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P. 6

# THE GROWTH AND DEVELOPMENT OF CAPE TOWN

Maps etc. in folders with subject books

M. MARSHALL

20/1/58

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## THE GROWTH AND DEVELOPMENT OF CAPE TOWN

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### Part I: Situation and Site of the Cape

#### Situation of the Cape

The study of Cape Town is one of particular interest because the growth of the town has been so intimately dependent upon its situation. It has been stated that Cape Town occupies the most central position in the world, for it is nearer to more large sea-ports than any other city<sup>1</sup>.

Africa south of the Equator forms a great promontory occupying a central position in relation to the great land masses of Europe, Asia, the Americas, and Australia. It was, however, remote from the centres of Eastern and Western civilisations, and previous to the sixteenth century Southern Africa was of no importance. Pharoah Necho sent out a Phoenician expedition which is believed to have rounded the Cape, and a few Arabs may have wandered as far South as this, but the Cape remained untouched by civilised peoples until Western civilisation began to expand in the fifteenth century. Then it became an obstacle to early navigators, obstructing their pathway to the East.

The routes followed by the vessels plying between Europe

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<sup>1</sup> J. Williamson. Cape Town as World Centre. Cape Town Chamber of Commerce Library.

and the East until the middle of the nineteenth century, were very definitely controlled by prevalent wind directions. A square-rigged vessel cannot sail closer to the wind than  $68^{\circ}$  to the direction from which the wind is blowing<sup>1</sup>. Many of the ships engaged in the Eastern trade in the sixteenth and seventeenth centuries were probably unable to sail as close to the wind as this, and were dependent to a corresponding degree on favourable winds. The seaways of this period, therefore, show a very close relationship to the circulation of the surface winds over the oceans. (See <sup>Folder</sup> Map I).

On leaving the English Channel the aim of a ship-master was to pick up the northeast trade winds with as little delay as possible. In the northern summer, northerly winds were frequently found in the Bay of Biscay and off the Portuguese coasts. At other times of the year it was generally necessary to tack against westerly and sometimes strong southwesterly winds until near Madeira or the Canaries, where the northeast trade was usually encountered.

The doldrum region in the Atlantic occupies a roughly triangular region narrowing westwards. It is least extensive in the northern winter at which season it was fairly easily crossed in the west, generally about  $28^{\circ}$  or  $29^{\circ}$ W. The southeast

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<sup>1</sup> Gerhard Schott. Geographie des Atlantischen Ozeans. Hamburg, 1926. p.302.

trades were then met, first as almost due east winds facilitating southward progress off the Brazilian coasts with the wind on the beam. In the northern summer the doldrum region is more extensive, and the southeast trade wind appears off the west coast of Africa as a southerly and southwesterly "monsoonal" indraught directed towards the region of low barometric pressure developed over the continent. At this season, vessels followed courses often as far east as  $22^{\circ}\text{W}$  in order to pick up these southwesterly winds, the vessels then setting a course to the southeast with the wind on the starboard beam until the wind direction changed to S. or SSE., when a southwesterly course was resumed with the trade wind on the port beam<sup>1</sup>.

Once the southeast trade winds were picked up, a SSW. course was followed, sometimes as far down the South American coast as the La Plata estuary. Vessels turned eastward south of about  $39^{\circ}\text{S}$  when the west wind zone was encountered and there was no danger of being becalmed in the South Atlantic High Pressure area. Since the Atlantic was crossed between  $39^{\circ}\text{S}$  and  $45^{\circ}\text{S}$  the Cape was never sighted by a vessel bound directly for East Indian waters. Besides taking advantage of the westerly winds, this course also avoided the strong current which flows westward round the South African coast, making eastward progress difficult even with favourable winds<sup>2</sup>.

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<sup>1</sup>Ibid. p. 305.

<sup>2</sup>Ibid. p. 306.

Vessels bound for East Africa kept to the eastern side of the Mozambique Channel, while those bound for the Arabian Sea passed along the east side of Madagascar in the southeast trade winds, in the northern summer, then past the Seychelles, and with the South West Monsoon to India. In winter, however, they sailed to the east of the Chagos and Maldivé Islands in order to pick up the North East Monsoon<sup>1</sup>. Ships bound for ports further east turned north between longitudes 80°E and 90°E so as to avoid running into the high pressures and variable winds of the horse latitudes. They passed near the Cocos or Keeling Islands, encountering sweltering heat and calms between 8° or 10°S and 3° or 4°N. Singapore was reached round the North West corner of Sumatra. The route to Batavia lay through the Sunda Strait. In the northern winter, to reach Hong Kong, they passed through the Straits between Sunda Island and the Moluccas, then went far out into the Pacific as it was impossible to tack all the way across the China Sea during the North East Monsoon. In summer a more direct route was possible<sup>2</sup>.

On the return voyage from Hong Kong in summer the China Sea was left as soon as possible by passing through the Sulu and Celebes Seas to the Macassar Strait. Then the Java Sea

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<sup>1</sup> Gerhard Schott. Geographie des Indischen und Stillen Ozeans.  
Hamburg, 1935. p. 357.

<sup>2</sup> Ibid. p. 357.

was crossed with the South East Monsoon to the Sunda Strait. Ships returning to Europe from India and Asia crossed the Indian Ocean in a WSW. direction with the North East Monsoon, passing to the south of the Mascarene Islands, and avoiding the typhoons round Mauritius in summer. The African coast was sighted at about the latitude of Natal, where ships returning from Zanzibar and Mozambique joined them. From this point the Agulhas Current carried vessels westwards and southwards at a rate of 50, 60, and sometimes 100 miles a day. At times they were carried westwards even in the teeth of a westerly gale. In winter short choppy seas, dangerous to deeply laden vessels, develop because of the opposition of wind and current<sup>1</sup>. The current swings southwards at the eastern edge of the Agulhas Bank, so that the voyage to the Cape from this point was made without the help of the current, and sometimes was very difficult<sup>2</sup>. Another peril at this point was the frequent fogs caused by the proximity of the warm Agulhas and the cold Benguela currents<sup>3</sup>.

After the Cape was rounded, the vessel picked up the southeast trade wind, which is always present, though sometimes very weak, and ran before it to the Equator, passing St. Helena

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<sup>1</sup>Ibid. p. 358.

<sup>2</sup>Schott. Geographie des Atlantischen Ozeans p. 307.

<sup>3</sup>Schott. Geographie des Indischen und Stillen Ozeans p. 358.

and Ascension Islands. After crossing the Equator, the course was set to pass to the west of the Azores High Pressure Belt with its weak, variable winds. However, as the high pressure region changes its position irregularly, vessels were frequently becalmed in it. They also met unexpected storms in this region, especially in autumn and winter<sup>1</sup>.

Thus, although the outward and homeward bound routes between Europe and the East did not normally intersect at the Cape, it was a point at which they could be made to do so. Outward bound ships passed fairly close to the southern end of Africa after the long Atlantic crossing, and before going far into the Indian Ocean, while those homeward bound kept close to the coast. In addition, the Cape was approximately halfway between Europe and the East Indies. In the nineteenth century the passage of sailing ships from the Lizard to the Cape took about 60 days<sup>2</sup>, and the passage from the Cape to Sumatra about 40 days<sup>3</sup>.

The coast of Southern Africa is bold and unbroken. The coastline consists largely of cliffs and sand-hills, and the river-mouths are blocked by sand-bars. The shores are uninviting and dangerous, with stormy seas and strong currents.

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<sup>1</sup>Schott. Geographie des Atlantischen Ozeans p. 310.

<sup>2</sup>Ibid. p. 308.

<sup>3</sup>Schott. Geographie des Indischen und Stillen Ozeans p. 368.

There are no navigable rivers, for nearly all the rivers are interrupted by cataracts. The narrow coastal belt is bounded by mountains and the escarpment.

