





eene overeenkomst van het Committee, aangesteld

Maandag morgen was de storm bedaard en de wind was toen omgeschoten naar het westen.

in de koloniën. Wy vernemen dat een deputatie van den Vrystaat voornemens is, om over een soort van verdrags met ons te onderhandelen, maar zy zal te veris moeit doen. Wy geroelen ons niet genegen deswege met den Vrystaat te doen te hebben en ook de *Blomfontein Gazette* daartegen mogt zegzoo verskerp ik u, dat President Pretorius niet naar verlingt, om President te worden van den Vrystaat. Voorzeker daarvoor bedenken zal, indien zulks hem te aanbehooren worden.

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Hoer Editeur!—Deze weinige regelen in uw nutti

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# THE ZUID-AFRIKAAN.

Cape Town, October 24, 1899.

At a meeting of the committee appointed to consider what amendments are necessary in our present Municipal Administration, held on Monday last, it was resolved that the two boards of commissioners and wardmasters shall be abolished, and that there shall be only one board, under the name of the Town Council, consisting of fifteen members to be elected annually by the whole town voting as one constituency. Candidates are to be nominated the day previous to the election and all registered voters shall be eligible as commissioners. This decision was made after a great deal of discussion, and then only by a majority. Messrs. Bloer, Solomon, Stein and Ardenne were the objecting parties, but their objections merely applied to the formation of one board, to whom should also be entrusted the administration of the water works instead of placing it into the hands of a distinct commission, as contemplated by the water supply bill introduced into Parliament during the last session.

The committee has not yet brought their labors to a close. There is to be another meeting to-day, and one of the subjects to be then discussed will probably be the mode of providing additional sources of revenue to the corporation in aid, if we may so term it, of the rate upon fixed property. We have already, on a former occasion, pointed out, what we consider legitimate objects for taxation, and it is to be hoped that the committee will not shrink from the duty of making those contribute to the revenue of the city who have hitherto borne no share in the expenses incurred for their benefit as much as of any other class of the community. Landed property is certainly the most easily taxed, and arguments are never wanting to make it appear that landowners have it in their power to recover the taxes from the occupants in the shape of rent, but those who have any experience in the matter well know the fallacy of such arguments. Besides, it is at all prudent, it is wise, in these days when efforts are made to increase our industrial population by immigration from abroad, to go on burdening landed property, whilst other objects might be equally legitimately taxed, and thus to augment the figure of house-rent to the artisan and the laborer?

Another object to which we would draw attention is, the power to be conferred on the board to raise loans. As there is to be only one board, without any but a moral check upon it, that power, we think, should be limited. The amount to be raised should not exceed in any one year, say one-fourth or one-third of the aggregate of rates to be levied in such year.

We take it for granted that provision will be made in the law that the amount of rate to be levied on immovable property, shall at no time exceed a certain given number of pence in the pound. Probably 3d. would be a fair maximum.

**VICTORIA.**—The act for preventing the spread of contagious diseases is now in force in the district of Victoria, in consequence of the appearance of small pox there.

**APPOINTMENT.**—W. Cock, esq. as justice of the peace for the districts of Bathurst, Peddie and Alexandria.

**LEVEE.**—His Excellency the Lt. Governor will hold a levee at noon this day. Mrs. Wynyard will receive visitors on Tuesdays and Fridays between 1 and 4 p.m.

**SEQUESTRATION.**—The estate of J. Watkins.—First and final meeting at the Master's office, on the 9th Nov.

**INTERSTATE ESTATES.**—Meetings of the next of kin and creditors will be held in the estates of—H. L. C. van Staden and surviving widow, at the Magistrate's office, Uitenhage, 6th Dec.—M. S. van Zyl and surviving husband W. J. van Biljon, at do. Colesberg, 3rd Dec.—D. P. Theron, at do. Paarl, 6th Dec.

**CLERKS OF THE PEACE.**—His Excellency the Lt. Governor directs that the following rules shall in future be observed by the Clerks of the Peace, when acting as Attorneys or Agents for Government in conducting Government cases:

1. The Government Notice of the 28th December, 1893, having reference to this subject, is hereby canceled and made void.

2. In order that it may not be capable of being imputed to Clerks of the Peace, that actions, on behalf of Government, are commenced by them unnecessarily, or for the sake of costs; it is hereby ordered, that no Clerk of the Peace shall commence any civil action, suit, or proceeding, on behalf of Government, in any Circuit Court or Court of Resident Magistrate, without an authority in writing so to do, signed by the Colonial Secretary, the Attorney-General, or the Civil Commissioner of the Division, and containing the name of each person to be sued.

3. In all suits so brought on behalf of Government, in which the Court shall give costs to the Plaintiff, the Clerks of the Peace may receive from the Defendant, for their own use, such reasonable and customary fees as shall be taxed and allowed to or for them as Attorneys or Agents, as the case may be.

4. When Civil Actions shall be brought by private parties against officers representing the Colonial Government, Clerks of the Peace, acting as Attorneys or Agents for the Defendant, may, in like manner, receive from the adverse party such fees as may be taxed and allowed to or for them.

5. In no case shall any Clerk of the Peace, suing or defending on behalf of Government, receive from or out of the public revenue, for or on account of his services, any fee or recompense whatsoever, other than his salary of Clerk of the Peace; it being understood that the Clerk of the Peace is to receive from the Government, when unsuccessful, his actual disbursements, but not more.

**DISASTROUS SOUTH-EAST GALE.**—SIX VESSELS ON SHORE.—Only a fortnight ago, it was our duty to record the total loss of three vessels stranded on our beach during a violent south-east gale. Little did we think when we saw the *Bascileia*, the *Chas-*

*seur*, and the *Witch of the Wave* breaking to pieces on the beach, that it would so soon fall to our lot again to chronicle a repetition of similar disasters, and to a far greater extent. Yet such is the case.

We have now to record one of the most severe south-east gales that has occurred here for many years, accompanied by a greater number of disasters than has ever happened in one day. No fewer than six vessels, varying in tonnage from 91 to upwards of 350 tons, now lie stranded on our beach.

The breeze set in on Saturday. In the evening the wind freshened, until between three and four o'clock yesterday (Sunday) morning, it became very violent; and though it moderated a little with the ebb-tide, yet it continued to blow with fury, causing a tremendous "sea."

The first accident that occurred was to the new tank-boat recently built by Mr. Dawson for the Watering Company. About six o'clock yesterday morning she parted her chain and came on shore on the south side of the break-water, on a sandy beach. Shortly after the accident to the tank-boat No. 1, surf boat of the Eastern Province Boating Company came on shore on the rocks near Stock's tank-yard and two or three vessels parted their cables. The feeling of alarm was consequently increased.

