

TO CORRESPONDENTS.

The great length of "Dr. Smith's Journal," has unavoidably superseded the insertion of several valuable communications intended for this day's Paper. Our Correspondents will, we feel assured, acquiesce cheerfully in giving place to a document which has been so long expected, and which is of such engrossing interest.

THE

GRAHAM'S TOWN JOURNAL.

GRAHAM'S TOWN, AUGUST 24, 1832.

We have this week the satisfaction of laying before our Readers the Journal of Dr. A. Smith, taken on his late expedition to Port Natal. The high reputation of this Gentleman for scientific attainments and the ardent spirit of enquiry which he brings to bear on every subject which he takes upon himself to investigate, will not fail to make this document highly interesting. As an Itinerary, it will be really valuable to future Travellers who may take the same route, or have occasion to visit any part of Cafferland, while the details of the Geographical features of the country through which he passed, will afford considerable amusement to the general reader.

We would in particular direct the public notice to the coincidence between the remarks of Dr. Smith, and those we submitted in our last Number on the subject of the inertness of the Caffer Chiefs to repress Depredations, because it will add weight to the arguments we then offered, to show the necessity of immediate attention to a matter of such paramount importance to all classes on the Frontier. This necessity is, indeed, becoming daily more and more apparent. Even since our last Number was published, some of our traders have had occasion to complain of very outrageous conduct towards them on the part of the Caffers, and it appears certain that if decided measures be not shortly adopted to remedy evils of the character referred to, the value of the traffic carried on with that people, will be greatly reduced by the pillage which is now practised with impunity by them.

The Caffres are by no means disqualified to judge on a question of equity, and on points of this nature their proceedings are as well defined and understood as the common law of England; but so long as the Chiefs benefit by the plunder committed by their dependants, the Colonists will continue to suffer in their property to an extent that must at length produce great embarrassment to the Trading interest in this part of the settlement.

less are always occasioned by the friction of wet yokes. When such delays are inadmissible, and the oxen become sufferers from either or both of the complaints just stated, care ought to be taken to have the affected parts well rubbed with tar and fat upon out spanning, and if, as sometimes happens, great swellings occur, the oxen so circumstanced must be permitted to travel loose for a time, else the formation of matter will commonly be the result.

Ditto 9, forenoon; travelled 6 hours, or 18 miles; halted at Trumpeter's Drift.—Independent of the long and gradual descent to the Fish River, there are, besides, several short and steep ascents and descents in the course of the road, but none of them offer any particular difficulties. The river, where it is crossed, flows over a nearly horizontal sheet of rock, that in some places is rather irregular from the disintegration of portions of the strata. The eastern edge of the stream is margined by a sort of quagmire, which is not to be crossed without caution, and occasionally not without much trouble.

Ditto, afternoon; travelled one hour, or 3 miles; halted at a small river.—Road good. Unless during rain or soon after it, water will seldom be found nearer than six hours from this. It will, therefore, be advisable, particularly as the ascent from hence to the flats above is long, and in many places steep, to leave this river in the morning, or at least not on the same day that the descent to the Fish River has been effected.

Ditto 10th, forenoon; travelled 2 and a half hours, or 7 and a half miles; halted at the flats.—In a wooded ravine immediately to the right of the road, after reaching the flat country, a small quantity of water was found, but not sufficient to furnish drink for the oxen. The road in many places is much broken, and the ascent is long, and in places rather steep.

Ditto, afternoon; travelled 3 and a quarter hours, or 9 and three quarter miles; halted at Buck Kraal.—Road very good, water abundant. Caffers inhabit this part of the neutral territory, and many visited our wagons for the purpose of begging, as well as for bartering corn and milk. Yellow ball buttons and thick brass wire were the articles which procured us most readily the supplies we required. Some desired beads, but they were so particular as to their tints and shapes, that it was scarcely possible to please them; and hence we found all but those which were in exact accordance with the fashion of the moment, of but little value. Dark colored handkerchiefs, of the most common quality, as well as knives and tinder boxes were also asked for. Though the traveller would do well to supply himself with a small quantity of the various articles mentioned, yet the buttons and wire ought to constitute his principal stock, as he will find that they are the staple articles for barter throughout all Cafferland. On the north of the road, close to the

hours, or 16 and a half miles; halted at the Kei River.—Road pretty good, excepting the latter part of the descent to the river, which is stony and rocky. After reaching the bed of the stream, the road extends downwards, for a little distance along its western edge before crossing, which is accomplished with difficulty, on account of the great number of large stones that are every where strewn in the drift, and which cause the oxen frequently to fall.

Ditto 19th, forenoon; travelled 1 and a half hour, or 4 and a half miles; halted on the flats.—One or two deep gullies occur in the course of the road, otherwise it is good; but the ascent is in places very steep, and from its tortuosity and length, is very fatiguing for the oxen. Water in the ravines to the right and left of the road, before reaching the flats. At this halting place one of my iron *rem schoens* was stolen by the Caffers. To guard against such occurrences, travellers would do well never to permit Caffers to come close to their wagons, particularly as they are always anxiously looking out for iron. Before journeying into Cafferland means ought always to be adopted for preventing the linchpins from being carried off, whereby serious accidents have occurred.