On this uninviting coast were none of the riches of the East. The nomadic natives, who were not always friendly, had only cattle to offer in trade. However, a port of call between Europe and the East was necessary. A large Indiaman which sailed from Holland with 400 men to work her huge sails with the clumsy tackle then in use, and to fight any enemy she might meet, often arrived in Batavia with less than a quarter that number, and these so feeble with disease that they could barely bring her to anchor<sup>1</sup>. Thus the Cape of Good Hope became a port of call because of its position halfway between Europe and India, not because of any wealth the country could offer.

On examining the map of the area round the Cape of Good Hope, it seems there are several bays which might have been suitable calling places. St. Helena Bay, although well provided with water, has a dangerous and exposed anchorage. Saldanha Bay, probably a drowned valley, is a deep, safe inlet with an excellent anchorage, but the neighbourhood is waterless, and was little frequented by the nomadic Hottentots, with whom barter could be carried on. Hout Bay was dangerous to leave

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<sup>1</sup>George McCall Theal. Progress of South Africa in the Century.  
London, 1902. p.44.

in certain winds, but Hout Bay Valley is very fertile and was thickly wooded. Simons Bay offers a good anchorage, sheltered from the dangerous Northwest winds, but there is practically no level land there suitable for cultivation.

Table Bay, although dangerous in Northwest gales and unapproachable during the South Easter, offered a suitable anchorage, a good water supply, cultivable land, and was frequented by bands of Hottentots. There were historical reasons as well as geographical for the choice of Table Bay, as a port of call, for it was the first of these bays to be discovered. In 1503 Antonio da Saldanha anchored here, having lost his way, and named the bay Agoada da Saldanha (the Watering Place of Saldanha<sup>1</sup>).

#### The Physical Setting of Early Cape Town

The Cape Peninsula extends for about 33 miles North and South, and has an average width of 5 miles. Much of its area stands at a height of over 1000 feet. The maximum height, at Maclears Beacon on the northern face of the mountain, is 3,549 ft. (See <sup>Foldey</sup> ~~Maps~~ II and III).

The Malmesbury Beds of the Transvaal system, consisting of slates, phyllites and quartzites, are the oldest series represented in the Peninsula. Granite was intruded into

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<sup>1</sup>G. M. Theal. History of South Africa, 1486-1691. London, 1888.  
p. 10.

these beds, and then followed a long period of denudation. Finally the Table Mountain Series of the Cape System, consisting of quartzite sandstones, was deposited. This period of deposition was followed by emergence, which has left coastal and river terraces. An old raised beach at about 60 or 70 feet above sea level can be seen at several points. A comparatively recent uplift has left a raised beach at a height varying from 8 to 26 feet above sea level. It is best seen at Green Point Common, where it is said to rise to a height of 50 feet on the slopes of Signal Hill<sup>1</sup>.

Today, at the northern end of the Peninsula, the base of the Table Mountain Sandstone stands at a height of 1400 to 1500 feet above sea level. Above this are bold precipices on the jointed quartzite. At Muizenberg and south of the valley joining Fish Hoek and Chapmans Bay, the base of the sandstone is mostly at sea level, and the mountain slopes rise abruptly from the sea. The block forms on Table Mountain Sandstone are largely determined by two sets of faults approximately at right angles to one another. The land-forms on the Pre-Cape rocks are in marked contrast to those on the sandstone. Weathering and the deposition of ~~some~~ material have formed

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<sup>1</sup>S. H. Haughton. The Geology of Cape Town and Adjoining Country. Pretoria, 1933. p.49.

rounded slopes. The slopes on the granite lead up to the sandstone cliffs in most of the northern half of the Peninsula, the Malmesbury Beds outcrop on Signal Hill, in Table Valley, and round Devils Peak almost as far as Kirstenbosch.

The Cape Flats is a broad, sandy isthmus between the Cape Peninsula and the mainland. It consists of whitish sand of Recent and Tertiary Age, forming sand-hills of less than 200 feet in height. Except for low cliffs of limestone at one or two points on False Bay, the coasts are low-lying and sandy. There are shallow vleis near the borders of the area.

Beyond the Cape Flats there are rolling, rounded hills on Pre-Cape Rocks, and mountainous country on Table Mountain Sandstone.

On the narrow tract of elevated land forming the Cape Peninsula there are no important rivers, and the streams show juvenile characters. The mountain streams flow to the western margin of the Cape Flats and then turn North to coalesce in the Salt River, or South to flow into False Bay at Muizenberg.

The Cape Peninsula has a Mediterranean type of climate, with mild wet winters and warm dry summers, and a mean annual temperature of about 62.5°F<sup>1</sup>. However, the relief of the Peninsula has a marked effect on its micro-climate, causing notable variations in temperature, rainfall, and winds, within short distances.

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<sup>1</sup>Csb climate, according to Köppen's classification.

The temperature is affected by the currents flowing round the South African coasts. The cold Benguela Current on the west coast causes the mean annual temperatures in the Peninsula to be higher than at places further north e.g. the mean annual temperatures of Mouille Point and Port Nolloth are 62.6°F and 57.5°F respectively<sup>1</sup>. Temperatures on the eastern side of the Peninsula are higher than on the western because of the presence of the warm Agulhas Current e.g. the mean annual temperature at Simonstown is 64.7°F<sup>2</sup>. Owing to the influence of the sea, February is the hottest month and July the coldest (see <sup>Foldev</sup> Map IVc). The mean annual range of temperature at the Royal Observatory is about 10.5°F, while the mean daily range is 21.5°F in summer, and 15.2°F in winter<sup>3</sup>. Although frosts of a severity to freeze standing water are rare, comparatively light frosts are not uncommon. They occur, on an average, on 17 days in the course of a year on the Cape Flats<sup>4</sup>. There is, therefore, a very long growing season, and the absence of severe frosts makes fruit growing possible.

The rain falls during the winter months, June being the wettest month (see <sup>Foldev</sup> Map IVc). Since the rain is largely orographic as well as cyclonic there is great variation in

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<sup>1</sup> Official Year Book of the Union of South Africa, 1924.  
Pretoria, 1925. p.44.

<sup>2</sup> Ibid. p.44.

<sup>3</sup> Ibid. p.44.

<sup>4</sup> Ibid. p.45.

annual rainfall over the Peninsula (see <sup>Folder</sup> Map IV E). The Fire Station in Cape Town has an average annual rainfall of about 25in. while Platteklip, 1½ miles away, has 45in. Robben Island has 18in., Camps Bay 24in., St. Michaels on Table Mountain (3,050 ft.) 74in., and Newlands 66in.<sup>1</sup> Near Table Mountain on the line from Cape Town to Simonstown the rainfall is heavier than at places further south (see <sup>Folder</sup> Map IV D). Snow occasionally falls on Table Mountain, but it has been seen there only on seven occasions in 37 years<sup>2</sup>. The precipitation throughout the Peninsula is sufficient for agriculture, but the long summer drought dries out the soil. The climate, however, is suitable for the cultivation of deciduous fruit, while wheat and other cereals can be grown. Vegetables flourish especially during the wet season<sup>3</sup>.

In January, owing to the heating of the land mass, relatively low barometric pressures are generally recorded over the African Continent, and the prevailing wind over the Cape Peninsula is from the South East. Occasional violent SE. winds, "southeasters", are characteristic, and sometimes cause serious damage to orchard fruit and other crops.

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<sup>1</sup> Official Year Book of the Union of South Africa, 1932.

Pretoria, 1933. p.37.

<sup>2</sup> Ibid. p.37.

<sup>3</sup> Handbook for Farmers in South Africa. Pretoria, 1937. p.32.

