

permitted to take two or three mouthfuls, when the pace, in a slightly modified form, was again resumed.

Lovelier valleys I never saw. The timber was beautiful, and the grasses grew in the wildest profusion; yet not a single being or a head of cattle was discernible. Even the game seemed to have deserted the place, and although the surroundings were so eminently bright and pleasing, yet still the intense silence was oppressive almost to painfulness.

At three or four o'clock in the afternoon, I felt convinced that I sighted the Kania mountains in the distance. This range is scarcely to be mistaken, for upwards of ten miles it stretches in as direct a line as the surface of one of the prairies in Illinois, but at its termination it descends to the level of the surrounding country in three distinctly marked steps. At this point the Tottie told me I was going wrong, and thereupon pointed out an old waggon-spoor, which instead of leading westward, pointed due south. I followed it for three miles, until I got into a jumble of rock and stone, that appeared to bar further progress.

I had taken the advice of my attendant in making the *détour* which led me here, so once more I began to doubt his good faith.

I only said a few words to him; retrace the last three miles I had come, I would not.

"Kania is over there, so I shall ride right over these hills."

He protested earnestly that no horse in the world could do it, and I replied, "You will see if I cannot, and what is more, you shall follow me."

So I turned up the steep acclivity of stone and a network of thorns. I insisted upon his keeping close up behind me.

After a couple of hours of most fatiguing work, I dismounted to rest the beasts, exclaiming to myself, "If these bloodhounds are after me, they cannot spoor me over the last hour's ride."

Near sunset I came to a beautiful valley, which I followed for several miles.

Here the horses were knee-haltered, and allowed to feed until near midnight, I remaining their custodian during the whole time, my servant being ordered to make a fire on the hillside, that I might know his position when I wished to return.

I got a few hours' rest, and at break of day was once more in the saddle.

That night, after dark, I was in the station of Kania.

CHAPTER XL.

A KIND KAFFIR.

OLD HASHESHEBA was delighted to see me again, and appeared to look upon me as one risen from the dead. The natives had brought him word of my reception at Sycheley's, and he had also learnt of the boast his young men had made, that if I had not taken my departure so hurriedly, they would have made a sure termination to my further journey.

From there he was aware every day led me into a more inimical country, where, if disaster befell me, it was more than improbable that any of the details connected with it would transpire.

The poor old gentleman was not without his own troubles, for he had discovered that a band of freebooters were on his western frontier, who premeditated making an attack upon his cattle kraals, and carrying off all the stock they could capture to distant Damaraland. These men were partisans and allies of Lucker and Solomon, well-known leaders of the rebellious faction which had

caused Colonel Warren and Mr. Bethel so much trouble in Griqualand.

The morning after my arrival at Kania, I witnessed two regiments of about eight hundred men, departing for the protection of his own frontier, so when he told me that he regretted he could not spare any people, I had no hesitation in believing his assertion.

The kindness of Hashesheba did not terminate here. After my horses were rested, he had them driven on to his most southern cattle-post, a distance of fifty miles, there to be kept until my arrival. Two days later I started, provided with horses of his own, and an escort to take care of me until I had traversed the dangerous part of his territory.

On the fourth morning, soon after sunrise, I bid him adieu, and accompanied by three young chiefs, all well mounted, we scampered over the adjoining flats, and at noon I gladly recognized my quadrupeds, under the care of some of his cattle-herds, grazing in a meadow of fine sweet grass under Massoolikatse Koppie.

Soon I was once more on their back, when I parted, not without regret, from the good and faithful young men who had been made answerable for my safety.

About ten o'clock at night, tired, weary, and feeling anything but well, I entered the precincts of Moyloes. Here I came across a trader, who sold me a bottle of bitter beer for seven and six-

pence, and a nearer approach to nectar I never conceived.

I remained at Mr. Jansen's for three days, where I learnt of the termination of the Zulu War, and thus made no further efforts to obtain people, in fact, as things turned out, it was most fortunate for the Government that such was the case, for if eight hundred or a thousand Bechuanas had been assembled here, their pay and food would have cost *at least* twenty times the outlay expended upon my journey.

The white pony and bay horse which I had left behind, I found to be in rather a pitiable condition; the former had recovered from its lameness, but the latter was the veriest scarecrow I think I ever looked at.

As they were not "*saulted*," I determined to take them further south, and accept the first sum offered approximating to their value.

The bless-horse, being *saulted*, I left in the missionary's charge, to be disposed of, and the purchase-money accredited to the army pay department. The Hottentot, whose home was about twenty miles north of here, refused to accompany me any further; and although I offered fabulous sums to obtain an attendant, I failed to do so. Thus, at noon, the reader might have seen me commence a journey of nearly seven hundred miles mounted on Tommy, and leading Bob; while a boy, lent me for a day or two, followed driving the other beasts.

