

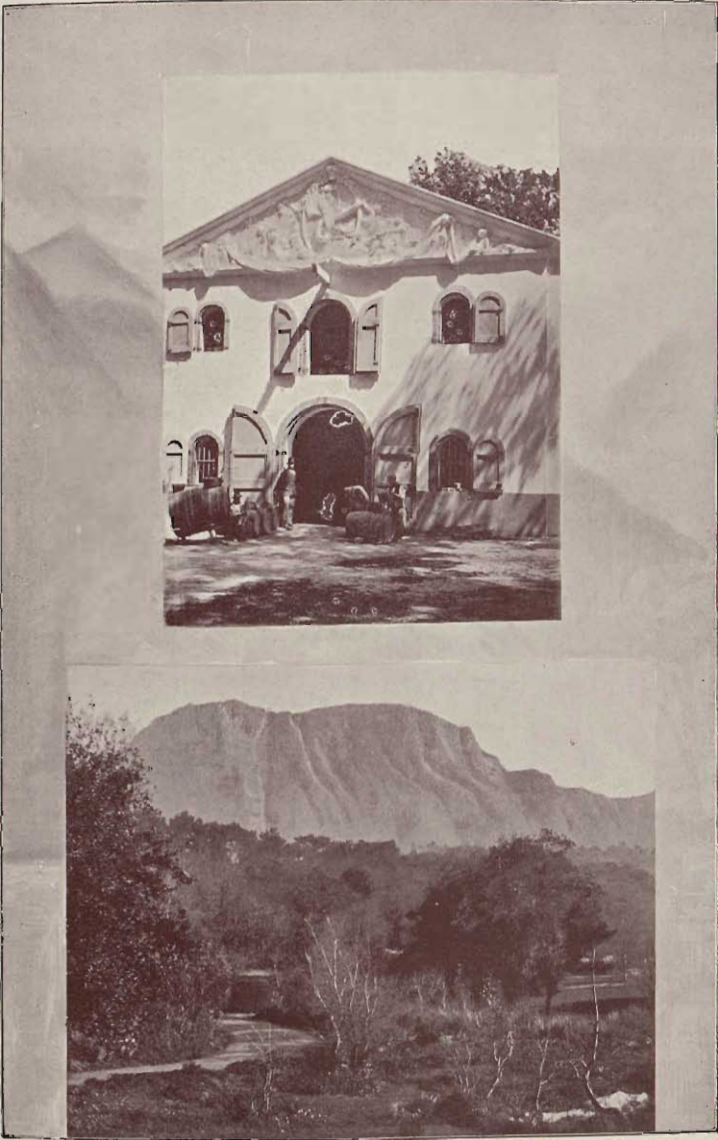
THE SOUTH AFRICAN GOLD FIELDS.

The chief centres of the gold fields in the Transvaal are Johannesburg (Witwatersrand), and Barberton, which can be reached in the following ways:—

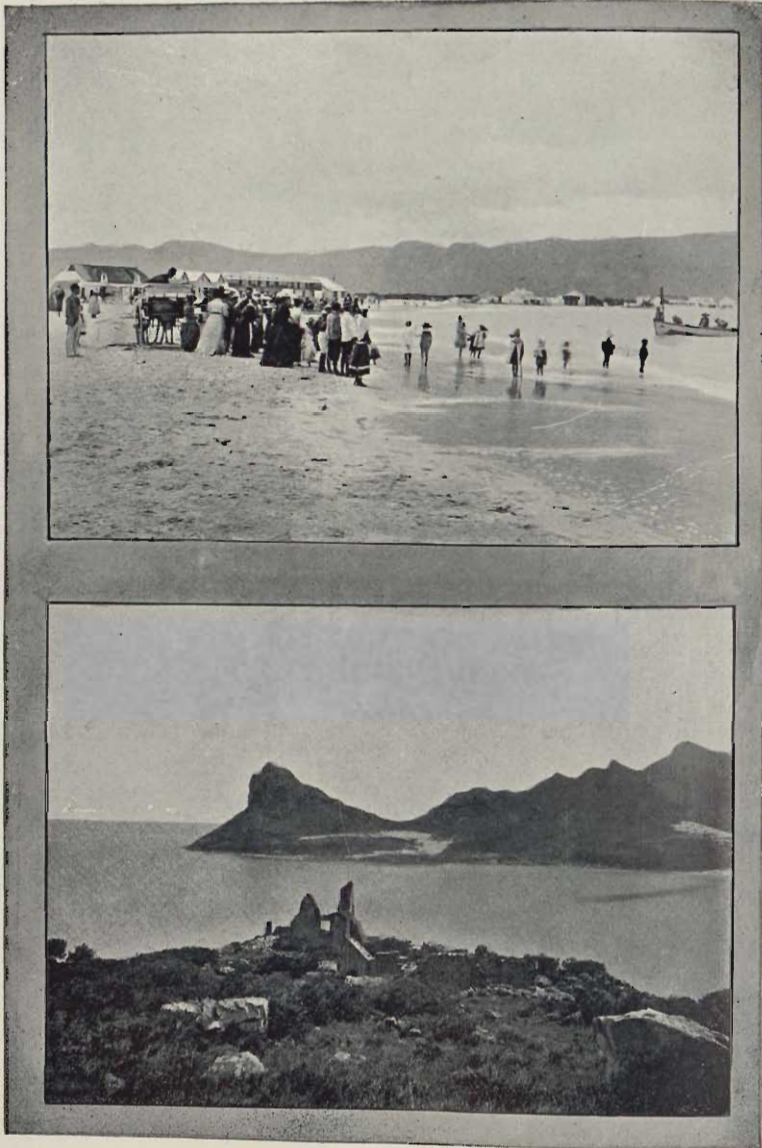
TO WITWATERSRAND.

	Miles.	Hrs.	SINGLE FARES.								
			1st Class.		2nd Class.		3rd Class.				
			£	s. d.	£	s. d.	£	s. d.			
Cape Town to Johannesburg by rail (<i>via</i> Bloemfontein) ...	1,014	*57	11	11	9	7	17	6	4	8	9
Port Elizabeth to Johannesburg by rail (<i>via</i> Bloemfontein)	714	42	8	3	6	5	12	11	3	3	9
East London to Johannesburg by rail (<i>via</i> Bloemfontein) ...	665	45	7	12	6	5	5	6	2	19	8
Durban to Johannesburg by rail ...	484	27	6	1	0	4	6	6	2	6	6

* 49 hours by express train, leaving Cape Town on Thursdays, and carrying first-class passengers only.