Ditto afternoon; travelled 1 hour, or 3 miles; halted at a trader's residence.—Road good, with several slight ascents. Mr. Jolly, a trader, resides here, and as we had not been able to obtain either an ox or a cow from the Caffers, he was good enough to sell us one. From the number of traders now actually resident in Cafferland, every article fitted for bartering with the natives can be readily purchased, at least as far as the Fish River, and at but a trifling advance upon the Graham's Town prices.

Ditto 20th. Afternoon; travelled 5 hours, or 15 miles; halted at a trader's residence.—First part of the road rather bad, a deep ravine to be crossed, the ascent rough and rocky.

Ditto 21st, Forenoon; travelled half an hour, or 1 and a half mile; halted at Butterworth Institution.—Road very good; (this is a Wesleyan Missionary station, and also a trader's residence. A regular post goes, and returns from Graham's Town, once every month.

Ditto 23d, Forenoon; travelled 2 3/4 hours, or 8 and a quarter miles; halted at a Caffer Kraal.—First part of the road middling, rest very good. Water in a fine valley to the right of the road. Wood is here very scarce, and to avoid delay and inconvenience, some ought to be carried in the wagon.

Ditto Afternoon; travelled 2 and a quarter hours, or 6 and 3 quarter miles.—Road very good.

Ditto, 24th, Forenoon; travelled 3 hours, or 9 miles.—Road good.

Ditto, Afternoon; travelled 1 and a half hour, or 4 and a half miles.—Road good.

Ditto 25th. Forenoon; travelled 5 and a half

Port Elizabeth, 13th August 1832.

MR. EDITOR:—In forwarding you the accompanying Itinerary for insertion in the *Graham's Town Journal*, I wish it clearly to be understood that it has been constructed solely for the use of persons who may be about to visit Natal, and who may be ignorant of the nature of the road, and of what is necessary to enable them to travel it with safety, comfort, and convenience. From a perusal of it they will be enabled to form a pretty accurate idea of the distance they will have to travel; of the character of the road; of the difficulties they will have to encounter, and of the means best calculated to overcome them. They will see that they must not trust for every article of diet to the Caffers; that they must be particular in the selection of articles for traffic; and that, though in the land of savages, they have ample opportunities of having injuries avenged whenever such are properly represented. They will moreover perceive that the utmost caution is necessary to guard against thefts, and that a watch during the night is of the greatest importance. They will find that the road between the Umzimvooboo and Natal offers much at any time to try the patience, but that it is particularly harrassing if travelled during the rainy season, namely between September and April. The latter circumstance naturally will direct to the months of May, June, July and August; and if the journey be made during any part of those, fewer delays and difficulties will be experienced than at any other time. The Colony ought to be left towards the end of the first quarter of a moon, for reasons which will appear evident to the traveller during his progress.

I am, Sir, your obedient Servant,
ANDREW SMITH, M. D.

NATAL ITINERARY,

Or Daily Remarks relative to the road between Graham's Town and Port Natal, extracted from Notes kept during a journey to the Zoota country, in 1832.

January 8. Forenoon; travelled 6 and a half hours, or 19 and a half miles; halted N. W. of Caffer Clay Pitts.—A small portion of the latter part of the road, consisting of the descent from the hilly range that extends to the eastward of the Governor's Cop, very bad—the rest all good.

Ditto, Afternoon; travelled half an hour, or 1 and a half mile; halted at New Clay Pitts.—Road good, rained early in the afternoon. Travellers would do well to halt upon such occurrences, in order to guard against their oxen suffering from abrasions or inflammations of the neck, which more or

are the staple articles for
Cafferland. On the north of the road, close to the Clusi River is the house of a trader.

Ditto 11th, forenoon; travelled 3 and a half hours, or 10 and a half miles; halted on the flats.—Descent to the Keiskamma gradual, and the road pretty good; river is crossed with difficulty, from the great number of large stones that occur in the drift. Ascent from the river steep, but the road good; water in most of the ravines immediately before reaching the flats, and during or soon after the fall of rain, *fleys* occur close to the road.

Ditto, afternoon; travelled 2 and a quarter hours, or 6 and three quarter miles, halted on the flats.—Road very good, some slight ascents. It is only during the rainy season, that this can be made a halting place; in the dry season it will be necessary to travel at least an hour farther before outspanning.

Ditto 12th, forenoon; travelled 4 hours, or 12 miles; halted at the Buffalo River.—Road in general very good. Two or three small streams, flowing over rough rocky beds, require to be passed. The ford of the Buffalo River, where it is crossed, is thickly strewed with large stones. Here we endeavoured to purchase an ox or cow for slaughter, but could not succeed. They demanded most enormous prices, and even when acceded to, they never produced the cattle. Travellers desirous of having a regular supply of butcher's meat, ought to provide themselves with cows, before leaving the colony; because there is little chance of getting them from the Caffers, particularly if it be necessary to enquire for them. A trader resides here, and the London Missionary Society has also an institution below the drift.

Ditto 15th, afternoon; travelled 2 and a half hours, or 7 and a half miles; halted at Yellow Wood River.—Ascent from the Buffalo River short and gentle, road very good. Fine water and grass at halting place.

Ditto 16th, afternoon; travelled 3 and a quarter hours, or 9 and three quarter miles; halted near a trader's.—Road very good, water only found here during the rainy season; some throughout the whole year at the trader's residence which we passed nearly a mile.