I was sorely overweighted, having to carry my rifle, bandolier, revolvers, and all my paraphernalia upon my person ; but speed no longer being so absolutely necessary, I determined to make the effort, hoping that at some village on my route, I might come across a waif who might wish to go to the coast.

The first night I reached my friend Mr. Taylor's, to whom I disposed of the unfortunate garrons.

The next night I slept at Jacobsdahl, where I learnt for the first time that the Transvaal was in a most unsettled state ; and that some Boers had broken into the prison at Yeerust, where, in spite of the remonstrances of the representative of British authority, they had released several of their countrymen that had been incarcerated for grave and serious offences. Here I was received as one who had been totally given up for lost, for rumours are rapidly carried about by the native population, and when disseminated, soon reach the ears of white residents.

From there I rode to Lichtenberg, and on the second evening, after losing myself on the veldt for eight or ten hours, riding through a morass of water, almost deep enough to make the horses swim, and getting a cropper over a dry sun-crack in the dark, I found myself in that rising village, where I was detained for two days by an uninterrupted downpour of rain.

Centresdorp was my next resting-place. I did

not reach it until well on in the night, for I had again lost myself, waggon trails having become numerous; and it being difficult for a stranger, in consequence, to distinguish which is the right one.

Here the Boers were exceedingly bitter against me as an emissary of the Government; one nearly forcing me into a fight, but afterwards thinking better of it.

On the second day I rode into Pourchestroom, where a hospitable host, a good hotel, and capital stabling; with that essential, a good tub, made me feel eminently comfortable.

Here I was not free from annoyance, for my horses requiring to be shod, Tommy was returned from the blacksmith's, pricked, and consequently dead lame. I, at once, rushed to the Land-drost for redress, and explained to him that as the animals were Government property, I thought he had the power to deal summarily with the aggressor. However, he had no similar case as a precedent, and so hesitated to act hastily, much as he was anxious to do all in his power for any servant of the Crown.

I could have cried with grief at this misfortune; so, as the law would not help me, I resolved to take the matter into my own hands. I was, however, dissuaded against taking such a course; probably a happy circumstance for me, since I had not strength remaining in me to fight a twelve-year-old schoolboy.

At one time I feared I should have had to leave my pet behind. To do so would have caused me great pain, but I did not dare waste weeks here, as the authorities might not consider such a course justifiable. So, as a last resource, I had his shoe taken off, discovered the wound, and had it plastered up with pitch; and to my great joy, found, that although he limped a little, it was still possible for him to go on if led.

Even here I could not obtain an attendant, and I certainly disliked having to travel over the interminable flats between this and the Vaal river, and between the Vaal river and Natal, without having some one with me knowing the roads, and who could, in case I broke down, take care of me.

Bidding a kind farewell to my good friend the Land-drost, I left Pourchestroom about nine o'clock in the morning, and after traversing the ford on the pretty Mooi river, turned to the eastward, hoping to be able to retrace my steps by the route I had come.

It was a close, sultry day, with the sun excessively overpowering; thus I was compelled to moderate my speed to no greater pace than four miles an hour.

Somehow or other I missed taking a turn to the left, which I should have followed, to enable me to reach Friedelford, and did not discover my error until I had ridden ten or twelve miles in the wrong direction.

I could not think of returning, but resolved to make for the town of Parish, a place in the Free State rapidly becoming of considerable importance.

At about this time I became conscious of a strange giddiness in my head, and frequently felt it extremely difficult to retain my seat in the saddle. I struggled and fought against it; but all was of no avail, so I turned off the path, and seated myself under a tree with a hope to obtain relief.

This was when the sun was yet an hour high I remember nothing more until after midnight, for such I judged the hour to be, from the elevation of the moon.

On either side of me stood my horses, almost breathing upon my face; neither appeared to have stirred an inch since the moment I became unconscious. I had not strength to mount.

Holding by Bob's mane, I managed to stagger along. In an hour I reached a Kaffir kraal; and an old man came out when he heard my summons, at the first glance he seemed to recognize that I was sick.

He took the horses from my hand, led me gently into his hut, where I remained in a kind of stupor; although knowing all that passed around me, still I was quite incapable of any exertion.

This old fellow was very attentive, bringing me a gourd full of water, which he placed by my side, and by sunrise I was sufficiently recovered to

come forth into the open air. My horses had been well attended to, so I resolved to resume my march as soon as the day got a little older.

A Boer rode by at this moment. The old native called him up, and explained my ailment. I knew enough to understand what was said. It was laconic, but expressive.

“*He* would not give a pipe of tobacco to save the life of any blasted Englishman that ever was born.”

CHAPTER XLI.

NEARLY DROWNED.

