

to go on horseback to the spot, to see what could be discovered.

“ 17.—On this day, with some others of the party, I rode to the above-mentioned spot, but saw nothing but five canons, and a great quantity of iron ballast. It was plainly perceived, on a spot of ground between two woods, that people had made fires and sheltered themselves; likewise, on a rising ground between the two woods, was a pit, where things had been buried and dug out again; this confirming to us what the runaway slave had told us, that every thing had been dug up and dispersed very far into the country. We also understood from the natives, that the greatest part of the goods had been conveyed to Rio de la Goa, to be there sold; which place, as well as we could learn, was from this spot a journey of four days, or of forty or fifty hours.

“ The natives hereabouts expressed very great astonishment at our taking such great pains to come in search of the unfortunate crew. And the chiefs, and indeed the whole of them in general, promised, that if any similar disaster should ever happen in future, they would protect and take care of the crew that might come on shore, and conduct them to us, if they could only be assured of obtaining beads, copper, and iron, for so doing; which we promised.

“ Nov. 26.—[On the return homewards.] “ Arrived at the *Bastaard* Christian village. I would now have taken the three old women with us; but they mentioned their desire, before they could accomplish such a plan, of waiting till their harvest time, to gather in their crops; adding that, for this reason, they would at present rather remain with their children and grandchildren; after which, with their whole race, to the amount of four hundred, they would be happy to depart from their present settlement. I concluded, by promising that I would give a full account of them to the Government of the Cape, in order that they might be removed

from their present situation. It is to be observed, that on our visit to these women, they appeared to be exceedingly agitated at seeing people of their own complexion and description.

“This expedition was planned by me, with the previous knowledge of the governor, Van de Graaff, in pursuance of whose command it met with the approbation of the landdrost of the district of Graaff Reinet. It was undertaken with the view of discovering if there still remained alive any of the English women, as had been reported, that were shipwrecked in the Grosvenor, on that part of the coast, in the year 1782, that we might have relieved them from a miserable situation; which was the only motive for undertaking the journey. But, to our sorrow, we could find no soul remaining; and we are fully persuaded that not one of the unfortunate crew is now alive. I was informed by a Malay or Boganese slave who spoke Dutch, and had some years before run away from the Cape, that two years ago the cook of that ship was alive, but that catching the smallpox, he then died.

(Signed) “JACOB VAN REENEN.”

To the above extracts may be added, that Lieutenant Farewell's party have recently discovered the wreck of the Grosvenor near the Second Point Natal, much farther to the westward than had been usually supposed. The remains of the wreck consist of the keel of the vessel, and her guns and iron ballast. The vessel appears to have been heaved by the force of the surf over a ledge of rocks. Whether there had been still any of the crew surviving in the country, and detained by the natives, at the time of Van Reenen's visit, is uncertain; but several of their descendants (mulattoes) have been discovered among the adjoining tribes, and one of them is now in the service of Lieutenant Farewell.

No. IV.

WRECKS OF THE GRACE AND ARNISTON.

THE circumstances which occasioned the loss of the *Grace* and her cargo were remarkable, and may not be unworthy of commemoration. The vessel was loaded with wool and oil. Part of the latter had unfortunately been stowed in the hold above the packs of wool, and having leaked considerably during the voyage, a fermentation took place, which began to indicate itself just as they came in sight of land off Cape Agulhas. A strong smell of burning had been previously perceived for several days, and at length smoke began to issue from the hold. They were at this time within an hour's sail of False Bay, for which, alarmed by the state of the cargo, they were anxiously standing in. The wind, however, suddenly veered about, and blew a gale from the north-west, right in their teeth. The smoke hourly increased, and destruction began to stare them in the face. They could not run the ship ashore to the westward of Cape Agulhas, nor attempt to land there with a boat, on account of the violent surf on the rocky coast. They could not beat into Simon's Bay, and the gale increased. There was no time for deliberation. Their only chance was to weather Cape Agulhas, and they bore away before the wind with all the sail they could carry. All the hatches were closed down, and covered with wet sails, and men were employed to throw water constantly upon them. To add to the horrors of their situation, night came on, and the heat increased so much that they could scarcely keep their station upon deck. The captain got out the long boat, and put the passengers and all the crew but two into it,—keeping it in tow, while he himself, with two sailors only, remained on board, one standing by the helm, while the others continued to throw water over the

hatchways. In this manner they weathered Cape Agulhas about dawn of day, and were rounding into Struys' Bay, when the fire burst out upon them. The captain and his two assistants had just time to throw themselves into the boat, and cut the towing rope, when the vessel was enveloped in one entire sheet of flame. They were now happily under the lee of the Cape, and partly sheltered from the gale, and succeeded in getting safe on shore.

The vessel bore away like a blazing comet, but soon went on shore a little to the eastward, when she was bilged, and burned down to the water's edge. About thirty packs of wool were washed on shore, but so much damaged by the oil and fire, as to be of very little value.

A few miles to the eastward of this spot the disastrous wreck of the *Arniston* transport occurred in 1815. This was a vessel of 1500 tons, belonging to Messrs. Borradailes, of London, and bound from Ceylon to England, having on board Lord Molesworth, with his family and suite, and a number of other passengers, consisting of military officers, ladies and children, and invalid soldiers from India. They had parted company with a fleet of *Indiamen*, under convoy of *H. M. S. Africaine*, and the *Victor* brig, on the 26th of May, owing to stress of weather; and on the 29th, land was discovered right ahead, the wind blowing from the S. S. E. very strong.

They endeavoured ineffectually to beat up against the wind, in order to weather the land, which they conceived to be that near Table Bay, till near noon on the 30th, when breakers were discovered on the lee bow. The rest of the catastrophe I shall copy verbatim from a paper taken from the depositions of the survivors:—

“ When the breakers were seen we wore ship, and hauled to the wind on the other tack; stood on till two P. M., then wore and hauled to the wind on the larboard tack, continuing

on till near four o'clock, when breakers were seen, called Agulhas Reef, which we could not weather on either tack, being completely embayed. Clewed up the sails, and cut away three anchors. The two bower cables parted shortly after. Then Lieutenant Bruce, agent for transports, advised the Captain to cut away the sheet cable, and run the ship ashore, as the only chance of saving the people's lives. The cable was cut, and the ship put before the wind, and in about eight minutes after she struck forward, the ship heeling to windward. Cut away the guns in order to heel her the other way, which could not be effected, consequently, she soon began to break up. About eight o'clock the masts went, and the ship in a very short time was quite in pieces. Many people were drowned below, in consequence of her heeling to windward; and others clung to the wreck, endeavouring to reach the shore, which was about a mile and a half distant. Out of the whole crew, consisting of near 350 persons, only six men (sailors) reached the shore with great difficulty upon planks, being much bruised by the wreck and surf, which was very high. At daylight the next morning, the stern port of the ship was the only part to be seen. The beach was covered with wreck, stores, and a number of dead bodies, among which, were those of Lord and Lady Molesworth, the Agent, Captain, and some children. These were buried by us, the six survivors.

