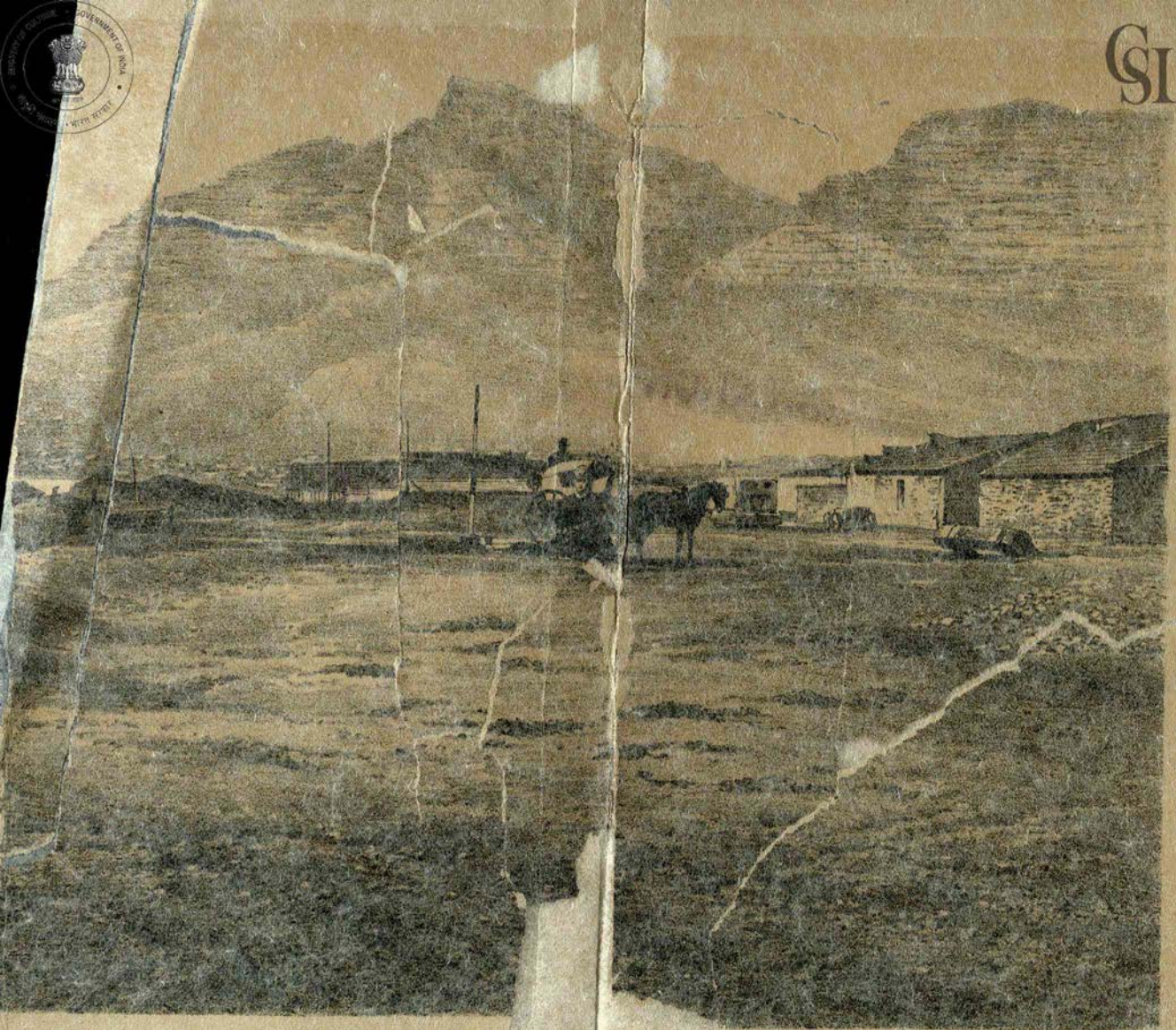
3

THE CAPE OF GOOD HOPE.



M & N. HANHART. LITH. LONDON.

DESCRIPTIVE HANDBOOK

OF

THE CAPE COLONY:

ITS CONDITION AND RESOURCES.

BY

JOHN NOBLE,

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WITH MAP AND ILLUSTRATIONS.

CAPE TOWN: J. C. JUTA.

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PREFACE.

A LITTLE more than twelve months ago, it was represented to me that a Descriptive Handbook of the Colony, for the information of intending emigrants in England and elsewhere, was highly necessary, and I was solicited to undertake the preparation of one. A personal acquaintance with the greater part of the country, as well as knowledge of its recent remarkable advancement in material prosperity, induced me to accept the task, although fully conscious that there were others more qualified for the work, if they had only the inclination or time to do it.

The object I set before myself was to present an impartial account of the aspect and condition of the various divisions of the Colony; to inform the reader of its liberal land laws, its agricultural and pastoral resources, its mineral wealth, its industries, and its commercial progress; and thus to direct attention to the favourable field it offers for the profitable employment of intelligent industry and moderate capital, as well as to the moral and social advantages it

possesses, compared with many new countries, from having been for a long time occupied by settled European society.

There was no lack of material in the shape of public and private information from which to compile this work: the difficulty was to compress it within the compass of a small handbook, and at the same time to pourtray all the principal features and matters of special interest throughout the Colony. I have endeavoured to do this as briefly as was consistent with general accuracy, and without any pretension whatever to literary finish or excellence. A desire expressed to limit the Handbook to about three hundred pages, has caused me to leave over extended notices of the Political and Civil Institutions, the Flora and Fauna, and other subjects, for a larger publication, hereafter to be issued, which will embrace a description of the Border States and Territories.

In the statistical information given in the body of the present volume, I was compelled to adopt, in regard to population and stock, the returns of the official census taken in 1865, supplemented by later statistics obtained from several reliable authorities, from Parliamentary papers, and from the Tables of Trade furnished by the Customs Department. The difficulty and delay in the execution of the printing, arising from circumstances beyond control, has,

however, enabled me to append a portion of the results of the Census of the present year.

I now beg to acknowledge my obligations to those gentlemen, official and private, in various parts of the Colony who have assisted me with information, and among whom I may take the liberty of specially mentioning the Honourable the Colonial Secretary, the Surveyor-General, Mr. Hellier, Mr. Reitz, Mr. Dowling, and Dr. Atherstone.

JOHN NOBLE.

Chambers, House of Assembly,
Cape Town, April, 1875.

CONTENTS.

ILLUSTRATIONS AND MAP.

THE LITHOGRAPH OF THE ALFRED DOCKS is executed by Messrs. Hanhart of London, from a photograph taken by Mr. Moore of Cape Town, for the Table Bay Harbour Board. It shows distinctly the entrance and inner basin, with the mail packets lying at their usual berths,—the Union Company's steamer *Nyanza* at the East Quay, and the Donald Currie's steam-ship *Windsor Castle*, with the coasting steamer *Florence* alongside, at the North Quay. The excavations for the Graving Dock, now in progress, are noticeable at the left corner of the picture.

PORT ELIZABETH MARKET-SQUARE AND TOWN-HALL (page 170) is from a photograph by Mr. Bruton, of Port Elizabeth and Cape Town.

THE MAP OF SOUTH AFRICA, originally compiled by H. Hall, Esq., R.E.D., but revised and corrected to date, is issued specially for this volume, from the geographical establishment of Mr. Stanford, London. It represents all the Districts into which the Colony is at present divided, and shows the lines of the proposed new railways. It also embraces the Territories and States adjoining the Colony, to nearly the 25th parallel of south latitude, and gives the territorial limits of each, as recognized by Her Majesty's Government.

ERRATA.

The reader is requested to correct the following misprints:—

In page	4,	line	7,	for "west boarder" read "west *border*."
"	24,	"	23,	for "1851" read "1850."
"	27,	"	20,	for "a knowledge" read "*or* knawledge."
"	75,	"	29,	for "250" miles read "300 miles."
"	171,	"	15,	for "W. Dunn & Co." read "*Mackie*, Dunn & Co.'s"
"	176,	"	30,	for "Belham's" read "*Brehm's*."
"	177,	"	30,	for "200,000 bales" read "100,000 bales."
"	188,	"	21,	for "cressulas" read "*crassulas*."
"	191,	"	4,	for "modulates" read "*moderates*."
"	192,	"	34,	for "orations" read "*orations*."
"	203,	"	12,	for "Glen Thorn" read "Glen Lyndoch."
"	204,	"	2,	for "valued at" read "returned at."
"	215,	"	9,	for "25,000 lb. per acre," read 2,500 lb. per acre."
"	227,	"	4,	for "East London" read "East Griqualand."
"	234,	"	9,	for "north-easter" read "*south*-easter."
"	268,	"	35,	for "100 chickens" read "200 chickens."

PHYSICAL FEATURES.

A reference to the map will give the reader some idea of the vast extent of territory which has been colonized by Europeans in South Africa. From the extreme promontory where Cape L'Agulhas fronts the Southern Ocean in lat. 34° 50′ S., towns, villages, and settlers' homesteads and flocks stretch northwards over the country till about the twenty-second parallel of latitude. The area thus occupied, which may be roughly estimated at about 500,000 square miles, comprises five separate settlements, namely:—1, The Cape of Good Hope; 2, Griqualand West; and 3, Natal,—all under British dominion; 4, The Orange Free State; and 5, The Transvaal,—which are under independent Republican governments.

The "Cape Colony"—as the Cape of Good Hope is commonly termed—forms the greater part of this South African possession. The present boundaries are: On the north, the Orange River, which stretches from east to west, over about two-thirds of the Continent, separating the Colony from Great Namaqualand, Griqualand, and the Free State Republic; on the east and north-east, the Drakensberg or Quathlamba Mountains, and the course of the Indwe and Great Kei Rivers: while on each side, east and west, it has a very extensive sea-board—that overlooking the Atlantic being upwards of 500 miles, and that on the Indian Ocean about 700 miles in extent.

Unlike the Australian and North American colonies, there has been no regular systematic survey of this country, so that none of the published maps, whether by Arrowsmith, Wyld, Peterman, or Hall, are accurate representations of its geographical and topographical features. The early charts were mostly derived from the peregrinations of naturalists or travellers, and filled in from estimates by eye or imagination; in later years they were constructed from imperfect surveys by different surveyors, and rough military reconnaisance sketches; but in neither case could these be relied upon as the means of judging correctly of distance, direction, area, or difference of level. The value of the maps may be gathered from the fact mentioned by Sir T. Maclear (late Astronomer-Royal), that, in Arrowsmith's map of 1843, the town of Clanwilliam was twenty-one miles from its position, and fourteen miles seemed to have been wedged in near the north horn of St. Helena Bay, dislocating all to the north as far as the boundary. The surveyors engaged during 1874 in laying out the authorized lines of railway to the Midland divisions, likewise found Graaff-Reinet and other towns considerably out of position in Hall's map, although it, as the latest publication, has been rectified as far as it was possible to do so from the material to hand, and is the best at present published. The Government has lately, however, had its attention directed to the subject of setting on foot triangulation surveys for the construction of a really trustworthy map; and Mr. A. de Smidt, the Surveyor-General of the Colony, has already commenced the work in a manner which promises to ensure ere long the accomplishment of so desirable an object.

The Colony is exceptionally fortunate in possessing a thoroughly trustworthy basis on which the requisite triangulation may be founded. The measurement of a base line, always a delicate, difficult, and costly opera-

tion, is rendered unnecessary by the existence of a great number of points on commanding summits along the western and southern coast, fixed in latitude and longitude with rigorous accuracy, and marked by solidly-built beacons. The first step in this direction was made as far back as 1752, when Lacaile, the French astronomer, measured an arc of the meridian, of seventy-three geographical miles in length, between a point in Cape Town and a point at the north end of Piketberg. Nearly a century after, in 1840, the British Admiralty authorized the verification and extension of Lacaile's survey, and the fixing of geographical points available for further surveys; and this was carried out by Sir Thomas Maclear, who completed a chain of triangles from L'Agulhas to Cape Point, and thence northward to the Bushmanland plain adjoining the Orange River. In 1859 the work was taken up at the expense of the Colony, and Captain W. Bailey, R.E., and some men from the Ordinance Survey Department at home, were selected by Government for the purpose. Their operations were concluded in 1862, and embraced a principal triangulation along the coast, and extending inland from Capoc Berg and Table Mountain on the Atlantic side, eastward to the frontier of the Colony on the Great Kei River. The computed results were tested by the measurement of a base of verification and astronomical observations (near Graham's Town) which proved indisputably the reliability of the survey, and showed that throughout the work the computed distances and geographical determinations of points are very near the truth, so that the probable mean error of the final distances does not exceed about an inch a mile.

By the geographical points thus fixed, a very careful survey of the sea-coast was carried out by the Admiralty, furnishing what is even of greater

importance—correct charts of the Cape shores. With certain exceptions, the old charts were founded upon a running survey. Captain Owen's party, fifty years ago, swept the sea-board from Table Bay round to the Fish River, and afterwards proceeded along the Eastern coast laying down the shores of Delgoa Bay, Quilimane, and Mozambique. The west boarder had been swept a few years earlier by another officer. Table Bay was pretty closely surveyed by Captain Owen, and afterwards touched up by Captain Stanley, Sir Edward Belcher, Lieuts. Dayman and Skead. False Bay was also surveyed by Captain Owen's party. The sad fate of H.M.S. *Birkenhead*, off Danger Point, led to a closer survey of the distance between Capes Hanglip and L'Agulhas. The Lords Commissioners of the Admiralty sent out an able hydrographical surveyor, with an assistant, to execute this survey and any other that might be needed provided sounding marks were laid down by the Colony, which was subsequently done by Captain Bailey. The geographic points established by Sir T. Maclear enabled Lieutenant Dayman to execute the work with a degree of accuracy unparalleled on the Cape shores; and the splendid chart of these dangerous headlands, now published, was the result. Subsequently, the hydrographical survey to the Eastward was continued by Lieutenant Skead, and afterwards by Lieutenant Archdeacon, and the coast-line of the whole Colony may now be said to be completed from the Orange River on one side to the Great Kei on the other, and on to Natal.

The geographical features of the Colony are varied—hills, mountains, and valleys succeeding each other as one advances from the coast inland for nearly two hundred miles; then very wide and tolerably level plains—over which are scattered low rocky ridges—stretch away to the bed of the Orange River.

One or two districts near to the coast are pretty well clothed with woods, but generally the mountains and hills are bare, and the plains are quite treeless and barren-looking, although affording excellent pasturage.