As may be supposed, I was not in a very fit state for travelling; however, with much difficulty, and the assistance of the old Kaffir, I mounted Bob, and leisurely pursued my way.

I had taken large quantities of quinine in the morning, which, although it affords me great relief, frequently produces a buzzing in my ears, and further appears to quicken my memory, and call back days of the past.

The surrounding scenery was exceedingly beautiful; rock-sided koppies on either hand being covered, in many parts, with green and attractive trees.

These beauties of nature, to which I should have paid the greatest attention under ordinary circumstances, were to-day treated cavalierly, I fear, for my thoughts were of home, the days of my youth, and my early experiences in my profession.

The face of one dark southern beauty, in all the glorious radiance of youth, and possessed of

those almond-shaped languishing eyes whose glances appear to appeal to man's sympathy and love, stands as vividly before me as she did the day I led her to the altar.

A heavy stumble of my horse brought me back to the realities of the present, when I found I had just entered a kloof, so rugged along the road that I deemed it desirable to dismount and lead the way; for know, reader, that my horses love me sufficiently to follow without being led.

I might have passed over a quarter of a mile, and the valley commenced to open, as if to indicate that we should soon enter a more level country, when a figure, dressed in the usual Boer costume, and wearing a slouch hat, rose unexpectedly from among a jumble of rocks over a hundred yards off.

At this juncture I was exactly abreast of his position, and although looking at him, had not the very slightest idea he intended me evil.

In his hands was a gun, and to my astonishment he deliberately aimed it at me.

I cannot say what possessed me; I might have taken shelter behind a rock, thrown myself upon the ground, or let the horses come between us, but they, poor animals, taking no notice of my halt, passed on.

This little circumstance appeared to disarrange my foe's aim; but when they had left me behind them, I stood still, facing him.

He again raised his weapon, and fired.

The bullet fell short, ricocheted off the ground, and struck me above the ankle.

I felt no pain, only a numbed senseless feeling.

My first idea was to run up the rocks after him, but strength failed me.

I then drew my revolver, but at a hundred yards it appeared useless to discharge it.

Still, giving the weapon an elevation over my enemy's head, I fired.

The bullet hit almost at his feet. Judging that there was danger in his position, he took shelter behind a boulder, and rapidly began to load his gun, which, fortunately for me, was a muzzle-loader.

This little contretemps seemed to recall my energy, and to cause me to cease to wish to prolong a conflict in which I was placed at such an immeasurable disadvantage; so I walked sharply forward, reached Bob, and the ground being suitable for my mounting, without any very extraordinary effort I regained the saddle. Thus, ere the fellow was able to take a second shot, nearly two hundred yards separated us, and his bullet fell short of my position.

Bad gunpowder, in my opinion, saved my life, for the projectiles aimed at me seemed to lack velocity, while the report was so dead and rumbling, as to indicate that the ignition was slow and uncertain.

After traversing several more kloofs, all

situated between rolling hills, and provided with streams of water of about the size in Scotland designated "burns," a fine wide valley lay in front of me, and through its centre about two miles distant, was a broad silvery line. It was the long wished for Vaal river.

By some means or other I lost the path, and made directly for the stream. On its margin I came to two comfortable cottages. In front of one sat an elderly man, making a rimkey, or possibly a lash for his waggon whip. I asked him to direct me to the ford. This he did not seem to comprehend. At length a dirty, grimy-looking, unwashed damsel made her appearance.

My question was equally unintelligible to her. As a last resource, I exclaimed, "Parish," the name of the village I wished to reach. Both waved their hands to the westward, so I proceeded in that direction.

For over two miles I could not perceive any indication of where either cattle or waggons had crossed the river.

By-and-by, opposite me, on the other bank, I came abreast of two more houses, around which grew a quantity of aloes, peach, and orange-trees. Beside an unyoked waggon in the immediate vicinity were several persons. The stream was too broad for my voice to reach them, so I rode further down, at length being rewarded with a sight of the indentation made by wheels entering the water.

The appearance of the river here is picturesque in the extreme. Its breadth is about that of the Thames at Kew, but through its entire width large boulders stick up, many of them several feet above the level of the water. Taking hold of Tommy's halter I made it fast to the tree of my saddle, to insure his coming over with his companion—not a very wise course, as will afterwards be seen.

Never was there a rougher bottom to a river in my experience, not even those in Bonnie Scotland could be worse; in fact, I doubt if it had been dry land instead of water whether I, or any sane man, would have attempted to ride over such ground. However, by dint of spurs and bit, I gained the middle in safety, where the water considerably shoaled, and there took a respite. Soon I was three-fourths of the way across, and was congratulating myself on the probability of accomplishing the transit with success, when the horse I bestrode made a plunge forward (a gallant effort to save itself), and then came down on his flank, pulling Tommy on the top of him.