A few minutes after noon, the *Lyme Regis*, barque, 250 tons, which arrived here from London on the 26th August, parted from her third (bow) anchor. It was a work of impossibility to beat out to sea, as the vessel was very light (having only ten tons coals on board) and had all her sails bent; the only hope was that she would be able to clear the shipping and reach the Bight. This was a matter of no small difficulty, requiring the utmost exertion on the part of the officer in charge of the *Lyme Regis*, as there were no fewer than nine brigs and vessels to leeward of her. The mate (Mr. Forster) set the jib at once, and succeeded in weathering every one of these vessels, and in beaching the vessel in the Bight, in a gallant style, where she was in a tolerably safe position, although, it being about low tide at the time, she took the ground a good distance from the shore. She lay about half-way between the wrecked vessels *Sund* and *Bascileia*. The crew of the vessel, eleven in number, and a chronometer belonging to the ship, were brought off by the life boat and safely landed.

The next disaster that happened was to the brig *Governess*, of Aberdeen, 155 tons, Capt. A. Henderson. After parting, in the course of the morning, from two (bow) anchors, she parted from the third a few minutes after two o'clock. She was too light to beat out to sea, her sails being also bent. On parting, her head canted to the southward, and before she could put about she drove right in to the beach, on the quarter of the wrecked barque *Chasseur*. The jib was set, but no way could be got upon her. In case of any thing serious, Capt. Wilson at once sent off to the Bight for the life-boat, but as the brig came right under the stern of the *Chasseur*, the port-boat under the command of Soudien put off, and succeeded in getting under the lee of the latter vessel. A line was speedily passed from the poop of the French vessel to the crew of the *Governess*. At this time the brig was rolling heavily over on the *Chasseur*, the violence of the concussion breaking up the poop of the latter, and destroying the bulwarks forward. The crew of the *Governess* got onto the rigging of their vessel, and, as she rolled over, they scrambled on the quarter of the French vessel. The mate, Mr. Boyd, had a narrow escape in his anxiety to pass the chronometer to one of the port-boat crew who was standing on the stern of the *Chasseur*, and it was thought at one moment that he had been crushed to death. He succeeded however in getting on board the *Chasseur*, and all hands (six or seven) belonging to the *Governess* having got into the life-boat, she returned to the beach, landing in safety.

By three o'clock p.m., it was evident that the *Prince Woronzoff* could not hold out much longer. The jib was set, and in a few minutes she was seen drifting rapidly ashore. She came ashore on the rocks in front of Mr. Wheatland's premises. As it was impossible to go off in a boat to her, an attempt was made to throw a line on board of her by means of Manby's apparatus. In the first instance this failed, but the second attempt was made successful. In the meantime, however, a line attached to a life-boat had been floated ashore, and communication with the beach was secured by a strong rope. The usual contrivance for hauling the crew on shore was soon rigged up, and by the aid of several bystanders the whole of the crew, one by one, were liberated from their unpleasant and dangerous position.

The interest of those on shore, which had been absorbed in the rescue of the crew of the *Prince Woronzoff*, was again aroused by the cry that the *Star of the East* had parted. The jib was set, and in a few minutes she was drifting steadily ashore. She had parted from three bow anchors. Capt. Wilson having waited till most of the crew were on shore from the *Prince Woronzoff*, immediately proceeded with the port-boat's crew to render what assistance he could to the *Star of the East*, which made the fourth vessel that had come on shore that day. The life-boat was again launched, and a heavy pull they had before they could reach the stranded barque. Capt. Wilson himself tugged the oar most manfully, and, despite the strong current and the heavy sea, the boat behaved "beautifully." She rode the waters "like a thing of life." A heavy sea struck her, and half filled her, but, buoyant as a cork, she emptied herself in less than a minute, and slowly, but steadily, did she gain the side of the vessel. With the heavy sea setting in to the beach, with the crew of the barque to leave their ship, but by great care they were at last taken from her, the mate being the last to leave the vessel. The chronometers were also safely landed. The *Star of the East* is a fine barque of 357 tons, and was just ready for sea having on board a full cargo of colonial produce.

The schooner *Arabian* also parted about this time. It was apparent from her position that she could never reach the Bight, and she was accordingly run towards shore in front of the Customs. She drove down on the quarter of the *Governess*, and Capt. Henry and his crew succeeded in passing on board that vessel, and in getting from her on board the Frenchman whence they managed to get safely through the surf to the shore.

The life-boat had scarcely touched the beach before the *Star of the East* was reported that the barque *Wigrams* had parted. The report unfortunately proved correct. She had previously parted from two anchors, and now parted from the only remaining one. Being very light she was unable to beat out to sea. The mate got sail hoisted and made for the Bight, where she grounded

ed immediately outside of the *Bascileia*. The life-boat was with difficulty got down through the sand, but it had become almost dark, and as the approach to the lee quarter of the vessel was surrounded with the wreck of a former vessel, it was determined to wait till morning. This was the more prudent course, as the position of the crew of the *Wigrams* being pretty safe, nothing serious was anticipated. The crew were taken off this morning.

In the course of the gale two cargo boats belonging to the Eastern Province Boating Company were swamped, whilst two others belonging to the same Company broke adrift and drove ashore in the Bight.

The gale abated during the night, and this morning (Monday) it is blowing strongly from the westward.—E. P. Herald, Oct. 17.

**ALARMING FIRE IN SWELLENDAM.**—Shortly before 2 o'clock on Sunday morning, the bells of the Dutch Reformed Church and upper Chapel rung loud and long the alarm of fire. Proceeding to the spot, at the lower end of the town, we found the house belonging to Mr. Gideon Steyn, in the occupation of Mr. Chamberlain, wrapped in a dense volume of flame, which, with astonishing rapidity, completely destroyed the building, with the bulk of its contents, leaving only the bare outer walls.

It appears that Mr. Chamberlain, our respected Postmaster, had but recently taken the house, which he had furnished with much taste and expense, to welcome his lady, who was expected to return to the colony by the mail steamer *Athens*. At the time of the unfortunate occurrence, the house was unoccupied, Mr. Chamberlain having gone to Cape Town to meet his wife, and to convey her to her new home in Swellendam. The fire was first discovered by Mr. Adshade, who raised the alarm. The doors were immediately burst open and some few articles of furniture were rescued, but the strong wind which was blowing at the time fanned the flames into increased fury, and in a short space of time the whole building was enveloped in the devouring element. A large crowd of the inhabitants was soon collected on the spot, but it became evident that no human power could stay the progress of the fire. Precautionary measures were then adopted to preserve an adjoining tenement, the thatch of which was well watered, and everything was in readiness to check the least symptom of ignition. Fortunately, however, the wind blew the sparks in another direction, and alleviated the fears of the bystanders as to the spread of the conflagration.