In winter the Peninsula is brought within the influence of the cyclones of the Southern Ocean, and the prevailing wind is from the North West (see <sup>Folder IV A</sup> Map IV-A). Since the North West winds are more dangerous to shipping in Table Bay than the South Easters, it is fortunate that their frequency and velocity<sup>1</sup> is not as great as those of the South Easters (see <sup>Folder</sup> Map IV B). In the days of sailing ships, and before a breakwater was built, the North West gales made the anchorage in Table Bay very dangerous. In summer it was impossible for a sailing ship to approach the bay against a South Easter. Frequently ships had to anchor off Dassen Island or at Saldanha Bay for two or three days until the South Easter, which rarely lasts longer, had died away. The wind frequencies and velocities are not uniform over the Peninsula. South Easters are stronger and more frequent in Table Valley and at Muizenberg than at Wynberg, while the North Westers are felt more strongly in Table Bay and Wynberg than in the City itself or at Simonstown. The severity of the South Easters in Table Valley damaged the grain planted there by the first settlers, and it was early found necessary to grow the wheat for the settlement in a more sheltered spot at Rondebosch.

The average number of hours of sunshine per day at the Royal Observatory is 7.51, and there is 66% of the total

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<sup>1</sup> Official Year Book of the Union of South Africa, 1924 p.50.

possible hours during the year. The corresponding figures for London are 3.8 hours and 29%.<sup>1</sup> Fogs are fairly common off the coast because of the cold Benguela Current. They are most frequent from March to August. Cape Point has fog on about 130 days during the year<sup>2</sup>. These fogs are a hindrance to shipping, making the neighbourhood of the Peninsula dangerous to vessels, especially in winter.

The vegetation of the Cape Peninsula was evergreen sclerophyllous bush, of a remarkable uniformity of aspect, and a characteristic dull grey-green colour. The absence of grassland in the landscape was conspicuous although a large number of different species of grass were dispersed throughout the bush and scrub. The Cape Flats was covered with scattered, low shrubs, but elsewhere the vegetation cover was dense. Throughout, the Proteaceae, Ericaceae, Restionaceae and Compositae were dominant. The region still has a large number of endemic plants, and is one of the richest floral regions in the world, being particularly renowned for its bulbous plants<sup>3</sup>.

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<sup>1</sup>Ibid. p.37.

<sup>2</sup>Official Year Book of the Union of South Africa, 1932 p.58.

<sup>3</sup>I. B. Pole-Evans. "The Plant Geography of South Africa" in Official Year Book of the Union of South Africa, 1918 pp.48-56.

Before the Europeans came to the Cape there were forests in the kloofs, steep valleys, and flanks of the mountains facing the sea. In early records, mention is made of forests in kloofs above Table Valley, at Rondebosch, Newlands, Kirstenbosch, and Hout Bay. These forests, composed of high timber trees and scrub, were evergreen, and, with the exception of the yellow-woods, they were broad-leaved. These forests were similar to those found at Knysna today, but were characterised by proteaceous shrubs. Lianas and epiphytes were plentiful<sup>1</sup>.

#### The Site of Cape Town

Table Valley, as has already been mentioned, offered the most suitable site for a settlement which required a good anchorage for ships, level and fertile land for cultivation, and water for irrigation and shipping.

The entrance to the bay is safe for shipping<sup>2</sup> and "everywhere good anchorage is found, however hard the South East wind may blow"<sup>3</sup>, for the South Easter, blowing off-shore, does not cause large waves. The Northwester, on the other

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<sup>1</sup>Ibid. p.49.

<sup>2</sup>H. C. V. Leibbrandt (trans.) Van Riebeeck's Journal, 1651-1653 (Précis of the Archives of the Cape of Good Hope. Cape Town, 1897) p.47.

<sup>3</sup>Ibid. p.11.

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drive in a tremendous sea which occasions a heavy pitching, which jerks the anchors and cables. This hard riding is peculiar to Table Bay, perhaps on account of its shallow water, and there being no current to prevent ships springing ahead<sup>1</sup>.

Table Valley is in the form of an amphitheatre, surrounded by Lions Head and Signal Hill, Table Mountain, and Devils Peak (see <sup>Folder</sup> Map V). The land rises gradually to 100 feet (in a distance of about three quarters of a mile along the Fresh River), and then rather more steeply to 500 feet. Above 500 feet the slope becomes more and more precipitous as the almost vertical cliffs of Table Mountain Sandstone are approached. It will be shown later how the mountains have conditioned the shape of the town, and have influenced the direction of its growth in recent times.

The soil in the valley proved suitable for agriculture, and the climate, as has already been described, was satisfactory except for the violence of the South Easters.

The water supply in the valley was plentiful. The Fresh River, at that time a strongly flowing stream, ran down the centre of the valley along the line formed by the present Mill

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<sup>1</sup>Letter from Robert Knox to the Secretary of the Government of the Cape of Good Hope, 1825. Records of the Cape Colony, XXI, ed. G. M. Theal. London, 1900. pp.483-484.

Street and Adderley Street. There was a swamp near the site of the present Church Square<sup>1</sup>. According to the early maps there was another stream to the north of the present Fresh River. It is not stated whether this flowed all the year round, but it is probable that it did not, for even the Fresh River had a diminished flow in summer, and many of the streams flowing into it dried up altogether.

There were eland and hippopotamas in the valley, and at first, lions worried the settlement. They were mentioned in the records as late as 1673<sup>2</sup>. Whales and seals were plentiful in the Bay.

Fifty or sixty natives were the only permanent inhabitants of the Cape Peninsula, but they were impoverished and half-naked. In addition, two large clans of Hottentots, each including several hundred fighting men, visited the valley with their cattle and sheep when the pasturage was good<sup>3</sup>.

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<sup>1</sup>E. E. Mossop. Old Cape Highways. Cape Town, 1927. p.3.

<sup>2</sup>P. W. Laidler. The Growth and Government of Cape Town. Cape Town, 1939. p.xiii.

<sup>3</sup>Theal. History of South Africa, 1486-1691. p.42-43.

Part II: The Growth of Cape Town from 1652 to 1940The Significance of the Cape before 1652

The 15th century was the age of exploration and discovery by Europeans. The Portuguese were seeking both a sea-route to India, as the overland route was now blocked by the Turks, and the country of the fabulous Christian prince, Prester John. Successive Portuguese expeditions added little by little to the European knowledge of the West Coast of Africa, until in 1487 Bartolomeu Diaz discovered the cape now called the Cape of Good Hope. Ten years later Vasco da Gama doubled the Cape and found the desired sea-route to India. After this the Cape was visited only three times by the Portuguese, for although a fleet went to the East annually, outward bound they passed well to the South of the Cape in the West wind zone. One of these visits was made by Saldanha on his way home in 1503 when he named the bay Agoada da Saldanha. The Portuguese did not call at the Cape after 1509 when a number of Portuguese under d'Almeida were killed in a skirmish with the Hottentots<sup>1</sup>.

Occasionally ships of other nationalities called at the Cape or passed by without landing. For example the Englishman Drake passed on his world voyage of 1579 and wrote

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1 Ibid. p.14.

"The Cape is the most stately thing, and the fairest we have seen in the whole circumference of the earth."<sup>1</sup>

When Portuguese power was broken by Spain in 1580 English vessels began to round the Cape in larger numbers, and gradually it became a recognised port of call for them. In 1620 Shillinge and Fitzherbert proclaimed English sovereignty over it, but the claim was not followed up, for St. Helena became the main port of call.

The Dutch, who had visited India in Portuguese ships, knew little of the Cape, and did not visit it until 1601 when Spilbergen landed at and named Table Bay<sup>2</sup>. In 1616 the Assembly of Seventeen, the governing body of the Dutch East India Company, resolved that the outward bound fleets should always visit Table Bay for refreshment. After this the Dutch ships called regularly. They communicated with each other by leaving letters under the "Post Office" stones<sup>3</sup>. These stones usually had the crest of the company carved on them, and letters were buried beneath them by each fleet, to be called for and taken on by ships going in the opposite direction. The stones were usually near the shore and the watering place. One was found during the excavation of the foundations of the Post Office in Adderley street.

In 1647 the Dutch ship Haarlem was driven ashore on Blaauwberg

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1 Ibid. p. 18.