“On the next day, the 1st of June, considering ourselves to be to the westward of Cape Point, it was agreed to coast the beach to the eastward, which we continued to do for four days and a half, subsisting on shell-fish from off the rocks; but fearing we had taken a wrong direction, it was agreed to return to the wreck, and we accomplished it in three days and a half. Here we remained six days, subsisting chiefly on a cask of oatmeal that had drifted on shore, and which, being damaged, we dried in the sun, and experienced great

relief from it. The pinnacle had been thrown ashore bilged, which we proposed to repair in the best manner circumstances would allow, and endeavour to coast along shore. At that time, (the 14th of June,) being at work on the boat, we were fortunately discovered by a farmer's son, (Jan Zwartz,) who was out shooting, and who humanely carried us to his father's house, where we remained, with every comfort he could afford us, for a week, and then set off for Cape Town, where we arrived on Thursday evening, the 26th of June.

" Before we left the country, we were informed that 331 bodies, thrown on shore, had been interred near the beach.

(Signed)

" CHARLES STEWART SCOTT,
" Carpenter's Mate."

Mr. Theunissen, who visited this wreck as soon as it was discovered by the farmers, informed me, that he counted about 300 dead bodies on the beach; and that the scene was truly deplorable and affecting. Mothers with their children, and husbands with their wives locked in their arms, were found lying as they were washed up by the sea. The whole shore, for miles, was strewed with the wreck. I saw, myself, oak rafters in many of the houses in the vicinity that had been taken from the beams of the *Arniston*. G. T.

No. V.

SOME ACCOUNT OF MR. FAREWELL'S SETTLEMENT AT PORT NATAL, AND OF A VISIT TO CHAKA, KING OF THE ZOOLAS, &c.

THE following sketch, drawn up by Captain King of the *Mary*, (a trading vessel lately wrecked on entering the harbour at Port Natal,) furnishes some interesting details respecting

Mr. Farewell's infant settlement, the character and views of the tyrant Chaka, the manners and condition of the Zoola people, and the appearance of their country. It forms, therefore, a suitable appendage to my remarks on this subject at page 357, vol. i., and an appropriate counterpart to Mr. Brownlee's account of the Amakossæ Caffers. Captain King has, I believe, since this was written, returned from Cape Town to Port Natal, with a vessel and stores to relieve his own men, and assist his enterprising friend Mr. Farewell. G. T.

In the latter part of 1823, Lieutenant Farewell and Mr. A. Thomson accompanied me in the *Salisbury*, on a voyage to the East coast of Africa. Having arrived in the neighbourhood where we intended to commence trading, we attempted at several parts, but it appeared impossible to land. The boats were then sent on shore at St. Lucie, on the coast of Fumos. Mr. Farewell's upset, but, although considerably bruised, he providentially escaped being drowned. Several days after, Mr. Thomson met with a similar accident, his boat being overwhelmed when nearly a mile from the beach; they all gained the shore by swimming, except three poor fellows, who perished in the attempt. We now determined on abandoning this spot, our views being chiefly directed to another quarter. Several weeks having elapsed, we ran into Port Natal, but the voyage proving altogether unsuccessful, we returned to the Cape of Good Hope. The *Salisbury*, and the *Julia*, our tender, were the first vessels that had entered that port during the life-time of the oldest inhabitants.

Mr. Farewell again, in April 1825, joined by two others, with a party of about twenty-five people, fitted out another expedition to this port. However, these new adventurers not finding trade so brisk as they anticipated, took the earliest opportunity of returning, and left Mr. Farewell to carry

his projects into effect alone. He was joined by Mr. Fynn, and afterwards by three white people and ten Hottentots; from which time, till the arrival of the *Mary*, they had suffered intensely. Mr. Fynn has shared largely in these sufferings: he has undauntedly penetrated forests, passed through savage nations, and has narrowly escaped from several attempts that have been made on his life.

Chaka, King of the Zoolas, has granted to Mr. Farewell about thirty-five miles of coast, including Port Natal, and about one hundred miles of inland country, for some remuneration in merchandise; and assures the white people of his protection. He has also allowed Mr. Fynn about 450 people to cultivate the land, and to do whatever he may require of them. Mr. Farewell's fort and house are by this time finished. Within the fort he keeps his cattle, of which he has a good stock. It is of a triangular form,—at each angle one gun is to be placed. The house is built of wood, about sixty feet by twenty, and has six tolerably good rooms. This settlement is situated on the N.W. side of the harbour, and the king has named it after its founder. Mr. Farewell's party are much respected by Chaka, and, in fact, by the whole nation.

The settlement of the shipwrecked crew of the *Mary* is on the S.E. part, the most eligible spot we could find for building; it consists of five huts, built in the native style, and one storehouse. A vessel, when I left, was nearly two-thirds finished, built of excellent wood; we used no part of the wreck, except the bolts, &c.

Much praise is due to Mr. Hutton, and also to that part of the crew which remained, for their steadiness and obedience.

The object of my leaving Natal was for the express purpose of procuring supplies, at the request of Mr. Farewell, and of my people.

Port Natal is easy of access for vessels drawing not more than eight feet of water, and on the last of the flood tide. It has on its bar eleven feet at high-water spring-tides : at times it exceeds that depth.

This harbour is perfectly sheltered from all winds, and is sufficiently large to contain at least thirty sail. The cape forms a spacious bay, where ships may ride in safety, with S.W. and Westerly winds, in from nine to eleven fathoms, sandy bottom : the best anchorage is when the cape bears S. by W. half W. or S.S.W. at the distance of a mile and a half.