The mountain chains, ranging from 1,000 to 9,000 feet high, which intersect the country from the west to north-east, rise in successive steps, attaining as they recede a gradual increase of altitude. Beginning with the range nearest Cape Town, we have the Drakenstein and Hottentot's Holland Mountains, at an average of 4,000 feet, running eastward, as the Langebergen, Onteniqua, and Zitzikamma, to Cape St. Francis. Behind them there is a parallel chain, averaging 5,000 feet high, forming the Cold Bokkeveld and Zwartbergen, bounding the Karoo plains, and running eastward, as the Little Winterhoek and Zuurbergen. And still further inland there is another terrace, averaging about 6,000 or 7,000 feet, commencing in Namaqualand, and extending through the Roggeveld Karoo, the Nieuweveld, and the Sneeuwbergen of Graaff-Reinet and Middelburg, on to the Stormbergen on the north-east frontier, and thence to the Drakensberg, on the border of Natal. There are, besides these, many distinct mountains and groups of hills, whose fantastic peaks, flat, serrated, or conical, are well-known landmarks.

Of the numerous rivers draining the Colony, it is unfortunate that none are available as highways. The largest—the Orange River—has a breadth of bed varying from 200 yards to two miles, with a length of probably 1,000 miles. In many places it forms magnificent reaches, but throughout its course there are islands, rapids and falls which render it useless as a channel of communication from the coast to the interior. The next largest—the Sunday's, Fish, and Gamboos Rivers—have their sources in the central

mountain range of the Sneeuwbergen; but they run off rapidly along the sloping plains, over a length of between 200 and 300 miles, to the sea, where their mouths are blocked with sands thrown up by the winds and currents on the coast. The other rivers such as the Berg, the Breede, the Olifants, the Gouritz, and the Kowie and Buffalo, are of lesser extent, and only two or three are navigable for short distances from their estuaries.

Of the many harbours or ports along the sea-board, there are at least a dozen available for commerce, and frequented by steamers and other vessels engaged in transmitting supplies or receiving produce. Table Bay, with its breakwater, docks, patent slip, and other facilities for shipping, may be considered first in importance. Close to it is the commodious harbour of Simon's Bay,—the naval station and dockyard for her Majesty's vessels. Saldanha Bay, St. Helena Bay, Hondeklip, and Port Nolloth, are the other ports on the West Coast. Eastward of Cape L'Agulhas, are the harbours of Mossel Bay, Knysna, Plettenberg's Bay, Algoa Bay, Port Alfred, and East London, most of which afford friendly shelter to vessels unable to beat to the westward against the wintry north-west gales. Algoa Bay is the principal port of trade on the whole of the eastern coast of Africa; Mossel Bay is advancing in importance; and the same may be said of Port Alfred and East London, —both of which are river harbours, at present available for ships of medium capacity, but where extensive marine engineering works are in progress, designed to render them more accessible and secure.

Lighthouses have been erected, and are maintained by the Colonial Government, at the various ports and headlands on the coast. The position and character of these are:

In Table Bay—1. Robben Island; fixed dioptric,

1st order, white light; visible 20 miles round horizon; 154 feet above high water; cylindrical tower, red and white bands. latitude 33° 48′ 52″; east longitude 18° 22′ 33″; longitude of Cape Observatory 18° 28′ 45″—2. Green Point; flashing dioptric, 3rd order; flashing every 10 seconds, white light; visible 13 miles, 65 feet above high water, square tower; 400 yards from low water. Latitude 33° 54′ 4″; east longitude 18° 24′ 3″—3. Mouille Point, harbour light; fixed dioptric, 4th order, red light, visible 10 miles; 44 feet above high water; cylindrical tower, painted black and white bands, 100 yards from low water. Latitude 33° 53′ 56″; east longitude 18° 24′ 46″.

At Cape Point, the entrance to False Bay, a revolving catoptric, 1st order, 16 reflectors, white light, bright for 12 seconds every minute; visible 36 miles; on the Point, 816 feet above high water, iron tower, painted white. Latitude 34° 21′ 12″. East longitude 18° 29′ 30″.

In Simon's Bay, harbour light, South Roman-rock; covered at high water; catoptric revolver, 8 reflectors, white light, bright for 12 seconds every half minute; 54 feet above high water; visible 12 miles; circular iron tower, lower half black, upper white. Latitude 34° 10′ 45″. East longitude 18° 7′ 30″.

At Cape L'Agulhas; fixed catadioptric, 1st order, white light, 128 feet above high water; visible 18 miles; circular tower, red and white bands alternately. Latitude 34° 49′ 46″. East longitude 20° 0′ 37″. Longitude east of Cape Observatory 1° 31′ 54″.

At Mossel Bay, Cape St. Blaize; fixed dioptric, 3rd order; 240 feet above high water; red light, visible 15 miles; a square white tower. Latitude 34° 11′ 10″. East longitude 22° 9′ 31″.

At Cape St. Francis a light will shortly be erected, a liberal grant of money for the purpose having been made by the Legislature.

At Cape Recife; dioptric, 1st order, revolver, 93 feet above high water; white light; a ray of red light visible between the bearings, S. by W. to S.W. ½ S., clears the Roman Rock. Revolves every minute; visible 15 miles; tower painted, four horizontal bands, red and white alternately. Latitude 33° 1′ 43″. East longitude 25° 42′ 12″.

At Port Elizabeth, harbour light on a hill at the back of the town, S. ½ E., 25 yards from Donkin's Monument. A fixed dioptric, 6th order, red light, visible between the bearings of N.W. to N.W. by W., white light from N.W. by W. to S.W. by W. The white visible 12 miles, which kept in sight clears all danger; 225 feet above high water; tower stone colour. Latitude 33° 57′ 45″. East longitude 25° 37′ 0″.

At Bird Island; fixed red light, 3rd order; dioptric, 80 feet above the main sea level, and can be seen from a ship's deck of 15 feet at a distance of 14½ miles in ordinary weather.

At Buffalo River, East London, on Reef, south side of entrance; a harbour light, fixed dioptric, 6th order, 45 feet above high water, white light; visible 12 miles; tower painted red and white, alternate bands. Latitude 33° 1′ 5″. East longitude 27° 55′ 2″.

At Port Natal, revolving dioptric, 2nd order, on the Bluff; 282 feet above high water; revolves every minute, white beams, visible 24 miles; tower iron, conical, painted white. Latitude 29° 52′ 50″. East longitude 31° 3′ 35″.

The geographical nomenclature of the various districts of the Colony which appears on the map may seem rather a strange jargon to the English reader. Some of the terms are aboriginal, but generally they are those which were adopted by the early Dutch settlers, and to the colonist very expressively describe the peculiarities of feature, soil,

and situation of the different parts of the country. Mr. Hall (whom we have already mentioned as the compiler of the latest and best existing map of the Colony, and who has also published an excellent manual on its geography) freely adopts these African-Dutch names, and says, "they frequently convey a much better idea of this very irregular portion of the earth's surface than the modern titles of the division or district can give. The words 'bergen,' 'kop,' and 'kopjes,' represent the several forms, classes, and grades of hills, isolated or otherwise, while minor elevations are clearly defined by 'hooghte,' equivalent nearly to our height. 'Rand' is almost untranslatable, but signifying literally edge or margin, and colonially applied to the high land bounding a river valley, as the Fish River Rand, Suikerbosch Rand. 'Nek' is a depression between two hills, over which a road generally leads, ill-translated by our neck, which may be a low, sandy isthmus, or any other connecting feature. 'Hoek,' literally corner, is a colonial term, generally understood as a retired mountain valley, with a narrow entrance—a quiet glen you can get into, but where, unless by the same way, there is a difficulty of egress—as Fransch Hoek, Zwager's Hoek, or Mostert's Hoek, 'Ruggens,' literally 'backs,' are a collection of low hills, often bushy, as the Zwarte Ruggens in Graaff-Reinet, Uitenhage, and elsewhere. 'Poort' may be defined as a mountain ravine, the bed of a torrent through which a road passes, as Brookhuisen's Poort, Howison's Poort, Meiring's Poort, Seven Weeks' Poort, &c.—a very roundabout translation certainly, but using the English word 'pass,' in the sense it is received here, will not define it. Colonists use 'pass' only when some extensive work has been executed, as often over the top of a mountain, or through its valleys, as Sir Lowry's Pass, over Hottentot's

Holland Mountains, or Montagu Pass over Cradock Mountain. 'Kloof' is literally a cleft or split, and we know no English word perfectly equivalent to it; for certainly neither cliff, ravine, or glen, come exactly to our colonial idea of a kloof; but in the dialect of the Lowlands of Scotland, 'kleugh' is probably derived from it. 'Krantz' literally signifies a wreath or crown, and is colonially applied to the steep cliffs which crown the summit of so many of our mountains, or form the sides of our river valleys. Hangklip conveys the idea of a mountain overhanging its base, as Cape Hangklip and the picturesque Hangklip in the Queen's Town district, and of which Hangrock would be but a clumsy translation. Klip is rock, and is generally applied to some remarkable boulder, as the Paarlklip, Hondeklip, &c., like the Black Rock, Roman Rock, &c., of English charts. And Praam Berg, Tandjes Berg, Tooren Berg, Theebus Berg, Tafel Berg, all describe clearly the shapes of the mountains respectively as inverted boats, rugged-like teeth, towers, tea-caddys, table or flat-topped, &c. 'Spitskop' may be translated peak or sugar-loaf, while an illustration of the many Leeuwkops may be found in the immense masses of sandstone or basalt forming the summit of many of our hills, in some cases assuming the form of a lion couchant, as on Lion's Head. The English collective 'Highlands,' as the Highlands of Scotland, Abyssinia, &c., has hardly any equivalent in our colonial nomenclature. We say, 'in the bergen,' as he has a farm 'in the Sneuwbergen,' &c. We may generally know the character of our African mountain regions by the names given them; thus the term Zuurbergen denotes a range of hills covered with sour herbage; Sneuwbergen, mountains covered occasionally with snow; Wittebergen, mountains with white quartzoze summits or sides; Zwartebergen, mountains appearing

of a black or dark-blue tint; Stormbergen, ranges remarkable for the violence of the storms that break on their summit; Winterbergen, a cold, cheerless, naked mountain region; Boschbergen, mountains densely wooded, &c. The 'rivier' of the Dutch, be it a flowing stream or a dry watercourse, is translated indifferently into English as a river; but we can hardly give an equivalent for the term 'spruit,' which signifies the feeders that supply the parent stream near its sources. The long reaches of deep water which are found in many of our watercourses, even when they do not flow, are locally called 'Gats,' which would be badly translated by either of its literal meanings, hole or channel. The Dutch equivalent of our English brook, rivulet, stream, torrent, &c., seldom or never appear among our African rivers. The word 'Vallei,' generally written here 'Vley,' has, colonially, a double meaning, one signifying a valley, the other, as it is generally understood, a hollow surface, in which, in wet seasons, water accumulates, forming a shallow lake, as De Beer's Vley, Verloren Vley, Vogel Vley, and many others. The proper names of most of the rivers are generally given either from their form (as the Groote, Breede, Kromme, Zonder End), or peculiarities in their water (as Zout, Brakke, Zwarte, Witte, Blink, Modder, Zand), their agricultural qualities (as Vette, Karnmelk, Milk), or from the animals which are found living in them, or near their banks (as the Visch, Zeekoe, Eland, Rhenoster, Bosjeman, Buffels, Olifant's, &c., &c.) For large flat surfaces, Vlakte is generally used, our equivalent for which is flats. The Dutch Plein is generally used for a large open space within a town. No Dutch word has superseded the old Hottentot 'Karoo' in describing the vast interior deserts of the Colony. Duin, or Duinen, well describes the sand hills near

the coast. There are other words constantly occurring, either in our maps or books of travels in this Colony, such as Drift, the colonial Dutch for a ford; Kuil, a hole where water collects; Puit, a well; Kraal, a cattle enclosure or native village, and Bosch, a forest or wood, great or small, applicable to the general thickety and scrubby nature of our South African forests. But besides all these particular denominations, there is a very expressive nomenclature, chiefly compounds of the words 'veld' and 'land' (field or country), which also tends very much to add to our ideas of the face of the country. Large tracts are thus described, quite independent of the political divisions. For instance, there is the unoccupied and ungranted country called "Trekveld," which literally means Movefield (a country where farmers go to in certain seasons with their flocks); the extensive Nieuwveld, or new country, now forming the northern part of the districts of Beaufort and Fraserberg; the Koudeveld, or Coldfield, on the summits of the Camdebo Mountains, and the Winterveld (Richmond and Hope Town) extending north to the Orange River. The geographical nomenclature of the Cape Colony has thus, like the Dutch language spoken in the Colony, in a certain degree adapted itself to the country it describes, and as it seems plainly to be understood by every one who has resided here any length of time, it would be a piece of superfluous labour, in constructing a new map of the Colony, to endeavour to get rid of the anomalies everywhere presenting themselves in the jumble of Dutch and English and native words."

PAST HISTORY.

A LITTLE more than two centuries ago, the Dutch East India Company, under the charter granted to them by the States-General of the United Provinces of the Netherlands, established a garrison on the shores of Table Bay. European possession of South Africa may date from that time, although the Portuguese and English had long before then visited and even formally claimed dominion here. At first it was simply occupied as a station or place of resort for the Dutch ships trading to the eastward, where they could get water and fresh supplies, and recruit their sick crews. There was no attempt at planting a Colony until several years afterwards, and then it was of so anomalous a character, and under such peculiar circumstances, as to contrast most curiously with similar movements elsewhere.

The early settlers came from what was the most industrious and liberty-loving of countries, Holland, and they were followed by exiled Huguenots, some of the best blood of sunny France. They made their home here, not long after the Pilgrim Fathers from the "Mayflower" landed on the shores of Massachussets and founded New England. They had as rich a country, a much milder clime, and more docile and friendly natives to deal with than their European brethren encountered across the Atlantic; and it might reasonably have been expected that their

progress would be in some degree contemporaneously marked and prosperous. The result, however, was widely different, owing to the extraordinary monopolising colonization policy adopted, to which is attributable the comparatively slow growth of the Cape Settlement during the century and a half of the Dutch Company's occupation. The New Englanders, from the outset, happily enjoyed in their new home perfect political liberty, as well as the fullest and freest development of their industry; but the South Africans were trammelled, fettered, and repressed in every conceivable way by a Government which has been aptly described as—"in all things political, purely despotic, and in all things commercial, purely monopolist." Wherefore things were so may be better understood by a brief historical retrospect.