2 Ibid. p. 25.

3 Ibid. p. 30.

beach. The crew moved to the banks of the Fresh River and lived there for six months during spring and early summer. The season was good, and on their return to Holland Jansz and Proot gave a glowing account of the Cape, saying that the soil was good, everything would grow,<sup>1</sup> there were sources of wealth such as whales, seals and antelopes,<sup>2</sup> and the natives were friendly unless badly treated.<sup>3</sup> Jansz and Proot were the first of many to see the strategic importance of the Cape, emphasizing that it was surprising that the Portuguese and Spanish had not used the Cape as a base from which to attack Dutch ships.<sup>4</sup>

Although the soldiers on Dutch ships were nearly all German or Swiss, and many of the sailors were Danes, Norwegians and Swedes, the Netherlands could not afford the heavy drain of life through sickness.<sup>5</sup> So in 1650, after receiving a favourable report from Jan van Riebeeck who had called at the Cape on voyages to the East<sup>6</sup>, the Company resolved to establish a refreshment station there. However, nearly two years were passed in discussion before any action was taken.<sup>7</sup>

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- 1 H.C.V. Leibbrandt. (trans.) Van Riebeecks Journal 1651-1653. (Précis of the Archives of the Cape of Good Hope. Cape Town. 1897.) p.1.
  - 2 Ibid. p. 5.
  - 3 Ibid. p. 5.
  - 4 Ibid. p. 6.
  - 5 Theal. Progress of South Africa in the Century. p. 44.
  - 6 Leibbrandt. Van Riebeecks Journal. 1651-1653. pp. 7-9.
  - 7 Theal. History of South Africa. 1486-1691. p. 35.

The Foundation of the Cape. 1652 - 1679

In 1652 Van Riebeek landed at the Cape with instructions to build a fort as expeditiously as possible, with a wooden house for 70 to 80 men within its ramparts, and then to look for the best land for gardens.<sup>1</sup>

He started to build his fort near the Fresh River, on the site of the present General Post Office, on the twenty foot marine terrace.<sup>2</sup> The fort was 255 ft square with a bastion at each corner,<sup>3</sup> and was surrounded by a moat filled with water from the Fresh River. The bastions were named Heiger, Oliphant, Drommedaris and Walvisch after the vessels of his fleet, while the fort itself was named Good Hope after the store-ship.<sup>4</sup> Nearly all the buildings required by the settlement, such as dwelling houses, store-houses, the hospital, the workshops, and the cattle kraal, were inside the fort.<sup>5</sup> (See Folder VI A)

The garden was laid out on the northern side of the Fresh

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1. Leibbrandt.-- (trans.) Van-Riebeeks Journal 1651-1653. pp.10-11
  2. H.C.V. Leibbrandt. (trans.) Letters Despatched from the Cape. 1652-1662. I. (Précis of the Archives of the Cape of Good Hope. Cape Town. 1900.) p. 6.
  3. Theal. History of South Africa. 1486-1691. p. 45.
  4. P.W. Laidler. A Tavern of the Ocean. Cape Town. (1926). p. 12.
  5. Theal. History of South Africa. 1486-1691. p.45.

River, and extended slightly further North and considerably further East than the present Municipal Gardens.<sup>1</sup> It was about 15 acres in extent, and was only for food crops.<sup>2</sup> Nearly every garden plant was grown in Table Valley, except potatoes and maize.<sup>3</sup>

The 125 white people, among whom were one or two women,<sup>4</sup> had a desperately hard struggle before them. The men, enfeebled by the voyage, were too weak to do the heavy manual work of clearing the ground and building. The plants were killed by drought and fresh food was unobtainable as the Hottentots were absent at the time of the settlement, and game was scarce. In winter dysentery broke out among them, the rain washed down the walls of their earthen fort, and poured into the wooden huts.<sup>5</sup> Later conditions improved, and although the life was still one of hard manual labour and poor, scanty food, by the second winter the settlement was well established.<sup>6</sup>

By 1654 they began to replace the frail wooden houses with bricks,<sup>7</sup> and dug an irrigation canal on each side of the garden.<sup>8</sup>

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- 1 Eric S. Walker. Historical Atlas of South Africa. London . 1922.  
Map 4.
- 2 Laidler. Growth and Government of Cape Town. p. 8.
- 3 Theal. History of South Africa. 1486-1691. p.83.
- 4 Laidler. A Tavern of the Ocean. p.205.
- 5 Ibid. pp.47-48.
- 6 Ibid. p.63.
- 7 Ibid. P.74.
- 8 Ibid. p.20.

The construction of a jetty was commenced close to the fort. Wooden spars, from trees felled in the forest at Newlands, were formed into hollow squares and filled with stones, so as to form a solid pier.<sup>1</sup> (See Folder VII A) A new and broader channel for the lower course of the Fresh River was cut on the South East side of the Fort, to prevent floods. The old channel was made into a canal, and sluices were made to fill the moat.<sup>2</sup>

The Company did not intend to develop a town at the Cape. The granting of free papers to Burghers was solely that the Company might be able to purchase grain and other produce from the burghers at less cost than it could produce them with paid labour. In 1660 the Seventeen reprimanded Van Riebeeck for allowing a village to grow up at the Cape. He replied

Our idea of laying out a town here has always been very little. We can very well feel the burden of freemen exclusive of agriculturalists, and therefore will allow no more than there are already, for whom, should they build any houses here, we have, so that they might be erected in proper order, as an incipient town marked off 50 roods outside the Fort's walls, so that it has at present more the name than the reality.<sup>3</sup>

This "incipient town" laid the foundation of the rectangular town plan which was to be characteristic of Cape Town until the

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- 1 Anon. A Short Account of the Construction of Harbour Works in Table Bay. 1656-1895. Cape Town Harbour Board. p.3.  
 2 Theal. History of South Africa. 1486-1691. p.84.  
 3 Leibbrandt. Letters Despatched from the Cape. 1652-1662. III. p. 156.

19th century. (See Folder VI B) The four streets, running parallel to the shore, correspondent to the present Strand, Shortmarket, Castle and Longmarket Streets.<sup>1</sup> The first houses were built on the northern side of the Fresh River at some distance from the fort so as not to interfere with its defence. They were on fairly level ground which was not required for the Company's gardens, and within easy reach of the landing place and the Fresh River. The houses were mainly of wattle and daub, but some were of rough stone and lime mortar, and some of the porous Cape bricks which had to be covered with plaster. All had thatch roofs.<sup>2</sup>

On the outbreak of war between Holland and England in 1664 the deficiencies of the fort were realised in Holland. Its walls collapsed every winter and its guns were harmless to shipping at the usual anchorage.<sup>3</sup> It was decided to build a stone castle 720 ft. SE of the old fort, so that it should be further from the village.<sup>4</sup> It took a long time to build for shells for lime had to be brought from Robben Island to the new kiln at the sea side of the Parade,<sup>5</sup> and the nearest timber was now at Wynberg.<sup>6</sup>

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1 Walker. op.cit. Map 4.

2 G.E. Pearce. Eighteenth Century Architecture in South Africa. London: 1933. p. 8.

3 Theal. History of south Africa. 1486-1691. p.161.

4 Laidler. A Tavern of the Ocean. p. 38.

5 Theal. History of South Africa. 1486-1691. p.38.

6 Ibid. p.182.

The work was suspended when peace was signed, only to be resumed on the renewal of the war when the Cape was once again "the frontier fortress of India".<sup>1</sup> When peace was made with England in 1674 the work was so far advanced that the old fort was broken down.<sup>2</sup> When peace was made with France in 1679 only the moat remained to be completed.<sup>3</sup>

A new Church was built at the lower end of the garden and the garden was extended towards the mountain.<sup>4</sup> Parts of this building are still to be found in the Dutch Reformed Church in Adderley street.