I got away from the beast as fast as possible, and struggled for the shore. I had good fifty yards to go before reaching it, sometimes up to my knees, at others to my waist in water, and in several places compelled to swim a few strokes. However, I came out none the worse for the misfortune.

All this time I was in a fearful state of suspense



A Dangerous and Unpleasant Position.

in case the reins should get round the horses' feet; but luckily they did not, and I had the satisfaction to see both my animals land about thirty paces down stream. Each of them seemed considerably frightened, and snorted loudly, as though to express their satisfaction on regaining *terra firma*.

Lamentable as was the accident, and depressed as were my feelings, I could not help smiling at the quantity of water that came surging out of my blanket-rolls and greatcoat. This happened under the eyes of the Boers, yet not one came to help me.

I went to one of their houses, in the hope of being permitted to put myself into a little better plight for travelling, but the surly brutes turned away; so I thought I would go on until I reached some sequestered place where I could wring out my clothes and bedding.

At last I found a desirable spot for this purpose, when I came across a waggon. From the driver I asked the way to Parish, for I deemed I could not be far from that place.

He pointed out a trail south-west, which I followed for an hour and a half, and then found myself upon the open veldt, with no vestige of habitation near.

Some miles to the north I could mark the course of the Vaal River from the trees and shrubs that deck its banks, and I knew that this town was on its margin, so I turned off again, and after riding for about two hours, observed a

couple of waggons converging on to one point from different directions. I made for the apex of the angle at which I anticipated their meeting, and hit off a road well worn by traffic.

Soon after I entered Parish.

There was but one store in the place, where I fortunately obtained food for my horses, and a box of sardines and some American biscuits, but none would grant me a place of shelter.

However, for the sum of ten pounds I was enabled to obtain a trap to take me to Hielbron, the distance being about eighty miles. The driver was a remarkably decent man, an old colonist by birth, but long a resident amongst the Boers, whom he hated most thoroughly, at least the *male* population. My horses were led, and the journey took us three days to perform.

One night we got shelter at an old farmer's called Peterman.

This old Dane I took quite a fancy to, and I think he did to me, for he produced a bottle of *smoke* (Cape brandy) and an unlimited supply of tobacco, both a God-send, more particularly the latter, for the small amount of it I possessed, as well as my papers, had got destroyed in my ducking whilst fording the Vaal.

This gentleman was owner of a curiosity; it was a troop of forty-six wildebeast. They always came home to the cattle kraal at night; or, if any-one happened to be shooting on the veldt, at the first report of a gun they heard, they would at

once stampede for the shelter of their owner's house.

They might be introduced into England. They are very hardy, and would look exceedingly novel and picturesque in the park of a nobleman. I may add, that they are, as the Americans say, "the most comical critturs" on the face of the earth.

It is unquestionably true, although many may doubt the assertion, that these animals have maggots in a small sack close to the brain, which circumstance may account for the eccentricity of their movements.

At every farmhouse my driver halted, his excuse being that his horses required it; but it always struck me that he paid more attention to the ladies of each establishment than he did to the wants of his quadrupeds.

At sunset we reached Hielbron.

I slept at what by courtesy is denominated an hotel, which, however, was more accommodated to my feelings than old Mr. Peterman's, for there the whole family, strangers and all, slept in *one room on the floor!*

From Hielbron I rode to Mr. Powell's. Next day to Limoney Vley, and the third brought me to Mrs. Chandos, the wife of an old non-commissioned officer of the Cape Mounted Rifles.

Her only children are two daughters, both of whom are pretty, and who did all that lay in their power to make me comfortable in their primitive dwelling.

Next night I passed at Eland River, where poor Bob broke down (*vide* report in Appendix), and the following evening found me at Harrysmith.

Gallant Tommy carried me well over the Drachenberg before he halted. His brave heart might have made him go further, but I feared it would kill him; and thank God he reached Maritzburg two days after myself.

My success in getting thus far I owe to my faithful horses, to whose endurance and docility I give full credit for accomplishing my most arduous and trying journey.

On arrival at Doeg's Hotel I required a fresh animal to take me to the General's headquarters to report myself. The proprietor offered me the use of General Newdigate's well-known charger "Emperor," a noble old fellow. As I was about to mount, Mr. Doeg informed me that he had some letters for me, and the first I opened was from my dear old mother.

It announced the death of her who became my wife twenty-five years ago.

Weary and tired, broken down and travel-stained, this was one more blow to bring me lower still, and to crush the heart of the worn-out traveller.

CHAPTER XLII.

CONCLUSION.

THE war being over, and Cetawayo captured, my services are no longer required, so I proceed to Durban to take ship for home once more.

