guide' is extremely reasonable. Those interested will find much valuable information within its pages as to the climate, crops, acquisition of land, prices of stock, &c., wages, and innumerable other matters. An excellent map is appended.

The Chronicle, (York), March 6.

"The Emigrants' Guide to South Africa." A. White and Co., 17, Blomfield Street, London Wall, E.C.—At this moment South Africa possesses unusual interest for every Englishman, and this little work will be found to give a great variety of information, and it must be very useful to any intending emigrant. It is not improbable that the book itself will tend to excite emigration to a country where every energetic colonist is pretty sure to succeed.

North British Agriculturist, (Edinburgh), March 8.

"Emigrants' Guide to South Africa."—Messrs. White and Co., Blomfield Street, London Wall, have issued an excellent "Emigrants' Guide to South Africa," which must prove of the greatest value to the class for whom it is intended. It comprises a well-drawn map, and gives a comprehensive description of the South African colonies, tables of wages and prices, a summary of the land laws, and, in fact, everything that an intending emigrant would like to know. As in the other colonies, the greatest demand seems to be for tradesmen and agriculturists.

The Jedburgh Gazette and Border Courier, (Co. Roxburgh), March 6.

"The Emigrants' Guide to South Africa."—This little work, which is published by Messrs. A. White and Co., 17, Blomfield Street, London Wall, E.C., contains, in well-arranged and compact form, a large

amount of information regarding South Africa, of especial value to the artisan or agricultural emigrant settler. It furnishes a general description of South Africa, embracing Cape Colony, Natal, Griqualand West (The Diamond Fields), The Transvaal, and the Orange Free State. Colonial South Africa, it is calculated, is nearly five times larger than Great Britain and Ireland. The principal value of the soil lies in the magnificent pasturage which it affords for sheep and cattle. The Guide is replete with the most valuable and interesting facts and descriptions, and will not only serve as a useful companion to intending emigrants, but to feed the increasing interest in this vast territory. A large map of the country accompanies the work.

The Dumfries and Galloway Courier (Dumfries), Feb. 24.

"The Emigrants' Guide to South Africa;" with Calendar and Map. London: A. White and Co.—This little book, which costs only a shilling, contains an immense amount of detailed information of the most practically useful kind. The different provinces are treated separately, and intending emigrants will find detailed information about the products, soil, climate, and customs of each; as well as about wages, cost of living, probabilities of finding work of different kinds, and facilities for becoming proprietors of land. The little book appears to be fairly and carefully compiled. It does not anywhere pretend that the South African colonies are places where all the good things of life will drop of their own accord into a man's lap. On the contrary, it points out that lazy or incompetent people have no better chance there than here, and that men who can move only in one groove, and do only one thing, have even less. But, on the other hand, it shows that men of ability in almost any walk of life find a wider field and a less encumbered course than at home.

The Hawick Advertiser and Roxburghshire Gazette, (Hawick), February 28.

"The Emigrants' Guide to South Africa" is a valuable little work which should be in the hands of all intending emigrants. It gives a very fine description of the progress and present position of the South African colonies, and points out the great scope they afford for energy and capital. The magnificent pasture and arable land, fine forests, and mineral treasures in the Eastern districts, are highly recommended to farmers with small capital, as well as to agriculturists. It contains full information regarding assisted passages, price of land, wages, cost of living, remunerative pursuits, climate, health, hints to workmen, and a large map of the country. (London: A White and Co., 17, Blomfield Street, London Wall, E.C.)

The Daily Free Press, (Aberdeen), February 21.

"The Emigrants' Guide to South Africa" (2), just issued, and a copy of which lies before us, will be felt to meet a great want; and in no part of Britain more than the north-east of Scotland, from which not a few have found their way to one or other of the colonies known loosely as being in the Cape region. As its compiler says, it is specially adapted to meet the case of the artisan or agricultural emigrant settler, and though of comparatively small bulk, will be found to give, in a clear and intelligible form, the leading points of

practical information needed by those who contemplate going out. A very fair map is also given, and will be useful, though the necessity for including a calendar, with list of fasts and feasts and garden operations for the months, is not so apparent.

The Westmoreland Gazette, (Kendal), April 17.

"The Emigrants' Guide to South Africa." London: A. White and Co.—This publication might not unfairly be called "Emigration made Easy." It is specially adapted to meet the case of the artisan or agriculturist who contemplates settling in South Africa, and provides such persons with every kind of information and advice as to the course which they will find most advantageous to pursue. Detailed descriptions are given of the different districts of South Africa that offer the greatest inducements to emigrants, as well as directions how to reach them, and how to make the most of their natural resources once the emigrant has arrived there. The work, which is accompanied by an excellent map, seems to be very honestly written—not concealing disadvantages, while duly setting forth advantages; and its low price places within the reach of the humblest emigrant a guide-book which cannot fail to be of the greatest practical value to him.

