

In beating between Robben Island and the main, to enter Table Bay, the soundings may be taken from the island, as it shoals to very regularly. In standing towards the main, it appears prudent to tack at the first cast of the lead after the water shoalens.

In these directions it is taken for granted that a ship will always keep her leads going.

By day, or when the shores or surf can be seen, or, indeed, under any circumstances, the plan ought to be a sufficient guide.

There are two lights on the light-house, which are in one about south-west and by west; these appear to be of no other use than to assure the navigator which is the light-house, if he should see other lights. We have seen the lights clearly off deck sixteen miles distant; but they will not make clear as two lights, until within six or seven miles to the westward of them; and from the northward one light only will be seen.

(Signed) W. F. OWEN,
Capt. of H. M. S. Leven.

A light-house having been erected on Mouille-point, with a lenticular light of the 4th class, for the better guidance of vessels entering Table Bay during the night, the following instructions are appended to the instructions by Capt. OWEN, R.N.

In standing in from the south-west, a ship should not pass the light of Green-point nearer than a mile,—nor should the course be altered from the eastward to the southward, with the intention of steering for the anchorage,—nor should the ship be brought into less than 14 or 15 fathoms water, before the lights on Green-point bear south-west by west half west, (they will then be in one,) when the light on the Mouille-point will instantly be seen, and not before, bearing nearly south by west. A ship may then alter the course from the eastward and steer south-east for the centre of the anchorage, and anchor whenever the lights on Green-point are shut in by sand-hills near the Mouille, and the light on the Mouille-point bears north-west, distant about a mile, in from 6 to 8 fathoms water. Vessels of light draught of water may steer south by east half east for the anchorage, and anchor with the Mouille light bearing north-west by north in from 4 to 5 fathoms water.

The ship's distance from the shore, when the light on the Mouille appears, may be readily ascertained by the bearings of the two light-houses and the distance between them, which is 1,215 yards—the perpendicular height of the Mouille light above high water mark is 40 feet.

In coming in from the northward—inside Robben Island—the lights on Green-point will appear in one, or nearly so, and the light on the Mouille-point will also be seen,—the distance between the light-houses being as above mentioned. The directions by Capt. OWEN, and the appended directions, will be a sufficient guide to the anchorage.

NOTICES TO MARINERS. 101

It is earnestly recommended to strangers not to attempt to beat into Table Bay at night, in squally or thick weather.—The strictest attention should be paid to the soundings, and the leads kept constantly going. The plan of the Bay by Capt. OWEN, upon which the instructions are founded, should also be at hand for reference.

(Signed) J. BANCE Port Captain.
By Command of His Excellency the Governor,
(Signed) JOHN MONTAGU,
Secretary to Government.

Cape Town, 6th Feb. 1844.

. *A Plan of Table Bay may be seen at the Port Office.*

A ball will drop from a flag-staff, near the Observatory, every day, Sundays excepted, at one p.m. Cape mean time.

Longitude of the Observatory, 1h. 13m. 55s.—Mean time at Greenwich, 1h. 46m. 5s.

Note.—By His late Majesty's Order in Council, dated the 22d February, 1832, it is enacted—

That the master of every ship arriving in this colony, whether laden or in ballast, shall come *directly*, and before bulk be broken, to the *Custom House*, and there make a report in writing to the Collector, or other proper officer, of the arrival and voyage of such ship, &c. under a penalty of £100, and the forfeiture of any goods not duly reported.

Every master of a vessel should, therefore, observe, that it is necessary that he should bring with him to the Custom House the ship's certificate of registry, together with the cockets, clearances, or manifests of the cargo, and also such other ship's papers as he may have concerning the ship, cargo, crew, and voyage, and if a passenger vessel, the official list of the passengers, &c.

. This Order has reference to all the bays on the coast of this Colony where there is a Custom House Establishment.

GOVERNMENT NOTICE.

Colonial Office, Cape of Good Hope, 22d July, 1846.

With reference to the Act of Parliament passed in the 8th Year of the Reign of Her present Majesty, intituled "an Act to amend and consolidate the Laws relating to Merchant Seamen," and which was published in the *Government Gazette* of the 25th July 1845:

His Excellency the Governor desires it to be notified for the information of Masters of Vessels, that the Resident Magistrate of Cape Town and the Superintendent of Police, as Justices of the Peace, attend daily (Sundays excepted) from 9 to 11 o'clock in the forenoon, at their respective Offices, for the disposal, during those hours, of Shipping Cases, in which, under the provisions of the said Act, Justices of the Peace have juris-

diction, and that they continue until 4 o'clock, if necessary, the hearing of any such cases which were *in readiness* but could not be brought on at 11 o'clock. Ordinary cases of this class brought to either of those Offices *after* 11 o'clock, will not be entered upon until 9 o'clock the next morning, until it can be shown that such postponement would be injurious to the interest of the vessels, or that the cases are of such importance or urgency as to require an earlier hearing.

The Resident Magistrate at Port Elizabeth and the Resident Justice of the Peace at Simon's Town, will in like manner be prepared to give immediate attention to Shipping Cases.

His Excellency is also pleased to direct, constitute, and appoint the said Resident Magistrate and Superintendent of Police in Cape Town, the Resident Magistrate at Port Elizabeth, and the Resident Justice of the Peace at Simon's Town, to be the Functionaries at the respective Ports, authorised under the 46th and 49th sections of the said Act, to sanction the discharge of Seamen, and to grant the Certificates required by the said sections.

And His Excellency has been further pleased to direct, that a copy of this Notice shall be delivered to the Master of every Vessel arriving at either of the said Ports, and that copies of the Act of Parliament in question shall be deposited with the Officers above-named, and with the respective Port Captains, to enable parties interested to refer thereto.

By His Excellency's Command,
(Signed) JOHN MONTAGU,
Secretary to Government.

In order to notify to the Public as promptly as possible the occurrence of casualties on the Coast near Cape Town, by Shipwreck or otherwise,—His Excellency the Governor has been pleased to direct, that whenever a Vessel is known to be in need of assistance, three guns will be fired from the Chavonne Battery, at an interval of 2 minutes between each, to be taken up and answered by one gun fired from the Imhoff Battery.

Colonial Office, Cape of Good Hope, 15th Sept. 1841.

By Command of His Excellency the Governor,
(Signed) J. MOORE CRAIG,
Acting Sec. to Govt.

GOVERNMENT NOTICE.

Colonial Office, Cape of Good Hope, 8th June, 1846.

His Excellency the Governor has been pleased to approve of the adoption of the following measures, with a view to rendering assistance in cases of Shipwreck in Table Bay :—

- 1st. That the Port Captain be provided, at the cost of the Government, with two efficient Life Boats and one Surf Boat.
- 2d. That a suitable Boat House for these Boats be erected,

and a slip for launching attached thereto, on the site of the present Boat House at the old Port Office.

3. That one Life Boat and the Surf Boat be kept mounted on suitable carriages.

4th. That the whole be placed in the charge, and under the direction of, the Port Captain, who is held responsible to the Government for having the Boats at all times in a perfect and efficient state, either for launching or being conveyed to any part of the beach where they may be required.

5th. In regard to the manning of these Boats in time of danger, His Excellency doubts not, that amongst the numerous and well conducted body of Boatmen and Fishermen at this Port, there will always be found an efficient volunteer crew for any emergency, under the following regulations, viz :—

The Port Captain to call upon the Boatmen and Fishermen, and register the names and residence of those who may be willing to enrol themselves as Volunteers for the service of the Life Boats.

To select, from the number so enrolled, such a number as he may deem sufficient to ensure Coxswains and Crews for the Life Boats.

In order to create mutual confidence amongst the Crews, as well as confidence in the Life Boats, and to acquire experience in their management, the Port Captain is empowered, upon four days in the year, to call upon the registered Crews to man the Life Boats, and practise with them in the Bay: and he is authorized to pay each Coxswain 7s. 6d., and each of the Crew 4s. 6d. per day, whilst so practising.

In times of danger, when their services are likely to be required, the Crews to attend at the Port Office, (upon signals hereinafter specified being made) and for each day they may be so kept in attendance under the direction of the Port Captain, they are to receive the same pay as above mentioned; and if they are kept also at night in attendance, the remuneration to the Coxswain or Coxswains to be increased to 10s. 6., and to the men 7s. 6d. each.

It is to be observed that the rates of pay specified are to be considered as applicable only to the services of the Crews whilst practising in the Life Boats, or whilst attending at the Port Office to render assistance when required, under the direction of the Port Captain; but for actual service rendered in saving life or property, it is obviously impossible to lay down any fixed scale of remuneration, as that must, in such cases, always depend upon the nature and importance of the service rendered, and the circumstances under which it is effected. The Port Captain is, therefore, authorized to exercise his discretion, and to name and promise the amount of reward or remuneration to each of the Crew of the Life Boats for their services, according to his opinion of the risk and nature of the duty required.

The regular Port Boat's Crew to be entitled, when similarly employed, to the same remuneration and rewards as other Boatmen, excepting for their *daily* attendance; but if required to attend during the *night*, they are to be paid for the *night's* attendance 4s. 6d. for each man, and 7s. 6d. for the Coxswain, and

also when employed in exercising the Life Boats, they are to be remunerated at the same rate as the other Crews.

The Port Boat's Crew, as well as the registered Crews of the Life Boats, to attend at the Port Office whenever the Port Captain may desire,—and the several Crews are hereby made acquainted with the undermentioned appointed Signals.

When their attendance *by day* is required, a *yellow Flag* will be displayed on the Port Office Flag Staff.

When *at night*, Alarm Guns will be fired from the Chavonne Battery, or the Castle.

His Excellency the Commander-in-Chief has adopted the necessary measures for ensuring the aid of the Royal Artillery.

The Royal Artillery at the Castle is to take charge of Rockets and Blue Lights, provided by the Colonial Government, and upon occasions of a Ship being stranded, a non-commissioned Officer and party to be despatched to the spot to use the Rockets or Blue Lights, as the Port Captain may require.

The Port Captain to give immediate information to the Commandant of the Garrison, and to the Judge of Police, whenever a Ship is stranded, so that a sufficient force of Military and Police may be sent to the spot to protect property and maintain order.

In assigning these new and important duties to the Port Captain, whereby much discretionary power is necessarily reposed in him, particularly in fixing the amount of, and promising, rewards to boatmen in the hour of peril, His Excellency has deemed it for the public advantage to give effect to the whole of the provisions of the Ordinance No. 4, of 1844, in respect of the office of Port Captain at this Port.

Arrangements having been made by the Government, for compensating the present Port Captain for certain private emoluments hitherto enjoyed by him, arising from the sale of Anchors and Cables to ships, and the employment of his own Launch, as set forth in the 27th Section of that Ordinance,—His Excellency has placed the present Port Captain upon the new footing contemplated by the provisions of the said Ordinance.

Consequent upon these arrangements, the Launch, which has hitherto been the private property of the Port Captain, has been purchased from him for the Colonial Government.

In order to reimburse the Government (as far as may be) for the expense of the Launch, and other expenses attendant upon the services rendered to private parties, the Port Captain is in future to receive, on the part of Government, the Salvage Charges in the Tariff Schedule B, annexed to the Ordinance No. 4, of 1844, for the services therein specified, and the amount is to be applied as follows, viz :—

One-third part to the Crew of the Port Boat, and two-thirds to the Government, subject, however to the Payment of the daily allowance to the Port Captain for the superintendence in the cases provided for by law.

By Command of His Excellency the Governor,
(Signed) JOHN MONTAGU, Sec. to Govt.

Port Instructions for Simon's Bay.

Should it be the intention of the Master of a Vessel to discharge or receive on board any considerable quantity of cargo, a convenient Berth will be pointed out by the Port Captain, as close to the Jetty or other landing place, as the safety of the Vessel and other circumstances will admit; the Vessel *must be then moored with two Bower Anchors*, and especial care taken not to overlay the Anchors of Her Majesty's Ships, or to give them in any way a foul Berth; or to give just cause to apprehend any risk or danger of injury to other Vessels. Ships and Vessels touching for water and refreshments, may *ride at single anchor in the outer Anchorage*, (the line of the inner anchorage to be from the Round Tower to the North Battery)—but in this case it is particularly recommended, to veer 70 or 80 fathoms of cable, and to keep a range of the other bower cable on deck, and the anchor in perfect readiness to let go;—The situation of the Vessel having been taken by land marks and depth of water,—should any accident occur by which she may drift from such situations, and loose her anchors, the same must be notified in writing to the Port Captain. It is recommended that Vessels be kept as snug as possible, particularly such as may have to remain some time in the harbour, for the periodical winds blow occasionally with much violence. The sheet anchor should be always kept in readiness for immediate use.