Jan Anthony Van Riebeek, a surgeon, in the employ of the Dutch East India Company, who had directed the attention of his masters to the advantage of establishing a rendezvous at the Cape of Good Hope, for the refreshment of their fleets, was the first officer commissioned to occupy the Cape Promontory, and build a fort and lay out gardens in Table Valley. Accompanied by about a hundred souls, he arrived under the shade of Table Mountain on the 5th April, 1652. His followers were officers and servants of the Company, a few of whom, after landing, were released from their engagements, and permitted to become "free burghers," or cultivators of the soil, on payment of tithes and other restrictive conditions of servitude. The daily life they led, and the progress made, are minutely detailed in the quaint and interesting "journal" and "despatches" of Van Riebeck, which are still preserved in the archives of the Colony. These show that the settlement was simply regarded as a dependency of the

Company, and its affairs administered with no other view than that of protecting and supporting the commercial interests of that body. The principal object was to supply its ships cheaply and plentifully—to get as much profit as possible out of the burghers and the natives on whom it was dependent for these supplies—and to prevent them engaging in exchange or barter with any other than the Company's officers,—thus monopolising all trade for its own advantage. Van Riebeek was very zealous in carrying out the instructions and policy of his principals, and in his relations with the natives was tolerably just and friendly. For the ten years of his administration, the Settlement, which scarcely extended over the area now occupied by the City of Cape Town, seems to have answered expectations. It was nothing as a Colony, but it was considered a flourishing establishment of the cabbage-garden order, and that was all it was then desired to be.

During the following years the Company was advised by some of Van Riebeek's successors, and notably by Governor Van der Stell, to make something more of its Cape dependency—to grow corn, wine, and other products, which might yield rich returns. For this purpose it was urged that the number of residents should be strengthened, as there was land of excellent character in abundance, but labourers were required to till it. The want of industry, it was said, was the great obstacle to success; and, in order to remedy this, the directors of the Company in Holland determined upon reinforcing their garrison with a number of settlers of the agricultural class. Their policy, as set forth in one of their despatches, was prompted by the consideration that "he who would establish a new colony may be justly compared to a good gardener who spends a large sum upon a young orchard, with the prospect

of his labour and capital being repaid in due time." Had such a policy in its integrity been acted upon, the subsequent history of the country would have been very different. In the above and other expressed aims and intentions of the Company there was much that was good and beneficent; but, practically, in all that affected the encouragement, or even the toleration, of trade and industry amongst its subjects, everything was held secondary to immediate profit.

A small party of Dutch and German farmers were the first to recruit the young Colony, and they were shortly afterwards followed by a most valuable body of emigrants—French and Piedmontese refugees, exiled by the political and religious troubles following the revocation of the Edict of Nantes. The latter thoroughly understood the culture of the vine, as well as some handicrafts, and were therefore commended to the special consideration of the Governor, who was told to assist them "in all things whereby service could be done to the Company in particular, and to the Church of God." Their total number did not amount to more than two hundred men, women, and children, and most of them were settled on lands in the Stellenbosch district and along the valley of the Berg River, afterwards named Drakenstein and Paarl, where many of their descendants still dwell. They were received, according to the words of Governor Van der Stell, "with love and sympathy, and an assisting hand, to the refreshment and comfort of their sufferings and persecutions," as being "likely to benefit and strengthen the Colony in a wonderful degree, and to excite much emulation among the Netherlanders." Aided by a gift from the Government of India, the poorest of them were enabled to obtain seed, implements, and other requisites, and so marked was their industry that two years after their settlement they became a self-supporting community.

They were not long, however, in discovering that the "freedom" which they had been led to expect in their exile was but the shadow of a name. Their language was prohibited to be used at public services, and their children soon became incorporated with the Dutch around them. Any attempt to exercise the most ordinary rights and privileges, such as the election of their own church vestry, was denied them, and even their industry and commerce were controlled by the all-powerful officers of the Company. In fact, they found, as one of their number states, "that the great tyranny of the French monarch from which they had fled was reflected in the petty despots who governed uncontrolled at the Cape of Good Hope."

Before leaving Holland, the emigrants had been required to take an oath of allegiance to the Company, and of compliance with the general or local regulations imposed by its officers. These local regulations were of the most illiberal character. Under them they could not purchase anything except from the Company's store, and at the Company's price; they were forbidden any commercial dealings with the natives, or with the crews of ships visiting the port; all produce they were bound to sell only to the Governor for a sum fixed at his discretion; a tithe of their yield was taken as a yearly tax; and when production passed a certain point, directions were given that "no lands shall be granted for the cultivation of corn, wine, or other crops of which the excess is burdensome to the Company!" Of course, there was dissatisfaction and remonstrative opposition to such restrictions, but these were sternly repressed as turbulent and seditious attempts against the lawful authority, and punished with imprisonment, or deportation to Mauritius or Batavia. At length, however, in 1705, an opportunity was obtained of secretly for-

warding an appeal to the Company in Holland, by one of its homeward bound fleets, in which the "grievous oppression" endured by the people at the hands of the Governor and his officers, was fully set forth. This simply led to the censure and removal of the Governor and his counsellors—"for the restoration of tranquility"—but to no change in the policy of the Company, which was avowed to be the enrichment of itself and not of its colonists. The compilers of the annals of the country during this period assure us that under the system which prevailed even the Garden of Eden could not have been successfully colonised. The recovery of the tithes assessed on all crops raised and stock pastured was farmed out; and severe penalties were enacted to enforce their payment, and to secure the delivery of all produce at an arbitrarily fixed rate. Corn farmers complained that, under this monopoly, they were compelled to part with their grain for half the price at which it was charged to the Company; wine farmers that they had to deliver their vintage at ten to twenty rix-dollars per leaguer, while it was sold to ship captains at one hundred and fifty rix-dollars; grantees of land, who wanted their title-deeds, that they could not obtain them unless the solicitation was accompanied with the necessary *douceur*, "for the Governor listened readily to reasons that jingle;" and altogether the state of things was ruinous to the material as well as the moral well-being of the people.

Many of them, unable to endure the system any longer, moved away into the Interior, beyond the reach of authority, and began that nomad habit of "trekking," which on our borders has continued until the present day. The Colony was in this manner extended several hundred miles inland, towards Uitenhage on one hand and Graaff-Reinet on the other; and a small population, greatly to its detri-

ment, was spread over an immense area, isolated, uncared for, and consequently, in some degree, drifting away from civilization. Happily, most of the people carried with them an attachment to the simple teaching and religious observances of the Reformed Church, whose beneficial influences prevented them and their descendants from altogether relapsing into semi-barbarism; and to the present time the traveller in the Interior will find the scattered "trek-boers," rough and uncouth, salute their Maker at early dawn with prayer and praise, while every evening the patriarch of the family reads the accustomed chapter from the cherished Bible.

Those who lacked courage or inclination to follow these pioneers of the country into what was then "the desert," continued their representations and entreaties to the Government to abolish the restrictions on trade, so that their industry might have its legitimate reward; but not until near the commencement of the present century—just as its domination was coming to a close—did the old Dutch Company realize that there was any mistake in its grasping commercial policy, or were steps taken to remedy the abuses which had been committed in its name. During the brief interregnum of British authority between 1795 and 1803, some restrictions were removed and beneficial changes introduced into the general administration of affairs. This was followed by an extension of privileges under the Batavian Republic, who, for a short time resumed the Government, and whose last and best representative, General Janssen, in 1805 announced the new principle that "the Colony must derive its prosperity from the quantity and quality of its productions, to be improved and increased by general civilization and industry alone." It was this officer who urged upon the farmers the introduction of merino sheep and the growing of wool—prophesying that the prosperity of

the country would be the certain result. But his plans for the improvement and better administration of the settlement were destined to be carried out by other hands; for in 1806, the Cape was finally captured by British arms, and in 1814, was by treaty ceded in perpetuity to the British Crown and admitted to share in the importance of the mother country and in the benefits of her commercial power.

Although the conquest of the Colony and its cession to England has been termed "the first charter of liberty to all inhabitants of European descent, who had not high office or high official connection," there was not an immediate bound into the invigorating air of Freedom and Progress. Many abuses were rectified, and free scope given for the development of the resources of the country; but a conservative regard for old laws and old institutions prevailed for a long time. The Governors were as before absolute rulers. There was no free press. The functions of courts of justice were limited to Cape Town. The country beyond the first range of mountains was comparatively *terra incognita*. There was no postal communication. The schoolmaster was not yet abroad; there were only four churches in the whole country, and clergymen had to get official permission before they could teach or preach. Public meetings even could not be convened without leave having been first obtained from the Government; and politically and socially there was a feeling of habitual submission to and dread of those in authority which made men afraid to think, speak, or act out of the ordinary groove. To quote the testimony of the late Judge Cloete, "the slightest personal dislike of, or a supposed offence given to, the Governor or the Colonial Secretary, marked at once the ruin of any honest man in society, and that neither character nor talent was proof against the proud man's contumely or the inso-

lence of office." It required the lapse of several years thereafter to eradicate the evils which the absolute despotism of the period created; and there are men still living amongst us who during that time laboured long and earnestly in the successive constitutional struggles which have now secured for the colonists the amplest rights and privileges accorded to any people in the world.

The growth of the Cape of Good Hope as a free Colony, properly so-called, may date from the first British Immigration in 1820—just fifty-four years ago. Prior to that the only accessions from the United Kingdom were a few merchants and traders, and the civil and military officers appointed to the station. The Eastern Frontier was then sparsely occupied by adventurous pioneer farmers who were continually subject to plunder by bands of Kafirs who came out from the country beyond the Fish River on cattle-lifting raids. Governor Sir John Cradock called out a commando to clear the tract then known as the Zuurveldt, and when this was done declared it "neutral ground," in the hope of preventing any intercourse or collision between the colonists and the Kafirs. But this territorial vacuum was not long maintained: colonists and natives alike naturally abhored it. Lord Charles Somerset who succeeded Sir John Cradock, visited the country himself, made a treaty with the Kafir chief Gaika, to secure an inviolate border, and appointed two missionaries, the Rev. Messrs. Brownlee and Thomson, as Government agents and religious instructors with the chief and his people. Lord Charles at that time was most favourably impressed with the character of the unoccupied Zuurveldt (now the district of Albany), through which he travelled, and on his return to Cape Town a Government notice was issued, inviting parties to establish themselves in that quarter. His Excellency

had been struck by its pleasing features, its park-like appearance, and its apparent fertility. His public notice is couched in the most glowing terms, as were also his despatches of that period to the Home Government. These despatches reached England at the close of the Napoleonic war, when trade was greatly depressed, and emigration was looked to as an outlet for relief of the unemployed. The British Parliament voted £50,000 in aid of colonising the country and in a short time no less than 90,000 applications for passages were sent in, although only 4,000 persons could be accepted. They were principally English, some Irish, a few Scotch, and a modicum of Welsh; and among them were members of almost every gradation in the social scale—well-educated gentlemen and half-pay officers, highly respectable manufacturers, and tradespeople, skilful mechanics and artisans, with a large body of labourers and operatives of every class of industry. Most of them were landed in Algoa Bay in April, 1820. What is now proudly termed the "Liverpool of the Cape," Port Elizabeth, was then nothing more than a fishing village, surrounded by sand-hills, with a small military fort crowning the height, and a few rudely-built scattered cottages either occupied by the military or by small traders chiefly dependent upon them. In due course the immigrants reached their locations and soon began to realize their position. It is most interesting and instructive to read the story of their progress as narrated by some of themselves—from their first encampment on the grassy hills and dales of Albany—when the first tree was felled, the first wattle-and-daub house commenced, and the first furrow made by the plough in the virgin soil; through seasons of flood and drought, and blighted harvests, and through bloody devastating Kafir wars,—to their happy, peaceful, and prosperous position, on the occasion of

their recent jubilee celebration commemorative of their arrival in South Africa. Sir George Grey, late Governor of the Cape and of New Zealand, whose practical acquaintance with all the colonies was very great, has placed on record, in a despatch to the Secretary of State, his opinion "that the English settlers who came out here in 1820 have succeeded as well as emigrants have done in any part of the world—better than in very many."

The successive Kafir wars of 1834, 1846, and 1850 greatly retarded the development of the country, and sorely tried the courage, perseverance, and industry of the frontier farmers. All were sufferers and many were ruined by these disastrous disturbances. In 1834 the whole border was suddenly over-run by the Kafirs, and there being no precautionary provision by the Government for resisting them, they carried off 111,418 head of cattle, 156,878 sheep and goats, 5,438 horses, and 58 wagons, burnt 456 farm-houses and pillaged 300 houses, thus committing ravages of the lowly estimated value of £288,625, besides murdering, in some instances with circumstances of great atrocity, hundreds of individuals. The Kafirs were ultimately subjugated, and it was agreed to, by treaty, that British sovereignty should be extended over them as far as the Kei River, the present limits of the Colony. At the same time a large number of Fingoes, who were in servitude with them, but who had kept aloof from the war, were brought out from Kafirland and located within our border, where they have since proved faithful subjects, and have now so far risen in the scale of civilization as to constitute to a considerable extent the working peasantry of the Eastern Districts. The treaty then concluded with the Kafirs by Sir Benjamin Durban, in 1835, extending the boundary to the Kei River, was unfortunately disapproved of by the Imperial Government and

ordered to be reversed,—the allegiance of the chiefs and tribes being renounced and the limits of colonial authority moved back to where it was in 1819 along the Fish River. This policy of concession, although dictated by philanthropic motives, failed to have any beneficial effect upon the natives. They seemed to think that such generosity sprung rather from timid apprehensions and fears, than from kindness or a desire to promote their interests. The years immediately following were very trying and disastrous to the frontier settlers. Stock was swept off in droves by the Kafirs, herds where murdered, and the owners, when going in pursuit, were fired on by the robbers, and, in some instances, killed. The Government in vain endeavoured to check this state of things, and war was again declared in 1846. Burgher volunteers from all parts of the Colony were called into the field to aid their brethren in the front, and after a great sacrifice of blood and treasure (the property destroyed or taken being estimated at half a million pounds sterling), peace was secured. But again only for a brief time. For scarcely had the settlers re-occupied their farms and resumed their ordinary pursuits when in 1851 the Kafirs made an unprovoked attack upon Her Majesty's troops, massacred some of the military grantees occupying the villages in the Chumie Valley, and, joined by a number of discontented and rebellious Hottentots, for nearly two years maintained a guerilla war, involving still greater sacrifices of life and property than before. This was brought to a termination by the submission of the hostile chiefs to Sir George Cathcart in 1853, and the proclamation of Kaffraria as a British dependency, governed by British functionaries. Since then, for a period of over twenty years, the blessings of peace have been uninterruptedly enjoyed.

