

Africa. Thus, then, we have ample reason for concluding from geological evidence, that gold may be expected to occur in *reefs* on the Godwaan Plateau, in the Kaap valley and in Swaziland; its probable occurrence in *alluvium* is referred to further on.

Let us now see what bearing the gold found has upon this point, and whether its indications may not possibly be of more value than that of the gold itself. In four different spots, a mile or two apart, gold nuggets of good size have been found at or near the surface of the ground. These spots are all in small valleys or depressions, down which water runs or has recently run, westward to the Eland's Spruit. Proceeding westward from the points indicated, that is with the fall, nuggets are still found, but not of the same size; further still, coarse gold or small nuggets, until at a distance of two or three hundred yards they cease altogether. But east of the spots where large nuggets occur, no gold whatever is found. The natural inference is that these nuggets have been derived from a rich reef which must pass through, or close to, the points described. This inference is strengthened by the fact of all the points being on a nearly N. and S. line, and of nuggets having been found at another intermediate point on the same line; but here it is in a rugged gulley, running east to the Kaap, which has not yet been fully examined. The trap dykes also follow a nearly N. and S. line, cutting through the stratified rocks and their quartz veins. The logical conclusions from the facts before us are these: An igneous dyke runs N. from the Kantoor, along or near to the edge of the Godwaan

Plateau,—it has formed what are known as “contact lodes” along its junction with the stratified rocks, or parallel to its contact at no great distance—this lode may bear various metals, but is peculiarly rich in gold where the dyke has intersected a pre-existing auriferous quartz vein, as at the four points where large nuggets have been discovered. From the perishable nature of the sand-stones, from the accumulations of drift and from other causes, it is almost impossible to trace this dyke or its lodes at the surface. Discovery of the reef must therefore depend upon actual work in sinking and driving, based upon inductive reasoning, as above, from the known conditions.

Should rich reefs be struck, as they almost certainly will, it follows with almost equal certainty that good alluvial fields must exist somewhere in the lines of drainage therefrom. In this respect the ancient lines of drainage are probably more worthy than the modern of investigation. It is well known that rivers slowly, but constantly, change their courses as they cut their channels to a greater depth. (Upon this subject see *Field Geology*, p.p. 60—310.) Therefore when we note the great depth of the river valleys of this region, we cannot fail to be struck with the marvellous changes that must have slowly taken place in their courses during the process of excavation. Hence it is that miles away from the present streams we find old river-drifts on the tops of hills, and gradually nearer to them at lower levels, terraces of the same material. In these old gravel patches and terraces gold will be found, and probably in payable quantity,

wherever they occur in the ancient lines of drainage from the reefs of the plateau. Other gold reefs, no doubt, occur at the lower levels. Therefore, it may be confidently asserted that good alluvial ground will be found when the seasons permit, in the valleys of either, or both, the Kaap and the Krokodil Rivers.

BRIEF NOTES ON THE DIFFERENT WORKINGS.

The Kantoor.—The “Devil’s Kantoor” is an accumulation of sandstone-boulders on the back of the Kaap promontory, as it may be called. Just below is an intermittent waterfall into a steep gorge, the bottom of which is occupied by sand, gravel and boulders, a general *debris* from the rocks above and on either side. Here were the first workings, consequent on the discovery of the nuggets beneath the boulders above and around. (This is one of the points where the contact-lode is assumed to pass through, and at certain place not far away the igneous dyke is easily to be distinguished). Not very much work has been done, as the difficulties are so great, and it is impossible to remove the boulders except by blasting—the gorge is narrow and the depth of “pay dirt” small—and, except in the rainy season, the material had to be carried to the nearest well for washing. This gorge might pay well if worked as one claim, instead of by several individual claim-holders; so also the one contiguous and of similar character. The boulders and everything else would have to be cleared away from the mouth, and for a certain distance up the gorge, down to the solid bed-rock; it would cost

a good deal to commence with, but after that all boulders and rubbish could be turned *downhill* into the open space below, making room for the same from above as the work progressed. The gold sure to be found would pay expenses, and there would be the chance of valuable finds in addition.

The Kantoor Creek.—From the gorges mentioned above, a small stream winds down to this creek and thence passes with a series of falls into the valley below the krantz. In the creek is a good deposit of loam, every claim on which was taken out, perhaps 20 in number, and, as far as could be judged, all were yielding fairly good results; but water was rather scarce and the loam, being narrow and of no great depth, must soon be exhausted.

Barrett's Rush.—About six miles N. of the Kantoor is one of the small depressions, falling in a westerly direction, where nuggets were found—large ones, just where the road crosses the hollow, and decreasing in size to the westward. The ground here is almost bare sandstone, covered with a few inches only of soil, in which and amongst the grass roots the nuggets were discovered. No gold worth mentioning has been found to the east of the line, which passes here a few yards to the right of the road. There is a peculiar feature here: the water from the higher ground is absorbed into some porous strata, half a mile or so from the Rush, passes underground for about three quarters of a mile, and then flows out as a fountain below a small krantz crossing the valley. In its constant underground flow during a period possibly of great duration, it has worn away and

washed out the friable sandstone, forming in many places extensive passages, which here and there open out into large caverns, more or less circular in form. As the sandstone has fallen from the roofs of these caverns, it has been removed by the water, so that in some cases the openings are 40 or 50 feet in height, with roofs roughly like the groined arches in the crypt of some old Cathedral. In some cases the roof has fallen in, thus forming a large hole, open to the sky and with vertical walls. One notable instance is the Devil's Church—a circular opening, 100 to 150 feet in diameter and about 80 feet in depth—now filled with trees of various kinds, and from it proceeds a cavern with a fine semicircular-arched roof. There are two such hollows at Barrett's, one on each side of the road. The one on the east is barren or nearly so, but that on the west of the line has yielded much gold from a fissure by which it is traversed and which runs in a N. and S. direction. Here again we have evidence of gold on one side only of the supposed line, and the caves proper support the proposition advanced. The caves on the east have been tried and although yielding gold, it was in very small quantity; one or two on or near the line have produced nuggets, but, unfortunately, have been worked to no great extent. It is assumed that the caves to the west must contain gold in still greater quantity, but from the water in them and other causes, the working of them has been beyond individual exertion. The interests of all claim-holders on the ground were therefore combined, as an informal company, for the purpose of driving a tunnel into the caves from the fountain at a level a few feet

below the water. It is reasonably supposed that the gold found must pay expenses, and hopes are entertained that when the floors are laid dry, "bars" and "pockets" may be found, which shall yield handsome returns, whilst the light thrown upon the question of the reefs cannot fail to be of considerable value.

Poverty Creek, &c.—This is a long shallow creek, with two branches, which pass below their junction, as do the other creeks or small valleys on the plateau, into a precipitous gorge that opens to the Eland's Spruit. In the main or northern branch of Poverty Creek, some good gold has been found at a certain point, from which, as elsewhere, the finds decrease, both in size and quantity, in a westerly direction. There has been more alluvial ground worked here, in better form and to better advantage, than anywhere else on the plateau. There are two distinct kinds of gold found at this spot, the position of each kind being clearly defined. From this fact and other circumstances it seems probable that two lodes here cross each other or effect a junction.

Many alluvial claims are being worked and fine gold is found in the northern branch of this creek; at the head of the branches are several shafts sunk in prospecting for reef. It is probable that they are on the right track, judging both from position and from the fact of a quartz vein or leader having been struck in some of the holes, which yields gold in considerable quantity. A little further north a shaft was commenced and is being continued, in the hope of cutting the contact-lode supposed to run from here to the Kantoor.

Long Creek.—This creek is a long, narrow and deep gorge that runs in a westerly direction from the Kantoor. It contains alluvial gold here and there, and a good many claims were worked at one time, but the results were disappointing and the creek is now all but abandoned.

Willey's Creek.—This is a continuation of Long Creek, running in a rather more northerly direction to the Eland's Spruit. It was, at one time, considered the creek, *par excellence*, and it certainly prospected very fairly indeed; but the gold turned out to be "patchy," and although some fair finds were reported, on the whole the gold has not nearly paid the expenses. Some good work was done here, on the strength of the prospects—races brought up in a workmanlike manner, some shafts sunk, headings driven and everything carried out systematically, but unfortunately without realizing a tithe of the expectations. The gold found is of scaley character, a fact pointing to the probability of a reef either crossing or running down the creek, as, if washed from a higher level, it would have been finer and more water-worn.