There can be no doubt that the fire was occasioned by the hand of an incendiary, who is at present at large. No motive can be assigned for the wanton act, except the base intention of drawing the inhabitants away from their own homes and then robbing them in their absence. We have not heard whether any such attempt was made; probably the prudent measures of Messrs. J. Bargy and Reitz, who sent parties to watch the upper end of the town, prevented the commission of their nefarious purpose. But whatever could be the motive, it is lamentable that a small community like ours should be subject to the annoyance and loss by arson; for it is a fact that incendiary fires are of frequent occurrence in Swellendam.

In this instance, it is to be hoped that vigorous measures will be adopted to discover, if possible, the perpetrators of the crime; at the same time, suspicion should attach to no one, unless there be direct proof of implication. An investigation into the affair takes place this day (Tuesday), and if the result is known in time, we shall publish it in a postscript.

The loss to Mr. Steyn will be considerable, as the house was not insured, the furniture of Mr. Chamberlain was insured for £100, but this will not cover the loss he has sustained by the fire.—Overbury Courier.

**COLESBERG.**—On Monday, the 10th October, something extraordinary occurred here; at 2 o'clock p.m. the clouds became so thick and dense around that an awful darkness arose which extended for hours in the neighborhood, and people were compelled to light candles. A heavy thunder storm then burst over the village and neighborhood accompanied with much rain and hail. At 3 o'clock the storm was over. The sky was as red as fire. Aged people remember that some years ago it was equally dark in the day, but that was occasioned by wind and dust; but a case like the present no one remembers. This rain, added to that we had last week, gives a hopeful prospect, although the hail has done much damage to the fruit trees.

Small pox is more and more extending among the colored population; 10 have died of it, and 19 patients are in hospital. The dread of contagion is still rife, especially among the farmers.—Correspondent.

**HOPESTOWN.**—Our prison is pretty full of criminals—principally Kafirs, &c., for cattle and sheep stealing. I suppose they will have to be fed, clothed, and otherwise provided for, at the public expense until the next Circuit Court sits. Now, with regard to this class of offenders it is a great pity that the magistrate have not the power to deal summarily with them; for what do the Kafirs care about being sent to prison, so long as they have not to work and get plenty to eat and drink, and clothing withal as well? The only real punishment for the Kafirs is, hard work and not too much food.

We had a little rain about the beginning of the week, but nothing to speak of—the veldt is very dry. No news from across the River, except that Capt. Waterboer, the Griqua Chief, has written that he has heard that Taibosch has been in Hope Town, that he comes in during the night and obtains shelter from the Kafirs here, but I am rather inclined to doubt this statement.

Business is very dull, but there is a good sprinkling of cash circulation for this season of the year. No produce of any kind has been sold on the market since my last. Boer meal is selling by retail at 2s per mull; good mutton and beef at 4d. per pound, butter 2s. to 2s. 6d. per lb.; eggs 1s. 6d. per dozen; and everything else in proportion. There are no potatoes here, so it is rather a bad place for an Irishman.—Correspondent of the *Graaf Reinet Herald*.

**MURRAYSBURG.**—Rain seems to be the order of the day, for we have had a good supply the last week or two; the veldt is beginning to have an appearance of verdure, and it pleasing to any eye it must be to that of the farmer, whose popularity has been the drought, attributing many a

misfortune to the want of rain. We have had a gentle soaking rain since morning, and likely to continue the whole day.

Thieving is a propensity predominant among the colored classes, and often so cleverly managed that for want of evidence many an offender, tho' believed to be guilty, has escaped punishment. A case in point is that of eight prisoners brought in a few days ago, charged with having stolen several head of cattle and were it not for one of the prisoners turning queen's evidence, the probability is that they would have got off. The cattle alluded to were slaughtered and consumed, and the only means of discovery were the hides and horns, the identity of which there might have been some difficulty in proving. A preliminary examination has been held before the Magistrate, who with his usual care and attention has elicited many particulars to prove the charges. No decision has been come to yet, further evidence being required.

There is not much activity in business. As to produce, very little offering, except in the shape of sheep and goat skins, prices of which about the same as last quoted.

Our Minister is absent attending the "Rings-vergadering" in your town, so that at present we are deprived of his religious admonitions.—*Ibid.*

**TRANSVAAL.**—A Correspondent of the *Graaf Reinet Herald* supplies the following interesting news from Potchefstroom, dated Sept. 20th:—

"Every one from here is now gone to the Church-meeting at Pretoria. Rev. Mr. Louw, of Fauresmith, who has just returned, says he found there a great concourse of people, with no less than 400 wagons. It was decided at this meeting that our community should join with the Synod of the Dutch Reformed Church in the Colony. We hear that a deputation from the Free State intends to negotiate a sort of federation with us; but they will strive in vain. We do not feel inclined to have anything to do with the Free State in this line; and, whatever the *Bloemfontein Gazette* may say to the contrary, I can assure you that President Pretorius has no wish for the honor of presiding over the Free State also; and would certainly decline the honor, if any such overtures were made to him.

"The President returned last week from Buffel River, where he settled everything satisfactorily, both to Panda and the Boers. He went himself with Mr. Proes, on a visit to Panda's town, and appointed landrosts, fieldcornets, &c., for these districts. The country is reported to be not only very beautiful, but healthy for horses and sheep; so there is no doubt it will soon become populated. Leydenburg has joined us also; therefore you may see how little disposition there is among Transvaal people to join the Free State. Such a course, if carried out, would only involve us in wars and fresh troubles.

"I am glad to say that Potchefstroom is going a head. New houses are springing up like mushrooms. Many persons from the Free State are emigrating hither. We see new faces every day, and property is rising steadily in value. Fifteen wagons have arrived here during three days from the Colony and Free State, bringing settlers with their goods. Observing the very high prices of provisions, reported in the Colonial papers, we feel really thankful for being on this side the Vaal River where abundance of the necessities exists. We are expecting a plentiful harvest, and hope soon to be able to assist our neighbors, by the sale of some of our superfluities. I may mention that during the past month 8,000 lbs. of butter arrived on the market, which sold at from 9d. to 1s. 3d. per lb.

"You will be interested to know that a young Englishman has succeeded in smelting lead at the President's farm, in some considerable quantity, and of good quality. No doubt with machinery and scientific management, this discovery might be very valuable. Minerals of all kinds are found here in abundance. I have specimens of fine ores of copper, tin, silver, and lead; besides samples of porcelain earth, saltpetre, alum, &c. We only want capital and enterprising people, to bring to light the hidden riches of this country."—*Ibid.*

## Original Correspondence.

### ON THE SUBJECT OF HORSE BREEDING.

Mr. Editor.—The insertion of these few lines in your useful paper, will oblige.

As an extensive Horse breeder, and after full 35 years' experience, I wish to offer only a few observations on the Correspondence which has appeared in the news papers between Colonel Apperley and others, in which truth must be distinguished relative to the imported Dutch horse.