Another event which at the time checked the pros-

perity of the Colony, although ultimately it contributed to the advancement of civilization and European dominion in South Africa, was the exodus of the emigrant farmers, or old colonists, in 1835 and 1836. To this they were incited partly by their inherited aversion to coercive authority and partly by newly-created feelings of dissatisfaction if not of exasparation, against the English Government. It had emancipated their slaves and told them that they would be compensated in money which would be paid in London; but by the dishonesty of agents and middlemen, one half the money never reached the poor "boers," while some in simple ignorance considered the whole thing a fraud, and refused to take the documents which would entitle them to the compensation—of which £5,000 at least remains to the present day unclaimed. The depreciation of the paper-currency of the time was another cause of annoyance; and the marauding habits of the natives on the north-east frontier, culminating in the ruinous war of 1834, maddened them into a determination to seek "fresh fields and pastures new" even if they had to "trek" to the other end of Africa; or. as they expressed it, *tot ander kant uit*. They sold their farms and such effects as they were possessed of at whatever prices they could obtain, many a farm being exchanged for a wagon and some for much less value, and emigrated with their wives and children into the country beyond the Orange River. There they separated,—one party crossing over the Quathlamba or Drakensberg Mountains, and founding what is now the Colony of Natal; another party crossing the Vaal River and planting what is now the auriferous Transvaal Republic; while another purchased or obtained leases of the lands of some of the Griquas near the Orange River, forming what is now the Orange Free State and the diamond iferous territory of Griqualand West.

Notwithstanding the drawbacks of three desolating frontier wars and the stocking of those young off-shoots which now form four flourishing border settlements, the Cape of Good Hope has made most substantial progress in its political, material, and social condition during the past fifty years.

Among the important political changes effected, the foremost was the establishment of a free press—not subject to arbitrary suppression or censorship, as it was in 1824, but placed under the protection and the control of the law. Regularly constituted courts of justice and trial by jury followed, and the action of the law for the protection of life and property was carried into the most remote districts. A liberal and comprehensive system of education, by public schools, was organized for the European population, and religious and civilizing agencies were extended amongst the various native tribes. The unrestrained absolutism of Governors was checked, first by an Executive Council and afterwards by a Legislative Council, partly elected and partly nominated. An attempt to make the Colony a penal settlement was successfully yet loyally resisted. Local self-government was established by the formation of municipal councils freely elected by the inhabitants. And finally the privileges of a colonial Parliament were obtained, by which the administration of public affairs has been placed under the control of the Legislature on the same system of Responsible Government as prevails in Great Britain.

The advancement of material prosperity during this period is strikingly evidenced by the growth of villages and towns, the increase of population, and the expansion of production and wealth. The Colony, which fifty years ago was divided into half-a-dozen wide-spread and sparsely peopled districts, has now about sixty magisterial divisions or counties, with towns and villages still more numerous throughout them. The

population has increased from a little over 100,000 souls to considerably more than 600,000, exclusive of the natives in Basutoland and Kafirland; and the white population, which in 1821 was below 50,000, now approaches near to 250,000. The imports and exports of the country then scarcely amounted to half a million sterling; now its external commerce represents nearly twelve million pounds sterling per annum. Then there were but a few thousand merino sheep, and the export of wool was only 26,000 lbs.; now they are so multiplied that the quantity of wool shipped in 1872 reached 48,822,562 lbs., of the value of £3,275,150. Then the public revenue was not £100,000 per annum—less than that of the present Orange Free State Territory; while now it is over £1,200,000. Then there were no roads save mere natural tracks, unworthy of the name, scarcely a river was bridged and formidable mountain passes cut off the isolated occupants of the inland districts from intercourse with a knowledge of what was transpiring in the rest of the world. Now, a network of highways spreads out from the coast to the interior, rivers are spanned, railways are opened, and in course of construction in all directions, north, east, and west; while the electric telegraph, uniting the southern extremity of Africa with Europe, will soon speed the world's stirring news from one end of the Colony to the other. Besides this, the sea-board has been lit almost as perfectly as the coast of England; extensive works have been constructed at the various ports for the accommodation of shipping; and, what the old Portuguese mariners named the "Cape of Tempests," offers a Harbour of Refuge and the secure shelter of land-locked docks to the navies of the world.

In the social condition of the people there has also been visible improvement. The prejudices once existing from difference of race are rapidly dis-

appearing. Colonists, whether of Dutch, French, German, or British descent, are all one in their common intercourse and pursuits, and in their pride in the onward progress and future destiny of South Africa. Improved communication and interchange of the amenities of life have removed territorial rivalries and jealousies, and infused broad and liberal ideas. The conveniences and comforts of civilization are extended in every direction; and it is not too much to say that the position of the inhabitants in the furthest districts, is at the present day in most respects equal, and in some superior, to that of those who were nearest to the old centres of population some years ago. Education has made great strides. There are now no less than 168 undenominational schools, 279 mission schools, and 93 aborigines, training and industrial schools in operation—in all 540—aided by Government, while four colleges provide for the higher and professional studies, and a University has been established confering its privileges on the rising youth. Religion has also multiplied its agencies. There are upwards of 350 churches and chapels belonging to the Dutch Reformed, Church of England, Wesleyan, Lutheran, Roman Catholic, Presbyterian, Independent, Baptists, and other denominations. Literature and science have not been forgotten. The Library of the Metropolis boasts its 40,000 volumes, daily open to the public; and there are few towns or even villages without their reading-rooms. Museums and Botanic Gardens offer incentives to the study of Natural History, in addition to the varied productions of the land. The Press has upwards of forty representatives, and is conducted with an amount of ability and energy which commands admiration from those who are acquainted with its working in larger communities. The Post-office has vastly multiplied its business. The mails dispatched to England by the ocean mail-steamers consists of

176,882 letters, 158,292 papers, and 11,948 books annually. There are nearly 400 inland country post-offices; and the extent of roads open for posts is upwards of 4,500 miles, of which about 4,000 are travelled by cart, and the remainder by horses. Crime is not by any means rife, notwithstanding the scattered and mixed character of the native population. Even the frontier Kafirs are no longer a terror; the power of their chiefs has been reduced and broken, and they are now adapting themselves to habits of peace and industry, becoming producers as well as consumers, with daily increasing wants, and they and their familes are likely in time to prove of immense advantage to the colonists as reservoirs of labour.

To those who have lived through the changeful progressive events of the past half century, thus briefly sketched, the retrospect must be eminently satisfactory and pleasing; and taken in conjunction with the advance of the Border States, the extension of civilization into the Interor, and the recent wonderful development of mineral riches, diffusing wealth and stimulating enterprise and industry in every direction, may well justify the anticipation that this country is but on the threshold of a magnificent Future.

"The toilworn fathers have sunk to their rest,
But their sons shall inherit their hope's bequest;
—Valleys are smiling in harvest pride,
There are fleecy flocks on the mountain side;
Cities are rising to stud the plains,
The life-blood of commerce is coursing the veins,
Of a new-born EMPIRE that grows and reigns
O'er Afric's Southern wilds."

PRESENT ASPECT AND CONDITION.

I. CAPE TOWN AND ITS SURROUNDINGS.

The Cape Colony and the Mother Country are now-a-days brought very close together. The facilities of communication and travel, as well as the tranquil waters and genial temperature usually enjoyed on the ocean highway to South Africa, are such as to render a voyage outward or homeward quite an ordinary pleasure-trip. What was formerly an indefinite two or three month's passage is accomplished in twenty three or twenty-four days; and such has been the rate of progress and improvement of late that we may safely say the maximum of accelerated speed has not yet been attained. Instead of the slow easy-going sailing ships, or even the crack East Indiamen, which at irregular intervals did the carrying trade for passengers and goods about twenty years ago, there are smart commodious steamers arriving and departing almost weekly. The Union Steamship Company which started into existence with only two or three vessels of not more than 500 tons burthen, to perform the monthly postal service, has, after fifteen years, enlarged its fleet to upwards of eighteen steamships, averaging each about 2,000 tons, and running three times a month, and may boast of having carried thousands of passengers without a single disaster at

sea. Besides this the Donald Currie "Castle" line has during the last year or two entered the trade with their powerful vessels, and the stimulus of competition thus created has inaugurated a new era of rapid passages and quick dispatch. The voyager who desires novelty and variety has also the choice of two routes,—the direct one, along the Atlantic, with glimpses of Madeira, St. Vincent, Ascension, or St. Helena; and the eastern route, by the P. and O. boats through the Suez Canal to Aden, thence by the British India Company's vessels along the East African Coast to Zanzibar, and from there by the Union steamers past Mozambique and Delagoa Bay to Natal and the Cape Colony. The point at which both routes converge is the port of Table Bay, which still maintains its old position as the "half-way house" on the highway of commerce.

The singular mountain scenery around the Bay never fails to arrest the eye if not to excite the admiration of strangers. On one side the land rises abruptly from the shore forming the great massive wall of Table Mountain, 3,500 feet high. This imposing central figure is flanked on the right by the remarkable Lion's Head and Rump, and on the left by the picturesque Devil's Peak; while in the broad valley between, the city of Cape Town is spread out, its suburbs extending along the slopes and skirts of the mountain for nearly fourteen miles from Sea Point to Wynberg. On the other side of the Bay, which sweeps in a beautiful unbroken curve eastward to Salt River and thence nothward to Blueberg, there is a flat sandy shore with here and there a few cottages and windmills; beyond these are the softly rounded hills of Tygerberg and Koeberg, marked by a patchwork of brown or green cornlands surrounding the white-washed farm houses; and still further and higher the rugged serrated summits of the Draken-

tein, Paarl, and Tulbagh mountains, whose sharp outline against the blue sky testify to the clearness and purity of the atmosphere. In the hot summer months the aspect of the country is somewhat bare and sunburnt, save where now and again relieved by wood plantations and vineyards, but after the first winter rains it is generally covered with verdure, and with the advent of spring in September the plains and slopes of the hills are gaily luxuriant, flowers of every hue carpeting the sward and presenting a most inviting appearance to the new-comer from a northern climate.

The features and character of the harbour itself have been greatly changed since the opening of the Breakwater and Docks,—a work whose magnitude, importance, and success unmistakably mark the spirit of progress in the Colony. Formerly all the shipping trade was carried on in the open Bay, where in ordinary weather vessels were secure enough, but during the prevalence of north-west winterly storms were exposed to long rolling heavy seas driving in with tremendous violence. In the memorable gale of the 17th May, 1865, no fewer than eighteen vessels out of twenty-eight at the anchorage were cast up as helpless wrecks upon the beach and about fifty lives lost. Happily such disasters cannot again occur. The port now offers in all weathers as good shelter and protection as is to be found in any of the Colonies. A Breakwater runs out from the shore for a length of nearly 2,000 feet, enclosing a large area, where ships can safely lay at their moorings. Inside of this are the Docks, consisting of an outer and an inner basin, together forming an area of sixteen acres in extent, affording accommodation to eighty or ninety vessels. The entrance is 100 feet wide, with a depth of twenty-one feet at low water and between twenty-six and twenty-seven feet at high water. The walls are of

massive masonry with a strong coping of granite taken from the quarries under Table Mountain. Going through the entrance, we come into the inner dock, a fine piece of water 1,100 feet long and 510 feet wide in its greater dimensions, but tapering inwards, the depth of water also decreasing. The north end is the widest, and is 24 feet deep at low water, or about thirty feet at high water. There are the usual accompaniments of quayage, storage, workshops and patent slip; and a graving dock is now in course of construction of sufficient size to take in the largest vessels in Her Majesty's navy. Fourteen years ago, His Royal Highness the Duke of Edinburgh, then a midshipman in the *Euryalus*, tilted the first wagon-load of material with which these great works were commenced; and in July, 1870, while Captain of the *Galatea*, he officially opened them to the commerce of all nations. The chief superintending engineer of the works was Sir John Coode, and the resident engineer Mr. A. T. Andrews. The total expenditure upon them was about half a million pounds sterling,—£300,000 of which was raised by loan guaranteed by the Colonial Government, secured by a first charge upon the wharfage dues of the port, the remainder being paid out of the accumulated dues and revenues of the Harbour Commission, under whose direction the work was carried out. Since the opening of the Docks in the middle of 1870, the total revenues up to the end of 1873 amounted to about £162,000; and in the last year alone it was over £52,900. The trade of the port is largely increasing; and, notwithstanding the ill effects which the Suez Canal may be supposed to have had upon it in regard to its use as a place of call for vessels to and from the East, its commerce is greater now than ever it was before. The number of ship's entered inwards from foreign parts and coast-wise in 1873 was upwards of 700, gauging an aggre

gate tonnage of over 300,000. With this increasing business, it is already pretty evident that the Docks must be soon enlarged to give greater accommodation to shipping, and it is also desirable that the Breakwater should be extended to the length originally designed of 3,000 feet, which is all that is needed to make Table Bay a perfect harbour of refuge.

Cape Town is not seen to the best advantage from the seaward side, nor even by the approach from the Docks. There is a straggling, unkempt appearance about the buildings stretching down to the beach and the jetties; and the heterogenous industries which manifest themselves, such as boat-building, skin-drying, wool-pressing, flour-mills, gas and soap factories and fish-curing, are not particularly attractive. Besides everything looks dwarfed under the shade of the massive wall of Table Mountain, forming the background. It is only when the central thoroughfares of St. George's-street, Adderley-street, and the Parade, are reached, with their fine open streets and many handsome looking places of business, that anything like a favourable impression of the South African Metropolis is obtained. Its founders originally laid out this central part with mathematical preciseness, the main streets forming parallel lines, intersected at right angles by secondary streets of lesser width; but with the growth of population and commerce the lines have been extended in irregular courses, and now the houses and streets are rambling over the whole valley and joining on to the suburbs. The prevailing style of architecture still retains the primitive characteristics of the early settlers—flat roofs, dull fronts and "stoeps." These, however, are rapidly giving place to modern edifices and decorated exteriors, in imitation of the more costly structures of Europe. Adderley-street—its old name the "Heerengracht" is almost in disuse—has in this manner been

quite metamorphosed of late years. Once the favourite place of residence of the best Cape families, with a miniature canal in the centre and spreading oaks on each side, it is now entirely devoted to trade purposes. The old "gracht," has long been covered over, the trees have been cut down, and rows of cabs crowd the middle of the street, while shops, stores, banks, and offices extend from one end of it to the other. St. George's-street has followed suit; so has Darling-street, formerly the "Keizersgracht;" and numbers of the other streets are undergoing similar renovations and improvements. Many of the mercantile buildings are very creditable, and would not be considered out of place in some English cities. The handsome offices of the Mutual Life Assurance Society, the Post Office, the Harbour Offices, the General Estate Chambers, the old Mixed Commission Buildings, the Young Men's Institute and Theatre, and even the Markets, all show the tendency to new forms and designs.