By analysis of the above brief notes on the different diggings, bearing in mind the preceding descriptions and remarks, it will be seen that all the larger gold occurs on the plateau, in a definite line, the smaller gold just westward of that line, and fine gold (in the nearest approach to payable quantity) in alluvium, also on the higher ground. There is fine gold in the

creeks below the Kantoor, which is also on the plateau, although not on its summit, and patches of it occur in Willey's creek—the coarse gold here is an exception probably accounted for by existence of a contiguous reef as suggested. In the lower parts of the creeks leading from the plateau, there is no gold worth mentioning. Therefore it is concluded that, as the creeks at the lower levels are the result of recent denudation and contain but little gold—as the higher patches of alluvium are more ancient and contain a greater proportion of gold—the same condition of things will hold good elsewhere. If so, payable alluvial fields will be discovered, not exactly along the courses of the existing streams (although fine gold may be found here and there in such situations) but at a greater or less distance from them, on the hills and terraces where alluvial deposits now represent the lines of an ancient denudation.

Reefs.—A few hundred yards west of the road between the Kantoor and Barrett's Rush, are a number of pits and shafts sunk down upon the (so-called) "Homeward Bound" and "Rautenbach's" reefs—the former a quartz vein enclosing fine gold—the latter a loamy deposit, with quartz strings and narrow leaders, containing gold of similar character. As these reefs are in one sense, private property, under provisional concessions from the Government, the writer does not feel justified in passing any remarks thereon, beyond that he has formed of both a favourable opinion.

CHAPTER X.

LAWS, PROBABLE EXTENT OF GOLD-
REGION, &c.

The Kaap Government farms are bounded hereabouts by a nearly N. and S. straight line, which passes from Tafelberg to a loose kopje, called Spitzkop, just beyond the N. E. angle of the Godwaan plateau. The Kantoor itself is on the E. side of this line, therefore on undisputed Government ground, but Barrett's Rush part, if not all, of Poverty Creek, and the reefs just mentioned, are on the western side and on ground claimed to be within the limits of the farm "Berlin." It remains to be seen whether the Government will concede the full amount of land claimed, or any lesser quantity. It is a question upon which much depends and which will probably have to be settled by a special commission. The matter being *sub judice* is scarcely one to be remarked upon here, especially as it is so complicated by the numerous applications for, and provisional promises of, concessions—by the issue of prospecting licenses thereupon—and by claims having been opened and worked by the diggers at considerable cost and hitherto small return, relying upon a tenure based on implied, if not actual, official promises. It is to be hoped that the matter may be settled speedily and thus to the advantage of all parties concerned. At present the utter absence of security, both in regard to tenure of ground and to claims for compensation,

checks the expenditure of labour, the investment of capital and every other kind of enterprise.

Again, the want of a defined code of laws and regulations for the Kaap is severely felt. At present the diggers do not know whether they are working under the old gold-laws, under conflicting sets of rules framed by the Diggers' Committee, or under no laws and regulations at all beyond the will and judgment of the Gold Commissioner. Now, this is an anomalous state of things and can but lead to difficulties and misunderstanding, especially amongst a mixed population. Therefore, the authorities should be well advised upon a set of laws recently framed, and published in the *Staatscourant* (Jan. 31, 1883), so as to render them applicable to these fields, and should get them passed at the earliest possible date by the Volksraad.

The Surveyor-General, Mr. G. P. Moodie, has a large block of farms in the Kaap valley, and being desirous of throwing them open to prospectors, he fully discussed the matter with some of the leading men at the fields and finally adopted the following list of regulations. These were posted up at the Kantoor and met with but trifling objections; on the whole they were approved, and it is suggested that they, and the principles they embody, are well worthy the favourable attention of the Government:—

Thirteen farms in the Kaap Valley, to be thrown open to prospectors upon the following terms:—

1. Each prospector will be granted, upon application, a prospecting area of 500 yards square, which he must define by four stout pegs at the corners and

a post in the centre, four inches square and three feet high, marked "Prospecting Area."

2. The grant to extend over one month, during which time declaration must be made if payable gold be found, and which may be extended at the option of the proprietor's agent.

3. After the discovery of gold, the ground will be thrown open by public declaration of the proprietor's agent, the prospecting claim will be made over to the prospector free of all charges, and he will be at liberty to hold another claim on the ordinary terms.

4. Each miner may hold one reef and one alluvial claim.

5. The size of claims will be: Upon alluvial ground, 50 yards; upon reefs, 50 yards along reef by 100 yards wide.

6. The charge for licences for working alluvial claims will be ten shillings per month, and will include use of water running across such claims. Water brought in to be paid for by a water-rate, based upon equitable charges and priority.

7. Licenses for reef-claims one pound per month, or ten pounds per year, or the mineral rights of each claim may be purchased at any time for one hundred pounds, the ground, when worked out, to be again handed over to the proprietor.

8. Wood may be cut for mining purposes at one pound per load.

9. Stand licenses, for stands 200 yards square, five shillings per month, and grazing for one span of oxen two shillings and sixpence per month. Special

arrangements will be made for store- and canteen-stand licenses.

10. Stands of twenty acres will be granted to holders of blocks of reef-claims (amalgamated) not less than ten in number, at the rate of ten pounds per year, with grazing rights on the farm, for cattle employed on the works, at the above mentioned rates.

If the above rules are adopted, the proprietor will have to arrange with the Government in regard to their share of the licenses, in lieu of the present system of percentage, which will never work well, especially if paid directly by the diggers themselves. It was suggested that a definite share of all receipts, for licenses, stands, mineral rights, &c., would be a fair arrangement.

It will be admitted that the auriferous lodes of any region are dependent on its geology—if that be known the lodes will probably have been discovered and more or less investigated. But if the geological characters have been only partially noticed by travellers, at spots here and there, perhaps widely apart, then the probabilities only, and not the certainties, of gold-bearing quartz veins, can be entertained. If certain rocks are known to occur then no lodes will be found at the surface—if others, there are chances of their occurrence within that area, and collateral evidence—such as alluvial gold being found, the discovery of nuggets reported, and so on—give encouragement to further exploration.

The Lower Devonian rocks of the Kaap have been briefly described, and it has been shown that similar rocks, with lower strata cropping up, also form the

geology of the Lydenburg fields. And it will have been observed that the gold-lodes occur at no great distance from the line of contact between volcanic rocks and stratified deposits highly altered by the consequent metamorphism.

The Kaap rocks are altered shales, or slates (Lower Devonian) overlaid by sandstone—(? Carboniferous)—those of Pilgrims Rest and Spitzkop are the same with older rocks seen below (Silurian). Now, taking Jeppe's map of the S. A. Republic, 1877—we note, just N. of Lydenburg, "clay-slate embedded with sandstone-layers and Dolomite"—just across the Olifants River is a range of mountains, marked "Lower Devonian Strata."—These observations show that rocks similar to those of the Kaap extend at least as far as the Murchison range, where we find the word "Gold" inscribed. At several intervening and surrounding points we find the word "Copper," a metal which, although it is found in rocks of nearly all periods up to the newer Secondaries, yet occurs chiefly in those of the age to which the gold-bearing rocks of the Transvaal have been referred.

Beyond the Limpopo, both Jeppe's and Baines's maps indicate "Granite" up the Buby River, and the latter portrays a "High Granitic range," running in a N.E. direction from Lat. $20^{\circ}30'$ to $17^{\circ}30'$ S., to the east of which range is the "supposed realm of the Queen of Sheba," where much gold is believed to exist—and S. of its S.W. termination are the Tati Goldfields on a formation of Gneiss. Beyond the range serpentine is noted, and further on, about half-way to the Zambesi, a 'Quartz Hill'—between which

and the serpentine is Hartley Hill, in a gold-bearing region so enthusiastically described by Baines. These observations are indeed very scanty, but they at least *indicate* an extension of the gold-bearing rocks from the Kaap to Hartley Hill—points nearly on the same meridian, and apart from each other $7\frac{1}{2}$ degrees of latitude, or over 500 miles. These rocks doubtless extend further, in both a north and south direction—and they sweep round the sandstones to the N.W., being exposed at least as far as, and doubtless much beyond, the Tati. Even if not, this alone gives a triangular-shaped extent of country, 500 miles long, by 200 broad at one part, within which gold lodes may be looked for with great chances of success. Surely this is a field sufficiently large and promising to satisfy the desires of those most ardently given to gold-exploration.

