

The public billiard-room and bar are quite apart from the residential portion of the premises, thus giving quiet, &c. ; and there are also Post, Telegraph, and Money Order Offices, and Savings Bank within the grounds. Table d'Hote is served at separate tables in a fine dining-room which is specially suited for public and private functions; the cuisine is excellent. Cows are kept, ensuring a liberal supply of fresh butter and milk. There is a cab-stand at the entrance. In addition, there is a tennis court and many pleasant walks in the grounds. The Electric Trams pass the Hotel, running to the Railway Station, and to various parts of the city, Mowbray, and Sea Point every five minutes.

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MALAYS.



THE portion of this race of people situated in and about Cape Town is one of the most picturesque features of the city. The women are invariably attired in gorgeously coloured dresses, the tints as a rule blending harmoniously. As a class they are not well-to-do, many of the male portion being artisans, whilst others follow fishing and fruit selling for a livelihood. Malay women act as washerwomen, and thus contribute to the maintenance of their homes, which are not always strictly habitable, according to European ideas. The one

great object of the Malays is to make a pilgrimage to Mecca.

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THE MILITARY.

The military camp is situated at Wynberg, where the Imperial Government has expended a large sum of money in providing for troops. The locality is one of superb scenic attractions, and very healthy. The General's residence is at the Castle, near the barracks, where troops are also located. An annual review is held on the Queen's birthday, generally on the Parade.

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MARRIAGES.

All ministers of the Christian religion are authorised to publish banns of marriage, which become void if the marriage is not solemnised within three months of their publication. Except in the case of special licences, marriages must be solemnised with open

doors between the hours of eight a.m. and four p.m., and in the presence of two or more credible witnesses. Resident magistrates may, under Act 9 of 1882, grant special licences for the solemnization at any time and at any place in the Colony. Such marriages must be solemnized within three months from the date of licence, or the licence becomes void.

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MANUFACTORIES.

Within the last ten years Colonial enterprise has made vast strides and the Colony can now boast of several manufactories, the most notable of which are of furniture, wagon and cart building, match making, confectionery and preserves, saddlery and harness, leather and grindery, candles and soap, &c. (see also heading Cape Town Firms).

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MAIL BOATS.

The magnificent steamers of the Castle and Union Lines carry the English and Colonial mails to and from Great Britain. The day for the arrival of the mail from England now depends very much upon the class of vessel, the "Scot," the "Norman," and the "Moor," or the "Tantallon," the "Dunvegan," and the "Dunottar" usually arrive on Monday evening or Tuesday morning, whilst the slower going boats may be expected about Thursday. The date of departure of the mail for Europe has been Wednesday for some time past, the mail closing at 2 p.m.

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THE UNION STEAMSHIP COMPANY.

In 1853 the Company first appeared 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, and "The Celt," 585 tons, was added. At the close of the war the Company underwent enlargement and assumed its present style and title.

The necessity for larger vessels now became apparent, and the "Phœbe" and "Athens" were added to the fleet. This was followed by still further additions in 1860—"The Cambrian," 1,054 tons, and "The Britain," 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 1,850 tons).

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.

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 Steamships at a cost of £356,000, 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 preparation by the acquisition of new Steamships; 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 interest 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 instead 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 and frequently under that.

The heavy expenditure caused by the extended preparations, and the unexpected withdrawal of the additional Postal receipts, prevented the payment of any dividend for one year. 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 versa*, the length of voyage not to exceed twenty-six days, except when the isles 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," and the "Pretoria" at the service of the Government.

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.