Having collected from the *Mary* every thing we could see a possibility of saving, and made arrangements for building a small vessel, (which appeared an arduous undertaking, on account of our very limited means, and the principal part of the carpenter's tools being lost,) I accompanied Messrs. Farewell, Fynn, and several seamen, with about forty natives, on a journey to King Chaka, of the Zoola nation. On the eighth day, after having travelled about 135 miles through a most picturesque country, and crossed several rivers, we arrived at the summit of a mountain, from which the view was particularly grand and imposing. We could distinguish the king's residence, and numerous other kraals, on an extensive plain, encompassed by a chain of hills. Shortly afterwards, we came to a brook, where we refreshed, and put ourselves in proper apparel to meet the king. At about eight at night we arrived at the entrance of his kraal, and were soon admitted. Afterwards we were taken to his private residence, and gave the customary salute of the nation, which not being answered, was repeated. A domestic now informed us, that the king was holding an en-daba (a council) with his warriors ; we then proceeded in order, and soon discovered his majesty centred among his subjects, and surrounded by large fires. We stood for a few minutes, while the chief who ac-

accompanied us addressed himself to the king, relative to our mission; after which we were desired to advance, presented our presents, and seated ourselves on the ground, at about six yards' distance from him. During this interview his discourse was principally on war, owing to his enemies being at hand. However, he soon permitted us to retire to the huts which had been prepared for us. He soon afterwards dismissed his people, and retired to his private kraal; we then received a message, requesting we would attend there. Here our reception was very different from the former; he now cast off his stern look, became good-humoured, and conversed through our interpreters on various subjects. A large basket of boiled beef, and several earthen pots of milk, were ordered to be placed before us, of which we ate heartily. After this entertainment we expressed a wish to retire, which he very readily assented to, on account of our being much fatigued. The following day we again waited upon him, and found him seated upon his mat, haranguing his people. We shortly withdrew, and rambled about the greater part of this day; and in the evening were highly entertained by his warriors singing war and other songs. At the king's request, we fired a train of powder, to show its effects; and after several other entertainments, he retired, expressing himself much pleased.

The following morning proved excessively hot, so much so that it was scarcely possible to stir about; we therefore kept within our hut. The king, however, feeling no inconvenience from it, sent for our sailors, and proposed their going with him, and a number of his people, to hunt the elephant. These men being aware of their inability, and having only lead balls, prudently declined, and said they could not go without consulting us. The king desired the interpreter to say they were afraid: this touched their pride; and to convince him of the contrary, they took up their muskets, and

followed him. Half an hour or more had elapsed before Mr. Farewell and myself were made acquainted with this proceeding. Feeling satisfied that it was done only to convince his nation of the insufficiency of our arms (of which we were equally aware) to destroy such animals, we immediately went in pursuit of them; and soon fell in with the king, seated under a large tree, surrounded by his warriors, from which he had a complete view of the valley out of which they intended to start the elephant: we took our station about 200 yards from him, under a smaller tree, waiting impatiently, yet dreading the result. Two hours had nearly elapsed, when a messenger presented to the king the tail of an elephant, at which they all appeared greatly surprised; he was desired to bring it to us, and say the white people had killed the animal. As may be supposed, we could scarcely credit the fact, but hastened towards the forest to join our people, and met them almost exhausted; we, notwithstanding, had the satisfaction of congratulating each other upon what appeared to us almost a miracle. It appeared that the natives drove the elephant from the forest to a plain, where the sailors placed themselves directly before the animal: the first shot entered under the ear, when it became furious: the other lodged near the fore shoulder, after which it fell, and soon expired. Had this affair turned out differently, we should, in all probability, have been held in a contemptible light by this nation, and awkward consequences might have resulted to the settlement.

In the evening, at the request of the king, we joined in their amusements, and could not ourselves possibly avoid singing, and commenced with 'God Save the King:': on our explaining its literal meaning, Chaka was highly pleased; in fact, there was nothing but good humour to be observed in the countenances of every one present. The party broke up at a late hour; and, as is usual, in the morning we paid the

king an early visit. We now expressed a wish to see him in his war dress; he immediately retired, and in a short time returned attired: his dress consists of monkeys' skins, in three folds from his waist to the knee, from which two white cows' tails are suspended, as well as from each arm; round his head a neat band of fur stuffed, in front of which is placed a tall feather, and on each side a variegated plume. He advanced with his shield, an oval about four feet in length, and an umconto, or spear, when his warriors commenced a war song, and he began his manœuvres. Chaka is about thirty-eight years of age, upwards of six feet in height, and well proportioned: he is allowed to be the best pedestrian in the country, and, in fact, during his wonderful exercises this day he exhibited the most astonishing activity: on this occasion he displayed a part of the handsomest beads of our present.

While sitting in our hut, at a late hour, we were aroused by the shrieks of thousands of human voices: we naturally concluded it was the enemy advancing, being aware they expected them hourly: the real cause, however, was soon ascertained,—which was the death of the king's grandmother, supposed to be between ninety and a hundred years of age. The kraal in which she resided, was about a mile distant. Men, women, and children, having cried bitterly for several hours, there ensued a profound silence; after which thousands at the same moment commenced a most doleful song, which lasted a night and the greater part of the following day. It is said that this is the only instance ever known of the king having grieved. To give his majesty an opportunity of seeing our respect for the deceased, we repaired to the kraal, where the corpse lay; but in consequence of the excessive heat of the day, and it being surrounded by so many thousand people, with scarcely a breath of air blowing, we were obliged to retire to a more wholesome spot.

To give an idea of the heat, hundreds were carried away, having actually fainted, and were drenched in a contiguous brook. The remains of the old lady were conveyed to a particular spot, where they inclosed her within a stone wall; an honour which is seldom paid, except to the chiefs, who are similarly inclosed, with their heads above ground: the others are allowed to remain on the spot where they may have died, unless it happens in a hut; in which case they are removed a short distance, and in a few hours are devoured by hyænas or wolves, with which the country abounds. When a chief of a kraal dies, it is immediately burnt; and the inhabitants remove to an eligible spot and build another. In consequence of the death above alluded to, several days elapsed before we had any communication with the king; at length he allowed us an interview, when we thought it best to acquaint him, lest he should hear it through another channel, that our vessel had sustained some damage, and we were in hopes, in about three months, to get her in order. We were apprehensive he might take advantage of our unfortunate situation, had he known she had been an entire wreck. He expressed himself satisfied, and made the remainder of our stay in his territory tolerably pleasant.

The day having arrived for our departure, Chaka made us a present of 107 head of cattle; we then took our leave, with a promise of returning as early as possible. On our way to Natal, we found the rivers more difficult to cross than before; in attempting one, my companions nearly lost their lives. Mr. Farewell, in stepping from one rock to another, was carried away by the stream into a most perilous situation: Mr. Fynn, with his accustomed bravery, being near, plunged in, followed by several natives, to Mr. Farewell's assistance; the current carried them all a considerable distance, until they came in contact with a body of reeds attached to the bottom, which caused an eddy: here they remained several

minutes, to rest, after which they happily succeeded in swimming to the bank. These rivers are infested with alligators, which are constantly destroying the natives.

On the seventh day after our departure from Chaka, after an irksome journey, we arrived at our residence at Port Natal.

