

THE ZUID-AFRIKAAN.

Cape Town, September 7, 1857.

RECURRING to the discussion of the Education Bill in the Assembly of the States General of the Netherlands... The grant to the Bishop at D'Urban.

Ship the Ocean Queen, which was wrecked on the 3rd March last, upon a shoal off the Island of Bazaruta...

The Island of Bazaruta is the largest of a group to the northward of Cape St. Sebastian...

By Command of His Excellency the Governor. RAWSON W. RAWSON, Colonial Secretary.

Cathedral Coffee House, St. Paul's Churchyard, London, 3rd July, 1857.

The Secretary of the Admiralty, London. Sir.—As the father of one of the unfortunate young men wrecked in the Mozambique Channel...

As this island is only one hundred miles from the Portuguese settlement of Sofala, and about two hundred and fifty miles north east of the British settlement at Delagoa Bay...

I have, &c. (Signed) JAMES GEARY, Mozambique, April 16, 1857.

To Messrs. Towse, London. GENTLEMEN.—I have a most painful duty to perform—that of informing you of the sad disaster which befell the Ocean Queen...

As you are aware, during the past winter, the native tribes on our border have been sadly suffering from the want of food...

been disfigured by fish. From its emancipated state the deceased is presumed to have been one of the coolies who died from dysentery on board the Peruvian bark Florida...

THE EARTHQUAKE.—Extract of a letter from Klasfontein Vorloren Valley, Plettenberg, dated 17th August 1857.

"In the night of the 14th instant, about 14 minutes to 12, an awful rumbling noise was heard to approach from the N. N. E. and lasted fully 18 or 20 seconds, followed by a tremendous shock...

"Hitherto, the latter further states—we have been exempted from any sickness amongst the cattle, but I regret to say that the severe drought experienced in this district has carried off a large number of cattle...

THE COUNCIL.—From the last frontier papers it appears that Messrs. Galloway, Wood, Blaine and Coek had received requisitions to allow themselves again to be put in nomination for the seats vacated by them in the Legislative Council...

LATEST EUROPEAN NEWS.—On Thursday last the Prince Arthur, steamer, put into Table Bay. She left Liverpool on the 11th July (three days after the mail steamer) with troops for India...

BRITISH KAFFERIAS.—Yesterday's post from this quarter says the G. T. Journal of 29th ult.—brought no news of importance. The rain has extended throughout the country, the Kie River was full, and the cold and wet will necessarily add to the sufferings of the Kaffirs...

The Queen's Town correspondent of the Journal communicates the following important intelligence:—As you are aware, during the past winter, the native tribes on our border have been sadly suffering from the want of food...

This is one side of the picture—all have not sought the aid of the white man. A chief of some rank in the Tamboekie country, named Ilopa, has struck out another path to the interior...

The Government has very opportunely stepped in to put an end to this most undesirable state of things. Commandant Currie arrived here last week with 100 Police, with authority to call for Volunteer Burglers and well-disposed farmers to put an extinguisher on the fire...

LOSS OF PROPERTY.—During the past fortnight—says the G. T. Journal—very heavy rain has experienced in this neighbourhood, and the rivers from their swollen state have in many directions become impassable...

at the thought of the active duties before them in India. The company agents of Messrs. Marshall and Uppley and Messrs. Mackie and Co. are placed at the disposal of the commanding officer for the accommodation of the men...

ORANGE FREE STATE.—The Volksraad.—During Monday and Tuesday, says the Bloemfontein Gazette, the sitting of the Volksraad was continued with closed doors. On Wednesday, the Proclamation of Martial Law, during the time the commando against Pretorius was in the field, and also the Proclamation of the 15th June, continuing the operation of the Kraggvet, or Martial Law, for leaving against the State...

His Honor the President would shortly start, for Fauresmith, where he was, at their request, to have an interview with Aden Kok and Waterboer, the two Griqua captains.

Original Correspondence.

BAD ROADS.

Sir.—To enable you and the public to form an idea how the main roads are kept in repair by the Central Road Board, I have been George and Jagersbosch, I now lay before you the accounts, as stated in my post card before the above places, incurred solely by the very bad state of repair in which the main roads are left.

August 10.—Mail cart washed away, two horses and the poor driver drowned at a bridge near Montagu Pass, the loss sustained by this occurrence is valued at £23 17 6.

August 12.—One post horse broken down in the Groot River drift, by its shamefully neglected impassable state, value £2 8.

August 12.—One mail cart spring broken at the same time in that drift, £2 10.

August 22.—One horse broken down at a new but very shameful piece of road the Central Road Board lately made through the valley at Kurboms River, constructed in such a way as if it were done on purpose, to give cause to accidents, value £16 10.

August 24.—Damage done to mail cart and horses by sticking fast in a mud hole in the main road at Lutterwaters Neck, at the same time, one spring of the cart and one lamp broken, value £7 15 9.

August 28.—Kurboms River Valley, after the cart had fallen in the pit and was drowned, the Central Road Board's deputy made another new road to avoid the one through the valley, of which Mr. Melville's deputy told me post boys that might not take the road through the valley, standing as they are, pointed out to them, in which cart and horses fell in the mud hole, both horses nearly killed, cart broken and harness cut to pieces, one of the horses dead, value of the damage £3 7 9.

August 28.—A pair harness and one cart spring broken in the Groot River drift, while attempting to cross it, value of damage £7 10.

August 30.—Last night cart and horses again fell in the mud hole made by the Central Road Board at the Kurboms River, and by the assistance of twelve men got out again though not without damage, and were it not for the crew of the late Mr. Bailey being all seamen and good swimmers everything would have been lost. Damage to cart and harness £5 13 3.