He is not only an animal without "form," but also without action and blood, and if every breeder were to proceed with it, the breed of horses will so deteriorate that it will be impossible to get a good horse for Indian or colonial service. I admit that some turned out good, why? because they were bred from good English blood mares, full of action and blood; and to be brief, I advise every amateur, but especially every breeder, to withhold his opinion that this breed should be proceeded with, for by doing that the second and third cross "in and out" with these horses will become so wretched, that export will not only be stopped, but Africa's sons will not be able to find weapons wherewith to force this breed forward, especially on long journeys and sandy roads, so general is this country.

Give every country its due, countrymen; the English blood horse is, in every respect, the finest and most useful animal under the sun, for the turf as well as for saddle and draught horses. He also combines blood, beauty, power and speed. Improve your studs with these animals, and you will experience that this advice has not been given in vain. The Cape horse is improving, and with old breeders, who have good blood, I make bold to say equal to imported English blood horses. Be therefore hopeful and listen. Disregard all other advice, for self-experience and undoubted truth is the best motto.

Oct. 6, 1899.

GOOD ADVICE TO ALL BREEDERS.

## Foreign News

### THE GREAT EASTERN.

(From Mitchell's Steam-Shipping Journal.)

What will they do with the Great Eastern? is a question which has occasioned a good deal of discussion, and has given rise to a variety of by no means uninteresting conjectures. Will she go to India, to Australia, or to North America? and will she be laid out chiefly for goods or for passenger traffic? The question of her first voyage appears at length to be definitely settled. She will, after a trial trip on the 8th of September of 500 or 600 miles, start the 15th for Portland, in the State of Maine. The idea of sending the Great Eastern to India or Australia

has been for the present placing her in the hands of the directors, a wise decision. It is possible that the directors, by bringing home the remainder of the Indian cargo, to Calcutta to Bombay may have suggested the idea of dispatching the Great Eastern to one or both of those ports; otherwise the state of the freight market in the East would not have tempted the directors to load home for any port in India. An Australian trip would be a greater inducement both as to freight and to passengers; and as the projectors of the Great Eastern originally destined her with a view to the Australian trade, the dispatch of the big ship to the Antipod might be regarded simply as the fulfilment of her destiny. But there are practical difficulties in the way of an Australian voyage which seem to have been overlooked. The Great Eastern, when under full steam, will consume something like two hundred and fifty tons of coal per day. Say that she really will the expectations formed of her, both as to speed and weatherly qualities, she could not perform the voyage to Australia in less than a month or five weeks each way, even her vast stowage would not possibly suffice to carry coals for her occasion. If not, could she reckon on procuring in Melbourne, Sydney, or the Cape, an adequate supply? The idea of a long voyage is, therefore, met by this initial difficulty, which must be passed off before it can be attempted with any prospect of success. The North Atlantic trade, and especially the trade with Canada, seems to invite the great experiment which the world is won to witness. The passenger and goods traffic on that line is sufficiently large to induce every encouragement, while the St. Lawrence in one direction, and Portland in the other, afford the choice of harbours in which even the Great Eastern may be safely accommodated. We regret that preference has not been given in the first instance to the Lawrence, inasmuch as there exist at Quebec abundant facilities for loading and discharging, while the communication with Chicago, St. Louis, Cincinnati, Cleveland, Toledo, Buffalo, Oswego, the other lake ports, and the cities of the Ohio and Mississippi, the places whence the Great Eastern's return cargoes must be derived, is open and direct. Chicago alone, in 1896, exported over 3,000,000 qrs. of grain, 250,000 barrels of beef and pork, besides vast quantities of bacon, lard, hides, wool, &c. while in the same year Chicago took 100,000 tons of English pig iron, besides hardware, earthenware, woollens, and other British products, all of which went by way of New York to the Erie Canal. Here is a trade the profits of which have been hitherto diverted from St. Lawrence, its natural outlet, to New York and Boston, to the serious damage of Quebec and Montreal. The Erie Canal has hitherto drawn by far the greater share of the traffic of the great lakes, although that canal is more than six times the length of the St. Lawrence, and the transit proportionately costly. The Great Eastern may become of great importance in further developing this valuable trade in British bottoms and on British railways. The selection of Portland as the port of destination for the Great Eastern is intelligible, seeing that the Grand Trunk Railway runs there, and that the harbour possesses abundant accommodation; while, during the winter, the choice of it is desirable. But it has been suggested that the extension of the Grand Trunk to open water in winter below Quebec, by means of a wharf, would enable the Great Eastern at all times to load and discharge in the St. Lawrence; and this suggestion coming as it does from one thoroughly acquainted with the traffic of the river and its navigation, is worthy of attentive consideration. Assuming, then, that the directors have decided upon the trade in which, for the present, they will employ the Great Eastern, and have fixed upon her port of destination across the Atlantic, it remains to be seen what place will be selected as her port of departure to this country. For a vessel of the dimensions of the Great Eastern the choice will probably be between Holyhead and Milford. Both are sufficiently eligible in point of accommodation, and both are connected with the interior, and the metropolis by railway. Holyhead has the advantage of being nearer to Liverpool—Milford having supplies of coal for half price, and a good clear offing free from most of the dangers of Channel navigation. The balance of natural advantages it, we should say, decidedly in favour of Milford but there may be other considerations which will govern the managers of this great experiment—an experiment which may entirely disappoint the hopes of those who look forward to a splendid engineering and commercial success, or which may, and we trust will, crown the efforts of the projectors, realise all their expectations, and inaugurate a new era in the history of steam navigation.—*European Times*.