Ships and Vessels having Marryat's Code of Signals, can make their wishes known to their Agents, in blowing weather, through the Port Office;—Vessels not having the Code, can make the following Signals with their Ensigns.

1st. *Ensign in the Fore Rigging.*—I have parted a Bower Cable.

2d. *do. in the Main Rigging.*—I am in want of an Anchor and Cable.

3d. *do. in the Fore-topmast Rigging.*—I am in want of a Cable.

4th. *do. in the Main-topmast Rigging.*—I am in want of an Anchor.

5th. *Whift, where best seen.*—Send off a Boat.

And whenever these Signals may be made, information thereof will be sent from the Port Office to the Agents, or to the Parties interested.

(Signed) G. M. PEDDER, *Port Captain.*

Approved.

By Command of His Excellency the Governor,

(Signed) JOHN MONTAGU,

Secretary to Government.

Colonial Office, 6th Feb. 1844.

**Floating Light off the Roman Rock in
False Bay.**

Rear-Admiral the Honorable JOSCELINE PERCY, C.B. Commander in Chief of Her Majesty's Ships and Vessels on the Cape of Good Hope Station, hereby gives notice, that, in pursuance of Instructions from the Lords Commissioners of the Admiralty, a Floating Light is moored off the Roman Rock, in $7\frac{1}{2}$ fathoms water, distant therefrom one cable's length, due north, (by compass.)

It is a bright revolving Light, 37 feet above the level of the sea, and may be seen, in clear weather, at the distance of 10 miles from a ship's deck. It will be lighted at sunset all the year round, and extinguished half-an-hour after day-light.

The Light Vessel is painted red, and during day-light hoists a red flag when a vessel is in sight.

The following remarks made by Mr. BROWN, Master of H.M. Ship *Winchester*, are hereunto subjoined for the guidance of Ships navigating False and Simon's Bays.

By Command of the Commander in Chief,

WILLIAM DYER, Secretary.

H. M. S. *Winchester*, Simon's Bay, 10th Jan. 1845.

Remarks for Ships bound into Simon's Bay.

The Light Vessel is moored on the north side of the Roman Rock, and distant therefrom one cable's length. It is a bright revolving Light, 37 feet above the level of the sea, and may be seen in clear weather at a distance of 10 miles from a ship's deck.

From this Light the bearings are,—

Whittle, S.S.E. distance 7 miles, on which there is only 12 feet of water.

Miller's Point, S. $\frac{3}{4}$ W. distance 4 miles.

Seal Island, E. $\frac{1}{4}$ S. distance $6\frac{1}{2}$ miles.

Dock Yard Jetty, W. $\frac{1}{4}$ N. distance $1\frac{1}{2}$ mile.

Ships steering or bearing into False Bay from round the Cape of Good Hope, will open the Light clear of Miller's Point, (which is the Point $7\frac{1}{2}$ miles from Cape Point, off which, but close to, are some Rocks above water,) when it bears N. $\frac{1}{4}$ E.; and if intending to beat up inside the Whittle, the Light should not be brought to the westward of N. by W. $\frac{1}{4}$ W., or to the eastward of north, until you are certain of being within 5 miles of the Light, when you must be northward of the Whittle, and may bring the Light, in standing to the northward, to bear N. W. by W., working up towards her by short tacks, and passing to the north, leaving her on your larboard hand, distant $\frac{1}{2}$ of a mile.

If outside the Whittle do not bring the Light to the north of N. N. W. $\frac{1}{2}$ W., or to the westward of N. W. by W. $\frac{1}{2}$ W., on account of Seal Island, and the Rocks which lay off $1\frac{1}{2}$ mile to the southward ; turn up by short tacks until you are certain of being within 5 miles of the Light, which will ensure your being northward of the Whittle, and may bring the Light in standing to the westward to bear north. With a leading wind bring the Light to bear N. by W., you will be well inside of the Whittle, and may run up keeping it on that bearing until within $\frac{1}{2}$ of a mile of the Light, when you must open it on your larboard side, and round it not less than half a mile distant ; when the Light bears S.S.W., steer in W. for the anchorage, and come to in 14, 12, or 10 fathoms according to the weather. If a fine night you may choose a berth among the shipping ; if otherwise, anchor in an outside berth for the night.

Ships rounding Hanglip must bear in mind that the Whittle lies nearly in a direct line between that Cape and the Light Vessel, from which it bears S.S.E ; therefore, if coming up with a fair wind outside the Whittle, bring it to bear N. N. W. $\frac{1}{2}$ W., or N. W. and by N., and run for it.

These remarks are principally intended for seamen not acquainted with Simon's Bay ; of course, those who know the passage between the Roman Rock and Noah's Ark, need not pass to the north of the former, but I would call their attention to the Phoenix Rock, and recommend their running for the anchorage at all times by a bearing of the Light.

As I am aware of the great difficulty in judging of distances at night, and this Light Vessel being moored on the north side of the Rocks, to protect her from the S. E. gales,—I do recommend it as a fixed rule, that all ships should at night pass to the eastward, and haul round the north side of the Light Vessel.

If you pass to the southward bear in mind the passage between Noah's Ark and the Roman Rock is barely $\frac{1}{2}$ of a mile ; and as the Light to the northward of these Rocks two cable's length, do not come within full $\frac{1}{2}$ a mile of the Light ; but I do not recommend this passage to strangers.

The following compass bearings were taken from the Light Vessel :—

Miller's Point,	S. 8 W.
Outer Roman Rock,	S. 15 E. distant 100 fathoms.
Elsay Peak,	N. 5 W.
Noah's Ark,	S. 47 W.
Dock Yard Jetty,	W. 3 N.
Hanglip,	S. 23 E.
Seal Island,	S. 85 E.
Whittle,	S. 25 E.

(Signed) J. BROWN.

Master H. M. S. *Winchester*.

Port Instructions for Algoa Bay.

Should it be the intention of the master of a vessel to discharge or receive on board any considerable quantity of cargo, a convenient berth will be pointed out by the Port Captain, as close to the landing-place as the safety of the vessel and other circumstances will admit. The vessel must then be moored with two bower anchors, with an open hawse to the S. E., and especial care taken not to overlay the anchors of other vessels, or in any way to give them a foul berth. Ships or vessels touching for water and refreshments, may ride *at single anchor*, but they must then anchor well to the northward, so as to prevent danger (in case of drifting) to the vessels moored; and it is particularly recommended, when riding at single anchor to veer out 70 or 80 fathoms of chain;—the other bower cable should be ranged and the anchor kept in perfect readiness to let go; strict attention should be paid to keep a clear hawse, (when moored,) the more so when it is probable the wind may blow from the S. E., and whether at single anchor or moored, the sheet anchor should be ready for immediate use.—The situation of the vessel must be taken by land-marks and the depth of water, and should any accident occur by which she may drift from such situation, or lose her anchors, the same must be notified in writing to the Port Captain.

It is recommended that vessels be kept as snug as possible, especially such as may have to remain some time in the anchorage, for the periodical winds blow occasionally with much violence.

Vessels having MARRYAT'S Code of Signals, can make their wishes known to their Agents, in blowing weather, through the Port Office;—Vessels not having the Code, can make the following with their Ensigns:—


1st. *Ensign in the Fore Top-mast Rigging.*—I am in want of a Cable.

2d. *Ensign in the Main Top-mast Rigging.*—I am in want of an Anchor.

3d. *Ensign in the Fore Rigging.*—I have parted a Bower Cable.

3d. *Ensign in the Main Rigging.*—I am in want of an Anchor and Cable.

5th. *Whift, where best seen.*—Send off a Boat.

 Whenever a red Flag may be hoisted at the Port Office, it denotes that it is unsafe for any Boat to land.

(Signed) H. G. DUNSTERVILLE, *Port Captain.*

Approved.

By Command of His Excellency the Governor,

(Signed) JOHN MONTAGU, *Sec. to Govt.*

Colonial Office, 6th February 1844.

NOTICE.

The Beacon placed in April 1843, to point out the position of the Dispatch Rock, (commonly called the Roman Rock,) situated in this Bay, having sunk, strangers are recommended on rounding Cape Receiffe with a proper offing, to steer N.E. by N. $\frac{1}{2}$ N. by compass, until the two Beacons on the Western Shore (one with a Barrel on the top, the other with a Cross,) are in one; and when the Cross is well open with the other Beacon they may haul up for the Anchorage N. W.

Port Office, Port Elizabeth, Algoa Bay, 10th May 1844.

H. G. DUNSTERVILLE, Port Captain.



GOVERNMENT NOTICE.

Colonial Office, Cape of Good Hope, 19th Feb. 1845.

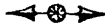
Notice is hereby given that a Red Buoy, with a Vane, has been placed at the entrance of Hoetjes Bay, within Saldanha Bay, to point out the situation of a Sunken Rock, which bears from the point of the main land N. E. by N. forty fathoms.

The Buoy is moored 100 feet due east from the Rock.

All Ships entering or leaving Hoetjes Bay, should pass to the eastward of the Buoy.

By His Excellency's Command,

(Signed) JOHN MONTAGU,
Secretary to Government.



Notices by the Collector of H. M.'s Customs,

AT THE

Cape of Good Hope.

EXPORTERS TO THE MAURITIUS

Are informed, that orders have been issued to the proper officers at the Mauritius, authorizing British produce and manufactures to be admitted *as such* from any of the British possessions within the limits of the East India Company's Charter;—and further, that the several importers at the Mauritius have been relieved from the bonds which they have been hitherto required to give for the difference of duty, pending the consideration of this question.

NOTICE TO SHIPPERS TO MAURITIUS.

Much inconvenience having occurred upon the delivery of cargoes at the above Island, for want of a *manifest*, accompanying the general clearance of the ship, the Collector recommends to shippers for the Mauritius, *to prepare a manifest, and have it attached, seal, under to the general clearance granted at this port.*

COUNTERFEITS.

Notice is hereby given, that by the Act of 3d and 4th William IV., Cap. 59, § 92, it is enacted—"That if any person shall, in any of His Majesty's possessions abroad, counterfeit or falsify, or wilfully use, when counterfeited or falsified, any entry, warrant, cocket, transire, or other document, for the unlading, lading, entering, reporting, or clearing any ship or vessel, or for the landing, shipping, or removing of any goods, stores, baggage, or article whatever,—or shall, by any false statement, procure any writing or document to be made for any such purposes,—or shall forge or counterfeit a certificate of any declaration required by any act for regulating the trade of the British possessions abroad, having been made, or shall publish such certificate, knowing the same to be so forged or counterfeited, every person so offending shall, for every such offence, forfeit the sum of £200."

WHALING.

His excellency the Acting Governor of the settlement of the Cape of Good Hope hereby makes known to all masters of foreign vessels, that they will not be permitted to catch or kill any whales, sea elephants, or seals, within the bays, roads, or other waters of this settlement, over which His Britannic Majesty has the right of sovereignty.

DECLARATIONS.

Whereas *declarations* are now with few exceptions) substituted for oaths, in the transaction of the business relating to the customs, or to trade and navigation :—Notice is hereby given, that by the act of the 4th and 5th William IV. chap. 89, § 2, it is enacted—“ That in all cases where any such declarations are made, if any such declarations shall be untrue in any particular, the person making the same shall, over and above any other penalty to which he or they may become liable, forfeit the sum of £100.

Notice is hereby given, that the Right Honorable the Lords Commissioners of Her Majesty's Treasury have been pleased to authorize the appointment of an officer as sub-collector, searcher, and landing-waiter, at *Port Beaufort, St. Sebastian's Bay*, and also at *Mosel Bay*, for the purpose of entering and clearing all vessels arriving from, and departing to, the United Kingdom, or any of Her Majesty's possessions abroad, as well as receiving and accounting to the collector at this port, for the duties due on their respective cargoes.

NAVIGATION LAWS.

The Honorable the Commissioners of H. M.'s Customs have directed to give public notice, that the provisions of the navigation laws will in future be strictly enforced.

FEEES.

If any officer, clerk, or other person, acting in any office or employment in the customs, shall take or receive any fee, perquisite, gratuity, or reward, whether pecuniary or of any other sort whatever, directly or indirectly, from any person (not being an officer of the customs) on account of any thing done, or to be done by him, in any way relating to his office, except such as he shall receive by permission of the commissioners of Her Majesty's Treasury, every such officer or clerk, so offending, shall be dismissed from his office.

And if any person (not being in the customs) shall give, offer, or promise to give, any such fee, perquisite, or reward, such person shall for every such offence forfeit £100.

BOATS.