History, perhaps, does not furnish an instance of a more despotic and cruel monster than Chaka. His subjects fall at his nod. He is acknowledged to be the most powerful ruler for many hundred miles. He came to the government after the death of his father : his elder brother should have succeeded, but through some treachery on his part he got him put to death, and obtained the sovereignty. He has reigned about eight years, during which time he has conquered and laid waste the whole country between the Amapondas, nearly 200 miles S.W. of Natal, and the southern and most western parts of Delagoa : he has under him many tributary kings ; and the only powerful enemy he has now to contend with is a chief named Escon-yana, whose territories lie N.W. of the Mapoota, and who has gathered all his forces with the intention of destroying Chaka. Several attacks have been already made, but have always been repulsed. The Zoolas are now preparing for an advance upon them, and but little doubt is entertained that they will succeed, although the enemy exceeds them by many thousands. Chaka's strict discipline and method of onset is such that nothing in their warfare can possibly withstand the attack of the Zoolas. The dresses of his warriors are similar to his own ; he differs only in his feather ; and they are distinguished in their different divisions by coloured shields : they charge with a single umconto, or spear, and each man must return with it from the field, or bring that of his enemy, otherwise he is sure to be put to death.

The following fact will convey some idea of Chaka's des-

potism :—Several months before my departure from Nathal, he was informed that a chief, who had under him about 450 men, had proved himself a coward (which was in reality nothing more than having been overpowered and defeated). The king sent for him and all his people to his own kraal, where every man was put to death : the lives of the women and children only were spared, and many of the former were added to his seraglio. Of this establishment it would be almost impossible to estimate the extent,—yet he will not allow that he cohabits with them ; and to prove to his people this fact, when any of the women appear pregnant, they are instantly killed. He says, when he has defeated Escon-yana, he will direct his course to the frontier of the Cape Colony, and not leave a living soul, nor rest until he reaches the white people ; he will then be satisfied, and enjoy himself with his wives. I could relate many other instances of his barbarity, but they go to such an enormous extent, I feel unwilling to mention them, lest they should be discredited.

The chiefs of this nation observe the same laws as the other class, and should they in any shape violate them, they know well their fate. At the same time the petty chiefs possess the power of putting their own people to death.

The Zoolas are a tall athletic good-looking race, extremely cleanly, and very respectful. They are in the highest state of discipline, and always in readiness for war, in which they are mostly engaged, and have a great thirst for the blood of their enemies : they are irritable amongst themselves for the moment, but soon forget the past, and become friendly ; they are also extremely generous to each other.

Dancing and singing are their chief amusements. The war-song, which is the king's composition, cannot be described, but to the ear of their enemy it must strike terror. In singing the common songs they are accompanied by the women,

and dance with the most extravagant antic gestures, and throw themselves about, with the greatest agility, into most strange positions. When their gambols are over, having little or nothing to do with domestic duties, they sleep, or carve their wooden vessels, spoons, and ornaments of ivory; they also make several sorts of musical instruments, which merely produce simple notes, without the least harmony.

Their heads, in general, are kept shaved, except a circle, neatly made with their hair, in imitation of the mode adopted by Chaka; and from each side is suspended a bunch of feathers. The different parts of their body are ornamented with beads; they wear no other covering, except when going to war, and, at a distance, are only to be distinguished from the king by the difference of their feathers. To hunting they devote but little time, being almost constantly engaged in war.

We are informed that there are several nations of Cannibals, residing in the interior of the country, an individual of one of which we saw at the king's kraal, who recently came there, whether voluntarily, or otherwise, I could not ascertain. He allows that his countrymen live mostly on the flesh of their enemies, of whom they are constantly in pursuit.

This man's features had so great a resemblance to those of an European, that Mr. Fynn, who first observed him close to us, (at our first interview with Chaka,) whispered softly to Mr. Farewell and myself, that there was a Christian in disguise. I cast my eye carelessly round, and was struck with astonishment at the sight: his hair was long, and covered a great part of his face; he had mustachios, a large beard, a stiletto suspended from his neck, and the other parts of his body concealed by a carosse of hide. This costume, it appears, is common with his nation. During our stay he became very communicative, and put us in possession of much

information relative to the inland tribes. Chaka is particularly kind to him; but as this is an extraordinary circumstance, he has, no doubt, some interested motive.

The country of Fumos throughout is most picturesque, and the soil apparently very prolific; it abounds in different sorts of valuable wood, and in various descriptions of animals, several of which pay only nocturnal visits; wolves and tigers (leopards) infest the country, and destroy numbers of the natives. Nine dogs, during my stay at Natal, fell a prey to them, three of which were literally torn from Mr. Farewell's house, and others taken in our sight. The climate is extremely hot, but the air is clear and salubrious.

There are several rivers of some magnitude inland, but they are not navigable on account of shoals; all the rivers in this country abound with alligators.

The women are of the middle stature; the majority of them are exceedingly well featured, and have fine figures; the stoutest are considered the belles: in justice it must be confessed, they are generous and hospitable, being at all times willing to accommodate strangers with food, &c., but I cannot pronounce them tender-hearted; however, this may be attributed to their savage habits;—on the other hand, they are extremely respectful to their husbands.

Their amusements are similar to those of the men, dancing and singing being the principal; and from having commenced at an early age, they perform their parts well: their voices are raised to an astonishing pitch, which is accompanied by clapping of hands; they keep both feet close, and jump about with great agility. They appear kind to each other, but nevertheless are jealous: this may easily be accounted for, as there are no bounds to the number of wives the men possess. In the kraals, their huts are placed at equal distances right and left from their chiefs, from which they are divided by stake or reed fences. Adultery is immediately

punished with death ; and the laws of the country in other respects are severe in the extreme, as every command of the husband must be obeyed, even in the most trifling cases, or their life is the inevitable sacrifice. Many instances have come within my knowledge, where they have escaped to us, and begged our intercession with their chiefs ; in these cases their lives have been purchased for a quantity of beads. Mr. Farewell has saved many.

The business of a woman (except in regard to works which require extraordinary labour, as in felling and removing trees, &c.) is the most tedious and laborious,—such as hoeing, digging, and planting corn and other seeds ; in fact, every thing that regards husbandry must be attended to by them : they are in general the drudges of the kraals,—though the favourites, in some measure, are exempt from this excess in work. In travelling, they are always obliged to carry the loads, while the men walk at ease. I have known many perform a journey of nearly three hundred miles, with loads from forty to fifty pounds weight ; yet they go about their work with as much good humour as though it was the effect of choice and not of compulsion. They perform astonishing journeys, and apparently with less fatigue than the men.

At the age of fourteen or fifteen they are allowed to become wives, and then have their heads shaved, except a small part on the crown, which is, like the men's, perfectly round, and kept plastered with red clay and oil : at a short distance it has the appearance of several rows of beads. The lower part of their ears is cut sufficiently large to admit an ornament of the size of a half-crown.

