

THE CAPE TOWN GUIDE.

stituted a separate congregation under the name of "De Nieuwe Kerk." Services held: Sundays, 9.30 a.m. and 6.30 p.m., in Dutch.

Rev. C. F. J. Muller, Kohling Street, Senior Pastor. Churchwardens: J. P. de Villiers, J. H. Pentz, S. W. van Wyk, T. J. R. Hofmeyr (Elders), and P. J. Pentz, G. C. van Boude, J. H. Hofmeyr, J. J. son, J. F. Carter, J. D. Marquard Vos, F. J. G. Brand (Deacons).

Weekday Evening Services and Sunday School conducted in the *Wicht Zaal*, Loop Street. Mission Day and Sunday School in *Buitengracht*. Mission services in the Hall in Rose Street.

DRIVES.

The whole of the Cape Peninsula is noted for its drives. In the suburbs from Rondebosch to Simonstown the roads are most picturesque. The most beautiful of all drives at the Cape is, undoubtedly, that starting from Newlands Avenue, of which an illustration is given. It is a perfect avenue of oak trees, through which occasional glimpses of Table Mountain and the Cape Flats can be seen. The road afterwards crosses the Liesbeek River, and continues through charming woods of fir trees, amongst which have been built several handsome residences.

Another drive is from Wynberg to Hout's Bay. The road winds about amongst many of the celebrated vineyards, such as Constantia, and then ascends to the "Nek," from which a magnificent view can be obtained. It then continues to a little fishing village boasting a very good Hotel (Hout's Bay), where a pleasant stay can be made. The scenery in every direction is very grand, although somewhat lonely, and there are not many trees. The bay teems with fish.

What has been called "The finest drive in the world" by the late Earl Carnarvon is the Victoria Road, completed a few years ago. Conveyances can be hired from Cape Town from any of the livery stables; the route skirts Green Point Common on the right, and hundreds of handsome villas on the left, and then enters the Victoria Road at the farthest extremity of Sea Point.

It has been cut in the side of the mountain slopes, which are very steep for a considerable distance, and the visitor in many places looks over a precipice of 300 feet, at the foot of which the surf dashes among the rocks and boulders. A splendid view of the ocean can be obtained, and the rugged scenery of the range of mountains called the "Twelve Apostles" is much admired.

Camp's Bay, which is about two miles from Sea Point, is a pretty little inlet, with a broad stretch of white sand and grey boulders. The sea here is exceptionally treacherous to bathers, although it looks so very inviting. The road then continues to Oude Kraal (an old farmhouse, where excellent fishing can be obtained), and proceeds higher and higher until the nek is reached,

and a splendid view of the Hout's Bay Valley is spread out before the visitor. The road then descends to Hout's Bay, and after rest and refreshment the journey can be continued *via* Wynberg.

In the vicinity of Wynberg and Claremont, there are many fine drives, the scenery in every direction being most varied. A most enjoyable drive can be taken to Tokai from Wynberg—the main road to Simon's Town is followed for some distance through a very pleasant country as far as Retreat, where a sharp turn is made to the right along a magnificent hard road for a mile or so. "The Porter Reformatory" is then reached; the chief building is the curious old farm house, with its high stoep and trellis vine. The Reformatory buildings which have been erected by the Government are in the vicinity, and are very complete. The drive is then continued amongst vineyards and across a somewhat rough road for a little distance, until it joins the Constantia road, and the visitor then proceeds to Wynberg.

Another drive is "up the Kloof," which is somewhat steep climbing. The best route is via Kloof Street into the Kloof Road. The scenery is very fine, and a magnificent view of Cape Town can be obtained. Table Mountain also stands out in bold relief, and the mountain slopes covered with verdure of varying shades, amongst which nestle the whitewashed houses, combine to make up a scene which cannot fail to leave a most agreeable impression upon the memory. When the Kloof Nek is reached, a halt can be made, and the visitor can see one of the old block houses erected by General Craig in close proximity, which has now been converted into a convict station. Close by is a magnificent gorge or chasm on the slopes of the Lion's Head, covered with furze and "sugar bush" on the edge of which the celebrated silver-leaf tree grows in wild profusion. The road then continues for some distance, until the Round House is reached, which used to be a shooting box of one of the early English governors, Lord Charles Somerset. The journey can then be continued to Camp's Bay, or via Victoria Road to Cape Town.