The Dundee Advertiser, (Dundee), February 21.

"Emigrants' Guide to South Africa." London: A. White and Co.—The above Guide is intended for artisan and agricultural emigrant settlers. It gives information concerning climate, farm and gardening operations, wages, prices of food, clothing, &c. The book is well adapted for its purpose, and should prove useful to persons intending to settle in South Africa.

Invergordon Times, (Invergordon), February 25.

"Emigrants' Guide to South Africa."—This little Guide supplies a want which has long been felt, and is certain to be increasingly felt as emigration to South Africa is developed. The larger portion of the book is compiled from papers specially written for and published in the home edition of the "South African Mail," and thus may be relied on as perfectly correct. Next week we will have pleasure in giving a few quotations from the book, which, we are sure, will be interesting to our readers. Extract from "Guide," March 3, one column. Extract from "Guide," March 10, two columns.

The Scotsman, (Edinburgh), February 24.

"The Emigrants' Guide to South Africa" (12), is an unpretending little volume, which describes the physical geography, peculiarities of climate and soil, and facilities for settlement in each of the South African colonies. A great many particulars as to the conditions on which emigrants are assisted by the colonial authorities, the price of land, rates of wages, cost of living, and the agricultural and other pursuits which experience has proved to be the most remunerative in South Africa, are compressed into very small space, and the value of the book is increased by the large map of the country which is appended.

The Alnwick Mercury, (Alnwick), February 28.

"Emigrants' Guide to South Africa."—To any one contemplating a removal to any of the different States included as the general name of South Africa, Cape Colony, Natal, The Diamond Fields, Transvaal, and Orange Free State, we recommend the little book published by A. White and Co., London, for the great amount of useful information it contains. It is also enriched with a clear and comprehensive map, and the price is only one shilling.

The Labourer, (Grantham), March 13.

"The Emigrants' Guide to South Africa." White and Co., 17, Blomfield Street, London Wall, London.—This is one of the best and most concise emigrant's guides ever issued. Besides a splendid map of the whole of South Africa, it is full of information concerning those valuable and interesting possessions. It is certain that the more we know of South Africa the greater will be the flow of emigration to its vast and rich fields.

The Northern Ensign, (Wick), March 18.

A great deal of useful information is contained in "The Emigrant's Guide to South Africa" (A. White and Co., London.)—Full particulars are given respecting the climate, material resources, &c., of Cape Colony, Natal, The Diamond Fields, The Transvaal, and the Orange Free State; and the Guide also contains an excellent map of the countries described.

South African Mail, (London), March 18.

"Emigrants' Guide to South Africa." London: A. White and Co.—The above Guide is intended for artisan and agricultural settlers. It gives information regarding climate, farming and gardening operations, clothing, prices of eatables, wages, &c., and many particulars as to the conditions on which emigrants are assisted by the colonial authorities. The book contains a valuable map, and useful information for any person intending to settle in South Africa. Price one shilling.

Perthshire Constitutional (Perthshire), February 25.

"The Emigrants' Guide to South Africa." London: A. White and Co., 17, Blomfield Street, London Wall, E.C.—Now that peace has been restored to South Africa, increased attention is being paid to it as a field for emigration. Already a large number have taken advantage of the special facilities now offered for settling in the colony, and this admirable Guide has not been published a day too soon. The "Guide" has been specially adapted to meet the case of the artisan or agricultural emigrant settler, and contains a mass of useful and valuable information with reference to Cape Colony, Natal, The Diamond Fields, Transvaal, and the Orange Free State, as well as a finely-executed map of the British Possessions in South Africa. The price is one shilling, and the work is an indispensable investment for intending emigrants.

Brechin Advertiser, March 2.

"The Emigrants' Guide to South Africa." London: A. White and Co., 17, Blomfield Street.—This well-written Guide contains a mass of useful and valuable information not only for intending emigrants, but for every class of readers. It treats on Cape Colony, Natal, The Diamond Fields, Transvaal, &c., and has an excellent map and calendar. Among the many books on South Africa, there is not one which is specially adapted to meet the case of the artisan or agricultural settler, and without hesitation we can recommend this work as supplying the deficiency.

Land and Emigration Review, (London), July, 1880.

"This excellent little handbook will be found to be worth its weight in gold in the hands of the class for whom it is specially designed—viz., the intending emigrant. It is written in a fashion so that 'he who runs may read,' and the least cultivated of the class denoted will find himself an equal sharer in its contents with his more intelligent or better-educated fellow. We are sure the African colonist will not fail to follow our example in securing it a place on his bookshelf."



(SECOND EDITION.)

University of Fort Hare
Together in Excellence

The Cape Times, September 28, 1880.