August 31.—This morning cart and horses stuck fast in the different muddy places between this and Jagersbosch, and especially at the Zantberg, where cart and horses fell fast, and were it not for the crew of the late Mr. Bailey, both horses nearly killed and one spring of the cart broken. Damage to horses and cart £22 10.

Total damage sustained up to the present date, solely by the bad state of the roads, £225 14 3.

And thousands more accidents I met with during the last month through the state of the roads. On the 26th instant another post driver, cart and horses were nearly drowned at the drift underneath the neglected bridge at Klynberg, of which occurrence Mr. Melville will be well acquainted and will satisfy him in his statements to the Central Road Board so far, with respect to these drifts generally becoming impassable, as also will justify Captain Hill in his remark, that these bridges are dangerous things, and therefore he prefers the drifts. I never heard more groundless remark made than this by Captain Hill; will a man with common sense tell me, that proper bridges are dangerous things, but that dangerous rivers and drifts are safe things? And were it not for the old rotten bridges at Klynberg, where Kobus Baatjes climbed over to the other side of the river and took hold of the horses, where they were being driven fast at a wall, and so assisted my boy, certainly this way of mine with mail and everything would have been swept away.

In conclusion, Sir, I must state that by the neglect of the General and these are now no roads between Jagersbosch and George, with the exception of the periodical heavy falls by the nature of the ground a proper road. The board have so long neglected to repair the road that it is now completely impassable. Though I have several times brought it to the notice of the board and several other matters they have taken very little notice of them, and you may believe me, Sir, that I have never seen the road properly repaired between Kurboms River and Klynberg.

There are no unobstructed roads on the higher side of the road made level, no sloths made to turn the water off the road with drains through the road, no krikoppers taken out, no improvement done to the road whatever. Though on some occasions parties have worked on the road no improvement was made, with the exception of a small piece opposite Diepriver. Let the Central Road deny it if they can.

I am, Sir, &c. G. W. WELLS, Post Contractor. Wolvekraal, Langekloof, August 31, 1857.

Long Kloof, 27th August, 1857. Sir.—In The Argus of the 22d instant, under the heading "Central Road Board," the following statement appears in regard to the late sad event by which the driver of a mail cart lost his life, owing to the disgraceful state of the bridges in this part of the colony...

Mr. Melville's read regarding the periodical heavy falls of rain in the district of George, and the accident which had attended the driver of the post cart. Mr. Melville stated, &c. Some discussion ensued upon the subject of repairing these bridges. The secretary explained that the matter had been before the Board in March last, and it had been represented by Mr. Melville that the drifts were several impassable.

I have from the best authority that both Mr. Melville and Mr. Hoskins repeatedly but ineffectually submitted the urgent necessity of having these bridges repaired, as these mountain torrents are always extremely dangerous to cross, and must impede the regular transmission of the general mail, &c. I think in justice to the said functionaries their communications ought to have been produced.

But, sir, here again is a sad loss of life, not only, but I dare say a heavy expense in the bargain incurred to be defrayed from the public treasury.

During the ditatory proceedings regarding the making of a Boer Road through Meyrings Poort, the hon'ble Mr. Reitz, then a member of the Central Road Board, professed his service to inspect the same. His proposal was rejected by his colleagues, in consideration of the amount of his travelling expenses—(a mere drublet, say £10 or £15).

If the Central Road Board had called itself that gentleman's services, and they would have been performed, in rotation by the other members of the Board, I am convinced that an immense saving would be effected, including the travelling expenses of such a deputed member, to the greatest satisfaction of the public, particularly in such stupendous undertakings as the construction of a road through Meyrings Poort; whereas at present, the inspector recommends the execution of a work—he himself makes the estimate. On that estimate the work is commenced. He is the inspector, purveyor, cashier and treasurer, without any control or supervision. The operations invariably exceed the estimate by some 200 or 300 or 500 per cent. But the work however having proceeded too far, no alternative is then left but to complete it in the irresponsible manner in which it had been commenced. Witness the estimate and the subsequent cost of the Zuurberg Road—the same of the bridges on both sides of the Montagu Pass, between Groot Brak River and Jan Massey's, the same of the wooden bridge at Mulga River, which, as I am credibly informed, being estimated at £100, was completed at upwards of £1500!

Seeing that any considerable undertaking by the Central Road Board is accompanied with the brilliant display of such vast expenditure, I would recommend the trial of the following experiment: for instance, let tenders be invited for the making and finishing of a contemplated work, say Meyrings Poort.

Mr. Woodfield's estimate amounts to about fifty thousand pounds.—If undertaken by the Central Road Board, (taking the work of the engineer as a whole by itself) the whole of the costs would far exceed by some £20, 30,000, the amount of the estimate. Now suppose a scientific man would be induced to undertake the execution of that road, subject to the supervision of Mr. Woodfield or any other qualified engineer, then I would maintain that the work would not only be executed in a workmanlike manner, but an enormous amount of costs saved, as the whole of the inspectors, sub-inspectors, overseers, &c., &c., should not be required, but such an experiment would moreover have salutary effect of exciting competition, and perhaps many engineers of capital in England, would be induced to mark their services, and to be engaged in the work, with purpose with select immigrants under the colonial immigration regulations and subject to the approval of the commissioners appointed by the Governor, by which the boon will be conferred on the colony; and the colonial convicts now on the roads, may at once be employed on the Harbour of Refuge at Table Bay. I said that a considerable saving would be effected, should the work by tender be undertaken for the amount estimated by Mr. Woodfield, but suppose that, by some encouragement being held out to the European engineer and his superior party of immigrants, a tender at a much lower rate, say £30,000, had been accepted, what would the amount of saving be then?!! This I submit to the consideration of the Central Road Board, with the view of submitting the plan to the Governor, who I am sure would not hesitate to adopt this experiment, not only for the sake of the work being finished in an efficient manner, but of introducing a set of healthy and able bodied immigrants as pretrial farm laborers. But I entertain no great hopes that the Central Road Board will consider the plan proposed feasible as thereby "Othello's occupation will be gone." However the present system cannot much longer be tolerated. The idea that a board sitting in Cape Town executed at some 1000 miles distant by an inspector who at the same time is the framer of the estimate, engineer, cashier, purveyor, treasurer, &c. is monstrous if not preposterous.