CONSTANTIA.



HOUT BAY.

PRETORIA.—The time occupied to Pretoria is $1\frac{1}{2}$ hours longer than to Johannesburg, and the additional fares are:—7s. 1st Class, 6s. 2nd Class, and 4s. 6d. 3rd Class.

TO BARBERTON.

	Miles.	Hrs.	SINGLE FARES.								
			1st Class.		2nd Class.		3rd Class.				
			£	s. d.	£	s. d.	£	s. d.			
Cape Town to Barberton by rail (via Pretoria)	1,324	90	15	10	0	11	2	0	6	7	0

Arrangements have been made for miners in parties of 10 or more, who book by the Union and Castle Companies' intermediate steamers at the reduced rate, to travel from Cape Colonial ports to Kimberley or Johannesburg for 25 per cent. less than the ordinary fares.

DELAGOA BAY ROUTE.

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

THE BRITISH SOUTH AFRICA COMPANY'S TERRITORIES.

MAIN ROUTES.

There are two Main Routes from Cape Town to Mashonaland:—

1. "Overland Route," *i.e.*, by rail *via* Kimberley and Mafeking to Mochudi, the temporary terminus of the line now being extended, or Pretoria, and then by post-cart or ox-waggon through Bechuanaland or the Transvaal to Tuli, and on by the Selous Road to Salisbury (distant from Mochudi 700 miles; from Pretoria 780 miles).
2. By the "East Coast Route," *i.e.*, by sea to Beira, at the mouth of the Pungwe River, and then *via* the Pungwe River and the Beira Railway (distance about 223 miles to Umtali and 380 miles to Salisbury).

1.—OVERLAND ROUTE TO MATABELELAND, *via*
BECHUANALAND OR PRETORIA.

RAIL, POST-CART AND COACH ROUTE FARES.

	Miles	Time	FARES		
			1st Class	2nd Class	3rd Class
			£ s. d.	£ s. d.	£ s. d.
Cape Town to Mafeking by Rail	870	55 hrs.	9 15 4	6 13 8	3 12 6
Mafeking to Bulawayo by Coach	550	5 days	22 10 0	22 10 0	22 10 0
Cape Town to Pretoria by Rail	1040	59 hrs.	11 18 9	8 5 6	4 13 3
Pretoria to Bulawayo by Coach		6 days	22 10 0	22 10 0	22 10 0

2.—OVERLAND ROUTE TO MASHONALAND, *via*
BECHUANALAND OR PRETORIA.

RAIL, POST-CART AND COACH ROUTE FARES.

	Miles	Time	FARES		
			1st Class	2nd Class	3rd Class
			£ s. d.	£ s. d.	£ s. d.
Cape Town to Mafeking by Rail	870	55 hrs.	9 15 4	6 13 8	3 12 6
Mafeking to Fort Salis- bury by Coach ...	750	9 days	34 10 0	34 10 0	34 10 0
Cape Town to Pretoria by Rail	1040	59 hrs.	11 18 9	8 5 6	4 13 3
Pretoria to Salisbury by Coach	780	9 days	34 10 0	34 10 4	34 10 0

—EAST COAST ROUTE TO MASHONALAND, *via* BEIRA.

	FARES						
	Miles	1st Class			3rd Class		
		£	s.	d.	£	s.	d.
Beira to Fontesvilla by Pungwe River Steamer	40	1	5	0	1	5	0
Fontesvilla to Chimoio by Rail ...	75	2	0	0	1	0	0
Chimoio to Fort Salisbury by Wagon and Coach	256	9	0	0	9	0	0

SIMON'S TOWN NAVAL STATION.

Twenty-two and a half miles from Cape Town is Simon's Town, which is reached by rail from the City in about an hour and a quarter. It is the headquarters of the Cape and West Coast Naval Squadron. The Bay is a most sheltered one and affords splendid anchorage in the worst weather. The dockyard accommodation is very extensive, and is fitted with all the appliances necessary for refitting and repairing the vessels maintained on the station. Admiral Bedford is at present in command, and resides at Simon's Town. The town itself is pretty, has a population of close upon 4,000, and enjoys an almost perfect climate, the mean maximum air temperature for the year being 70·4 deg., and the mean minimum 57·1 deg. Architecturally, the town cannot boast of any particular feature, although there are two Naval Hospitals, also Episcopalian, Roman Catholic, Dutch, and Wesleyan Churches.

THE SUBURBS.

Cape Town possesses suburbs of a charming character, especially beyond Salt River, on the Wynberg line. A capital train service is in vogue, and beyond Wynberg frequent trains run to that favourite watering place, Muizenberg, and on to St. James', Kalk Bay, and Simon's Town.

CLAREMONT is a delightful suburb, six and a half miles from Cape Town. There is a large public hall, where all classes of entertainments are frequently held.

NEWLANDS, scarcely so far out, is chiefly notable for the Western Province Cricket Ground, which is located there, where the chief cricket and football matches are played. In the splendid grounds

there is a commodious pavilion, and the surroundings are one mass of foliage. The Bishop of Cape Town resides here, and Newland's Avenue, leading to his house, is one of considerable beauty.

OBSERVATORY ROAD is a suburb which is increasing at a great rate. The place takes its name from the Cape Observatory, which is situated on the Maitland side, and its close proximity to Town renders it a convenient place of residence for the commercial community. It is practically at the foot of the Devil's Peak, and although an exceedingly healthy suburb, receives the full force of the south-east winds.

MAITLAND is a low-lying village, and makes but little progress. The largest cemetery in the Colony is located here, and funeral trains are run regularly every day.

MOWBRAY adjoins Observatory Road on the Wynberg Side, and shows signs of rapid growth.

ROSEBANK is a village of considerable charm, its suburban tranquility being scarcely disturbed by the presence of a match factory in the vicinity.

RONDEBOSCH, five miles from the metropolis, may be regarded as the most favoured suburb. From many points a magnificent view can be obtained of the back of Table Mountain, and generally the scenery is of a delightful description. Groot Schuur, the residence of Mr. Cecil Rhodes, is at Rondebosch, and many leading citizens and politicians also reside there. It has the advantage of an excellent service of trains, and of nearness to the City.

SALT RIVER is an important junction on the Cape Government Railways, and is situated two miles from Cape Town. It is the site of the Railway Carriage and Locomotive departments, in which a large number of employes are engaged—over 450. Salt River is thickly populated, principally by the artisan class and a fair sprinkling of coloured people.