No boats are to be moored, or allowed to be nearer the stairs at either side of the wharf, than the outside of the respective piles painted white, nor to remain at the stairs longer than the actual time of landing or embarking persons. Boats are not to be made fast to any of the piles, but may be fastened to the rails. This permission will, however, be withdrawn from any boat-owner or boat-man who shall be found transgressing these regulations, exclusive of being prosecuted according to law.

112 CUSTOM-HOUSE NOTICES.

TRANSFER OF SHARES IN SHIPS.

Notice is hereby given, that the regulations contained in the notice published in the *Government Gazette* of the 22d January, 1836, in regard to the transfer of shares in ships, have been rescinded, and that the following regulations are henceforth to be observed:—

That in all future transfers of ships, or shares in ships, each party transferring will be required either to do so by a separate conveyance, or, where the owners of shares join in one conveyance, they will be required to state what share or shares each of them conveys; and in the granting part, after the customary words “grant, bargain, sell, assign, and set over,” the words “in the proportion above specified,” shall likewise be inserted.

All parties concerned in the fisheries of this colony are hereby cautioned as to the consequences of entering for exportation blubber, train oil, spermaceti oil, head matter, or whale fins, unless truly and *bona fide* of a character corresponding with the proof required by law, in order to entitle the same to the privileges of British taking, which proof is, that such blubber, oil, head matter, or whale fins, “are the produce of fish, or creatures living in the sea, taken and caught wholly by Her Majesty’s subjects usually residing in this colony.”

All oils, fins, &c. not agreeing with the entry required, are liable to forfeiture, and the shippers subject to certain penalties for making an untrue declaration.

Seal skins likewise require to be entered for exportation, as of “British taking,” in order to entitle them to be admitted to entry in the United Kingdom, upon payment of the low duty.

NOTICE TO SHIPPERS.

The Collector of Her Majesty’s Customs recommends to the shippers of goods to any of Her Majesty’s possessions abroad, to be particular in describing in their export entries such goods as are the *produce of places within the East India Company’s Charter*,—adverting to their importation into this colony, by which means they will be entitled to certain exemptions from duty upon their importation into these possessions.

BILLS OF ENTRY.

Upon entering *goods inwards*, (whether free of, or subject to duty, or to be warehoused upon the first perfect entry thereof, or for payment of duty upon the taking out of the warehouse,) *three bills of entry* are required to be delivered to the collector. *One* of the bills of entry is required to be fairly written in words at length,—but in the duplicates thereof all sums and numbers may be expressed in figures.

No *entries inwards* are received after 2 o’clock, p. m.

List of Bonding Warehouses approved by the Collector of Her Majesty's Customs.

The Warehouse next to the Custom House Yard, belonging to Messrs. DEANE & JOHNSON.

Two Upper Floors and one Ground Floor of the Stores situated in the Keizersgracht, on the Premises *Spes Bona*, belonging to Messrs. EBDEN & Co.

Two Upper Floors, Nos. 1 and 2, of the Warehouse No. 5, situated in Harrington-street, near the Keizers-gracht, belonging to Mr. THOMAS SUTHERLAND.

The Warehouse situate in Bree-street, near the New Jetty, the property of Messrs. H. ROSS & Co.

The Warehouse situate in Keizers-gracht, at the corner of Harrington-street, consisting of one Ground Floor belonging to Mr. THOMAS SUTHERLAND.

One Ground and one Upper Floor on the N. W. side of the Stack of Warehouses belonging to Mr. G. N. MECHAU, situated near the North Wharf, about forty-five yards distant from the Customs' Searcher's Office, proposed by Mr. ISAAC CHASE.

One Warehouse, consisting of one Ground and two Upper Floors, situated in Strand-street, corner of the street leading from Strand-st. to the Port Office, in a line with Grave-st. ;—and

One Warehouse, consisting of a Ground and two Upper Floors, adjoining a communication with the abovementioned Warehouse, and having its front entrance in the street leading from Strand-street to the Port Office, in a line with Grave-street ;—belonging to Mr. WILLIAM BILLINGSLEY.

One Warehouse, consisting of one Ground and two Upper Floors, situated in Strand-street, next to the Custom House, belonging to Messrs. THOMSON, WATSON & Co.

In Simons' Town.

The Warehouse situated on the East side of, and adjoining to Her Majesty's Ordnance Office, belonging to Mr. GEORGE B. HEWSON.

At Port Elizabeth.

Two Floors of the Warehouse situated on the Beach at Port Elizabeth, belonging to Mr. JOHN THORNHILL.

A Warehouse situated near the Custom House, belonging to Mr. J. O. SMITH.

A Magazine for the bonding of Gunpowder, situated about $\frac{1}{4}$ of a mile from the landing place at Port Elizabeth, belonging to Mr. J. O. SMITH.

SEIZURES.

Notice is hereby given that by the Act of the 4th and 5th Wm. IV. cap. 89, § 25, it is enacted—"That all vessels, boats, goods, and other things, which shall have been, or shall be hereafter seized, under any law relating to the customs, or to trade or navigation, shall be deemed and taken to be, condemned, and may be dealt with in the manner as directed by law in

respect of vessels, boats, goods, and other things, seized and condemned for breach of any such laws, unless the person from whom such vessels, boats, goods, and other things, shall have been seized, or the owner of them, or some person authorized by him, shall, within one calendar month from the day of seizing the same, give notice in writing, to the person or persons seizing the same, or to the collector, controller, or other chief officer of customs, at the nearest port, that he claims the vessel, boat, goods, or other things, or intends to claim them."

Copy of the 10th Article of the Treaty with Spain for the suppression of the Slave Trade.

It is further mutually agreed, that every merchant vessel, British or Spanish, which shall be visited by virtue of the present treaty, may lawfully be detained and sent or brought before the mixed courts of justice, established in pursuance of the provisions thereof, if in her equipment there shall be found any of the things hereafter mentioned, viz :—

"An extraordinary number of water-casks, or of other vessels holding liquid, unless the master shall produce a certificate from the custom-house at the place from which he cleared outwards, stating that a sufficient security had been given by the owners of such vessel—that such extra quantity of casks, or of other vessels, should only be used to hold *palm oil*, or for other purposes of lawful commerce.

1st and 2nd VICTORIA. Cap. CXIII. § 18.

And be it enacted, that if any sugar or coffee, the produce of any British possession within the limits of the East India Company's Charter, shall have been imported into the Cape of Good Hope, from the place of its production accompanied by such a certificate of origin as would be sufficient for its admission in the United Kingdom at the low rate of duty, and shall have been warehoused at the Cape of Good Hope, under the regulations there in force for the warehousing of goods, and shall have been exported from such warehouse, accompanied by a certificate from the proper officer of the customs at the Cape of Good Hope, setting forth the particulars of the importation and of the warehousing, and of the exportation of the same, and also setting forth the substance of the certificate of origin before mentioned : and if on the arrival in the United Kingdom of the ship importing such sugar or coffee, the master of such ship shall deliver to the collector or controller at the port of importation, such certificate from the officer of the customs at the Cape of Good Hope, and shall make a declaration before such collector or controller, that such certificate was received by him at the Cape of Good Hope, and that the sugar or coffee so imported is the same as is mentioned therein, then such sugar or coffee shall be admitted at such port of importation in the United Kingdom at the same rate of duty as would be payable if the same had been imported direct from the place of its production.

By the Commissioners for managing and causing to be levied and collected Her Majesty's Customs and other Duties.

NOTICE TO REGISTERED OWNERS OF BRITISH SHIPS.

By an Act passed in the first and second year of the reign of Her Majesty VICTORIA, Cap. 113, the owner or owners of any British ship or vessel which shall have been lost, or taken by the enemy, or burnt, or broken up, or otherwise prevented from returning to the port to which such ship or vessel belongs, or which shall on any account have lost or forfeited the privileges of a British ship, shall, immediately upon obtaining knowledge of any of the circumstances aforesaid, give notice, in writing, of such circumstances, to the collector or controller of the customs at the port of registry of such ship or vessel; and in case any British registered ship or vessel shall have been absent from the port of registry for the space of three years, the owner or owners of such ship or vessel shall in like manner give notice, in writing, to the collector or controller of the customs at such port, stating therein the cause of such absence, and that the said vessel had not forfeited her privileges as a British ship;— and every such owner or owners failing to give such notice in either of the cases aforesaid, or making any untrue statement in respect to any such ship or vessel, shall forfeit a sum of £5. And by the conditions of the registry bond required under the 3d and 4th WILLIAM IV., cap. 55, § 20, the certificate of registry of a British vessel is to be delivered up to the collector or controller of customs within one month after the arrival of the master in any of the ports of Her Majesty's dominions, to be cancelled, in case the vessel for which it is granted shall be lost, or taken by the enemy, burnt, or broken up, or otherwise prevented from returning to the port to which she belongs; or, if such vessel shall have been sold, in the whole or in part, to foreigners, and the vessel shall be within any of the ports of Her Majesty's dominions, the certificate of registry is to be delivered in like manner, within seven days after such sale; or if such vessel shall be in any foreign port when such sale takes place, the certificate of registry is to be delivered to the British consul residing nearest to such foreign port; or, if such vessel shall be at sea when such sale takes place, the certificate of registry is to be delivered up to the British consul at the port to which the vessel shall first arrive after such sale, on forfeiture of the penalty of the said bond.

COASTING TRADE.

With a view to facilitate the entrance and clearance of vessels employed in the coasting trade,—the agents or owners may, if they think fit, obtain a *general suffrance* for the landing or shipping of goods coastwise, instead of requiring a separate permit or suffrance for each shipper or consignee,—provided such agents or owners shall pay the same amount of government fees as would have been payable had separate permits been, as hitherto, taken out.

TO EXPORTERS OF CAPE WINE.

Several persons, other than the *Shippers* themselves being in the habit of tendering proof to the collector, in respect to wines destined for the United Kingdom, the parties concerned are hereby cautioned, that such proof will not, upon the clearing of the vessel, be available for the purpose intended; but that the wines will be liable, in the United Kingdom, to the payment of the *foreign or double duties*,—as the law requires the *shipper* to make the necessary proof to entitle the wines to a certificate of origin from the collector,—and has not provided for such proof being made by any other than the *shipper*.

MEMORANDUM.

As to filling up Bonds at the Custom House.

The Bonds should be filled up in the name of the *Individual*, and not of the *Firm*; but there is no objection to the recital of the *Firm* as a part of the description of the Persons giving the Bond, but his individual name should be given.

All Persons passing Import or Export Entries or Suffrances are hereby informed, that it is necessary that it should be stated on the Entries and Suffrances, the Place at which the Goods are intended to be laden or unladen, by specifying whether at the *North* or *South Wharf*.

The collector's wish to accommodate parties, by giving change occasionally, having led to a general practice of persons coming to make payments, without providing themselves with change, and which occasions much interruption to business,—this abuse compels the collector to decline giving change in future.

The Honorable the Commissioners of Her Majesty's Customs have directed the following hours of attendance to be observed by the water-side officers at this Port, and which are to be the *legal hours* for the *landing* and *shipping* of goods, on every day, Sundays and Holidays excepted, viz:—

	<i>Morning.</i>	<i>Evening.</i>
From 1st Oct. to 21st March,	from 6 o'clock,	} Until sunset, as made known by the evening gun.
From 21st March to 21st May,	from 7 o'clock,	
From 21st May to 21st July,	from 8 o'clock,	
From 21st July to 1st October,	from 7 o'clock,	

HOLIDAYS KEPT AT THE CUSTOM HOUSE.

Good Friday,	2d April.
Her Majesty's Birth-day,	24th May.
Christmas,	25th Dec.

CUSTOM HOUSE NOTICES. 117

Colonial Office, Cape Town, 24th April 1847.

The Hon. W. FIELD, Esq.
Collector of Customs.

Sir,—A despatch has lately been received from the Right Honorable the Secretary of State relative to the proposed Harbour of Refuge in Table Bay, of which a copy is annexed for your information, and from its tenor the Right Honorable the Governor conceives that the project of a Breakwater must now be considered to be postponed.

Under these circumstances the provisions of Ordinance No. 34 of 1846, entitled "An Ordinance for levying wharfage and other dues in Cape Town, and for devoting them to the construction of a Harbour of Refuge in Table Bay, and for other purposes," and the clear understanding upon which that Ordinance was passed by the Legislative Council, His Excellency is of opinion, cannot be lost sight of; and after mutually weighing the various considerations connected with this subject, he conceives that the Local Government is placed under the necessity of immediately altering the present tariff of wharfage duties collected under that Ordinance.