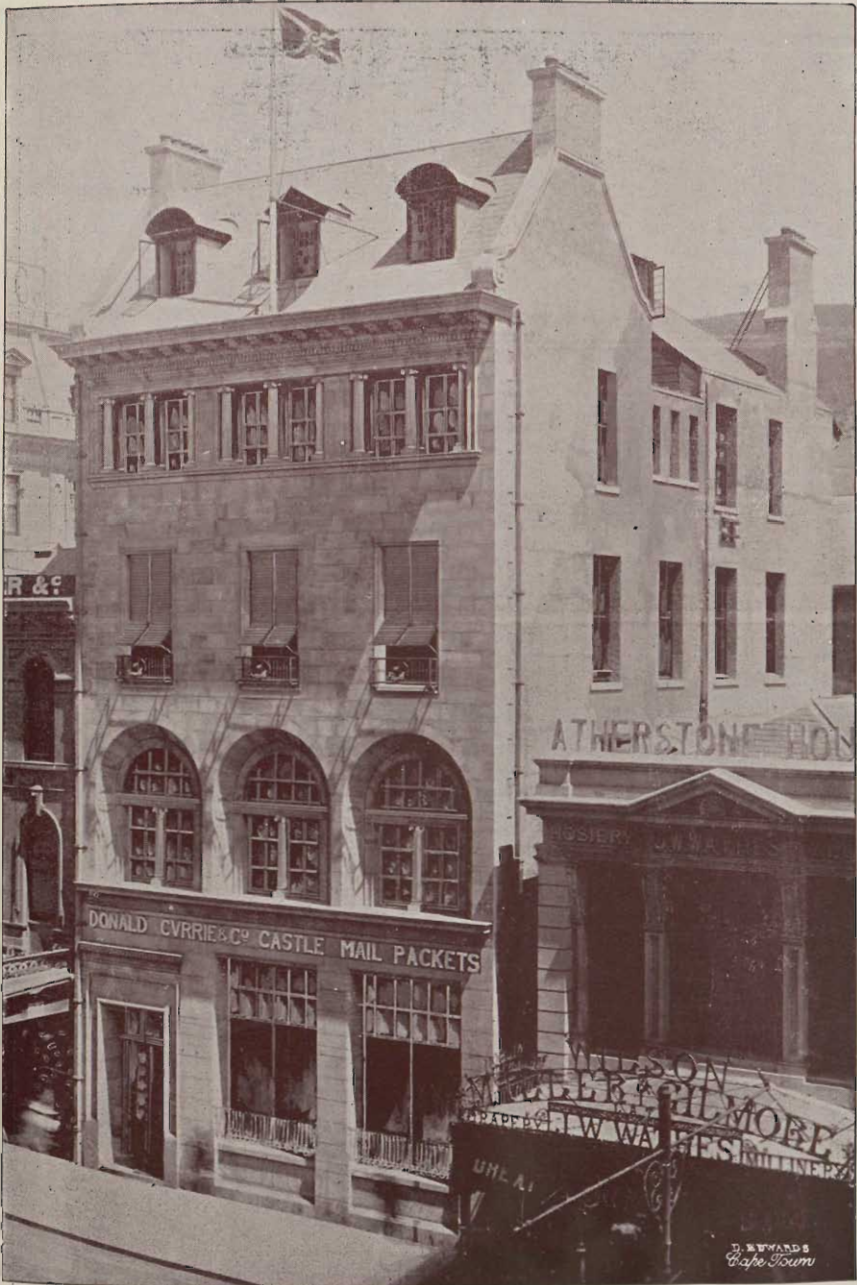
In April, 1885, when there appeared every probability of an outbreak of hostilities between England and Russia, and when the Admiralty were desirous of placing fast merchant steamers as armed cruisers at various Colonial ports for the protection of coaling stations, &c., two of the Union Company's Mail 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.

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 Company's present Steamers is appended, viz.:—"Norman," 7,500 tons; "Scot," 7,815 tons; "Gascon," 6,200 tons (building); "Gaika," 6,200 tons (building); "Goorkha," 6,200 tons (building); "Greek," 4,747 tons; "Guelph," 4,917 tons; "Mexican," 4,549 tons; "Tartar," 4,246 tons; "Athenian," 3,782 tons; "Gaul," 4,744 tons; "Goth," 4,738 tons; "Moor," 4,600 tons; "Trojan," 3,471 tons; "Spartan," 3,403 tons; "Pretoria," 3,198 tons; "Arab," 3,145 tons.

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THE CASTLE LINE.

It is nearly twenty-two years since the Castle Mail Packets Co.'s service of steamers was established in the trade between Great Britain and South Africa. The first vessels despatched to the Cape by Messrs. Donald Currie & Co., were the "Iceland" and the "Goth," sailing in 1872.



THE PREMISES OF THE CASTLE MAIL PACKETS CO., LIMITED,
ADDERLEY STREET.



THE OPERA HOUSE.