WOODSTOCK is about a mile from the City. It has a capital beach for bathing, and vans can be had for hire. Craig's Battery is close by, and is one of the most important links in the defensive works which protect the Town and Bay. The district is a thriving one, and the population increases apace.

WYNBERG may be taken as the suburban limit, although just beyond are those watering places already referred to. It is a distance of eight miles from Town, and is a delightful retreat. One of its best features is its water supply, which was brought from a neighbouring mountain at an outlay of £16,000. The south-east winds are escaped here, and the military camp on Wynberg Hill is considered the most healthy of foreign stations.

SEA POINT AND GREEN POINT.—The increased facilities afforded by the Metropolitan and Suburban Railway line for locomotion has, in conjunction with an excellent tramway service, done much to develop these localities. By the means alluded to those engaged in business are conveyed home with commendable expedition by both systems, and the cool evenings by the sea render the district most enjoyable and refreshing to its inhabitants.

THE JEWISH SYNAGOGUE.

On the Day of Atonement, 1842, the first celebration of Jewish rites in Cape Town took place in the residence of Mr. Benjamin Norden (in Hoff Street), a member of the Hebrew community. Messrs. Simeon Marcus and Samuel Rodolf officiated on the occasion. The outcome was the purchase of a building in St. John's Street, and its conversion into a Synagogue and dwelling-house for the minister, the Rev. Mr. Pulver, formerly of Cheltenham. This gentleman officiated for two years, and then left for Melbourne. The Rev. Joel Rabinowitz came out from England in 1859, and two years later the community acquired property further in St. John's Street, belonging to Mr. Meyer, for £1,800. This was purchased with a view to a permanent Synagogue being erected, and in September, 1872, Mrs. R. Rudolph laid the foundation-stone. The consecration ceremony took place twelve months later. Our illustration gives a capital idea of the artistic design followed. The cost was £2,400.

SCHOOL AT MUIZENBERG.

An excellent school for boys and girls has been established by the Rev. R. R. Vyvyan, at Muizenberg, which is a great convenience for those residing at the seaside, or for those who wish to place their children in a healthy locality where they can receive a sound education.

SWIMMING BATHS.

Cape Town's suburbs have set an excellent example to the city in the matter of establishing public swimming baths, and though the initiative has been due more to private enterprise than official exertion the inhabitants of the localities benefited are doing their share by giving practical support to the various natorial establishments. Claremont was the first to lead off along the path of public cleanliness; Sea Point, aided by its nearness to the briny, followed suit; and then Observatory Road; so that everyone can now enjoy the many advantages to be derived from the presence of well-constructed and well-equipped swimming baths.

THE MILLBURN SWIMMING BATH,

at Claremont, was opened on March 16th, 1895. It was built by Mr. H. Donnan; and is supplied with water direct from the mains of the Cape Town District Waterworks Company. The measurement of the bath is 60 by 30 ft.; it is lined with white glazed tiles, and furnished with thirty-six dressing boxes, above which is a spacious gallery for the accommodation of spectators on entertain-

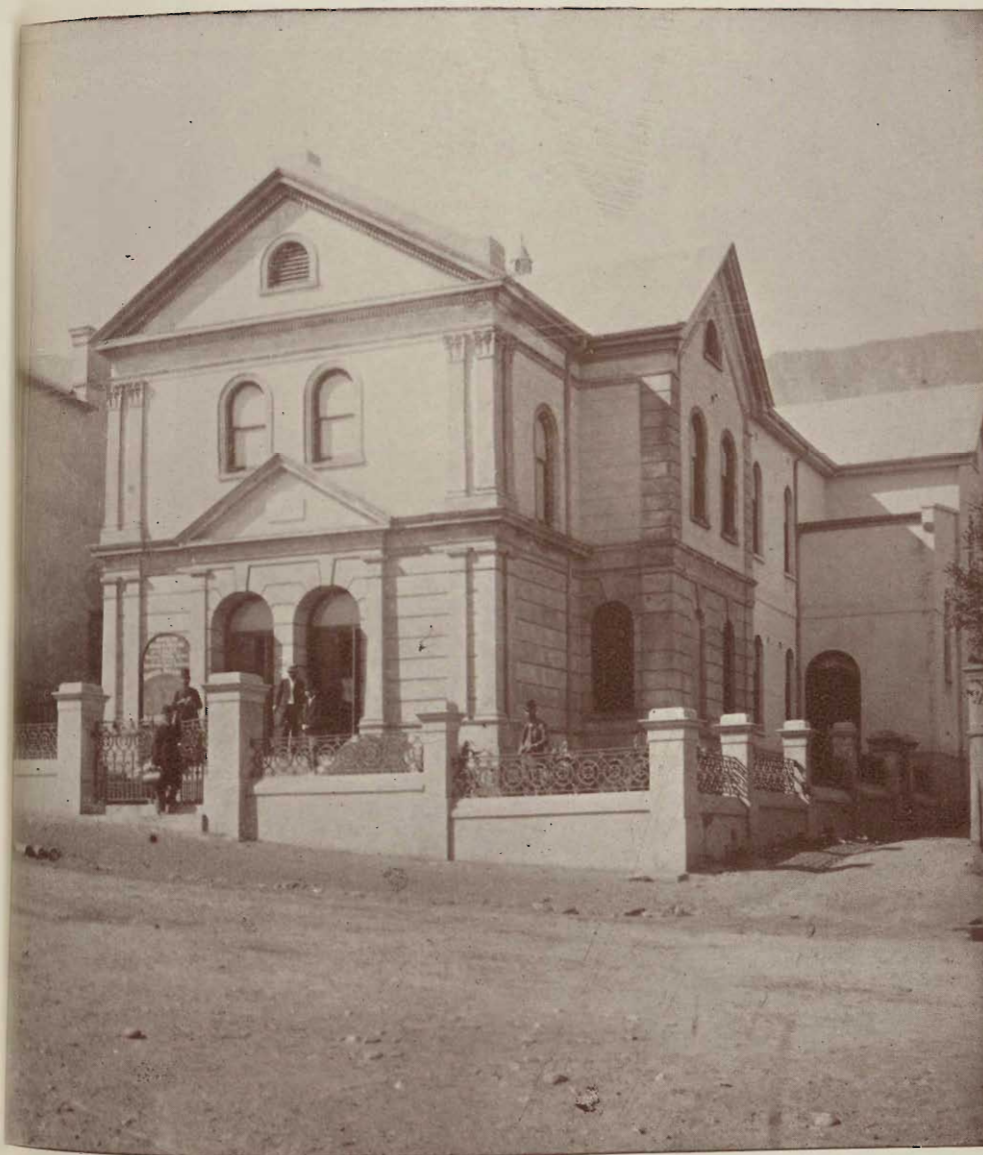
ment occasions. The depths ranges from 3 to 7 ft. The building is lighted through skylights in the daytime, and by electric light at night. The water is so constantly renewed, that the most fastidious bathers need have no objection to using the baths. The nearest railway station is Claremont, on the Wynberg Line, and the bath is situated about five minutes' walk from the railway. For hours, &c. application can be made to the management.