The specific amount expended for the construction of the bridges between Brak River and Jan Massey's will always remain a mystery. The Blanco transaction will always remain a black affair, highly disreputable to the parties concerned. The temporary ford at the bridge between Blanco and Montagu Pass is at all times exceedingly dangerous to pass in rainy weather or not. I am astonished that no accident has as yet occurred. The present method used for conveying gravel &c., to the ten pound bridge, (the stickwood used will much exceed that amount) is little larger than a common wheel barrow.

The Hon. Mr. Breda, in the discussion excited after the cart was drowned, stated: "If the mail-driver had cautiously waited five minutes probably the accident would not have happened." Mr. Swearer, the Deputy Sheriff, being absent on duty, and being on his return homewards overtaken by the periodical heavy falls of rain, was obliged to stay at Massey's for three days, not being able to cross the very ford where the sad and frightful event happened. It was no accident, the poor driver sacrificed his life to prevent his master being halted.

By inserting these random thoughts you will oblige, I am, Sir, &c. RUSTICUS.

PS. The Frontier mail due on the night of the 24th instant, has, owing to a continuation of the heavy falls of periodical rains and these very ugly fords, not even here made its appearance yet. Use some of the £36,000 of the surplus revenue as appears by the last quarterly financial returns to put the dangerous fords to rights between George Town and Kromme River hooge. Only five days rain up to this 23rd August 1857. Long-kloof flooded.

Blanco, 23th August 1857. Sir.—In consequence of the pontoon in Klein Brak river having been driven away by the late rains by which the mail cart was detained, the Advertiser and Mail of the 25th inst. reached us this afternoon—and perceiving from that paper that the several bridges between this and Mr. Massey's of Doorn River are to be repaired; I would suggest that tenders be invited for the said repair. Should the tenders properly specify the repairs, and the kind of timber required with the dimensions of the latter, and a reasonable time allowed for the completion of the bridges; I doubt not many individuals here as well as at George Town and Plettenberg's Bay would willingly undertake the job.

The free parties employed in repairing Montagu Pass &c. would thereby not be disturbed in their present avocation, which would be a great saving of time, not only, but of labour also—and in this impression, I assure you it would be more profitable and judicious even should the repairs by public contract exceed the estimate, as no labour would then be required at the public expense, and consequently the very excess above the estimate would be a saving. The work being also more efficiently executed.

I am, Sir, ENQUIRER.

Koerber, Sept 3, 1857.

Mr. Editor.—May I request you to give insertion to the following: In your issue of the 20th August last I was much pleased to find the report of Mr. T. Bain, Inspector of Roads on the line surveyed by him from Malmesbury through Koerber to the Matieland Road, in which he pronounces that line as the best to make the main road from Malmesbury through Koerber, as requested by the inhabitants of the districts of Plettenberg, Malmesbury and Koerber, as recommended by a committee of the Assembly, and as approved by Parliament. It grieved me very much, however, to see also in the said issue of your paper a memorandum from the old late Civil Commissioner, Mr. Borchers of Capetown, urging against it all sorts of farfetched difficulties. If they were well founded I would be silent, but such is not the case. Had we been favorites with the board, or individual members thereof, certainly all those difficulties would not have been stated; say, means would have been found to make a road, were it only for the convenience of two persons.

Now by the abolition of those who direct the helm of the Central Board, our important district is neglected, and hundreds of farmers, say the public themselves, are to suffer. If the road from Malmesbury through Koerber were made, the farmers would be enabled to sow and reap more grain, and instead of 10,000 muids of wheat, they would be able to bring 15, or 20,000 of wheat (besides oats and barley), and thus reduce the price of bread for the poor, and enable those who follow the trade of carriers to work at a lower rate. The rich would no longer have to complain of having to eat hard bread, and those having goods to be carried from Capetown that the carriage is enormous. If the farmer is oppressed what must become of the colony? Oh! that self-interest may cease to prevail. Or is it perhaps to have an omnibus from Malmesbury pass over D'Urban, that the road via D'Urban is first to be made? If this be the case, the shareholder would recommend all shareholders forthwith to withdraw their names, for whenever they think and act as a farmer would do well by it, and leave those favorable to the road via D'Urban to manage their omnibus themselves.

I have the honor to be, AN INTERESTED INHABITANT OF KOERBERG.

APPOINTMENTS.—T. O'Hare, Esq. as District Surgeon of Oudshoorn.

J. O'Reilly, Esq. (Magistrate) and A. Main, Esq. J.P., as Commissioners for examining protocols and registers of Notaries in the district of Middelburg.

CRADOCK DIVISIONAL COUNCIL.—The Fieldcornet of Vekpoort will take a poll on the 31st Oct. next, for the election of a member for District No. 4, in the room of P. J. Venter.

MEETING OF WARDMASTERS.—A meeting of Wardmasters will be held at 10 o'clock to-morrow to take into consideration the proposal to contribute £100 in aid of the Cape Royal Rifle Corps fund.

SEQUESTRATION.—The estate of the late J. P. Vorster of Burghesdorp, and surviving widow H. M. J. M. Vorster, born Montgomery.—First and second meetings at the Magistrate's office on the 1st and 8th Oct.