Photo-Cow

It was in 1872 that the Castle Line had its start. The Cape and Natal mail service was then wholly controlled by the Union Steamship Company, of Southampton. Sir Donald Currie opposed the extension of the Union Company mail contract in 1873, whereby it was proposed to give to the Union Company all the postal revenue derived from letters and mail matter, and this at the rate of 1s. per half-ounce postage, a rate which the merchants considered a burden. Memorials were sent to the Cape, the South African Chambers of Commerce protested, and finally, upon the report of a Committee of the House of Commons, the Union Company's extended mail contract was cancelled. The Union Company was, however, allowed to enjoy the 1s. per half-ounce rate of postage, and have three sailings in the month, instead of two during the currency of their contract, with the addition of a contract to carry the mail to Zanzibar, *via* Cape Town, with a subsidy for the Zanzibar service of £20,000. Some dissatisfaction was felt that the Imperial Government, having granted in that same year to the Cape Colony responsible Government, had practically set it aside by taking charge of the negotiations referred to as the Cape mail contract, and anticipating by over three years its natural termination, without even consulting the Colony. The Cape Parliament, therefore, voted to the Castle Line until 1876, a payment for the conveyance of letters, and £100 a day for every day they would be under the proposed contract time of the extended contract which had been set aside. An assurance was given to the Castle Company that at the termination of the Union Company's contract in 1876 the mail service would be divided.

The 1876 contract was renewed with alterations in 1881, and again in 1885, and it has been extended from October, 1893, for seven years. The postage is now 2½d. per half-ounce.

In 1872 the two companies owned between them about 17,000 tons of shipping. To-day the Castle and Union Lines own something like 164,280 tons, notably indicating the material prosperity of the South African colonies.

The first steamers placed in the South African trade by Sir Donald Currie, the "Iceland" and "Gothland," were of about 1,400 tons gross register. By 1876, the "Windsor Castle," "Edinburgh Castle," and the "Walmer Castle," each of about 2,600 tons and of considerable power, were added to the fleet, and from that time until the present day the company has continued to add first-class steamers to its fleet, the very latest addition being the "Dunvegan Castle" of nearly 6,000 tons. The other vessels are:—

	Tons.		Tons.
Dunvegan Castle	6,000	Lismore Castle	4,045
Tantallon Castle	5,636	New Steamer	4,000
Dunottar Castle	5,465	New Steamer	4,000
Tintagel Castle ... ..	...	Pembroke Castle	3,878
Avondale Castle ... ..	...	Garth Castle	3,660
Dunolly Castle ... ..	...	Grantully Castle	3,454
Raglan Castle ... ..	...	Harlech Castle	3,264
Arundel Castle	4,588	Warwick Castle	3,056
Norham Castle	4,392	Methven Castle	2,605
Hawarden Castle	4,380	Venice	511
Roslin Castle	4,266		
Donne Castle	4,045	Total tonnage C.M.P. Co. ...	80,645

THE MUNICIPAL GOVERNMENT

Of Cape Town is one of the oldest institutions in the city and is at present vested in Mayor and eighteen Councillors. The Corporation's headquarters and offices are the Town House, an old and interesting structure in Greenmarket Square. During the past five years unwonted energy has been evinced by the Council to which the improved condition of the town testifies. The several committees from the main body work hard and conscientiously. Of the works engrossing the Council's attention for the time being the principal are an important and much needed comprehensive drainage scheme, the water supply, and the improvement of the lighting of the city by electricity. The total borrowing powers of the Corporation are £719,000, and its present indebtedness £651,850. The estimated population is 57,500, and the debt per head £11 6s. 8d. Mr. C. J. Byworth is the Town Clerk.

THE MARKETS.

EARLY MORNING MARKET

Is situated in Sir Lowry Road beyond the Castle, where fruit, vegetables and forage are sold, at about 5 o'clock in the morning, chiefly wholesale.

MUNICIPAL MARKET.

This will be found in Darling Street or Longmarket Street, and has been much improved; there are numerous stalls kept chiefly by Malays, where fruit and vegetables are displayed for sale.

FISH MARKET.

Is situated at the bottom of Adderley Street: it is a dirty, evil-smelling locality, and unworthy of the town.

PRODUCE MARKET.

Is in Lower Strand Street, being used for the sale of ostrich feathers, general produce, and wool. It is expected that new markets will be built on the Dock Road, and the present buildings utilized for Railway purposes.

MUNICIPAL WASHHOUSES.

On a fine day on the slopes of Devil's Peak, the lower slopes of the mountain, and also the Plattleklip gorge is studded with the white clothing of the inhabitants bleaching in the sun. Previous to 1888 the mountain streams were much polluted by reason of the

Malay women washing soiled linen in them, and the Town Council erected two large washhouses near Platteklip at a cost of £2,000, which can accommodate nearly 250 washwomen. The best way to see these is to go via Hope Street into Upper Buitenkant Street, and then up the paved road.

There are two Steam Laundries in Cape Town, one in Plein Street and the other in Long Street (Nannucci's).

MINERAL BATHS.