Mr. Baines (p. 16) asserts that “another idea gleaned from experience in California (and confirmed since by our recent finds in the Lydenburg district) was that their best chance of finding alluvial gold was to skirt the ‘Foothills,’ on the sea-face of the Drakensberg.”

And Mr. Edward Button, whose name has been so frequently mentioned in connection with the S. A. Goldfields, says, in a letter to the *Goldfields Mercury* of the 22nd February 1875 :—

“From experience gained in prospecting in '69 and '70 I am convinced that the Lebombo hills are the key to the development of the gold-bearing parts of the country for a considerable distance N. The hills extend through the country in a N. and S. direction, cutting the strike of the metamorphic rocks and main quartz reefs which

run E.N.E. and W.S.W. On the E. slope of the Lebombo hills a great geological change is at once perceptible, the hillsides being covered with waterworn stones like old sea beaches and it is what is called made ground by the Australian mines, *i. e.* Tertiary. The rocks flanking the hills on the W. are *in situ*. The Lebombo hills form one vast mass of diorite which intrusive rock is supposed by Australian geologists and mineralogists, Messrs. Dunn and Daintree, to be the metalising agents of auriferous reefs. At Eersteling, where 4 distinct gold-bearing veins have been discovered, dykes of diorite occur in close proximity, and in some instances intersecting the quartz by narrow dykes."

Not only do the South African Goldfields bid fair to be found large but also to prove rich—of this there is, as we have seen, substantial indication. Of course, many exaggerated statements have appeared in the papers and elsewhere, as was certain to be the case, but setting this aside, the actual results obtained in many cases justify such an expectation.

CHAPTER XI.

SOUTH AFRICA AS A FIELD FOR INVESTMENT. *

For many years past the eyes of the financial world have been occasionally directed to South Africa—a region of which very little was really well known; but of which, for some unexplained reason, much has always been expected. It has often been supposed that it contained the land of Ophir, and long known that the early Portuguese settlers opened mines for gold and other metals. Traders to the interior have brought out glowing accounts of gold and precious stones; sometimes purchased by them for beads, trinkets, or blankets; sometimes not to be obtained at any price. There are also legends even of large diamonds, wrapped up in bits of cloth, and worn round the neck by natives as a medicine.

As instances in which popular expectation has been realised, passing reference need only be made to the Cape Copper Mining Company, and to the world-renowned Diamond mines. And as instances of the wonderful increase in the value of land, consequent on the opening up of its mineral wealth, the prices at which the Gold-farms mentioned below have been bought and sold within the last few years, are given for comparison.

* Reprinted (with slight modification) from the *Transvaal Advertiser* of March 3rd 1883.

D. Benjamins 31 farms at Pilgrims Rest :— *

Bonded to the Oriental Bank Corporation	for	£8,000
Bought by Benjamin	„	18,000
Bonded to the S. A. Loan, Mortgage and Mercantile Agency . . .	„	24,000
Bonded to Horace Farquhar and Edmund Escombe	„	113,000
Sold to the Transvaal Gold, Land and Exploration Company . .	„	150,000

H. Gwynne Owen's farms (Waterfall):

“Lisbon,” purchased	for	1,500
Sold to Owen	„	4,000
“Berlin,” purchased	„	1,000
Sold to Owen	„	40,000
4 other Farms purchased	„	3,000

These farms are now taken up by a Syndicato, for investigation and development, with a preliminary capital of some

50,000

J. B. Shires's farms at Spitzkop :

“Elandsdrift” and “Hendriksdal,”	sold for	4,200
One lot of claims, with mining- and water-rights (but no land) sold	„	75,000

These farms will doubtless be floated at a high figure.

Glynn's farm “Grootefontein” on Sabie River :

10 years ago, offered for 300 sheep =	200
8 „ „ an offer was refused, of	2,000
3 „ „ bought for	700
and resold for	20,000

* See the Report of the Transvaal Royal Commission, Blue Book C. 3114, pp. 233-247.

This last sale was effected after Gold had been discovered on the farm, which had been previously prospected without success.

A. Hollard's farm :

"Graskop," purchased for	3,000
The mining-rights only on 2 groups of claims, are valued at	60,000

Albrechts farm (De Kaap) :

"Berlin."—Burgher right in 1864 cost £1.13.0— farm worth perhaps £20 to £50.	
Recently sold for	12,000

Niekerk's farm :

"Spitzkop," sold to Franck (in 1882) for	2,000
Recently sold for	25,000

This sale does not include mining-rights which existed previously to the repeal of the Gold-laws.

It is not so very long since the time when the existence of copper in such remunerative quantity was unknown, or when the occurrence of diamonds in the country was disbelieved. The stories brought down to the coast by travellers and traders were scouted as fabrication, or the result of imagination. In regard to the latter, a scientific, or, at all events, an honest opinion, was, unfortunately, given, and published, that there were no diamonds in South Africa. But time proved the value of the mineral resources of some parts of the country, and it will do so in many others; slowly, but surely if events are allowed to take their own course; rapidly, if impetus be given to public and private enterprise and exploration.

The question naturally arises :—Is it, or is it not, to the advantage of a country to open up its natural resources? It seems that there can be but one answer to that question—that is, that the true interests of a country lie in the development of its native wealth. But one reservation may be made— it is to the detriment of a nation, supposing such to exist, that wishes to remain *in statu quo*; in other words, to lag behind, and to be in rear of its neighbours for ever. It is, however, impossible for a nation so to remain—to stand still, as it were, and to hand down the wealth, the habits, and the traditions of the fathers, unaltered, to the children and the children's children. There can be no such immobility; it is with nations as with individuals, they must learn or they must forget; they must dissipate or accumulate; they must advance or recede in the scale of civilisation. So it has been from all time, and so it will continue to the end. In proof of this, we have but to appeal to all history and to the known laws of progression, as exemplified in the universal struggle for existence.

Is South Africa to recede? It may be so, but only in certain quarters, and then only for a time. The *vis inertia* of one race may possibly be such that for a time it may not be overcome but eventually it must give way to surrounding circumstances. As a huge boulder is removed by being attacked from all sides, so is the mass of prejudice in a people overcome; and the more readily if the boulder be divided by possibly minute cracks and flaws—as a people may exhibit symptoms of internal dissension, which means variety of aspiration. We must all yield to the inevitable;

therefore it is best to look facts in the face, to take stock of our resources and opportunities, and to develop our native wealth, whether mineral, agricultural, or otherwise, and thus be the better able to compete with and to hold our own in the big battle of the world. South Africa is a region supposed, and with some reason, to be, in mineral resources, one of the richest in the world; its agricultural and horticultural possibilities are almost unbounded; its climate is one of the finest possible, and, with slight exception, these advantages have, so far, been neglected. Whether we take the geological probabilities as deduced from the nature of the rocks and the known results of work in certain localities, the statements of travellers, or the consensus of public opinion (generally not far wrong), we find the first proposition, at any rate, theoretically established. In regard to the second, we have but to note the magnificent flats of rich soil which, here and there, border all the rivers, that, with their generally rapid fall, afford every chance for extended irrigation. On the high lands the grass is usually of excellent quality, and here perennial springs abound. In sheltered tracts all sub-tropical plants may be grown—grapes, oranges, coffee, and bananas; whilst tobacco, wild hemp, and wild cotton, grow everywhere in profusion. And the climate of the Transvaal is pleasant everywhere, and at all seasons, it is warm in summer, as a matter of course, but not oppressively so, and is at all times suited to the white man; only in the low-lying lands, and this merely in summer, are unhealthy seasons known.

It must be admitted on all sides that the latest

development of the Lydenburg Goldfields enables them to compare favourably with, if not to take precedence of, any previously discovered. And there is good reason to believe that the Kaap and other spots will prove almost, if not quite, as remunerative. Taking the Kaap as a southern starting point, we find a broad tract of gold-bearing country, which gradually widens out upon passing the Lydenburg Fields. It goes on with little alteration across the Murchison Range and the Sutherland Hills, until it includes on the west the Goldfields of the Tati, and on the north the celebrated Hartley Hill. On the east lies the supposed Ophir, and it is more than probable that the limits of the auriferous region are far beyond the tract thus briefly indicated. Surely then the S. African Goldfields bid fair to become not only the richest, but also the largest in the world.

