

For impertinence, I generally impose short rations—it touches the heart soonest; for dishonesty, flogging; and for neglect of duty, a fine. Once they realise that the “master” is neither a child nor a fool, they will settle down and be real treasures. On no pretence should liquors be given them. Familiarity or conversation should not be allowed to take place between them and the “master,” who must be reserved and silent. Asking questions about the rivers, hills, roads or language of the country is not regarded as “conversation”—it is a part of their duty. Should one of these men get injured, nurse him kindly, but it is unwise to coddle or pamper him, as he is apt to develop chronic symptoms. Some of my men have received ghastly wounds, and after having them treated, have gone on with lighter duties, and in a day or so were restored. They recover much sooner than white men do. Anyone familiar with Africans will bear me out in this statement.

The times best suitable for travelling with cattle vary according to the state of the country and climate. On the great open plains in winter, day or night are alike to be used. Where the roads are bad, or where there are none, darkness must be avoided; but in hot localities good work is to be done in short two-hour “treks”; when the country is rough, early morning and often morning and evening “treks” are the best, thereby securing a long midday halt and feed for the cattle. Above all, long and weary marches are to be as far as possible avoided, as they expend too much vitality in one struggle, while no one can foretell what lies beyond the hills. “Reserve strength” is the African traveller’s byword to success. It is wise to attend in a measure personally to the cattle, as the natives have little or no mercy on dumb beasts. Unless the leader of the expedition sees that they are properly watered, great tortures are likely to result. Carelessness on the part of the men in this department ought to be made a serious crime. I have on more than one occasion dismissed a man instantly, without wages, and in the wilds, for this offence. In crossing a drift

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(or ford) it is wise to take the cattle when they have been, say, an hour in yoke; they are warm to their work and not fagged—management and foresight are needed here. Should the waggon become wedged in a mud-hole, it is unwise to flog and yell at the oxen, as is the nature of the natives; strive by the exercise of a little ingenuity to release the wheels, with pick, shovel and screw-jack, then spur the cattle to it and man the wheels.

When cattle suffer from purging through change of grass or weather, administer a weak solution of alum (an oz. to the quart of water; give each sufferer one pint at once). When the reverse is the case, Epsom salts in a four-oz. dose will, as a rule, set matters right. It must be borne in mind that cattle are as subject to bowel disorders as men. Care should be taken in the wet season to camp and graze the cattle on heights, as in the valley they are apt to devour a weed called "tulip," which distends them and causes death in a few hours. The remedy for this is to relieve them by raking out the bowels by hand and administering a dose of one pound of the crushed roots of "tulip" in a quart of water, well boiled, and administered cold or nearly so. Care and attention to cattle is one of the traveller's prime duties.

Provisions.—The stock of food to be laid in depends on the nature and period of the journey. As a rule, it is well, when within the reach of civilisation, to take advantage of its comforts, and thereby husband the stock of tinned and preserved meats, &c., which may include potted beef and brawn, jams, pickles and fish, together with cornflour, bacon, sugar, coffee, tea, cocoa, condensed milk, baking-powder, flour, and salt. A good supply of plain biscuits is also of great service, as, owing to wet weather, it is often impossible to bake bread. Forestry tools, &c., in addition to scientific and photographic instruments; picks, shovels, axes, pestle, mortar and pan; nitric acid (1lb.), sulphuric acid (1lb.), wash-bowls, plates, cups, knives, forks, spoons, &c., are some of the main necessities that occur to me. There are a host of other odds and

ends which the traveller, according as his station or his tastes may dictate.

The Medicines which, in ten years of constant travel, I have found most useful are—sweet oil and liquid ammonia for making hartshorn, for bruises sprains and lumbago; Eno's fruit salt, acetic acid, antibilious pills, chlorodyne, laudanum, eau-de-luce, and permanganate of potash (for snake-bites); collodion, lint, and sticking-plaster for wounds; Epsom salts and alum for cattle.

In cases of sickness among the men, the following simple remedies are useful;—

Dysentery.—Change of diet to cornflour; in acute cases, laudanum and castor oil in small doses. Keep the abdomen and kidneys warm; avoid highly-seasoned foods, liquors, or fatigue.

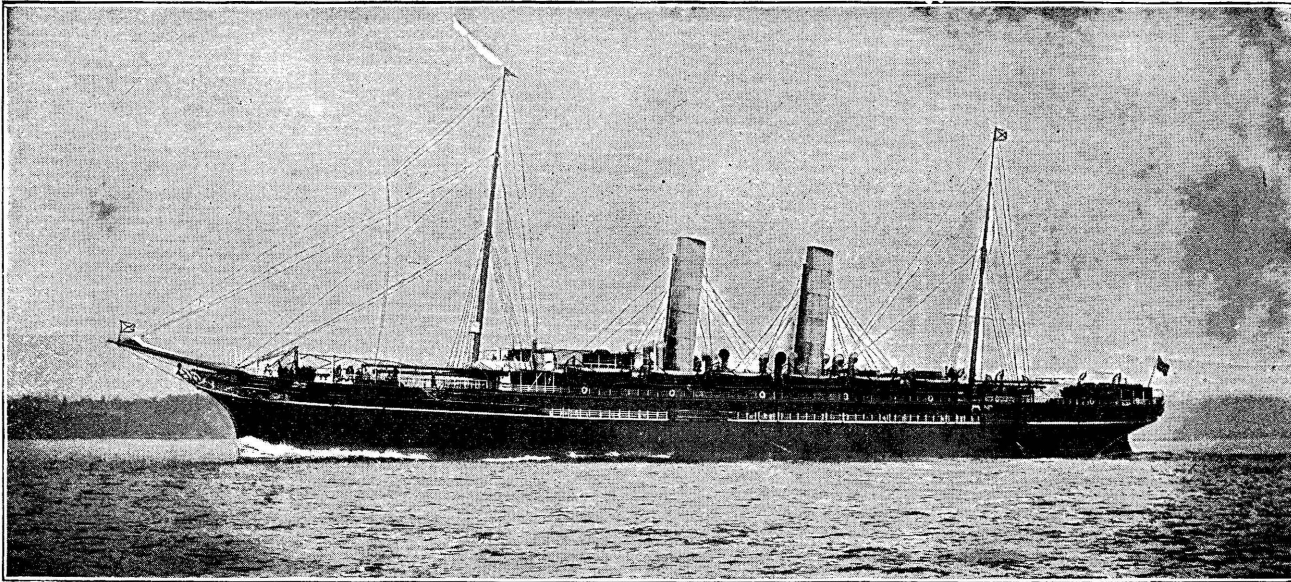
Fever—Strip the patient and rub into his spine a diluted solution of acetic acid. Wrap up warmly. Keep the bowels open by mild aperient. Avoid highly-seasoned food. Game, meat soup, Liebig's extract and other nourishing articles may be administered. Interest him in something, and free his mind from dread.

An Open Flesh Wound.—In ordinary cases, soak lint in collodion and apply bandage of clean linen, taking care to bring the lips of the wound together.

Ulcers are one of the most painful evils of African travel. When large and open with dark blue rings of inflammation, bathe in hot water, until all pus is removed. Test for proud flesh; if any, burn it out with alum or caustic; then bathe, and mix honey and flour in equal parts, and apply as a salve. No intoxicating liquor of any kind should be taken, and the bowls must be kept in good order. Where ulcers occur, as a rule the patient is proof against the Coast fever.

I might go on for pages multiplying examples of treatment, but each traveller must pick up and apply his own experience. Snake-bites are extremely rare, but when they do occur, prompt measures are advisable, as follows: stop the poison-flow by a bandage, into which a stone, a tobacco-pipe or any

UNION LINE
FOR
SOUTH AFRICAN GOLD FIELDS.