INTERSTATE ESTATE.—Meetings of the next of Kin and Creditors will be held in the following order: J. F. Robbertze.—At the Magistrate's Office, Cradock, on the 2d October. A. J. de Klerck.—At the Magistrate's office, Albert, on the 21st October.

LOSS OF THE SHIP "OCEAN QUEEN."—The following Government Notice appears in Friday's Gazette:—Colonial Office, Cape of Good Hope, 2nd September, 1857.

His Excellency the Governor has directed the publication of the subjoined letters relating to the loss of the British

Ship the Ocean Queen, which was wrecked on the 3rd March last, upon a shoal off the Island of Bazaruta, in the Mozambique Channel, and reporting the abandonment of a part of her crew on that Island, in the hope that, if any of the neighbourhood, its Owners or Commanders will humanely take steps for relieving such of the crew as may yet remain on the Island, and endeavouring to gain in-lieu of any of the men left there, for the satisfaction of their education and friends in England.

The Island of Bazaruta is the largest of a group to the northward of Cape St. Sebastian (on the Eastern coast of Africa), and is in lat. 21° 37' S. long. 29° 28' E. Sofala is 100 miles to the northward of Bazaruta.

By Command of His Excellency the Governor. RAWSON W. RAWSON, Colonial Secretary.

Cathedral Coffee House, St. Paul's Churchyard, London, 3rd July, 1857.

The Secretary of the Admiralty, London. Sir.—As the father of one of the unfortunate young men wrecked in the Mozambique Channel in the ship Ocean Queen, on the 3rd March last, I venture to request the attention of the Lords Commissioners of the Admiralty to the enclosed printed letter (in duplicate), containing the account of the wreck, by which it appears that the captain inhumanly abandoned fourteen or fifteen of his crew on the Bazaruta Island, without making any proper attempt to save them.

As this island is only one hundred miles from the Portuguese settlement of Sofala, and about two hundred and fifty miles north east of the British settlement at Delagoa Bay, I earnestly implore their Lordships to forward instructions to the Admiral at the Cape of Good Hope by the mail which leaves London to-morrow, to take every step in his power to succour these poor abandoned men.

The shoal in question is only about 300 miles from the mouth of the River Quilimane, where Dr. Livingston embarked; and it is in consequence of a personal interview with that gentleman that I now appeal to their Lordships in my deep affliction.

I have, &c. (Signed) JAMES GEARY, Mozambique, April 16, 1857.

To Messrs. Towse, London. GENTLEMEN.—I have a most painful duty to perform—that of informing you of the sad disaster which befell the Ocean Queen, on the night of the 3rd of last March, when she was totally lost upon a shoal, extending about eight miles to the south of the Island of Bazaruta, in the Mozambique Channel. The ship struck between 10 and 11 o'clock, and then all sail was put aback, and every effort used to get her off, she gained, and soon showed symptoms of breaking up. Low no time in preparing the boats, but it was impossible to launch them; a terrific sea was breaking right over the ship. The next day got the long boat over, and many things in it—water, provisions, &c.—in the hopes of being able to get to the shore. The sea, however, which still kept rolling in heavily, carried the stern, and the boat drifted and went down alongside the ship. We then prepared a raft of planks, on which we washed water casks and provisions, a quantity of water, and some chests of clothes. It was completed and got clear, but through some mismanagement of those who were in the skiff, the raft was capsized, and a similar fate occurred to the skiff, and the crew were thrown into the sea. There remained on the wreck seven hands, including myself. We got the gig out, and unnailed to clear the ship, and after pulling for half an hour, heard a "cry," and on making for the spot found G. Farwell, a midshipman, floating in some spars. We took him into the boat, and searched about for the others. Came up with the skiff, bottom up, which was taken in tow, and shortly after saw the raft and took another midshipman off it, and left two apprentices with others of the crew on it to make for the land. We saw a place in a narrow inlet between the islands, which the gig succeeded in getting in; smooth water, and a sandy shore. We then put off and towed the raft into the narrow, and succeeded in landing it up on the beach. Two men were drowned out of the skiff. We got a little rest that night, and next morning, at daybreak, started over to where the wrecked ship lay, in the hopes of picking up many of the articles that had been thrown overboard, for they had thrown out a great quantity after she had struck, but little or nothing could be done. We then had a consultation what was best to be done, when it was determined that I should take the boat, with some of the hands, and make every effort to save as many as possible. At eleven o'clock, a.m., I left in the boat, taking with me my son, Alfred Hoyle (a midshipman), the cook, and four men, leaving the second mate and the remainder of the crew on the island. We set sail with a southerly wind, and kept close along the coast; but for days saw nothing approaching an inhabitable spot. At length, after having suffered for our stock of water and provisions had become exhausted, we sought the mouth of the river, near the mouth of the river, and searched the water and sandy shore. We then put off and towed the raft into the narrow, and succeeded in landing it up on the beach. Two men were drowned out of the skiff. We got a little rest that night, and next morning, at daybreak, started over to where the wrecked ship lay, in the hopes of picking up many of the articles that had been thrown overboard, for they had thrown out a great quantity after she had struck, but little or nothing could be done. We then had a consultation what was best to be done, when it was determined that I should take the boat, with some of the hands, and make every effort to save as many as possible. At eleven o'clock, a.m., I left in the boat, taking with me my son, Alfred Hoyle (a midshipman), the cook, and four men, leaving the second mate and the remainder of the crew on the island. 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Van der Byl & Co.

ST. GEORGE'S-STREET,

ARE NOW LANDING EX "GEELONG,"

887 Packages of Merchandise,

COMPRISING:—
Laces and Blaud Edgings
Muslin Sleeves, Collars and Habit Shirts
Sewing Silks and Silk Twist
Bandanas and Gros de Naples
Ribbons and Cambric Handkerchiefs
Parasols and Stays
Wellington and Clarence Boots
Oxford and Elastic-fronted Shoes
Ladies' Cashmere and Lasting Boots
Children's Boots and Shoes

Slop Clothing in great variety.