The Fresh River supplied enough water for the needs of the village and shipping and for the irrigation of the gardens. A water tank filled from the river was built to the West of the old fort for the convenience of shipping.<sup>5</sup>

The population of the Cape fluctuated with passing ships as many of the sick were left here to recuperate, but the European population of the Cape was never more than three hundred at <sup>this</sup> the time. The majority of these were paid servants of the Company, and in 1666 there were only 16 free families living in Table Valley.<sup>6</sup> Immigration was slow, for the Dutch never became great colonisers. Holland, although a small, thickly

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1 Ibid. p.186.

2 Ibid. pp.233-234.

3 Ibid. p.234.

4 Ibid. p.254.

5 Ibid. p. 256 .

6 Ibid.pp.178-179.

populated country, was not over-populated in relation to its commerce and resources, and there was no poverty among the Netherlanders. There was no internal social or political strife in the country at this time to drive men away from home, and the foreign wars only served to bind them more closely to their country.

Dutch men left the Netherlands always intending to return richer than they left. The Dutch never intended to colonise the Cape.<sup>1</sup>

The first slaves were imported from Guinea in 1658, but the experiment was not very successful.<sup>2</sup> After 1670 the slave

population was considerably increased from Madagascar and Ceylon.<sup>3</sup>

The Malay element in the population was first introduced in 1654 when political prisoners were banished to the Cape from Batavia.<sup>4</sup>

There were about eighty Hottentots living near the village in a kraal on the upper side of what is now Riebeeck Square<sup>5</sup>.

The whole of this very mixed population was directly or indirectly occupied with supplying shipping and with the maintenance of their settlement. The Company's servants were agriculturalists, wood-cutters, black-smiths, lime-burners and brick-makers.<sup>6</sup> The freemen were engaged in farming, baking,

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1 C.P. Lucas. A Historical Geography of the British Colonies. Vol. IV. Part I. Oxford. 1897. p. 27.

2 Theal. History of South Africa. 1486-1691. p. 72.

3 Ibid. p. 73.

4 Ibid. p. 72.

5 Laidler. A Tavern of the Ocean. p. 48.

6 Ibid. pp. 17-18.

and the holding of retail licences<sup>1</sup>. Two freemen were coast-traders<sup>2</sup>, and one was a brewer on the banks of the Liesbeek<sup>3</sup>. In the village there were several canteens, eating and boarding houses kept by the free burghers. Manufacturing was prohibited, and town residents were allowed to sell only goods bought from the Company at fixed prices<sup>4</sup>. This restriction led to much smuggling of liquor and manufactured goods from ships in the bay. Many of these goods were landed stealthily at night at Salt River Mouth<sup>5</sup>.

The only money-making occupation conducted by the Company was the whale and seal fishing, carried on by the Company. There was a sealing establishment at Dassen Hand, about sixty miles North of Table Bay, and sealskins and whale-oil were obtained from Robben Island<sup>6</sup>. These fisheries were not very remunerative for most of the men engaged in it had little previous experience of that type of work<sup>7</sup>.

After 1657 there were farms along the Liesbeek and along the Wagen pad na t'bos (Wagon road to the forest). This track

1 Ibid. p. 22.

2 Ibid. p. 23.

3 Ibid. p. 18.

4 Ibid. p. 35.

5 Ibid. p. 36.

6 Theal. History of South Africa. 1486-1691. pp. 68-69.

7 Laidler. A Tavern of the Ocean. p. 34.

followed the course taken by the present Main Road as far as Rondebosch. It curved up the hillside along the line of the present Church Street and Groote Schuur Avenue, and then behind Klein Schuur into Newlands Avenue and on to Kirstenbosch<sup>1</sup>.

The first settlement outside Table Valley was at Ronde Doorn Bossien, later known as Rondebosch, where a round grove of trees stood, and the South Easters were less severe than in Table Valley<sup>2</sup>. Later the Company started an orchard at Rustenburg and a farm at Newlands<sup>3</sup>. Van Riebeeck had a farm at Wynberg called Bosheuvel (now Bishops Court)<sup>4</sup>. In 1657 ground was allotted to the first free burghers. Harmans Colony at Groeneveldt lay mainly along the eastern side of the Liesbeek beyond Rondebosch. Stevens Colony, or the Hollandse Tuin, was at Mowbray, stretching from about the present line of Rhodes Avenue to the other side of the Liesbeek<sup>5</sup>. (See Map p.28a) Later, with the extension of the farms a new road branched from the old one at Rondebosch, crossing the Liesbeek by a drift at Westerford. From there it followed the present Protea Road as far as Bosheuvel<sup>6</sup>. By 1659 large tracts of land at Rondebosch and Wynberg were dotted over with houses

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1 Mossop. op. cit. pp.14-15.

2 Theal. History of South Africa. 1486-1691. p.82.

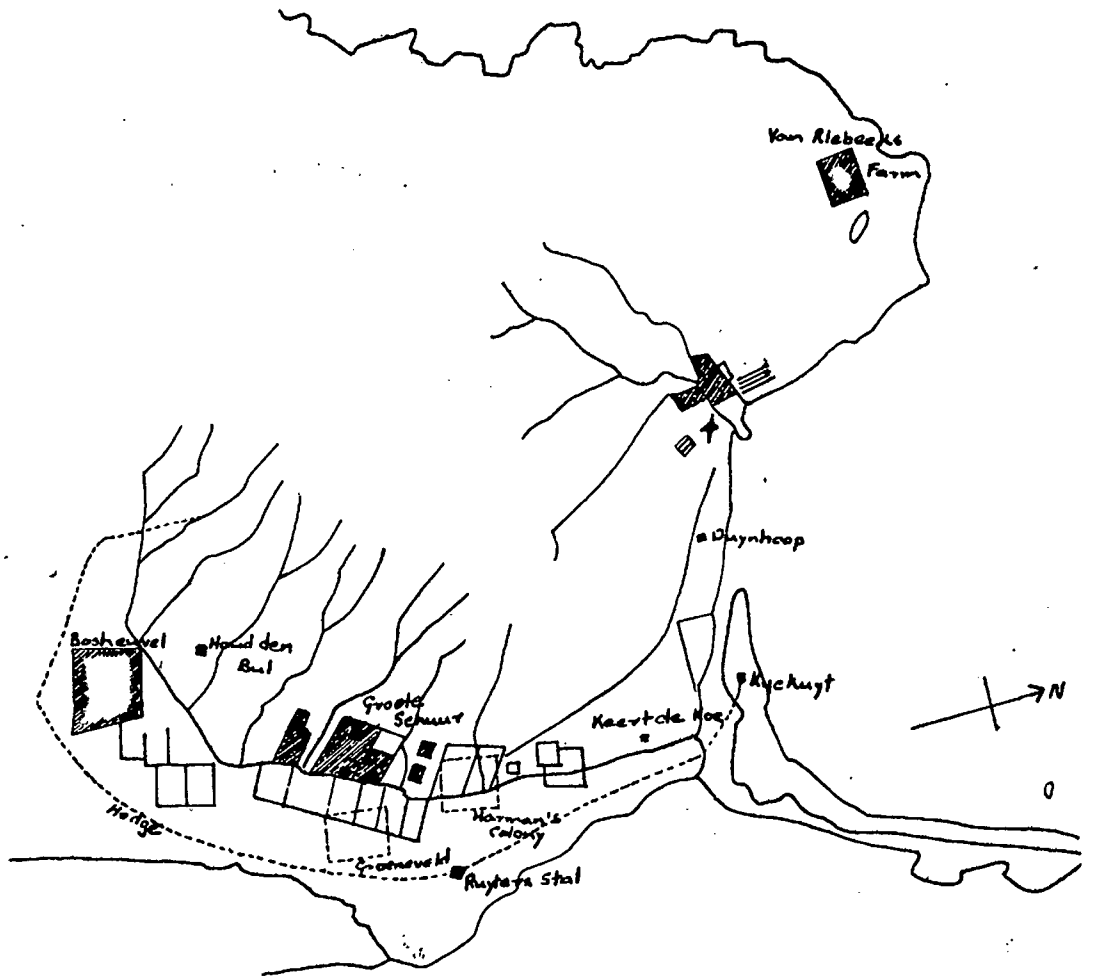
3 Laidler. A Tavern of the Ocean. p.34.