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

thing else solid, may be put, over the artery; then twist firmly, administer twenty drops of eau-de-luce every hour, and cauterise the wound by opening it with a lancet or knife, and rubbing in nitrate of silver or eau-de-luce. Where surgical knowledge is possessed, a sub-cutaneous injection of permanganate of potash is a certain cure, but care is necessary here, as other evils may be caused. Give the patient brandy—make him half drunk in fact, and keep him excited, by arguments about different kinds of snakes. Assert that the one that bit him was not poisonous. Any one possessing an intimate knowledge of human nature, is acquainted with the fact that, in such cases, a morbid imagination will do as much to kill the sufferer as the poison itself.

Fuel in certain parts of Africa is a great difficulty: sometimes for hundreds of miles there is not a tree or even a twig to be seen. In such cases cattle and game droppings is a good substitute. Let the forelouper and cook carry bags to collect scraps while en route and always keep about a hundredweight in stock, for when it rains, the traveller, if he has none in stock and dry, is apt to be in a sad plight.

When a side journey is desired it is advisable to employ when possible, a native of the district as guide, but enquiries should always be made as to the condition of the tribes. These bearers generally cost one shilling a day and food, which like that of the expeditionary men, consists of Indian meal and salt. Now and then broad and flooded rivers have to be crossed. When the depth of water is too great to allow of fording it on foot, a handy and serviceable raft may be constructed by lashing bundles of dry reeds together with bark rope, until a raft thirty feet by fifteen feet is constructed; this ought to be wedge-shaped and thin at the point. By strengthening it with saplings and curving the bows upward by means of rope made of bark, a safe boat capable of carrying half a ton is produced. When necessary to send it with stores to a party on the further bank, it will float across on the kite principle if properly managed. A very slight knowledge of mechanics is necessary here.

CHAPTER XXV.

How to get to SOUTH AFRICA—Outfit—History of the UNION STEAM SHIP COMPANY.

UNCERTAINTY OF PAST TIMES REMOVED—FACILITIES FOR INFORMATION—OUTFIT—SAFETY OF OCEAN VOYAGES COMPARED TO RAILWAY TRAIN TRAVELLING—HISTORY OF THE UNION STEAM SHIP COMPANY—LIST OF FLEET AND TONNAGE—RECORDS OF SPEED—THE SERVICES—THE VOYAGE TO THE CAPE—GENERAL INFORMATION FOR PASSENGERS.

UNTIL very recent times, the scarcity of authentic and reliable descriptions and Guides to our South African Dominions has proved a serious barrier to the popularity of those most interesting and promising regions. A dread and uncertainty overhung the land; and, as a consequence, none but daring and experienced travellers cared to undertake the journey to it. Such, however, is no longer the case, for once the decision is arrived at to visit or settle in the South African Colonies, ample instructions are available, and at a price which brings them within the reach of the most impecunious.

Owing to the rapid commercial development of South Africa within the past thirty years, steam communication on the most approved principles has been established between England, Cape Town, and the adjacent ports on the South and East Coasts of the African Continent. The intending voyager having satisfied himself as to the speed, accommodation and fares of the vessels which link the two countries, finds his next difficulty in the selection of outfit; and here it is that serious blunders are oftentimes made. Clothing of the lightest description is erroneously considered an essential, whereas a usual English outfit is absolutely necessary, especially if the traveller proposes to visit the uplands of the country in the vicinity of the Diamond and Gold Fields, where the temperature is often particularly cold.

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It must be borne in mind that a great climatic difference exists between South Africa and those portions of East Africa which have been brought prominently forward in recent works of Exploration. Instead of falling into this mistake, let the outfit comprise warm under-flannels, lambs-wool socks, and strong plain tweed outer garments; a very few articles of a gauzy nature, for exceptionally hot days, may be added as matters of luxury. The exact nature of an outfit cannot, of course, be laid down here; but let each one, according to his or her means, provide against cold winds and wet weather.

If the course of travel is likely to lie in the civilised parts of the country, a large selection of clothing is not absolutely necessary, as one can obtain anything (but a good fit) in the Colonies. The outfit purchased and passage secured (full directions for which see elsewhere in this volume), the traveller may resign himself to the tender mercies of the high seas in full confidence, for the stout, strong and well-found ships are less liable, by 50 per cent., to accident, disaster and wreckage than an ordinary railway train. The few isolated cases of shipwreck are always, owing to exhaustive Courts of Inquiry, brought out in strong relief; but a reference to the number of safe and prosperous voyages made by vessels of the Union Steam Ship Company will serve to re-assure the mind of even the most timid and fearful.

While on this subject, a slight reference to the history and services of this Company may prove interesting; for the line, as will be seen, has played no unimportant part in the revolution which has taken place in the affairs of British South Africa.

In 1853 the Company first appeared (floated, so to speak in both senses), with a small fleet of five steamers as follows:—*The Briton*, 491 tons; *The Dane* and *The Norman*, 530 tons each; *The Saxon*, 440 tons, and *The Union*, 336 tons.

It was not until the outbreak of the Crimean War, however, that the line became recognised as one of national importance. Owing to the pressure on the steam resources of the nation,

the Company found it necessary to add to their fleet another and a larger vessel, *i.e.*, *The Celt*, 585 tons.

At the close of the war the Company underwent enlargement, and assumed its present style and title.

The year 1857 proved a most eventful one in the history of the enterprise, for then it was that the first contract was entered upon between Her Majesty's Government and the Line, for the conveyance of Mails between the Cape of Good Hope and England.

The *Dane* was the first steamer to set out on this new and important Imperial task. She was followed shortly after by the *Celt* and the *Norman*, after which the voyages were undertaken at regular monthly intervals.

The necessity for larger vessels now became apparent, and the *Phæbe* and *Athens* were added to the fleet. This was followed by still further additions in 1860. The *Cambrian*, 1,054 tons, and the *Briton*, of 1,116 tons, to replace the smaller vessel, which was sold; and in 1862, the *Roman* and the *Saxon*, each of 1,200 tons. The *Roman* was afterwards enlarged to 1850 tons.)

During the next five years the service was conducted on such satisfactory lines, as to induce the Government at the expiration of that period to invite tenders from the Company for a second contract, which was entered upon. Meanwhile ocean postal communication between the Cape and Natal (810 miles further north), had been carried on by the Company under an agreement with the Natal Government since 1st October, 1865. In order to meet the requirements of this extension, the Directors provided a light-draft steam ship suitable for crossing the harbour bar at Port Natal.

In 1864, the operations of the Company were extended to Mauritius under contracts with the Government of that island. This year marked the increase of the fleet by two new vessels, in order to meet the increasing trade and importance of the regions. A bi-monthly service between England and the Cape was established, and the capital of the Company increased to £260,000, with power to increase still further.

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In May, 1865, the first disaster occurred when the *Athens* was lost in Table Bay; most of the vessels in port at that time were dashed ashore; while the terrible hurricane that raged at that time along the African coast, is to this day remembered and spoken of with awe.

In 1867 a semi-monthly Mail service was established between the Cape of Good Hope and England, and the terms of the Governmental Contract increased.

For several years the Company's operations continued without any noticeable event, saving the continued activity of all concerned in the efforts to meet the constantly increasing requirements of the trade.

The next important movement in connection with the Company's operations, was that which excited so much parliamentary controversy in 1873, the main features of which were as follows:—A contract was entered into between the Company and H.M.'s Government:—1st. For an extension of Postal Service, on the main line, by three departures monthly, instead of two each way, and a reduction of the contract time from 37 to 30 days, exclusive of stoppages; and 2nd. A new Service every four weeks between Cape Town and Zanzibar. These enlarged operations required the provision of six new steam ships at a cost of £256,000, and an additional £150,000 for renovating the largest and best vessels of the Company's existing fleet, and supplying them with new and more powerful engines on the compound principle. As soon as the arrangements were concluded with the Government, the Directors set to work to make the necessary preparations by the acquisition of new steam ships; and at the beginning of the year, dependent on the faith of the House of Commons to ratify the Government contract, the running of three steamers monthly was commenced.