Black, Drab, and Brown Soft Felt Hats
Square Crowned and Silk Lined ditto
White and Fancy Regatta Shirts
Canvas and Tecklenburg
Printed and Plain Coloured Molekins
Do. do. Corduroys
Flannels and Hoyle's Plate Prints
Bookfold Bafas and Cotton Drills

FURTHER SUPPLIES DAILY EXPECTED.

St. George's-street, August 27, 1857.

NEW GOODS PER "ARMENIAN."

Henry Rudd & Co.

HAVE RECEIVED by the above Vessel, SIXTY-FOUR PACKAGES, containing an extensive assortment of

Fancy & Staple Goods.

SUITABLE FOR THE SEASON, AMONGST WHICH ARE,

Ladies' Sardinian Hats, in variety
" trimmed with Lace and Feathers
" Millinery, Bonnets and Brown Hats
Men's and Boy's Brazilian and Panama Hats
Ribbons, an extensive variety
Belts, Silk Squares, Brussel Handkerchiefs
Silk and Cotton Fringes, Velvet and Silk Trimmings
Mohair and Bugle Trimmings, Braids
Elastic Belts and Corsets, Coat and Skirt Corda
Flexible, Shirt and other Buttons
Bracelets, Brooches and Shirt Studs
Cashmere Long and Square Shawls
Rich Barege Shawls
Parasols, fashionable styles
Hair Pins and other Smallwares
Bugle and Cape Collars
Ladies' Collars, Sleeves and Falls
Lawn Handkerchiefs, Mecklin Laces
Window and other Nets
Ladies' Gisce and Fashionable Mantles
Combs, in great variety
Hosiery, Stays, &c. &c.

Also,

Brown Panjums, Furniture Checks
Coloured Jeans, do Corde
Cotton Socks, Duck Frocks
Ready-made Clothing, Ironing Baize
Brown Cotton and Florentine Shirts
Twines, Lines and Threads
A large Assortment of Prints
Balzarines, Cotton Velvets
Hollands, Grass Cloth, Doyleys
Diapers, Irish Linen, Horsehair Seatings
Portmanteaus, Trunks, and Carpet Bags
Summer Doekskins
Blucher Boots, Sprigged
Half-side Spring Boots
Wellington Boots
Ladies' Patent and Bronze Shoes
French Lasting Boots, &c.

And further additions expected per "Exceior."

St. George's-street.

Henry Rudd & Co.

HAVE RECEIVED PER "Tynemouth, and other recent Arrivals, A LARGE ASSORTMENT OF

Staple Manufactures.

APPROVED MAKES, OF
WHITE and GREY GOODS
MOLE-KINS, in Plain, Plaid, and Fancy Styles
VOERCHITZ, DECKS, CANVAS
HOYLE'S and other 5-4 PRINTS
BLUE SERGE, Felt and Kossuth HATS
Ready-made CLOTHING
Black Silk CLOTHS
OKONIAN SHOES
And an extensive Assortment of Ladies' BOOTS and SHOES, and FANCY GOODS.

NEW GOODS

Ex "Geelong" and "Armenian."

THE Undersigned are now landing from the above Vessels, viz.:

FANCY CAMBRIC VOERCHITZ
BLACK and WHITE do. do.
MUSLIN DRESSSES, an assortment
Lama, Cashmere and Cotton Shawls, an assortment
ALPACCAS, COBUREGS, and CIRCASSIANS, all colours
WHITE and BROWN DRILL
WORSTED DAMASK and MOREENS
Men's, Women's, and Children's Hosiery
Women's Cashmere and Lasting Boots
Book and Jaconnet Muslin
FANCY LUTE RIBBONS
SILK and COTTON PARASOLS
Women's Silk and Cloth Mantles
Children's Fancy Dresses, &c. &c.

L. H. TWENTYMAN & Co.

24, Heerenracht.

Hibbert's Ale and Porter, in bottle.

NOW landing ex "Granger," a batch of the above celebrated ALE and PORTER, in pints and quarts.

For Sale at the Stores of

L. H. TWENTYMAN & Co.

24, Heerenracht.

One Pound Reward.

LOST, on the Paarl Road, near the Thirteenth Mile Stone, a CANVAS BAG, marked V. D. S. containing CLOTHES, &c. Any one bringing the same to Mr. SCHROEDER'S, Market-square, will receive the above Reward.

PUBLIC SALE AT BERG RIVER,

Of Thoroughbred Horses, Slaughter and Draught Oxen, Cows and Sheep

THE Undersigned will cause to be publicly sold on his farm "Kerefontein," at Great Bergiver, On Thursday, 10 September next,

15 Thoroughbred Colts, 2, 3 and 4 years old, by the imported Stallions *Tuynet* and *Pantoloon*.
30 large heavy slaughter OXEN,
2 teams young trained draught OXEN,
20 well-bred MILCH COWS, with calves, and about 14 calves.
300 Excellent fat Merino Wethers.

M. MELCK.
Mr. J. G. STEYTLER, Gs., Auctioneer.

PUBLIC SALE OF Valuable Farm Stock.

THE Undersigned have been instructed to sell by public auction at the Place

GROOT VADERSBOSCH, In the Division of Swellendam, for account of THOMAS MOODIE, Esq.

ON TUESDAY, THE 22^D DAY OF SEPTEMBER NEXT,

THE FOLLOWING FARMING STOCK, &c.
50 Mules (one year old)
11 do. (two and three years old)
20 well bred Geldings
6 capital strong Wagon Horses, (trained.)
4 Saddle Horses
50 Merino Rams, from the best flocks in the Colony
1 new Ox Wagon,
2 good strong Carts,
1 spring Horse Wagon,
Household Furniture, &c., and other articles too numerous to mention.