OBSERVATORY ROAD BATH.

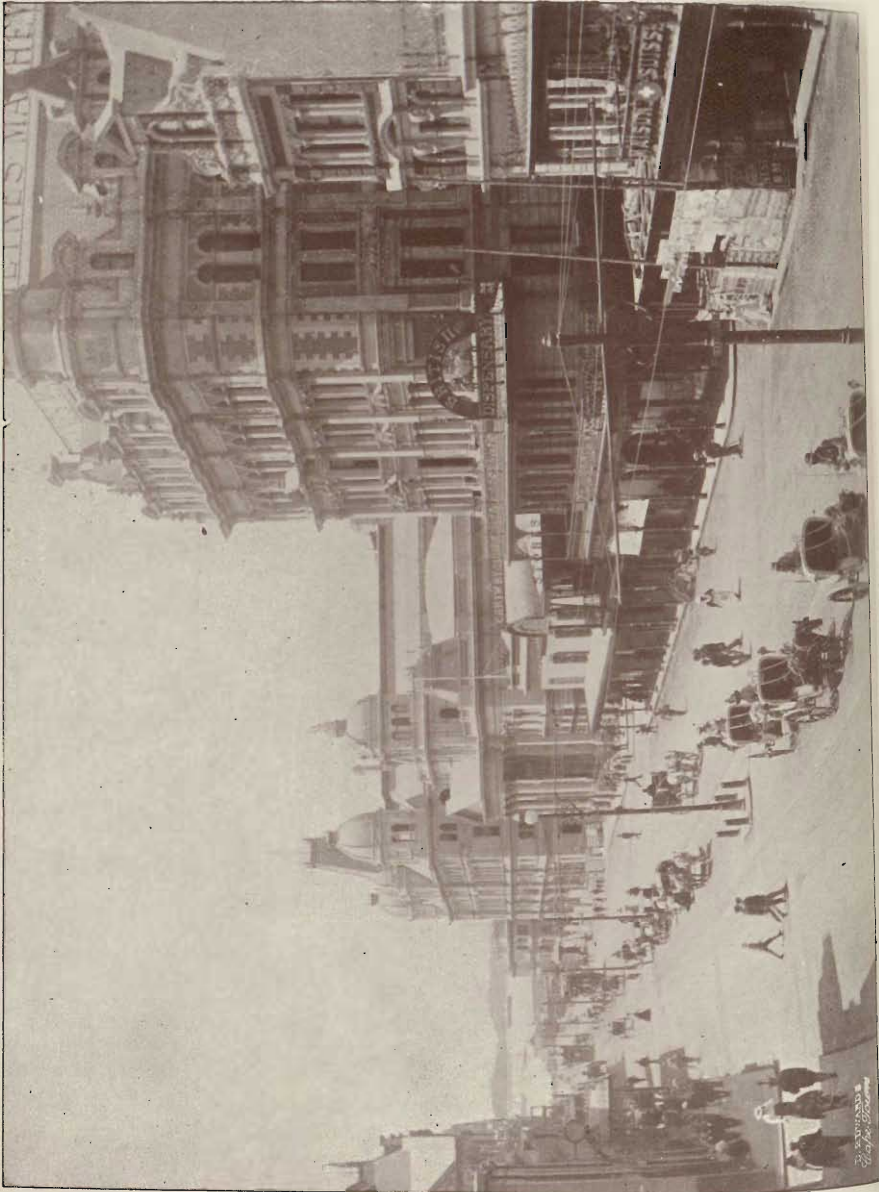
A visit to the Observatory Road Swimming Bath will show that neither trouble nor expense have been spared to adequately fit the building for the purposes for which it is intended. The outlay on the part of the enterprising proprietor, Mr. Hasserus, has been very considerable, but the result is an excellent swimming bath some sixty feet long, with a depth of nearly nine feet at the deepest end. An ingenious spray arrangement has been introduced by which any dirt which may accumulate upon the surface of the water is driven to one end of the bath, and thus the water is kept free, as far as may be, from impurities. A good supply of water is constantly obtained from the District Waterworks Company, and residents who make frequent use of the facilities afforded for swimming and bathing speak in the highest terms of the establishment and its management. Observatory Road, as most suburban residents know is conveniently situated near the line, and trains run about every half-hour, so that those living as far as Rondebosch on the one side or Cape Town on the other, are within easy distance of these Baths. The water used is beautifully fresh and clear. There are dressing boxes fitted up all round the building, and the sides and bottom of the bath are laid with white tiles. The admission is only a modest sixpence, and a towel and bathing costume is also supplied if wanted.

SEVENTH DAY ADVENTIST CHURCH.

The work of the Seventh Day Adventists in this country began about ten years ago. A few individuals, becoming dissatisfied with their Christian experience, met together for a time to study the Bible and search for further light. They soon became convinced that to live up to the teachings of the Bible they must turn to the observance of the seventh day of the week as the Sabbath. Some time after they had taken this step they learned that there was a denomination of Seventh Day Adventists in America. An appeal, accompanied with a cheque for £50, was sent to the General Conference in America in 1887, in response to which Elders C. L. Boyd and D. A. Robinson, with their families and several colporteurs, came to the Colony early in 1888. Early in 1891, Elder A. T. Robinson came to this country, since which time he has laboured principally in Cape Town and suburbs. The work during the past



VIEW OF SEVENTH DAY ADVENTIST'S CHURCH, ROELAND ST.



VIEW OF ADDERLEY STREET.