There is rich silver-lead to the west of Zeerust, also in Marico, and a vein of silver ore has recently been opened on the High Veldt, east of Pretoria. Silver is also known to occur in Mapoch's country, and it will most probably be found in many other parts of the Transvaal. There was a report that bromide of silver had been discovered not far from the Kaap—it is probably true, but has not yet been confirmed. Copper is well known to be abundant in many districts, some of the ores being rich and containing native copper. If the travellers' account are reliable, some of the lodes should be found to rival those near the West Coast, the property of the well-known Cape Copper Mining Company. Ores of cobalt and nickel are found north of Middelburg in the Transvaal; Lead

ore occurs in many places, and Iron ores of good quality are frequent—in some instances, near to large deposits of coal that is essential for smelting.

In regard to precious stones :—Diamonds are, so far, only with certainty known to occur along a line passing from Jagersfontein through Kimberley, and on the banks of the Vaal River. But there are apparently well-authenticated accounts of those gems having been found on the Krokodil River, 15 miles or so west of Pretoria, and on the Treur River in the Lydenburg district, also to the westward of the Hangklip mountains, although the accounts (Baines' S. E. Africa p. 72) are too fabulous to be believed.

“Nevertheless a few diamonds were found, one of them on a small ridge near the Limpopo, north of the Marico, but the finder, in his ignorance of the fragility of a diamond, resolved to test it by its hardness, and either struck it on the wagon wheel, or let the wheel run over it; of course it went to pieces. He picked up some of the fragments, lost a few more, and ultimately sold the few bits he saved for £30.” (Op. Cit, p. 78.)

Gravels, with agates and other stones, characteristic of the Vaal River diamond-bearing gravels, have been observed on the Springbok Flats in the Transvaal, in the country north-east of Lydenburg, and elsewhere. The writer has seen an emerald of fair size and good quality that was brought from some part of the country between the Limpopo and Zambesi rivers, and west of the supposed realm of the Queen of Sheba.

Thus much for our resources; now, our opportunities at the present moment consist in the European

and American capital waiting, as it were, to be put into South African investments. At all times, except those of financial crises, or when bank rates are high, there is money to be invested, but there is a vagary, equivalent to fashion, in its ebb and flow to and fro in certain directions—sometimes eastward towards India, at other times westward to America—anon it is towards Australia, or perhaps the Diamond Fields. Just now, after a very decided ebb, it seems inclined again to flow in the direction of South Africa, or more strictly speaking, towards the Transvaal.

At this time there is a large surplus population at the Diamond Fields, quite ready to avail themselves of any opening in this country—and this surplus will be still larger should those who are trying to do so succeed in effecting amalgamation. The class of men set free are not of the rougher element, apparently dreaded (but surely with insufficient causes) by the authorities here; they are chiefly, and will be more so if the event alluded to be brought about, such men as managers, clerks, overseers, and private diggers, men willing and able to work, and whose advent would be a boon rather than a detriment to a new country. Last, but not least, is the opportunity now offering of getting a railway from the coast to Pretoria, made, upon equitable terms, with European or American capital.

In regard to the development of the resources of the country a few brief suggestions are given; to discuss each point in all its bearings would far exceed the limits, and indeed, the scope of this work. First in regard to the mineral wealth, as being perhaps at this time, although not eventually, of the greatest import-

ance: for the permanent benefit of a country lies, possibly, in the stability of its agricultural products, which must, however, receive a great impetus in the opening up of the mineral.

A short extract may be given here from "Notes on the Goldfields of De Kaap:"—"In Australia, America, India, and elsewhere, as well as in Europe, the mineral resources are made subjects of special enquiry and study by qualified officials appointed for such investigations. This is exactly what is desirable in the Transvaal at the present stage of its history, now that its population is small and its products and manufactures are in their infancy. The opening up of natural resources would give an impetus to trade and the investment of foreign capital which would be exceptionally valuable. There is no occasion for a thorough survey of the country—at the present time it is neither necessary, nor would its cost be justifiable; but there should be a preliminary examination of likely ground, and a detailed examination of districts known to be rich, and of those discovered to be so in such preliminary examination. The results would form parts of a mineral map that could eventually be embodied in a general survey; they would entail a cost comparatively small, and which would be repaid an hundred-fold by the impetus that must be given to business of all kinds, by the addition that would accrue to the revenue and by the increased stability and prosperity of the country." These remarks apply with equal force to other parts of South Africa.

One essential point is that the alluvial gold diggings be thrown entirely open to the public, and that reef-

claims be equally free upon Government ground, the former under claim licences, the latter under licenses or small concessions. This proposition is admittedly open to modification, especially to suit local circumstances, but the principle embodied cannot be too strongly insisted on, if the true and rapid development of the fields be desired.

It follows that a code of well-defined and comprehensive but liberal laws should be passed upon the foregoing basis, or upon some modification of it, fully securing the rights of the diggers as understood in other countries, whilst upholding the rights, power, and authority of the Government. If this be done, there will be what is so desirable, permanence of tenure, and security for money and for time, which is also money, invested in preliminary operations. Every digger has a right to expect this security, or, from any cause failing to obtain it, his claim should be freely admitted to fair compensation; if withheld, it is like asking a man to spend his time and money in opening up ground from which he may be expelled at any time, for other people's advantage.

Then it should be distinctly understood, and fully advertised, what reward prospectors are to get for the discovery of gold or other valuable metal or mineral; the terms should be beyond dispute, liberal, and, in short, such as to induce men to devote their energies to exploration. Otherwise the finding is purely a matter of chance, or will be so until a proper staff for the survey of the country shall have been organised.

One result that may be confidently looked for from the labours of competent surveyors, should such be

appointed, is the discovery of diamond mines; these gems, in a geological point of view, are merely stones, and, like other stones, can be traced from recent grave to their original source. Another result would follow as a matter of course, that is, the working out the extent and value of the coal-fields which would considerably enhance the value of land in their vicinity.

Agricultural and horticultural industries, as it were develop themselves in accordance with the demand for their productions; and as the population increases through the opening up of mines, these will grow in proportion. But this should not be sufficient; the productions of a country so highly favoured as this should far exceed its own requirements and enable it to export largely to other markets, receiving specie and foreign goods in exchange. These industries may be stimulated to some extent by the Government advancing money, upon easy terms, to those requiring it for the purpose of irrigating their lands and similar improvements. Also by offering prizes for stock, horses, cattle, and sheep, which, at periodical exhibitions, shall show the best breeding in the points most adapted to the requirements and conditions of this country. And not only for stock, but for crops also, might prizes be given—for cereals, fruits, fibres, oils, and similar productions. Then the producing power of the land would be greatly increased by encouraging settlements of small farmers in fertile localities. This might be done by setting aside some portions of Government land for that purpose, letting it out on terms which should be not only easy but tempting to men willing to work and having a little money; in fact,

to promote a well-considered scheme of immigration.

If native wealth be developed in the manner herein sketched out, or by any other means, then land will increase in value, and become a steadily improving and permanent basis of wealth; there will be a better chance of success for the railways, which, in turn, will promote the growth of the industries referred to above. And not only will the inhabitants of his country be more numerous and more prosperous, but South Africa will soon become, as it deserves to, and as it eventually must become, a good and remunerative field for investment.

A P P E N D I X.

ROUTES, CONVEYANCES, &c.

The facilities of travel in this country are greater perhaps than might have been expected, and the cost is not excessive; upon all the main routes there are coaches or post-carts, with through communication to Pretoria and Lydenburg. It is, therefore, scarcely necessary to give many directions upon the best means of reaching the Gold-fields, but a synopsis of the chief routes, and the distances may be useful for ready reference. A few hints are given to those who may prefer travelling more leisurely in their own, or in hired, conveyances.

Those who intend visiting the fields may land at Cape-Town, Port Elizabeth, Mossel Bay, Durban, or Delagoa Bay, to suit their own convenience. Each route has some recommendations, but it must be borne in mind that travelling across the low country from Delagoa Bay is unsafe, from fever of a severe type, in the summer season. It is, however, the shortest journey overland, and perfectly safe for both man and beast, during the six months from May to October. Through the other six months of the year fever prevails, very many horses, and even mules, die of "horse-sickness," and the tsetse fly (a little insect which follows the game in its migrations and attacks all kinds of domesticated animals, to their ultimate, if not immediate, destruction) still remains within certain limits.