There are none of these mineral springs at Cape Town, the nearest being at Malmesbury, Caledon, Worcester and Montagu. The spring at Malmesbury has a temperature of 88° to 113° F. They contain muriate of soda and magnesia and are impregnated with iron. Comfortable bathrooms have been erected for patients. The hot springs at Worcester—Brandvlei—are 145°, and chiefly indulged in by patients suffering from cutaneous diseases and wounds. The baths at Montagu are mainly used for rheumatism and similar complaints.

Caledon baths are situated in the town of Caledon, which is a considerable distance from Cape Town; there are some good hotels, and the baths are very efficacious.

NEWSPAPERS, ETC.

Cape Argus.—Established 1875, published daily, one penny, three editions every afternoon. **Weekly Edition**, 26/- per annum. **Mail Edition**, 30/- per annum. Proprietors and Publishers, The Argus Printing Company, Limited, St. George's Street.

Cape Register.—Established 1890, published every Saturday, consisting of 12 pages, well illustrated, one penny; 6/6 per annum. Publishers, Dennis Edwards & Co., 19, Long Street.

Cape Times.—Established 1876, published daily, one penny, every morning. **Weekly Edition**, 16/-; **Mail Edition**, United Kingdom, 20/-, Continent, 24/-. Publishers, F. Y. St. Leger, St. George's Street.

South African Review.—Established 1893, published every Friday, one penny. Publishers, F. H. Clarke & Co., Loop Street.

The Wynberg Times.—Established 1880, published every Saturday, one penny. Published by The Western Province Printing and Publishing Company, Wynberg.

The Zuid Afrikaan and Ons Land.—Amalgamated 1893, published Tuesday, Thursday, and Saturday, 30/- per annum. Published by Van de Sandt, de Villiers & Co., St. George's Street.

The Owl.—Published weekly, one penny, at Cape Times office.

The Cape Illustrated Magazine, six-pence monthly, 7/- per annum, published by Dennis Edwards & Co., 19, Long Street. **The Educational News**, published by J. C. Juta & Co. **The Penny Pocket Time Table**, published by Dennis Edwards & Co. **Methodist Churchman**. **The South African Trade Journal**, J. Snowdon & Co. **The South African**

Pioneer, 2/6, Townshend, Taylor & Snashall. **The South African Storekeeper**, 28, Castle Street, 12/. **Temperance News**, 1/6 per annum. **Zendingbode, Maandblad Jong Zuid Africa**, published by Townshend, Taylor, & Snashall. **South African Catholic Magazine**, W. A. Richards & Sons. **The Baptist Magazine**.

OMNIBUSES.

There are four lines of Omnibuses, all starting from the Standard Bank, at the corner of Darling Street.

THE DOCK 'BUS.—This starts every 7 minutes from 8 a.m. to 5·22 p.m. to the Graving dock.

THE KLOOF STREET 'BUS.—This starts every half-hour from 8·15 a.m. to 7·45 p.m. to Kloof Street.

THE PARADE.

The Grand Parade is situated in the centre of the Town, and is used for the Military and Volunteers' manœuvres, although the space has been curtailed by the erection of the Opera House at one corner. On Saturday mornings this locality is noted for the auction sales which are held, when horses, cattle, vehicles, and a miscellaneous collection of articles are offered to the public. A movement is on foot to enclose the Parade, erect there the new Town Hall, plant trees, and construct a new road near the railway wall, but this has not yet been sanctioned.

POPULATION.

According to the census of 1891, the following figures are given:

THE CAPE DIVISION.

Total all Races	97,283
„ European or White	48,544
„ Other than European or White	48,739
No. of Registered Voters	12,195
Over 21 years of age, male population of all Races who can read and write	16,671
Over 21 years of age, male population, European or White, who can read and write	13,870

CAPE TOWN POPULATION.

	EUROPEANS.	MALAYS.	TOTAL POP.
Male	13,703	3,899	26,250
Female	11,690	4,356	25,001
	<u>25,392</u>	<u>8,255</u>	<u>51,251</u>
Hottentots, 311; Fingoes, 69; Kaffirs, 554; Mixed, 16,669.			



Photo J. E. Bruton.

THE SOUTH AFRICAN MUSEUM.

