

THE ZUID-AFRIKAAN.

Cape Town, March 13, 1884.

THERE is not a more striking proof of the wealth and enterprise of the British people, than that they can afford to spend enormous sums of money on the construction of railroads in distant colonies.

Who are the grasping characters, capable of spending a life on the all engrossing object of hoarding useless wealth? Men of narrow minds, who have either had no education that deserves the name, or on whom education has failed of producing its liberalizing effect, because its agency was counteracted and nullified.

Now we consider this a great fallacy. We maintain that there is in this Colony a good deal of surplus money. Public amusements, that must be paid for in hard cash, are a good test of this fact.

Do we mean to say that we must create disinterested motives, and prevail upon people to sacrifice part of their substance to the comfort of their fellow creatures? No such thing! Disinterestedness is out of question; and we would not undertake to prove that the large shareholders in public improvements are the most generous and disinterested men in the world.

ROBBERY.—On Friday last, the premises of Mr. Paul, in Strand street, were entered during the absence of the occupier, and the large sum of £25 in cash was stolen.

ANOTHER DISCOVERY.—A Mr. W. Davies of this city, has sent in to the Gold Discovery Committee a specimen of stuff, which, on analysis, is pronounced to contain 10 per cent. of gold.

GOLD.—A letter from Smithfield, dated 28th February, appearing in a contemporary, confirms the story of the gold discovery.

GOLD.—By the post from Burgersdorp, accompanied by a sketch, the gold finding there is attested. No further discoveries have been made, notwithstanding several searches; and there had been nothing done since the former accounts received here.

THE GOLD DISCOVERY.—To the Editor of the Graham's Town Journal: Sir,—Having heard on my arrival in this town last week, that the discovery of Gold at Smithfield was all a hoax, the report of such a discovery having been caused by my leaving Australia suggests to the minds of several parties in Smithfield, I now beg to state, that though I was in Smithfield a short time before the reported discovery of Gold in that district, and had written a few paragraphs of gold, I did not leave any of them in Smithfield.

STRIKES.—During the past week a strike took place among the working boatmen and coolies employed at the different wharves in this city.

In the town market, also, the coolies hitherto employed by the farmers to haul their wagons at 5s. struck for an increase to 5s. 6d.

IMPORTANT TO WINE GROWERS.—The following notice has been issued by Mr. H. C. Jarvis:—The undersigned having been informed by Captain C. D. Hays, (late of the General Screw Shipping, and now Superintendent of the Australian Pacific Mail Steam Packet Company) that whilst at Maderia, he had ascertained from several highly respectable and influential gentlemen on that island, that in consequence of the blight in the vines and other local causes, there were a large number of persons of the poorer classes, out of employ, who fully understood the culture and management of the vine, and who would gladly avail themselves of an opportunity of coming to this colony, should facilities be afforded them of doing so, and their services required here.

Considering this subject of the highest importance to my countrymen, more particularly at the present juncture, I have availed myself of this public manner of conveying it to them.

It is my intention to communicate with those gentlemen by the next mail steamer, to leave about the 22nd inst., to obtain from them full information on all points connected with this interesting subject; in the meantime I shall be happy to receive communications in furtherance of the object in view.

HAROLD C. JARVIS.

Cape Town, 10th March, 1884.

A cargo boat, with two men, left the shore on Tuesday night to take some articles to the Cape of Good Hope, and the ship again about half past 8 o'clock that night, and has not been heard of since, although an active search has been made.

FOREIGN NEWS.—In our present number will be found some important extracts from English papers, and amongst them, the particulars of the sanguinary affair between the Russian and Turkish fleets in the lower Bosphorus, of which, we believe, has yet been submitted to the public.

S. A. MINING COMPANY.—On Saturday last a number of shares in this Company, upon which a deposit of 10s. or £1 had been paid up, were sold by Messrs. Bartman and Jones, at 1 realisation of 29 5s. to £10 2s. 6d. each.

DISGRACEFUL OUTRAGE.—On the night of Wednesday, whilst Mr. Gubb was sitting with his family at supper, they were suddenly surprised by a simultaneous crash upon the lower windows of the house, by which, not only the panes of glass, but the very frames were entirely broken; after which the upper windows were broken by a shower of stones.

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MELANCHOLY ACCIDENT.—On Sunday last, as Mr. William Ashkittle, master boatman, was riding down Strand street, his horse became restive, and, on being spurred by its rider, threw him violently against the wall of Mr. Wright's store.