1. *Cape-Town to Kimberley.* This route is recommended to the traveller from Europe or America, for two not insignificant reasons:—he may save no time but he avoids the generally rough passage round the Cape, and he has the chance of seeing the world-renowned Diamond mines around Kimberley. Of course he will travel by railway as far as the terminus at Beaufort West (about 340 miles) unless he has plenty of time and chooses to take the road all the way. Trains leave every-day, reaching Beaufort West on the following day; whence, on two days a week, coaches start for Kimberley, a few hours after the arrival of the train.

From Cape-Town the railway passes for many miles over a gently-rising country, from which fine views are obtained of the Lion and of Table Mountain. Passing by Stellenbosch and the Paarl, it skirts the Drakenstein range, and rises towards the Tulbagh, where the scenery is grand indeed. Turning sharply to the right, it forms an acute angle with its former course and descends rapidly towards the junction of the Hex and Breede rivers near Worcester. In the acute angle between the Paarl, Tulbagh and Worcester, are the rugged mountains (of ? Lower Devonian rocks, of which splendid exposures are seen in the distance) across which the main road now goes through "Bains' Kloof"—a pass, the construction of which was, at first, declared to be impossible. Amongst the mountains the railway has some sinuous curves and very sharp gradients—down which the train, with steam entirely shut off, moves rapidly for many miles—and it looks, even from the carriage windows, like a huge snake gliding along, but with this essential difference, that the slightest accident would precipitate it into the yawning gulley several hundred feet below.

From Worcester the line again rises, along the Hex river valley, towards the Great Karroo, an elevated undulating plateau of enormous extent, across which the travelling becomes somewhat monotonous. The trains, however, pull up at small stations, where the main roads are crossed, every two or three hours, and the stoppages are long enough to give ample time for a little exercise

and refreshment. Several large rivers, some of which are completely dry at certain seasons, are passed over, and, upon approaching the terminus the Nieuwveld Mountains are seen in the distance, which form here, the northern boundary of the Great Karroo.

At Beaufort West there is a comfortable hotel, and a few days may be passed pleasantly at this little town—it is also a good place to purchase horses and conveyances, which usually sell, for quite as much as they cost, upon arrival at the Diamond Fields. The coaches start weekly from here, drawn generally by mules, and pass over a country studded with large hills and ridges of Trap rock, locally called "Ironstone." This tract is on the main watershed of the country, which divides the waters of the Orange River basin on the north, from those that flow south across the Karroo. The road descends suddenly and sharply into a deep gorge, through which flows one of the upper tributaries of the Ongars river, and just below the gorge lies the town of Victoria West. A rest here, then on across the Winterveld, which has now fairly commenced: this is a large tract of warmer country, to which the farmers of the Sneeuwberg, and other mountain districts, send their flocks and herds in the winter season. On, for many and many a mile, with scarcely a habitation to be seen in a day, then across the Brak river—now on the Middleveld—then a sharp descent for 3 or 4 miles, and the traveller suddenly finds himself in a sheltered hollow, partially occupied by the "dorp", or village, of Hopetown.

A few miles beyond the village the Orange river is crossed—by a fine bridge, recently erected by the Colonial Government—then a few miles further the Modder river is passed, by a drift, just below its junction with the Riet, and near where some Diamond mining companies commenced work, with but a very small measure of success. Near here also is the spot where gold was asserted to have been discovered—a statement which at the time (in 1881) gave rise to many glowing newspaper articles and to much excitement; but those who know the geological structure of the spot in question were incredulous, and they, as the sequel showed, were justified in their disbelief.

We are now getting upon the belt of diamond-yielding country, and many prospecting holes are seen by the roadside—in an hour or two the hill above Olifantsfontein mine appears a few miles off to the right—then we pass Bultfontein and Du Toits Pan mines, and at the end of its five days journey of over 300 miles, the coach brings up with a flourish of bugle, or what passes muster for such, in the centre of the town of Kimberley.

The post-cart runs 6 days a week and in this as in all cases, does the journey more rapidly, taking but 3 days from Beaufort West to Kimberley—but the incessant travelling is most trying to travellers, to say nothing of cramped space, and other discomforts incidental to the road.

The fare by rail to Beaufort West about £3 : The fare by coach (Beaufort West to Kimberley) £12 10s. Luggage, over 25 lbs. 1s. 6d. per lb.

There are mule transport wagons frequently passing to and from the Fields, by which heavier baggage of all kinds can be forwarded: passengers also travel by these wagons, which take 10 days on the journey. Fare £3 10s. and 100 lbs. of luggage allowed.

2. *Port Elizabeth to Kimberley.* This route is somewhat similar to the preceding, but shorter—the same kind of country has to be passed over, but it is, as one may say, more condensed. The railway is open to Middelburg (will soon be to Cradock) and from there a coach leaves every Wednesday for Kimberley, viâ Fauresmith, a pretty little Dutch town about 4 miles W. of the diamond-mine called “Jagersfontein.” Thence the road passes near the Tafelberg and Koffyfontein mines, joining the Capetown road beyond the Modder river. From Colesberg the post-cart takes a more direct route, by Philipstown and Hopetown to Kimberley.

1st cl. 2nd cl.

The fare by rail to Middelburg £1 1s. 14s. 6d.

” ” ” coach to Kimberley £12 10s.

25 lbs. of luggage allowed free.

3. *Kimberley to Pretoria.* A coach, or post-cart as the case may be, runs to and fro weekly—leaving each place

about mid-day on Monday, and performing the journey of 320 miles, in about three days. Crossing the Vaal river below Christiana, it passes by that village, by Bloemhof, Klerksdorp and Potchefstroom, the some-time capital of the Transvaal Republic. The country is generally flat, and a considerable part of the road is through sand, which makes the travelling heavy—but after leaving Potchefstroom there is a good road all the way to Pretoria—indeed, the roads throughout the Transvaal are, upon the whole, excellent—for this part of the journey, however, the roadside hotels are separated by long distances.

At Pretoria the traveller finds everything essential to comfort, and can provide himself with all that is necessary for the remainder of his journey: Board and lodging are provided at the hotels for £2 per week—wagons, carts and spiders can be purchased at reasonable prices, as, also, may horses, mules, oxen, and general equipments.

The fare by coach or cart is £14.

Luggage, over 25 lbs., 1s. 6d. per lb.

4. *Kimberley to Middelburg.* There is no public conveyance along this road, but it is a considerably shorter route to Lydenburg than that by Pretoria. The town of Boshof may be passed through, by a slight detour, thence via Winburg, Kronstad and Heilbron—but the most direct line is to follow the Pretoria road as far as Potchefstroom turning off from it through Heidelberg—by the former, the coal mines will be passed, within a short distance.

5. *Pretoria to Middelburg (the Kaap), and Lydenburg.* Every Friday afternoon a post-cart leaves Pretoria for Lydenburg, about 180 miles, passing through Middelburg (90 miles) where the road last referred to comes in. About halfway to Middelburg, after passing a drift, then crossing a marshy plain, the road begins to ascend a slightly rising tract, with a few thorn trees on either side, and presently passes some small stone enclosures—in one of these lie, near where they fell, 58 men of the 94th Regiment, and the stream, crossed by the drift referred to, bears the ever memorable name of "Bronkhorst Spruit."

[6. From Middelburg a road branches off and leads to the Kaap Goldfields, by way of Elands Spruit—the descent into that valley, at “Hell’s Poort,” bring very steep and difficult. The road, at that part, has been greatly improved by the labour of those who passed down in the recent ‘rush’ to the Kaap—but it is still scarcely possible to get a wagon up the hill with one span of oxen (or not less than 20) especially in wet weather. The road crosses the spruit seven times in a few miles—to avoid the hills that come down close to its margin—but the drifts are fairly good, and very seldom impassable. There are at present no means of reaching the Kaap from Middelburg about 110 miles, except by private conveyance.]

Near Middelburg is the cobalt mine, at present not being worked, but which affords an indication that we are in or approaching a metalliferous region. The road follows the dividing ridge between the waters of the Komati and Olifants rivers, passes by the Zuikerbosch kop at the head of the Stoelpoort and Krokodil rivers, and thence to Lydenburg.