It appears that the mercantile body of Cape Town, anxious for the promotion of the important work in question, came forward in a very liberal spirit to provide the necessary means, and framed a tariff of wharfage duties calculated to accomplish the end in view, and that the amended tariff was framed expressly for the purposes of the proposed Breakwater;—that the object intended was to provide for the interest of a loan expected to be at once negotiated, and that, but for the unwillingness of all parties who seem to view the undertaking as in any degree uncertain, a condition would have been made in the Ordinance, that the increased tariff should take effect concurrently with the commencement of the interest on the anticipated loan.

When, therefore, it is ascertained that Her Majesty's approval is, at least for a time, withheld, it appears to His Excellency that the whole foundation upon which the increased tariff rested is removed, and that it becomes the Government to shew that the clearly implied, if not, indeed, the actually expressed contract, is fully recognised.

Were the old tariff based upon the same sound principles as the new, it would have been desirable to return to the old; but as the mercantile body, in framing the new tariff, have succeeded in combining with the great end of raising an increased revenue, the other, and by no means unimportant, advantages of relieving the coasting trade of the Colony, and of distributing more equitably, in regard to the articles charged, the pressure of the duty, the Governor prefers to adopt some proportional part of the present tariff, calculated to produce about as much as the old tariff, which he conceives would be more agreeable to the mercantile body than any other mode which could be adopted. That proportion may, he is informed, be taken at two-thirds.

118 CUSTOM HOUSE NOTICES.

Pending, therefore, any legislation upon the subject, and until he can bring the subject under the attention of Earl Grey, the Governor authorises you to receive two-thirds of the present rate of wharfage dues instead of the entire.

By taking this course, without any urgency, or even public application from without, Sir Henry Pottinger has no doubt that, besides placing the proceedings of his Government beyond all cavil or question, it will secure such a feeling of cordiality and co-operation between the Government and the mercantile body, as will be of signal service whenever the question of the Breakwater is revived.

I have, &c.
(Signed) JOHN MONTAGU.

*Legislative Council Chamber,
Saturday, 11th September 1847.*

The following Papers were, by Order of His Excellency the Right Hon'ble the Governor, this day laid on the Table, and ordered to be published.

WM. HOPE, *Clerk of Councils.*

No. 61.

Downing-street, 5th April 1847.

SIR,—With reference to the dispatch which my predecessor addressed to Sir PEREGRINE MAITLAND on the 28th of June 1846, relative to Her Majesty's Order in Council, on the 26th April 1845, raising the duty on French Brandy imported into the Cape of Good Hope, from four-pence to one shilling per Imperial Gallon,—I have now to transmit to you the copy of a letter from the Board of Treasury, with its enclosure from the Lords of the Committee of Privy Council for Trade, relative to a revision of the provisions of the Order; and I have to desire that you will bring under the consideration of the Legislative Council of your Government, the whole question relating to the Brandy duties at the Cape, and in the event of the Council deeming it advisable, that the present rate of duties should be reduced, or that the system of substitution, suggested by the Lords of the Committee of Privy Council for Trade, should be established, I shall be prepared to take the necessary steps for the issue of an Order of Her Majesty in Council on the subject.

I am, &c.

GREY.

The Right Honorable
Sir HENRY POTTINGER, G.C.B.,
&c. &c. &c.

No. 109.

Downing-street, 28th June 1846.

SIR,—I have to acknowledge the receipt of your despatch and its enclosures, No. 31, of 31st January last, on the subject of Her Majesty's Order in Council of the 26th of April 1845.

CUSTOM HOUSE NOTICES. 119

raising the Duty of French Brandy imported into the Cape of Good Hope, from four-pence to one shilling per Imperial Gallon.

Having referred your despatch and its enclosures to the Lords Commissioners of the Treasury, I have now to apprise you, that their Lordships have stated to me that they see no grounds for authorizing you to comply with the applications contained in the Memorial addressed to their Lordships for return of the increased rate of Duty which had been levied between the date of the promulgation in the Colony of Her Majesty's Order in Council, and the 1st January last.

The Lords Commissioners of the Treasury have further apprised me, that as regards any arrangement for the revision of the Provisions of the Order, either with a view to alteration in the rate of Duty or to permitting the mixture of Wine with Brandy in the Bonding Warehouses,—their Lordships await some further information which the Commissioners of Customs have directed the Collector at the Cape of Good Hope to furnish.

I have, &c.

W. E. GLADSTONE.

Lieut.-General

Sir PEREGRINE MAITLAND, K.C.B.

Treasury Chambers, February 4th, 1847.

SIR,—With reference to the letter addressed to you, from this Department, on the 11th June last, in reply to your communication of 23d April last, on the subject of Duties on French Brandy, imported into the Cape of Good Hope,—I am commanded by the Lords Commissioners of the Treasury, to request that you will state to Earl GREY, that my Lords, having received a further Report from the Commissioners of Customs, and having communicated with the Lords of the Committee of Privy Council for Trade, have now given directions for the transmission for His Lordship's information, of a copy of a letter from that Department; and I am to request that you will apprise Lord GREY, that the opinion and suggestions contained in this letter, have met with the entire occurrence of my Lords.

I have &c.,

C. E. TREVELYAN.

J. STEPHEN, Esq., &c. &c. &c.

COPY.

Board of Trade, January 13th, 1847.

SIR,—I am directed by the Lords of the Committee of Privy Council of Trade, to acknowledge the receipt of your letter of 11th November last, enclosing a Report of the Commissioners of Customs, together with a despatch from the Governor of the Cape of Good Hope, and Report of the Collector there, with other documents relative to applications for permission to mix Brandy with Wine in the Bonded Warehouses of that Colony.

My Lords concur in opinion with the Lords Commissioners of Her Majesty's Treasury, that it would be inexpedient to allow the admixture of Cape Wine with Foreign Brandy in Bond.

My Lords, however, would observe, that a concession of this privilege, is not the only course which would satisfy the Merchants who have petitioned upon the subject, their object being to obtain free of duty, or at a lower duty, Brandy used in the preparation of Cape Wine, exported from the Colony.

This might be effected either, 1st.—By the repeal, or reduction of the Brandy Duties generally, or 2ndly,—by allowing a drawback on Brandy contained in exported Wine, or 3rdly,—by the adoption of regulations similar to those now in force in this Country, as regards the Deposit in Bond of Flour and Biscuit in lieu of Wheat, so that Foreign Brandy might be taken out of Bond duty free, on the substitution of an equivalent quantity of Cape Wines prepared for exportation.

My Lords are of opinion, that the system of Drawback is, in itself, objectionable, and they would not recommend, that it should be resorted to in the present instance.

With regard to the other two modes above mentioned, of meeting the wishes of the Merchants, My Lords apprehend that any objection to either of them, must rest upon the inexpediency of allowing the importation into the Cape, of Foreign Brandy at a reduced duty, or entirely duty free.

Upon a review of the circumstances connected with the alteration of the Brandy Duties at the Cape, in 1845, My Lords see no reason for supposing that the present duty was imposed for the purposes of Revenue, and it must, therefore, be considered as based upon the principle of protection to the Colonial Spirit Producer. Viewing the duty in this light, My Lords deem it to be objectionable not only as a Tax upon a raw-material used in the staple Manufacture of the Colony, but also as having the effect of an Export Duty on one of its principal productions, although from the conflicting statements on the subject, the practical rate of Export duty cannot be ascertained, Moreover, inasmuch as the Spirit Producer is also the Wine Grower, what he gains by the protection afforded to his Spirits, he loses to a great extent by the disadvantage accruing to his Wines.

My Lords conceiving that this consequence will, at no distant period, become manifest in the Colony, and having regard to this consideration, and to the fact, that the Duty in question was fixed at its present rate, in accordance with the wishes of the Colonists themselves, My Lords would not be disposed to recommend, that any direct interference should be exercised by Her Majesty's Government in the matter.

They would, however, suggest, that the impolicy of this protective duty, should be brought under the notice of the Governor of the Colony, and that he should be advised to consider in council, the expediency of a general reduction of the Brandy Duties at the Cape, or of the establishment of the substitution above alluded to.

I have, &c.

JOHN LEFEVRE.

J. PARKER, Esq. &c. &c. &c.

Customs—Cape of Good Hope.

Account of the Number and Tonnage of Vessels entered Inwards from each Country, in the year ended 5th January 1847, with the number of Men employed in navigating the same, distinguishing British from Foreign Ships.

PORT OF CAPE TOWN.	BRITISH.			FOREIGN.		
	No.	Tons.	Men.	No.	Tons.	Men.
Great Britain, ...	115	44932	2406	..	..	..
Ireland, ...	1	1014	54	..	..	..
France, ...	..	..	..	4	973	56
Holland, ...	..	..	..	3	1401	62
Sweden, ...	..	..	..	4	1351	66
Hamburg, ...	..	..	..	4	800	54
Prussia, ...	1	95	9	..	..	..
Bremen, ...	..	..	..	2	582	30
Madras and Calcutta, ...	62	33741	2020	2	857	35
Bombay, ...	8	4543	236	..	..	..
Calingapatam, ...	1	256	14	..	..	..
Ceylon, ...	6	2175	105	..	..	..
Negapatam, ...	1	120	9	..	..	..
Sincapore, ...	2	567	29	1	260	14
Java, ...	1	230	9	12	4178	193
Siam, ...	1	400	16	..	..	..
China, ...	20	7844	384	4	1624	76
Hong Kong, ...	6	2412	121	..	..	..
Cochin, ...	1	226	11	..	..	..
Manilla, ...	1	354	18	2	745	39
Maulmain, ...	1	579	18	..	..	..
Adelaide, ...	9	2638	128	..	..	..
Swan River, ...	1	375	17	..	..	..
Van Diemen's Land, ...	1	208	14	..	..	..
St. Helena, ...	9	1942	107	..	..	..
Ascension, ...	1	307	11	..	..	..
Possession Island, ...	2	283	29	..	..	..
Delagoa Bay, ...	..	..	..	1	120	10
Crozets, ...	4	530	54	..	..	..
Comora Islands, ...	1	123	8	..	..	..
Mauritius, ...	40	9513	533	..	..	..
Port Natal, ...	16	1419	142	..	..	..
Mosambique, ...	1	103	11	..	..	..
Walwich Bay, ...	2	157	22	..	..	..
Zanzibar, ...	1	206	12	1	133	10
West Coast, ...	2	325	21	..	..	..
Homewood Harbour, ...	1	22	4	..	..	..
Rio de Janeiro, ...	20	2936	177	..	..	..

122 IMPORTS AND EXPORTS.

PORT OF CAPE TOWN.	BRITISH.			FOREIGN.		
	No.	Tons.	Men.	No.	Tons.	Men.
Pernambuco, --- ---	2	410	20	..	..	..
United States, --- ---	..	..	..	10	2665	120
Falkland Islands, --- ---	1	407	21	..	..	..
Whaling, --- ---	1	404	46	6	1400	137
	343	121796	6836	50	17089	902
Coastwise, --- ---	178	21216	1969	3	618	31
Total, --- ---	521	143012	8805	56	17707	933
PORT OF SIMON'S TOWN.						
Great Britain, --- ---	17	6849	371	..	..	..
France, --- ---	..	..	..	1	289	14
Madras and Calcutta, --- ---	3	1231	73	..	..	..
Ceylon, --- ---	2	1084	56	..	..	..
China, --- ---	..	..	..	..	1642	27
Maulmain, --- ---	1	458	23	..	..	..
Mosambique, --- ---	..	..	..	1	270	7
Patagonia, --- ---	1	365	23	..	..	..
Whaling, --- ---	..	..	..	3	803	67
	24	9987	546	6	2004	115
Coastwise, --- ---	6	963	108	..	..	..
Total, --- ---	30	10950	654	6	2004	115
In Ballast, --- ---	1	365	17	2	416	39
PORT OF PORT ELIZABETH.						
Great Britain, --- ---	40	12176	594	..	..	..
Hamburg, --- ---	..	..	..	1	360	11
Bremen, --- ---	..	..	..	1	322	15
Madras and Calcutta, --- ---	6	1885	159	..	..	..
Bombay, --- ---	1	423	18	..	..	..
Ceylon, --- ---	1	128	9	..	..	..
Java, --- ---	1	142	8	..	..	..
New South Wales, --- ---	1	188	9	..	..	..
Mazeppa Bay, --- ---	1	96	10	..	..	..
Mauritius, --- ---	15	2354	164	..	..	..
Quillemaine, --- ---	1	103	10	..	..	..
Zanzibar, --- ---	1	165	10	..	..	..
Rio de Janeiro, --- ---	1	102	10	1	469	23
United States, --- ---	..	..	..	3	673	33
Monte Video, --- ---	1	279	16	..	..	..
	70	18041	1017	6	1824	82
Coastwise, --- ---	99	15,107	1125	..	..	..
Total, --- ---	169	33148	2142	6	1824	82

IMPORTS AND EXPORTS.