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EDUCATION.

THE SOUTH AFRICAN COLLEGE.

The S. A. College was founded in 1829. The original funds of the institution were supplied partly by public subscription, but chiefly by various shareholders, who were the proprietors of the College, and elected annually its Board of Management. The College had its home at first in the Orphan House in Long Street. The present main buildings of the College were completed and occupied on the 13th April, 1841. Various additions have been made to the buildings at different times. In the year 1880, through the liberality of Mrs. Jamieson and the public of Cape Town, supplemented by a Government Grant, the present Chemical

Laboratory was erected. On the 18th February, 1895, the new Physical Laboratory, for the erection of which liberal subscriptions were given from various parts of the Colony and the Transvaal, was opened publicly by the Governor, Sir Henry Loch. The adjoining property of Rosedale, which was acquired by the Council in 1895, is now used as the Boarding House for the College School, under the personal supervision of the Principal, Mr. W. A. Russell. New School Buildings were erected on the Rosedale property, facing Orange Street, and were opened at the commencement of the year 1896. The former School Buildings have been altered and are now used as Laboratory, Lecture-room and Specimen-rooms for the Geological Department, and as Lecture-rooms for the Department of Modern Languages.

Professors and Lecturers.—Classics, W. Ritchie, M.A. (Aberd. and Oxon.); English and Philosophy, H. M. Foot, B.A., LL.B. (Lond.); Modern Languages, W. S. Logeman, L.H.C. (Utrecht), B.A. (Cape); Classics and History, C. E. Lewis, M.A. (Cape and Cantab); Mathematics, F. Guthrie, B.A., LL.B. (Lond.); Chemistry, P. D. Hahn, Ph.D. (Halle); Physics, Js. Holm, M.A. (Glasgow); Geology, G. S. Corstorphine, B.Sc. (Edin.), Ps.D. (Munich). Assist-Prof. of Mathematics and Modern Language, H. C. Notcutt, B.A. (London); Lecturer in Law, A. J. McGregor, B.A. (Cape and Oxon.), of the Inner Temple, Barrister-at-Law and Advocate of the Supreme Court; Lecturer in Hebrew, the Rev. A. P. Bender, M.A. (Cantab.); Teacher of Drawing, R. H. Whale; Laboratory Assistant (Chem.), H. C. Tietz, B.A.; Laboratory Assistant (Phys.), and Teacher of Carpentry, T. Holdsworth.

The College prepares students for all the University examinations in Arts; and has also classes in Law, and a special Mining course, in which the theoretical part of the instruction is given for the diploma of Mining Engineer, granted after examination by the University.

SCHOLARSHIPS.

Queen's Scholarships.—There are five Junior and five Senior Queen's Scholarships in Connection with the S. A. College. The Junior Scholarships are open to non-matriculated students under sixteen years of age, and are tenable for *two* years. Appointments are determined by the position obtained by candidates in a Competitive Examination conducted by the Professors. The Senior Scholarships are open to matriculated students under 18 years of age, and are tenable for *three* years. Appointments are determined by the position of candidates in the Matriculation Examination preceding their application.

The Queen's Scholarships cover all Class Fees (not boarding) except the Registration Fee of £1 per session.

Murray Scholarships.—The Council has the power of appointing Murray Scholars, under the Fund established by the bequest of H. Murray, Esq. These Scholarships are intended for the "less-

affluent portion of the Colonists, and the sons of descendants of the old Dutch Settlers are to have a preference." The average number of Murray Scholars is ten. They are tenable for five years, and cover all Class Fees (not Boarding).

Jamieson Scholarship.—The Jamieson Scholarship of £200 per annum for four years is available, as a rule, once in four years to the student of the S. A. College who obtains the highest place in Honours at the B.A. Examination. This Scholarship is subject to the conditions prescribed in the University Regulations.

Union Scholarships.—Two Scholarships, Senior or Junior, given from the funds of the Union of Past Students of the College, are awarded annually. These Scholarships cover all Class Fees (not Boarding), except the Registration Fee of £1 per Session.