The strong opposition which was got up in the House of Commons, however, resulted in the withdrawal of the new contract, and the revival of the one then existing, which continued in force till June, 1876.

The Zanzibar contract was finally settled at £20,000 per annum for eight years.

Notwithstanding the adverse result to the interests of the Union Company consequent on the abandonment of a contract, on the faith of which they had expended such a large sum of money, the Company loyally carried out their intentions and thereby gave the Colonists and merchants the full benefit of three Mail services per month in lieu of two; and although working under a contract, which allowed them 37 days for the voyage, their steamers regularly performed the voyage in ten or twelve days less than the stipulated time.

The heavy expenditure caused by the extended preparations, and the unexpected withdrawal of the additional Postal receipts, prevented the payment of any dividend for the year 1874. It is reasonably to be hoped that such an untoward event will never again occur in the history of the Company.

In October, 1876, a new seven years' contract was entered upon with the Cape of Good Hope Government (who were represented by the Crown Agents for the Colonies) for a fortnightly service between Plymouth and Table Bay, and *vice versá*, the length of voyage not to exceed twenty-six days, except when the Islands of St. Helena or Ascension were called at, for which call an additional day was allowed. This contract carried with it no subsidy, the payment being by the postage on the Mails, and certain fixed premiums for increased speed. In 1879, the Company, in view of the heavy pressure on the Transport Department of the Admiralty, owing to the Zulu War, placed the *Asiatic*, the *Teuton*, and the *American* at the service of the Government.

Of these vessels the two former were despatched; the *Asiatic*, with 281 officers and men, and 112 women and children, and the *Teuton*, with 605 officers and men on board; whilst the *American*, in addition to her passengers, carried 423 officers and men; making a total of 1,309 officers and men and 112 women and children.

On receipt of the news of the disaster at Isandula, this

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Company again rendered good service by conveying troops to the seat of war with promptitude.

The R.M.S. *Pretoria* was selected by the Government for this purpose, and after being fitted out with astonishing dispatch and inspected by H.S.H. Prince Edward, set out on her voyage of rescue—on the 20th February—and in 24 days and 8 hours, including stoppages, landed her freight of 942 soldiers in safety. Not only was she the first to leave with the called-for reinforcements, but she achieved the fastest passage on record.

At the same time a further detachment of officers and men of the 60th Rifles, 219 in number, together with the late Prince Imperial and suite, set out for Natal in the *Danube*, where they arrived in safety.

On the 23rd April, 1880, the *American*, when two degrees north of the equator, on her outward voyage, broke her mainshaft in a most unusual and inconvenient place. The violent revolutions of the engines caused a serious fracture in the machinery; and in spite of great exertions on the part of the passengers, officers and crew, it was found impossible to resume the voyage. All hands, however, escaped in safety, one life being lost afterwards, but not in a Union boat. (For full account, see *Historical Sketch of the Union Company*.)

In March, 1880, H.I.M. the Empress Eugenie set out to view the death place of the lamented Prince who had fallen in the Zulu War, and arrangements having been made, she embarked with her suite on R.M.S. *German* on the 25th March, and landed at Natal on the 23rd of the next month. Her Majesty, together with her suite, expressed themselves as most gratified with the accommodation and attention which they had enjoyed.

In April, 1885, when there appeared every probability of an outbreak of hostilities between this country and Russia, and when the Admiralty were desirous of placing fast merchant steamers as armed cruisers at various Colonial ports for the

protection of coaling stations, &c., two of the Union Company's Mail steamers were selected to act in defence of the South African Colonies. The *Moor*, then on her way out to the Cape of Good Hope, and the *Mexican*, at Southampton, were chartered for this service, the former vessel being ordered by cable to Simon's Bay to be fitted, whilst the *Mexican* was specially despatched from Southampton at short notice for the same purpose. Only the *Moor*, however, was actually commissioned as an armed cruiser, she being supplied with an armament of six guns and a crew of 110 officers and men, principally members of the Royal Naval Reserve. She was taken on a cruise up the East Coast of Africa, under the orders of the Commander-in-Chief on the station, Rear-Admiral Sir Walter J. Hunt-Grubbe, K.C.B., and was the only merchant vessel which actually armed and hoisted the pennant or was commissioned under the command of a naval officer. The *Mexican* was employed as a transport, and conveyed troops from Cape Town to Hong-Kong and thence to England.

During the years 1884, 1885 and 1886, with the exception of an occasional despatch of an extra steamer in the latter of these years, the Company's operations were confined to *their fortnightly Mail Service with the Cape of Good Hope and Natal*.

In 1887, the trade with South Africa began to improve, although there was not even then enough traffic to provide employment for all the steamers of the Company; and it was not until presenting their report to the Shareholders in March, 1889, that the directors were enabled to announce the full re-employment of the Company's vessels. During 1888 the dispatch of a steamer, monthly, in addition to the Mail ships, sufficed for the requirements of the trade, but from the early part of 1889 it was found necessary to re-establish the Intermediate steamers fortnightly, making with the Mail steamers a weekly service between England and South Africa.

The Mail contracts entered into with the Cape of Good Hope and Natal Governments in 1883, expired on 30th

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September, 1888. These contracts combined a fixed subsidy with premiums for speed. In February, 1888, a further contract for five years from 1st October, 1888, was entered into with the Cape of Good Hope Government, which stipulated for increased speed combined with greatly reduced payments; and subsequently a fresh contract to cover the same period was entered into with the Natal Government. One of the provisions of these contracts dealt with the establishment of a supplementary overland Mail service, *via* Lisbon, at which port the Company's Mail steamers had been calling since the commencement of 1888. The new contracts came into operation in October, 1886, and from that date a change in the outward Mail port was made—Southampton being substituted for Plymouth—while a supplementary Mail was embarked at Lisbon. Early in 1889 the homeward Mails were brought direct to Southampton, instead of being landed at Plymouth as heretofore. In 1889 the St. Helena and Ascension Mail Service, hitherto conducted by the Mail steamers between Southampton and the Cape and *vice versa*, was transferred to the Intermediate steamers.

Several of the older vessels—viz., *Danube*, *Asiatic* and *Roman*—were disposed of in 1888 and 1889, as unsuitable to the Company's trade, and additions to the Fleet were made by the purchase of the *Dane*, 3,646 tons, in June, 1889, and of the *Roman*, 3,021 tons, in May, 1890, to strengthen the Intermediate line of steamers. Contracts were also entered into for the construction of two vessels—the *Tyrian* and *Norsman*—for inter-colonial service.

In view of the great development of the South African Gold Fields and the progressive prosperity of the South African Colonies, the Directors determined to adopt decisive anticipatory steps, and with this object they, in November, 1889, entered into a contract with the well-known firm of Messrs. W. Denny Brothers and Co., Dumbarton, for the construction of a steamer, larger and more powerful than any yet built for or employed in the South African trade. This vessel is named

the *Scot*, and her dimensions are over all, 502 feet; length on water line, 460 feet; breadth, 54 feet 6 inches; depth, 37 feet 6 inches; and her gross tonnage 6,850. The *Scot* is fitted with twin screws and two sets of triple expansion engines capable of driving the ship at an average speed of $17\frac{1}{2}$ knots at sea.

By way of conclusion to this sketch of the history of the Union Company, and as a contrast to the diminutive fleet of 1854, previously described, a list of the steamers built and building is appended, viz. :—

NAME.	TONS.	H.P.
*1. SCOT (Twin Screw) ...	6,850	12,000
*2. GAUL do. do. ...	4,830	2,000
*3. GOTH do. do. ...	4,830	2,000
*4. GREEK do. do. ...	4,830	2,000
*5. MEXICAN ...	4,549	4,600
*6. TARTAR ...	4,246	4,900
*7. ATHENIAN ...	3,782	4,600
*8. MOOR ...	3,597	4,500
*9. TROJAN ...	3,471	4,100
*10. SPARTAN ...	3,403	4,100
*11. PRETORIA ...	3,198	3,650
*12. ARAB ...	3,192	3,600
13. GERMAN ...	3,007	2,650
*14. ANGLIAN ...	2,158	1,700
*15. TYRIAN ...	1,455	1,350
*16. AFRICAN ...	1,372	1,300
*17. NORSEMAN ...	938	700
*18. SAXON ...	462	500
19. NATAL ...	158	335
20. UNION ...	113	300
21. CARNARVON ...	103	200
TOTAL ...	60,544	61,085

* Fitted with Triple Expansion Engines.