OSTERLOH & REITZ, Auctioneers.
Vendu Office, Swellendam, August 19 1857.

PUBLIC SALE OF Horses, Horned Cattle, Sheep, Goats, &c., &c.

THE Undersigned, duly authorised by the Executors of the Estate of the late Mr. MICHEL J. DE BEER, will cause to be publicly sold on

TUESDAY AND WEDNESDAY, The 22nd and 23rd Sept. next,

AND, IF NECESSARY, THE DAY FOLLOWING, AT THE FARM

Roode Vloeren Vallei, Ward Vloeren Vallei, District Piquetberg, THE FOLLOWING

Belonging to the abovementioned Estate, viz.:

100 Draught and Slaughter Oxen
200 Head of Breeding Cattle
1 Thoroughbred Stallion
8 Colts
20 Saddle and Draught Horses
100 Breeding Mares with Foals
400 Sheep and Goats
50 Pigs
1 Covered Horse Wagon, with Harness for 8 Horses
1 Covered Cart
1 Scotch Cart
1 Boat with Oars
1 Seine and Nets.
Household Furniture, Agricultural Implements, &c.
H. J. LIND, Vendue Administrator.
Clanwilliam, 27th July, 1857.
Mr. OLOFF BERGH, Auctioneer.

Wellington Market.

40 to 50 trained and untrained Mules
25 saddle, draught and young Horses, of superior breed, among which good matches
80 extra fat slaughter, draught and young Oxen, among which some colored teams
1200 extra fat Wethers and wether Goats.

ON WEDNESDAY, the 9th September next, the Undersigned will cause to be publicly sold at Wellington the above Mules, Horses, Oxen, Sheep and Goats, which are sure to be present.

J. J. MALAN.
Messrs. DE VILLIERS & HAUFF, Vendue Adms.

1500 excellent fat Sheep,
200 do. do. Wether Goats.

THIS DAY, the 7th SEPTEMBER, the Undersigned will cause to be sold on the Place of Mr. J. DE WAAL, Saxenburg, the above number of excellent fat Sheep and Goats, well worthy the attention of Butchers and others.

A. G. LE ROUX,
100 extra fat heavy slaughter Oxen.

THE Undersigned will cause to be publicly sold on FRIDAY, the 18th instant, at Joostenberg, on the farm of Mr. DE WAAL, the above extra fat and heavy Slaughter Oxen, all purchased for cash.

P. P. J. MINNAAR.
Paarl, Sept. 3, 1857.
DE VILLIERS & HAUFF, Vendue Adm.

BIRTH at the Paarl, on the 30th August, 1857, Mrs. B. J. A. DE TOIT, P.A., of a son.

High Sheriff's Office, Cape Town, Sept. 5, 1857.

IN Execution of the Judgment of the Supreme Court in the undermentioned Cases the following Sales will take place, viz.:

Cape Town.

D. A. DE VILLIERS, vs. JOHANNES L. J. COLLEN.
On Saturday, the 12th Instant, at 10 o'clock a.m., on the Parade, of Household Furniture, 1 Counter, Scales and Weights, Block and Choppers, about 6 casks Vinegar Salted Beef and do. Fish, Canteen Benches and Tables, Bottled Baskets, empty Bottles, and sundry other articles.

Division of Worcester.

JOHN STEUART, N.O., vs. SCHALK WILLEM LUBBE.
On Saturday, the 12th Sept., 1857, at 10 o'clock, a.m., at the defendant's residence in the Cold Bokkeveld, called Lange River, of Household Furniture of various description, Glass and Crockeryware, Kitchen Utensils, some Cedar planks, 2 span Yokes with reams, &c. complete, one Harness, complete, 2 Saddles and Bridles, 20 canvas bags, 3 Swedish Ploughs, with 20 do. Shares, one Harrow, 4 Half auns, some Farming Implements, Carpenters Tools, 24 Oxen, 4 head of Breeding Cattle, 12 Mares, 100 Merino Sheep, 40 Goats, 2 Stallions, 29 Geese, &c. &c.

J. STEUART, High Sheriff.

POST CART BETWEEN Tulbagh and the Paarl.

THE Undersigned hereby informs the Public that he intends starting a Mail Cart twice a week, to commence from the 2nd OCTOBER next, between Tulbagh and the Paarl, via Vogelvalley and Wellington. The same will start from Tulbagh on TUESDAYS and FRIDAYS, and from the Paarl on WEDNESDAYS and SATURDAYS.

Passengers will be conveyed from Tulbagh to the Paarl at ... £ 0 13 6
And pro rata for shorter distances. Each passenger will be allowed to take baggage to the amount of 10 pounds weight.

Under One Pound, Six Pence ... £ 0 0 6
From one to five Pounds, One Shilling ... 0 1 0
And for each pound above five one penny per pound.

Tulbagh, 3 September, 1857.
C. J. F. THERON.

PUBLIC SALE In the Village of Tulbagh.

In the Estate of the late Mrs. CATHARINA CORNELIA CONRADIE, and surviving husband, the Rev. ARIS VON ON WEDNESDAY, the 23rd September next, the Undersigned will cause to be sold in this Village, to the highest bidder, all the property belonging to said Estate, comprising:—

LANDED PROPERTY, Certain HOUSE AND ERF situate in this village, well adapted by its central situation for any trade or business, and too well known to require description.

MOVEABLE EFFECTS, Tables, Chairs, Chests, Wardrobes, Couches, Bedsteads, Stretcher, Beds, Glass and Earthenware, and Kitchen Utensils.