Photo-E. H. Short.

five years has become quite firmly established in this country. The Roeland Street Church, a neat and commodious house of worship, with a well-arranged book depository, offices, etc., has been built during that time; also a Church in Claremont with a seating capacity for three hundred; the Claremont Union College and Boarding Home for Students; an Orphan's Home; and their latest denominational venture has been the establishment of the Claremont Sanitarium, a cut of which is shown on another page. Several Churches have also been established in other parts of the Colony. The reports presented at their annual Conference in January, 1896, showed an increase of converts to the faith of over one hundred during the year. Over £26,000 sterling has been invested in their institutions in Cape Town and suburbs.

A monthly journal, called "The South African Sentinel and Gospel Echo," in English, with its Dutch edition, called "De Wachter," was begun in August, 1895, since which time its monthly circulation has averaged over 4,000 of the former and 2,000 of the latter. Elder A. T. Robinson, who has been President of the South African Conference since its organisation four years ago, edits the journal.

"THE SOUTH AFRICAN SENTINEL AND GOSPEL ECHO," a 16-page monthly, published by the International Tract Society, 281, Roeland Street. Single copies 3d., 3s. 6d. per year.

SOUTH AFRICAN PHILOSOPHICAL SOCIETY.

This society was founded in 1877, on the motion of Sir H. B. Frere, for the purpose of promoting original research and of recording its results, especially as connected with the natural history, physical condition, history, geography, statistics, industrial resource, languages and traditions of South Africa. Meetings are held once a month, when papers relating to the subjects in question are read. The president is Dr. David Gill, F.R.A.S., Astronomer Royal.

THE SALVATION ARMY.

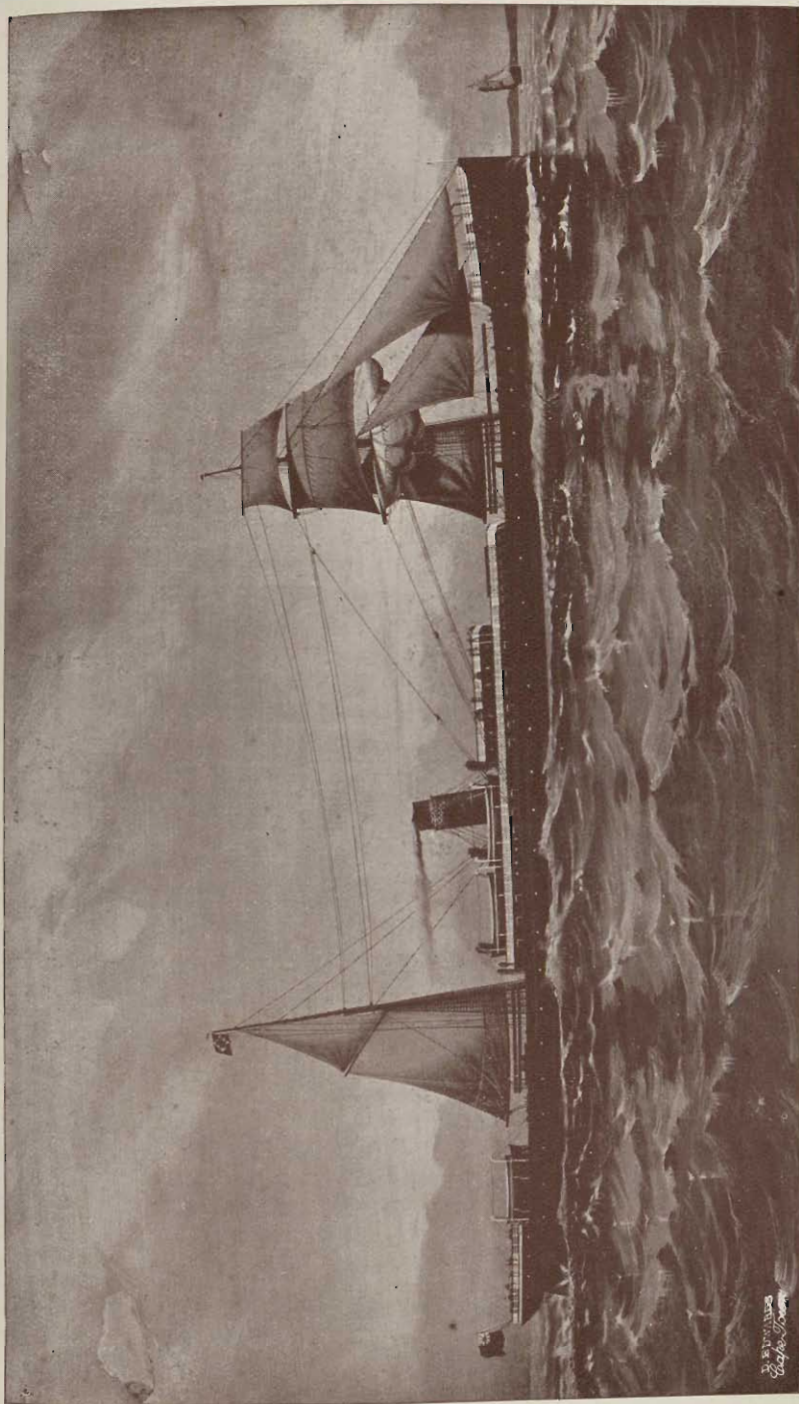
Has its headquarters for South Africa in Cape Town. The building which answers this purpose has recently been erected in Loop Street, at a cost of about £5,000. It comprises fourteen

offices, which are occupied by eighteen officers. At the back of the business premises is a capacious hall for public meetings, and at the back of that again is a dwelling-house used as a garrison for the training of cadets, *i.e.*, candidates for officership. The No. II Corps is situated in Sir Lowry Road, and the No. III Corps is situated at the lower end of Buitengracht Street. There is a rescue home for fallen women at No. 50, Constitution Street, the officers of which visit the lowest brothels in the town, and often succeed in persuading the wretched inmates to leave their life of shame and seek salvation as well as temporal refuge in the rescue home. From here they are either restored to their relatives or sent to situations. The Social Farm and Home for Discharged Prisoners is at Rondebosch, where seven officers are engaged in reclaiming the ex-criminal. A Night Shelter for men has just been opened in Anchor Street off Bree Street and near the Dock Road, where an average of fifty men sleep nightly, and where cheap meals for poor men can be obtained. The business in connection with these departments is executed at headquarters, Loop Street.