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Nearly the whole of these are fitted or are being fitted with triple expansion engines.

To indicate the advance in speed since the establishment of the Cape Mail Service the annexed memorandum of the fastest passages yet made is appended.

OUTWARDS.					HOMEWARDS.				
		Plymouth to Cape Town.		S'thmptn. to Cape Town		Cape Town to Plymouth.		Cape Town to S'thmptn.	
		Days.	Hours.	Days.	Hours.	Days.	Hours.	Days.	Hours.
SCOT...	...	—		14	11	13	23 ...	14	0 $\frac{3}{4}$
TARTAR	...	18	5	18	5	17	1 ...	17	6
MEXICAN	...	18	1	17	23	17	21 ...	17	12
MOOR	...	18	10	18	0	17	21 ...	17	1
ATHENIAN	...	18	6	18	7	17	4 ...	17	11

The -Services now (1893) performed by the
UNION COMPANY are :—

1st.—The **FORTNIGHTLY MAIL SERVICE** with the Colonies of the Cape of Good Hope and Natal.

2nd.—The **COMBINED CONTINENTAL and INTER-MEDIATE SERVICE** from Antwerp, Rotterdam, Hamburg and Southampton to Cape Town, Port Elizabeth, East London, Natal, and Delagoa Bay.

3rd.—The **INTERCOLONIAL MAIL SERVICE** carrying the Mails between Cape Town, Mossel Bay and East London.

4th.—The **SERVICE ON THE EAST COAST OF AFRICA** to Delagoa Bay, Inhambane, Beira (Pungwe River, Chinde (Zambesi), Quillimane, Mozambique and Zanzibar.

1st.—**CAPE AND NATAL MAIL SERVICE.**—The Packets leave Southampton (under contract with the Cape of

Good Hope and Natal Governments) every alternate *Saturday*, calling at Madeira. The day for departure from Durban homeward is every alternate *Thursday*, and from Cape Town every alternate *Wednesday*. The time occupied from Southampton to Cape Town and *vice versa* is about 18½ days, but the voyage has been performed in considerably less time.

2nd.—**COMBINED CONTINENTAL AND INTERMEDIATE SERVICE TO CAPE TOWN, PORT ELIZABETH, EAST LONDON NATAL, AND DELAGOA BAY.**—The Steamers in this Service leave **HAMBURG** every 14 days, after calling at **ROTTERDAM** and **ANTWERP** alternately, and sail from **SOUTHAMPTON** on alternate Saturdays (see Time Table), calling at Lisbon and Tenerife and/or Las Palmas. The Fares by these Steamers are lower than by the Mail Steamers.

3rd.—**INTER-COLONIAL MAIL SERVICE.**—A small steamer leaves Capetown for Mossel Bay, Knysna, and East London after the arrival of the Ocean Mail Steamer from England.

4th.—**SERVICE ON THE EAST COAST OF AFRICA.** This Service is carried out once in four weeks by the Intermediate Steamers from Southampton, which proceed to Delagoa Bay, Inhambane, Beira (Pungwe River), Chinde (Zambesi), Quillimane, Mozambique and Zanzibar.

GENERAL INFORMATION TO PASSENGERS.

THE voyage to the Cape has been described by so many writers that any extended reference to it here would be superfluous. It has, and with truth, been called "the most delightful voyage in the world." After the Bay of Biscay, with its chronic "lumpiness" is passed, the skies assume a more limpid blue, the water a richer tint, while the balmy airs that sweep the deck proclaim—

That the piercing winds and the whirling snow

have been left behind. The glimpses afforded of the islands are pleasant interludes to the regular and well-ordered life of the ship, while each day presents its own panorama of tinted clouds and of sunlit sea.

The Rates of Passage Money, by the UNION LINE, to South Africa, are moderate; those by Intermediate Steamers being rather less than by the Mail Steamers. The Passage Money, in every case, covers all requisites for the voyage, and includes free Railway conveyance from London to Southampton or from Plymouth to Southampton. Passengers can leave London on the morning of sailing, and embark in comfort at Southampton, the short journey enabling their friends to accompany them and return again to London the same afternoon. Friends of Passengers are, by a special arrangement between the UNION COMPANY and the London and South-Western Railway Company, allowed to travel to Southampton and back at the Single Journey Fare. The Steamers of the UNION LINE are provided with every comfort

and modern improvement, the Electric Light and Refrigerators being fitted in all the Mail Steamers. A qualified Surgeon is carried on board each Steamer, and experienced Stewardesses are also at the service of lady Passengers. Handbook of Information containing all details, Fares, &c., will be sent on application to the UNION STEAM SHIP COMPANY, South African House, 94 to 96, Bishopsgate Street Within, London ; or to any of the AGENTS of the Company named on Pages 226 to 230.

DISTANCE TABLES OF ROUTES

IN NAUTICAL MILES BETWEEN

ENGLAND, THE CONTINENT, & SOUTH & EAST AFRICA.

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2.—HAMBURG TO CAPE TOWN, calling at SOUTHAMPTON, LISBON and TENERIFE.

	HAMBURG											
Cuxhaven	63 Cuxhaven											
Outer Elbe, Light Ship	83	20 Outer Elbe, Light Ship										
Borkum, do. ..	155	92	72 Borkum, Light Ship									
Terschelling, do. ..	210	147	127	55 Terschelling, Light Ship								
Dover Pier	404	341	321	249	194 Dover Pier							
SOUTHAMPTON ..	523	460	440	368	313	119 SOUTHAMPTON						
Needles	545	482	462	390	335	141	22 Needles					
Ushant	743	680	660	588	533	339	220	198 Ushant				
Finisterre	1119	1056	1036	964	909	715	596	574	376 Finisterre			
Cape Roca	1365	1302	1282	1210	1155	961	842	820	622	246 Cape Roca		
LISBON	1390	1327	1307	1235	1180	986	867	845	647	271	25 LISBON	
TENERIFE	2105	2042	2022	1950	1895	1701	1582	1560	1362	986	740 715 TENERIFE	
Cape Verde	2934	2871	2851	2779	2724	2530	2411	2389	2191	1815	1569 1544 829 Cape Verde	
CAPE TOWN.. ..	6540	6477	6457	6385	6330	6136	6017	5995	5797	5421	5175 5150 4435 3606 CAPE TOWN	

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

	SOUTHAMPTON						
Needles	22 Needles						
Ushant	220	198 Ushant					
Finisterre	596	574	376 Finisterre				
MADEIRA	1300	1278	1080	704 MADEIRA			
Tenerife (Teno Point)	1557	1535	1337	961	257 Tenerife (Teno Point)		
Cape Verde	2375	2353	2155	1779	1075	818 Cape Verde	
CAPE TOWN.. ..	5981	5959	5761	5385	4681	4424	3606 CAPE TOWN

DISTANCE TABLES—(continued).