They wear an apron of hide about the middle ; and it becomes so pliable and soft, from frequent rubbing, that it has quite the appearance of cloth. This appendage, when at all soiled, is rubbed over with oil. It is ornamented with such beads as they may, according to their rank, be allowed to

wear ; they also wear ivory rings on their arms, and different ornaments of their own manufacture round their ankles, and oil their bodies generally every day, or as often as they feel disposed. When they become wives, there is a sort of ceremony observed, which I believe is confined to the chiefs. Two or three cows, or a certain quantity of beads, are given to their parents by way of compensation, from the husband ; and the following day a feast is given on the occasion, when several bullocks are killed, and a large supply of milk provided, upon which they feast after their dancing.

When a woman is delivered of a child, neither she nor her child are allowed to be seen by any man till after six days. Should the infant prove a girl, it is kept constantly with the mother ; if a boy, he is reared up to the exercises of his father. It is a melancholy fact, that when they have arrived at a very early age, should their mothers attempt to chastise them, such is the law, that these lads are at the moment allowed to kill their mothers.

The girls are very early employed in the fields, and go about without any covering, until they arrive at the age of puberty.

I propose, on some future occasion, to make a few remarks upon the capabilities and resources of this fertile tract of country. I entertain a sanguine hope that the time is not far distant, when the productions of Port Natal, under the indefatigable exertions of Lieutenant Farewell, and his enterprising party, will become no mean acquisition to the trade of this Colony.

Cape Town, July, 1826.

No. VI.

INSTRUCTIONS FOR ENTERING TABLE BAY BY NIGHT.

Drawn up by Captain W, F.W. Owen, R, N. November, 1825.

The bearings mentioned in these instructions are all by compass, or magnetic.

1st.—To enter Table Bay from the northward, meaning to pass outside of Robben Island, a ship should keep the Light to the eastward of south—nine degrees east, or about south and by east, until she get soundings under twenty fathoms, at a little more than a mile from the Light-house; she may then steer east south east, or east and by south, not to come under ten or twelve fathoms, until the Light bears west south west; she may then steer for the anchorage, and may anchor in from seven to six fathoms as soon as the Lights are shutting in behind the Lion's Tail.

This tract leads about a mile clear of danger on Green Point; but a ship need not approach it so near, if she have, by seeing Robben Island, ascertained by its bearings that she is clear of the Whale Rock, in which case she may round it at a much greater distance from Green Point, if desirable; but the soundings in that case will not alone be a sure guide.

2d.—In coming from the south west, a ship should not get less than forty fathoms before the Light bears south east, or east south east, nor less than twenty fathoms before it bears south and by east, when the preceding directions may be followed.

From the northward, inside of Robben Island, the Light should be kept about south west and by south, until a ship has passed that island; in doing which, she may have some

casts from eight to six fathoms; and when on that course the water deepens to eleven or twelve fathoms, she may steer for the anchorage by the plan as before directed.

In beating round Green Point, a ship should never shoal her water under eleven or twelve fathoms, until she have brought the Light to bear west south west, as before said.

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 shoals.

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 south; 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 at sixteen miles' distance; but they will not make clearly as two Lights until within six or seven miles to the westward of them; and from the northward, one Light only will be seen.

No. VII.

NAMES OF THE GOVERNORS OF THE COLONY
OF THE CAPE OF GOOD HOPE, SINCE ITS
ESTABLISHMENT IN 1652.

| | |
|--|--------------------|
| Joan Anthonie Van Riebeeck | 8 April, 1652 |
| Zacharias Wagenaar | 9 May, 1662 |
| Cornelis Van Qualberg | 24 October, 1666 |
| Jacob Borghorst | 18 June, 1668 |
| Pieter Hackius | 2 June, 1670 |
| Coenraad Van Breitenbach | 1 December, 1671 |
| Albert Van Breugel | 23 March, 1672 |
| Ysbrand Goske | 2 October, 1672 |
| Johan Bax (Van Herentals) | 2 January, 1676 |
| Hendrik Crudax | 29 June, 1678 |
| Simon Van der Stell | 14 October, 1679 |
| Willem Adriaan Van der Stell | 11 February, 1699 |
| Johan Cornelis d'Ableing | 3 June, 1706 |
| Louis Van Assenburg | 1 February, 1708 |
| Willem Helot | 28 December, 1711 |
| Maurits Pasques de Chavonnes | 28 March, 1714 |
| Jan de la Fontaine (Acting) | 8 September, 1724 |
| Pieter Gysbert Nood | 25 February, 1727 |
| Jan de la Fontaine (Acting) | 24 April, 1729 |
| ————— (Effective) | 8 March, 1730 |
| Adriaan Van Kervel | 14 November, 1736 |
| Daniel Van den Henghel | 20 September, 1737 |
| Hendrik Swellengrebel | 14 April, 1739 |
| Ryk Tulbagh | 30 March, 1751 |
| Joachim Van Plettenberg | 12 August, 1771 |
| Pieter Van Reede Van Oudtshoorn, (died on his passage to the Colony, on board of the ship Asia, 23 January, 1773.) | |

422 APPENDIX.—LIST OF GOVERNORS.

Cornelis Jacob Van de Graaf 14 February, 1785
 Johannes Isaac Rhenius 29 June, 1791
 Abraham Jos. Sluysken (Commissioner) 2 September, 1793

UNDER THE BRITISH GOVERNMENT.

J. H. Craig 1 September, 1795
 Earl of Macartney 23 May, 1797
 Sir Francis Dundas (Lieutenant Governor) 22 November, 1798
 Sir George Young 18 December, 1799
 Sir Francis Dundas (Lieutenant Governor) 20 April, 1801

UNDER THE BATAVIAN GOVERNMENT.

Jan Willem Janssens 1 March, 1803

UNDER THE BRITISH GOVERNMENT.

Sir David Baird 10 January, 1806
 Hon. H. G. Grey (Lieutenant Governor) 17 January, 1807
 Du Prè, Earl of Caledon 22 May, 1807
 Hon. H. G. Grey (Lieutenant Governor) 5 July, 1811
 Sir John Francis Cradock 6 September, 1811
 Hon. Robt. Meade (Lieutenant Governor) 3 December, 1813
 Lord Charles Henry Somerset 6 April, 1814
 Sir Rufane Shawe Donkin, (Acting Governor, during the absence of Lord C. H. Somerset) 13 January, 1820
 Lord Charles Henry Somerset returned 1 December, 1821
 Richard Bourke (Lieutenant Governor) arrived February, 1826
 Lord C. H. Somerset left on leave 5 March, 1826.

No. VIII.

POPULATION TABLES.