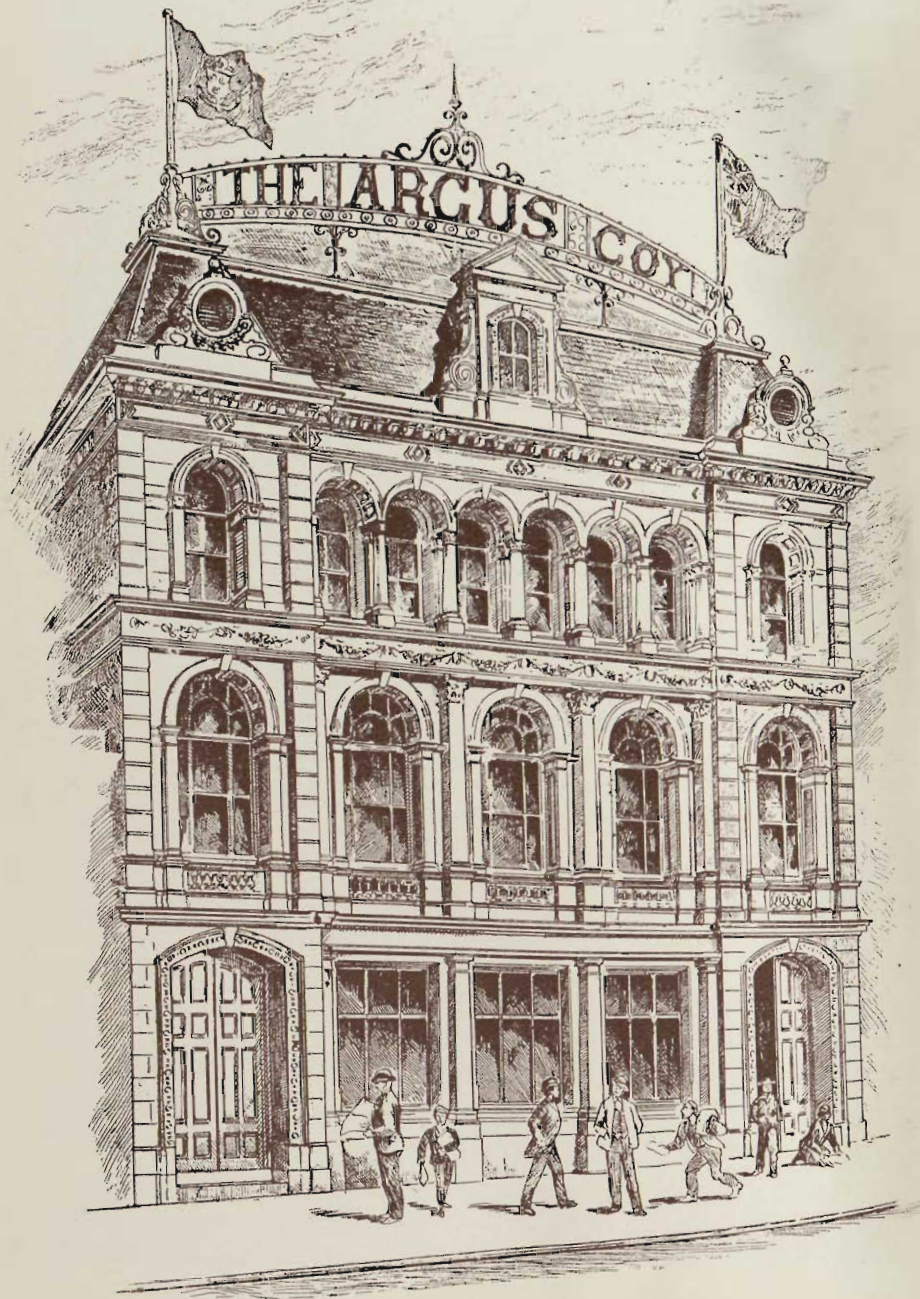
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ST. GEORGE'S CATHEDRAL.

On April 23, 1850, the foundation stone of the St. George's Cathedral was laid by the Governor, Sir Lowry Cole, with Masonic honours; all the clergy taking part being Freemasons. The edifice is at the top of St. George's Street where it is particularly conspicuous. The building was opened for public worship on St. Thomas's Day, 1834, but was not consecrated until after the arrival of Bishop Grey in 1838. The design of the Cathedral is Grecian and was copied from Christ Church, St. Pancras, London. In 1864 the Cathedral was the scene of the famous trial of Bishop Colenso, then Bishop of Natal, who was charged with having preached unsound doctrine, particularly with regard to the Pentateuch. The outcome was the excommunication of the Bishop, but an appeal to the Privy Council was made and the higher body held that the Ecclesiastical Court had no jurisdiction and that the whole of the proceedings must be quashed. The Cathedral, which will hold 1,200 persons, cost £22,000. It contains several stained glass windows, and approaching the entrance a handsome monument erected to the memory of Bishop Grey who died in 1872, commands admiration. There are also many tablets to the memory of officers and men who fell in different native wars and of others who were drowned in shipwrecks on the South African coast.



A "CLAN" LINE STEAMER, AGENTS—JAS. SEARIGHT & CO., STRAND STREET.



THE PREMISES OF THE ARGUS CO., LONGMARKET ST.

THE ARGUS COMPANY.

The parent offices of the Argus Printing and Publishing Company—the other offices of the Company are at Johannesburg, Pretoria, Salisbury, Buluwayo, Umtali, and in London—occupy a historic position in the heart of Cape Town; but like many other buildings of historic interest had become exceedingly ill adapted for modern requirements. There were three blocks in St. George's Street used respectively as editorial offices, counting house, and store; a warehouse in Burg Street, and a congeries of old buildings with a frontage to Longmarket Street used as works. These last named premises really consisted of an ancient hotel with court yard built over, and some buildings with handsome arched doorways, of which no one knows the history. There were numerous apartments at all levels and in all directions, and additional rooms had been built year after year wherever a vacant corner could be found. Some of the old slave-built walls were four or five feet thick. In such a vast rabbit-warren, effective supervision was impossible, and the waste of power everywhere was lamentable. In 1895 the Directors accepted a scheme of reconstruction, and Mr. George Ransome, architect, was requested to prepare plans. The whole of the premises at the back of St. George's Street have been rased to the ground, and a plain substantial building to be used as works and warehouse, about 90 feet by 40 feet, and four storeys high has been completed. On the Longmarket Street front will be erected the building for editorial offices and counting house (with cellarage beneath), which is the subject of illustration. The remainder of the Company's property will for the present be let, and will yield a handsome rental. The opportunity of reconstruction has been taken to clear out forty years' accumulation of old-fashioned machinery and unsuitable type, and to start with modern appliances. Gas engines have been substituted for steam power, and the electric light installed throughout. The *Argus* is printed from the Cox Duplex-Rotary Machine, of which also we give an illustration.