4 Walker. op. cit. Map 4.

5 Dorothea Fairbridge. Historic Farms of South Africa. London. 1931.

6 Mossop. op. cit. pp.15-17.

CAPE COLONY 1660



of settlers,<sup>1</sup> and there was a little settlement at Salt River consisting of an inn and several houses where the free fishers lived<sup>2</sup>.

Fortifications were an important feature of the little Cape settlement. (See Map p. 28a) The fords of the Liesbeek were deepened and three watch-houses built, called Keert de Koe, Houdt den Bul and Kyckuit. There was also a strong fence along the Liesbeek through which cattle could not be driven. The defence of the bay was provided for by the fort, (later by the Castle), a redoubt at Duijnhoop, and the Koornhoop block-house close to the Liesbeek. There was a cavalry post close to the northern edge of the present Camp Ground, Rondebosch<sup>3</sup>.

#### Improvements at the Cape. 1679 - 1710

The Company allowed the town to expand near the Company's gardens, because in case of fire there was more water there<sup>4</sup>. In 1693 the town comprised about 80 burghers' dwellings, most of them with gardens<sup>5</sup>, and was confined to the area between the

1 Theal. History of South Africa. 1486 - 1691. p. 116.

2 Laidler. Growth and Government of Cape Town. p. 403.

3 Walker. op. cit. Map 4.

4 Laidler. Growth and Development of Cape Town. p. 121.

5 Laidler. A Tavern of the Ocean. p. 49

present Plein and Burg Streets<sup>1</sup>, on both sides of the Heerengracht. The town had an orderly appearance because the houses had to be built in line with one another<sup>2</sup>, and because of the rectangular street pattern. However, the streets in front of the houses were filled so high with rubbish that there were hollows in the middle<sup>3</sup>. Grachts and ditches ran down several of the streets leading to the shore. The bridges over the grachts interrupted traffic on streets running at right angles to them, so that by 1700 the main streets were those parallel to the grachts. The road nearest the castle and jetty became the most important, so it was named Heeren after the Directors of the Company, and the suffix "Gracht" was added as in Holland, where prominence is given to the canal in a street. The Heerengracht is the present Adderley Street<sup>4</sup>. At this period Keizersgracht (Darling Street) was laid out, and the Parade, which had been intersected by several deep gulleys, was levelled<sup>5</sup>.

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1 Theal. History of South Africa. 1486-1691. p.362.

2 Laidler. Growth and Government of Cape Town. p.124.

3 Ibid. p. 128.

4 Laidler. A Tavern of the Ocean. p.183.

5 George McCall Theal. History of South Africa. 1691-1795. London. 1888. p.7.

The architecture was little changed but there were movements towards the typical Cape Architecture, which did not fully develop for another fifty years. Cape architecture was influenced by the Dutch style, which had high gables, decorated with carvings, and windowheads and doorways with classical outlines<sup>1</sup>, and by the style developed in the East Indies, designed for shade and coolness. In Cape architecture these widely differing traditions were influenced by climate, available material, and slave labour<sup>2</sup>. Brilliant sun necessitated the building of large, airy and lofty rooms, covered with heavy roofs designed to keep out the sun during the day. Much time was spent in the open air, so the small stoeps of Holland became ample stoeps shaded by oaks, and there were enclosed courts, often covered by a vine. The distances to be traversed were great, and the innate love of hospitality of the people induced them to build large reception rooms and kitchens<sup>3</sup>. There was little or no stone which could be easily quarried and dressed. Local bricks weathered badly and had to be covered with plaster, while timber was scanty and roofing tiles and slates were

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1 Dorothea Fairbridge. Historic Houses of South Africa.  
Cape Town. 1922. p.11.

2 Ibid. p. 16.

3 Pearce. op. cit. p.7.

unobtainable. The artistic Malay slaves produced graceful gables with mouldings in place of carvings<sup>1</sup>. (See <sup>Foldev</sup> Map IX)

Although this type of architecture had not fully evolved, by 1705 the houses had become considerably bigger, higher and finer, but they were still single-storied<sup>2</sup>. The ground plan of these houses formed three sides of a rectangle, the front and two wings enclosing a courtyard<sup>3</sup>.

Many new buildings were erected by the Company. Among these were a hospital on the Heerengracht opposite the Church<sup>4</sup>, a new boat-house at Rogge Bay to protect small craft in bad weather, "capacious" stables in Stal Plein<sup>5</sup>, and a shambles facing the sea on the Parade<sup>6</sup>. The largest of the new buildings was a shed for masts and ships materials, which Mentzel says was the most prominent building at the Cape, next to the Castle. It was large and lofty, with an exceptionally high roof<sup>7</sup>. A reservoir was built near the site of the old fort to which water was conducted in wooden pipes, and from which

1 Ibid. p. 7.

2 Ibid. p. 8.

3 Ibid. p. 9.

4 Theal. History of South Africa. 1691-1795. p.4.

5 O.F. Mentzel. Description of the Cape. Part I. trans. H.J. Mandelbrote. Cape Town. 1921. p.117.

6 Ibid. pp.107-108.

7 Ibid. p.108.

it could be conveyed along the jetty to the ships' boats.<sup>1</sup>

Simon van der Stel, Governor of the Cape from 1679-1699, greatly improved the Company's Gardens. He extended them toward the mountain after cutting off a strip at the lower end to build the hospital and a slave lodge where the Old Supreme Court now stands. The gardens were now 18 morgen in extent<sup>2</sup>. He built a "pleasure house" (now Government House) in which to entertain visitors of rank. The irrigation and drainage systems were improved<sup>3</sup>, and he laid out the gardens in 44 rectangular beds enclosed by hedges. He planted oaks along the two inner paths. Despite these improvements the gardens remained "more useful than ornamental"<sup>4</sup>.

Van der Stel planted oak trees widely in Table Valley and on the lower slopes of Table Mountain, especially between Rondebosch and Wynberg. He not only wished to beautify the settlement, but also to replace the indigenous forests which had been practically destroyed<sup>5</sup>. Even fuel was scarce, the search for it having reduced the Flats to a sandy waste<sup>6</sup>.

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1. Theal. History of South Africa, 1486-1691. p.362.
  2. Mentzel. op.cit. p.119.
  3. Theal. History of South Africa. 1486-1691. p.264.
  4. Mentzel. op.cit. p.119.
  5. Theal. History of South Africa. 1486-1691. p.327.
  6. Laidler. Growth and Government of cape Town. p.100.

In 1691 the little settlement, still more a village than a town, had a population of about 1000 Europeans, and about 383 slaves<sup>1</sup>. The first Huguenots arrived in 1688, and other settlers arrived yearly from Europe. Many slaves were imported from Madagascar and Mozambique<sup>2</sup>.

The occupations of the population were little changed, but the number of people retailing liquor in the town increased rapidly. By 1700 it was impossible for the Company to control the sale of wine, for after the coming of the Huguenots it was produced in large quantities<sup>3</sup>. Among the settlers were several silversmiths who now began to practise their craft at the Cape, using imported silver. Their work was of a high standard, and they produced articles such as snuff boxes and fittings for furniture<sup>4</sup>.

There were several beautiful farms in Table Valley by this time, such as Leeuwenhof and Oranjezicht<sup>5</sup>.

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- 1 Laidler. A Tavern of the Ocean. p.205.
  - 2 Theal. History of South Africa. 1691-1795. p.30
  - 3 Fairbridge. Historic Farms of South Africa. p.74.
  - 4 M.N. Morrison. Silversmiths and Goldsmiths at the Cape of Good Hope. 1652-1850. Johannesburg. 1936. p.14.
  - 5 Fairbridge. Historic Houses of South Africa. pp.57-61.