In the official census of 1824, furnished by the Ward Masters, the population of Cape Town stood as follows :—

| | | | |
|-------------------|---|---|------|
| White Inhabitants | . | . | 8246 |
| Free Blacks | . | . | 1870 |
| Prize Apprentices | . | . | 956 |
| Hottentots | . | . | 520 |
| Slaves | . | . | 7076 |

Total, 18,668

In this census, however, it is understood that the English settlers recently arrived, were not included; and from the considerable number of these who have subsequently fixed their residence in Cape Town, the entire population (exclusive of the military) must be now very near 20,000 souls.

The following tables, in addition to those already published by the "Civil Servant," will, I conceive, be sufficient to show the progress of population in some of the principal districts, and in the Colony generally, as well as the quantity and different proportions of live-stock, possessed by the inhabitants.

Comparative Abstract of the Population and Live Stock of the Cape District, (exclusive of the Town,) in the Years 1811, 1813, and 1823.

| | 1811. | 1813. | 1823. | Total of each class in 1823. |
|---------------------------|--------|--------|--------|------------------------------|
| Men | 456 | 460 | 921 | } White Population, 2891 |
| Women | 282 | 298 | 624 | |
| Boys | 307 | 348 | 661 | |
| Girls | 370 | 405 | 685 | |
| Male Hottentots | 490 | 452 | 519 | } Hottentots . 960 |
| Female ditto | 464 | 445 | 441 | |
| Male Slaves | 2589 | 2579 | 2396 | } Slaves . 3611 |
| Female ditto | 825 | 958 | 1215 | |
| Draught and Saddle Horses | 1987 | 1872 | 2279 | } Horses . 5268 |
| Breeding Horses | 3074 | 2928 | 2989 | |
| Draught Oxen | 9435 | 9488 | 10,118 | } Large Cattle 15,369 |
| Breeding Cattle | 6511 | 5757 | 5251 | |
| Goats | none | 7875 | 5332 | } Small ditto 16,418 |
| Sheep | 20,474 | 17,740 | 11,086 | |

*Comparative Abstract of the Population and the Live Stock of the District of Graaff-Reinet,
in the Years 1811 and 1824.*

| | 1811. | 1824. | Increase between these Periods. | Total of each Class in 1824. |
|---------------------------|-----------|-----------|---------------------------------|------------------------------|
| Men - - | 1500 | 2993 | 1493 | } White Population 12,189 |
| Women - - | 1119 | 2278 | 1159 | |
| Boys - - | 2952 | 3416 | 464 | |
| Girls - - | 1934 | 3502 | 1568 | |
| Male Hottentots - - | 2939 | 5322 | 2383 | } Hottentots - 10,725 |
| Female ditto - - | 3193 | 5403 | 2210 | |
| Male Slaves - - | 1124 | 1657 | 533 | } Slaves - 2852 |
| Female ditto - - | 746 | 1195 | 449 | |
| Draught and Saddle Horses | 3180 | 6300 | 3120 | } Horses - 17,661 |
| Breeding Horses - - | 5686 | 11,361 | 5675 | |
| Draught Oxen - - | 15,162 | 26,910 | 11,748 | } Large Cattle 131,801 |
| Breeding Cattle - - | 53,315 | 104,891 | 51,576 | |
| Goats - - | 104,859 | 130,141 | 25,282 | } Small ditto 1,640,412 |
| Sheep - - | 1,273,664 | 1,510,271 | 236,607 | |

Summary of the Population of the Cape Colony, from 1806 to 1823, inclusive.

| White Inhabitants. | | | Free Blacks. | | Hottentots. | | Negro Apprentices. | | Slaves. | | Total. | Remarks. |
|--------------------|--------|--------|--------------|--------|-------------|--------|--------------------|--------|---------|--------|---------|---|
| A. | Male | Female | Male | Female | Male | Female | Male | Female | Male | Female | | |
| 1806 | 14,074 | 12,694 | .. | .. | 9,784 | 10,642 | .. | .. | 19,346 | 10,515 | 77,055 | The population is given in this table exclusive of the troops.—The entire population of the Colony, at the end of 1826, including settlers and troops, is estimated at 150,000, in round numbers. |
| 1807 | 13,624 | 11,990 | 529 | 605 | 8,496 | 8,935 | .. | .. | 18,990 | 10,313 | 73,482 | |
| 1808 | 14,771 | 12,813 | .. | .. | 8,151 | 8,569 | .. | .. | 19,225 | 10,344 | 73,873 | |
| 1809 | 15,423 | 13,357 | .. | .. | 8,376 | 9,866 | .. | .. | 18,687 | 10,338 | 75,547 | |
| 1810 | 16,546 | 14,648 | .. | .. | 9,553 | 10,302 | .. | .. | 18,873 | 10,521 | 80,443 | |
| 1811 | 18,149 | 16,134 | .. | .. | 10,511 | 11,292 | .. | .. | 19,618 | 11,314 | 87,018 | |
| 1812 | 17,090 | 15,617 | .. | .. | 9,355 | 9,995 | .. | .. | 18,804 | 11,103 | 81,964 | |
| 1813 | 17,714 | 14,154 | .. | .. | 9,936 | 10,250 | .. | .. | 19,238 | 11,081 | 82,373 | |
| 1814 | 18,019 | 16,814 | .. | .. | 9,202 | 9,865 | 154 | 29 | 19,730 | 11,344 | 84,657 | |
| 1815 | 19,081 | 18,183 | .. | .. | 9,160 | 9,387 | 267 | 54 | 18,287 | 11,320 | 85,739 | |
| 1816 | 19,578 | 18,416 | .. | .. | 9,696 | 9,786 | 573 | 242 | 18,614 | 11,581 | 88,486 | |
| 1817 | 20,750 | 18,884 | 918 | 958 | 11,640 | 11,796 | 411 | 132 | 19,481 | 12,565 | 97,535 | |
| 1818 | 21,772 | 19,620 | 993 | 1,037 | 11,062 | 11,016 | 963 | 402 | 19,528 | 12,506 | 98,899 | |
| 1819 | 22,046 | 20,171 | 1,096 | 787 | 12,161 | 12,272 | 987 | 441 | 19,188 | 12,508 | 101,657 | |
| 1820 | 22,592 | 20,505 | 905 | 1,027 | 13,445 | 13,330 | 1,061 | 492 | 19,081 | 12,698 | 105,336 | |
| 1821 | 24,748 | 22,532 | 899 | 972 | 14,395 | 14,628 | 1,045 | 526 | 19,327 | 13,075 | 112,147 | |
| 1822 | 24,435 | 22,226 | 913 | 983 | 14,487 | 14,314 | 1,029 | 532 | 19,222 | 13,310 | 111,451 | |
| 1823 | 25,487 | 23,212 | 891 | 1,098 | 15,336 | 15,213 | 1,118 | 652 | 19,786 | 13,412 | 116,205 | |

No. IX.