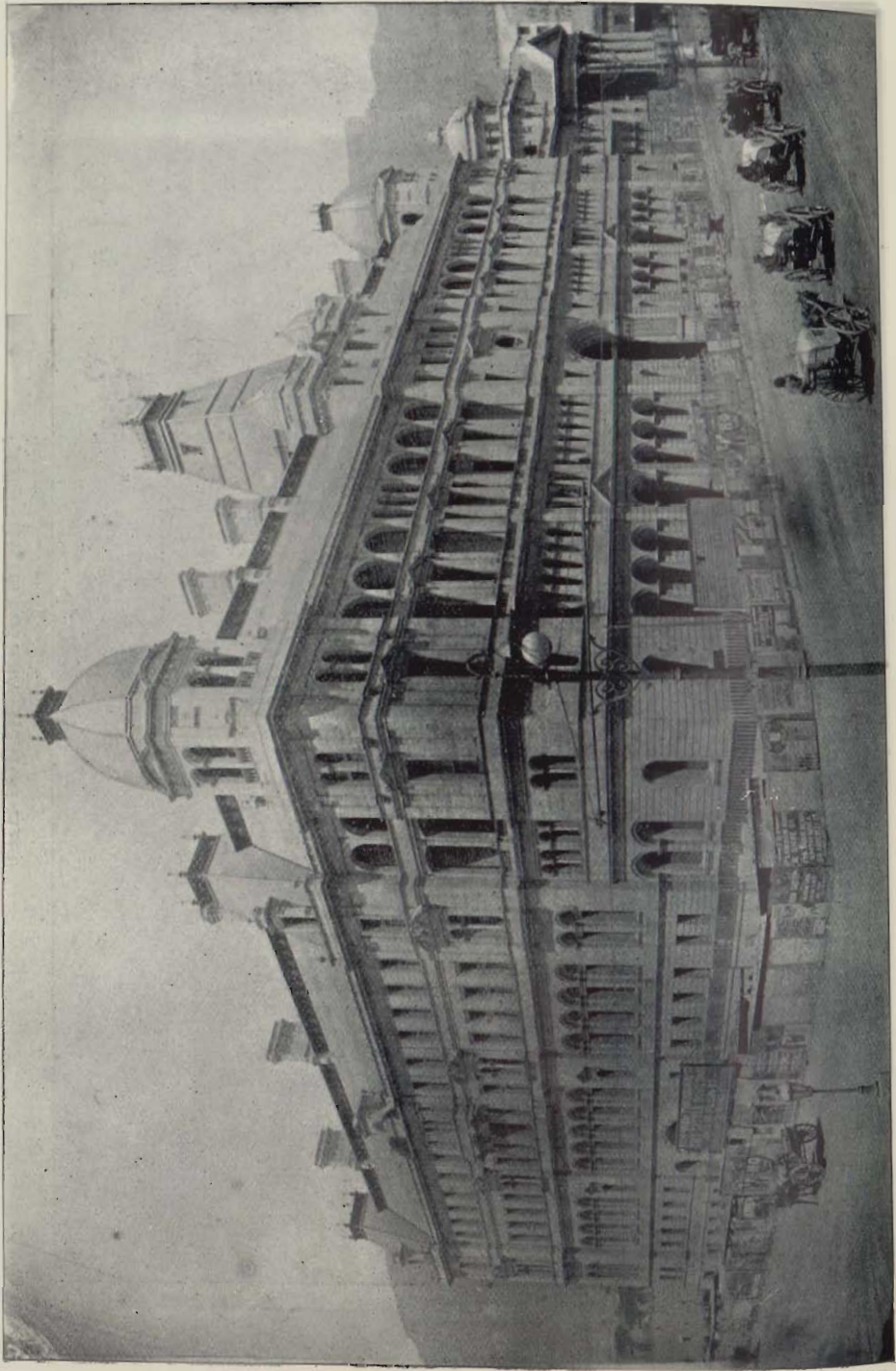


Photo. J. H. Potock.

THE NEW POST OFFICE, ADDERLY STREET.

THE NEW POST OFFICE.

To all intents and purposes the exterior is completed, and although the Post Office will not be ready for occupation for some months, the huge building has already become a landmark in the town. Cape Town may well too, be proud of its new Post Office. It is the largest and finest building in South Africa, probably in the whole of the Dark Continent, and it stands as eloquent evidence of the vast progress that this country has made in recent years. But if the exterior of the building, its solid walls and artistic adornment, are fixed in the mind's eye of every inhabitant of the city, the interior is as a sealed book to the man in the street. The tower is 120 feet high. The summit once reached, a magnificent view of the town, the bay, and the surrounding country is obtained. Some notion of the size of the building may be gauged from the fact that its floor area, cellar, first, second, third, and fourth floors, is no less than four acres in extent.

Broadly speaking, it may be said that the right side of the building is devoted to the telegraph department, and the left the postal department.