During Simon van der Stel's rule the settlement spread beyond van Riebeeck's hedge to Constantia, and to the other side of the Cape Flats.<sup>1</sup> By 1685 there were only twenty four families living between Wynberg and the Castle<sup>2</sup>, most of the rest having moved out to Stellenbosch. The road from Cape Town to Stellenbosch ran through the present Maitland and Bellville. At Parow or Riet Vlei there was a halfway house, and at the eleventh milestone was "soopjes hoogte" where the tired oxen rested while the drivers drank<sup>3</sup>.

Some of the outstanding farms in the Peninsula at this time were Ecklenburg and Reigersdal at Rondebosch<sup>4</sup>, Vredenburg at Mowbray, and Papenboom at Newlands<sup>5</sup>. Stellenburg covered practically the whole of the present Claremont and Kenilworth.<sup>6</sup> Near Wynberg were Bosheuvel, Alphen and Klassenbosch<sup>7</sup>. In Constantia Valley were Groot Constantia<sup>8</sup>, Hoop op Constantia, and Klein Constantia. Beyond lay

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1 Theal. History of South Africa. 1486-1691. p.334.

2 Ibid. p. 327.

3 Mossop. op.cit. p.40.

4 Fairbridge. Historic Farms of South Africa. p.61.

5 Ibid. p.62.

6 Ibid. p.63.

7 Fairbridge. Historic Houses of South Africa. pp.69-73.

8 Fairbridge. Historic Farms of South Africa. p.64.

Zwaanswyk or Steenberg<sup>1</sup>, and further out still, was a grazing ground at Tokai<sup>2</sup>.

Beyond these farms was an outpost at Muizenberg, with a small garrison in the command of a sergeant to guard the approach from False Bay<sup>3</sup>. The sheltered anchorage in False Bay was discovered in 1682 and named Yselstein Bay. Later it was called Simons Bay in honour of Simon van der Stel, who was the first to use it as a winter anchorage because it was protected from North West gales<sup>4</sup>.

The building of Groot Constantia marked the beginning of a style of architecture typical of Cape homesteads<sup>5</sup>.

(See <sup>Folder</sup> Map IX) Their U, T, or  $\pi$  ground-plan is characteristic, and solved the problem of building a large house without a very great width of roof-span. French influence gave a graceful simplicity of outline to the gables<sup>6</sup>.

By 1705 the economic position was thoroughly unsound, because of the Company's monopoly and the exclusively local character of the market for wine, grain and cattle<sup>7</sup>. After 1680 there was an open market for produce, (in a shed on

1 Ibid. pp. 73-74.

2 Fairbridge. Historic Houses of South Africa. p.86.

3 Laidler. Growth and Government of Cape Town. p.410.

4 Ibid. p.412.

5 Fairbridge. Historic Houses of South Africa. p. 8.

6 Ibid. p. 17.

7 Léo Fouché. (ed.) The Diary of Adam Tas. 1705-1706. London. 1914. pp. 203-205

the Parade)<sup>1</sup>, but the normal supply was in excess of demand. At this time a new factor appeared. The officials began to compete in farming on a scale previously unknown, and the competition was further aggravated by the privileged position of officials against farmers<sup>2</sup>. The burghers sent a petition to Holland complaining of Adriaan van der Stel's farming activities, his bad administration, and his favouritism in allotting meat and wine monopolies to the burghers. The result of the dispute was that officials were forbidden to farm on their own account, and for many years immigration was slowed up, as the Seventeen decided that burghers caused too much trouble<sup>3</sup>.

Period of Slow Growth. 1710 - 1750

The slow growth of the town during this period was due to the steady decline of the Dutch East India Company, and to repeated European wars.

The town was not yet called Cape Town but "the Cape" or "the Town at the Cape"<sup>4</sup>. The Directors of the Company still discussed whether the town should be allowed to

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1 Laidler. Growth and Government of Cape Town. p. 92.

2 Fouché. op.cit. pp. 203-205.

3 Ibid. p.205.

4 Theal. History of South Africa. 1691-1795. p. 56.

develop<sup>1</sup>. But there was not a sufficient number of houses to accommodate the population, and it was debated whether new buildings should be erected on the Parade or along the sides of the water-courses. Finally the officials decided to allow expansion in the direction of the mountain beyond the garden<sup>2</sup>.

Many of the streets, which were unpaved, had canals and furrows running down them, supplied with water from streams flowing down the mountain. A canal, with oak trees on either side of it, ran down the centre of the Heerengracht. It was lined with masonry, and provided with several sluices. None of the canals contained much water except in the rainy season<sup>3</sup>. Just above the gardens there was a roofed-over reservoir with a capacity of several thousand cubic feet. Wooden pipes led water from it to the tank near the Castle, from which pipes led to the centre of the Parade, to the Castle, and to Green-market Square<sup>4</sup>.

In 1712 there were 250 private houses besides the buildings of the Company<sup>5</sup>. On the outskirts of the town the houses were built in the middle of gardens, but in the central part of the

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1 Laidler. A Tavern of the Ocean. p. 65.

2 Laidler. The Growth and Government of Cape Town. p.110.

3 Mentzel. op.cit. p.135.

4 Ibid. p.118.

5 Theal. History of South Africa. 1691-1795. p. 56.

town there were only three or four houses with front gardens, and the enclosed courtyards at the back were small. The houses near the beach had large yards at the back<sup>1</sup>. Where gardens were absent it was customary to leave a four-foot passage between the houses to permit water from the thatched roofs to find its way to the ground, and to enable the firemen to get between the houses<sup>2</sup>.

The private houses were all built of brick, had thatch roofs and were single-storied<sup>3</sup>. In 1717 experiments were carried out in constructing water-tight flat-roofs, but with no success until 1732, when a rich tailor, Muller, built a three-storied house on the corner of Greenmarket Square. It had a flat roof of Dutch clinker tiles which were oiled during the hot weather to make them water-proof<sup>4</sup>. After the destructive fire of 1736 many houses were rebuilt in Muller's style to reduce the risk of fire<sup>5</sup>. These new houses were dignified, square buildings whose charm lay in their simplicity of design. (See <sup>Foldey</sup> Map IX)

The cemeteries lay on the slopes of Signal Hill, and in

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1 Mentzä. op. cit. p.136.

2 Ibid. p.135.

3 Ibid. p.134.

4 Laidler. A Tavern of the Ocean. p. 61.

5 Mentzel. op. cit. p.135

the same locality was a wheel and gibbet<sup>1</sup>. The gallows lay on the mountain side of the Castle on a raised piece of ground<sup>2</sup>. It is not clear whether bodies were taken to the Signal Hill gibbet after executions at the Castle, or whether these were two independent places of execution.

In 1729 Table Bay was sounded and charted. It was found that the bay was not silting up, as had been rumoured, and that it could be made quite safe by means of a mole<sup>3</sup>. After the heavy losses during a storm in 1741 a mole was begun near the site of the present Mouille Point Lighthouse. All the Company's slaves, wagons and cattle were employed, with a gang of convicts sent from Batavia. Every farmer coming to market had to take a load of stones from the quarry to the mole. When the work was 350 ft long a plague of locusts destroyed the crops, farmers stopped coming to market, and the work was abandoned<sup>4</sup>. Another result of the storm in 1741 was that Simons Bay was made the official winter calling place<sup>5</sup>.

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1 Ibid. p.128.

2 Laidler. A Tavern of the Ocean. p.67.

3 Laidler. Growth and Government of Cape Town. p.73.

4 Cape Town Harbour Board. op. cit. pp.4-5

5 Theal. History of South Africa. 1691-1795. p.118.

As this was a period of unrest in Europe the fortifications at the Cape were extended. The Mauritius or Chavonnes Battery near Green Point was completed. Fort Knokke, about  $\frac{3}{4}$  to the East of the Castle, on the shore, was built, and a line of batteries was thrown up along the shore between it and the Castle. Between the Chavonnes Battery and the Castle a small battery called Heeren Hendriks Kinderen was built<sup>1</sup>. (See Map p44)

The population of the town increased steadily. Many convicts from the East were sent to the Cape during this period<sup>2</sup>. In 1713 nearly a quarter of the European population died in the first small-pox epidemic<sup>3</sup>.