The "Roman" is in the offing, but does not sail for two days. This interval I employ in endeavouring to find my baggage, which was left here before I started. Here I am informed that it was sent to Maritzburg. At Maritzburg I was told that it had never been sent from Durban. Such contradictory information causes me at once to conclude that I shall not succeed in recovering my lost property. I soon found that I was not the only sufferer, for the majority of the officers who came home in the vessel with me had a similar grievance to complain of. This should not have been the case. It is quite bad enough to put up with the inconveniences one is called upon to endure in the field, without being deprived of the comfort of a change of clothes, if spared to return from active service.

Moreover, few can afford to lose, say forty or

fifty pounds' worth of clothes, particularly when Government refuses all recompense for casualties of this description.

When once on board the "Roman" I could not help feeling thankful, since the short journey to her from Durban Point was fraught with no little danger.

The sea that day on the bar happened to be exceedingly heavy; but the tug-boat was equal to the occasion, being well found and fitted for such precarious service.

This, nevertheless, did not prevent her from shipping a considerable quantity of water, and all on board getting thoroughly soaked.

The old "Roman" I had known by sight for many a day. She is as staunch and strong a ship as ever was rivetted together, and has in her lifetime encountered no end of gales that would have destroyed less strongly-constructed vessels.

I can never forget the kindness I experienced at the hands of the captain and officers, the moment I passed over the gangway. One and all were willing to do anything for their countrymen, even to fitting them out with clothing from head to foot; while the stewards, equally considerate, almost appealed to the new arrivals to employ them in gratifying the wants of the inner man. It was originally intended to sail at ten o'clock the next morning, for the despatches were expected to be on board by that time, announcing the capture of Cetewayo. These valuable documents

were entrusted to the care of Lord Gifford ; but red-tapeism, or necessity, prevented his arrival until late in the afternoon.

In other ships, with the heavy sea rolling in which we were anchored, we might have endured much discomfort ; but not so on board the present craft, for she rode so easily that even the most fastidious could not complain. At length the look-out proclaims the arrival of the tow-boat. All rush to the bulwarks to welcome her approach. The seething bar is crossed by the little steamer, and ten minutes later she is alongside.

The despatches are rapidly hoisted on board, a few more passengers are added to our numbers, the steam whistle belches forth its bass notes, the capstan turns rapidly, the screw slowly but surely revolves, our head is brought round to the eastward, and we commence passing over the first mile of the nearly eight thousand knot journey lying before us.

The majority on board are military men, all looking more or less stained and weather-beaten, while the costume of each indicates the hardness of the labours performed by its tenant. At first we are not very sociable, but this may be readily accounted for by the circumstance that nearly all are invalids. We have, however, several ladies on board, and they, with welcome smiles and kind words, do much to break down the barrier that exists between strangers.

The " Roman " has lately come from Zanzibar,

the result of visiting that port being that we have quite a menagerie with us.

It would have done the heart of dear old Blyth, late curator of the Calcutta museum, to have inspected it. There are Madagascar cats in numbers, with other kind of lemurs, monkeys of several different species, meer-kats and mungoes, goats and sheep that have a scriptural appearance, with Zebu bullocks of the smallest size. These were nearly all the property of half a dozen passengers; and to have noted the extreme kindness with which they were fondled and cared for by the sailors, would prove what good hearts these seafaring men possess.

The antics of some of the animals became a constant source of amusement. One or other was frequently getting loose, when a chey would be made from the forecastle to recover the truant. I often thought that these little escapades were got up by the officers, on purpose to amuse the depressed in spirit; if so, the idea was well conceived, for the most weary and worn out among us invariably laughed at the episode. Our good ship speeds to the southward, the sea becomes smoother, until its surface is almost as brilliant and unruffled as that of a mill-pond.

Although the "Roman" has been some months from home her table is excellent, and the charges for wines, &c., are surprisingly low.

In two days we are trans-shipped to the "Danube" at Algoa Bay, when all of us regret

parting with the "Roman;" yet after we gained a more perfect knowledge of our new home, we found that here too our comforts were to be equally attended to. This is also a very fine ship, although not to be placed in comparison with several of this (The Union) company's later-built craft; ship-building, I suppose, like every art, becoming more perfect day by day.

At Mossell Bay we passed the "Durban," a noble vessel belonging to this line. She is reported to be a splendid sea-ship, but the "Arab" and "Pretoria" have made the fastest passages on record.

Next morning, Sunday, we run into Capetown, where none regret having the opportunity to take exercise on shore. Two days delay here ensues, and again we are ploughing the briny deep. No person acquainted with sea travel, can fail to observe the perfect discipline that prevails on board, one which gives the least-experienced and timid of voyagers that confidence which makes an ocean journey a supreme luxury. In twenty-two days we are warped along the Southampton dock, when, without a dissentient mind, every passenger feels grateful to Captain Griffin and his crew, for their courtesy and attention during the long voyage we have just accomplished.