The churches and chapels are noticeable, although it is difficult to class some of them under any recognized order of architecture. The best specimen of ecclesiastical style is the St. Mary's Roman Catholic Cathedral, a gothic structure, which from its fine commanding site is a conspicuous object from many parts of the town. The new schools in St. John's-street, belonging to the same church, are also very tasteful scholastic buildings. Close to them, facing the avenue of the Gardens, is another chaste and characteristic work, the Jewish Synagogue. The Episcopal Cathedral of St. George's is a more ambitious attempt at classic architecture, its Grecian front and ornamental tower, much resembling St. Martin's-in-the-Fields. The Dutch Reformed Church, with its old vane-topped Flemish spire standing alongside, is again remarkable for the absence of any external beauty or even embellishment, yet it is the largest church in

the city and has a most spacious pillarless ceiling which will bear comparison with many of the great buildings of England. The Lutheran Church and the Scottish Presbyterian Church externally are also of somewhat ponderous character, but the interior of the former is adorned by the finest specimen of wood-carving in the Colony. A very neat and graceful cruciform building, of modern gothic style, in Overbeek-square, belonging to the German Lutheran body, and another structure of the same order but substantially built of stone, with pitched roof and ornamental windows, erected by the Congregationalists in Caledon-square, complete the most prominent places of worship in the city; and to them will shortly be added another of considerable architectural pretension, about to be erected by the Wesleyans on an excellent site in Greenmarket-square.

But unquestionably at present the finest of all the buildings, and one of the best things Cape Town has to show, is the edifice erected for the accommodation of the Public Library and Museum, which, strange to say, is hid away from the public eye, occupying a retired spot in the rear of St. George's Cathedral and facing the Botanic Garden. It is artistically designed in the Roman Corinthian style, its principal feature being the handsome facade at the entrance. The Library Hall is a fine room about eighty feet long by forty feet broad, well lighted, and fitted with galleries and recesses, which are lined with bookshelves and books. A copy of Winterhalter's full-length painting of Queen Victoria in her coronation robes, is at one end of the room, and at the other a portrait of "Prince Alfred" as he appeared on the occasion of the inauguration of this building in 1860. The Library is under the excellent care of Mr. Maskew, the chief Librarian, with Dr. Bleek as an assistant in charge of the Grey collection. It contains

upwards of 40,000 volumes in every department of Literature and Science, and is open and available for study daily to all classes of the community. No introduction or recommendation of any kind is required and the whole is therefore in every respect a public institution. A narrow vestibule leads from it to the Museum, which occupies the other wing of the building, and is filled with a very interesting collection, numbering many thousand specimens, of the mammalia, birds, fishes, reptiles, insects, minerals, and other objects, illustrative of the natural history of South Africa, as well as of other countries.

Immediately in front of this handsome edifice there is a fine marble statue of Sir George Grey, formerly Governor of the Colony. It was executed by Marshall, the sculptor, is of colossal size, and stands on a solid block of Cape granite. This is a fitting adornment to the building, for it was Sir George Grey who set on foot the erection of it, and chose its site, conceiving with prescient mind that in course of time a University, Halls of Legislature, and other public institutions of a kindred character, would be raised up around it; and as a substantial proof of his faith in the future of this country, and the influence which its Metropolis will always have on the higher education of its youth, he gave to the Public Library the princely gift of his own collection of rare books and manuscripts, including many valuable works of the tenth, fifteenth, and sixteenth centuries,—a literary treasury such as no other colonial possession can boast. His plans and hopes for the Cape, then imperfectly understood, are now taking form and shape. A University has been created. New Parliament Houses are to occupy the ground to the left of the Library, the Legislature having already voted £45,000 for the construction of a suitably magnificent building. An Art Gallery has been permanently established on the other side, in

what was once the Tot Nut van het Algemeen Institute, now the property of the Fine Arts Association. And at the upper end of the Gardens, the first high-class educational establishment founded in South Africa has been developed into a well-equipped College, whose students may now fully realize Sir George's day-dream of fourteen years ago: "Here in the midst of this beautiful scenery they may resort and converse at their will with the poets, the philosophers, the historians of all countries, and of all past times, and here acquire that knowledge which may enable them to bless and earn the blessings of nations which are yet to be born in the interior of this vast continent."*

The Gardens, although limited in extent, answer for all the purposes of a park to the city, with the additional advantage of being situate right in the heart, and easily accessible to every part of it. They are a legacy from the olden time, for which the community may thank the Dutch East India Company. Originally planted more for use than ornament, to shelter the vegetables and fruits grown for the refreshment of passing fleets, they now afford a grateful shade and pleasant place of resort to the inhabitants, and are especially appreciated by strangers and visitors, new to African heat and sun. The central walk extends for three-quarters of a mile through an avenue of grand old oaks, and this again is relieved by cross-walks and by the grounds of Government-house on one side, and the Botanic Garden on the other. The latter is an ornamental as well as a botanic garden, laid out with grass-plots, flower-beds, shrubberries and conservatories, and contains a rich collection of rare and valuable plants from every quarter of the

* Address delivered by Sir G. Grey on the occasion of the inauguration of the building in 1860.

globe. Although its whole area is not more than fourteen acres, and the situation and soil very unfavourable, it contains upwards of 8,000 varieties of trees and plants, embracing specimens of the most remarkable exotic productions as well as the most interesting types of the indigenous Flora. In this narrow compass the best timber trees of Europe, oak, ash, birch, maple, lime, elm, and pine, grow contiguous to the graceful deodar of the Himalayas, the Camphor tree of Sumatra, the lofty bluegums of Australia, and the towering and stately araucaria of Norfolk Island. The fruit-trees of England, laden with apple, pear, or peach, stand side by side with the orange, olive, and mulberry of the Mediterranean Coast, the banana, mango, and alligator pear of the West Indies, and the lit-chie of China. Azaleas, camellia japonicas, fuchsias, and rhododendrons, bloom under the open sky as freely as roses, carnations and violets, while around them are Cape wild flowers of infinite beauty and variety. The Garden in this way, strikingly exhibits the moderate temperature of the Colony, and its fitness for the growth of many vegetable productions, which, although not yet forming articles of common consumption or export, might be raised with great advantage. It was only laid out for scientific and botanical purposes in 1849, and has been brought to its present state of order and completeness by the superintendent, Mr. McGibbon, with very little extraneous aid. The public grant has always been meagre, varying from £250 to £500 per annum; yet the institution is by no means a local one, nor has its usefulness been limited to its immediate surroundings. There is hardly a village or district on this side the Orange River, and even beyond, which has not by its agency been supplied with imported trees, shrubs, and flowering plants; and the finest varieties of fruits, grape-vines, mulberries, grass, and

clover, and other valuable productions of different kinds have thus been introduced and spread over the country, to its incalculable benefit.

Government House, the official residence of Her Majesty's representative in the Colony, is on the left side of the Gardens, with a public entrance from the top of Grave-street. It is a heavy, irregular pile of buildings, originally commenced by the Dutch Company's officials, more than a century and a half ago, and altered and latterly modernized from time to time by its respective occupants. There is nothing palatial or magnificient about it; on the contrary, it scarcely comes up to the standard of an English gentleman's mansion, and the accommodation is miserably deficient, especially when vice-regal pageants are to be gone through, or colonial hospitalities have to be dispensed. Ordinarily, in the summer months, the Governor moves away from town to his country residence in the suburbs; but his office, and the office of his secretary and aide-de-camp, as well as the meeting-place of his Executive Council, are here all the year round. The other public buildings occupied by the various chief departments of the Civil Government and by the Courts of Law, have nothing to recommend them but their size and solidity. They form a massive flat-fronted quadrangle, originally designed for a slave-lodge and hospital, stretching from the lower end of Grave-street to Adderley-street. There are accommodated the Treasury, Audit, Deeds' Registry, Survey, Attorney-General's, the Judges', and other offices; but many other departments, such as that of Education, Native Affairs, Public Works, and Railways, are scattered about in private houses, rented till suitable public offices are provided. The military head-quarters of the Commander of the Forces and his staff are in the Castle—a quaint specimen of the ancient citadel, of pentagonal form, with ravelins,

glacis, ditches, gate, sallyport, and all the other paraphernalia of the old fortifications. It was designed and commenced as early as 1672, and the bell on the gate tower bears date 1697, but the greater part of the existing quarters and stores appear to have been built or re-built between 1780 and 1785. Some years ago it was offered for sale to the colonial authorities by the Imperial Government. It is of little use for defensive purposes, and the space occupied by it could be very profitably turned to account for the convenience and improvement of the city. Ample garrison accommodation for the troops quartered here is provided in the main barracks in Caledon-square,—an extensive range of buildings, which were nearly completed by the Dutch (one wing only was unfinished) when the cession of the Colony transferred it ready-made to our hands. Another possession from the olden time is the Town House in Greenmarket-square, a plain but substantial building, with cool, roomy halls and offices. Here the grave and respectable burgesses, chosen by the Government to fill the dignified post of "burgher senators," were wont to exercise a paternal control over the affairs of the inhabitants at the beginning of the century. Municipal administration did not come into existence until more recently, in 1841, and then it was a complex system of boards of commissioners and wardmasters, presided over by a "chairman of the municipality." Now there is a Mayor and Town Council—in the modern corporation style—who are expected to keep pace with the requirements of these progressive times, and to make the city as presentable as it should be. A thorough system of drainage, the removal of "stoeps," the construction of paved streets, and some abatement of the plague of dust during "south-easters," have still to be accomplished before that will be attained.

The natural advantages which Cape Town possesses are very great. The magnificent scenery surrounding it, and the plentiful supply of purest water which might be stored and made use of for the ornamentation as well as the cleansing and cooling of every part of it, are such as few cities can boast. This may best be realised by a visit to the more elevated points of view afforded by the beautiful Garden suburbs, or the fine drive leading upward over the kloof between the Table Mountain and the Lion's Head. There the whole of the wide valley, gently sloping down from the mountain to the circling bay, spreads out before the eye—a perfectly picturesque picture, with pine-groves, vineyards, and old Dutch mansions, and oak avenues, gardens, and modern villas, following each other in charming succession, until they join the regular lines of streets and square blocks of houses of the city below.

> "On each hand, like sentries keeping
> Jealous ward, the mountains frown;
> And beneath, like princess sleeping,
> Sleeps our city of Cape Town."

The Kloof Road just mentioned is one of the most enjoyable walks or drives about the city. It is a miniature mountain-pass, carried over the neck or ridge between the perpendicular cliffs at the western end of Table Mountain and the peak of the Lion's Head. From this neck there is a glorious view both landward and seaward—the town and the bay, and the straight lines of road and rail leading into the Interior on one side, and the open sea on the other. The road then descends a wooded ravine towards the Round-house, Camp's Bay, and Clifton,—favourite picnic, fishing, and bathing places; and curves in and out along the spurs of the Lion's Hill until it reaches the height overlooking the suburbs of Sea Point and Green

Point, with pretty villa residences clustered along the course of the shore. Those delightful marine quarters are conveniently connected with Cape Town by a tramway, and at any hour of the day one may exchange the glowing heat or dusty streets of the city for the healthful breezes and magnificent ocean view from the granite promontory at Sea Point.

But the most populous and fashionable suburban resorts are the tree-embowered villages of Mowbray, Rondebosch, Newlands, Claremont, and Wynberg, on the eastern side of Table Mountain. In these pleasant sylvan retreats the city merchants and Government officials delight to dwell, and there is a great deal to justify their choice. During the summer months it is far cooler, the difference of temperature at Wynberg being as much as ten degrees less than that of Cape Town, owing to its more elevated position and its exposure to the winds coming up from the zone of Antarctic ice in the southern regions. It is rarely visited by fogs or mists, and although in winter the rainfall is considerable, the hills are well drained by a substratum of gravel. Then the natural beauties of landscape, heightened by the art and industry of the residents, has made these parts a microcosm of the best of South African scenery. Anyone travelling by the railway will be charmed with the green lanes along the line from Rosebank to Claremont, the glimpses of shaggy wood and mountain precipices above Rondebosch and Newlands, and the open breezy flats stretching from Wynberg across to the Stellenbosch hills. The drive along the main road in the same direction is even more delightful,—through the glorious avenue of pines and oaks extending onwards from Mowbray; past the Rondebosch village church and the woods of Westbrook; past the shady groves of Newlands and the slopes of Protea, the episcopal residence of the Bishop of Cape Town; up the Wynberg Hill, with its

clumps and thickets of silver trees; and on to the hospitable homesteads and rich vineyards of Constantia. Along this route the alternate views of hill and dale, dotted with cottages, mansions, and verandahed retreats, with the grand background of bold mountains, are unequalled for beauty and picturesqueness in any part of the Colony.

Such pleasant surroundings contribute to render Cape Town, more than any other place in South Africa, agreeable to residents and attractive to strangers. It is by far the most populous of any of the colonial communities; and its position as the seat of Government and Legislature, as well as the principal commercial *entrepot*, has gathered about it a comparatively wealthy and stationary class, whose social circles possess all the charms of old-established and cultivated society. The number of inhabitants of the city and suburbs is about 50,000, of whom two-thirds may be said to be residents of the city proper, within its municipal boundaries. This embraces both white and coloured races, with all their varieties of nationality and gradations of blood, from fairest Saxon to darkest Nubian. Conspicuous amongst the latter, are the descendants of the liberated slaves, mostly half-caste negroes, who, with the mixed Hottentots and Kafirs, form the "coolies," or working labourers. They are the lazaroni of the Cape,—contented with warm sunshine and a meal of fish and rice, and always full of animal spirits, grinning with natural good humour, or ready to explode in fits of laughter or contortions of merriment at the least suggestion of fun or excitement. Next to them are the half-oriental Malays, generally followers of the Prophet in matters of faith. They are a numerous and well-behaved class, very serviceable not only in household occupations, but in various mechanical employments. As grooms and drivers they are excellent,

for none can take better care of horses. They are the principal fish and fruit dealers and basket-makers; while many are masons, carpenters, and painters, tailors, shoemakers, and harness-makers. Several of them have of late years acquired considerable property, and are quite an aristocracy amongst the coloured people. With all their adaptability and progressiveness, however, there is noticeably wanting the intelligence and skill of the European artizan—the results of education and training—which give a marked superiority to the latter, and enable him here, if steady and industrious, quickly to rise from the condition of employed to that of employer.