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

	SOUTHAMPTON		
LISBON ..	867 LISBON		
TENERIFE ..	1582	715	TENERIFE
ST. HELENA	4384	3517	2802 ST. HELENA
CAPE TOWN..	6084	5217	4502 1700 CAPE TOWN

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

	SOUTHAMPTON			
LISBON ..	867 LISBON			
MADEIRA ..	1393	526 MADEIRA		
TENERIFE ..	1652	785	259 TENERIFE	
ST. HELENA	4454	3853	3061	2802 ST. HELENA
CAPE TOWN	6154	5287	4761	4502 1700 CAPE TOWN

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

	CAPE TOWN	
TENERIFE ..	435 TENERIFE	
SOUTHAMPTON	5961	1526 S'THAMPT'N

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

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

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

	CAPE TOWN			
ST. HELENA ..	1700 ST. HELENA			
ASCENSION ..	2400	700 ASCENSION		
TENERIFE ..	4604	2904	2204 TENERIFE	
MADEIRA ..	4863	3163	2463	259 MADEIRA
SOUTHAMPTON	6163	4463	3763	1559 1300 SOUTHAMPTON

DISTANCE TABLES—(continued).

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

CAPE TOWN																
Mossel Bay	246	Mossel Bay								NATAL to MAURITIUS direct	...	1563
Knysna	293	47	Knysna							NATAL to TAMATAVE direct	...	1363
Port Elizabeth	438	192	145	Port Elizabeth						TAMATAVE to MAURITIUS direct...	465	
Port Alfred	505	259	212	67	Port Alfred							
East London	565	319	272	127	60	East London						
Natal	823	577	530	385	318	258	Natal					
Delagoa Bay	1116	870	823	678	611	551	293	Delagoa Bay*				
Inhambane	1357	1111	1064	919	852	792	534	241	Inhambane†			
Pungue River, Beira	1601	1355	1308	1163	1096	1036	778	485	244	Pungue River, Beira‡		
Zambesi River (Chinde River Bar)	1746	1500	1453	1308	1241	1181	923	630	389	145 Zambesi River (Chinde River Bar)		
Quillimane	1806	1560	1513	1368	1301	1241	983	690	449	205 60 Quillimane**		
Mozambique	2143	1897	1850	1705	1638	1578	1320	1027	786	542 397 337 Mozambique		
Zanzibar	2703	2457	2410	2265	2198	2138	1880	1587	1346	1102 957 890 560 Zanzibar		

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

**Quillimane to bar 16 m.

The Union Steam Ship Company, Limited.

DISTANCE TABLES—(continued).

9.—SOUTHAMPTON to HAMBURG, calling at ANTWERP.

		SOUTHAMPTON							
		119	Dover Pier						
Dover Pier	.. .. .	187	68	Wandelaar, Light Ship					
Wandelaar, Light Ship	.. .. .	208	89	21	Flushing Pier				
Flushing Pier	.. .. .	253	134	66	45	ANTWERP			
ANTWERP	.. .. .	298	179	111	90	45	Flushing Pier.		
Flushing Pier	.. .. .	322	203	135	114	69	24	Schouwen, Light Ship*	
Schouwen, Light Ship	.. .. .	436	317	249	228	183	138	114	Terschelling, Light Ship
Terschelling, do.	.. .. .	646	527	459	438	393	348	324	210 HAMBURG

*Via East Gat.

10.—SOUTHAMPTON to HAMBURG, calling at ROTTERDAM.

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

HAMBURG to SOUTHAMPTON direct 523

TABLE OF DISTANCES.

OF

The Principal South African Towns from the Nearest Ports.

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

TOWN.	NEAREST PORT.	DISTANCE.	MEANS OF CONVEYANCE.
Aberdeen	Algoa Bay	166 miles	145 miles by Rail to Aberdeen Road.
Alexandria	Algoa Bay	58 "	
Algoa Bay, or Port } Elizabeth			
Alice	East London	84 "	42 miles by Rail, Eastern System to King William's Town.
Aliwal, North	East London	280 "	Rail, Eastern System
Aliwal South, or } Mossel Bay			
Balfour	East London	132 "	42 miles by Rail to King William's Town.
Barberton			
Barkly	Cape Town	669 "	
"	Algoa Bay	507 "	
Bathurst	Port Alfred	10 "	
Beaufort, Fort	East London	102 "	42 miles by Rail to King William's Town.
Beaufort, West	Cape Town	339 "	Rail, Western System.
Bedford	Algoa Bay	151 "	127 miles by Rail, Midland System to Cookhouse.
Blanco	Mossel Bay	18 "	
Bloemfontein	Cape Town	750 "	Rail, Western System.
"	East London	402 "	Rail, Eastern System.
"	Algoa Bay	449 "	Rail, Midland System.
Burghersdorp	East London	244 "	Rail, Eastern System.
Caledon	Cape Town	63 "	
Cathcart	East London	109 "	Rail, Eastern System.
Cape Town			
Ceres	Cape Town	94 "	85 miles by Rail to Ceres Road, Western System.
Claremont	Cape Town	6½ "	Rail, Western System.
Colesberg	Algoa Bay	308 "	Rail, Midland System.
Cookhouse	Algoa Bay	127 "	Rail, Midland System.
Cradock	Algoa Bay	182 "	Rail, Midland System.
De Aar Junction	Cape Town	501 "	Rail Western System.

TOWN.	NEAREST PORT.	DISTANCE.	MEANS OF CONVEYANCE.
De Aar Junction ...	Algoa Bay ...	339 miles	Rail, Midland System.
Diamond Fields (Kimberley) }	Cape Town ...	647 "	Rail.
	Algoa Bay ...	485 "	
Dordrecht ...	East London ...	250 "	154 miles by Rail to Queenstown.
Drakenstein ...	Cape Town ...	36 "	
Durban ...			
East London ...			
Fauresmith ...	Algoa Bay ...	477 "	308 miles by Rail, Midland System, to Colesberg.
Fort Salisbury ...			
Frasersberg ...	Cape Town ...	360 "	Rail to Frasersberg Road, 290 miles.
George ...	Mossel Bay ...	22 "	
Graaff Reinet ...	Algoa Bay ...	185 "	Rail, Midland System.
Grahamstown ...	Port Alfred ...	42 "	Rail.
" ...	Algoa Bay ...	106 "	Rail.
Hanover ...	Algoa Bay ...	355 "	300 miles to Hanover Road by Rail, Midland System.
" ...	Cape Town ...	547 "	539 miles to Hanover Road by Rail, Western System.
Harrismith ...	Durban ...	210 "	
Heidelberg ...	Mossel Bay ...	76 "	
Hopetown ...	Algoa Bay ...		Rail to Orange River, 408 miles.
" ...	Cape Town ...		Rail to Orange River, 570 miles.
Howick ...			
Humansdorp ...	Algoa Bay ...	80 "	
Isipingo ...	Durban ...	11 "	Rail.
Jansenville ...	Algoa Bay ...	147 "	
Johannesburg ...			
Kalk Bay ...	Cape Town ...	17 "	Rail, Western System.
Kimberley ...			
King Williamstown...	East London ...	42 "	Rail, Eastern System.
Klip Drift ...	Algoa Bay ...	445 "	
Knysna ...	Mossel Bay ...	82 "	
Kroonstad ...	Algoa Bay ...	577 "	Rail, Midland System.
Ladysmith ...	Durban ...	130 "	
Leydenburg ...	Durban ...	385 "	
Malmesbury ...	Cape Town ...	49 "	Rail, Western System.
Maritzburg ...		70 "	Rail, Natal Government System.
Matjesfontein ...	Cape Town ...	194 "	Rail, Western System.
Middleburg ...	Algoa Bay ...	250 "	243 miles by Rail, Midland System.
Molteno ...	East London ...	211 "	Rail, Eastern System

The Union Steam Ship Company, Limited.

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

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The following information with reference to the means of communication between these Ports and the Gold Fields is believed to be correct, but is given *without responsibility and is subject to alteration*:—

To WITWATERSRANDT.