Ditto 17th, forenoon; travelled 3 and a quarter hours, or 9 and three quarter miles; halted at a river.—Road good, with the exception of two rocky drifts, near halting place; abundance of water and grass.

Ditto afternoon; travelled 5 hours, or 15 miles; halted at a river.—Road good, with the exception of the ascent of a low hill, which is rough and stony.

Ditto 18th, forenoon; travelled 5 and a half

Ditto 25th, Forenoon; travelled 5 and a half hours, or 16 and a half miles; halted at Bashee Drift.—Road good, descent to the river long and gradual. The Caffers here are very troublesome and great thieves; so far as this there is not the least difficulty in discovering the road, it being as distinctly marked as almost any public road in the colony.

Ditto 30th, Afternoon; travelled half an hour, or 1 and a half mile.—The ford by which the river is crossed, is very strong, and some large rocks project in several places, which renders the driver's task far from an easy one. At this place considerable trouble is often experienced before getting through the gardens, which lie along the edges of the rivers, and the Caffers are even in the habit of sowing directly in the road, so as to have an excuse for exacting something from travellers. A little determination must be evinced, and they will soon overcome every obstacle. As they become aware that it is known to their visitors, that the Caffers themselves consider it the king's road, ever since the commando passed, they no longer claim a right to inclose and cultivate it. During the summer season this river is very often impassable for weeks together.

Ditto 31st, forenoon; travelled 1 and a half hour, or 4 and a half miles; halted at a river.—Road moderately good, except where it approaches and crosses the small river where we halted. Grass here rather indifferent.

Ditto afternoon; travelled 3 and a half hours, or 10 and a half miles; halted at a river.—Road good.

1st Feb., forenoon; travelled 2 hours, or 6 miles; halted on the flats.—Road good, some attention is now required to follow it.

Ditto afternoon; travelled 2 and three quarter hours, or 8 and a quarter miles; halted on the flats.—Road good, slightly undulating.

Ditto 2d, forenoon; travelled 2 hours, or 6 miles; halted on the flats.—Road good.

Ditto afternoon; travelled 1 and a half hour, or 4 and a half miles; halted on the flats.—Road good.

Ditto 3d, forenoon; travelled 2 and a half hours, or 7 and a half miles; halted at the Imiata River.—The banks of the Imiata River are rather high, but the descent is gradual, and for some distance it is necessary to travel along the banks of a subsidiary stream, and through clumps of thick bush. Several small tribes inhabit this part of the country, and as they are generally ill-disposed towards each other, and even some of them not particularly friendly to strangers, it will be prudent to observe particular caution in passing through them.

Ditto 5th, forenoon; travelled 2 and three quarter hours, or 8 and a quarter miles; halted on the flats.—Ascent long and gradual, most of the road good; in some places rocky, and in other places through thick bush or long grass. Water in the ravines, just before reaching the flats.

Ditto afternoon; travelled 5 and a quarter hours, or 15 and three quarter miles; halted at a river.—Road generally good, and mostly over an undulating country. One river with steep banks was passed during the latter part of the day, and another, close to which we halted, was approached by a rather steep descent. The wagon road could now scarcely be distinguished.

Ditto 6th, forenoon; travelled 4 hours, or 16 miles; halted at Turvey's Bush.—Ascent from river gradual, on reaching the flats the road winds considerably, but is very good, unless at the halting place, where there is some marshy ground to pass.

Ditto afternoon; travelled 4 hours, or 16 miles; halted at the Bunting Institution.—From Turvey's Bush the country slants gradually off to the valley in which the Amaaponda's principally reside. The road is tolerably good, except near to the waterfall, which lies about a mile and a half to the westward of the institution. The Rev. Mr. Boyce who resides at Bunting, has lately discovered a better tract for a wagon road, and by adopting it, the distance will not only be considerably shortened, but the bad road just alluded to will be effectually avoided.

As the wagons of the institution now travel it, their traces will be discoverable where they join the old road, nearly where it takes a northerly direction towards Turvey's Bush.

Ditto 9th, afternoon; travelled 3 hours, or 9 miles; halted at a river.—Three small streams require to be passed, the road at the two first is very bad, and the ascent, at least from the second, is very steep. Several other parts of the road are bad, and all the caution of the driver will often be required to guard against accidents.

Ditto 10th, forenoon; travelled 2 and a half hours, or 7 and a half miles; halted at Facó's Kraal.—The road passes over the tops of some small hills, and along the sides of others, and the descents from one or two are very steep; so as to require two wheels to be locked, and if the wagon be heavily loaded, a fore wheel ought to be one of them. Near to this, the principal chief's kraal, two Caffers were detected attempting to steal oxen from the wagons of a trader during the night.

Ditto afternoon; travelled 2 hours, or 6 miles.—

After an hour and a half's travelling the summit of the range which forms the eastern walls of the Umzimvoboo was reached, the ascent was in some places rather steep, but the road was everywhere good. From the top of this range the country slopes off to the eastward. At first the descent is steep, and requires two wheels to be locked, but after that it is gradual, and the road, except where it approaches and passes the river, is good.

Ditto Afternoon; travelled 2 hours, or 6 miles; halted under a hill. Road extends along the top of a winding ridge, which stretches from the river to the heights above. The ascent is at first rather steep, but afterwards gradual, and nearly constant. In the kloof on each side of the ridge is water, and in those the grass was literally trampled flat by elephants. The vicinity of this spot would form a good hunting station.