Among the white population as already stated, there is a considerable variety of nationalities. In addition to English, Irish, and Scotch settlers, there will be found Dutch, German, and French, Danes and Swedes, Portuguese, Italians and even Americans,—their specialities all more or less modified by the cosmopolitan influences of free and unconstrained colonial life. But the largest and predominating section are the colonial-born of European extraction. Their names usually indicate their diverse descent and ancestry, and their familiar use of the Cape *patois* of the old Dutch colonists may mark that they are sons of the soil; yet in all visible characteristics they are broadly identical with the British-born. Constant intercourse with, and continual accessions of books, periodicals, and serials, from, the mother country have naturally infused and extended English habits and ideas, which now generally prevail here. The home markets regulate the springs of trade and commerce; home fashions rule supreme in every circle; and almost all the popular institutions, and pleasures, sports and pastimes, are reproductions of home customs and home life. The mere enumeration of some of the "local institutions" may sufficiently indicate this. There are hospitals, orphan-

ages, sailors' homes, savings' banks, young men's institutes, and Christian associations. There are volunteer corps, and cricket, foot-ball and boating clubs. There are musical societies and theatrical entertainments; and lectures, concerts, and oratorios are frequently given in the assembly-rooms of the Mutual, or St. Aloysius Hall's. There are Masonic, Odd-Fellows', Foresters', and Good Templar lodges. There are comfortable and commodious hotels, a club, public dining-rooms, billiard-rooms, and reading-rooms. There are well supplied fruit, fish, and meat markets. There are cabs, traction engines, tram-cars, railways, and telegraphs. And newspapers (both English and Dutch) are issued on every day of the week. In fact, the new-comer, on his first landing in South Africa, will find evidences on every hand of material and social conditions equal to that of the older countries which he has left behind.

II. THE OLD SETTLED CAPE DISTRICTS.

Having made the acquaintance of the metropolis and its environs, the reader may seek to know something of the general aspect and condition of the various divisions of this extensive Colony. The first which come in order of position, occupation, and population, is that portion which formed the "Settlement of the Cape of Good Hope" upwards of a century ago. This embraces the Cape peninsula and the lands extending from the sea to the first range of mountains, terminating at Cape Hanglip on the one side, and St. Helena Bay on the other. It is now sub-divided into five districts, known as the Cape, Stellenbosch, Paarl, Malmesbury, and Piquetburg, covering an area of over 5,000 square miles, of which 140,000 acres are under cultivation, and containing an aggregate population of about 100,000 souls, chiefly European, or at least of European descent.

The railway runs through a considerable part of these districts—in one direction to Wynberg, in another to Wellington and Bushman's Rock, opening into the Tulbagh Valley and Worcester, and in a third direction it will soon be extended to Malmesbury, thus affording every facility for excursions from Cape Town to any of these points. But persons who are fond of active exercise, or partial to climbing

"To sit upon an Alps as on a throne",

may have a fine panoramic view of the country by getting to the summit of Table Mountain. The path up by the Platteklip ravine, above the Gardens, is a steep and somewhat fatiguing walk of two or three hours; but it is unattended with danger, and many

ladies, following the example set by Lady Anne Barnard and Madame Ida Pfeffier, have accomplished it without any difficulty. The splendid prospect which it commands on a clear day will well repay all the trouble of the ascent. The whole of the coast-lands northward towards Saldanha Bay, the cornfields of Koeberg and Malmesbury, the ridges of hills of Tygerberg and Paardeberg, and the valleys of Drakenstein and Stellenbosch, are offered to view in the distance; while every part of Cape Town, with its breakwater and docks, is spread out with all the detailed distinctness of a card-board plan. Behind the city, and skirting the mountain eastward, every house and cottage ensconced amongst the silver and pine and oak woods of the suburbs, may be seen; and beyond these the famous vineyards and wine farms of Constantia; the fertile valley of Hout's Bay, with its beautiful shelving beach; the fashionable watering-place of Kalk Bay, noted for its good air and good fish; and near the extremity of the Peninsula the snug harbour of Simon's Bay, a natural port of refuge, where vessels can anchor close to the shore, securely protected from every wind.

Simon's Town itself is not large, consisting mainly of one long straggling street, running round the horse-shoe shaped bay. It owes its present importance to the fact of its being the chief station, depôt, and rendezvous of the Royal Navy on the South African coast. The principal buildings are the Admiralty House, Naval Hospital, and Barracks, the Magistrate's Office, and the English, Roman Catholic, Dutch Reformed, and Wesleyan Churches. The Naval Yard is an extensive establishment, with spacious stores and ample supplies. There are also a boat-dock, landing-piers, and a powerful patent slip, constructed by private enterprise, capable of taking up vessels of about 2,000 tons burthen. The presence of a Flying

squadron, or the occasional gathering of allied fleets, outward or homeward bound, gives a wonderful stimulus to the life and trade of the town, which otherwise is of a very ordinary character, as there is little or no export from it. The hills above it look bleak and sterile, but some of the kloofs and flats along them are occupied by many good agricultural farms, and cattle, horse, and ostrich breeding is successfully carried on there. A fine lighthouse, with revolving reflectors, has been erected on the extreme peak of the Cape Point. The view from it is very grand, overlooking the foaming breakers nearly one thousand feet below, and taking in the blue waters of False Bay and the great wide expanse of the South Atlantic.

"Here the white surge comes bounding to the shore,
And the cliff answers to its angry roar;
For where the Cape of Storms heaves high its steep,
The clear south-easter foams along the deep,—
Whirls the wild spray in gusts of driving snow,
And sweeps with its salt shower the reeling prow;
While round each winding bay and jutting rock,
The glassy swell rolls with its thunder shock;
Or, deepening vast and sullen, heaves away
To the lone isles beneath descending day."

Stretching out from the Peninsula to the distant range of mountains, there is a level plain or flat, forming the isthmus, separating False and Table Bays. A good part of this is a tract of sand dunes, considered almost impassable before the advent of hard roads, but now crossed by railroad as well as turnpike, and in many parts covered with young plantations of accacia, hakea, pine, blue-gum, and other trees which are growing luxuriantly, arresting the progress of the destructive drift-sand, and showing what may be done in the way of planting under the most unfavourable circumstances of soil or locality.

Beyond these flats, and along the spurs of the mountains, are the rich valleys forming the chief wine-producing districts, extending from Hottentot's Holland on to Riebeek's Kastel and the Twenty-four Rivers. The number of vine-sticks planted in these districts, according to the last census, was about 36,000,000, bearing and unbearing, yielding upwards of two and-a-half million gallons of wine, and about two hundred thousand gallons of brandy. Of this quantity Stellenbosch and the Paarl, each, gave considerably over 1,200,000 gallons of wine and from 70,000 to 80,000 gallons of brandy. Besides the vintage, there are crops of agricultural and garden produce, dried fruits, and other articles of value raised.

This is one of the most fruitful and picturesque parts of the country. There are several pretty villages and towns throughout it. Somerset West, in the Hottentot's Holland district—the "Brackenbury" of the "Cape and its people,"—is one of these, an hour's drive from the railway station of Eerste River. It is a favourite resort of newly-fledged city Benedicts, who find congenial charms in the quiet hamlet and the rides in its vicinity. There is a fine mountain road (Sir Lowry's Pass), with glorious scenery, very accessible. There are magnificent estates, well wooded and watered, with hospitable owners, to be visited—one especially, "Vergelegen," with interesting historic associations, as it was laid out by the Dutch Governor Van der Stell, whose plantation of stately camphor-trees still flourishes. And then, close by, there are excellent bathing and fishing grounds at the "Strand," where country cousins from far and near congregate for holiday enjoyments towards the close of the summer months.

Stellenbosch, directly on the line of railway, is something more than a village—it is a town, and, next to Cape Town, the oldest in the Colony. It dates its

existence nearly two hundred years back, and still retains most markedly the hereditary characteristics of its founders. It is the "Broek" of South Africa,—a scrupulously clean and quiet rural elysium, where a population, numbering some four thousand, live and prosper apparently with very little effort. It is prettily situated, extending over a broad square plain, watered by the Eerste River, and surrounded by high and steep hills. The streets, which are numerous, are all at right angles to each other, and precisely alike in appearance, all bordered by oak avenues, all furnished with limpid streams, all containing rows of the same kind of houses—white-washed, thatched-roofed, and gable-faced,—and all having a background of vineyard, or garden, or orchard, yielding delicious fruits of all sorts in abundance. Here the Dutch Reformed Church has established a college, or theological seminary, as it is termed, for the training of its clergy. This was the first step taken towards providing for a complete professional education in the Colony; and many youths who were not in a position to go to Europe have by its means been qualified to occupy spheres of great usefulness as preachers and teachers among their countrymen. The college is in a spacious building which was formerly the magisterial residence. It is fronted by large oak trees, some of them sixty or seventy feet high; and beautiful shady walks "for contemplation made," adjoin it along the banks of the river. The Dutch Church—once a heavy squat structure of the olden type—has lately been modernized in the gothic style, and with its graceful spire is a pleasing and conspicuous ornament to the town. There are other churches of various denominations—the English Episcopalians having a very tiny but pretty ecclesiastical building, although the number of members cannot be many. And here, too, are the head-quarters of the Rhenish Missionary Society,

whose admirable institutions have contributed much to the civilization and improvement of the native coloured races. The local industries are not numerous nor prominent; they are mostly represented by wine-cellars, distilleries, breweries, and corn-mills, and the ordinary retail store establishments common to the country towns.

Over the hills above Stellenbosch a road winds picturesquely into the valleys of Drakenstein and Fransche Hoek. This is where the Huguenot families settled, and named their places after the Gallic homes whence they came—La Parais, Lamotte, Rhone, Languedoc, La Rochelle, Normandie, and the like. The mountain scenery around is very magnificent, towering up in rugged and imposing bluffs and buttresses; and from one of the heights a waterfall descends some three or four hundred feet, forming in winter a grand sight, and even in the driest season washing the rocks and trees and shrubs below with perpetual spray. The homesteads are generally along the course of the Berg River, or its tributary, the Dwaars. They stand in the midst of orange, naartje, or lemon groves, which occasionally number as many as a thousand trees in one clump. Their appearance at any time is exceedingly fine, but especially in September, when the orange is laden with its golden fruit and fragrant blossom, the vines are shooting out their first coat of bright green, the spreading "veldt" is gay with flowering bush, and the mountains high above are here and there tipped with the remains of the winter snow still lying in their craggy clefts. Fransche Hoek is at the extreme end of the valley, forming a charming little hamlet engirt with hills. It was there that the three brothers, De Villiers, of La Rochelle, from whom are descended the extensive colonial family of that name, first settled in 1670; and the ruins of the original house built by them—of moulded clay with

reed covering—may still be seen. Lower down, near Simon's Valley, is the site of the old church where they and their exiled brethren worshipped; and there their descendants have erected a memorial school named Simondium, in commemoration of the first French pastor, Père Simon, who accompanied them to the Colony. In this locality, too, on the slopes of the Simonsberg, above the mission station of Pniel, are the abandoned excavations of the so-called "silver-mines," once worked by some officers of the Dutch East India Company. They consist of several chambers, some of considerable size, tunnelled into the hill, and the ruins of an old place supposed to have been the smelting-house,—all now nearly covered over with the shrubs and trees growing around them. The history of these "mines" is but little known. The local story is, that a man of the name of Mulder settled here, and having possessed himself of several Spanish dollars, melted these down, and forwarded the silver to the Governor, who ordered the excavations to be made. Mulder was pretty comfortable for a time; but, at last, his store of dollars was ended, and the secret came out, upon which he very quietly disappeared. The Government did not wish to make much fuss about the matter, lest the laugh should be against them, and so the story of silver abounding in the mountain was kept up, and some of the ore said to have been obtained from it was made into a chain, to which the keys of the Cape Town Castle were attached, and as such was preserved here until a few years ago. The mines are frequently explored by visitors who come to the neighbourhood; and groups of crystals, gathered from the quartz veins running through the decomposed granite in which the excavations have been made, are carried away as curiosities.