It is computed that there will be well nigh 500 people employed in the new Post Office. The furniture is being made by Messrs. Small & Morgan, who are, as it is well known, the contractors for the building. The material of which the new Post Office is being made is Saldanha Bay stone, which has been found very satisfactory, and is said to be at least equal to Bath stone. The plinth portion of the building is of Paarl granite, all above that is Saldanha Bay stone.

Reference to the plans of the building brings the disposition of the various offices more clearly before the mind. On the left of the entrance on the ground floor provision is made for poste restante, postage stamps, postal drafts, parcels, registered letters, and revenue stamps. On the west side of the entrance towards the bank will be located the money orders department, postal notes, further provision for the sale of stamps, the Savings Bank Department, and the telegraph counter, together with the entrance to the telephone exchange. Measurements will indicate the size of some of the principal parts of the building. Thus, the public halls on either side of the entrance measure 72 feet by 31 each; the main entrance is 30 by 20; the parcel branch, 44 by 56; the registration office, 18 by 46; the posting hall is 15 by 20. Behind the posting hall is the circulation branch, stationery and record room, 35 by 25 feet. Two Customs examination rooms are each 16 by 35, and at the back of the main entrance is an enquiry office, 25 by 17 feet. To the left of the latter is the Controller's office, which is accessible to the public. At the rear of the telegraph counter, on the west side, is the battery room, 35 by 40 feet, and behind the telegraph counter there are a clerk's office, and a delivery room, together with a messenger's

dressing room. Here are also the kitchens and dining rooms for telegraphists, messengers, sorters, and carriers, as well as ample lavatory accommodation. Space is also allotted to the Government electrician, whose laboratory measures 35 by 17 feet. At the south-west corner the caretakers' quarters, comprising four rooms, are situated. In the centre of the building is a large courtyard, giving light and air to the internal rooms, and measuring 23 by 96 feet. Coming to the first floor, the Adderley Street front is devoted to the administrative offices. Here are the Postmaster-General's office, 24 by 22 feet, with clerk's office adjoining, and offices for secretary and secretary's clerk, cashier's and inquiry office. Most of the Grave Street front of the first floor is devoted to sorting purposes, but space is given to the telegraph message branch and the returned letters branch. On the second floor are the offices of the assistant secretary and chief clerk; inland and foreign parcels, and inland mail branch, foreign mails branch, and appointments branch. Here are also located the book-keepers' branch, the accountants' branch, money order department, the Savings Bank department, registration and record room. On the west side is the huge telegraph instrument room measuring 62 by 96, and attached to it are the message room, telegraphists' lockers, office for the Controller and chief clerk, and the district surveyor's office. The third floor contains the mechanics' shop with stationery stores, learners' rooms and telephone exchange. Attached to the telephone exchange are rooms for the female operators and the matron.

It remains but to add that it is anticipated that the building will be ready for occupation about the end of March. The work was begun in February, 1893.

The plans were prepared in the Public Works Department under the supervision of Mr. Greaves.

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FREE PROTESTANT CHURCH.

This Church was established on the 4th August, 1876, and the services were at first conducted in the Mutual Hall. A few years ago, however, a valuable site in Hout Street was secured, and a suitable building has been erected for the members of the church, which number about 200 persons. The minister is the Rev. D. P. Faure.

READING ROOM.

An excellent Reading Room is attached to the Commercial Exchange, where most of the South African newspapers are filed daily. Many English Journals are also kept. Applications for the use of the room should be made to the Secretary, Mr. J. Alf. Ellis.

ROBBEN ISLAND.

Although commanders of vessels know Robben Island best from the lighthouse which is situated on its southernmost point, the people of Cape Colony hear most of it as a leper, lunatic and convict settlement. There is also on the Island a dog quarantine station, and on the whole the Island is regarded as an eye-sore. The Colonial Secretary is responsible for its administration.

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RESERVOIRS.

Cape Town has long suffered from the want of an adequate supply of fresh water, and notwithstanding the construction of the Molteno Reservoir a few years ago, which holds fifty million gallons of water, and cost £98,000, there is still a great demand for the precious liquid. It was found that on the summit of Table Mountain a vast supply of water ran to waste into Hout's Bay, and a year or two ago a considerable amount of money was spent in conveying the water by pipes from Kastell's Poort to the Molteno Reservoir. This proved to be of great utility, but still not sufficient to meet the requirements of the town, and a very large reservoir is now being constructed on the top of Table Mountain, which is estimated to contain 250,000,000 gallons, and it is anticipated that this will give an ample supply of water for several years to come.

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ROMAN CATHOLIC CATHEDRAL.