Ditto 18th, Forenoon; travelled 2 and a quarter hours, or 6 and 3 quarter miles; halted at a river.—Road on starting extends along the side of a steep hill, and from the greatness of the slope; it is necessary to support wagons by means of riems attached to their upper sides, in order to prevent them overturning, the remainder of the road is good, except where it crosses the river, whose bed is rugged from projecting rocks and large loose stones.

Ditto Afternoon; travelled 3 and a quarter hours, or 9 and 3 quarter miles; halted on the flat. Several steep ascents are encountered in the first part of the road, which is along ridges with deep kloofs on each side of them, which are the haunts of numerous elephants. The latter part of the road extends over nearly a flat country; water in a wooded kloof to the south of the road, and everywhere fine grass.

Ditto 19th, Forenoon; travelled 3 and a quarter hours, or 9 and 3 quarter miles; halted on the Flat. Road very good, a few trifling hollows require to be passed, elsewhere it is quite level. Water in a kloof to the north of the road, and also in a fley near to a small bush close to the road.

Ditto Afternoon; travelled 5 hours, or 9 miles; halted at a waterfall.—Road good. This halting place may be reached by two routes: the direction of the one is nearly east, till the precipitous banks of the Umsecaba come in view, when it changes to south; that of the other is a little to the east of south from the very starting place, and continues so with but little change till the waterfall river is discovered. The last is the shortest, but the river is not so easily passed,

Ditto 20th, Afternoon; travelled 3 and a half

halted at a River.—Road pretty good, some marshy spots to be crossed, and also two small rivers.

27. Forenoon; travelled 9 and a quarter hours, or 9 and 3 quarter miles; halted at a River.—Road moderately good, and in several places upon sand which the sea was actually washing; country broken, with many small hills; five rivers crossed.

Do. Afternoon; travelled 1 and a half hour, or 4 and a half miles; halted at a River.—Road good; two rivers crossed.

28. Forenoon; travelled 2 hours, or 6 miles; halted Near River.—Road tolerable good; several marshy spots occur, and three rivers require to be crossed; country all broken and hilly.

Do. Afternoon; travelled 2 hours, or 5 miles; halted near River.—Road good, partly on the beach and a partly inland; several marshy places require to be crossed, and also four streams, two of some size, the other rather small.

29. Forenoon; travelled 2 hours, or 6 miles; halted near river.—Road in several places rather steep otherwise good; two rivers crossed.

Do. Afternoon; travelled 2 hours, or 6 miles.—Three rivers require to be crossed, two of them have rocky beds, and from that circumstance are with difficulty passed.

March 1st, Forenoon; travelled 1 1/2 hour, or 4 and a half miles.—Two rivers occur, the bed of one of them where the road crosses it is very rocky, and with some difficulty passed.

Do. Afternoon; travelled 1 and a half hour, or 4 and a half miles; halted at a river.—Several ascents and descents, otherwise the road is very good; one river crossed.

2. Forenoon; travelled 1 hour, or 3 miles; halted at a river.—Road along the beach upon loose sand; one river crossed.

4. Forenoon; travelled 1 and a half hour, or 4 and a half miles; halted at Umzimvoboo.—Road just inland of the sand-hills, and good; several marshy places occur, and one small river requires to be crossed.

13. Forenoon; travelled through a river.—When we arrived the Umzimvoboo, which is a large river, was flooded from inland rains; and after waiting for eight days we were forced to convey our baggage &c. over upon a raft, and then drag the empty wagon across by means of two spans of oxen. The passage of this river is always attended with considerable difficulties, and when it is not flooded it must be crossed close to the breakers, and at low water.

14. Forenoon; travelled 2 and 3 quarter hours, or 8 and a quarter miles; halted at a river.—Road near the coast, and over broken country, one bad drift, several marshy spots, and six small rivers require to be passed.

Do. Afternoon; travelled 3 hours, or 9 miles; halted near river.—Road pretty good, and over a broken country, two rivers occur. The water at the ford where we pass d the last, rose over the bottom of the wagon. On returning we found a good road a little higher up the river, which ought invariably to be followed.

15. Forenoon; travelled 2 and a half hours, or 7 and a half miles.—Road partly along the beach, where its course is inland, several marshy spots occur, and some bad drifts; country irregular and broken.

Do. Afternoon; travelled 1 hour, or 3 miles; halted at a river.—Road over broken country, but pretty good, river could not be crossed near high water.

16. Forenoon; travelled 2 hours, or 6 miles; halted at a

of a trader during the night.

Ditto afternoon; travelled 2 hours, or 6 miles.—The descent from Faco's Kraal to the great Um-gaza river, is steep, and the road rather bad. The crossing of the river is effected with considerable difficulty, in consequence of the number and size of the stones which cover its bed, as well as its immediate banks. The ascent from thence towards the mountain range, which forms the western walls of the Umzimvooboo river, is gradual. Some deep ravines require to be passed, and the ascent from one of them, at least, is so steep, that a single span of oxen, with even a moderate load will with difficulty pull a wagon up.