123

An Account of the declared Value of all Goods imported in British Ships, in the year ended 5th January 1847, showing the Countries from which imported, and the Amount of Customs' Duties collected thereon.

PORT OF CAPE TOWN.			
<i>Europe.</i>		Value in	Duty
Great Britain.		Sterling Money.	Collected.
British Goods,	---	£397642 0 0	£19247 2 4
British Plantations,	---	363 0 0	27 16 4
Foreign Goods,	---	86042 10 0	100055 4 0
Total Imports from Great Britain,		£484047 10 0	£29330 2 8
Ireland,	---	335 0 0	Free.
Prussia,	---	290 0 0	20 3 5
<i>Asia.</i>			
Madras and Calcutta,	---	37084 0 0	4198 10 1
Bombay,	---	854 0 0	84 6 2
Adelaide,	---	2034 0 0	138 10 6
Ceylon,	---	717 0 0	77 12 8
China,	---	30330 0 0	5008 1 9
Hong Kong,	---	10811 0 0	2000 14 10
Java,	---	1609 0 0	500 2 5
New South Wales,	---	263 0 0	56 2 5
Singapore,	---	5563 0 0	897 2 6
Manilla,	---	2269 0 0	105 0 1
Negapatam,	---	1819 0 0	62 14 0
Cochin,	---	92 0 0	9 0 5
Calingapatam,	---	2692 0 0	471 1 6
Van Diemen's Land,	---	2969 0 0	175 13 0
Coringa,	---	2327 0 0	101 12 6
<i>Africa.</i>			
St. Helena	---	829 0 0	28 2 8
Mauritius,	---	61329 0 0	5786 1 0
Madeira,	---	305 0 0	40 15 5
Port Natal,	---	16 0 0	2 5 0
Crozetts,	---	7758 0 0	22 18 0
West Coast,	---	218 0 0	25 19 0
Walwich Bay,	---	584 0 0	2 19 4
Possession Island,	---	177 0 0	21 4 10
Mosambique,	---	3007 0 0	4 4 0
St. John's River,	---	585 0 0	0 12 0
<i>America.</i>			
Pernambuco,	---	11978 0 0	1467 0 4
Bahia,	---	1297 0 0	331 13 0
Rio de Janeiro,	---	70741 0 0	14122 17 0
Sandos,	---	1975 0 0	480 6 0
Total,		£746904 10 0	£65580 8 6

124 IMPORTS AND EXPORTS.

PORT OF SIMON'S TOWN.

<i>Europe.</i>	Value in	Duty
Great Britain.	Sterling Money.	Collected.
British Goods, --- ---	£1679 19 1	£83 18 4
British Plantations, --- ---	8 1 3	1 19 5
Foreign Goods, --- ---	181 6 6	28 13 4
Specie by Commissariat, --- ---	50000 0 0	. . . . .
Total Imports from Gt. Britain,	£51869 6 10	114 11 1

Asia.

Madras and Calcutta, --- ---	320 17 6	42 3 3
Ceylon, --- ---	3 0 0	0 3 0
Maulmain, --- ---	2 5 0	0 2 3

Africa.

Mauritius, --- ---	5 0 0	0 5 0
Quillemainc, --- ---	0 10 0	0 1 2

America.

Patagonia, --- ---	3 0 0	0 3 0
Total, ---	£2203 19 4	£157 8 9
	50000 0 0 Specie.	

PORT OF PORT ELIZABETH.

British Goods, --- ---	204861 0 0	11778 14 9
Foreign Goods, --- ---	409 0 0	25 9 0
Total Imports from Gt. Britain,	£205270 0 0	£11804 3 9

Asia.

Madras and Calcutta, --- ---	6273 0 0	886 10 4
Bombay, --- ---	43 0 0	2 3 0
Ceylon, --- ---	1131 0 0	114 7 8
Java, --- ---	1984 0 0	627 14 4
New South Wales, --- ---	1564 0 0	15 13 10

Africa.

Cape Town, --- ---	1936 0 0	365 5 6
Mauritius, --- ---	18477 0 0	2131 8 11

America.

Monte Video, --- ---	50 0 0	6 0 0
Rio de Janeiro, --- ---	3700 0 0	792 0 7
Total, ---	£240428 0 0	£16745 7 11

IMPORTS AND EXPORTS. 125

An Account of the declared Value of all Goods imported in Foreign Ships, in the year ended 5th January 1847, showing the Countries from which imported, and the Amount of Customs' Duties collected thereon.

PORT OF CAPE TOWN.

	Value in Sterling Money	Duty Collected.
<i>Europe.</i>		
France, --- --- ---	£6805 0 0	£754 8 7
Holland, --- --- ---	4155 0 0	697 6 1
Hamburgh, --- --- ---	3368 0 0	386 4 10
Sweden, --- --- ---	2835 0 0	499 3 1
Altona, --- --- ---	175 0 0	41 13 0
Bremen, --- --- ---	10629 0 0	1378 2 9
Portugal, --- --- ---	24 0 0	6 5 5
<i>Asia.</i>		
Java, --- --- ---	7333 0 0	808 3 8
China, --- --- ---	486 0 0	0 2 5
Manilla, --- --- ---	10 0 0	1 0 0
Calcutta, --- --- ---	7089 17 0	49 15 7
<i>Africa.</i>		
Quillemaine, --- --- ---	445 0 0	43 18 8
<i>America.</i>		
United States, - --- ---	23708 13 4	3729 15 8
Rio de Janeiro, --- --- ---	478 0 0	151 3 0
Whaling, --- --- ---	241 0 0	36 1 5
Total, ---	£67782 10 4	£65580 8 6

PORT OF SIMON'S TOWN.

<i>Europe.</i>		
France, --- --- ---	12 0 0	1 4 0
<i>Asia.</i>		
Java, --- --- ---	700 0 0	101 17 0
<i>Africa.</i>		
Quillemaine, --- --- ---	1216 16 0	125 11 7
<i>America.</i>		
United States, --- --- ---	109 2 15	15 16 4
Whaling, --- --- ---	285 0 0	26 18 1
Total, ---	£2322 16 2	271 7 0

PORT OF PORT ELIZABETH.

Hamburgh, --- --- ---	4864 0 0	602 15 1
Bremen, --- --- ---	3387 0 0	383 4 0
<i>Africa.</i>		
Quillemaine, --- --- ---	380 0 0	.... ..
<i>America.</i>		
United States, --- --- ---	3936 0 0	681 18 4
Rio de Janeiro, --- --- ---	853 0 0	75 2 7
Total, ---	£13420 0 0	£1743 0 0

Account of the Number and Tonnage of Vessels cleared outwards to each Country, in the year ended 5th January 1847, with the Number of Men employed in navigating the same; distinguishing British from Foreign Ships.

PORT OF CAPE TOWN.	BRITISH.			FOREIGN.		
	No.	Tons.	Men.	No.	Tons.	Men.
<i>Europe.</i>						
Great Britain, ---	138	60882	3257	2	654	29
Ireland, ---	9	2353	116	..	..	..
Guernsey, ---	1	104	8	..	..	..
France, ---	..	..	..	2	618	31
Hamburgh, ---	..	..	..	2	453	25
Holland, ---	..	..	..	6	2277	104
Spain, ---	..	..	..	1	399	25
Bremen, ---	..	..	..	2	642	31
Sweden, ---	..	..	..	2	554	26
<i>Asia.</i>						
Madras and Calcutta,	32	18267	1067	4	1309	59
Bombay, ---	13	7101	399	..	..	..
Sincapore, ---	1	350	13	3	690	37
Maulmain, ---	1	421	18	..	..	..
Ceylon, ---	4	1393	64	..	..	..
Aden, ---	2	823	30	..	..	..
Java, ---	3	1022	50	9	3372	161
Anjer, ---	..	..	..	1	303	12
Penang, ---	1	272	13	..	..	..
Hong Kong, ---	4	1581	102	..	..	..
New South Wales,	6	1123	61	1	382	16
Mocha, ---	..	..	..	1	158	15
Port Philip, ---	1	142	10	..	..	..
Adelaide ---	2	216	20	..	..	..
Lombok, ---	1	302	12	..	..	..
Van Diemen's Land,	2	347	22	..	..	..
New Zealand, ---	1	315	18	..	..	..
Swan River, ---	2	447	31	..	..	..
Sumatra, ---	..	..	..	1	248	12
<i>Africa.</i>						
Mauritius, ---	46	10826	568	..	..	..
Fort Natal, ---	14	1386	127	..	..	..
Homewood Harbour,	1	22	5	..	..	..
Bourbon, ---	..	..	..	3	762	41
St. Helena, ---	12	1661	112	..	..	..
Peacock's Bay, ---	1	208	16	..	..	..
Walwich Bay, ---	2	77	15	..	..	..
Crozets, ---	2	272	45	..	..	..
West Coast, ---	1	216	13	..	..	..
Possession Island,	1	121	11	..	..	..
Mosambique, ---	3	381	36	..	..	..
Rio de Janeiro, ---	7	730	55	2	403	19
United States, ---	1	147	9	12	3440	182

IMPORTS AND EXPORTS. 127

PORT OF CAPE TOWN.	BRITISH.			FOREIGN.		
	No.	Tons.	Men.	No.	Tons.	Men.
<i>America.</i>						
Demerara, ---	1	150	10	..	..	..
Whaling, ---	1	404	36	4	932	93
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Coastwise, --	316	114062	6369	58	17646	918
	192	26972	2309	3	808	41
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Total, ---	508	141034	8678	61	18454	959
PORT OF SIMON'S TOWN.						
<i>Europe.</i>						
Great Britain, ---	5	2577	127	..	..	..
Holland, ---	..	..	..	1	336	11
<i>Asia.</i>						
Madras and Calcutta,	3	1249	75	1	289	14
Bombay, ---	1	1778	37	..	..	..
Sincapore, ---	2	465	22	..	..	..
Aden, ---	1	78	8	..	..	..
Van Diemen's Land,	2	1222	84	..	..	..
<i>Africa.</i>						
Mauritius, ---	4	1951	99	..	..	..
St. Helena, ---	2	801	40	..	..	..
Waterloo Bay, ---	1	196	25	..	..	..
<i>America.</i>						
Rio de Janeiro, ---	..	..	..	1	270	10
United States, ---	..	..	..	1	642	27
Whaling, ---	..	..	..	5	1219	106
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Coastwise, ---	21	9317	517	9	2756	168
	8	1401	132	..	..	..
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Total, ---	29	10718	649	9	2756	168
PORT OF PORT ELIZABETH.						
<i>Europe.</i>						
Great Britain, ---	19	3878	203	..	..	..
<i>Asia.</i>						
Madras and Calcutta,	1	315	15	..	..	..
Sincapore, ---	..	..	..	1	360	11
Ceylon, ---	1	597	28	..	..	..
Java, ---	1	327	16	1	322	15
Penang, ---	1	356	38	..	..	..
Swan River, ---	1	375	16	..	..	..
<i>Africa.</i>						
Mauritius, ---	22	4442	264	..	..	..
Mazeppa Bay, ---	1	96	10	..	..	..
<i>America.</i>						
Rio de Janeiro, ---	1	128	9	..	..	..
United States, ---	..	..	..	4	857	40
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Coastwise, ---	48	10514	599	6	1539	06
	112	16051	1299	..	..	..
	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>	<hr/>
Total, ---	160	26565	1898	6	1539	66

128 IMPORTS AND EXPORTS.

An Account of the declared Value of all Goods exported in British Ships in the year ended 5th January 1847, showing the Countries to which exported, and distinguishing Colonial Produce and Manufacture, from those which are not Colonial.

PORT OF CAPE TOWN.

<i>Europe.</i>	Colonial.	Not Colonial.	Total Value.
Great Britain, ---	£136001 0 0	£23417 0 0	£159418 0 0
Ireland, ---	272 0 0	....	272 0 0
Guernsey, ---	104 0 0	....	104 0 0

Asia.

Madras and Calcutta,	9255 0 0	1131 0 0	10386 0 0
Bombay, ---	5201 0 0	91 0 0	5292 0 0
Ceylon, ---	80 0 0	....	80 0 0
Adelaide, ---	5035 0 0	3211 0 0	8246 0 0
New South Wales,	5114 0 0	295 0 0	5409 0 0
Van Diemen's Land,	3587 0 0	561 0 0	4148 0 0
Java, ---	55 0 0	195 0 0	250 0 0
Singapore, ---	550 0 0	....	550 0 0
Swan River, ---	623 0 0	880 0 0	1503 0 0
New Zealand, ---	322 0 0	168 0 0	490 0 0

Africa.