"The Emigrants' Guide to South Africa."—We have to acknowledge the receipt of a small work bearing the above title, and published by A. White and Co., Blomfield Street, London, which will be found highly useful at a time when the tide of emigration is setting in towards South Africa. A general introductory description of the country is given in a succinct and compendious form, followed by the regulations for the introduction of agricultural emigrants into the Cape of Good Hope, accompanied by some salutary hints to various classes of workmen. The current rates of wages are given; the distances of the various towns from the capital, and a special chapter is devoted to the land laws and the leasing and purchasing of land. A useful map is appended to the book, which at the low price of one shilling deserves to command a ready and extensive sale.

The Literary World, September 10, 1880.

South Africa attracts much attention in men's minds at the present time, whether in Parliament or out. It is clear if the blacks can't make much of it the whites will. As an emigration field it offers great advantages to people of the right stamp who would fain better themselves in the world. Under the circumstances we are not surprised to find that the "Emigrants' Guide to South Africa," recently published by A. White and Co., has quickly run into a second edition. A better book of the kind is impossible. It is short, correct, and full of information. No intending emigrant to the Cape should be without a copy.

The Scotsman, September 27, 1880.

A second edition of Messrs. White's "Emigrants' Guide to South Africa" (10), rendered necessary by the fact that that which was reviewed in these columns a few months ago is exhausted, has been revised in the light of the most recent information, and various additions have been made to the book, which is a most compact and informative little work.

The Cape Times, April 27, 1880.

"This little book appears to contain a good store of information useful to the class of persons for whom it is intended. . . . The work contains, as we have said, much useful information "

The Kaffrarian Watchman, (King Williamstown), April 26, 1880.

"The book gives the intending emigrant as fair an idea of the circumstances surrounding life in this country as we can well hope to convey to persons living under such a different condition of things in Europe."



Grocott's Penny Mail, (Grahamstown), October 8, 1880.

"We have been kindly favoured by the publishers—Messrs. A White and Co., of 17, Blomfield Street, London—with a copy of a capital little hand-book entitled 'The Emigrants' Guide to South Africa,' which, in addition to a mass of useful and interesting information with reference to the Cape Colony, Natal, the Diamond Fields, Transvaal, and the Orange Free State—contains an excellent map of these valuable British possessions. Far from unduly extolling the South African Colonies as romantic spots, where life may be enjoyed in a *dolce far niente* style, or where fortunes may be made in a day, the compiler honestly declares that 'the emigrant on settling will discover that he will have difficulties to face, hard work, and ups and downs.' The price of 'The Guide' is one shilling; and we can, without hesitation, recommend it as a work specially adapted to meet the case of the artizan or agricultural emigrant settler."

Kaffrarian Watchman, (King Williamstown), October 13, 1880.

"'Handbook of South Africa.'—Some short time back we had the pleasure of directing attention to a little handbook which had reached us, entitled 'The Emigrants' Guide to South Africa,' and we are glad to notice as a proof of the growing interest in this country that the whole of the first edition of the work has been disposed of, necessitating the issue of a second edition. The compiler, Mr. W. C. Burnet, Emigration Agent for the Government of this Colony, intimates that he 'has taken the opportunity to carefully revise the work, and to make sundry important additions, having a practical and useful bearing on the special object of the book.' Mr. Burnet publishes, as an appendix to his useful compilation, the copy of a letter addressed to him by Mr. James Foggon, an agricultural settler sent out to this colony by the Emigration Department in 1877, as well as the notices accorded to his book by several of our Home contemporaries, whose

assistance in spreading an interest in these of Her Majesty's possessions we heartily welcome. Mr. James Foggon writes in a most hopeful strain, and describes the country as a fine one, 'not at all deserving of the injustice done towards it by letters sent to the *Glasgow Mail* by people who have landed here with less push than many reasonable men can comprehend.' 'The Emigrants' Guide' is published by Messrs. A. White and Co., of 17, Blomfield Street, London Wall, E.C., and is sold at a shilling a copy."

The Eastern Province Herald, (Port Elizabeth), October 5, 1880.

"'The Emigrants' Guide to South Africa.'—We have received from the publishers, Messrs. White and Co., of 17, Blomfield Street, London Wall, E.C., a copy of 'The Emigrants' Guide to South Africa.' The Guide includes the Cape Colony, Natal, the Diamond Fields, Transvaal, and the Orange Free State. There is an excellent map with the Guide, which contains a great deal of reliable and valuable information. Messrs. White and Co. are the publishers of the *South African Mail*."

European Mail, November 18, 1880.

"A very useful little book has been published by Messrs. A. White and Co., called 'The Emigrants' Guide to South Africa.' It contains a map and a mass of useful and important information that will be very valuable to the class for which it is intended."





A. WHITE & Co.,

Steam Printers, Engravers, Stationers, &c.,

62 & 64, WILSON STREET, FINSBURY,

LONDON, E.C.