Emerging from the vale of Drakenstein, we reach the Paarl—a considerable sized town, on the line of

railway, which also retains the peculiar features of the primitive settlement. Lying along the base of the rocky hill, whose huge granite boulders glistening in the sunshine like monster "pearls" have given it its name, it forms one continuous street stretching for nearly seven miles, lined with goodly dwellings, capacious wine-stores, rows of oaks, rose-hedges, gardens, and orchards. At different points in the breaks between the houses there are glimpses of cultivated vineyards running up the slopes of the hill, and again down towards the bed of the Berg River, while across the valley there are picturesque mountains, whose colourings under the purple light of early morning, or the warm pink and crimson glows of sunset, are exquisitely beautiful. The inhabitants number about 4,000 or 5,000 people, but they do not show themselves much, nor are their active occupations at any time very conspicuous. During the greater part of the day the long-extending thoroughfare has a dreamy, tranquil appearance, like a nook of the Lotosland, "in which it seemeth alway afternoon," and nobody is ever hurried or busied or excited. The old Dutch custom of a mid-day *siesta* has not yet become obsolete; and here one may readily realise Washington Irving's pictures of Wolfert's Roost and Diederick Knickerbocker. The community, however, is a wealthy and prosperous one; and its local business maintains two banks, besides several other paying institutions. The main source of this, of course, is the wine trade, which is at present very profitable. The produce of the vineyards in a favourable season generally average from one to two leggers (the colonial measure for about 126 imperial gallons) from each 1,000 vines; and most of the farms are large enough to yield over 100 leggers, while some give as much as 200 and 300 each vintage. Ten years ago the market price of the article was ruinously low. The commercial treaty

with France, and the adoption of what is known as the Gladstone tariff (according to the degree of strength) closed the English market to Cape wines. The colonial export, which in 1859 was 1,000,000 gallons, valued at £153,000, fell, in 1864, to 30,000 gallons, valued at £5,200. In consequence of this the growers could not command more than £3 a legger for their young wines, and many of the poorer class were great sufferers. Those who had means held on to their stock as long as possible, or converted it into spirits, for which there was a local market and a better price. Since then, considerable attention has been given to the manufacture and manipulation of the wines, which have been much improved; and this has been followed by an increasing colonial consumption, especially on the frontier districts and at the Diamond and Gold-fields. Wines and brandies, the produce of the country, are now imbibed by all classes, Europeans and natives alike. Although the production is fully fifty per cent. more than it was ten years ago, it does not do more than keep pace with the demand. During the present year (1874) the growers have got as much as £12 a legger—an unprecedented high price, which, if continued, will make them all rich men, for the old good average quotation of £7 has been always considered a very satisfactory return for capital and labour. The various pursuits connected with wine and spirit-making give employment to a great number of the people. There are extensive and costly distilleries in many places, and nearly every farm has its large cellars and stores full of huge vats and casks. Wagon-making is also an important industry, and connected with it there is an occupation peculiar to many of the residents of the towns in these old-settled districts. This is known as "togt,"—the common signification for trading trips to the inland parts of the country at favourable seasons. Wagons are loaded up with all

sorts of merchandise or produce likely to find a sale among the isolated farmers in the interior; travelling from homestead to homestead, the goods are bartered for sheep and cattle, until finally the wagons and horses are even parted with, and the trader returns with his stock, calculating the profits of his journey according to the prices which they may realize in the Cape Town market.

A new source of wealth has recently been developed in the mountain range directly opposite the Paarl. Rich veins of manganese ore run through the sandstone formation there in various directions, and at one spot, in the locality known as Du Toit's Kloof, it forms a great lode, standing out like a craggy ridge on the hill tops, and extending in mass over hundreds of yards. It is said to contain thousands on thousands of tons of ore. This is now being worked, and is found to be of a very superior quality, yielding from seventy to ninety per cent. For the conveyance of the ore from the mountain to the line of railway in the valley, an aërial wire tram has been constructed for a length of five miles. This novel mode of transport consists of a double endless rope, three and a half inches in circumference, made of strand wire, and suspended on strutted supports ranging from ten to seventy feet in height, with spans between them of various lengths, but in one instance extending to twelve hundred yards. The wire is worked by stationary engines at the two extremities of the line, the rope bringing one way the full buckets of ore, and on the other carrying back the empty ones; and a telegraph apparatus has been superadded which gives perfect control over the engines from any part of the line. The cost of transport by this aërial railway is dependent upon the quantity of ore that can be conveyed over the distance of four or five miles, and it is estimated that with a delivery

of fifty tons per day, it will not exceed 4s. 6d. or 4s. 9d. per ton.

About nine miles from the Paarl is the township of Wellington, situate in what the old refugees named the Valle du Charon, and where they richly reproduced the "cornfields green and sunny vines" of their native country. Wellington itself is a place of recent date and growth. It sprang up after the great mountain-road of Bain's Pass, leading over the mountain behind it, was constructed about twenty years ago. Later, it has been for some time the inland terminus of the railway, and as such has become an important produce depôt. Wool-washing and other industries have been established there, and it is now a trade-centre which will be maintained, although the railway line has been extended beyond it. Independent of this, it is surrounded by highly productive farms, and the proprietors generally are well-to-do. Like Stellenbosch and Drakenstein, it is also notably a fruit-bearing place, and the supplies of apricots, peaches, plums, citrons, guavas, chestnuts, figs, apples, pears, quinces, and other varieties are abundant and excellent. The orange groves are very prolific and profitable, most of the trees as ordinarily planted giving each a crop of 5,000 or 6,000, while some old ones in favourable situations give as much as 10,000 to 15,000 a-piece. Formerly the ground used to be strewn with the produce of the orchards and orangeries, owing to the difficulty and cost of transport, but now the railway has brought the city market within easy reach of the cultivator. Still there are great quantities of fruit allowed to be wasted, and tons of it might be collected and preserved for home consumption and export.

Leaving the vine-growing valleys, we pass on to the grain-producing portion of these districts—Koeberg, Zwartland, and Piquetberg. This comprises

the whole of the slopes and plains stretching away from the Paarl and Drakenstein and Tulbagh Hills to the western sea-board. It may best be seen from the summit of Bain's Pass, above Wellington, where, on a clear day, about the harvest time, miles and miles of waving corn or mown fields recede in the distance, and give one a most pleasing idea of colonial agricultural industry. Half a century ago it was spoken of as the "granary" of the Colony. Then the whole of the wheat brought into Cape Town, from all parts, did not exceed 146,000 bushels. In 1865, this section of the country alone yielded nearly 400,000 bushels of wheat, in addition to 66,829 bushels of barley, 89,784 bushels of rye, 258,559 bushels of oats, and 137,548 hundred pounds of oat-hay, besides other produce. Since 1865, owing to the division of property, the improvement of market prices, and the general impetus given to agriculture, the production has increased. The extent of land cultivated and the yield of corn is half as much again as it was ten years ago, and there are few places where farming industry has not been greatly enlarged in the direction of planting vineyards, grazing sheep, and keeping dairy stock or horses. Better methods of farming are also being adopted, and machinery introduced to economise labour. There are now upwards of twenty portable steam thrashing machines employed during the harvest, itinerating from farm to farm. Several reaping machines are also at work gathering in the crops, although commonly the scythe and sickle are used.

Malmesbury, the principal township of this grain-bearing country, is about forty miles distant from Cape Town. It originated like most of the inland towns from the establishment there of a place of worship for the convenience of the farmers, and was for a long time known as the Zwartland Kerk, until in 1829 it received its present name in honour of the

lady of Governor Sir Lowry Cole. It is now a thriving village, and with its large stores, comfortable houses, excellent schools, and handsome new churches, presents a very well-to-do aspect. Fourteen years ago it was treeless and bare like most of the surrounding farms, but of late it has been greatly improved in appearance by planting, and its central square and streets are now pleasantly shaded. It possesses a mineral spring of great repute as a "spa" and spacious buildings with bath-rooms, and other conveniences have been erected around it for the accommodation of those who wish to try its medicinal effects. Malmesbury will soon be connected with Cape Town by railway, a branch extension from the main line near D'Urban having been authorized, and this will give its energetic inhabitants an additional stimulus to increase its productions and extend its trade. Bread stuffs and forage form the chief source of business, but other articles have lately contributed to it also. Wool and skins, which formerly were no item of traffic, are now considerable, and the manufacture of wine and brandy is yearly increasing. Some of the vineyards along the spurs of the Riebeek's Kasteel and Paardeberg Mountains yield richly a wine of first-rate quality, and in most parts of the district there are spots suitable for its production. The wheat lands of Mosselbanks River, Zwartland, and Darling rarely fail to give good crops; from their proximity to the sea they have always a good rainfall and their soils, chiefly a stiff clay formation, with occasional patches of sand, give an average return of about twenty fold. The Saldanha Bay and Berg River districts are more of a mixed sandy and limestone character and less subject to moisture, but they also yield regularly, and sometimes give as much as fifty fold. Nearly all these farms have excellent pasturage, and now carry a good deal of stock.

It is an ordinary custom for cattle from all the neighbouring districts to be sent here for a change during part of the year, and it is wonderful to see the fat and sleek condition which they acquire after a run of a month or two on the herbage of the Bay. Sheep are also now bred and pastured along the Groenekloof farms, the average flocks being 1,000, although some range up to 3,000; and there are many large herds of milch cows. The size of the coast farms is generally 3,000 morgen and more; further inland they are smaller. The average value of these occupied lands may be stated at from 15s. to 30s. per morgen. Sandy places, not fit for corn, may be got at from 5s. to 10s. per morgen; but good arable lands, with grazing for sheep and horses, are not to be obtained anywhere in the division for less than £1 per morgen; while first-class farms, combining "horn, corn, wool, and wine," are sometimes sold as high as £3 per morgen (equal to two imperial acres).

There are several small villages throughout Malmesbury, such as Darling, the Mission Station of Mamre, Hopefield, and the fishing hamlets of Hoetjes Bay, and Steinberg's cove, at nearly all of which there are churches, schools, and stores. In this division too is the beautiful natural harbour of Saldanha Bay. It is about fifteen miles in length, and at its northern side (Hoetjes Bay) there is deep water close up to the shore where ships of any size may anchor. Some years ago a scheme was set on foot by an English capitalist to purchase the properties about the Bay and establish a town there, but this, like many other previous plans for utilizing the natural advantages of the place, has never taken any practical form. At present the harbour is frequently visited by vessels cruising or seeking shelter, who find good accommodation and generally get supplies from the farms in the neighbourhood. Some of the islands in the

bay have been used by the Colonial Government as a Quarantine Station. Game is plentiful, and sportsmen find ample enjoyment there.

The Berg River separates Malmesbury from the adjoining district of Piquetberg; and along the course of the river, especially near its mouth, there are many miles of unoccupied lands, private property, which are admirably adapted for small agriculturists, who might produce quantities of grain and other articles that could be readily shipped along the river to a market. Some of the properties there are from 7,000 to 20,000 morgen in extent. The two most remarkable of them are those of Mr. Melck and Mr. Kotzé, which for the last forty years have been celebrated for the successful horse-breeding which has been carried on there. Mr. Kotzé's is to the south of the river, about twenty miles from its mouth, and Mr. Melck's on the opposite margin, but quite two miles distant, in a straight line across. In some seasons, when rains are heavy, and the river is swollen by the sea-tide, the whole of this space is covered with an expanse of water, so that one may step into a boat from Mr. Kotzé's stoep, row across, and land at Mr. Melck's. The water at such times is covered with myriads of wild sea-fowl, including regiments of flamingoes; and formerly hippopotami were harboured in the high reeds fringing the river, but now they have disappeared, the last having been shot in 1870. Except for a few months of the year, however, the water is confined to its ordinary bed, and the lands on each side form valuable tracts, with abundant pasturage, where horses, cattle, ostriches, and pigs are allowed to run day and night. These farms are devoted to every department of agriculture, although the rearing of first-class horses and cattle is their speciality. The best blood-stock, including horses of considerable celebrity, have from time to time been introduced, and the character and appear-

ance of their studs have been uniformly well-maintained. The annual sales of the young progeny bring together buyers from all parts of the Colony, and on such occasions the hearty free and unrestrained character of colonial life, and the unbounded hospitality of the colonial farmers, may be seen to the best advantage. Day after day there is open house, festive entertainment, and Beotian plenty; as at the Canterbury Franklin's, "it sneweth both with meat and bread," and every visitor receives at once a refined and cordial welcome.

The Berg River is one of the few navigable streams in the Colony. It rises in the mountains above Fransche Hoek and runs over a course of sixty-three miles to the bight of St. Helena Bay where it discharges itself. For a distance of about forty-four miles from its mouth it is used for the transport of produce by sailing-boats of various sizes up to forty tons and five-and-a-quarter-feet loaded draught. "Jantjes Fontein" is the highest and principal point of shipment—the village of Hopefield a few hours' distant being the chief depot, and by this means a large quantity of the produce of Malmesbury and Piquetberg is brought to market. At the mouth of the river small coasting vessels, drawing six or seven feet, may come in and there are jetties built there by private traders for loading and unloading cargoes. It is found, however, in consequence of the difficulties in the navigation of the bar and mouth, to be usually more expeditious to load and discharge vessels at the anchorage in St. Helena Bay by the cargo boats, especially as of late the work is facilitated by a small steamboat. Last year the Government engaged Staff-Commander May, R.N., to survey the river with a view to the improvement of its capabilities; and he reported that the principal obstructions could be removed, and the passage made navigable from the sea for fifty miles of its course at a moderate cost.

Of the obstructions at its mouth he says:—"The passage in and out is rarely impracticable from wind and weather during the summer months. The larger boats have to wait for the tide, small boats pass in and out at the lowest tide under oars, or sail if the wind permits their being handled through the winding channel between the rocks. During the winter season, however, when N.W. winds prevail, the passage is frequently wholly impracticable; the whole coast, from the shallow depths becomes a wide expanse of breakers; but I am informed that the subsidence is prompt upon that of the wind and that the passage is rarely closed on this account for more than a day or two at a time." Respecting the depths of the river he remarks: "The bar is distant from the mouth about a quarter of a mile; it has depth of four feet only at low water spring, with a rocky and sandy bottom; the passage of the mouth is so obstructed by rocks which much uncover at low water springs as to render it then only passable for small boats; and rocks, some only of which uncover, obstruct the navigation for the first three and a half miles of its course; it is free from rocks in its channel thence to a distance of eleven and a half miles from the mouth, where the last obstructive rock occurs. The rocky bed of the last three and a half miles of its course is mostly more or less covered with sand, at and about the mouth to an average depth of two to four feet on the banks, the bed there being kept free from sand by the accelerated tides. Throughout a distance of forty-four statute miles it has an average depth of six to nine feet; it has depths, however, of twelve, fifteen, seventeen feet, and in one place twenty-four feet, whilst there is no place where a five-feet draught cannot manage to find a passage, although in many places a narrow one. The bottom, where not rocky, is either sandy or sandy mud, and in a few

places only, mud alone." The limits of penetration upwards of the sea tide varies with the season. During the dry season, that of least fresh water in the river, it is not sufficiently fresh for drinking, below Zeekoe Island; it is often salt at Mr. Melck's and has been so at Haasenkraal (Mr. Breda's), beyond the present limit of navigation; whilst, on the other hand, when the river is "full" after rains, the banks, as already stated, are overflowed, much of the adjacent country is laid under water, and fresh water runs unmingled for several miles into St. Helena Bay.

Captain May states that during the past year, 1873, the following produce was shipped out of the Berg River, viz.:—Wheat, 22,500 bags; rye, 9,235 bags; barley, 2,328 bags; oats, 23,077 bags; tobacco, 5,145 lbs.; whale oil, 1 cask; butter, 3 casks and 2,000 lbs.; beans, peas, &c., 790 bags; hides and skins, 1,150; eggs, 10,000. Most of the exported produce is sent to Cape Town, but much of the oats, rye, &c., to the northward for the supply of the mule trains, &c., in connection with the copper mines of Namaqualand. Two years ago (in 1872) the wheat crop in the neighbourhood was so abundant that 7,000 bags were shipped direct to the London market by the steamship *Marc Antony*.