	Miles.
From CAPE TOWN to Johannesburg by Rail	1,014
FARES—1st Class, £11 12s.; 2nd Class, £7 19s. 10d.; 3rd Class, £4 8s. 8d.	
From PORT ELIZABETH to Johannesburg by Rail	714
FARES—1st Class, £8 3s. 9d.; 2nd Class, £5 13s. 3d.; 3rd Class, £3 3s. 8d.	
From EAST LONDON to Johannesburg by rail	665
FARES—1st Class, £7 13s.; 2nd Class, £5 6s.; 3rd Class, £2 19s. 8d.	
From DURBAN to Charlestown by Rail	303
Charlestown to Johannesburg by Coach	86
FARES—Rail, 1st—£3 2s. 6d.; 2nd—£2 1s. 8d.; 3rd—£1 0s. 10d.	
Coach, £4 10s. £4 10s. £4 10s.	
£7 12s 6d. £6 11s. 8d. £5 10s. 10d.	
From DELAGOA BAY to Komati by Rail	55
Komati to Johannesburg—no Coach.	

To BARBERTON.

	Miles.
From CAPE TOWN to Pretoria by Rail	1,040
Pretoria to Barberton by Coach	243
FARES—Rail, 1st—£11 19s.; 2nd—£8 5s. 4d.; 3rd—£4 13s. 8d.	
Coach, <u> </u> <u> </u> <u> </u>	1,283

The Union Steam Ship Company, Limited. 225

	Miles.
From PORT ELIZABETH to Pretoria by Rail	740
Pretoria to Barberton by Coach	243
FARES—Rail, 1st—£8 11s.; 2nd—£5 18s. 11d.; 3rd—£3 8s. 8d.	—
Coach, <u> </u> <u> </u> <u> </u>	983
From DURBAN to Charlestown by Rail	303
Charlestown to Barberton by Coach	135
FARES—Rail, 1st—£3 2s. 6d.; 2nd—£2 1s. 8d.; 3rd—£1 0s. 10d.	—
Coach, <u> £6 10s. </u> <u> £6 10s. </u> <u> £6 10s. </u>	438
<u> £9 12s. 6d. </u> <u> £8 11s. 8d. </u> <u> £7 10s. 10d. </u>	—
From DELAGOA BAY to Komati by Rail	55
Komati to Barberton—no Coach.	
From CAPE TOWN to Bloemfontein by Rail	749
FARES—1st—£8 6s.; 2nd—£5 14s.; 3rd—£3 2s. 6d.	
From PORT ELIZABETH to Bloemfontein by Rail	449
FARES—1st—£5 12s. 6d.; 2nd—£3 15s.; 3rd—£1 17s. 6d.	
From EAST LONDON to Bloemfontein by Rail	401
FARES—1st—£5 0s. 6d.; 2nd—£3 7s.; 3rd—£1 13s. 6d.	

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

	Miles
Vryburg to Mafeking	98
Mafeking „ Kanya	70
Kanya „ Molepolole	40
Molepolole „ Moschudi	45
Moschudi „ Notwani	80
Notwani „ Paletsie	80
Paletsie „ Macloutsie	90
Macloutsie „ Tuli	60
Beira (Pungwe River) to Fort Salisbury... ..	440

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(ESTABLISHED 1853.)

—WV—

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 LA ROCHELLE, MICHEL & FILS.
 LEGHORN, WM. MILLER, ROBLEY
 & Co.
 LEIPZIG, BRASCH & ROTHENSTEIN.
 LISBON, KNOWLES, RAWES & Co.
 LUCERNE, THOS. COOK & SON, Hotel
 du Cygne.
 LYONS, J. CHIRAT & CIE.
 MADRID, THOS. COOK & SON, 1, Car-
 rera de S. Geronimo.
 MALTA { O. F. GOLLCHER & SONS.
 THOS. COOK & SON, 308,
 Strada Reale, Valetta.
 MANNHEIM, CONRAD HEROLD.
 MARSEILLES { A. FABRE & FILS.
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 43, Rue Noailles.
 MENTONE, THOS. COOK & SON, 10,
 Avenue Vict. Emmanuel.
 MESSINA, FRATELLI GRECO.
 MATHA & SAINTES (FRANCE),
 G. GUIBERTEAU.
 MILAN { J. MANGILI.
 THOS. COOK & SON, 45,
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 CAR Co..
 NAPLES { HOLME & Co.
 THOS. COOK & SON, Piazza
 dei Martiri.
 NICE, THOS. COOK & SON, 16, Quay
 Massena.
- NEW YORK { HENDERSON BROS., 7,
 Bowling Green.
 BARBER & Co., 35,
 Broadway.
 OSTEND, A. & J. VAN ISEGHEM.
 OPORTO, A. J. SHORE & Co.
 PARIS { G. DUNLOP & Co., 38, Ave-
 nue de l'Opera, and 26,
 Rue d'Hauteville.
 THOS. COOK & SON, 1, Place
 de l'Opera & Grand Hotel.
 PRAGUE, SCHICK & ROSENBAUM.
 ROME, THOS. COOK & SON, 1B, Piazza
 di Spagna.
 ROTTERDAM, KUYPER, VAN DAM
 and SMEER.
 ST. MALO, J. C. AMY.
 ST. GALL (SWITZERLAND), NIEBER-
 GALL & GOTH.
 STAVANGER, A. L. SVENSDEN.
 STUTTGART { SCHMIDT & DIELMANN,
 BRASCH & ROTHEN-
 STEIN.
 TENERIFE, HAMILTON & Co.
 TEXEL, KONING & Co.
 TONNAY-CHARENTE, RENAULT
 DELAGE and Co.
 TRIESTE, GIUSEPPE BASEVI.
 VENICE { S. & A. BLUMENTHAL.
 FRATELLI PARDO DI
 GIUSEPPE.
 THOS. COOK & SON, 140,
 Piazza San Marco.
 VIENNA { THOS. COOK & SON, 2,
 Stephansplatz.
 INTERNATIONAL SLEEPING
 CAR Co.
 VIGO, M. BARÇENA-Y-FRANCO.

APPENDICES.

LIST OF NATIVE WORDS AND PHRASES.

<i>English.</i>	<i>Native.</i>	<i>English.</i>	<i>Native.</i>
Man	Indoda or Umuntu	Foam	Kihliza
Young Man	Insizwa	Mist	Inkungu
Boy	Umfana	Rain	Imvula
Woman or Wife	Umfasie	Fire	Umlilo
Grown Girl	Intombie	Smoke	Intutu
Young Girl	Intombazana	Fowl	Inkuku
Child	Umtwana	Eggs	Amaquanda
Head	Ikanda	Beef	Inyama
Body	Umzimba	Fish	Inhlanzi
Arm	Ingalo	Worms	Insundu
Leg	Umlenzi	Paper	Ikasi
Foot	Inyowu	Stick	Induku or Uti
Hand	Isandhla	Firewood	Izinkoonie
Finger	U'Moonwaa	Pot	Embeesa or Totosa
Eye	Iliso	Spoon	E'kesa
Mouth	Umlomo	Knife	Mukwa
Teeth	Mazinyah	Sour Milk	A'Maas
Hair	N'wellie	Corn (Indian)	Umbilo
Abdomen	Seeswa	Give	Nika
Skin	Skoomba	Go	Hamba
Water	A'manzie	Get out	Pooma
River	Umfula	Quick	Tch-Tcha

List of Native Words and Phrases—*continued.*

<i>English.</i>		<i>Native.</i>	<i>English</i>		<i>Native.</i>
Come	...	Eza	Silence	...	Tula
See	...	Bona	Speak	...	Kuluma
Good	...	Lüngili	Pull	...	Donsa
Nice to look at	...	Inhla	Wade	...	Wella
Nice to taste	...	Manandie	Drink	...	Puza
Hammer	...	Kanda	To Smoke	...	Bema
Strike	...	Tyaya	To Rest	...	Pumulo
Run	...	Kejima	Chief or King	...	Inkosi
Step	...	Nyatella	“Your Majesty”	...	Byatu
Throw	...	Ponsa	Chieftain	...	Induna
Catch or Hold	...	Bamba	Queen	...	Inkosigazie
Grind	...	Gia	Great	...	Inkulu
Lift	...	Pagameesa	Mountain	...	Intaba
Carry	...	Twala	Far	...	Koodie
Listen	...	Lalela	Hole	...	Embobo or Umkodi
Year	...	Inyaka	To Stab	...	Kwaza
Month	...	Inyanga	Love	...	Tanda
Moon	...	„	Want	...	Funa
Day	...	Nsuku	I	...	Mena
Morning	...	Kusasa	You	...	Wena
Midday	...	Imini	The Heavens	...	E'zulu
Afternoon	...	M'tambama	The Tribe	...	Ama-zulu
Evening	...	Ukuthewa	Yes	...	Yebo
Darkness	...	Busuku	No	...	Kabo
Sleep	...	Ubutongu	Shoes or Sandals	...	Iziskatula
Lie down	...	Lelapanzi	To Dream	...	Pupa
Arise	...	Vuka	A Dwelling	...	Indhlu
Call	...	Beza			