The fare by post-cart is to } Middelburg £4.
 } Lydenburg £8 10s.

Luggage over 25 lbs. 6d. per lb. and 1s. 3d. respectively.

7. *Port Elizabeth to Lydenburg*—(direct). By this road a somewhat shorter distance is traversed than by way of Kimberley and Pretoria. It follows route 2, as far as Fauresmith, whence the coach proceeds to the Diamond Fields—the journey is continued either by post-cart or private conveyance to Bloemfontein, thence through Winburg, Standerton and Middelburg. A few miles from Fauresmith the immense plains of the Orange Free State commence, and continue with but little variation, as far as the Vaal river. The total distance from Port Elizabeth to Lydenburg is about 900 miles.

8. *Durban to Pretoria*, and

9. *Durban to Lydenburg*.

These routes are the same for a good part of the journey—by rail to Pietermaritzburg, thence by post-cart

to Wakkerstroom, at which point the roads divide, het post-cart proceeding to Pretoria. The mail leaves Pietermaritzburg every week returning on Friday evening from Pretoria. The journey of 300 miles is accomplished in 3 days from Pietermaritzburg, which by railway is 3 hours, from Durban. The total distance from Durban to Lydenburg is 420 miles.

	1st cl.	2nd cl.
Fare, Durban to Pietermaritzburg	£1 2s.	15s.
„ Post-cart to Newcastle	£8.	
„ Luggage 1s. 6d. per lb. over 25 lbs.		
„ Post-cart Newcastle to Pretoria	£12.	
„ Luggage 1s. 6d. per lb. over 25 lbs.		

10. *Delagoa Bay to Lydenburg.*

This road is, of course, by far the shortest from the coast to the fields, but, as previously stated, is safe only in the winter season. There are no post-carts or other public conveyances, and there is no question that the best way of crossing the “foothills” and surmounting the Drakensberg is by wagon and oxen. But, if anywhere near the sickly season, great care must be taken always to encamp for the night upon elevated ground, at least 40 feet, or more if possible, above the level of the nearest water.

The distance is 150 miles to Spitzkop and 174 miles to Pilgrims Rest, and it may be considered good work to accomplish the journey, with ox-wagon in 8 or 9 days. The old road to Pretoria, viâ Tafelberg, has recently been much improved by the Government, and is the best way to the Kaap from Delagoa Bay—it is somewhat shorter than the distance to Spitzkop.

11. *Lydenburg to the Goldfields.* Pilgrims Rest is only about 38 miles distant from Lydenburg, but the road is extremely heavy and dangerous. The rider (for it is advisable to leave all vehicles behind) must start early in the morning, for the days work before him is enough to tire out both man and beast. Passing through Potlood Spruit or Leadpencil Creek, so named because of the local occurrence of a mineral, resembling the lead of the pencil, among the rocks, and continuing a few miles further, the lovely valley of the Speckboom leads to the waters which bear its name.

This river, now so beautiful and clear, may, before the day has gone, be changed into a swollen, rushing, mountain torrent, and perhaps become impassable for many hours. Below the drift the river rushes down a series of rapids and cascades, the sound of whose waters indicate that the falls are not far distant. Ascending the tedious hill from the Speckboom, a long low valley opens to one's view, at the further end of which Krugerspost offers a suitable place for the first "offsaddle." Fortunate is the rider who has found as a companion one who knew this country in its earlier days, and who can while away the passing hour with reminiscences of the first Sekukuni war. Every spot has its history which gains new zest from the wild romantic nature of the mountainous country around.

A few miles distant from Krugers Post the traveller will leave an old wagon road leading to the left into the Orighstad valley where are the remains of the fever-stricken township which gave its name to the Orighstad Republic. This valley is but a portion of a large astrict which extends almost to the Lebombo, and embraces high land as well as the lower and less healthy country below the berg. Another off saddle at Barrett's where refreshment can be obtained for man and horse, then, the rider, pushing on up an acclivity which will test the bottom of his horse, will find at "Doornhoek" (Muller's) a footpath over the mountain to Pilgrims Rest. But unless accompanied by one who is acquainted with the path, the stranger is strongly advised to follow the more circuitous though scarcely less difficult wagon road. Having achieved a long and tedious ascent and ridden a few miles along the undulations of the elevated tableland, the traveller arrives at the crest of the berg.

And now a glorious sight is spread open before him :— Far away on either side a "wild tumultuous waste of mountains," apparently heaped and piled one upon another in the wildest confusion, and broken and worn by the waste of many waters into their present form. But no time must be lost, the traveller must descend on foot a succession of hills, both difficult and dangerous, carefully leading his horse, until a few more miles bring the un-

accustomed traveller, thoroughly wearied out, to the Blyde river and to Pilgrims Rest.

From Lydenburg the traveller to Spitzkop can take the eastern road by way of Mauchsberg, the Hell, Devils Knuckles and Ross' Hill, but the better plan for those who have come by 'private conveyances, is to leave them at Lydenburg and to ride by way of Pilgrims Rest, whence the road can easily be found to Waterfall, to McMc, and thence to Spitzkop, returning to Lydenburg by the Sabie river or by the more direct road described above.

It is not well for the stranger to African roads to travel alone; an accident soon happens, a wrong direction may be easily taken and the result may be disastrous. Regular guides are not obtainable, diggers and others are continually passing from place to place and are only too happy to render the passing stranger every courtesy and assistance.

12. *Pretoria to Nylstroom, Eesterling, The Tati and the Northern Goldfields.*

For a description of this and alternative routes, the reader is again referred to the work of one by whom it was well known, Mr. Thos. Baines—"The Gold-Regions of S. E. Africa," pp. 7, 8, 18, 23, 39, 53-70, 80-87.

Pretoria to Nylstroom	77 miles.
" " Eesterling	152 "
" " Marabastad	160 "
" " The Tati... ..	448 "
Eesterling to do.	244 "
Delagoa Bay to Eesterling	477 "
Lydenburg to Nylstroom as the crow flies	100 "
Port Elizabeth to The Tati	1080 "
Durban to The Tati	883 "

13. *Lydenburg to Murchison ranges.*

For this district, see the work above quoted, pp. 74-79.

Note.—There are post-carts between nearly all towns and villages, S. of Pretoria, running at least once a week each way—the fares average about one shilling per mile, 25 lbs. of luggage usually allowed free.

If time be an object to the traveller, who intends using his own conveyance instead of coach or post-cart, he is strongly recommended to purchase an American spider, and two or four horses. The Cape carts are excellent things in their way, and upon good, or fairly-good roads, but not where roads are rough, stony, steep or otherwise at all dangerous. The brake with which all spiders are provided may be removed—it is never required, it tends to injure the vehicle and may even be a source of danger. At any of the chief towns spiders may be bought from about £50 (second-hand) up to £100. Of course, they will take only a small quantity of luggage—if much is essential it is better to buy a spider-wagonette—or even a light spring-wagon. The former costs about £120—the latter varies, according to style and equipments from £100 to £200;—but good second-hand light wagons may frequently be picked up for from £60 to £100.

A list of things essential to comfort might be given, but would necessarily vary greatly according to individual tastes and requirements—the traveller is, however, advised to encumber himself with just as little as possible. Everything can be purchased at the chief towns—except, of course, special things such as scientific instruments and so on—and at prices quite as low, in many cases, as those at which they can be brought by oneself. Indeed, many things, having been carried inland by transport-wagons, cost less than the freight upon them would be by coach or post-cart.

But, the following must, in all cases, be especially remembered :—

- Screw-hammer or wrench—for wheels and bolts.
- Bottle of oil, or grease, for wheels.
- Several spare riems (leather thongs).
- Water-bottle or barrel.
- Kettle, pot and frying-pan.

A light spring-wagon, suitable for being drawn by oxen, may generally be bought for about £100, more or less according to condition; but it should be borne in mind that travelling with a shakoy vehicle, in a country where smith's

and wheelwrights' shops, are, perhaps a hundred miles apart, is apt to be not only annoying but expensive. The number of oxen required is 10 or 12, according to weight and the roads to be travelled over—they can be bought for prices, varying with locality, &c., from £7 to £12 a piece; to which must be added, 15 shillings per ox, for yokes, trek-touw and so on. Bear in mind to carry a screw-jack, and can of grease, good whip, spare yokeskeys "strops" and reims, a good length of line, "vatje" or water-barrel, and cooking utensils. It is well to have a horse, or pony, for fetching the oxen when they may have strayed, for leading through drifts when high, and similar purposes, as well as for riding after game.