The village of Piquetberg or Piketberg, as it is sometimes named, is a few miles north of the Berg River and distant about eighty miles from Cape Town. It is on the direct road to Clanwilliam, and the bridge which spans the river near to it—an iron lattice structure which cost £28,000—is one of the finest in the Colony. The Piquetberg Mountain got its name from the circumstance of a company of soldiers being stationed there in the olden time; now its plateau is occupied as a farm where a large flock of sheep is grazed and a quantity of tobacco is grown. The village, which is very small, only numbering about forty or

fifty houses, is situate on a slope at the foot of the mountain, and commands a fine uninterrupted view of the country to the north and south-eastward for some twenty miles. A Dutch church (in which English service is also held), and public offices and schools have been erected, the village being the seat of magistracy. It has a plentiful supply of clear water, and the several roads leading from it, over the Grey's Pass to Clanwilliam, to the Twenty-four Rivers, and to Cape Town, are for some distance protected by avenues of trees in luxuriant growth. A new village called Porterville has been established in the ward Twenty-four Rivers on the line of road from Clanwilliam to Tulbagh and Wellington, and from its position it is not unlikely that it may in course of time outstrip Piquetberg. There are two Moravian Mission institutions in the district, one at Goedeverwachting and another at Wittewater, where the native labouring population are provided for. The farms of the division are highly productive both in cereals, fruits, and tobacco, and pasture numbers of horned cattle, horses, and some sheep. There is, however, a large portion still uncultivated, and in parts of the flats and Zandveld the occupiers are a poor and ignorant class, as backward as any who are to be found in the extreme border districts. From the want of roads they have been to a great degree isolated from their neighbours, and are not yet much affected by the spirit of enterprise and industry which elsewhere prevails; but here and there intelligent proprietors from other parts are settling amongst them, whose energetic example will no doubt soon have an educating influence. Their communication with the best markets has also been improved by the opening of a new bridge over the Twenty-four Rivers, which gives the district the advantage of easy access to the line of railway at Tulbagh Kloof.

Fishing is carried on in all the bays which indent the coast along these divisions. At some places, fishing grounds have been let by Government on leases of five years at £1 per 100 feet. At other places, such as Kalk Bay, Somerset, Saldanha, and St. Helena Bays there are large private establishments for the curing and export of the bountiful treasures of the deep, which give employment to numbers of the coloured people. The value of the industry at Kalk Bay and Table Bay is estimated at £35,000, inclusive of home consumption. And at Saldanha and St. Helena Bays last year it amounted to £11,600. Both in Malmesbury and Piquetberg there are several salt-pans some of which yield large supplies of excellent salt.

III. THE WEST COAST DISTRICTS.

North of Malmesbury and Piquetberg, proceeding along the coast, is the division of Clanwilliam, which once embraced the whole of the country extending to the Orange River, covering an area of about fifty-six thousand square miles. It is now separated into the three districts of Clanwilliam, Calvinia and Namaqualand. Of these Clanwilliam is the smallest, having an area of 5,930 miles, of which only 10,000 acres are returned as under cultivation. The natural scenery here as elsewhere on the West coast is dull and uninteresting. As a rule, the features are a broad belt of sand, then low scrubby bush swelling into hills of moderate height, and then a back-ground of mountains, whose rugged, but in many parts picturesque peaks form the margin of a table-land, 3,000 feet high.

Although an old established district, dating as far back as 1808, and partially occupied by a handful of the immigrants of 1820, Clanwilliam has not advanced equally with other parts of the Colony. The absence of roads, and the natural obstacles to transport from heavy sand tracts and mountain barriers, are among the causes which have kept it for years in a stagnant state. When no market was accessible, there was little inducement or stimulus for the farmers to cultivate more than for their own consumption. Now, however, there is a good road all the way to Cape Town about 160 miles, and for nearly one third of this distance the railway from Tulbagh Kloof may be used. The most fruitful portions of the district itself, such as the Cedarbergen, Bidouw, and Oliphant's

River, are being opened to the interior by a road now in course of construction over the Pakhuis Mountain. And if an effort was made to open Lambert's Bay (about forty miles from the town of Clanwilliam) as a port, by removing the monopoly of trade there, improving the anchorage, and constructing a tramway or even a hard road over the Zandveld, a great stimulus would he given to the development of the local resources. One part, known as the Lower Oliphant's River, is highly productive, and especially fitted for individual industry. This forms what has been termed "the Nile Lands" of South Africa. The river which rises in the Winterhoek, the highest peak of the Tulbagh and Bokkeveld Mountain range, runs through the district and receives several tributaries, carrying along with them the surface soil of the Calvinia Karoo and Bushmanland. At certain seasons when the river is flooded and overflows, the adjacent land is covered with the mud or "slick," and is marvellously fertile. Under ordinary favourable circumstances it yields at an average one hundred fold. The soil, however, before it produces to this extent, requires soaking for about twenty-four hours, consequently no rain has any productive effect upon it, except when of sufficient amount to produce floods having a sluggish pace or after the evaporation of standing pools. The "stooling" of cereals varies from twenty to as many as one hundred and sixty stalks from one grain. Mr. P. Fletcher, Government Surveyor, who examined the Oliphant's River in 1859, reported that the quantity of land of this character along its banks amounts to 8,700 acres. He further drew attention to the Holle or Zout River, a tributary of the Oliphant's River as equally fertile, remarking:—"By its arteries it brings together the rich Karoo soil of the Hantam and Hardeveldt, and the rich sandy soil of

Bushmanland. The best crop of oats I have seen in Africa was in the deposit of this 'periodical.' Other portions are of a very saline character. At a rough guess, I believe that in many spots a dam might be constructed three or four feet high and a couple of hundred feet long, which would flood several hundred acres, thereby rendering them richly arable. I have measured some of last year's 'slick,' two feet deep; this, of course, was under the most favourable circumstances, but by the use of dams, the deposit might be regulated, the fresh slick might be allowed to deposit to its full extent, so that in a few years the lands would be out of the reach of ordinary floods—if desirable that they should be so. By this system of irrigation, even the most saline basin would become available to agriculture, and about nine or ten thousand acres on the banks of this one periodical river might be brought under cultivation, which would even excel the richest soil in the 'Boland' (upper country). This is at least my confirmed opinion. Several of the tributaries to the Zout River have extensive Karoo deposit. Some of their basins reaching to nearly one mile in breadth, and their fall so little, that, standing in their delta, a person cannot sometimes judge with the eye which direction water would flow. Their water-course, which winds through the middle of the deposit, is always well-defined, and shows a longitudinal section of the plain. Except in ordinary heavy rains, those channels carry off all the water without overflowing, while a few pounds would leave them in a condition to produce fifty, eighty, or even one hundred-fold. Such is the nature of the Farsh River, Geelbek River, portions of the Troe-Troe River, Oorlogs Kloof, the Zak River at Amandelboom, and other tributaries of the Hartebeeste River. I have not seen the latter, but have been more than once informed that it has, in some places, a deposit of

an hour on horseback in breadth (about five miles), and that when it does overflow there is abundance of grass for all the cattle that visit that quarter. If this description of the Hartebeeste River be correct the products it may be able to yield, either in the form of grain or pasture for cattle, would appear to most people fabulous. We have here, and not here only, but over an extensive portion of the whole Colony, the richest soil in the world, lying at present for two-thirds of the year utterly unoccupied, waste and worthless."

Notwithstanding the natural capabilities of the Oliphant's River, they remain undeveloped, owing in a great measure to the apathetic disposition and habits of many of the farmers there. An enterprising colonist who visited them some time ago, says:—"I strolled along the banks of the river and was much struck with the extremely fertile appearance of the soil and the very little which had been done for turning it to account. It seemed as if the Creator had done everything for the country, and man nothing. Scarcely any rain had fallen for some time past, and the river had not overflowed its banks for more than a year. The stocks of grain and vegetables were getting very low. The farmer was complaining much about the long protracted drought, and when he had finished, I took the liberty of pointing out how he could, by leading out the stream for the purposes of irrigation, or by fixing a pump, to be propelled by wind on the river's bank, secure an abundant supply, independent of the weather. He seemed to listen with some interest to the development of my plans, and I began to hope that he had decided upon doing something to relieve himself of the difficulty; but eventually, after turning round and scrutinising the whole horizon in the direction of the river's source, as if in search of some favourable symptom, he yawned heavily, and

merely observed:—'Ach! wat, dat zal een dag regen.' ('Oh, it will rain one day!')

Mr. Fletcher in his report to Government estimated the European farming population along the irrigable portion of the river at 120 souls, and says:—"When there is an overflow of the river they are active enough. Day and night they work incessantly; the sun and moon alike witness that they do not eat the bread of idleness. But talk to them of improvements in the way of artificial irrigation by dams or pumps, and they ridicule the idea. Those of them who have a vague notion that something might be done in this direction, fear the introduction of taxation; but perhaps the idea most dreaded of all is, that the land will somehow or other get into the hands of strangers (*vreemde menschen*), or that such will be encouraged to settle among them. This is a fact which indicates more deep-seated ignorance than any other; it is one which extends throughout the length and breadth of Clanwilliam. As is the case in the other wards of the district, education is at a very low ebb. There is only one family that has a teacher, to whom several of the neighbours send their children. An inspection of this school shows at once the industry of the teacher and the perseverance of the scholars; there are ten of the latter, the most of them grown-up and some of them even married; they are taught to read their catechism, but the greater portion and efforts of their time is devoted to writing a copy of a manuscript letter placed before them. By the end of six weeks (the time generally supposed requisite to complete their education) they can produce a tolerable copy of the original epistle. It is really astonishing to see the progress they make even under this system. Arithmetic is not taught, and I believe there is not one of the farming population I allude to who can cipher a sum in the simplest rules of arithmetic. All

the farms along the irrigable portion of the river are partner farms, or what they call *maatschappy plaatsen*; some of them have to the number of seven proprietors, generally brothers or brothers-in-law. Those imaginary shares are again subdivided among their families. One of themselves pointed out a farm where seventeen individuals could claim shares. Nothing is more ruinous to the moral as well as material progress of those farmers than the principles of *maatschappy* farms. Quarrels (*voezies*) are created between brothers about cutting a bush, allotting flooded river ground, or keeping a few extra bucks, which extend over years, and, in some instances, through life. In talking to some of the most intelligent of the people, they appeared very desirous of having a portion of land that each could call his own; but doubted whether they could demand a division. I believe they can. One thing, however, is certain, that until these *maatschappys* are done away with, there will be no harmony or prosperity on the Lower Oliphant's River."

Equally discouraging is the account Mr. Fletcher gives of the condition of the Rhenish Mission Institution of Ebenezer in the same locality. It is richly endowed with lands of 12,000 morgen in extent, of which 1,100 acres is rich river ground, besides grazing rights over 27,000 morgen on the north side of the river. There was on this place a total population of only 276 souls. There was a church and school, and mission buildings to the extent of a couple hundred feet frontage, all built entirely at the expense of the society. Three brick and stone houses were the only representatives of native industry; all the other dwellings were miserable hut and mat houses. The families of the natives are very poor, and live at certain seasons almost wholly on pumpkins, which vegetable they grow along the edge of the river or wherever the water has happened to overflow. When ripe, it is cut

up in strips, dried, and stored for future use. Muids of the larvæ of the ant are at another season consumed. Few of them like the occupation of fishing; most of them prefer the chase. Mr. Fletcher adds:—"I shall now show what the society had in their power to do, even with a portion of the means at their command, by simply adopting the rude appliances which have proved so abundantly successful for raising water for irrigation in India. Two men and eight oxen can raise water from a well sufficient to irrigate eight acres of ground, thirty men and fifteen such spans will, consequently irrigate 120 acres, which would, on the Oliphant's River, give at least a return of 2,000 muids of corn; this would give more than five muids to every man, woman, and child on the institution, or nearly three pounds per diem to each, for 365 days, besides one or two other crops for feeding cattle, &c. There would still remain river land to the extent of 1,780 acres, skirted for nine miles by a dam of water 400 feet wide and an average depth of about ten feet, banked at the lower end by the sea water and at the other fed by four or five cubic feet of water per second—even at the end of the dry season. From the above facts it appears that Ebenezer alone could support comfortably a population of at least 50,000. To make this statement more palatable, halve it—and say 25,000; or if you doubt the assertion still, refer to standard works on irrigation—such as Smith's, Cotton's, &c."

But it must not be inferred from these remarks that the inhabitants of all parts of the district are open to the reproach of being as apathetic as those above described on the Lower Oliphant's River. From the Zandveld as much as 18,000 bushels of grain is shipped to Cape Town in a good season. The field-cornetcy of Troe-Troe, where a village has now been formed, produces corn, wine, and dried fruits. Along

the Upper Oliphant's River there are a succession of fine properties surrounded by orchards and orangeries; and the latter attain to wonderful perfection in this locality. The Bidouw and Cedarbergen are also noted for various products, such as wine and brandy, tobacco, whipsticks, and all sorts of fruits. Here the cedar tree (Widdringtonia Juniperoides) gives employment to many persons engaged in cutting and supplying timber to Clanwilliam and other places. There is likewise an excellent mission station of the Rhenish Society in striking contrast to that at Ebenezer. It is named Wupperthal and forms quite a small village. Cotton and flax are cultivated, and there are tanning, hat-making, and tobacco and snuff manufactories, all under the superintendence of the missionary.

During the last ten years there has been a marked change for the better amongst the farmers generally. Schools are now opened, and education is appreciated. Woolled sheep are being preferred to the African, and there are merino flocks of 3,000 and upwards. Angora goats have been introduced, although not with so much success. Large enclosures are made for ostriches, which are here in their natural veldt. Horse-breeding is carried on by several persons, and cattle breeding is very extensively engaged in by all. Sheep once accustomed to the pastures do well, but salt is freely given to them as well as to cattle and is found to be very beneficial; it is readily obtained at 1s. per bushel from the salt pans along the Zandveld.

The town of Clanwilliam is considered one of the hottest places in the Colony in the summer months. It is situate in a basin, near the junction of the Jan Dissels and the Oliphant's River. There are Dutch and English Churches, schools, and public offices, and the private dwellings are surrounded with well watered and fertile gardens. The population of the town at the last census was 330, and of the district 3,500. The value