THE NORMAL COLLEGE, CAPE TOWN,

Is the property of the Dutch Reformed Church, and was instituted in 1878 as a training seminary for teachers, of whom it has sent out 250 to all parts of South Africa. It is open to all students who declare their *bona fide* intention of becoming teachers, and who pass the required admission examination. The curriculum is one of two years, and students are prepared for Matriculation and the Middle Class Teachers' Examinations. A large model school for day pupils is attached. There is also a girls' department. The staff of teachers numbers 25.

KAFFIR COLLEGE, ZONNEBLOEM.

This institution was founded for the education of the native races of South Africa. European pupils are also received as boarders or scholars, and the college aims to give them a sound and liberal education on a distinctly religious basis. An important feature of its system of education is the combining of industrial with mental training, and every boarder spends two hours daily in the workshops. Day scholars may have the same advantage at the wish of their parents.

THE DIOCESAN COLLEGE, RONDEBOSCH.

Was founded in 1849, and was at first situated at Protea. A few years later it was removed to the Camp Ground, Rondebosch. The buildings are large, and provision is made for upwards of sixty boarders. There are prizes and scholarships as follows:—The White Prize (£10) for Classics; the Gorham Prize (£10) for Mathematics; Old Boy's Prize (Chemistry); Bishop's Prize, for Greek Testament; the scholarships of the value of £25, given by the O. D. Union, Johannesburg; three scholarships, equal in value to the college fees, to be held respectively for the term of one year by the students who, in the yearly examination (July) shall attain the highest place in the B.A., intermediate and matriculation classes; two scholarships of the annual value of £30, for sons of clergy or those destined for holy orders; one scholarship of the annual value of sixteen guineas, open to all boys coming from the Diocesan College School.



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38, ST. GEORGE'S STREET,
 (TOP END), OPPOSITE BANK OF AFRICA.

SCHOOLS.

- Ashley, Miss E., Private School, 3, Napier Street.
 Bovell, Miss, Private School, "Alma," Hope Street.
 Bunney, Miss E. M., Ladies' School, 16, Vernon Terrace.
 Clayton, Misses, Educational Institute for Young Ladies, 24, Wale Street
 Clifton Hill Presbyterian Sunday School, corner of Pontac and Muir Streets.
 Collegiate School (Rev. J. G. Sutton, Principal), 66, Buitengracht Street.
 Congregational Mission School, 36, Barrack Street.
 Cooke, Miss, Private School, 1A, Rheede Street.
 Dale, Mrs., School, 11, Mill Street.
 Day School, S. A. Mission Society (Miss Brears, Mistress), 32, Long Street.
 Douallier, O. D., Educational Institute, 17, Roeland Street.
 Dutch Reformed Schools, Longmarket Street and Buitengracht Street.
 Frederick, William, 57, Boom Street.
 Good Hope Seminary, Hopeville Lodge, Glynville Terrace, Hope Street.
 Hanover Street School, Hanover Street.
 Dock District School, 59, Breakwater Cottages.
 Hebrew Congregational School, The Avenue.
 High School for Girls (Mrs. Percival), 155, Long Street.
 Lutheran School, Buitengracht Street.
 Moravian School, Frere Street.
 Normal College (J. R. Whitton, Principal), Roeland Street, and 30, Buitenkant Street.
 Mrs. Percival, Vredenburg High School for Girls, 155, Long Street.
 Paine, Mrs., Private School, 120, Caledon Street.
 Rogge Bay Church Schools, Dock Road.
 S. A. College School, W. A. Russell, Principal, Rosedale.
 St. Aloysius' School (Marist Brothers), St. John Street.
 St. Bridget's School, Tuin Plein.
 St. Cyprian's School, Mill Street.
 St. George's Orphanage and Mission School, 43, Roeland Street.
 St. George's Grammar School, head master, Mr. Tofts.
 St. John's School (Miss Brien 1st.), Long Street.
 St. Joseph's Academy (Marist Brothers), 32, St. John Street.
 St. Mark's School-room, corner of Tennant and Williams Streets.
 St. Mary's Convent School, 5, Tuin Plein.
 St. Paul's School-room, corner of Buitengracht and Bloem Streets.
 St. Philip's Mission School, Rogers Street.
 St. Stephen's School, corner of Longmarket and Buitengracht Streets.
 Smuts, Miss, Day School, 13, Primrose Street.
 Wesleyan School, Sydney Street.