METEOROLOGICAL DIARY,

Kept during the Author's Journey to the Bechuana country.

The state of the Thermometer is given at about an hour after sunrise, and at one o'clock P. M. in the greatest heat, in the shade.

| Date, 1823. | State of Thermometer, | | Remarks. |
|----------------|-----------------------------|----------------------------|--------------------------------------|
| | an hour after sunrise | at one o'clock P. M. | |
| April | | | |
| Sun. | 20 | 56° 62° | Cloudy. |
| M. | 21 | 52 66 | Do. with strong N.W. wind. |
| T. | 22 | 57 60 | Clear. |
| W. | 23 | 52 68 | Cloudy, distant flying showers. |
| T. | 24 | 56 70 | Clear. |
| F. | 25 | 50 69 | Cloudy, a little rain during night. |
| S. | 26 | 52 65 | Light clouds and fine weather. |
| S. | 27 | 55 64 | Clear, S.E. wind. |
| M. | 28 | 55 70 | Do. calm. |
| T. | 29 | 54 72 | Clear, with a few light clouds. |
| W. | 30 | 53 68 | Clear, S. wind. |
| May | | | |
| T. | 1 | 56 68 | Cloudy, rain during night. |
| F. | 2 | 54 68 | Clear and fine, calm. |
| S. | 3 | 55 69 | Do. Do. Do. |
| S. | 4 | 60 75 | Cloudy, with thunder. |
| M. | 5 | 50 64 | Rainy in the morning, clear at noon. |
| T. | 6 | 48 60 | Cold and cloudy, with flying rain. |
| W. | 7 | 54 67 | Clear all day. |
| T. | 8 | 55 68 | Do. Do. |
| F. | 9 | 55 69 | Do. Do. |
| S. | 10 | 59 70 | Do. Do. strong dry N.W. wind. |
| S. | 11 | 59 68 | Do. Do. Do. |
| M. | 12 | 53 64 | Clear, dry. |
| T. | 13 | 53 67 | Do. Do. |
| W. | 14 | 54 69 | Clear. |
| T. | 15 | 55 65 | Do. |
| F. | 16 | 56 67 | Do. with strong N.W. wind. |
| S. | 17 | 54 64 | Rain all day. |

| Date 1823. | State of Thermometer, | | Remarks. | |
|---------------|------------------------------|----------------------------|----------|--|
| | an hour after sunrise. | at one o'clock P. M. | | |
| May | | | | |
| S. | 18 | 46° | 55° | Cloudy, with strong W. wind. |
| M. | 19 | 49 | 68 | Clear, Do. N.W. |
| T. | 20 | 48 | 60 | Clear, Clear } Light snow on adjacent |
| W. | 21 | 43 | 60 | Clear, Clear } mountains. |
| T. | 22 | 49 | 58 | Cloudy, flying showers. |
| F. | 23 | 32 | 45 | Snow, (Past Sneeuwberg.) |
| S. | 24 | 47 | 62 | Clear, Calm. |
| S. | 25 | 48 | 64 | Do. Do. } at Graaff-Reinet. |
| M. | 26 | 44 | 65 | Do. Do. } |
| T. | 27 | 45 | 64 | Do. Do. } |
| W. | 28 | 46 | 65 | Do. Do. } |
| T. | 29 | 44 | 67 | Do. Do. } |
| F. | 30 | 49 | 69 | Do. Do. } |
| S. | 31 | 47 | 57 | Cloudy, with storm of rain in the night. |
| June | | | | |
| S. | 1 | 42 | 46 | Clear and frosty. |
| M. | 2 | 34 | 50 | Do. Do. |
| T. | 3 | 30 | 42 | Do. N.W. wind. Snow on adjacent |
| W. | 4 | 40 | 51 | Do. Cloudy, P. M. [heights. |
| T. | 5 | 49 | 60 | Clear, Clear. |
| F. | 6 | 50 | 66 | Do. Do. } |
| S. | 7 | 52 | 76 | Do. Do. } |
| S. | 8 | 48 | 75 | Do. Do. } |
| M. | 9 | 50 | 72 | Do. Do. } |
| T. | 10 | 51 | 65 | Do. Do. } |
| W. | 11 | 45 | 64 | Do. Do. } |
| T. | 12 | 46 | 71 | Do. Do. } |
| F. | 13 | 45 | 70 | Do. Do. } |
| S. | 14 | 46 | 68 | Do. Do. } |
| S. | 15 | 43 | 66 | Do. Do. } |
| M. | 16 | 40 | 67 | Do. Do. } |
| T. | 17 | 42 | 69 | Do. Do. } |
| W. | 18 | 45 | 77 | Do. Do. } |
| T. | 19 | 46 | 76 | Do. Do. } |
| F. | 20 | 44 | 77 | Do. Do. } |
| S. | 21 | 45 | 70 | Do. Do. } |
| S. | 22 | 46 | 72 | Do. Do. } |
| M. | 23 | 47 | 72 | Do. Do. } |
| T. | 24 | 48 | 67 | Do. Do. } |

| Date 1823. | State of Thermometer, | | Remarks. | |
|---------------|------------------------------|----------------------------|----------|-----------------------------------|
| | an hour after sunrise. | at one o'clock P. M. | | |
| June | | | | |
| W. | 25 | 49° | 70° | Light clouds. N.W. wind. Thunder- |
| T. | 26 | 44 | 62 | Clear, Clear. [clouds. |
| F. | 27 | 44 | 58 | Cloudy, Clear, P. M. |
| S. | 28 | 40 | 59 | Clear, Do. |
| S. | 29 | 42 | 59 | Light clouds, Do. |
| M. | 30 | 43 | 60 | Clear, Do. |
| July | | | | |
| T. | 1 | 47 | 69 | Clear, Clear. |
| W. | 2 | 50 | 75 | Do. Do. |
| T. | 3 | 40 | 74 | Light clouds. Clear. |
| F. | 4 | 46 | 67 | Clear, Do. |
| S. | 5 | 44 | 71 | Do. Do. |
| S. | 6 | 47 | 68 | Do. Do. |
| M. | 7 | 48 | 70 | Do. Do. |
| T. | 8 | 49 | 74 | Light clouds. Do. Do. P. M. |