St. Mary's Roman Catholic Cathedral, which was built in 1851, is situated in Roeland Street, in close proximity to the Clergy House.

The Cathedral is a remarkably unpretentious building of considerable height, of an architecture somewhat approaching the Gothic in style. It has also the advantage of being placed upon high ground.

Over the high altar is a picture which was presented by Napoleon III., and it was here that the memorial service in honour of the late Prince Imperial was held whilst the "Boadicea," with his body on board, lay at anchor at Simon's Bay on her way to England.

Within the Sanctuary is a magnificent marble altar dedicated to the memory of the first Bishop, whose remains, as well as those of his successor, lie in the nave.

A magnificent stained glass window, made by the famous firm of Mayers & Co., of Munich, has been erected over the altar, the entire cost being provided by a few parishioners.

The Cathedral is celebrated for its fine acoustic properties and the musical portions of the service are thus heard to the very best advantage. A new organ has also been lately erected.

The Bell, which in the absence of a tower, is hung at the back of the Church, was the gift of the Marquis of Bute. The building, which cost £11,000, will seat about 700 persons. Some of the buildings in connection with St. Mary's Cathedral are St. Mary's Convent (Dominican), including a Higher School for Girls, a Mission School, and a Deaf Mute Institution; Nazareth House in Roeland Street, including a Home for the Aged, and an Orphanage, the Academy and Mission School of the Marist Brothers in St. John Street, St. Aloysius' Hall for meetings and entertainments, also in St. John Street, St. Patrick's Church and the Convent of the Sacred Heart, both in Somerset Road, Green Point.

RACES.

Although Cape Town can boast of one of the finest and most beautiful racecourses in South Africa, very little interest is taken by the inhabitants in horse racing. There are two clubs, the South African Turf Club and the Gymkhana, who use Kenilworth Racecourse. A new racecourse is now being laid out on Green Point Common.

ADDERLEY STREET RAILWAY STATION.

The Adderley Street Railway Station is one of the most imposing buildings in the city. It is conveniently situated for passengers arriving from the Docks to continue their journey to the suburbs or up country. The whole of the Cape Government Railways are worked from the Adderley Street Station where are situated the head offices of the different Departments. The increase of traffic becomes more and more pronounced each year, necessitating frequent enlargement of the station buildings, and with the object of meeting this the Government have purchased land on the Strand Street side of the station.

THE METROPOLITAN & SUBURBAN RAILWAY

Was opened two years ago in the face of strong opposition, but its success has justified its existence. It runs from the head station at the foot of Adderley Street along the Dock Road, and then the sea beach to Sea Point, and trains run either way every half hour. The stopping-places are Hospital Crossing (close to the New Somerset Hospital), Varney's, Three Anchor Bay, Hall Road, Milton Road, and Clarence Road. To Sea Point the fare is 9d. return.



THE PREMISES OF GORDON MITCHELL & Co.,
MERCHANTS, ST. GEORGE'S ST.



THE MTHE MULDING.



Photo—Gow.

ASSOCIATION BOARDING HOUSE.

YOUNG MEN'S CHRISTIAN ASSOCIATION.

ROUTE TO THE GOLD AND DIAMOND FIELDS.

The most direct route to *Kimberley*, the chief town in the Diamond Fields, is from Cape Town by rail throughout, distance 647 miles. An express train leaves Cape Town conveying 1st class passengers through to Kimberley, and occupying about 34 to 35 hours *en route*. A return express train leaves Kimberley at 6.55 a.m. every *Tuesday*, arriving at Cape Town at 1 p.m. next day. An ordinary train daily conveys passengers of all classes, leaving Cape Town at 9 p.m.

The Railway Fares from Cape Town to Kimberley are:—1st Class, £8 1s. 9d.; 2nd Class, £5 7s 10d.; 3rd Class, £2 13s. 11d.; the free allowance of luggage for each passenger being 120 lbs., 100 lbs., and 60 lbs., respectively.

Passengers can also proceed to Kimberley from Port Elizabeth by rail throughout, distance 485 miles. An ordinary train each way, daily, conveys passengers of all classes, and the time occupied is about 34 hours. The railway fares from Port Elizabeth to Kimberley are:—1st Class, £6 1s. 3d.; 2nd. Class, £4 0s. 10d.; 3rd. Class, £2 0s. 5d.; the free allowance of luggage for each passenger being 120 lbs., 100 lbs., and 60 lbs., respectively.

Passengers wishing to pay the Railway Fare before leaving England may do so at the Union Steam Ship Company's Offices, London or Southampton, at the Castle Mail Packet Company's Offices, London, or at Messrs. Thos. Cook & Sons offices, and receive in exchange a voucher, the presentation of which at the Railway Booking Office at Cape Town or Port Elizabeth will obtain the necessary railway ticket.