Ditto 11th, forenoon; travelled 2 hours, or 4 miles; halted on the top of a range.—Ascent rather steep, and road bad. After crossing the top of the ridge, the first part of the descent is very steep; after that is effected, the road extends for some distance along the sides of the mountains, and is in some places extremely bad.

Ditto afternoon; travelled 1 hour, or 1 mile.—Descent very steep, and in one place the road is along the side of a hill, and with such a slope that the wagons require to be kept from overturning by means of riems attached to their upper sides, and strongly pulled by eight or ten persons. Three wheels require to be locked during most of the descent, and even then there is great danger, as the road is in such a situation that if the wheels deviate but a few inches from the regular tract, all would be destroyed. This portion of the road might perhaps be better and more safely effected by removing the two hinder wheels, and fixing under the axle a quantity of bushes, thus allowing the wagon only to run upon the fore ones.

Ditto 15th, forenoon; travelled half an hour, or three quarters of a mile; halted on east bank of river.—Descent from the halting place to the river steep and rugged, in one place three wheels require to be locked. The crossing of this river requires great caution, particularly if it is at all flooded; the road, till near the eastern bank, is directly across, and then in a direction down the stream for nearly three hundred yards. The latter direction is unavoidably pursued in consequence of the banks opposite, where it is necessary to approach the river, not being passable. When we crossed the oxen had all to swim, the water reached considerably above the sides of the wagons, and the strength of the stream nearly carried one away.

Ditto Afternoon; travelled 1 and a half hour, or 4 and a half miles. First part of ascent pretty gradual except in one or two places where for short distances it is very abrupt. There is no regular road, and it is necessary to pursue a winding course through a scattered bush, all the time great care is required to avoid the trees. Water is found in the bottoms of the deep ravines which occur on both sides of the ridge along which it is necessary to travel.

Ditto 17th, Forenoon; travelled 3 and a half hours, or 10 and a half miles; halted at a river.—

passed.

Ditto 20th, Afternoon; travelled 3 and a half hours, or 10 and a half miles; halted at bush on flat.—Two portions of the road require attention, one a rugged stoney descent, soon after leaving the waterfall, and the other the descent from the table land that lies on the south of the waterfall to the flats below. The last requires three wheels to be locked.

Ditto 21st, Afternoon: travelled 4 and a half hours, or 13 and a half miles; halted at mouth of Umsecaba.—Road winds in a north east direction, and is for the most part good. One small stream with a deep marshy bed requires to be passed, and that is not to be accomplished without considerable caution, and some difficulty during the rainy season.

22. Afternoon; travelled 1 hour, or 3 miles; halted on the flats.—The river is passed near to its confluence with the sea, and in order to effect that it is necessary to take advantage of low water, when wagons will for the most part be able to cross without the articles contained in them getting wet. The road extends close to the beach, and in several places is rather marshy; water, and grass every where abundant. Here the traveller will find abundance of riet boks, orabies, and tigers, also some bosch boks.

The bed of the Umsecaba river is fine sand, but the immediate approach to it is over large stones and rocks, which require to have the interstices between them filled up before wagons can pass over them.

23. Forenoon; travelled 1 and 3 quarter hours, or 3 and a quarter miles; halted on the beach.—Here we were forced to halt, as the water was too high to permit us to follow the road which was along the beach, four rivers require to be passed, country flat, but the road in many places rugged from the number of rocks, which almost every where project above the surface of the soil.

Do. Afternoon, travelled half an hour, or 1½ miles; halted at Imiendo River. Road good, mostly along the beach: one river to be passed. We afterwards found that it was possible to travel inland of the sandhills, and thereby completely avoid the beach.

24. Afternoon; travelled half an hour, or 1½ miles; halted E. N. E. of river.—This river even at low water is difficult to pass, and whatever is likely to suffer from getting wet, must be removed from the wagons, and conveyed across on men's shoulders, or by means of a boat or raft. The immediate approach to the stream is very rugged and rocky, and the water when we passed (though the tide was out,) rose above the sides of the wagon.

25. Forenoon; travelled 1 hour, or half mile; halted on Flats.—The ascent from the bed of the river is short but steep, and extremely rugged. Though all the loose stones were removed by the people, yet the number and size of the rocks which projected in every direction, rendered it necessary to place two spans of oxen before each wagon, and even partly to unload one.

Do. Afternoon, travelled 3 and a half hours, or 10 and a half miles; halted at a River.—Crossed three rivers; road good, though sand bars frequently form across the mouths of the smaller rivers, in consequence of which great accumulations of water take place, by which the road is completely interrupted. In such cases nothing remains but to open communications with the sea, and those if made only deep enough to permit a very small stream of water to flow, enlarge with such amazing rapidity, as to permit the proceeds of months to escape in a few hours.

26. Forenoon; travelled 1 hour, or 3 miles; halted at a River.—Several marshy spots occur in the course of the road; three rivers were crossed, and in the bed of the last were several large rocks, which were with difficulty avoided by the wagons. The descent to this river was also very rugged.

Do. Afternoon; travelled 1 and a quarter hour, or 3 miles;

river.—Road over broken country, but pretty good, river could not be crossed near high water.

16. Forenoon; travelled 2 hours, or 6 miles; halted at a river.—Three rivers crossed, the first one near to which we halted yesterday, may be passed either close to the breakers of a little way up. The immediate approach by both roads is rocky, but the upper one is the best, particularly for wagons travelling to the westward. The road extends close to the beach, and in some places winds through a thick bush, several marshy spots also require to be passed.