FURTHER, Theological and Historical Works, among which Klunkenberg, and other standard authors, both English and Dutch, and,

FINALLY, A Share in the Protector Fire and Life Assurance Company, and divers other articles which will be offered on the day of sale, too numerous to particularize.

P. P. DE PLESSIS, Assum-I
H. L. DE LANGE VOS, I execut...
Vendue Office, Tulbagh, Sept. 3, 1857.
Messrs. ZINN & Vos, Adms.

CAPE OF GOOD HOPE AGRICULTURAL SOCIETY'S Annual Show.

On the 24th September, 1857,

THE SOCIETY'S ANNUAL SHOW will be held, when the following Prizes will be given:—

For the best Colt, 3 years old, combining blood, size, and power, £10 0 0
N.B.—The Breeder's certificate of age and pedigree to be produced at the time of entrance.
For the best Filly, 3 years old, ditto, 5 0 0
N.B.—Pedigree as above.
For the best Horse (entire or gelding) adapted for the saddle, from 3 to 6 years old, 5 0 0
For the best pair of Carriage Horses (to match) entire or geldings, combining size, power, and action, from 3 to 6 years old, 5 0 0
For the best Bull of milking breed, bred in the colony, 5 0 0
For the best Cow in milk, 5 0 0
For the best Slaughter Ox, 5 0 0
For the best Pen of 4 or more Wethers, for Slaughter, of any breed, 2 0 0
For the best Boar, 2 0 0
For the best Sow, 2 0 0
For the best Pig, for Slaughter, 2 0 0
For the best Pen of one Cock and two Hens of Shanghai or Cochon China Fowls, 1 0 0
For the best Cock and two Hens of any other pure breed, 1 0 0
For the heaviest and best Turkey, 0 10 0
Ditto ditto Goose, 0 10 0
N.B.—The Prizes now advertised will not be given in any class, unless a sufficiently high standard of excellence is attained, in the opinion of the Judges, to entitle the successful competitor to such a mark of distinction.
Prizes will be given for any Agricultural or Horticultural Implements, for manual labour, which may exhibit any marked novelty or peculiar adaptation for Colonial use.
The Agricultural Society propose holding their exhibition of WINE, WOOL, GRAIN, &c., early next year, of which due notice will be given.
By order of the Committee,
J. G. STEYTLER, Secretary.

CAPE OF GOOD HOPE Agricultural Society. PLOUGHING, MATCH, & C.

FOR the best Plough suited to various descriptions of Soil, combining lightness of draught, with excellence of Work ... £10 0 0
2. For the best Plough for breaking up Land 5 0 0
3. For the best Ploughman, working singly 5 0 0
4. For the second best do. do. 3 0 0
The public trial of Ploughs will take place in September next, at a time and place to be hereafter notified, but most probably in the Race week, and within easy distance of Cape Town.

By order of the Committee,
J. G. STEYTLER, Secretary.

COLONIAL ORPHAN CHAMBER AND Trust Company.

ESTABLISHED 31st of MARCH 1856.

Capital, £40,000.

FOR administering Properties and Estates, as they may be lawfully appointed to, as Executors, Administrators, Tutors, Curators, Agents and Trustees in Insolvent Estates.

DIRECTORS:
J. G. BLANCKENBERG, Sen., Esq. Chairman
P. E. DE ROUBAIX, Esq.
F. PORTER, Esq.
E. LANDSBERG, Esq.
L. P. CAUVIN, Esq.
F. S. BERNING, Esq.
W. SPITAL, Esq.

AUDITORS:
M. MOLLER, Esq.
J. J. STEYTLER, Sen., Esq.

Office No. 27, Alderley-street, opposite the old Dutch Reformed Church.

Persons desirous of appointing them will be pleased to nominate and appoint them as "The Board of Directors of the Colonial Orphan Chamber and Trust Company."

The Insolvent Branch will be conducted by the Secretary, for whose acts the Company will be responsible.

J. N. RUSSOUW, Jr. Sec.

MUTUAL Life Assurance Society OF THE CAPE OF GOOD HOPE.

NOTICE TO MEMBERS.

NOTICE is hereby given that, in accordance with the 17th and 36th Sections of the Society's Trust Deed, A SPECIAL GENERAL MEETING will be held at the Society's Office, Alderley-street, on

Tuesday, the 22nd September next, AT 12 O'CLOCK

for the purpose of electing two Directors in the room of the Hon. J. H. WICHT, Esq., and CHARLES D. BELL, Esq., who have been absent from Cape Town for three months.

By order of the Board,
J. C. GIE, Secretary.
Cape Town, 27th August, 1857.

Shipping Intelligence.

ARRIVED IN TABLE BAY.

September 3. Prince Arthur, screw steamer, 997 tons, J. McGowan, from Liverpool July 11, to Madras, Pagan, Lieut. and Mrs. Simons, Captains Sweldham, and Cooper, Surg. Morten, Messrs. Kilgour, and Bales, 310 men, H.C.S. Put in for coals. Searchlight & Co. Agents.
3. Marie Sarah, schooner, 101 tons, G. Tash, from Port Beaufort August 30, to this port. Cargo sundries. Searchlight & Co. Agents.
4. Onward, schooner, 99 tons, W. Herbert, from Algoa Bay August 28, to this port. Cargo sundries. Passengers Mrs. Herbert and 2 children. Rutherford & Co. Agents.
from Macao May 4, to Havannah, with 359 Chinese coolies. Put in for supplies. Divul at sea 35 from dysentery.
5. Prince Edward, schooner, 60 tons, G. Sharp, from Ho deklip Bay Aug. 30, to this port. Cargo Sundries.
5. Hermine, Norwegian ship, 522 tons, S. Saxen, from Akyah June 1, to Falmouth for orders. Cargo rice. Put in for medical aid. H. & E. Suffer's, Agents.
5. Fanny Nicholson, bark, 285 tons, J. Bathews, from Buenos Ayres August 3, to this port, in ballast.
SAILED OUT OF TABLE BAY.
Sept. 4. Robert Bright, bark, to Mauritius.