THE CLAN LINE.

The Clan Line of steamers was established in 1878 by Mr. C. W. Cayzer, M.P., who gained considerable experience in the shipping trade by holding an appointment in the British India Steam Navigation Company. A start was made with six vessels, which were

built in Scotland, and called after the different Scottish clans, this giving the line its distinctive name. A fortnightly service between Glasgow, Liverpool and Bombay was inaugurated, the steamers having first-class accommodation, and all appliances for working cargo. Since then about fifty steamers have been built or purchased, and it is a noteworthy fact that five of the six original boats are still running, and their earnings compare favourably with the more modern steamers. There are now nine vessels regularly employed in the Bombay trade, viz.:—Clans Alpine, Fraser, Gordon, Stuart, Ranald, Murray, Monroe, Macrae and Maclean. In 1880 some of the leading South African shippers in Glasgow and Liverpool complained that there was no line of steamers by which they could ship their goods direct from the Clyde, or from the Mersey, and that the want of such a service placed the manufacturers in these districts at a great disadvantage compared with the manufacturers in the districts nearer the ports from which the only lines then running to the Cape sailed, owing to the cost of transit to the port of shipment. It was decided to then start a direct steamer service from the Clyde and the Mersey to South African ports, and sailing from Glasgow and Liverpool to Cape Town, Mossel Bay, Algoa Bay, East London and Natal. This section of the Company's business has since developed into an almost regular weekly service of seventeen vessels: these are the Clans Cameron, Campbell, Forbes, MacIntyre, Mackinnon, Macnab, Macalister, Macneil, Macleod, Macdonald, Menzies, Mackay, Lindsay, Graham, Sinclair, Drummond, Ross, Chisholm, Ogilvy, and Sutherland, and four additional steamers of the "Turret" class are now on the stocks.

The Company has also a joint service of cargo steamers from New York to South and East African ports. In 1881 the "Queen" line having ceased running from London to Calcutta, this Company stepped into the breach with a fortnightly service of eight steamers running from Glasgow and Liverpool to Calcutta direct; this venture was a great financial success. The passenger accommodation in this line was made a special feature, and in order to mitigate as much as possible the climatic discomforts of the voyage, the saloons were built to extend the whole breadth of the ship, plenty of air being assured by the specially large square ports with which it was fitted. All the steamers are fitted with the electric light, and every up to date appliance. They also possess a promenade deck 150 feet long, which being covered in is available in all weather. The cost of the "Clan" Line fleet for vessels built and building would be about £2,000,000 sterling, with a tonnage of 100,000, the Company employing about 5,000 officers, seamen and workmen. The steamers of the Clan Line make upwards of a hundred round voyages each year, and do not require any considerable repair after their long journeys. The Cape Town Agents of the Company are Messrs. Jas. Searight & Co., Strand Street.



Photo—F. Gow.

THE ROYAL HOTEL, PLEIN STREET.



Photo-F. Gow.

THE DRAWING ROOM, ROYAL HOTEL, PLEIN STREET

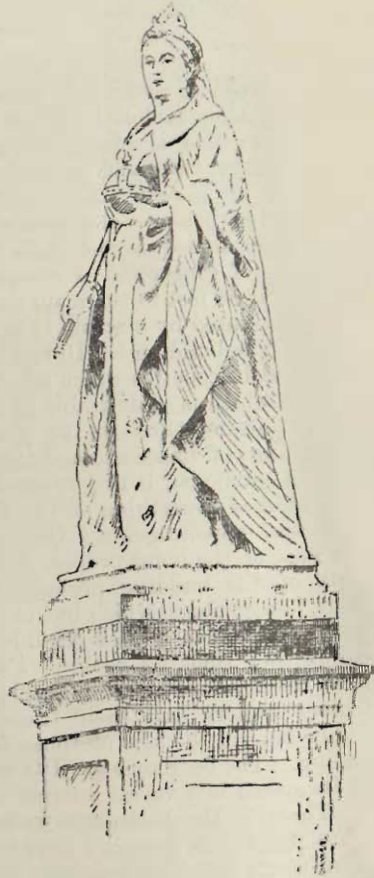
THE ROYAL HOTEL.

The "Royal," which is situated in Plein Street, is one of the most sumptuous Hotels in South Africa, replete with every modern convenience; and is admirably conducted by Mr. J. Clark, who is noted for the care and attention with which he looks after the comfort of his guests. It is built in the style of the Renaissance, and there is a boldness characterising the exterior that is a relief to the eye, accustomed as one is in Cape Town to buildings in which any daring of conception is conspicuous by its absence. The elevation reaches 64 feet to the main cornice, but a plinth roof rises above that, surmounted by a small tower, and the extreme height is about 85 feet. The building is 110 feet long, and the bay-windows, balustrades, and balconettes which adorn it give that depth and shade to its aspect which is so desirable in a sunny climate like this. Passing into the interior through the spacious vestibule, one is at once in surroundings of unaccustomed elegance. Shut in screens of stained glass, the public bar is first reached, and this compartment is far and away ahead of everything of the kind in Cape Town in the way of richness of appointments. Coming to the first floor, which is the main floor of the hotel proper, a fine corridor traversing the whole length of the building presents itself to view. Here are all the "state" apartments, which include a ladies' boudoir, furnished with Oriental splendour, a piano included in its appointments, and spacious reading and smoking rooms. Further away up the corridor are placed the private bar and billiard-room, intended for the use alone of hotel visitors and their friends, and situated in a corner so as to be beyond the ken of those frequenting the other parts of the building. The bedrooms are 105 in number, and are of various sizes, and furnished in a varied number of ways so as to suit the tastes of all. There is the bachelor's wing and the married wing, and one especial feature on the main floor is that many of the bedrooms have sitting-rooms attached, and open out on to a balconette in the front of the building. The large dining-room is capable of seating about 350 persons, and the serving-rooms, and housekeeper's and servants' quarters, and the hundred-and-one conveniences that are necessary in order to secure a maximum of comfort to the patrons of the Hotel have been carefully thought out and arranged on the most approved plans.