**TIGHT ROPE FEAT AT NIAGARA.**—Niagara Falls was a swarming hive again yesterday, filled and overflowing with an immense throng of people, collected to witness the fourth repetition of Mons. Blondin's daring feat of crossing the chasm upon a cable stretched between the cliffs. The crowd gathered was almost, if not quite, equal to that assembled upon any former occasion; and the gathering was well warranted. The sight which was witnessed surpassed all the previous exhibitions of the famous tight-rope walker. From this city, we should judge that the attendance was greater than at any time before; and from Rochester, and other places in the vicinity, on both sides of the line, it could not have been much, if any less. All the seats and stand places within view along the bank, in the pleasure grounds upon this side of the river, were crowded, and the enclosure upon the Canada side was better filled than upon any other occasion. Mons. Blondin rode into the pleasure ground on this side about half-past four o'clock, and started upon his aerial journey after a very few moments of delay in preparation. His trip across to the Canadian shore was accomplished quickly, as he proceeded at a tripping pace most of the distance, and only paused a few seconds occasionally to correct his balance or obtain slight rest. All of his feats he reserved for his return journey. Arrived at the Canadian bank, he refreshed himself a little, and took a rest of perhaps fifteen minutes, when he again stepped upon the rope and tripped down the slant, airy plane toward "the land of the free and the home of the brave." When about half way to the centre he stopped and sat down, then stretched himself at full length upon the rope, then performed a number of daring antics, and finally stood upright upon his head, remaining in that reversed position for a length of time which seemed a moment at least, swinging and kicking his feet in a most reckless though ludicrous manner, that can be conceived of. Resuming his journey he proceeded at a little way when he again halted and repeated his performance, with the addition of a backward somersault, and one or two sudden swings around the rope, which caused a general flutter among the hearts of the spectators, and brought little screams from many of the ladies. Striding forward again, he proceeded to the open space in the centre, between the extreme guy ropes that branch off to either bank, where the cable spans the gulf without stay or accompaniment. Here he paused again, and laying his pole upon one of the guy ropes, he swung himself under the cable and ran across this central space of single cord, in the style of a monkey hanging beneath, and swinging himself along by his hands and feet, with great rapidity. Going back again in the same gymnastic manner, when he had returned to the point where his pole rested, he began a series of performances which outdid in thrilling and startling effect upon the nerves of the spectators all that he had done before. Clutching the rope with his hands, he swung his body clear from it, and hung for a lengthy period of more than ten seconds, suspended by the arms, and by one arm over the fearful depth of the chasm. Then he repeatedly turned such a suspended somersault as is peculiar to boys, throwing his feet over his head and between his arms, and hanging with the shoulder joints in a most unnatural position. Then he straightened his body into a horizontal position, still suspended by the arms, thrown backward as described—an exertion requiring immense strength, and calculated to exhaust the nervous system tremendously. After this he suspended himself by the legs, and by one single leg, hanging head downward, whirled around the rope—turned round somersaults—stood upon his head again, and in fact performed nearly all the most reckless feats attempted by tight-rope performers under ordinary circumstances. Twice again before reaching the bank he halted and repeated a some of these antics, seeming determined to fatigue himself to the last point of endurance, and to thoroughly satisfy the spectators with his exhibition of daring and skill. And they were satisfied beyond question. The performance was wonderful, and exciting enough for the most greedy seeker after sensations; and was by far the greatest yet given of Mons. Blondin.—*London News Letter*.



**Cape Town, October 24, 1959.**

DISASTROUS SOUTH-EAST GALE.—SIX VESSELS ON SHORE.—Only a fortnight ago, it was our duty to record the total loss of three vessels stranded on our beach during a violent south-east gale. Little did we think when we saw the *Basileia*, the *Chas-*

The life-boat had scarcely touched the beach before the *Star of the East* ere it was reported that the barque *Wigrams* had parted. The report unfortunately proved correct. She had previously parted from two anchors, and now parted from the only remaining one. Being very light she was unable to beat out to sea. The mate got sail hoisted and made for the Bight, where she grounded.

MERRYSBURG.—Rain seems to be the "order" of the day, for we have had a good supply the last week or two, the result is beginning to have an appearance of verdure, and if pleasing to any eye it must be to that of the farmer, whose popularity has been the drought, attributing many

What will they do with the Great Eastern? is a question which has occasioned a good deal of discussion, and has given rise to a variety of by no means uninteresting conjectures. Will she go to India, to Australia, or to North America? and will she be laid out chiefly for goods or for passenger traffic? The question of her first voyage appears at length to be definitely settled. She will, after a trial trip on the 25th of September of 500 or 600 miles, start on the 15th for Portland, in the State of Maine. The idea of sending the Great Eastern to India or Australia

has been for the present, and the directors, in placing her in the hands of the Great Eastern, have in our opinion, made a wise decision. It is our belief, that the bringing home the remainder of the Indian cargo to Calcutta by Bombay may have suggested the idea of dispatching the Great Eastern to one of those ports; otherwise the fate of the freight market in the port of India, and the dire trip to land home for any port in India, and the directors would offer greater inducements both to the freighters and passengers; and as the projectors of the Great Eastern originally designed her with a view to the Australian trade, the dispatch of the big ship to the Antipodes might be regarded simply as the fulfilment of her destiny. But there are practical difficulties in the way of an Australian voyage, which seem to have been overlooked. The Great Eastern, under full steam, will consume something like two hundred and fifty tons of coal per day. Say that she really sails at the rate of five knots per hour, both as to speed and weatherly qualities, she could not perform the voyage to Australia in less than a month or five weeks, and even her vast stowage would not possibly suffice to carry coals for her occasion. If not, could she reckon on procuring in Melbourne, Sydney, or the Cape, an adequate supply? The idea of a long voyage is, therefore, met by this initial difficulty, which must be disposed of before it can be attempted with any prospect of success. The North Atlantic trade, and especially the trade with Canada, seems to invite the passage of an experiment which the world is soon to witness. The passage of goods there on that line is sufficiently large to induce even a Government, while the St. Lawrence is in one direction, and Portland is in another, to afford the choice of harbours in which even the Great Eastern may be safely accommodated. We regret that preference has not been given in the first instance to the Lawrence, inasmuch as there exist at Quebec abundant facilities for loading and discharging, while the communication with Chicago, St. Louis, Cincinnati, Cleveland, Toledo, Buffalo, Oswego, the other lake ports, and the cities of the Ohio and Mississippi, the places whence the Great Eastern's return cargo must be derived, is open and direct. Chicago alone in 1856 exported over 3,000,000 qrs. of grain, 250,000 barrels of beef, and besides vast quantities of bacon, lard, hides, wool, &c. while in the same year Chicago took 100,000 tons of English pig iron, besides hardware, earthenware, woollens, and other British products, all of which went by way of New York to the Erie Canal. Here is a trade the profits of which have been hitherto diverted from St. Lawrence, to New York, to New York and Boston, to the serious damage of Quebec and Montreal. The Erie Canal has hitherto drawn by far the greater share of the traffic of the great lakes, although that canal is more than six times the length of the St. Lawrence, and consequently is manifestly proportionately costly. The Great Eastern may become of great importance in further developing this valuable trade in British bottoms and on British railways. The selection of Portland as the port of destination for the Great Eastern is intelligible, seeing that the Grand Trunk Railway runs in there, and that the harbour possesses abundant accommodation; while, during the winter, the choice of it is exceedingly judicious. It has been suggested that the extension of the Grand Trunk to open water in winter below Quebec, by means of a wharf, would enable the Great Eastern at all times to load and discharge in the St. Lawrence. This suggestion coming as it does from one thoroughly conversant with the traffic of the river and its navigation, is worthy of attentive consideration. Assuming, then, that the directors have decided upon the trade in which, for the present, they will employ the Great Eastern, and have fixed upon her port of destination across the Atlantic, it remains to be seen what place will be selected as her port of call in the North Atlantic. For a vessel of the dimensions of the Great Eastern to try, for example, the ports of Holyhead and Milford. Both are manifestly eligible in point of accommodation, and both are eminently eligible in the advantage of being near to Liverpool—Milford has the supplies of coal for half price, and a good clear offing, free from most of the dangers of Channel navigation. The balance of natural advantages is, we should say, decidedly in favour of Milford. But there may be other considerations which will govern the managers of this great experiment—of this experiment which may entirely disappoint the hopes of those who look forward to a splendid engineering and commercial success, or which may, on the other hand, crown the efforts of the projectors, realise all their expectations, and inaugurate a new era in the history of steam navigation.