Do. Afternoon; travelled 3 hours, or 9 miles; halted at a river.—Four rivers occur, country undulating, and road uneven, but pretty good, except where it crosses the first river whose bed is very rocky.

18. Forenoon; travelled 3 and a half hours, or 10 and a half miles.—Crossed five rivers, road tolerably good, partly along a sandy beach.

Do. Afternoon; travelled 2 and a half hours, or 7 and a half miles; halted at a river.—Crossed five small rivers, and the road through several of them was very bad. In several places our course lay through thick bush, and in many parts the trees were with difficulty avoided.

19. Afternoon; travelled 2 hours, or 6 miles; halted at a river.—Road pretty good.

20. Forenoon; travelled 1 and a half hour, or 4 and a half miles.—The river where we halted last evening, required to be crossed: near to the breakers; at or about low water; the road was pretty good.

Do. Afternoon; travelled 9 and 3 quarter hours, or 8 and a quarter miles; halted at a river. After advancing a short distance, the road leaves the coast, and takes a northerly direction towards the lowest ford of the Umgamas river. The ascent to the river where we halted is steep, and the road close to it is through thick bush.

21. Forenoon; travelled 1 hour, or 3 miles; halted at a river.—Road moderately good.

Do. Afternoon; travelled 2 and a half hours, or 7 and a half miles; halted at a river.—After travelling about two miles, begin to descend the banks of the Umgamas river, which are moderately steep, and the road pretty good. The immediate banks of the river on both sides are very steep, and one if not two wheels require to be locked till the wagons are actually in the water. On the west side where it is necessary to unlock the wheels, the water when low is usually about two feet and a half deep. There are two roads from and to the river on the eastern side, both of which are readily observed as they are but little apart. The uppermost is the least steep, but close to the water's edge there is frequently a quagmire through which neither oxen nor wagons can pass;—its state must therefore be ascertained previously to attempting to follow it. From the flat ground which immediately skirts the stream, the ascent is long and steep, and in several places the road is bad.

22. Forenoon; travelled 4 hours, or 12 miles; halted at a Kraal.—Road over a broken country, but tolerably good.

23. Forenoon; travelled 3 and a quarter hours, or 9 and 3 quarter miles; halted at a river.—Road very bad, most of its course through very thick bush. If it be the intention of the traveller to follow the lower road, he must, upon reaching and crossing the first river a little to the eastward of the Kraal, proceed down its banks for a little distance before turning towards Natal. If he prefers the upper road he must proceed directly east after crossing the river, and ascend the low banks which face him. Of the two the latter, is, if any thing, the worst, and certainly also the longest.

24. Afternoon; travelled 2 and a half hours, or 7 and a half miles; halted at a river.—Road through thick bush close to the coast, and extremely fatiguing for oxen. That is the lowermost.

25. Forenoon; travelled 3 and a half hours, or 16 and a half miles; halted at Mr. Fynn's residence.—The last three miles of the road rather sandy, and part of it bad, elsewhere good.

26. Afternoon; halted at Natal bay. Road good; along a

How stripes of low flat country passed two small rivers. Between the Umzimvubu and Natal, at some little distance inland reside several small hunting parties, composed of the remains of conquered tribes, and the ivory they obtain they barter chiefly for cattle. The Zoolas kill but few elephants, yet Dingaan at times possesses considerable quantities of ivory, which he receives from tribes that are tributary to him, and that he exchanges principally for beads. In April 1832, he preferred blood red and rose colored ones, but in the absence of such, he would accept the white tumbos, when not too small, and also the dark-blue. Red and green baize, together with blankets, he also occasionally requires. For the purchase of what the Zoolas have to dispose of, the beads mentioned are of no avail, as no subject is either permitted to receive or possess them, unless as gifts from the King; on that account the common red and the white are the most useful for general trade.

During the journey we heard of numerous criminal cases which had been tried by native Chiefs, in which the persons concerned on one side belonged to the colony. The following may suffice as examples:

A Caffer stole an ox from A, and was sentenced to pay eight oxen and two heifers. A Caffer stole 12 horses from B, and was sentenced to pay an ox. A Caffer stole two horses from C, and was sentenced to return one of them which he had in his possession at the time he was discovered, and to give up another belonging to himself in lieu of the second which was missing. The chief observed, that he could not inflict any fine, as the man, though discovered in his territory, did not belong to his tribe. A Caffer for stealing a horse from D, was sentenced to pay fourteen oxen. A Caffer for stealing an ox from E, was sentenced to pay ten oxen. A Col. found for being guilty of improper conduct towards a married woman, was sentenced to pay some beads. A Col. found for killing a Caffer was required to pay ten oxen. A Col. found for assaulting a Caffer was sentenced to pay two pounds of brass wire, one hundred buttons, and twenty ear beads. A Caffer for riding a horse of a Col. and injuring his back, was sentenced to pay two oxen.