Two boys, at least, are necessary with an ox-wagon, one to "fore-lope" or lead, the other to drive; if a third be taken as cook and general servant, the comfort will be all the greater. It is well to take one, even if driving oneself in a spider, unless the traveller be well up to "outspanning" and "inspanning" his horses, and the modes of travelling in this country.

A pair of good horses will do fifty miles a day, or rather more, for several days in succession, if well-fed on the road, and outspanned about every two hours—for indifferent horses, forty miles is quite sufficient. With an ox-wagon, twenty miles a day is about the average, although twenty-five may be done by judicious trekking. It is well not to travel in the heat of the day with either horses or oxen—much more may be done in the early morning and in the evening with less fatigue—indeed, with oxen it is best to travel a good part of the night, with a short trek after sunrise and a similar short one in the evening—that is almost entirely, between sunset and sunrise.

ADVERTISEMENTS.

TRANSVAAL
BOARD OF EXECUTORS & TRUST CO.,

(Under Limited Liability Act),

PRETORIA, SOUTH AFRICAN REPUBLIC,

(Established 1878).

Nominal Capital, £10,000. Paid-up Capital, £1,000.

Reserve Fund, £2,000.

DIRECTORS:

J. F. ZIERVOGEL, Esq., Chairman.	T. W. BECKETT, Esq., Merchant. R. C. GREEN, Esq., " D. J. BOWER, Esq., "
J. E. DYER, Esq., M.D.	

SOLICITOR:

J. C. PRELLER, Esq.

BANKERS:

Standard Bank of South Africa.

This Company undertakes the Administration of Estates Testate, Intestate or Insolvent. The Collection of Bonds, Promissory Notes, or Accounts in any part of this Territory, the Cape Colony, Natal, or Orange Free State. The Raising of Loans. Investment of Capital, and all other kinds of Agency undertaken by companies of the above description.—The Company also acts as Agents for well-established Fire and Life Assurance Companies.

C. A. CELLIERS, Secretary.

All Powers-of-Attorney to be made in favor of the Secretary,
CHARL ANDREAS CELLIERS.

DOW & CO.,
Post Cart and Government Mail
Contractors,

BETWEEN NATAL AND PRETORIA AND KIMBERLEY AND PRETORIA.

<i>Newcastle.</i>	<i>Pretoria.</i>	<i>Kimberley.</i>	<i>Pretoria.</i>
<i>Departure.</i>	<i>Arrival.</i>	<i>Departure.</i>	<i>Arrival.</i>
Tuesday, 6 a.m.	Thursday, 2 p.m.	Monday, 12 noon.	Thursday, 4 p.m.
Passing through Wakker- stroom, Standerton and Heidelberg.		Passing through Christiana, Bloemhof, Klerksdorp and Potchefstroom.	

RETURNS.

<i>Pretoria.</i>	<i>Newcastle.</i>	<i>Pretoria.</i>	<i>Kimberley.</i>
<i>Departure.</i>	<i>Arrival.</i>	<i>Departure.</i>	<i>Arrival.</i>
Saturday, 5 am.	Monday, 4 p.m.	Monday, 12 noon.	Thursday, 4 p.m.
Fares £12 each way. Luggage: 25 lbs. allowed.		Fares £14 each way. Luggage: 25 lbs. allowed.	

HOLLARD & KEET,
Advocates, Attorneys-at-Law,
Conveyancers, &c.

Gold Properties purchased, Loans negotiated,
Registration of Companies undertaken.

PRETORIA,
SOUTH AFRICAN REPUBLIC.

HENRY W. A. COOPER,
*Attorney-at-Law Notary Public
and Conveyancer,*
PRETORIA.

JOHAN CAREL PRELLER,
*Advocate, Attorney, Notary, and
General Agent.*

PRETORIA.

T. N. DE VILLIERS,
*(Late Treasurer General of the S. A. Republic),
Advocate, Attorney-at-Law, Notary Public,
Conveyancer, &c.*
PRETORIA.

Drs. JORISSEN & TOBIAS,
Advocaten, Procureurs,
PRETORIA.

S. D Y E R,
CHEMIST AND WHOLESALE DRUGGIST,
MEDICAL HALL, PRETORIA.

Has always on hand a large Stock of Patent Medicines, Photographic Goods, Chemicals and all requisites for travellers and gold-seekers. Proprietor of the well known "Fever Cure" and "Diarrhoea and Dysentery Elixir."

These medicines have been found most efficacious in the treatment of these scourges of the country and should accompany all Traders and Travellers to the Interior. The Fever Cure may be used as a Preventative. Cases of the most useful Medicines made up and despatched to all parts of the Gold Fields and Interior, with full directions for use, &c.

Orders, accompanied by Remittance, promptly attended to.

W. H. PENNING, F.C.S., &C.,

(Late of H.M. Geological Survey of England.)

PRETORIA AND LYDENBURG.

UNDERTAKES to thoroughly examine and fully report upon Gold or Mineral Properties, to assay samples of Ore, to effect the sale of Farms, to form Companies, to provide Machinery, and generally to advise upon the utilisation of the mineral resources of the country.

List of Farms for Sale on application.

HIGHEST REFERENCES.

EUROPEAN HOTEL,
PRETORIA.

THE undersigned, having made extensive addition
to his Property, is now prepared to offer his
Customers

ACCOMMODATION
Inferior to none in South Africa.

THE BUSINESS KEPT PRIVATE AND SELECT.

GOOD STABLING.

ATTENTIVE GROOM.

R. A. COLQUHOUN,
PROPRIETOR.

BOURKE & CO.,
DIRECT IMPORTERS,
GENERAL MERCHANTS,
 CHURCH STREET, EAST, AND MARKET SQUARE,
PRETORIA,
Zuid Afrikaansche Republiek.

T. W. BECKETT & CO.,
PRETORIA,

Direct Importers of all kinds of Merchandise and Farming Implements,

Buys all kinds of Produce for Cash, and sells on a small percentage on cost to effect quick returns.

Large and well-assorted Stocks landing by monthly Mail Steamers, which, on arrival here, must be cleared sharp, for Cash, to make room for new Goods, continually coming to hand, which must be sold or given away. We invite one and all to our Stores, where any want can be supplied for CASH, or an equivalent. Special arrangements made for Wholesale Parcels. Wool, Feathers, Hides, and all other kinds of Produce bought for CASH! CASH! CASH!

T. W. BECKETT & Co., *Church St., East, Pretoria, S. A. R.*

H. M. ANDERSON,
Sworn Government Surveyor,
 LYDENBURG.

Undertakes Surveys in any part of the District.

R. KELSEY LOVEDAY,

(Late Master and Registrar of the High Court, Transvaal),

LOCAL GEOGRAPHER, COMPILER AND DRAUGHTSMAN.

Maps and Diagrams prepared, to any size, of farms or Properties in the Transvaal—Information supplied relative to and position of Transvaal Properties, fixed according to actual Survey or the best available information.—A Map, new, in preparation of the Transvaal Gold Regions, compiled from actual Survey and best available information, showing the position of every farm—announced for August, 1888. Price, 21s.

JAMES BROOKS,
Sworn Government Surveyor,
PRETOIA.

Surveys undertaken for any part of the Gold Fields.

JULES PERRIN,

(Late H. F. GEOS.)

ARTIST PHOTOGRAPHER.

Sittings by appointment.—Set of Landscape Views, illustrating the late war, from £1 to £10. Large selections of Negatives on hand, including variety of views of the Gold Fields, the Low Country, Hunting Expeditions, Natives and Kafir Kraals.

PRETORIA.

CORNELIUS JOHAN VELS,

STAATSPROCEUREUR,

Procureur, Notaris Publiek en Generaal Agent,

BLOEMFONTEIN,
ORANJE VRIJSTAAT.

D. J. BOWER,

Importer of Oilman's Stores, Ironmongery, General Drapery, Clothing, &c.

PRODUCE BOUGHT FOR CASH.

**CHURCH STREET,
PRETORIA.**

JOHN H. PARKER,

Direct Importer and Merchant.