THE "ISABELLA PERK."—This fine new vessel very narrowly escaped being wrecked yesterday afternoon. It appears she was starting for Table Bay, and in getting up her anchors one of them got foul of an old cable, which prevented the vessel answering to her helm, and blowing a strong South Easter, the coast guards who had been directed towards the shore, and, but for Capt. Simpson's presence of mind in at once dropping the anchor, would very soon have been driven upon the beach. Although but a few yards from the shore, she rode out the gale gallantly with only one of her anchors, and this morning got safely out of her perilous position to her anchorage.—Ibid.

KAPIRLAND.—Dates from this quarter are to the 1st instant. The only point of any importance is the following:—"Most of the Grika Kaffs located in Paton's country have moved their cattle, or most of them, into the country recently given to Kama—and it is said intending going there there in as soon as the crops are reaped. Their cattle have been driven out on the plea of a change of areas, but all know that this is not the reason when the Kaffs move their stock from one grazing place to another. These Kaffs are those who were actively engaged in the late war, and towards the close of it were permitted to find shelter among the so-called friendly tribes. The evil consequences of their being permitted to mix themselves with Kama's Kaffs, who are supposed to be a shield to the colony, must be abundantly obvious.—G. T. Journal, March 1.

Original Correspondence.

MOSTERD BAR, March 7, 1884. Sir,—As only the General Statement and Balance Sheet of the Paarl Bank, and not also the Report which was submitted to Shareholders on the 15th February last, have appeared in the Zuid Afrikaans, I consider it an inadvertent omission. I therefore take the liberty to forward to you the following abridged report.

Directors had great pleasure in submitting to Shareholders:—That besides the deposit of £1 per share, on the allotment of the 200 original shares, four instalments had been paid, each of £200, to wit, on the 20th October, 18th November and 26th December 1883, and 20th February 1884.

the commencement of the transactions of the Bank, no loss had been sustained.

I have the honor to be, Your obedient Servant, A. P. HEBBER.

Sir,—Could you inform me why the colored people appear even yet to be placed in the back ground, and do not enjoy that equal protection and equality with the whites to which, in some instances particularly, they are entitled.

I am induced to make this observation by the late occurrence at Clanwilliam, where I learned that the reverend gentleman, who is placed at the head of the Missionary station Augustburg, after having offered a list for signature to the acquisition of Mr. F. S. Watermeyer, had also obtained the names of three colored men thereto, does not appear to have used his influence, in choosing the Committee, to add at least one of these persons.

I hope it cannot be because two of them are late slaves, for after the emancipation and now with the franchise colored as well as white enjoy the same privileges; what then may be the reason, especially in this instance, where it is of importance to obtain as many votes as possible, that one colored man at least, has been made a member of Mr. F. S. Watermeyer's Committee, by which he would have been enabled to use his influence with the view of securing as many votes as possible of his fellow colored men.

RUSSIA AND TURKEY.

The following account of the disastrous engagement at Sinope is founded on the investigations made by the captain and officers of her Majesty's ship Retribution:—

On the 18th of November a Turkish fleet, consisting of seven frigates (one of six guns), three corvettes, and two steamers, anchored in the Bay of Sinope. On the 21st a Russian squadron of three two-deckers, a frigate, and a brig, stood in for Sinope, and, after reconnoitering the Turkish position, cruised off the harbour, maintaining the blockade in spite of very heavy weather.

It was suggested to Osman Pacha, the Turkish Commander-in-Chief, that as an action blockade, and a runner fight of it; but, not contemplating any reinforcement of the Russians, he unfortunately rejected the advice of his subordinates, upon the consideration of some of his vessels having been damaged in a recent gale, and the probability of a successful result if the action was fought at anchor.

On the formation of the 30th a large Russian squadron, composed of three three-deckers, and three two-deckers, under the command of Vice Admiral Nachimoff, having also the flag of a rear admiral, stood in for the bay under full sail before the wind, and took up a position alongside the Turkish ships, the latter not firing upon them while doing so. Two frigates and three steamers remained outside to cut off the retreat of any Turkish vessel attempting to escape.

From the above report it is clear that the Turks fought bravely, and stood to their guns to the last. All Bey, the commander of the barack, seeing that his ship could not be blown up; but not feeling certain of the execution of that order, he himself threw the lighted match into the powder magazine. In 1850 Ali Bey conveyed the Legion Monty (who were returning to Italy, having taken part in the war in Hungary) from Constantinople to Genoa and Cagliari, on board the frigate Ilia, of which he was the King of Sardinia's personal friend, and the King of Sardinia's personal friend.

I enclose a table showing the loss of ships, men, and the wounded, &c.—The Navick 52 guns, 530 men, Ali Bey captain (killed) opposed to a Russian two-decker. Blown up. The Nezim, 52 guns, 500 men, Hassan Bey captain (killed) opposed to a Russian two-decker of 80 guns. Destroyed. The Parali Hat 68 guns, 400 men, Ali Mahar Bey captain (killed) opposed to a Russian two-decker of 83 guns. Destroyed.