When a crime has been committed and a regular complaint is submitted to a Caffer Chief, an investigation is seldom entered upon at the moment, but the time for its taking place is then usually fixed. It is necessary for the complainant, if a col.ist, to be provided with clear and direct proof, else a desire to save their own subjects will ensure for the case a speedy dismissal. They are ready enough to admit circumstantial evidence when it can be brought to operate against a col.ist, but when for him they listen to it with reluctance, and rarely permit it to have much influence on their decisions. When the commission of a theft is proved beyond a doubt, the judges generally appear indignant with the offenders, and seldom punish but with severity. They ridicule the practice of demanding simply the recovery of a lost object or its equivalent, because say they, such a proceeding tends to encourage rather than suppress crime. They are acute enough to perceive that if mere restitution be all that is required, there always exists a possibility of evil disposed persons being gainers by the practice of thieving, but never a chance of their being losers. For the good of the Caffr as then as well as for the sake of morality, persons who experience losses ought never to remit fines if imposed by the Chiefs, as the circumstance of a payment having been made by a Caffer tends more than every thing else to publish the commission of a crime.

HOWISON'S FOOT ROAD.

On Wednesday last, a General Meeting of the Subscribers to the above work was held at the Free-school's Tavern, for the purpose of taking into consideration the best means to be adopted for completing this useful undertaking.

Charles Maynard, Esq. being called to the Chair, the Treasurer, Mr. W. R. Thompson, submitted to the Meeting a detail of the proceedings of the Committee, and of the state of the Funds. From the latter, it appeared that the actual amount of the expenditure was Rds. 1,800, that Rds. 1,000 of this amount had been paid, and that the balance of Rds. 800 was still in arrear by the respective Subscribers, although the greater part of that sum has been advanced by himself.

It was unanimously resolved, that the Subscription List should be handed over to a professional agent for recovery of the unpaid Subscriptions and further.

That the very handsome offer of Government in reply to the Memorial of the Committee, for the advance of 100l. be immediately accepted. Four Gentlemen (three of whom were present) having offered to become security for the repayment of the amount, from the proceeds of a Toll to be hereafter established, agreeably to the terms proposed in the official communication.

LATEST NEWS.

THE REFORM BILL.

By the *Revenon*, which arrived in Simon's Bay on the 16th inst., English Papers have been received up to the 11th June. From these we learn the important fact that the *Reform Bill* has been duly passed, and that it received the Royal Assent by Commission to the House of Lords on the 7th of June. The Royal Commissioners were the Lord Chancellor

Brougham, the Marquis of Lansdown, Earl Grey, the Marquis Wellesley, Lord Holland, and Lord Durham.

By this arrival we learn further that early in May, on account of a vote in the House of Lords dangerous to the principle of the Reform Bill, the present Ministry tendered their resignation—His Majesty having declined granting authority for a creation of Peers, which they considered necessary to carry the measure. The King accordingly communicated with Lord Lyndhurst and the Duke of Wellington on the subject of forming a new administration, pledged, however, to carry some measure for an extensive Reform. But after an unavailing attempt to form a Cabinet, they were, it appears, compelled to declare this measure as being altogether impracticable. The consequence was that Earl Grey and his colleagues were restored with full power to carry the Bill, and thus after an arduous and protracted struggle has this great measure been effected to the satisfaction of the whole nation.

MAURITIUS.

We learn from the Cape Papers, which arrived here yesterday, that intelligence has been received from the Mauritius up to the 11th July. It appears that the inhabitants continued in a state of the greatest disorder. All business, both public and private, was suspended.—The Courts of Justice were closed, and the Governor and other officers have their houses protected by cannon! The inhabitants have expressed a firm determination to suspend every kind of business until Mr. JEREMIE shall be sent out of the Colony. At a Meeting of the Council held on the 9th July, a resolution was passed, requesting that His Excellency will be pleased to take upon himself to direct Mr. Jeremie to return to England, in order to lay before His Majesty a true state of affairs on the Island.

It does not distinctly appear whether Sir C. COLVILLE has acceded to this request. He has evidently an arduous duty to perform, and nothing but a choice of difficulties; he will incur a heavy responsibility by sending Mr. Jeremie from the Island, at the request of a people who had opposed open resistance to the King's authority, qualified as the act might be by his being made the bearer of a message from the Colony to the British Government; and on the other hand, he must endeavor to must end in a fearful commotion, and bring inevitable ruin to a large number of the inhabitants.

Original Correspondence.

Graham's Town, Aug. 24, 1832.

TO THE EDITOR: SIR.—As the statement given by *A Friend to Economy*, in your Journal No. 29 and repeated in No. 31, is so much at variance with truth, and is calculated to produce erroneous impressions and prejudices in the minds of those persons who did not attend the last half yearly Public Examination, I beg leave to state for their information, that the number of pupils on the books of this establishment during the past half year, was 98, and the average daily attendance 76.

In answer to your correspondent's query "Why only one of the Public Scholars was examined?" I have only to add that he must be either grossly ignorant of facts or merits in an especial manner the appellation given to him by *Justus*. There were five public classes examined, consisting of upwards of 60 children, five of whom, for their meritorious appearance on the occasion, obtained rewards purchased at my own expense.

In conclusion allow me to observe that a person whose interests appear so much allied to public good on such an important point as *A Friend to Economy* would lead us to suppose, cannot in future object to affix his signature to his communications, and I do not feel myself called upon to answer any further remark subscribed anonymously.

I am, Sir yours &c.
JAMES H. STEPHENSON,
Government Teacher.