Agencies conducted for both Lydenburg and South African Gold Fields.

Enquiries made concerning Properties in Lydenburg and Kaap districts. Goods received and forwarded.

LYDENBURG.

BARRETT BROS.,
Middelburg and Kaap Gold Fields,
TRANSVAAL.

DIRECT IMPORTER OF EVERY DESCRIPTION OF
MERCHANDISE AND DIGGERS REQUISITE.

Intending Diggers can be supplied at our Stores in Middelburg and the Kaap Gold Fields, with Tools, Provisions, and everything they may require, at very reasonable prices. At our Stores in Middelburg, which place is the high road from Pretoria to the Kaap, Travellers can get all desirable information concerning the Gold Fields. Always on hand, a large Stock of Slaughter Oxen, to supply Butchers.

BARRETT BROTHERS, MIDDELBURG.

JOHN GEORGE FRASER,

Attorney - at - Law, Notary, Auctioneer and
General Agent,

BLOEMFONTEIN,
ORANGE FREE STATE.

STOW & CALDECOTT,
SOLICITORS,
KIMBERLEY.

GRAHAM & HAARHOFF BROS.,
SOLICITORS,
KIMBERLEY.

SELBY CORYNDON,
SOLICITOR,
KIMBERLEY.

GRIQUALAND WEST
BOARD OF EXECUTORS,
KIMBERLEY.
GEO. RICHARDS, Secretary.

A. A. ROTHSCHILD,
*AUCTIONEER AND GENERAL COM-
MISSION AGENT,*
KIMBERLEY.

A. T. GOODCHILD,
AUCTIONEER, ESTATE AND GENERAL
AGENT &c.,

Goods received on Consignment.

KIMBERLEY.

ANTHONY DAVISON,
WHOLESALE AND RETAIL CHEMIST AND DRUGGIST.
Speciality in "Hop Bitters," Perfumery, Patent and
Dutch Medicines.

Storekeepers and Travellers supplied.

KIMBERLEY.

J. TRIM,
PHOTOGRAPHER,
Views of the OLD MINE; Views of the MINE; Views
of the RIVER; Views of the CAMP.

KIMBERLEY.

WM. ROSS & CO.,
GENERAL AGENTS,
STOCK AND SHARE BROKERS, &c.,
KIMBERLEY.

F. T. GERVERS,
DIAMOND MERCHANT,
(Opposite the Mine),
KIMBERLEY.

QUEEN'S HOTEL,
STOCKDALE STREET,
KIMBERLEY.
MRS. JARDINE.

TRANSVAAL HOTEL.
LIVERY AND BAIT STABLES.
Up-country Travellers welcomed.
KIMBERLEY.
A. PETERSON.

LOWINSKI & DAVIS,
JEWELLERS, WATCHMAKERS, &c.,
London and Paris Workmen on the Premises. Precious
Stones mounted to any design.
MAIN STREET, KIMBERLEY.

TARRY & CO.,

ENGINEERS AND WHOLESALE IRONMONGERS.

Machinery of all kinds specially imported. Diggers
Gear and Mining Tools always in stock.

KIMBERLEY.

H. G. FELTON, Manager.

GOWIE BROTHERS,

**CLOTHIERS, HABERDASHERS AND GENERAL
OUTFITTERS.**

Travellers need bring nothing from Europe. Can be
supplied with a complete Outfit at reasonable prices. All
Articles necessary for Colonial life kept in stock.

KIMBERLEY.

NEW EDITION.

MAP OF THE TRANSVAAL AND SURROUNDING TERRITORIES,

BY

FRED. JEPPE, F.R.G.S., F.S.A., etc.

The Compiler is busy preparing a new edition of the
above, including Griqualand West, the two new Republics,
"Land Goosen" and "Stellaland," Orange Free State,
Natal, Basutoland, Zululand, Swasiland, the KAAP and
Pilgrims' Rest Gold Fields, Portuguese possessions, etc.,
according to the boundaries laid down in the Convention
of August, 1881.

Price: In Sheet, 5s.; Cloth, in Pocket-form, 7s. 6d.;
Mounted on Rollers, Varnished, 10s.

PEACH & CO.,

WHOLESALE MERCHANTS, IMPORTERS, &c.
STEAM SAW MILLS.

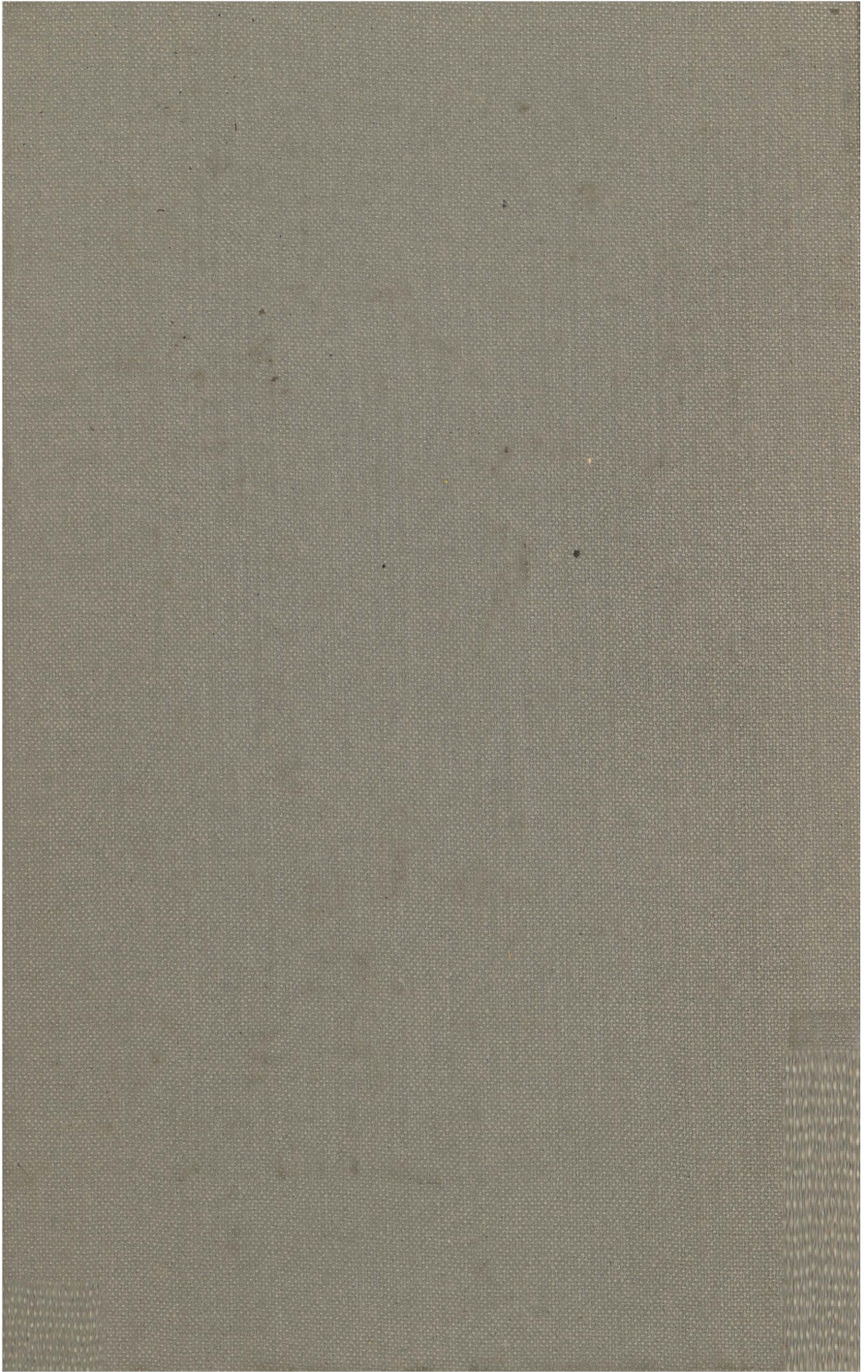
Produce purchased. Traders and Storekeepers supplied.
KIMBERLEY.

D. M. KISCH,

CHURCH SQUARE, PRETORIA,

*Land, Estate and House Agent,
Auditor and Accountant.*

Agent for Glasgow South African Company's Block
Industria, New Scotland.





968" 188"
PENNING