The above information is obtained from and is subject to alteration by the Cape Government Railway Department.

CAPE TOWN YOUNG MEN'S CHRISTIAN ASSOCIATION.

The Young Men's Christian Association was established in Cape Town in 1865, having come into existence as the result of a public meeting held in the Barrack Street Schoolrooms in that year.

From the time of its inception the association grew slowly and steadily, and after eighteen years of uphill, though successful, work, the foundation stone of the present buildings in Long Street was laid by His Excellency the Administrator, Lieut.-General Sir Leicester Smythe, K.C.B., on which occasion he expressed his earnest

sympathy with the work and objects of the Association. The new premises were opened on 1st September, 1884, by Hon. Sir J. Gordon Sprigg, K.C.M.G.

The Association does not restrict itself to work amongst its members, but is glad to welcome all young men, although those who wish to avail themselves of its manifold agencies and who are resident in Cape Town, may do so on payment of the subscription of one pound per annum.

The Agencies in operation are as follows:—Evangelistic Services, Prayer and Fellowship Meetings, Sunday Afternoon Straight Talks, Reading Room, Library for Circulation and Reference, Correspondence Room, Parlour, Recreation Room, Dining Room, Literary and Debating Society, Lectures and Entertainments, Educational Classes, Gymnastic Classes, Football Club, Rambling Club, Swimming Club, Cricket Club, Chess Club, Social Evenings, Register of Apartments, Boarding Department, Assistance in obtaining Employment.

The Building is open everyday throughout the year from 7.30 a.m. till 10 p.m.

Information regarding all that concerns young men may be obtained from the General Secretary, Mr. Will. G. Sprigg, who may be consulted at the Y.M.C.A. office almost any day between 9 and 1 in the morning, 3 and 6 in the afternoon, and 7 and 10 in the evening. Copies of the last Annual Report, prospectus of the work, current literature, membership forms, or any other Y.M.C.A. matter, may be obtained on application.

Young men who are visitors will be furnished with a complimentary ticket entitling them to use the Association for one month. Those leaving the Colony, who are members, are handed letters of introduction to Associations in other parts of the world,—tickets are exchanged for their face value.

As far as possible young men are met at the steamers, and a letter to the General Secretary advising the movements of strangers will always receive attention.

A list of Boarding Houses is kept by the Association, which may at all times be consulted by young men, free of charge.
Telegraphic and Cable Address, "Manhood" Capetown.



THE CAPE RAILWAYS.

With one or two exceptions all the Railways in Cape Colony are owned by the Colonial Government. The 3 feet 6 inch gauge has been adopted throughout South Africa, and with the exception of the Simon's Town branch, and the first seven miles from Port Elizabeth to Uitenhage, all are single lines. There are three main trunk lines, the Western System starting from Cape Town and joining the Midland at De Aar going on direct to Mochudi, beyond which place the line is in course of construction. The Midland starting from Port Elizabeth, runs as far as Colesberg, from whence it is continued through the Orange Free State to Pretoria, and the Eastern Branch starting from East London, and continuing to Springfontein Junction in the Orange Free State, where it joins the main line to the Gold Fields.

The Government have made strenuous efforts to cater for the comfort of passengers proceeding up-country. On every Thursday at 8 p.m. the Vestibule Express starts for Kimberley, Bloemfontein, Johannesburg and Pretoria, this is for 1st class only. The train is electrically lighted, and is provided with dining and sleeping accommodation. In addition to this a daily train leaves the terminus at 9 p.m., stopping at all stations for the north provided with sleeping berths (bedding for use on the journey can be obtained at a charge of 2/6). At various points on the line, such as Matjesfontein, Beaufort West, Victoria West, De Aar, &c., Refreshment Rooms are situated. There are special facilities afforded by the Department at the Docks for landing and clearing baggage. All passengers' luggage is registered free of charge, lavatory accommodation is provided in the through trains for first and second class passengers, and foot warmers of the most recent and improved type are also introduced during the winter months.

The total length of Railways (according to the last report of the General Manager's report) for 1895 was as follows: Western, 865; Midland, 696; Eastern, 331; Northern, 361; total, 2,253 miles. The number of passengers conveyed was 6,703,098. The length of the Bechuanaland Railway from Vryburg northwards open for traffic is 216 miles.

There is an excellent service of trains running from Cape Town to the suburbs, nearly 100 trains running per diem on this branch.