Wicht Memorial School, corner of Pepper and Loop Streets.
 Ebenezer School (Schoolmistresses Misses Van der Spuy and de Wet,
 Berg Lane, off Buitengracht Street.
 Marist Brothers School, Government Avenue, next to Jewish
 Synagogue.

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ELECTRIC LIGHTING IN CAPE TOWN.

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Notwithstanding the fact that the lighting of the city by electricity has not come up to public expectations in all respects, very considerable interest is felt in the new illuminant, and its development and improvement is anticipated with some degree of eagerness.

The Plant for the Electric Lighting of the City of Cape Town was inaugurated on the 13th April, 1895, Messrs. Siemens and Halske being the contractors, and the services of Mr. E. G. Jones, late of "St. James'" and "Pall Mall" Electric Lighting Company, was engaged to supervise the running of the Works.

A Generating Station on the N.W. bank of the Molteno Reservoir contains two dynamos, two steam engines, and two boilers of 200 brake h.p., and two turbines of 200 h.p.

The Accumulating Station is situated at the corner of Dorp and Keerom Streets, and contains the accumulating cells and switch boards.

The water for running the turbines is brought from the Table Mountain Water Works through 6,000 feet of steel pipes having an internal diameter of from 15 to 17 inches, and after serving this purpose the water passes into the Molteno Reservoir.

The lighting of public streets and supply of private connections is effected by an overhead system of wiring, and is supplied with current from the Accumulating Station; and the number of lamps used for the purposes of lighting the public streets are 407 incandescent lamps of 25 c.p. each, and 30 arc lamps of 800 c.p. each.

Besides street lighting there is a great demand for current for the purposes of lighting business premises and private dwellings; up to date, 210 private connections with the supply mains have been made, using about 8,000 8-candle power lamps.

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ELECTRIC TRAMS.

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The changes that have taken place in Cape Town during the past five or six years have been so extensive, and have affected so great a portion of the city that a visitor who may chance to see the capital of Cape Colony after an absence of, say, half a decade, can hardly recognise it as the place he was formerly acquainted

with. Adderley Street, St. George's Street, and Strand Street, not to mention less important thoroughfares, have been so altered and improved by the erection of imposing-looking buildings, and by the removal of the hideous stoeps that were once an obstruction and an eyesore, that the Capetonian may be forgiven for cherishing feelings of pride regarding his place of residence, and for holding to the opinion that he is indeed a "citizen of no mean city." The changes and improvements in so many of the business establishments are indeed nothing else than outward and visible signs of the modernising spirit which, naturally accompanying an increasing white population, is affecting not Cape Colony alone, but the whole of civilised South Africa. The latest, and certainly one of the most important indications of Cape Town's up-to-dateness is the revolution that is taking place in the city's locomotory methods. The omnibus and tramcar service has been inadequate to satisfy the needs of the population for a speedy and cheap method of conveyance, and it is somewhat surprising that earlier efforts were not made to introduce one or other of the more modern methods of locomotion that were to be found in so many of the large cities of Europe and America.

A wealthy British and American syndicate having obtained the necessary powers for the running of electric trams, no time was lost in setting to work to re-lay the lines already existing, and to extend to many other thoroughfares the new branches, which the convenience of the travelling public in rapidly developing residential districts demanded.

Eighteen miles of single track, or about ten miles of street, have thus been laid by the syndicate's contractors, and this is, too, exclusive of the ground that will be covered when the Suburban Tramway Act of last session is put into force, and which will deal with all the localities from Mowbray to Wynberg. The permanent way, which is practically completed, is of a most substantial construction, consisting of 85-pound, girder rails, laid on a six-inch concrete bed and granite paving on either side of each rail. All of the material for this work, including paving-stone, was necessarily imported, and was supplied by the well-known firm of Dick, Kerr & Co., of London. The overhead construction consists of the bracket and suspension systems, the former being used in Adderley Street, and the latter on the narrower and suburban lines.