The Gul'n Schiff, 24 guns, 200 men, Selia Bey captain (killed). Destroyed. The An Ilah (flag) 30 guns, 400 men, Osman Pacha (last left, and more prisoner) opposed to a Russian three-decker of 120 guns, which last ship was destroyed.

The Demitza, 56 guns, 500 men. Destroyed. The Nedbi-Fechir, 24 guns, 200 men, Hussein Bey captain (prisoner). On shore, dimissed. The Kal, 5 guns, 500 men, Blau Bey captain (scaped) opposed to a large three-decker. Blown up. The Nezemish (flag) 60 guns, 600 men, Hassan Pacha, second in command, and Captain Kadi Bey (killed), opposed to a large three-decker. Blown up. The Fahi Marbut, 22 guns, 240 men, Isat Bey captain. Destroyed. The Tai steamers, 16 guns, 370 men, 300 horse power. Not engaged. The Tregli steamer, 4 guns, 180 men, 150 horse power. Destroyed.

Making a total of 434 guns, 4400 men. Russian guns 600, besides four steamers and two frigates not in the action. Wrecked of Russian shot, 631b., 42lb. and 32lb. Several shells and carcasses a sea did not explode. Wounded and slain, brought to Constantinople. M. n. Retribution and Magador. 200 Left at Sinope, in charge of badly wounded. 10 Wounded, left at Sinope, could not be moved. 23 Prisoners, on shipboard. 150 Escaped on shore, it is presumed. 1680 Escaped per Tai steamers. 300 Total number of men. 4490 Accounted for. 1930 Unaccounted for. 2560 —Evening Packet, Dec. 21.

TURKEY.—This week brings war intelligence from the Danube and the Caucasus. It would also appear certain that the combined fleets, or a portion of them obeying the latest instructions from their Governments, entered the Black Sea on the 31st instant.

The report from the Danube is that the Russians were defeated near Kalafat, with great loss, on the 6th instant. The reports have come in from all quarters, but the latest is from Balgrade, the 10th January. The cause of encounter is called Citala; situated some miles above Kalafat on the Danube. The story is, that the Russians were entrenched at Citala in considerable numbers; and that 16,000 Turks, with fifteen pieces of cannon, took the position by storm.

With respect to the Russians, they are again described as being rapidly reinforced; and Ostan Sackin, who has been so long coming, is now said to be in the Principality with 40,000 men. A division of the Polish army is marching South. It seems certain that the peasants of Lesser Wallachia are in revolt against the Russians.

THE NEGOTIATIONS.—The report of a victory achieved over the Russians near Kalafat, whatever the amount of that success may be, little affects the question either of Turkey's power to sustain a prolonged contest with Russia, or of the settlement which Russia is now challenged to make with the other Powers of Europe.

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THE BRITISH NAVY.—In the present state of affairs abroad, it becomes a matter of general interest to the people of this country to ascertain, as far as possible, the condition of the effective naval force at our disposal; and, from the increased activity which has been visible for some time past in dockyards, we have no doubt that the Admiralty will be prepared to meet with the utmost promptitude all the demands which may be made upon the service.

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Table listing various ships and their specifications, including Duke of Wellington, Royal George, St. Jean d'Acre, Agamemnon, etc.

The above are all screw steamships; but to these may be added the following, among the more powerful paddlewheel steamers now afloat:—

Table listing paddlewheel steamers and their specifications, including Terrible, Sirocco, Orlin, Retribution, etc.

It appears from these returns that, setting aside the whole sailing fleet of England, we have at present afloat 11 steamships of battle ships, 200 of which are increased to 20, 5 guardships with auxiliary steam power, and 7 frigates fitted with screw propellers, which may be considered (with one or two exceptions) the finest vessels ever launched of their class.

TERRIBLE FIRE.—A terrible fire occurred at New York on the 26th December. It broke out in Front Street; sparks falling in showers fired the sails of the ship the Great Republic, 4000 tons burden; after the Walker, and the clipper White Quail; there was a high wind blowing furiously; and the air was alive with sparks. The three ships were totally destroyed. All night the flames raged; it was said that the water from the fire fell upon the roofs of the White Quail and the Great Republic, a burning mass before the wind. When the morning came, the three ships were burning low; the water poured in over the parapets with the heat, and the sun, rising clear and brilliant, formed a perfect rainbow out of the mist from the ship. As the ships were burnt to the water's edge, it is estimated that the total value of the property destroyed by this fire is 200,000 dollars, of which 75,000 dollars worth are insured. The destruction of the Great Republic is regarded as a national calamity. She was quite new, and was loading for her first trip.—Spectator, Jan. 14.