*European Times.*

**TIGHE ROBERTS AT NIAGARA.**—Niagara Falls was a swimming hole again yesterday, filled and overflowing with an immense throng of people, collected to witness the fourth repetition of Mons. Biondi's daring feat of crossing the chasm upon a cable stretched between the cliffs. The crowd gathered was almost, if not quite, equal to that assembled upon any former occasion; and the gathering was warranted, for the sight which was witnessed surpassed all the previous exhibitions of the same character. From this city, we should judge that the attendance was greater than at any time before; and from Rochester, and other places in the vicinity, on both sides of the line, it could not have been much, if any less. All the seats and stand places within view, along the bank, in the pleasure grounds upon the top of the river, were crowded, and the throngs upon the Canada side were banded and ranged under any other designation. Mount Washington, indeed,

pleasure ground on this side about half-past four o'clock, and started upon his aerial journey after a very few moments of delay in preparation. His trip across to the Canadian shore was accomplished quickly, as he proceeded at a tripping pace most of the distance, and only paused a few seconds occasionally to correct his balance and obtain slight rest. All of his feats he reserved for his return journey. Arrived at the Canadian bank, he refreshed himself a little, and took a few deep breaths in five minutes, and again stepped upon the rope and proceeded at a rapid, slant, air-like, toward "the land of the free and the home of the brave." When about half way to the centre he stopped and sat down, then stretched himself at full length upon the rope, then performed a number of daring antics, and finally stood upright upon his head, remaining in that reversed position for a length of time which seemed a moment at least, swinging and kicking his feet in the most reckless though ludicrous manner that can be conceived of. Resuming his journey he proceeded but a little way when he was again and again repeated his performance with the addition of a backward somersault, and one or two sudden swings around the rope, while the general flutter among the hearts of the spectators, and brought little screams from many of the ladies. Starting forward again, he proceeded to the open space in the centre, between the extreme guy ropes that branch off to either bank, where the cable spans the gulf without stay or accompaniment. Here he paused again, and laying his pole upon one of the guy ropes, he swung himself under the cable and ran across this central space of single cord, the guy of the monkey hanging loosely, and swinging in a circle, by his side, and with great rapidity. Going back again in the same gymnastic manner, he had returned to the point where his pole rested, he began a series of performances which outdid in thrilling and startling effect upon the nerves of the spectators all that he had done before. Clutching the rope with his hands, he swung his body clear from it, and hung for a lengthy period of more than ten seconds, suspended by the arms, and by one arm over the fearful length of the chain. Then he repeatedly turned such a suspended somersault as is peculiar to boys, throwing his feet over his head and in a most unfortunate position, the arms and legs extended into a horizontal position, still suspended by the arms, thrown backward as described—an exertion requiring immense strength, and calculated to exhaust the nervous system tremendously. After this he suspended himself by the legs, and by one single leg, hanging head downward—whirled around the rope—turned more somersaults—stood upon his head again, and in fact performed nearly all the most reckless feats attempted by tight-rope performers under ordinary circumstances. Twice again before reaching the bank he halted and repeat d some of these antics, seeming determined to exhaust himself to the last point, and to satisfy the spectators with his exhibition of daring and skill. And they were well satisfied, beyond question. The performance was wonderful, and exciting enough for the most greedy seeker after sensations—and was by far the greatest yet given by Mons. Blondin in London since Letter-



# New Sun Goods, Spring Investments.

## STEAMER "ATHENS." Jamieson & Co.

ARE RECEIVING:

Ladies' Summer Dresses, Flounced, all descriptions  
Fashionable Shawls and Mantles  
Bonnet Ribbons, Oriental, Plain, and Fancy  
Fancy Brackets and Trimmings  
Ladies' Chenille and Morocco Leather Bags, and  
Reticules

Ladies' Straw Hats and Cap Fronts  
Ladies' Colored Cashmere Boots, with and without  
side Springs  
Patent Leather Slippers, Black Cashmere Boots,  
with side springs  
Hooks and Eyes, Bone Buttons, Skirt Steels, Pearl  
Shirt Buttons, and other small Wares  
Silk Flounced Dresses, and Checked Gros de  
Naples

Gents' Ties in Netted Mohair, and Silk  
Do. do. Albert, Napoleon, and Beaufort.

**Gentlemen's Hats, in**  
Drab Merton Down Hats, Drab Paris Silk Hats,  
Farmers' Stiff Shell Hats, Canadian and  
Kosuth Soft Felt Hats, Fine French Soft  
Felt Hats.

**Boots and Shoes.**  
Calf, Bluechers, Stout, Men's and Boys'  
Oxonian Calf Shoes, Men's and Boys'  
Gents' Patent Leather side Spring Boots and Shoes.

## Summer Clothing, in

SHOOTING COATS  
DEMI CHESTERFIELDS  
FRONTIER HIP JACKETS  
FANCY VESTS, TROUSERS, &c.  
In the best Shapes, and most suitable Materials  
Heerenracht.

BEST YELLOW

**LONDON SOAP,**  
750 BOXES OF THE ABOVE, ex Irene, each  
20 BARS.  
JAMIESON & Co.

**Stearine Patent Candles.**  
500 BOXES (short sixes), landing ex Arthur  
Pardew.  
JAMIESON & Co.

**JAMIESON & Co.**  
HAVE IN STOCK:  
Crushed Sugar  
Colman's Starch  
Pearl Barley  
Kames Company's best Gunpowder.  
Heerenracht.

## J. R. Marquard & Co.

Are now receiving, by the  
**STEAMER "ATHENS,"**

PARIS KID GLOVES, Jouvins' and others  
Mantles and Jackets, Ladies' and Children's  
Marseilla, Honeycomb and Lawn  
INFANTS' CASHMERE, Cloaks and Hoods  
CHILDREN'S DRESSES, &c.

HEAD DRESSES, Chenille, Ribbon, and Lace,  
&c.