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List of Native Words and Phrases—*continued.*

<i>English.</i>	<i>Native.</i>	<i>English.</i>	<i>Native.</i>
A Village	Mooze	Marriage... ..	U'Kuzeka
One	Munya	Path	Endhlela
Two	Mabeelie	Dog	Inja
Three	Matatu	Sin	Sona
Four	Manie	Carry	Twala
Five	Shlanu	Birth	Zala
Six	Setupa	Go	E'ah
Seven	Isikombesa	Light	U'Lula
Eight	Sheeagalwo- Umbeelie	Blanket	Ingubu
Nine	Sheeagaho- Munya	Beads	U'Buthalo
Ten... ..	Shumie	Shelter	Seteesa
Prophet	Inyanga	Cook	Pega
Prophetess... ..	Sangome	Food	Guthla
Witch or Wizard	Umtagati	My	Wami
Flowers	Mabalana	Look	Bega
Many	Maningi	Money	Mali
To Call	Beza	Dig	Imba
Cattle	Inkomo	A Fence	Etangu
Do not	Unga	Gardens	Enseemu
Make	Enza	To Hoe	Lema
Bird	Inyoni	A Hoe	Egaja
A Lion	Um bube	A Girdle... ..	Mutcha
Wolf	Empeece	Fight	Elwa
Jackall	M'Kanshan	Kill	Bulala
Deer or Game	Inyamazana	Eat	Ethla
Serpent	Inyoka	To Bath	Bugutu
A Name	Egama	Wash	Gaza
		To Sink	Shona
		A Horse	Ehash

List of Native Words and Phrases—*continued*.

<i>English.</i>	<i>Native.</i>	<i>English.</i>	<i>Native.</i>
Donkey	Bungolo	To Stand	Ema
Seat	Ehlalo	To Run	Ke jima
To Sit	Shala	A Basket	Imbengi

PHRASES.

<i>English.</i>	<i>Native.</i>
Inquire who is there	Buza weto obani lapa na.
What do you want?	Funani na ?
Call the men	Bezanie amododa.
Give me my shoes	Niga Iziskatula wami.
Saddle the horse... ..	Bopela ehash.
Water the horse	Puzesa ehash.
Is it far?	Goodie eny na ?
Is your King here?	Inkosi wako Kona lapa na ?
The King is not here to-day ...	Inkosi agako numthla.
Go like men and not cowards ...	Hambanie, fanaka amadoda, ungu fanaka ama gwala.
I will come to-morrow	Ge aza ungumusa.
Inspan the cattle... ..	Bopela izinkabie.
Outspan the cattle	Kumulo izinkabie.
Do not make a noise	Unga banga umsendo.
Go quickly	Hamba na-majuban.
Gently, not too fast	Gathlie.
Pull together, men	Donea ganya madoda.
Grind corn	Gia umbela.
Give me water	Nigela amanzie.

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Phrases—*continued.*

<i>English.</i>	<i>Native.</i>
Light the fire	Vutela umlela.
Put out the fire	Cima umlela.
Kill a fowl	Bulala inkuku.
Pluck it	Thluta izimpape.
Wake me early	Vusela kusasa-u-kusain.
At sunrise... ..	Ka puma elanga.
Give me my rifle... ..	Nigezella, seabam samie ka inhlamvu.
Give me my shot gun	Nigezella, seabam samie ka-tchlwi.
Is the river deep ?	Umfalu ya shona na.
How is the bottom ?	Enjani aka panziena ?
Stones or rocks only ?	A matcha odwana ?
Dig	Himba.
Dig a hole... ..	Himba umkotie.
Grind the stone	Giaya amatcha.
Stones or rocks	Amatcha.
Pour in water	Tella amanzie.
Carry the stones	Twala amatcha.
Go and look for stones like these	Hamba funela a matcha fanaka layo.

The above are spelled as nearly phonetically as possible.



LATITUDES AND LONGITUDES.

<i>Place.</i>	<i>Latitude.</i>		<i>Longitude.</i>	
	Deg.	Min.	Deg.	Min.
Outer anchorage, Natal	29	53	31	4
Durban, Port Natal	29	52	31	0
Pietermaritzburg	29	35	30	23
Greytown	29	3	30	35
Harrismith, O.F.S....	28	16	29	5
Potchefstroom, O.F.S.	26	43	27	33
Pretoria, Transvaal	25	44	28	25
Great Usutu Drift, Swaziland	26	47	31	7
Dideen, Royal Kraal, Swaziland	26	34	31	20
Crossing of White Umbeloosi, Swaziland ...	26	27	31	25
Umbeloosi Poort (Slavers)... ..	26	15	31	56
Lorenzo Marques, Delagoa Bay	25	58	32	37

ALTITUDES.

CAPE COLONY.—Grahamstown, 1,700 feet; Bedford, 2,500; Cradock 3,000; Middelburg, 4,200; Colesberg, 4,730.

ORANGE FREE STATE.—Bethulie, 4,400 feet; Philopolis, 4,600; Fauresmith, 4,800; Bethany, 4,600; Bloemfontein, 4,750; Fountain Valley, near Bloemfontein, 4,770; Thaba N'Chu, 5,250.

GRIQUALAND WEST.—Kimberley, 4,400 feet; Christiana, 4,250; Pokwane (Gasibone's Town), 4,200.

TRANSSVAAL.—Bloemhof, 4,450 feet; Pretoria, 4,620; Potchefstroom, 4,780; Witwater Rand, 4,930; Standerton, 5,200; Heidelberg, 5,400; Wakkerstroom, 6,000; Utrecht, 4,300.

NATAL.—Maritzburg, 2,000 feet; Colenso, 3,320; Howick, 3,700; Estcourt, 3,900; Newcastle, 4,100; The Plains (Harding's Store), 5,200.

WEATHER SIGNS.

A very clear sunset of pale gold is a sign of fine weather, if with a calm and dewy evening.

A clear orange sunset foretells a very fine day, and more surely if with a rising barometer and calm, dewy evening.

A clear sky, and sun setting in a well-defined form, without dazzling the eye, and of a deep salmon, foreshadows a brilliant and a very hot day to succeed.

The same appearance, with a cream haze on horizon, is also a sign of fine hot weather; but in this case the sun becomes deeper just before he disappears.

The same appearance at sunset in winter is attended by the sharpest frost of the season.

If in unsettled weather the wind veers from S.W. to W. or N.W. at sunset, expect fine weather for a day or two.

In showery seasons, and when a day finer than before, if the wind returns again from W. or N.W. to S. or S.S.E. at sunset, be sure of a return of rain and storm.

At any season the barometer will rise while the wind works from S. to W. and N.W., and will fall while it recedes from westward to southward, a good rule whereby to judge of what is near both in summer and winter.

TABLE OF DISTANCES BETWEEN DURBAN AND THE
TRANSVAAL GOLD FIELDS BY WAGGON ROAD.