METEOROLOGICAL DIARY,

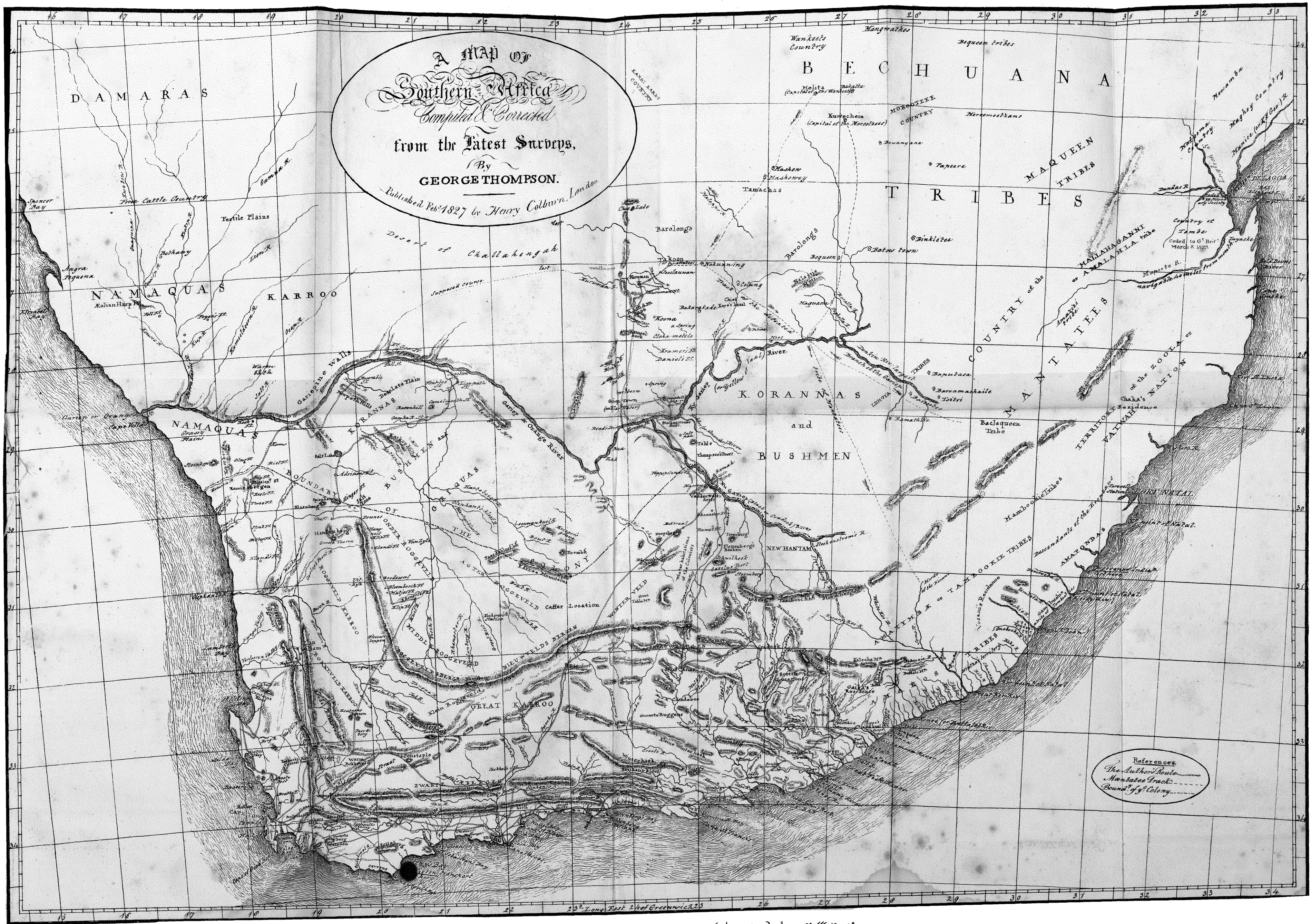
Kept during the Author's Journey to Namaqualand, &c.

| Date 1824. | State of Thermometer, | | Remarks. | |
|---------------|------------------------------|----------------------------|----------|------------------------------------|
| | an hour after sunrise. | at one o'clock P. M. | | |
| July. | | | | |
| S. | 24 | 53° | 72° | Fine. |
| S. | 25 | 54 | 75 | Do. |
| M. | 26 | 52 | 70 | 55° on Mountains. Cloudy and cold. |
| T. | 27 | 45 | 59 | Rain. |
| W. | 28 | 40 | 62 | Fine and clear. |
| T. | 29 | 42 | 68 | Do. |
| F. | 30 | 38 | 62 | Do. |
| S. | 31 | 48 | 60 | Do. |
| Augt. | | | | |
| S. | 1 | 49 | 63 | Do. |
| M. | 2 | 50 | 62 | Do. |
| T. | 3 | 58 | 59 | Heavy rain. |

| Date 1824. | State of Thermometer, | | Remarks. | |
|---------------|------------------------------|----------------------------|----------|-------------------------|
| | an hour after sunrise, | at one o'clock P. M. | | |
| Aug. | | | | |
| W. | 4 | 45° | 62° | Heavy Rain. |
| T. | 5 | 55 | 63 | Showery. |
| F. | 6 | 56 | 69 | Fine. |
| S. | 7 | 57 | 70 | Do. |
| S. | 8 | 54 | 86 | Do. |
| M. | 9 | 48 | 84 | Do. |
| T. | 10 | 55 | 80 | Do. |
| W. | 11 | 56 | 85 | Do. |
| T. | 12 | 53 | 85 | Do. |
| F. | 13 | 54 | 85 | Do. |
| S. | 14 | 50 | 90 | Do. sultry, and hazy. |
| S. | 15 | 52 | 82 | Do. |
| M. | 16 | 76 | 83 | Thunder and lightning. |
| T. | 17 | 62 | 82 | Fine. |
| W. | 18 | 51 | 87 | Do. |
| T. | 19 | 56 | 88 | Do. |
| F. | 20 | 64 | 84 | Do. |
| S. | 21 | 65 | 86 | Do. |
| S. | 22 | 58 | 75 | Do. with flying clouds. |
| M. | 23 | 55 | 60 | Cloudy. |
| T. | 24 | 37 | 62 | Snow in the morning. |
| W. | 25 | 48 | 65 | Light rain. |
| T. | 26 | 50 | 68 | Flying showers. |
| F. | 27 | 53 | 75 | Fine. |
| S. | 28 | 59 | 68 | Do. |
| S. | 29 | 56 | 70 | Do. |
| M. | 30 | 52 | 68 | Do. |
| T. | 31 | 50 | 70 | Do. |
| Sept. | | | | |
| W. | 1 | 55 | 70 | Do. |

LONDON

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A MAP OF
Southern Africa
 Compiled & Corrected
 from the Latest Surveys,
 By
GEORGE THOMPSON.
 Published Feb 1827 by Henry Colburn, London

References
 The Author's Route
 Namata's Track
 Boundaries of Colony

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