The cars now introduced into South Africa are rather a new departure, and embody many novel ideas. They are finished inside in natural ash and cherry, and are handsomely varnished. The inside of the lower deck is ceiled with 3-ply veneer, and the cars are fitted with double sashes, the top being stationary, and the lower arranged to drop. Both platforms, which are exceedingly roomy, are fitted with stairways and a suitable projection for motor men, without hindrance to ingress or egress of passengers. The controller and brake apparatus are entirely free of the step landing. The roof seating is also somewhat novel, owing to the general desire for garden

seats, and the entire upper deck is covered by a wooden canopy protecting the passengers from the weather and at the same time preventing interference with the trolley gear.

There are three sizes of cars, the smaller of which it is proposed to use for the branch lines within the City proper. The two larger sizes, which are 17 and 22 feet, are for service on the suburban lines. The latter have a seating capacity of 50 and 56 passengers respectively. The smaller type of car is practically the same as the one just mentioned, except that the body is 14 feet 6 inches long, with a seating capacity of 44 passengers.

The Power Station, which stands near the Toll Bar, on the Woodstock Road, is a very substantial building, and conveniently situated for the easy handling of coal and supplies. There is a coal store, with a storage capacity of 1,500 tons, adjacent to the main boiler and engine rooms. The steam plant consists of three 300-horse power, vertical, tandem, compound, condensing engines, built by the Philadelphia Engineering Works, and are connected to Westinghouse generators of like capacity. The boiler-room contains three Heine safety boilers of 300-horse power capacity each, as well as Barr pumps, Green's economisers, and Hoppes' live steam purifiers. The engine-room also contains a ten-ton travelling crane from the works of Alfred Box & Co., and the whole plant has been designed with a view to as economical operation as possible, and also to providing reserve power at all times of at least 300 horse-power.

THE FREE DISPENSARY.

The Free Dispensary is situated in Barrack Street, open from 10 to 11 a.m., where the sick poor can obtain medicine and medical advice free of charge. This institution is supported entirely by voluntary contributions, and was established in 1860.

FISH.

There is a plentiful supply of Sea Fish at most seasons of the year, but of kinds which will be, in most cases, quite unfamiliar to Europeans. Of these, "stock fish" and "roman" are considered the best, "geelbek," "cabeljauw," "elft," "hottentot," "seventy-four," "galjoen," "stompneus," &c., coming next in quality. "Silver fish," "harders," and "snoek" are the least esteemed, the last-named forming an important part of the diet of the coloured people and poorer classes; it is a coarse, but very nourishing fish, without scales, of large size, and strong flavour when full grown, but during the

earlier part of the season the under portion is considered by epicures quite worthy of their attention. Large quantities of the full grown fish are pickled, dried, and sent to the Mauritius.

Of shell fish, the only kind in general use is the cray fish, which to a certain extent replaces the lobster, although less delicate in flavour. Within the last two years a large factory has been erected at Woodstock for the purpose of exporting this fish in tins to Europe, and is doing an enormous business. Another large canning factory has also been established near Mouille Point Lighthouse. The smaller variety, known locally under the name of "kreeft," is much esteemed by Cape "bon vivants," who declare that it cannot be distinguished from curried prawns when prepared in the same manner.

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GOVERNMENT HOUSE.

The official residence of the Governor is situated at the top of Grave Street, past the Houses of Parliament. It is an ugly building of irregular proportions, and is wholly unfit for the purposes to which it is devoted. It was commenced as a residence for the Commander of the old Dutch Government more than a century ago, and has been altered and modernised several times. It has a good-sized ballroom, and most of the rooms are lofty. Perhaps the only redeeming feature about it is the garden, which contains many fine trees and plants.

The summer residence of the Governor is at Newlands, which is a lovely sylvan retreat.

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HISTORICAL FACTS.

Bartholomew Dias, a Portuguese mariner, discovered the Cape in **1486**.

Vasco da Gama rounded the Cape and discovered Natal **1497**.

Da Saldanha, a Portuguese commander, discovered **Table Bay** in **1503**, and climbed **Table Mountain**.