Mauritius, ---	34136 0 0	14552 0 0	48688 0 0
St. Helena, ---	18729 0 0	5631 0 0	24360 0 0
Port Natal, ---	3327 0 0	25090 0 0	28417 0 0
Homewood Harbour,	142 0 0	43 0 0	185 0 0
Crozetts, ---	33 0 0	72 0 0	105 0 0
Peacock's Bay, ---	157 0 0	379 0 0	536 0 0
Mosambique, ---	100 0 0	7604 0 0	7704 0 0
Walwich Bay, ---	269 0 0	517 0 0	786 0 0

America.

Rio de Janeiro, ---	733 0 0	1951 0 0	2684 0 0
Total,	£223825 0 0	85788 0 0	£309613 0 0

PORT OF SIMON'S TOWN.

Europe.

Great Britain, ---	271 13 6	271 13 6
--------------------	----------	------	----------

Africa.

Mauritius, ---	175 0 0	....	175 0 0
Quillemaine, (Specie)	....	800 0 0	800 0 0
Total,	£446 13 6	£800 0 0	£1246 13 6

IMPORTS AND EXPORTS. 129

PORT OF PORT ELIZABETH.			
<i>Europe.</i>	Colonial.	Not Colonial.	Total Value.
Great Britain, ---	£149922 0 0	£1136 0 0	£151058 0 0
<i>Asia.</i>			
Swan River, ---	89 0 0	....	89 0 0
<i>Africa.</i>			
Mauritius, ---	10290 0 0	394 0 0	10684 0 0
St. Helena, ---	70 0 0	....	70 0 0
Mazeppa Bay, ---	108 0 0	555 0 0	663 0 0
<i>America.</i>			
Río de Janeiro, ---	....	467 0 0	467 0 0
Total, ---	£160479 0 0	£2552 0 0	£163031 0 0

An Account of the declared Value of all Goods exported in Foreign Ships, in the year ended 5th January 1847, showing the Countries to which exported, and distinguishing Colonial Produce and Manufactures from those which are not Colonial.

PORT OF CAPE TOWN.			
<i>Europe.</i>	Colonial.	Not Colonial.	Total Value.
Hamburg, ---	£51 0 0	£4 0 0	£55 0 0
<i>Asia.</i>			
Java, ---	571 0 0	179 0 0	750 0 0
Pondicherry, ---	....	155 0 0	155 0 0
Manilla, ---	....	45 0 0	45 0 0
<i>Africa.</i>			
Bourbon, ---	....	345 0 0	345 0 0
<i>America.</i>			
United States, ---	3568 0 0	559 0 0	4127 0 0
Total, ---	£4190 0 0	£1287 0 0	£5477 0 0

PORT OF SIMON'S TOWN.			
<i>Europe.</i>	Colonial.	Not Colonial.	Total Value.
Holland, ---	16 0 0	7 10 0	23 10 0
Total, ---	£16 0 0	£7 10 0	23 10 0

PORT OF PORT ELIZABETH.			
<i>Africa.</i>			
Quillemain, ---	....	135 0 0	135 0 0
<i>America.</i>			
United States, ---	9810 0 0	18 0 0	9828 0 0
Total, ---	£9810 0 0	£153 0 0	£9963 0 0

An Account of the Staple Articles, the Produce of the Colony of the Cape of Good Hope, exported in the year ended 5th January 1847.

PORT OF CAPE TOWN.	Quantities.	Value.
Aloes, --- --- ---	127152 pounds,	£1456 0 0
Argol, --- --- ---	60000 pounds,	990 0 0
Beef and Pork, --- --- ---	3610 casks,	9583 0 0
Bone, (Whale) --- --- ---	2721 pounds,	164 0 0
Butter, --- --- ---	42001 pounds,	3173 0 0
Candles, --- --- ---	24900 pounds,	935 0 0
Corn, Grain, and Meal, viz :		
Barley, --- --- ---	2384 muids,	1287 0 0
Beans and Peas, --- --- ---	949 muids,	1058 0 0
Bran, --- --- ---	353195 pounds,	1432 0 0
Flour, --- --- ---	754422 pounds,	7900 0 0
Oats, --- --- ---	678 muids,	410 0 0
Wheat, --- --- ---	240 muids,	242 0 0
Feathers, (Ostrich) --- --- ---	1063 pounds,	6271 0 0
Fish, (cured) --- --- ---	1316286 pounds,	6627 0 0
Fruits, (dried) --- --- ---	255612 pounds,	3833 0 0
---, (green) --- --- ---	5800 pounds,	50 0 0
Hides, (Horse and Ox) --- --- ---	20479 in number,	13288 0 0
Horns, --- --- ---	46823 in number,	735 0 0
Horses, --- --- ---	485 in number,	16888 0 0
Ivory, --- --- ---	18056 pounds,	3319 0 0
Mules, --- --- ---	9 in number,	135 0 0
Oil, viz : Whale, --- --- ---	184 gallons,	11 0 0
Skins, viz : Calf, --- --- ---	88 in number,	10 0 0
Goat, --- --- ---	104806 in number,	9724 0 0
Seal, --- --- ---	315 in number,	116 0 0
Sheep, --- --- ---	241440 in number,	9537 0 0
Spirits, viz : Brandy, --- --- ---	4947 gallons,	653 0 0
Tallow, --- --- ---	34727 pounds,	608 0 0
Wax, --- --- ---	60 pounds,	1 0 0
Wine, viz : Constantia, --- --- ---	2822 gallons,	2417 0 0
Ordinary, --- --- ---	507946 gallons,	37739 0 0
Wool, --- --- ---	1082191 pounds,	64693 0 0
		205285 0 0
Other Articles, --- --- ---		22730 0 0
		£228015 0 0
Total, --- --- ---		
PORT OF SIMON'S TOWN.		
Fish, (cured) --- --- ---	3100 pounds,	20 0 0
Fruits, (dried) --- --- ---	200 pounds,	5 0 0
Wine, viz : Constantia, --- --- ---	242 gallons,	197 0 0
Ordinary, --- --- ---	353 gallons,	74 13 6
		296 13 6
Other Articles, --- --- ---		175 0 0
		£471 13 6
Total, --- --- ---		

IMPORTS AND EXPORTS.

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PORT OF PORT ELIZABETH.	Quantities.	Value.
Aloes, --- --- ---	86578 pounds,	£890 0 0
Beef and Pork, --- ---	1196 casks,	3851 0 0
Bone, (Whale) --- ---	1130 pounds,	100 0 0
Butter, --- --- ---	39764 pounds,	2634 0 0
Candles, --- --- ---	399 pounds,	10 0 0
Corn, Grain, and Meal, viz :		
Barley, --- ---	15 muids,	15 0 0
Flour, --- ---	2016 pounds,	18 0 0
Oats, --- ---	230 muids,	80 0 0
Feathers, (Ostrich) --- ---	264 pounds,	1384 0 0
Fish, (cured) --- ---	73559 pounds,	574 0 0
Hides, (Horse and Ox) --- ---	40358 in number,	19489 0 0
Horns, --- --- ---	36827 in number,	509 0 0
Horses, --- --- ---	5 in number,	140 0 0
Ivory, --- --- ---	10286 pounds,	2053 0 0
Mules, --- --- ---	4 in number,	80 0 0
Oil, Whale, --- ---	2400 gallons,	200 0 0
Skins, viz : Calf, --- ---	32 in number,	16 0 0
Goat, --- ---	125358 in number,	12925 0 0
Seal, --- ---	145 in number,	72 0 0
Sheep, --- ---	8509 in number,	256 0 0
Tallow, --- --- ---	113244 pounds,	1883 0 0
Wax, --- --- ---	2783 pounds,	167 0 0
Wine, Ordinary, --- ---	409 gallons,	45 0 0
Wool, --- --- ---	2188937 pounds,	113318 0 0
		160709 0 0
Other Articles, --- --- ---		9580 0 0
Total, --- --- ---		£170289 0 0

PORTS.	Vessels inwards.		Vessels outwards.		Total Customs Duties alone.			Total Revenue collected by the Customs, including Fees, Wharfage, &c			Total value of Imports.			Total value of Exports.		
	No.	Tonnage.	No.	Tonnage.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Cape Town, Coastwise,	399	138,885	374	131,708	74,163	12	8	80,937	1	7	814,687	-	4	315,090	-	-
	181	21,834	195	27,780	-	-	-	-	-	-	-	-	-	-	-	-
Simon's Town,	33	12,772	31	12,350	428	19	10	1046	4	-	4,526	15	6	470	3	6
Coastwise,	6	963	8	1401	-	-	-	-	-	-	50,000	-	-	860	-	-
Port Elizabeth, Coastwise,	76	19,865	62	16,328	18,488	7	11	18,774	19	2	253,848	-	-	172,994	-	-
	99	15,107	112	16,051	-	-	-	-	-	-	-	-	-	-	-	-
Total Colony Coastwise,	508	171,522	467	160,386	93,081	-	5	100,758	4	9	1,123,061	15	10	489,354	3	6
	286	37,904	315	45,232	-	-	-	-	-	-	-	-	-	-	-	-
Grand Total,	794	209,426	782	205,618	93,081	-	5	100,758	4	9	1,123,061	15	10	489,354	3	6

A Statement of the Amount of Duties, Fees, Store Rent, and Wharfage Dues, collected by the Customs' Department at the several Ports in this Colony, in the year ended 5th January 1847.

PORTS.	Customs Duties.			Fees.			Rent.			Wharfage.			Total.		
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.
Cape Town,	74,163	12	8	995	5	.	269	18	6	5,508	5	5	80,937	1	7
Simon's Town,	428	19	10	36	4	6	248	13	10	332	5	10	1,046	4	-
Port Elizabeth,	18,488	7	11	265	7	9	21	3	6	-	-	-	18,776	7	3
	1	8	1	Surcharges.											
Total,	93,082	8	6	1,296	17	3	539	15	10	5,840	11	3	100,759	12	10

A Comparative View of the Customs' Collections at the several Ports of the Colony of the Cape of Good Hope, for the years ended 5th January 1846 and 5th January 1847.

PORTS.	Customs' Duties			Government Fees			Warehouse Rent			Wharfage.			Totals.			Increase.			Decrease.			
	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	£	s.	d.	
<i>Cape Town.</i>																						
Year ended Jan. 5, 1846	64,281	4	11	1,285	3	.	385	8	4	4,340	14	10	70,292	11	1							
do. do. 1847	74,163	12	8	995	5	.	269	18	6	5,508	5	5	80,937	1	7	10644	10	6				
<i>Simon's Town.</i>																						
Year ended Jan. 5, 1846	525	19	6	57	11	3	164	16	7	269	18	9	1,018	6	1							
do. do. 1847	428	19	10	36	4	6	248	13	10	332	5	10	1,046	4	.	27	17	11				
<i>Port Elizabeth.</i>																						
Year ended Jan. 5, 1846	13,543	11	3	258	5	3	7	3	9	.	.	.	13,809	.	3							
do. do. 1847	18,489	16	.	265	7	9	21	3	6	.	.	.	18,776	7	3	4967	7	.				
Total Increase for the Colony,.....£																15639	15	5				

South African Bank.

Eighth Annual Report of the South African Bank, submitted to the Proprietors at their General Meeting, on Saturday, the 30th January 1847.

The Directors have to submit the following Report on the transactions of the Bank during the year 1846, a Report which, they conceive, will not be found unsatisfactory, if due allowance be made for the critical events in this colony which have characterised the year in question.

As compared with the year 1845, the profits of the year 1846 will be found to have undergone no greater decrease than £405 1 3½; the sum of £8802 19 11½ having been netted, whilst in the former year the nett profits amounted to £9208 1 3½.

The amount of Floating Deposits was in 1845, £1,787,132 12s. 6½d.,—in 1846, £1,727,484 7s. 8d½.; the extent of paper discounted was, in the former year, £752,709 1,—in 1846, £718,199 9s. 2½d.

The amount of Discount made was, in 1845, £13,001 6s. 7d.—in 1846, only £12,198 10s. 10d, showing a decrease of £811 15s. 9d; but on the other hand, the amount of Interest received has only been £193 13s. 2½d, while in the year 1846, it was £520 7s. 5½d, being an increase of £429 14s. 3d.

Further details, the Shareholders will find embodied in the annexed Statement and Balance Sheet.

Out of the Nett Profits of £8,802 19s. 11½d, a like dividend with that of the two last years, of £4 per share, will be payable to the Shareholders on the 15th February next, leaving a balance of £802 19s. 11½d. to be carried to the credit of the Bank's Protecting Fund.