Opinaf van Koloniale Opbrengst, de Stads Mark gepasseerd, van den 2 tot 4 Sept. 1857.

Amandelen, lbs.	Almonds, lbs.	576
Aardappelen, muiden.	Potatoes, muids.	1721
Aayn, legger.	Vinegar, leaguers,	4
Aloe.	Albice,	0
Boter, lbs.	Butter, lbs.	254
Brandewyn, leggers.	Brandy, leaguers,	531
Bokkevelen, stukken.	Skins, Goat, pieces,	240
Boonen, muiden.	Beans, muids,	683
Drooge Ossenhuizen, st.	Hides Ox, pieces,	17
Erwten, muiden.	Peas, muids,	4
Garst, muiden.	Barley, muids,	112
Hoors, stukken.	Horns, pieces,	156
Hout, lbs.	Hay, lbs.	0
Hooi, vrachten.	Hay, loads,	2574
Kaf, zakken.	Chaff, sacks,	38
Koorn, muiden.	Wheat, muids,	500
Linzen, do.	Lentils, muids,	50
Meel, Grof.	Flour, coarse,	0
Melies, muiden.	Maize, muids,	12
Okkernooten, lbs.	Walnuts, lbs.	50
Patates, muiden.	Sweet, Potatoes	0
Rog, do.	Rye, muids,	21
Rozinaen, lbs.	Raisins, lbs.	3772
Schapevellen, st.	Sheep, Skins,	608
Stroo, zakken.	Straw, sacks,	308
Takak.	Tobacco,	0
Talk, lb.	Tallow, lbs.	0
Uien, muiden.	Onions, muids,	53
Vederen, Ostr., lb.	Feathers, Ostr. lbs.	54
Wyn, ordinaire, legger.	Wine, common,	78
Wyn, Do., Pontak, do.	Do. Pontak, do.	0
Wyn, Do.,	Wine,	0
Wyn steen	Wine Stone,	0
Zeep, lbs.	Soap, lbs.	0
Zout, muiden.	Salt, muids,	0
Zuurmoensap, 1-aam.	Lemon Juice, 1-aam.	0

MARKT PRYZEN Van den 3 tot 5 Sept. 1857.

Aloep per lb.	Aloe per lb.	0 0 0
Amandelen per lb.	Almonds per lb.	0 1 8
Appelen per lb.	Apples per lb.	0 2 2
Ayrikken per lb.	Apples ditt	0 0 0
Aardappelen per mu.	Potatoes pr. md	4 6 0
Aayn per legger.	Vinegar per leag	100 0 0
Boonen per mu.	Beans per mu.	14 2 0
Boter per pond.	Butter per pound	1 1 0
B brandewyn per legger.	Brandy per leag.	369 0 0
Bokkevelen per stuk.	Huck Skins each	0 8 0
Drooge Ossenhuizen.	Dry Ox. Hides do	4 0 0
Erwten en Alskoutwen.	Ducks & Musc.	1 6 3
Erwten per mu.	Peas per mu.	29 2 0
Garst per mu.	Barley per mu.	14 2 0
Houten per stuk.	Geese each.	1 7 1
Haver per mu.	Oats per mu.	8 3 0
Hoorstere per 100 lbs.	Woolstere 100lb.	5 1 0
Houten per stuk.	Tree each.	1 1 0
Koorn per pond.	Honey per lb.	0 0 0
Kalkonen per stuk.	Turkeys each	2 4 0
K of per 10 zakken.	Chaff, 10 sacks.	5 0 0
Koorn per mu.	Wheat pr 1 mu.	19 0 0
Lizen per mu.	Lentils per mu.	0 0 0
Meel per mu.	Meize per mu.	17 0 0
Melies per mu.	Flour, fine 10	0 2 0
Okkernooten per lb.	Walnuts pr lb.	0 2 4
Oliphanstanden p. lb.	Elephas' Teeth lb	0 0 0
Peren per pond.	Pears per pound	0 6 0
Persiken ditto.	Peaches do.	0 4 0
Rog per mu.	Rye per mu.	15 3 0
Rozeynen per lb.	Raisins per lb.	0 1 3
Takak ditto.	Tobacco do.	0 8 0
Uien per mu.	Onions per mu.	0 0 0
Vederen per stuk.	Sheep Skins ea.	1 0 0
Stroo per 16 zakken.	Straw p. 16 sacks.	0 0 0
Tyger- & Leeuw velien Lion and Tiger per stuk.	Skins e. each.	0 0 0
Uien per mu.	Onions per mu.	5 0 0
Varkens gemeste.	Pigs, fattened ea.	0 0 0
ongemeste.	unfattened.	0 0 0
Wederen.	Wethers ea.	0 0 0
bedde p. lb.	Bed per lb.	0 0 0
Vet of Talk per pond.	Suet or Tallow lb.	0 0 0
Wyn ditto.	Figs per lb.	0 0 0
Wol, schape p. pond.	Wool, com. p. lb.	0 0 0
Wol, fyne, ditto.	Wool, fine, do.	0 0 0
Wyn, ordinaire p. leg.	Wines, ordinary per leag.	100 0 0
Do. Pontak, do.	Do. Pontak, do.	0 0 0
Wyn Steen pr 100 lbs.	Wine Stone 100lb.	0 0 0
Zout per mu.	Salt per mu.	0 0 0
Zuurmoensap per.	Lemon Juice per 1-aam.	0 0 0
Zeepp per pond.	Soap per lb.	0 0 0