Admiral Raymond put into **Table Bay** for supplies in **1591**.

The **British East India Company** formed **1600**.

The **Cape Proclaimed British Territory** and the British flag hoisted on **Lion's Rump** **1620**, but the annexation was not then confirmed.

In **1648**, the Dutch "**Haarlem**," a vessel in the service of the **Netherlands East India Company**, was wrecked in **Table Bay**. The crew reached the shore safely, and while awaiting the arrival of a homeward bound vessel, cultivated ground in **Table Valley**. Returning home after five months' sojourn, reported so favourably upon the spot, that in **1652** the Dutch established a provision station there, under the command of **Jan van Riebeeck**.

Simon van de Stel came out to the Cape as commander, and developed its resources so successfully, that in **1691** he was appointed **Governor**, being the first to bear that title.

In **1688**, the Dutch Government offered to the **Huguenots** rendered homeless by the Revocation of the Edict of **Nantes**, grants of land round **Stellenbosch** and at **Fransche Hoek**.

In 1751, **Ryk Tulbagh**, affectionately called "Father Tulbagh," came from Holland to the Cape in a subordinate position, from which he rose to the rank of Governor by his capabilities and merit.

Woolraad Woltemaade in 1773 rescued fourteen sailors from the wreck of the "**Jonge Thomas**," which was driven ashore at the mouth of Salt River, but lost his life in an attempt to save the remainder of the crew.

In 1782 "**The Grosvenor**," an English East Indiaman, was wrecked near St. John's River Mouth. Although most of the passengers and crew reached the shore, only six survived the hardships of the journey to the nearest settlement. They were encountered near **Zwartkops River** by a farmer, who treated them kindly and forwarded them to Cape Town.

In 1786 the farmers having long rebelled against the restrictions placed upon their trade, moved from Cape Town, and selected a spot near the source of the Sunday River as the site of a new town, which they named **Graaf Reiniet**, in honour of the Governor.

In 1795, at **Graaf Reiniet** and **Swellendam**, the burghers openly rebelled against **The Dutch East India Company**, and proclaimed a **Republic**.

In 1795, **England** being at war with the allied **Republics of France, and Holland**, the colony was surrendered by the Dutch to General Craig as representative of the King of Great Britain.

In 1796 **The Batavian Republic** made an ineffectual attempt to regain the Cape.

In 1803 in accordance with the Treaty of Amiens the Colony was restored to the **Batavian Republic**.

In 1806 **England** having resumed hostilities with France, Spain and Holland and having gained the battle of Trafalgar resolved to secure her sea-way to India by **retaking the Cape** which was successfully accomplished under General Baird.

In 1815 the Congress of Vienna confirmed the conquest.

In 1820 about 4,000 British settlers arrived at **Algoa Bay** and named the town that speedily arose for their accommodation **Port Elizabeth** in compliment to the wife of the Administrator **Lady Elizabeth Donkin**.

In 1836 began the **Great Trek of Dutch Farmers** which continued till 1839 when a party headed by Peter Retief reached Natal.

In 1848 the **Cape** was proclaimed a penal settlement.

In 1849 in deference to a violent agitation against the measure it was **abandoned**.

In 1854 Companies were formed for opening copper mines in **Namaqualand**.

In 1859 **First sod of railway** from Cape Town to Wellington turned by Sir George Grey.

In 1860 **First line of the electric telegraph** was opened between the Metropolis and Simon's Town and the **first lighthouse erected** on Cape Point.

Breakwater and Docks in Table Bay commenced.

Prince Alfred visited the Cape and **Port Alfred** was named after him.

In 1867 the **first diamond** found near **Orange River** was shown in the House of Assembly.

In 1869 another large diamond called **The Star of Africa** was found in the possession of a witch doctor. The banks of the Vaal River were searched and numbers were discovered.

In 1872 **Responsible Government** was obtained.

In 1877 Sir Bartle Frere was sent out to promote the union of all the South African States, but was unsuccessful.

In 1879 **Sir Bartle Frere** declared war against **Cetywayo**.

In 1880 the **Afrikander Bond** was formed.

In 1880 Sir Bartle Frere was recalled.

In 1894 **Pondoland** was annexed.