Travelling alone, as a Government official, the difficulties I had to contend with in the Transvaal and the countries beyond, may well be imagined from the opposition that so great and deservedly-

popular a general as Sir Garnet Wolseley has met with through the hostility of the Boers. Even now, a large portion of them are in the field in open insurrection ; but there is little doubt that they will soon be brought to their bearings by the capable officer with whom they will have to deal.

These very insurrectionary Boers worked against me in every possible way ; not only lying themselves, but also inciting the native population in numerous instances to overt acts of hostility to my person. If I did not succeed in obtaining people for our transport service, it is better that it was so, for I could not have marched them to Natal before the termination of the war ; moreover, if they had got there, to a man they would have refused to have become porters.

Further I would say, in conclusion, I firmly believe that but for my appearance among many of the native tribes, and explaining to them the exact position in which our forces were occupied in Zululand, encouraging the weak-hearted, and threatening the rebellious, we should have had them invade the Transvaal at a time when we were without troops, and thus least able to offer an opposition ; and, in consequence, those Europeans that were loyal to the Imperial Government would either have suffered massacre, or have been driven out of the land.

FINIS.

APPENDIX.

COPY OF LETTER FROM WAR OFFICE TO GENERAL COMMANDING H.M. FORCES, NATAL.

Pall Mall, *2nd April*, 1879.

SIR,—I am directed by Secretary Col. Stanley to transmit for your information the accompanying copy of a letter from Mr. Parker Gillmore, late 1st Foot, who has travelled much in South Africa, and to acquaint you that as it is possible Mr. Gillmore's local knowledge may be found valuable, an arrangement has been made with him to proceed to Natal, so that his services may be made available should you desire them.

The only engagement made with Mr. Gillmore is that he shall have his expenses paid out and home again should his services not be required, and an imprest of 50*l.* has been made to him on this account, for which he will have to render a statement of expenditure.

I have the honour to be, Sir,

Your obedient servant,

(Signed) RALPH THOMPSON.

To the General Officer Commanding H.M. Forces, Natal.

True copy.

(Signed) ARTHUR ALLEN OWEN, Bt. Lt.-Col. 88th Regt.,
President of the Board.

TERMS OF AGREEMENT BETWEEN MR. PARKER GILLMORE, LATE 1ST FOOT, AND HER MAJESTY'S IMPERIAL GOVERNMENT, RELATING TO THE HIRING OF LEADERS AND DRIVERS, &c.

Pay at 30*s.* a day, with rations for self, servants, and horses.

Pay of after-rider, 5*l.* a month, with rations.

In lieu of rations for self and horses, Mr. Gillmore will receive travelling allowances at the rate of 1*l.* a day. This allowance will include the expenses of the after-rider and forage.

Mr. Gillmore will be provided with two horses for himself and two horses for his after-rider.

Mr. Gillmore engages to proceed to the South-West Frontier of the Transvaal and the adjoining country, and to hire drivers and leaders to serve during the war against the Zulus on the following terms.

The pay of the drivers and leaders and their conditions of service to be the same as those men at present serving in Natal, as laid down in District order dated 3rd May, '79.

(Copy attached.)

The men engaged by Mr. Gillmore will receive rations until their arrival at Ladysmith in Natal, but no pay.

Pay will commence from the date of their arrival at Ladysmith.

The drivers and leaders will be engaged to serve until the expiration of the war against the Zulus, when they will receive a gratuity of half a month's pay each, and will be sent back under Mr. Gillmore, or some other responsible person, to the place from which they started.

The Staff Paymaster will arrange to supply Mr. Gillmore with an imprest of 500*l.* to purchase meat and grain for the drivers and leaders on the journey to Natal, and such imprest to be afterwards duly accounted for by Mr. Gillmore.

One pack ox will be required for every twelve men to carry their baggage and cooking-pots. These oxen will be purchased by Mr. Gillmore at a cost not exceeding 12*l.* a-piece, and will be handed over to the Commissariat Department on arriving in Natal.

Should Mr. Gillmore, after engaging a portion of the natives required, find it necessary to proceed further north to obtain the remainder, he will hire the services of a competent civilian at 10*s.* a day, and will send the

first portion of the men down to Ladysmith under his charge.

Signed on behalf of

H.M. Secretary of State for War,

(Signed) E. STRICKLAND,
Commissary General.

(Signed) PARKEE GILLMORE,
Late Lieut. 1st Foot.

Witness: (Signed) W. D. Richardson.

True copy of agreement between Capt. Parker Gillmore and the Government.

(Signed) ARTHUR ALLEN OWEN, Bt. Lt.-Col. 88th Regt.,
President of the Board.