From Durban to—	Miles.	Yards.
Pietermaritzburg	57	—
Greytown	42	—
Burrup's	9	23
Mooi River	14	1,083
Tugela River	12	240
Sand Spruit	16	626
Helpmakaar	11	485
Dundee (Still's)	22	1,200
Lantman's Buffalo River	10	500
De Jager's, Buffalo River Drift	7	1,004
Blood River	17	1,477

TABLE OF DISTANCES—*continued.*

From Durban to—	Miles.	Yards.
Umvoloosi River	11	1,186
Umpemfaan River	11	1,065
Pongola River	28	225
Umkoyan River	7	1,685
Mugan River	7	380
Assegai River	8	1,276
Derby	18	1,379
Thello River	5	1,374
Imquampisi River	16	1,128
Amsterdam	—	—
Usutu River	11	600
Impuluse River	19	479
Junction with Lake Chrissie Road ...	17	—
Hot Springs	17	1,204
Komati River	7	27
Top White Hill	12	918
Top Red Hill	3	640
Foot of the Berg	13	1,540
Queen's River	13	1,400
Lower Camp, Moodies	4	—
Whole distance	363	214

THE
LAND OF GOLD, DIAMONDS AND IVORY,
BEING A
COMPREHENSIVE HANDBOOK & GUIDE
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AND EAST AFRICA,

By J. F. INGRAM, F.R.C.S.

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A comprehensive study of the Colonies, States, and Republics of South and East Africa. Their past history and present condition are delineated in an excellent manner, and portions of the book have also been devoted to descriptions of travel and exploration compiled from the experience of the author, Mr. J. F. Ingram, F.R.G.S. Some account of native legends and other lore also appears, and there are numerous illustrations.—*Glasgow Evening News*.

It is written by a gentleman who has resided for twenty-three years in the country, and has an intimate acquaintance with the native tribes and their languages. As a comprehensive handbook it ought to be very useful to those intending to emigrate to the Cape.—*Newcastle Daily Leader*.

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For historical and statistical data he has gone to the most trustworthy sources, and for notes on travel and exploration he has compiled from his own experiences. Politics are lightly touched upon with impartiality, and the geographical matter has been very carefully revised. The result is not only a most readable and instructive book, but one which the intending tourist, sportsman or settler can hardly do without. It is well illustrated with excellent reproductions from photographs, and it contains, besides, the history and full particulars concerning the Steam Service of the Union Steamship Company, Limited.—*Glasgow Herald*.

The book as a whole, which is profusely illustrated and accompanied with a valuable map, is one of the best works of its kind recently issued.—*Glasgow Evening Citizen*.

The object of this volume (which is profusely illustrated) is to present a clear concise, and reliable record of the past history and present condition of South and South-East Africa; a residence of twenty-three years and an intimate acquaintance with the native tribes and their languages, having placed the writer in a position to deal with the subject—*Newcastle Daily Chronicle*.

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OPINIONS OF THE PRESS.

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It would be the merest of platitudes to say how great are the resources of South Africa, although their development is yet hardly commenced. Many people will be surprised to learn that over six tons weight of diamonds, of a value of £39,000,000, have already been produced, whilst no less than 1,000 tons of ostrich feathers have been shipped from the Cape. But the reader will not be wearied by a surplussage of dry statistics, as the book is written in a bright and lively manner, and is enriched with many welcome illustrations.—*Investors' Guardian*.

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The following lines may be taken as summing up the writer's opinions:—
"The question as to whether Africa would ever become a useful producing country is now, I think, admitted by the world to have received a final and grand answer. The fact that the Diamond Mines have added six tons weight of

OPINIONS OF THE PRESS.

diamonds, with a value of £39,000,000 to the wealth of the world; that within the past twenty-five years one thousand tons of ostrich feathers have been shipped from the Cape, and that the newly-discovered Gold Fields are daily and hourly pouring forth their golden grains, speaks for itself.—*Money Market Review*.

The author begins his work by throwing around the land a halo of romance, drawn from the ancient history of its discovery and attempted colonisation, after which he embarks into the realms of historic research and discovery. . . . The concluding chapters of the work embrace descriptions of the various gold and diamond workings, and of the towns which have sprung up in their vicinity, with very full descriptions of the geological characteristics of the country, not forgetting the claims to consideration of the various though scanty fossil deposits which have been found from time to time. Full descriptions of the physique, the manners and customs, and characteristics of the various native tribes are given in the various chapters, and each successive tribe or nation, as it is reached, is dissected in a scientific manner, historically, philologically, geologically, &c., with full references to the animals and vegetables, and topography of the early country.—*The Govan Press*.

Is a clear, concise and reliable record of the past history and present condition of South and South-East Africa. . . . The history of the Union Steamship Company is fully detailed, and every kind of useful information that can assist the intending emigrant.—*Era*.

Presents a concise but highly interesting record of the past and present condition of South Africa. . . . A large number of maps and illustrations of African towns, Gold Fields, scenery, and natives add beauty and value to the book. The best means of proceeding to South Africa, the rates of passage money, tables of distances, and a list of native words and phrases are added, and a large amount of general information for intending travellers is given.—*Dundee Advertiser*.

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East London to Johannesburg by Rail (via Bloemfontein) ..	665	48	7 13 0	5 6 0	2 19 8
Durban to Charlestown by Rail ..	250	18	3 2 6	2 1 8	1 0 10
Charlestown to Johannesburg by Rail (actual travelling) ..	86	21	4 10 0	4 10 0	4 10 0
.....	883	39	7 12 6	6 11 8	5 10 10

BARBERTON.

Durban to Charlestown by Rail ..	250	18	3 2 6	2 1 8	1 0 10
Charlestown to Barberton by Coach ..	135	54	6 10 0	6 10 0	6 10 0
.....	885	72	9 12 6	8 11 8	7 10 10

THE UNION STEAM SHIP COMPANY'S
MAP OF
SOUTH & EAST AFRICA.

Scale of Statute Miles.

- Railways
- Projected Railways
- Boundaries of Colonies &c
- Coach Routes
- Gold Fields
- Lighthouses

CAPE TOWN to MOZAMBIQUE, calling at the PORTS named; in CAPE COLONY, NATAL, and the EAST COAST OF AFRICA.

CAPE TOWN	
Mossel Bay ..	246 Mossel Bay
Knysna ..	298 47 Knysna
Port Elizabeth ..	438 192 145 Port Elizabeth
Port Alfred ..	505 259 212 67 Port Alfred
East London ..	565 319 272 127 60 East London
Natal ..	823 577 530 385 318 258 Natal
Delagoa Bay ..	1116 870 823 678 611 551 293 Delagoa Bay*
Inhambane ..	1357 1111 1064 919 852 792 534 241 Inhambane†
Pungue River, Beira ..	1601 1355 1308 1163 1096 1036 778 485 244 Pungue River, Beira‡
Zambesi River (Chinde River Bar) ..	1746 1500 1453 1308 1241 1181 923 630 389 145 Zambesi River (Chinde River Bar)
Quillimane ..	1806 1560 1513 1368 1301 1241 983 690 449 205 60 Quillimane**
Mozambique ..	2143 1897 1850 1705 1638 1578 1320 1027 786 542 397 337 Mozambique
Natal to Mauritius ..	1563 m.

* Northward of all reefs adds 36 m. to the distances. † Inhambane to bar 15 m. ‡ Outer Buoy to Beira 13 m. ** Quillimane to bar 16 m.

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+GAUL do do.	4820	2000
+GOTH do do.	4820	2000
+GREEK do. do	4820	2000
+MEXICAN	4549	4600
+TARTAR	4246	4900
*ATHENIAN	3782	4600
+MOOR	3597	4500
+TROJAN	3471	4100
*SPARTAN	3403	4100
+PRETORIA	3198	3650
*ARAB	3192	3600
GERMAN	3007	2650
+ANGLIAN	2158	1700
+TYRIAN	1455	1350
AFRICAN	1372	1300
+NORSEMAN	938	700
+SAXON	462	500
NATAL	158	335
UNION	113	300
CARNARVON	103	200

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