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BY J. D. PATTERSON.

COASTING eastward along from the Cape in the swift and splendid ship "Norman," which had made the passage from England in fifteen days, we were throughout the daylight hours almost constantly in sight of land. After the grand headland of the Cape of Good Hope had been rounded, the coast line was in most places not severe enough, and not sufficiently broken to be particularly interesting.

We sighted Mossel Bay, and passed quite close to the high sandstone cliffs marking the entrance to the good harbor at Knysna. There we would gladly have gone ashore for a better glimpse than we could have from the sea of the fine forests for which the country along the Knysna River is celebrated. At the present time a profitable business is carried on in the timbers of this forest. Shiploads of sleepers for the Cape Government Railroads, props for the mines in the gold fields, posts for farm fencing,

and lumber for cabinet work and cart building are insuring to the little town scattered along the harbor no small degree of wealth. There are in the district many saw-mills with modern machinery, but there is room for yet more. Forests throughout South Africa are very scarce, and there must continue to be a ready market for all the timber, posts, etc., this district will produce. The government with great forethought is doing its best to encourage the planting of trees where the virgin forest has given way before the lumbermen.

We touched first after Cape Town at Port Elizabeth, anchoring some distance out in the harbor. Shortly afterwards we were taken by one of the many smart tugs alongside the splendid jetty. On account of the open harbor, and the consequent liability to rough water steamers seldom go alongside the jetties, but anchor within easy distance, and transfer their passengers and cargo to the tugs and lighters. A massive granite wall protects the shore from the action of the sea. The scene along the water front is animated in the extreme, but with all the hurry there appeared to be not the least confusion. The loads from the lighters

to the railway cars thickly lining the three tracks on the principal jetty are rapidly transferred by huge hydraulic cranes, and these cars, when loaded, are dispatched to the warehouses, extending for more than a mile along the water front, or direct to the towns of the interior.

Port Elizabeth dates from 1820 when 5,000 emigrants were landed in the Bay under charge of the acting governor, Sir Rufane Donkin, in honor of whose wife, Lady Elizabeth, the town was named. To each family was allotted 100 acres of good land. As a great part of the supplies for the Eastern Province of Cape Colony, the Orange Free State, and the Transvaal, go through this part it is not hard to account for its gradual transformation from a little coast trading town into the splendid city of to-day. It is aptly called "the Liverpool of South Africa." The customs dues during the 15 years including 1893 reached £7,277,500 sterling as against £5,643,000 sterling received at Cape Town over the same period.

The business portion of the city lies on a gentle sandy slope, and on this not a tree will grow, but the private residences crowning the hill above, protected from the force of the strong winds from the sea, are surrounded with splendid trees, and luxurious vegetation. A narrow belt of fertile land following the coast line does much to insure to Port Elizabeth a good local market.

Indian corn and Kaffir corn (millet) yield an abundant harvest. A little wheat, dark, flinty and of poor quality is also grown. Better varieties of wheat owing to the prevalence of



ZULUS IN WAR DRESS.—NATIVES IN THE REAR.