THE QUEEN'S STATUE

The Queen's Statue which is erected in the Gardens' enclosure facing the Legislative Council entrance of the Houses of Parliament was on the 21st January, 1890, unveiled by His Excellency, Sir Henry Loch. Sir Gordon Sprigg, in addressing His Excellency, said, "On the occasion of the Jubilee of Her Majesty the Queen, it was suggested that it would be fit and proper to have something in Cape Town in the form of a permanent memorial of the loyal feeling which was exhibited by the people of the Colony on that occasion, and it was ultimately decided to invite a public subscription to lead to a statue of the Queen being placed in some conspicuous part of this city."

In response to that invitation, the Town Council, with very great liberality, voted £500 out of the Municipal funds, a further sum of £500 was subscribed by the general public of Cape Town, and steps were taken, the result of which was that Mr. T. Brock, the eminent sculptor, undertook to execute the work at an expenditure of about £1,000. The Government were then addressed and asked if they would join in the work by subscribing the necessary amount for mounting the statue. To this proposal they readily acceded, and after enquiries had been made, it was decided to use the material of the country for the purpose. Supplies of granite were obtained, and the foundation stones for the pedestal on which the statue now rests were laid by Sir Hercules Robinson, on the 20th June, 1887. The statue cost £1,000, and the pedestal £300. The statue will be looked upon as a memorial of the affection of the people of this Colony for Her Majesty the Queen, and also for that form of Responsible Government which places the Queen at the head of this nation



THE HOTELS.

The following is a list of some of the leading Hotels in Cape Town :

NAME.	ADDRESS.	CONDUCTED BY	TARIFF
			PER DIEM
Central	Shortmarket St....	C. Watson	From 7/6
Claridge's	Plein St.	E. Harris	" 8/6
Commercial	Grave St.	A. MacMillan (widow) ..	" 8/-
Coghill's	Wynberg.....	J. Bennet	" 10/-
Crown	Claremont	C. W. Neave	" 8/6
Cumberland	St. George's St.	J. F. Kendrick	" 10/-
Fountain	Hout St.....	H. Magar	" 12/6
Grand	Strand St.	J. Cavanagh	" 8/6
Hausa	Strand St.	H. Wobbe	" 10/6
International Bon Accord	W. T. O'Callaghan ..	" 7/6
Johannesburg ..	Long St.	R. Curtis.....	" 8/6
Masonic	Darling St.....	Mrs. L. Bliss	" 10/-
Metropole	Long St.	A. Hartung	" 8/6
Mills'	Sea Point	S. Mills	" 8/6
Palmerston	Plein St.	L. Sytner	" 10/6
Poole's	New St.	Mrs. R. Briscoe	" 12/-
Queen's	Sea Point	J. Alexander	" 10/-
Royal.....	Plein St.	J. Clark	" 8/6
St. George's	St. George's St.	A. Clark	" 7/6
Waverley	Sea Point	H. Atkins	" 8/6
White House ..	Strand St.	P. H. Haylett.....	" 7/6
Whittington.....	Darling St.	B. C. Macfarlane	" 8/6
Vineyard	Newlands	Mrs. O'Sullivan	" 10/-

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THE ABERDEEN LINE.

The history of the firm of Messrs. George Thompson & Co., owners of the famous Aberdeen Line between London and Australia, dates from the year 1825, when Mr. George Thompson, the founder of the house, commenced business as a ship-owner, insurance broker, and timber importer in Marischal Street, Aberdeen, his ships having been amongst the first regular traders to Australia. In 1830, this gentleman was joined in partnership by his son-in-law, Mr. William Henderson—now Sir William Henderson—and four years later the the London House was opened, the partnership being thereafter extended by the admission of Mr. Thompson's sons, Mr. Stephen Thompson, Mr. George Thompson, and Mr. Cornelius Thompson; and subsequently of his grandsons, Mr. George Thompson Henderson, Mr. Stephen Thompson, and Mr. Alexander Duff Henderson. Mr. Thompson, the founder, retired from the active management of affairs in 1866, and though at the date of this notice ninety years of age, his faculties are unimpaired, and he naturally continues to take

an interest in the welfare of the firm. It may be mentioned that Mr. Thompson fulfilled the duties of Lord Provost of Aberdeen from 1847 to 1850, and afterwards represented the city in Parliament. Sir William Henderson, the present senior partner, has likewise seen a good deal of public service, having been Lord Provost from 1886 to 1889. The honour of knighthood was conferred upon him by Her Majesty the Queen in 1893.

From whatever point of view regarded, there can be no doubt that the Aberdeen Line of steamers constitutes an almost unique factor in the trading facilities of this country. Though not extraordinarily extensive as fleets go, and having to compete with the leviathan companies, whose name is nowadays legion, it continues to hold its own as one of the fastest and most efficient services afloat, and it is universally noted as a line which has suffered less from accident or loss than probably any other extant. Indeed, a comparison of the statistics given before the Royal Commission on loss of life at sea, shows that the casualties in connection with the Aberdeen Line are six to seven times below the average for Great Britain, a fact which fully justifies a statement recently made by the Chief Surveyor of Lloyds' in reference to this line, to the effect that such immunity is in all likelihood without parallel in any part of the world.

The whole of Messrs. Thompson's vessels are most liberally and efficiently manned, each captain being allowed to choose his own officers, crew, and men; and special instructions are issued with respect to navigation, watches, avoidance of collision, and care on approaching land—it will be thus seen that the general principles of organisation and management are in the highest sense calculated to render ocean traffic as safe and as free from risk as the nature of things will allow. Furthermore, the captains of the line have almost without exception been trained up in the firm's service, and are encouraged to become part owners of the vessels they command, their interest therein being thus doubly assured. As regards build of ships, Messrs. George Thompson & Company have always kept well to the front. They were amongst the first ship-owners in the country to adopt the clipper-built type of sailing vessel, and the clipper stem is still the rule in their steamers, this form of stem being considered less dangerous than any other in case of collision.

It may be noted, in conclusion, that the Aberdeen Line steamers are now despatched monthly from London to Australia, *via* Teneriffe and Cape Town. The steamers take the Cape of Good Hope route both ways, accomplishing the journey in the same time as vessels going *via* the Suez Canal, and thereby avoiding the unpleasant and often distressing heat experienced in the Red Sea, besides affording passengers the benefit of variety of scene and calling-places. Steamers are due at Capetown for Australia about the 15th of each month and call here as well on homeward voyage about end of each month. Full particulars as to freights, saloon, and third class fares, etc., may be obtained on application to the local agents, Messrs. W. Anderson & Co.