ORDERS.—INSPECTOR-GENERAL LINES OF COMMUNICATION
AND BASE.

Head Quarters,
Pietermaritzburg, Natal, 3rd May, 1879.

1. Organization of Drivers and Leaders.

They will be divided into two classes:

1st Class.—Drivers in the field at 5*l.* per month; leaders in the field at 2*l.* 10*s.* per month, and arms and ammunition.

This class to include every man that crosses into Zululand with the troops. Pay to reckon from date of entering the enemy's country.

2nd Class.—Drivers in the colony at 3*l.* 10*s.* per month; leaders in the colony at 30*s.* per month.

The usual rations will be given to both classes.

Every man on engagement will be furnished with a pay certificate-book, in which his name, tribe, and description, and a number which is to be given him, is to be written, and his rate of pay shown.

Arms and ammunition are to be given to each driver and leader on entering the enemy's country, and the number and description of arms and number of rounds of ammunition handed over to him should also be entered

in his pay certificate book; and the arms and ammunition given to the drivers and leaders must be inspected by the conductor once every other day, and the number of arms with each convoy is to be always entered on the convoy note.

All natives to be encouraged to take their assegais with them on the line of march.

Officers in charge of transport must make earnest and constant efforts to prevent drivers and leaders being beaten or ill-treated, or the slightest injustice being done to them. Natives will work well enough, though perhaps slowly, yet with fidelity and intelligence, if they are treated with firmness and justice, but always kindly.

It is only by such treatment that we can ever hope to enlist them in our cause, and induce them voluntarily to serve us. Compulsory labour is an impossibility, simply because even a special sentry over each man would not suffice to prevent his deserting if he wishes to do so. It is therefore incumbent on us to make our service acceptable in their eyes by extending to them increased protection, by showing them that we are glad to take an interest in them, and that we are willing to pay punctually for their labour. It must, however, be clearly understood that all drivers and leaders serve under the provisions of the Mutiny Act, so far as relates to maintenance of proper discipline, and that acts of disobedience and other crimes will be dealt with by proper authority under the above-named Act.

Nominal lists of any drivers and leaders who desert will be furnished by the Transport Officer to the Director of Transport, who will report to the Secretary of Native Affairs, in order that they may be traced to their homes and punished.

In future the substance of this memorandum will be explained to each man when engaged, and every effort will be made to instil into their minds a feeling of security for themselves, and a spirit of confidence in their employers.

It will be the duty of officers to exercise careful super-

vision over their conductors, and any conductors found guilty, in dealing with natives, of conduct against either the letter or spirit of these instructions, should be immediately punished by fine, or dismissed if necessary.

All such cases should be reported at once to the senior Transport Officer under whom they are serving; and it will be his duty to bring the matter before the senior military or Commanding Officer of the station or Division.

Conductors have no power to punish a driver or leader, but they must bring any minor offence of which they may be guilty, or any neglect of duty, to the notice of the Transport Officer, to be dealt with by him.

H. H. CLIFFORD, Major-General,
I. G. L. of C. and B.

COPY OF REPORT OF CAPTAIN PARKER GILLMORE TO
MAJOR-GENERAL CLIFFORD, V.C., C.B.

SIR,—In compliance with your instructions forwarded to me by Major Mahony, I beg to say that the horse sold to Mr. Winter for 25*l.* was paid for yesterday, and that I handed the amount by cheque to Major Mahony.

The cart and harness purchased from Mr. Jansen, the missionary at Liniakani, was paid for by cheque on Standard Bank. Having no further use for it, it was left with him for sale, as it was much more valuable there than it would have been further south. I also left with him a "salted" horse, for which I paid 17*l.*; its value also would have depreciated if brought further down country.

I instructed Mr. Jansen to sell both these at the first convenient opportunity, and to forward the amount to me at Pietermaritzburg.

The other two horses, being worn out and unable to travel, were sold by me to Mr. Taylor and Mr. Bowen, the first for 21*l.* 15*s.*, the latter for 12*l.*

This transaction took place at the residence of the

first-mentioned person, about ten miles beyond Zeerust in Marico, Transvaal, and which sums I have credited to the Government in my account.

Another horse I had to leave at Elands River, twenty miles north of Harrysmith, in care of Mr. Landridge, proprietor of the ferry.

With it was one saddle and bridle complete, and three Government blankets, the fourth blanket issued to me having been destroyed by fire.

I instructed Mr. Landridge to send the horse with the accoutrements, &c., &c., to the Commissariat Officer at Harrysmith.

I also informed the Commissariat Officer there of the circumstance, and begged him, if any delay occurred, to forward one of his people for it.