F. S. WATERMEYER, Chairman.

STATEMENT of the Affairs of the South African Bank, on the 31st of December 1846.

Receipts during the year, commencing 1st of January, to 31st of December 1846.

Amount of Discount received,	£12,189 10 10
„ Interest on Bills,	£271 1 8½
„ on Bonds paid,	104 16 1
„ „ unpaid,	255 8 9
	631 6 6½
Amount of Fees received,	21 15 0
„ Office-rent unpaid,	115 10 0
	£12,958 2 4½

BANK TRANSACTIONS.

Disbursements and Charges during the same period.

General Charges.

Salaries to Directors, --- ---	£376	0	0	
Cashier, --- ---	300	0	0	
Accountant, --- ---	250	0	0	
Clerks and Messenger, 390	0	0		
				£1315 0 0
Printing and Advertisements, 80	5	8		
Books and Stationery, --- ---	96	1	7½	
Sundry and Petty Charges, ---	48	14	6	
				225 1 9½
Interest on Fixed Deposits paid, 1132	12	4		
unpaid, 1482	19	3		
				2615 11 7
				£4155 13 4½
Balance,	8802	8	11½	
				£12958 2 4½

A. H. HOFMEYR, Accountant.

Balance Sheet on the 31st December 1846.

Dr.

To Deposits, Floating, --- --- --- --- ---	£74680	8	2½	
To do. Fixed, --- --- --- --- ---	73075	6	11	
Interest to December 1845, --- --- --- --- ---	316	9	9	
Do. do. 1846, --- --- --- --- ---	1482	19	3	
To Bank Post Bills, --- --- --- --- ---	603	10	6	
To Bank Notes, --- --- --- --- ---	20000	0	0	
To Stock, --- --- --- --- ---	125589	2	9	
				£295,747 17 4½

Cr.

By Shareholders, --- --- --- --- ---	£40000	0	0	
By Bills receivable, --- --- --- --- ---	219418	1	7	
By Bank Premises, --- --- --- --- ---	4451	1	5	
By Loan Account, --- --- --- --- ---	11136	18	10	
Interest to December 1845, --- --- --- --- ---	9	11	8	
Do. do. 1846, --- --- --- --- ---	255	8	9	
By Furniture and Fixtures, --- --- --- --- ---	123	4	8	
By sundry Debtors, --- --- --- --- ---	263	2	9½	
By Cash, --- --- --- --- ---	20090	7	8½	
				£295,747 17. 4½

A. H. HOFMEYR, Accountant.

Cape of Good Hope Bank.

Report of the Chairman and Directors of the Cape of Good Hope Bank, to the Proprietors, at their Tenth Annual General Meeting, held at the Office of the Bank, on the 15th of January 1847.—

The Chairman and Directors, in submitting this their Tenth Annual Report, have much pleasure in congratulating the Proprietors on the present prosperous position of the Company's affairs, as shewn by the Statement of Accounts now produced, made up to the 31st December 1846.

By this statement it will be seen that the balance of the Profit and Loss Account for the last year, after payment of the current expenses, and providing for interest due on Deposits &c. amount to £9642 17s. 9d.

The Directors have the satisfaction to state, that notwithstanding the fluctuations and embarrassments of the Money Market, which caused considerable alarm on the part of the Public during the early part of the year, and the calamitous events of the Kafir War, which pressed so heavily on certain classes of the community, the progress of the Bank has been marked by a gradual increase of public confidence, and a steady improvement in business.

The profits of the last year exceed those of any preceding one since the Establishment of the Bank in 1837; and in proof of its *unparalleled* success it will be found that the clear profits already realised amount to £79,392 17s. 9d., being nearly 133½ per Cent. on the paid up Capital.

By the 31st Section of the Trust Deed, the Chairman and Directors are entitled to receive out of the *Clear Profits* of the Bank, "such sum or sums of money, by way of remuneration for their trouble, as the majority of the Shareholders shall by Resolution determine at the Annual General Meetings thereof."

The Directors, impressed with the conviction that the time has arrived for carrying out this principle of remuneration, leave the question to the decision of the Shareholders, by means of a specific vote, out of the clear profits, according to the provisions of the Clause above recited.

The Profits of the year ending 31st December last, are more than sufficient to justify the Directors in declaring a Dividend of £5 per share, payable on and after the 1st day of February next, leaving a balance of £2142 17s. 9d. Of this balance, it is proposed to carry the sum of £1000 to the "Reserved Fund," and to leave the residue £1142 17s. 9d. at the Credit of Profit and Loss, to meet contingencies.

Three of the Directors, namely—C. S. Pillans, Esq.—J. T. Jurgens, Esq.—A. McDonald, Esq.—retire this day by rotation, and having been duly nominated, are eligible for re-election; and no other Candidates being in nomination, on the re-election of these Gentlemen, the Meeting will not have occasion to resort to the Ballot.

J. B. EBDEN, Chairman.

Statement of the Assets and Liabilities of the Cape of Good Hope Bank, on the 31st of December 1846, published pursuant to the 39th Clause of the Company's Trust Deed.

ASSETS.

Securities, --- --- ---	£215,158	7	7
Gold and Silver, --- ---	31,075	1	3
	<hr/>		
	1,246,233	8	10

LIABILITIES.

Deposits, --- --- ---	£124,590	11	1
Circulation (Notes) --- ---	40,000	0	0
	<hr/>		
	£164,590	11	1

We, the Undersigned, do hereby certify the above Statement to be true and correct.

J. B. EBDEN, Chairman, }
 DANIEL J. CLOETE, } Directors.
 J. T. JURGENS, }

Cape Town, the 1st January 1847.

**Colonial Bank.**

Report of the Chairman and Directors of the Colonial Bank, to the Proprietors, at their Second Annual General Meeting, held at the Banking House, on the 25th January 1847.

The Chairman and Directors have the satisfaction to lay before the Proprietors a Statement of the Affairs of the Bank, at the conclusion of the second year, which they trust will be deemed satisfactory.

The nett Profits for the year ending the 31st December last, amount to £8,988 19s. 3d. but which includes the Premiums on Two Hundred and Fifty Reserved Shares; exclusive of these Premiums the ordinary profits of the second year exceed those of the first by £844 6s. 8d.

The total Amount of nett Profits from all sources realised in the two years amount to £14,016 14s. 9d. which is 28 per cent. on the paid-up Capital, and has in this very short period completed the Reserve Fund of £10,000, and enabled the Directors to appropriate £4,000, as a Dividend to the Proprietors, of £2 per Share, payable on or after the 12th February next.

These results, under the peculiar circumstances of the past year, when the Money Market was subjected to considerable derangement from the pressure occasioned by the Kafir War, can scarcely be regarded but as altogether satisfactory, and as clearly indicating, not only the continued, but increasing confidence of the Public.

BANK TRANSACTIONS.

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The Accounts on the Table will exhibit the details of the Transactions of the year.

As the second year has now terminated with success, and the Reserve Fund of £10,000 has been completed, the Directors have charged the Accounts with the Minimum Amount of Remuneration, as allowed by the Trust Deed, for their trouble in managing the affairs of the Bank.

A Requisition has been sent in, in the terms of the Trust Deed, for altering the eighth Section, to enable any Proprietor to hold Fifty Shares in the Bank; and as that alteration would not affect the right of voting, the Directors recommend that the Requisition be adopted.

J. J. L. Smuts, F. H. Kunhardt, and J. Barry, Esqrs., retire from the Direction in accordance with the 19th Clause of the Deed of Settlement, but are eligible for re-election. It will therefore devolve on the Meeting to elect three Directors for the ensuing year.

(Signed) J. J. L. SMUTS, Chairman.

*Statement of the Affairs of the Colonial Bank, on the
31st of December 1846.*

RECEIPTS.

Interest, --- --- ---	£7,104	12	6	
Rents received and still due,	261	5	0	
Premiums on 250 Reserved				
Shares disposed of, ---	4,220	0	4	
	-----			£11,585 17 9

DISBURSEMENTS.

Interest paid on Fixed				
Deposits, ---	£1,046	7	0	
Do. unpaid do. ---	545	15	1	
	-----			1,592 2 1

INCIDENTAL EXPENSES.

Salaries to Officers				
and Clerks, ---	£551	3	4	
Stationery, Rates,				
Printing, &c. ---	156	14	4	
Remuneration to				
Directors, ---	200	0	0	
	-----			907 17 8

PROFIT AND LOSS.

Loss sustained on three Bills,	96	18	9	
	-----			2,596 18 6
				£8,988 19 3

(Signed) S. F. RORICH, Accountant.

BALANCE SHEET ON THE 31ST DECEMBER 1846.

DR.

To Deposits, Floating and Fixed,	---	£67,084	16	4	
Bills Payable, Post Bills,	---	1,116	12	9	
Interest due on Fixed Deposits,	---	545	15	1	
Directors,	---	200	0	0	
Stock, 2,000 Shares,	---	100,000	0	0	
Profit and Loss last year,	5,027	15	6		
Ditto this year,	8,988	19	3		
			14,016	14	9
			£182,963	18	11

CR.

By Shareholders on 2,000 Shares,	---	£50,000	0	0	
Premises, including Iron Safes and Fixtures,	---	5,500	0	0	
Bills receivable,	---	117,282	18	4	
Office Furniture,	---	82	16	2	
Rent due,	---	40	0	0	
Gold, Silver, and Drafts,	---	10,058	4	5	
			£182,963	18	11

(Signed) S. F. RORICH, Accountant.

**Savings' Bank.**

At the Sixteenth Annual Meeting of the Savings' Bank Society, held in the Commercial Hall, on the 30th Day of January 1847,—the Hon'ble W. PORTER, Esq., President, in the Chair,—The following Report was read:

The Committee cannot report, that during the past year there has been that steady increase in the amount of the Bank's Deposits which they have had occasion to mention in most of their former Annual Reports.

The unhappy circumstances of the Colony during the year 1846, caused by the War which has so severely devastated the Frontier, and of which the effect has been felt even in this distant portion of the Country, fully account for this fact; and the Committee can only trust that they may anticipate, for the ensuing year, such an increase of prosperity among the working Classes of the Colony, as to permit again of the extended Deposits of former years.

The total number of Depositors during the sixteen years of the Bank's establishment is 5,860, of which number there still remain 2,347; of these 355 opened accounts during last year.

Since the establishment of the Bank, Monies have been deposited to the amount of £264,858 17s. 9d.; of which sum, including Interest and the Protecting Fund, there remains at present an amount of £56,511 7s. 5d., and of this amount the sum of £51,245 7s. 7d. is invested in Securities.

The balance in favor of the Bank, as a Protecting Fund, now amounts to £5,669.

This fund will be found in some measure to have been reduced during the past year. The discovery of some discrepancies between the accounts of the Parent Bank and some of the Branch Banks has given rise to an investigation by the Committee of the Accounts of the Bank, as far as these discrepancies might be concerned, and the Committee regret to state, that, owing, as they must believe, to irregularities in the conduct of a late officer of the Parent Establishment, a certain loss will have to be borne by the Bank.

The Amount of the entire deduction from the Protecting Fund will be £598 16s. 1d., of which the sum of £361 12s. 9d. is owing to the circumstances just adverted to, and the difference embraces sundry items which ought from time to time to have been charged to the Protecting Fund of the Bank, but which, having been omitted for some years by the late Book-keeper, have been charged during last year.

The Committee have to remark on this subject, of what supreme importance it must be considered to maintain at all times a protecting fund sufficiently ample to guard against all possible contingencies.

The Committee conclude by stating, that a Branch Bank has been opened, during the past year, at Simon's Town,—and by referring the Meeting for further information to the annexed Balance Sheet and other Papers.

Savings' Bank, Cape Town, 30th Jan. 1847.

WM. PORTER, Chairman.

J. T. JURGENS, Sec.



Eastern Province Bank.

Statement of Liabilities and Assets on the 31st December 1846, published pursuant to the 40th Clause of the Company's Deed of Settlement.

LIABILITIES.

Deposits,	£76,471	19	0
Circulation, including Bank Post Bills and Drafts on South African Bank at 7 days' sight,	76,166	8	2
	<hr/>		
	£152,638	7	2

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ASSETS.

Gold, Silver, Commissariat Drafts, and balances at London and Westminster Bank, Port Elizabeth, and Cape Town, --- -- --	£55,153 5 10
Commissariat Debentures and Treasury Bills in hand and in transit for Specie, --- --	34,987 18 9
	£90,141. 4 7

SECURITIES.