HAIR NETS, Chenille, Silk, and with Beads  
CHILDREN'S CHENILLE Scarfs  
GENTLEMEN'S MAUVE Silk Ties  
BATH TOWELS  
WHITE FRINGED Counterpanes and Toilet  
Quilts

CAMBRIC and MUSLIN Robes and Dresses  
NET JUPONS and Skeletons  
LAPPET BLIND, Muslin and Leno  
CURTAINS, long, Muslin and Leno  
TARLATAN, White, Pink, and Sky  
MUSLINS, Book, Cambric, Jaconet, Swiss, &  
Tape Check, &c.

CRINOLINE, Black and White, and Starched  
Mulls

DIAPER, 7-8 and 3-4 Linen and Cotton  
IRISH LINEN, Holland and Roll Jaconets  
GENTLEMEN'S HEMMED Cambric Hand-  
kerchiefs.

## L. H. Twentyman & Co.

ARE NOW LANDING,  
Ex 'Dispatch' and 'Amaranth,'  
LARGE

Additions to their Present Stock  
OF

**IRONMONGERY,**  
CUTLERY, AND  
**SADDLERY.**

AS ALSO:  
**Millstones, of all sizes,**  
AND

100 SUPERIOR ENFIELD RIFLES  
(to be had either in Bond or Duty Paid), suitable for  
VOLUNTEER CORPS.  
24, Heerenracht, and Longmarket-street.

## Notice.

THE Estate of JACOBUS HENDRIK THEUNISSEN,  
of the Paarl, has, by an order of the Hon'ble  
the Supreme Court, dated 17th October, 1859,  
been released from Sequestration.  
Paarl, 20th October, 1859.

## MCDONALD, BUSK & CO.,

ARE LANDING BY

Steamer 'ATHENS' and 'DISPATCH.'

Long Cloths and Shirtings  
Furniture and Fancy Checks and Stripes  
Bed Ticks, Hollands and Silicias  
Doekskins and Tweeds, in variety  
Satara, Milton and superior black Cloth  
Cambric Prints  
Printed and other Moleskins and Corals  
Gentlemen's French Felt Hats  
Victoria and Damask Table Covers  
Alpacas and Circassians.

Ladies' Fancy and Straw Bonnets  
Girls' and Ladies' fancy Straw Hats  
Bridal Silk, Crapo and other Bonnets  
Dress Trimmings in Fringes, Goffred Ribbon &c.  
Ladies' Girdles, Tassels, Plumes, &c.  
Men's and Boys' Lighorn Hats  
Ladies' Dresses, Mantles and Scarfs in variety  
French Corsets, Hooped and other Petticoats.  
Blue, Black, and other Gros de Naples  
Parasols, Men's Fancy Slippers  
Ladies' Buff Jackets and Boys' Tunics  
Ladies' Maltese and Men's Collars  
Ladies' Sleeves, White Spot Muslins  
&c., &c., &c.

Ladies' Lasting and Cashmere Boots  
Patent Shoes and Slippers  
Children's patent and Princess Alice Shoes  
Men's black and buff Bluechers,  
&c. &c. &c.  
MCDONALD, BUSK & Co.

## Municipal Notice.

WANTED for the Municipality of Worcester an active  
and sober man as Superintendent and Overseer, at a  
Salary of £75 per annum. He must devote his time ex-  
clusively to Municipal duties. Testimonials of good  
character will be required. Applications in writing must  
be sent in to the Town Clerk before or on the 15th NOV.  
next.

By order of the Commissioners,  
J. LINDENBERG, Town Clerk.  
Municipal Office, Worcester, 10th Oct., 1859.

**MUTUAL**  
**Life Assurance Society**  
OF THE  
**CAPE OF GOOD HOPE.**

NOTICE TO INTENDED ASSURERS.

NOTICE of intended Assurers is invited to the 9th  
Section of the Society's Deed, viz:  
"The Holders of all Policies granted on or before the  
1st day of November next, will be entitled to share in the  
Profits realized in and for the year ending 31st of May,  
1860, in accordance with the Deed."

By order of the Board,  
J. C. GIE, Jun., Secretary.  
Cape Town, Oct. 1, 1859.

## TO LET,

On very favorable Conditions.

THE Farm "Le Roche" situated in "Oligantha Hoek,"  
known as "Wymershoek," in extent full 1400 mor-  
gen, at present sown with about 2 muids of Rye, to which  
the prize has been awarded last year by the Paarl Agri-  
cultural Society, planted with about 7 a 300 excellent  
Fruit Trees of all sorts, a large quantity of Maize and abun-  
dantly provided with water. Further particulars can be  
obtained from the Underwriter before 15th November or  
from Mr. J. J. NIKKUR, Bree-street, No. 43, Cape Town,  
A. B. DE VILLIERS, P.J. son.

Goede Hoop, Great Drakenstein,  
15th Oct 1859.

United Paarl Omnibus Company.

Alteration in hour of starting:

THE Public are hereby informed that during the months  
of November, December, January and February the  
Bus will start:

From the Paarl at half-past 5 a.m., and from Cape Town  
at 11 o'clock p.m.  
To commence on the 1st November.  
By order of Directors,  
J. H. VAN ENTER, Sec.  
Paarl, Oct. 15, 1859.

**Public Sale**  
**AT WELLINGTON.**

ON MONDAY, 31st October, will be sold by Mr. P.  
Pryor,  
Tea, in Boxes  
Dates  
Iron Bedsteads, Saddles and Bridles  
Tea Trays, Decanters  
Portmonias  
Looking Glasses, large and small  
Trowersing, Shawls  
Neckties, Needles  
Ladies' Bracelets, and other Fancy Articles, to close  
Accounts.  
Also 2 Parlour Grates.

**J. BRITTON.**

**SALE OF VALUABLE**  
**Landed Property**  
IN CAPE TOWN,  
WITH LIBERAL BONUS.

THE Undersigned having purchased a farm in the  
country, has instructed Mr. J. G. STEYTLER to sell on  
**Wednesday, 26th inst.,**

Certain House and Premises situated in Keerom street  
containing Drawing, Dining, and 3 Bedrooms, Kitchen,  
Servant's Rooms, a large Yard, Stable and Forage Loft  
and a beautiful Kitchen Garden.

P. U. FISCHER.

**High Sheriff's Office.**

Cape Town, Oct. 29, 1859.

IN Execution of the Judgment of the Supreme

Court in the undermentioned Case, the follow-  
ing Sale will take place, viz.:

**Division of Victoria.**

GEORGE MIDDLEMASS versus WILLIAM GRAVETT

On Wednesday, the 2nd November, 1859, on the Market  
at Alice, of a Buck Wagon and 12 Oxen.