When deprived of the services of an after-rider, I was unable to carry the Enfield rifle and ammunition. This I handed to a respectable merchant of Weston, Natal, who was purchasing cattle in the Transvaal; his receipt for the same, and promise to return to me at Maritzburg, I have handed to Major Mahony.

I beg to enclose you a receipt voucher for the other articles, viz. revolver with holster, saddle and bridle complete.

In conclusion, I might add, on returning the last-mentioned articles to the Ordnance Department, the Storekeeper informed the person I employed to deliver them, that I was not responsible for their safety, and that it was therefore unnecessary for me to return them.

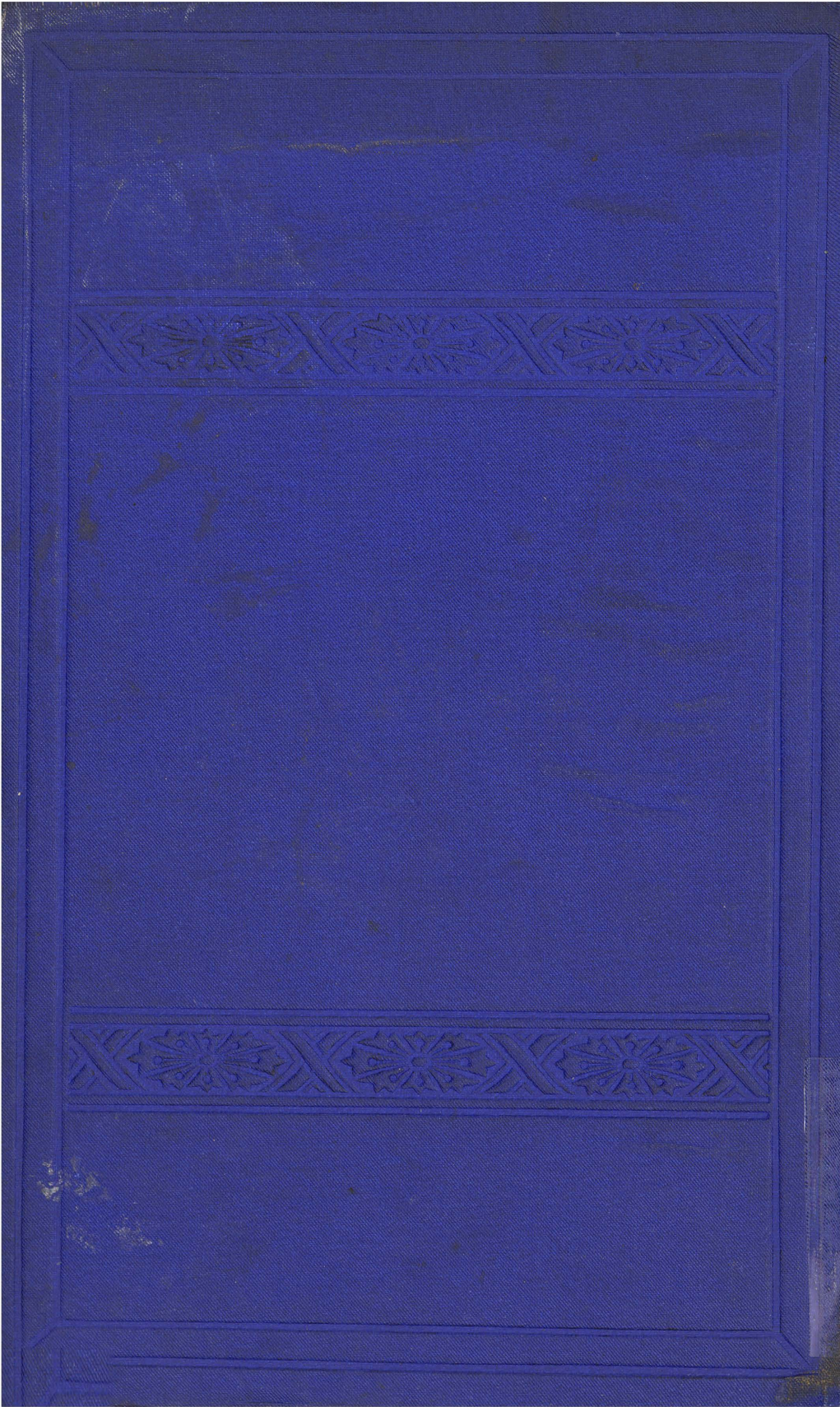
I have the honour to be, Sir,

Your obedient servant,

(Signed) PARKEE GILLMORE,

Late Lieut. 1st Foot, and in
Command of Native Levy, South Africa.

To Major General Clifford, V.C., C.B.,
Inspector General Lines of Communication and Base,
Maritzburg.



A
RIDE
THROUGH
HOSTILE
AFRICA.



PARKER GILLMORE

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GILLMORE