Bills under Discount, Mortgage Bonds, and Bank Premises, --- -- -- -- -- --	£101,296 19 8
	£191,438 4 3

We, the Undersigned, do hereby certify the above Statement to be true and correct.

Graham's Town, 31st December 1846.

CHAS. MAYNARD, Chairman.
 GEO. WOOD, }
 H. BLAINE, } Directors.



CAPE OF GOOD HOPE

Trust and Assurance Company.

The following Report was read at the Tenth Annual Meeting of the Shareholders of the above Company, on the 3d February 1847 :—

The Directors, in making their Eleventh Report, are enabled to exhibit to the Shareholders a satisfactory Statement of the Company's Affairs.

It will be seen by comparing the Accounts on the table with those of former years, that the Premiums on Fire Policies for 1846 exceed those of the preceding year by £153 8s. 6, while they amount to £52 more than the annual average Premiums since the Company was originally established in December 1835.

The net Profits of the year present a similar aspect; they exceed those of 1845 by £263 6s 6d, and the average annual amount by £174.

The Directors have thus been enabled to restore the Annual Dividend, which was reduced last year by temporary causes, to its former amount, and have, accordingly declared a Dividend of £2 per Share for the year 1846, which will be payable on the 6th instant.

ASSURANCE TRANSACTIONS. 145

£607 16s. 8d. has been added to Capital Stock, which, after charging it with the Dividend, amounted to £20,600 18s. 4d. at the close of the year, exclusive of the amount of Life Premiums which are accumulating as a separate fund to meet the claims which must eventually arise as the lives fall in.

The risks now running in this branch of the business amounts of £10,575, and are distributed over 17 lives, £2,450 of which, being for short periods, will all have expired in 1850.

The Annual Premiums on the 17 Policies amount to £378 15s. 0d. the accumulated fund from this source was £1,612 2s. 7d. at the close of the yearly accounts.

This Statement of its affairs affords conclusive evidence, that the Company continue to enjoy its full share of public confidence and support, and that the advantages derived by the Shareholders are such as to satisfy all just and reasonable expectation.

Messrs. Dobie, Billingsley, and Rutherford, now retire by rotation from the Direction, but are eligible for re-election; it will therefore devolve on the Meeting to elect three Directors and two Auditors for the ensuing year.

HAMILTON ROSS, Chairman.



CAPE OF GOOD HOPE Marine Assurance Company.

Eighth Annual Report.

At the last Annual Meeting, the Directors reported that no Losses had been paid in the year which had just then terminated, a circumstance which distinguished the year 1845 from all others since the Company's Establishment.

But in 1846, Claims for Losses have been settled, amounting to £2,536 3s. 4d, while the Premiums for that Year amount to £2,969 8s. 2d.

The average amount of Losses since the formation of the Company, is £1,571 per annum, while that of Premiums, is £2,844;— but as the Directors have gradually reduced the rates of Premium from time to time, the average annual amount for the last four years, is only £2,289, which gives a profit of about 4½ per cent. and the paid-up Capital, in addition to the Interest on the Capital Stock, which, on the 31st December, amounted to £24,780 12s. 8d.—but against which there were Risks pending at the same period amounting to £12,369.

This, upon the whole, may be regarded as a satisfactory statement of the Company's Affairs. But there are Shareholders, although their number, it may be hoped, is very small, who are eager to participate in the *apparent* Profits, by dividing the surplus Capital beyond the £20,000 reserved by the Deed.

Such a course, if pursued, would obviously have the effect of giving a fictitious value to the shares in the market. To guard,

therefore, against a measure so evidently fraught with hazard to the Company, and with injustice to future Shareholders, the Directors at the last Annual Meeting suggested that the Dividends should not exceed £1 a Share till the Capital Stock should amount to £25,000, in order that 5,000 might be reserved to meet contingent Losses without affecting the Annual Dividend.

This suggestion having met with the unanimous approval of the Meeting, the present Directors, deeply sensible of its propriety, now recommend the Shareholders to declare a Dividend of £1 a Share for the past year, and to wait till the requisite accumulation of Capital shall justify such an increase in the Annual Dividend, as may warrant the expectation of its permanent stability.

Messrs. JONES, VENN, and GADNEY retire from the Direction, but are eligible for re-election. The Meeting have therefore to elect three Directors and two Auditors for the ensuing year.

CHARLES STUART PILLANS,

20th Jan. 1847.

Chairman.



Mutual Life Assurance Society of the Cape of Good Hope.

Report of the Directors at the Second Annual General Meeting of Members, held at the Society's Office, Cape Town, on the 5th day of July, 1847.

In submitting to the attention of the Members the state of the affairs of the Society at the close of the second year, the Directors cannot refrain from expressing a strong feeling of satisfaction at the progress it has made, and on the prospect thus afforded for the future.

From the formation of this Society in May, 1845, to the 31st May last, Three Hundred and Thirty-five (335) Policies for the whole period of Life, have been issued, and the sum of Nine Thousand Three Hundred and Eighty-three Pounds, Nine Shillings and Four pence, (£9,383 9s. 4d.) in Premiums paid thereon, the sums assured on which amount to One Hundred and Sixty-five Thousand Nine Hundred Pounds (£165,900), and the Annual Premiums to Four Thousand Eight Hundred and Thirty-seven Pounds, Nineteen Shillings, (£4,837 9s.) The accumulated Fund on the 31st May, after discharging all claims, already amounted to Six Thousand Nine Hundred and Three Pounds Eighteen Shillings and Ten Pence (£6,903. 18. 10.)

The claims upon the Society from death, since its commencement, amounts to Two Thousand Eight Hundred Pounds, (£2,800,) including a Policy of Eight Hundred Pounds (£800,) not yet claimed, which is not only much under the calculation presented by the Northampton Tables, adopted by this Society, but also of those adopted by all Life Assurance Offices in Europe.

ASSURANCE TRANSACTIONS. 147

The following Policies have been discharged, namely :—

Policy No. 275,	of the late Louis Norton,	£1000
" " 126,	" H. Heatlie,	500
" " 250,	" H. C. Broadway,	500
		£2,000

The average of the above three lives is 28 years.

On reference to the following Tables it will be seen, that, in the two first of them, mortality is calculated at the rate of 1½ per cent. per annum, and upwards, on the lives assured at the above average age, whereas the loss this Society has sustained in the whole two years, amounts, notwithstanding the unfortunate accidental loss of Mr. Louis Norton's Life, to very little more than one per cent. on the number of lives assured, and taking into consideration the average amount assured in each member's life, it amounts in the whole to less than 1½ per cent. being about 10 per cent. under the calculation of the Northampton Tables, which cannot but be highly satisfactory to the Members.

TABLES OF MORTALITY.

Age.	Simpson, London.	Price, Northampton.	Heyseam, Carlisle.
27	288	396	579
28	283	389	575
29	278	383	570
30	272	376	564

The Directors have endeavoured to keep the expenses of management as low as possible, and on reference to the various items set forth in the statement of accounts now laid before you, it will be seen that the ordinary and extraordinary charges for the past year amount in all to Three Hundred and Seventy-six Pounds, Four Shillings, and Three Pence, (£376. 4. 3.)

It will be remembered, that in the Report at the last Annual General Meeting the progress of this Society was compared with that of the Scottish Equitable, the first year it was established, and which was so highly favourable to this Society, and it may not be uninteresting to those who may now wish to form an opinion respecting the future prosperity of this Society, to compare the Business done by it, with that of the London Equitable Society, which is the most opulent office of the like nature in the world, and so far back as 3rd March, 1824, had Ten Millions Three Hundred and Thirty-eight Thousand Two Hundred and Thirty-six Pounds (£10,338,236) in its coffers, namely :—

In the 3 per cent. consols,	£4,543,000
In the 3 per cent reduced,	4,375,000
In the 4 per cents.	430,000
On Mortgages,	990,236
£10,338,236	

And in some instances the divisions of profits have amounted to six times the sum assured.

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The London Equitable, in the 21st year of its existence, had only assurances standing to the extent of Seven Hundred and Twenty Thousand Pounds, (£720,000) and its annual Premiums were then only Twenty-three Thousand Pounds (£23,000) with Interest at 3 per cent. This Society, in this only its second year, has assurances standing to the extent of One Hundred and Fifty-six Thousand Seven Hundred and Fifty Pounds, (£156,750) and its Annual Premiums amount to Four Thousand Eight Hundred and Thirty-seven Pounds, Nineteen Shillings, (£4,837 19s.) with Interest at 6 per cent.

As Advertisements are now being inserted in the Cape Town Papers by a Proprietary Company, asserting that Life Assurances are much more profitable in that Office than in any other, the following is stated to show the rates of Premiums charged by that Office in comparison with this, and those interested will find that such assertions are not borne out;—Take for instance a person assured by that Company for One Thousand Pounds (£1,000) at the age of forty-five years (45), their rates per £100 is,

is,	---	£4 5 2
Annual Premium,	---	42 17 6

A person of the same age assured in this Office for the like amount, would pay, say on £1000, at

£3 15s. 6d. per £100	---	37 15 0
----------------------	-----	---------

Difference per annum in favor of this Office £5 2 6

Again, a person at the age of Fifty (50) the oldest they offer to insure, (and then confining their members to a residence within the limits of the Colony,) assured in that Office for One Thousand Pounds (£1000), would have to pay an Annual Premium of

---	---	£51 13 8
When in this Office it will only amount to	---	44 2 6

Difference per annum in favor of this Office £7 11 2

The assured in the Mutual would not only derive the advantage of paying a considerable less premium, but receive back, or have the Profits accruing, carried to the increase of his Policy, which, in the proprietary Company, would be distributed amongst the shareholders as profits, less a trifling reduction, after a number of years, on the annual premium, and on the death of the assured, occur when it may, 15 or 20 years after the commencement of his assuring, the Policy will never be worth more than the amount it was opened for in the first instance, say Five Hundred or One Thousand Pounds, (500 or 1,000,) as the case may be. It thus appears that the system of Mutual Assurance, as conducted in this Office, is the most profitable to the Assured.

The Directors further bring to the notice of the Members that the total Amount of Premiums and Interest, received to this date, amount to no less a sum than Eleven Thousand and Thirty-two Pounds, One Shilling, and Three Pence (£11,032 1s. 3d.) In conclusion, it is recommended that a like sum be set aside for the Directors and Auditors as an acknowledgment for their services as the votes at the last Annual General Meeting.

ASSURANCE TRANSACTIONS. 149

According to the provisions of the Trust Deed, the following Gentlemen, namely :—EDWARD EAGAR, JOHAN HENDRIK WICHT, and JOHN BARRY, Esquires, retire by rotation from the Direction, being at the same time eligible for re-election.

It will devolve on the Meeting to elect three Directors and two Auditors for the ensuing year.

JOHN FAIRBAIRN,

Chairman of the Board of Directors.

The Report having been read, it was moved by J. W. EDDEN, Esq., Advocate, and seconded by Capt. G. ROBB, and carried unanimously,

“That the Directors’ Report now read be approved of, and circulated amongst the Members of the Society.”

It was moved by Capt. G. ROBB, seconded by V. SCHÖNNBERG, Esq., and carried unanimously,

“That the thanks of the Meeting are due to the Directors for the past year for their judicious management of the affairs of the Society.”

R. A. ZEBDERBERG, Esq. then moved, and J. P. DE WET, Esq. seconded, and which was carried unanimously,

“That thanks of the Meeting are due to the Medical Officers, the Auditors, and the Country Agents, for their zealous attention to the interests of the Society.”

JOHN FAIRBAIRN,

Chairman of the Meeting.



Equitable Fire Assurance and Trust Company.

Report of the Directors at the Third Annual General Meeting of the Shareholders, held in conformity to the 11th Section of the Deed of Agreement, at the Company’s Office, on the 13th day of July 1847.

The Directors have again the pleasure, at this the Third Annual General Meeting, of reporting to Shareholders the State of the Company’s affairs up to this period.

The Amount carried to the Credit of Profit and Loss, since its commencement, is Five Thousand Three Hundred and Eighty-two Pounds and Sixpence, (£5,382 6.)

The Net Profits for the year ending 30th June, is Two Thousand One Hundred and Thirty-six Pounds and Eightpence, (£2,136 8.) which exceeds that of the preceding year by Fifty-one Pounds Nine Shillings and Eightpence, (51 9 8), after paying Three Hundred and Eighty-six Pounds Ten Shillings and Sevenpence (£386 10. 7.) losses by Fire; the increase of revenue, arising from Premiums during the said period, amounts to Three Hundred and Seventy-two Pounds and Eight Shillings (£372l. 8. 0.), which shows the stability and growing prosperity of the Institution, and the large share of public confidence and support it has experienced.