J. STEUART, High Sheriff.

# BOARD OF EXECUTORS.

**SALE OF**  
**One of the most Valuable Farms**  
**IN THE CAPE DISTRICT.**

WITH Reference to former Advertisements, the Directors of the Board of Executors, as the Curators  
of Mr. JOHANNES MARTINUS BRYERS, will now cause to be sold, by Public Auction, on

**Tuesday, 1st of Novemb. next,**

THE FARM AND ADJOINING LANDS, KNOWN BY THE NAME OF

**STIKLAND,**  
**Situated about 13 miles from Cape Town.**

The Capabilities of this Farm are generally known by Agriculturists. The small distance from Cape  
Town, D'Urban, and Stellenbosch, the main road to the Paarl, leading nearly through the Buildings,  
the proximity of the line of Railroad, and the intended Station, are only a few of the many advantages  
which renders the same not only a most Valuable, but very desirable Property; and all further comment  
would be superfluous.

This Property has been Subdivided, and the Plan, showing the Buildings, the Springs, Dams, &c.,  
as also the conditions upon which the Board intend disposing of the same, may be seen and ascertained  
at the Office of the Board of Executors, Adderley-street.

Also, Mr. BRYERS' Share in the place NOODHULP, situated at Saldanha Bay.

At the same time will be offer for sale, the Standing Crops, such as Oats, Barley, Rye and Wheat.

**LIBERAL BONUS WILL BE GIVEN.**  
**Sale to commence at 11 o'clock precisely.**

By order of the Directors. C. J. C. GIE, Secretary.

Cape Town, 18 October, 1859.

**REFRESHMENTS WILL BE PROVIDED.**

Mr. J. G. STEYTLER, Auctioneer.

**Important Public Sale of**  
**Immoveable & Moveable Property,**  
**AT CERES.**

THE Undersigned intending to change his abode, will  
cause to be publicly sold to the highest bidder on  
THURSDAY, the 17th NOVEMBER next, his well known,  
substantially built Dwelling House and Erf situated as  
above, particularly adapted for a Hotel, so much required  
there, containing spacious front and dining Rooms, 6 bed  
Rooms, Pantry and Kitchen, all boarded floors and only  
lately papered and painted. It can be justly considered  
one of the best residences, independent of the advantages  
it offers.

At the same time will be sold all the Moveable Effects,  
comprising Household Furniture, in Tables, Chairs, Ward-  
robes, Bedsteads, Stretchers, Bedding, Glass and Earthen-  
ware, Kitchen Utensils and many other articles too  
numerous to particularise.

JOACHIM H. SNYMAN.

Vendue Office, Tulbagh, Oct. 18, 1859.

Messrs. ZINN & Vos, Vendue Adm.

## PUBLIC SALE

On the Farm "Willemsvalley," 24 Rivers,

**Division of Piquetberg.**

MR. JACS. JOHS. BURGER, Jac. son, having sold  
his said Farm out of hand, will dispose of his  
Moveables, on

**Tuesday, 22 Nov., next.**

**CATTLE.**

30 superior and well trained draught Oxen, as fine and  
good as can be obtained at 24 Rivers.

30 breeding Cattle of superior breed, among which some  
superior Milch Cows.

24 breeding Horses.

1 thoroughbred English Stallion, 3 years old; out of  
the well-known Stud of Mr. JAN KORSE, of Great  
Berg River.

1 new Horse and 1 new Bullock Wagon.

Further Smiths and Wagonmakers Tools; four complete  
Ploughs; 60 Muid Bags, two sets of Harness, Yokes,  
Ropes, Riems and Straps, &c. and several other articles  
which will be offered on the day of Sale.

ZINN & VOS, Vendue Adm.

Vendue Office, Tulbagh, 20th  
Oct. 1859.

**SALE OF**

**Mares and Horses,**

In the Worcester District.

THE Undersigned will sell by Public Auction on WED-  
NESDAY, the 26th OCTOBER, at his place "Witje  
River," about 9 miles from the Town of Worcester.

**70 well-bred Mares,**

got by the thoroughbred Imported Horses Whirligig and  
Standy, and several now in foal by the thoroughbred  
Imported Horse Huntley.

8 young Horses, (2 years old), got by Whirligig.

8 Riding and Draught Horses.

C. J. DU PLESSIS.

4 October, 1859.

Van der BYL & LE SUEUR, Vendue Administrators.

N.B. Refreshments will be provided and Liberal  
Credit given.

**Annual Sale**

OF WELL-BRED

Saddle, draught and young Horses.

ON THURSDAY, the 27th instant, the Undersigned  
will cause to be publicly sold on the farm of Mr. J.  
M. VAN NIKKUR, Middelburg, situate behind the Paarl.

80 well-bred saddle, draught and young Horses,  
among which very fine matches of

different colors

4 pair of Schimmels

4 " Arabs

3 " Chesnuts

3 " brown

2 teams ditto

2 " Chesnuts

Besides good trained saddle and young Horses

Said Horses were selected and purchased by the Undersigned  
himself from the Messrs. Louw, of the Hoek, Grootte  
Toren and Bokkeveld, and VAN WYKS of Hanam, and  
several others too numerous to mention.

JOHN J. PROCTOR,

Mr. D. A. DE VILLIERS, Auctioneer.

N.B. No Horse will be sold out of hand, before the  
Sale.

N.B. Refreshments will be given.

# PUBLIC SALE

OF VALUABLE

Immoveable & Moveable Property,

**With Liberal Bonus.**

THE Undersigned have instructed Mr. D. DE VILLIERS

to sell to the Highest Bidder, on

**To-morrow, 25th instant.**

The well known fertile Farm, "De Kuilen," situate at  
Kails river, along the hard road to Stellenbosch, and very  
close to the Railway Station, and consequently well adapt-  
ed for any trade. It has sufficient ground to be planted  
with Vines and Fruit Trees and is about 200 morgen in  
extent.

**FURTHER,**

92 trained bastered and Damara draught Oxen, all in  
excellent condition.

6 trained draught & saddle Horses

1 three-leaguer Wagon complete

JAC. C. DE WAAL, & H. BOSMAN.

Said Farm will first be put up in four Lots and  
afterwards together in one Lot.

## A Safe Investment.

FOR Sale, One-third Share in the first-rate Farm

"Welgemoed," situate at Palmiet River. Two-

thirds of the purchase amount can be retained at interest.

Apply to the undersigned on his farm "Morgenster,"

Somerset West. W. MORKEE, P.J. Sen.

## Shipping Intelligence.

ARRIVED IN TABLE BAY.

Oct 20—William Tucker, bg. 164 tons, Wm. Moreshead,

from Simon's Bay 12th and Buffalo Bay 18th inst. to this

port. Cargo, sundries. De Pass, Spence & Co. agents.

20—Flower of Yarrow, schr. 81 tons, Thos. Duncan, from

Algoa Bay 13th inst., to this port. Cargo, salt. Robt.

Granger & Co. agents.

DEPARTURES FROM TABLE BAY.

Oct. 19—Caute, to Walwich Bay.

19—Aurora, to Honklap Bay.

20—Laurina, to London.

20—Maria Johanna, to Ichaboe.