On Friday the 3d inst, the Annual Meeting of the Philanthropic Society was held in the Commercial Room, Cape Town, His Excellency the Governor in the Chair. The 104 children redeemed from Slavery by this Society since its commencement in 1825, as assembled together at one end of the Hall, were a more effective argument in favor of Freedom, than could have been compared up by the eloquence of Cicero, or the Wilberforces themselves.

Lady FRANCIS COLLE and Lady CATHERINE BEECH, with many other ladies of respectability were present. The Report of the Society's proceedings for the past year was then read by Dr. Fairbridge; after which Mr. Rutherford, the Treasurer, read a statement of the Funds up to that day, from which it appeared that the balance in hand was £48 5s. 5d. The Report is an interesting document. It appears from it that the number of Children released from bondage by the Society during the last 12 months is 26, making a total of 102.—Owing to a price now adopted by the Committee of dividing the town into districts, and two members visiting the Children monthly, to see that the terms of the indenture are complied with, a marked improvement is visible in the physical, moral, and religious condition of the Apprentices, and with a few exceptions,

the Committee state that they have reason to feel satisfied with the progress and general conduct of the children, and with the care bestowed upon them by those to whom they are apprenticed.

The Committee conclude their Report by observing that, although much has been effected, a wide field for labor yet remains open; and they earnestly and anxiously impress upon each benevolent mind the duty and importance, not less than the pleasure, of lending its strenuous aid in promoting the prosperity of this valuable Institution.—*S. A. Com. Advertiser.*

UTILITY OF WATER.

England being an island, and surrounded by water, is more peculiarly served by water than almost any other part of the world. All our trade or commerce as it is called, is carried on by water, and if it were not for the art of navigation, that is the art of making ships move on the sea, and directing their course from one place to another, we should be obliged to remain satisfied with the productions of our own country alone. We should get neither tea, coffee, sugar, spices, nor a great many other useful and beautiful things. Navigation is also of the greatest service to us in England, as goods, such as coals and corn, &c. are carried from place to place much faster and less expensively by water, in ships and boats, than by land in wagons. I will now mention to you some of the trades in which water is of the greatest service and importance; the tanner lays his skins in water, when he wishes to prepare them for leather; the dyer, the soap boiler, the paper maker, the hatter, all require water; the builder uses it to mix his mortar; the potter and brickmaker for the preparation of their clay and lime. Water drives, or sets in motion, corn mills, where corn is ground into flour; saw mills where trees are sawed into planks and beams fit for use; paper mills, where paper is made; the mills in which iron and other ores are prepared for use; the bellows of the enormous forges in which iron is cast; the hammers of those in which it is formed into bars; the wire mills, where it is drawn into wire; oil mills, in which oil is pressed from nuts, linseed, rape seed, &c.; bark mills, in which bark and birch bark is prepared for the use of the tanner; stone mills, where all stone balls, even to your little marbles, are made. Water likewise moves the machines by which powder blue is made; the wheels used in mines; those used in watering meadows, in draining marshes and in mining, in procuring and working metals, and in every species of fabric or manufactory. In summer, when the heat has dried up every thing, we water the gardens and meadows, so as to give them their requisite quantity of moisture; for as no plant can thrive without warmth, neither could it flourish if the river Nile did not inundate, or overflow, the country at regular periods. In Southern Africa, every thing, during the dry season of the year, is bare, desert, and dead; not a plant nor an animal to be seen. When the wet season sets in, the earth is quickly covered with plants, vegetables, grasses, and flowers of all kinds, and large herds of gazelles, zebras, and ostriches appear immediately, to seek and enjoy this rich pasture.—*From the German of Wilhelm Von Turk.*

GOLD MINES OF THE UNITED STATES.

It has been now ascertained that the Gold Veins which were at first supposed to be confined to North Carolina, extend now in very close succession from the vicinity of the Potomac in Virginia, into Alabama and Tennessee, not six years have elapsed since these mineral treasures began to be explored; and yet, there are many mines already worked upon an extensive scale, and numerous mills erected for the extraction of the ore. In 1830, there were 400,000 dollars worth of gold, the produce of the Carolinas, Virginia and Georgia, coined at the United States Mint. It is stated, however, that by far the larger part is sent to Europe, to France particularly. The chief miners, says a Correspondent of the *New York Advertiser*, are foreigners, Germans, Swiss, Swedes, Spinnards, Englishmen, Welshmen, Scotchmen, &c. There are no less than thirteen different languages spoken at the mines of North Carolina. And men are flocking to the mines from all parts, and find ready employment.—*Mechanic's Magazine.*

ADMIRABLE EXAMPLE.—The constitution of Indiana, one of the New States recently added to the American Union, contains the following important provision. It shall be the duty of the General Assembly, as soon as circumstances will permit, to provide by law for a general system of education, ascending in regular gradation from Township Schools, to a State University, where tuition shall be gratis, and common to all.—*Mechanic's Mag.*

ARRIVAL IN PORT ELIZABETH.
Aug. 15.—Mary schooner, J. Bosworth, master, from Table Bay. 6th inst. cargo sundries.
Sailed from PORT ELIZABETH.
16.—Mary brig, G. Kilgour, for the Isle of France.

VESSELS IN PORT ELIZABETH.
Daphne, Knysna, and Mary.

GRAHAM'S TOWN:
Edited, Printed, and Published by the Proprietor
L. H. Mearns, High Street.