The industries of the town remained unchanged in character. By 1727 there were turners, glaziers, candle-makers, barmen, shoemakers, plumbers, masons and saddlers<sup>4</sup>. In 1715 the Governor issued a placat restricting the activities of gold and silversmiths, and setting a standard for the gold and silver manufactured so as to ensure a high quality of workmanship<sup>5</sup>. Silversmiths at the Cape at one time formed a powerful section of the community<sup>6</sup>. A Huguenot, Isaac

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1 Ibid. p. 128.

2 Laidler. Growth and Government of Cape Town. p.110.

3 Theal. History of South Africa. 1691-1795. pp.58-59.

4 Laidler. A Tavern of the Ocean. p.69.

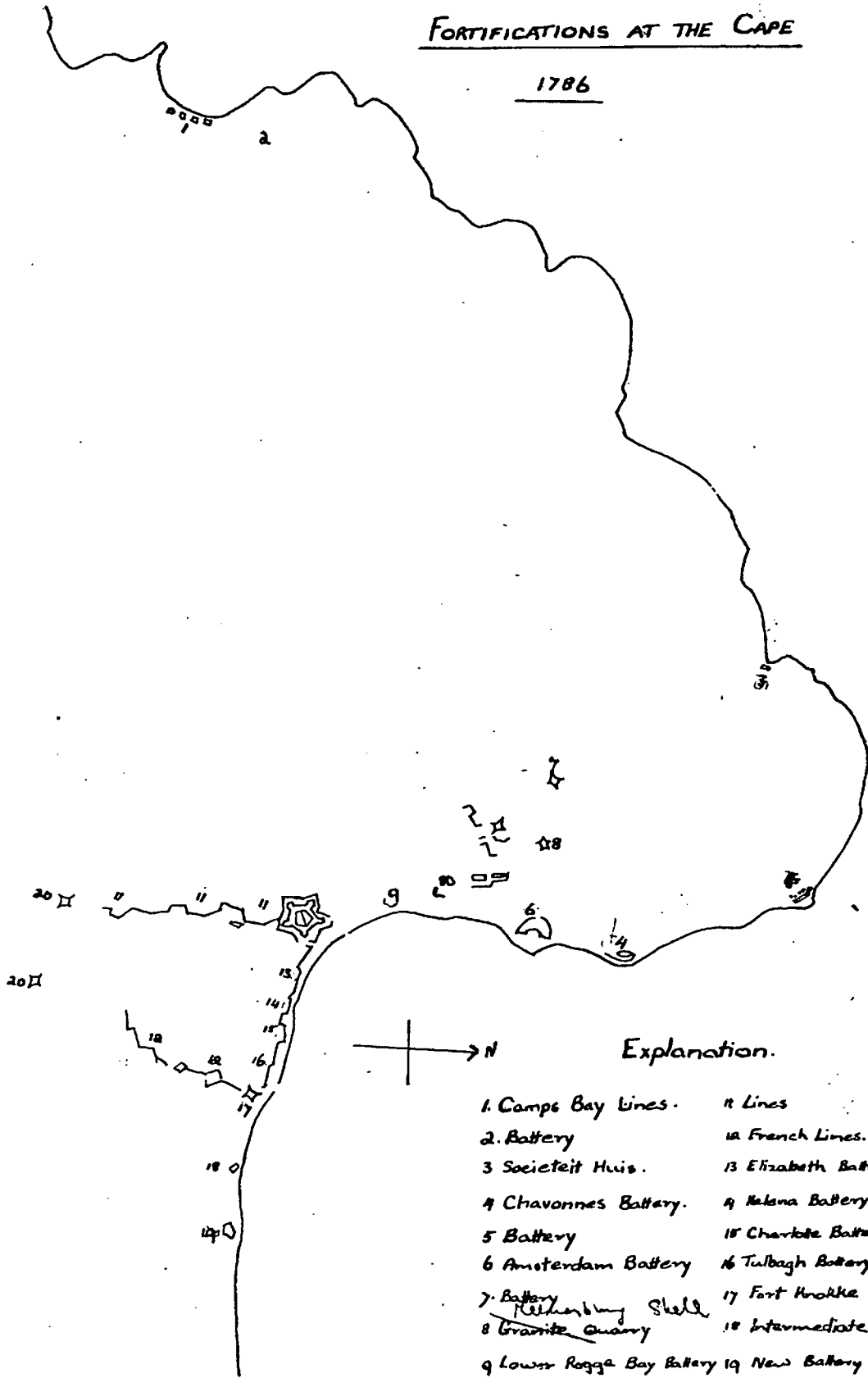
5 Morrison. op.cit. p.22.

6 Ibid. p.36.

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FORTIFICATIONS AT THE CAPE

1786



Explanation.

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|-----------------------------|-------------------------|
| 1. Camps Bay Lines.         | 11 Lines                |
| 2. Battery                  | 12 French Lines.        |
| 3 Societeit Huis.           | 13 Elizabeth Battery    |
| 4 Chavannes Battery.        | 14 Nelson Battery       |
| 5 Battery                   | 15 Charlotte Battery    |
| 6 Amsterdam Battery         | 16 Tulbagh Battery      |
| 7. Battery                  | 17 Fort Krokke          |
| 8 Granite Quarry            | 18 Intermediate Battery |
| 9 Lower Rogge Bay Battery   | 19 New Battery          |
| 10 Higher Rogge Bay Battery | 20 Batteries.           |

Taillefer, started making hats from Cape wool in 1714, but the industry did not develop<sup>1</sup>. The Company experimented with the production of silk, but during six years only six pounds of silk were produced<sup>2</sup>. The worms were kept in a building in Spin Street<sup>3</sup>, the mulberry leaves being brought daily from Rondebosch and Newlands<sup>4</sup>.

After Simons Bay was made the regular winter calling place a small settlement developed there. A building for a magazine, hospital and barracks was built between the present railway station and dockyard<sup>5</sup>. Gradually a small village, occupied by fishermen and a few people dependent for a living on the shipping, grew up along the shore<sup>6</sup>. Simons Bay was difficult of access by land so transport costs added considerably to the cost of delivering fresh provisions<sup>7</sup>. The road was rough and dangerous because of quatsands at Fish Hoek where wagons sometimes had to travel through the surf when the tide was high<sup>8</sup>. In fine weather

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1 Laidler. A Tavern of the Ocean. p.69

2 Ibid. p. 69.

3 Theal. History of South Africa. 1691-1795. p.88.

4 Laidler. A Tavern of the Ocean. p.69.

5 Theal. History of South Africa. 1691-1795. p.118.

6 Ibid. p.120.

7 Ibid. p.118.

8 Andrew Sparrman. A Voyage to the Cape of Good Hope.1772-1776.  
I. Dublin. 1785. p.22.

boats plied from the head of Kalk Bay, thus shortening the land carriage<sup>1</sup>.

Meanwhile two other small hamlets had appeared within the Peninsula, besides the one at Salt River. In 1723 a tavern was built at the present Mowbray, and the settlement which grew round it, was known as Drie Koppen or Drie Kopjes, because the heads of three murderers were exposed there<sup>2</sup>. The other hamlet was at Ruijters Stal, the old cavalry post on the Camp Ground<sup>3</sup>.

The Climax Development of the later 18th Century. 1751-1795

Under Governor Ryk Tulbagh the town passed through a period of unparalleled prosperity, in spite of wars in Europe and the East, for many ships called at the Cape on their way to India. Later, even the rapid decline of the Dutch East India Company, declared bankrupt in 1794, did not seriously affect the prosperity of the town because the French troops stationed in Cape Town during the American War of Independence increased the local market. Indeed, the prosperity based on this trade, combined with the impact of French culture upon the inhabitants to give Cape Town in these years the pseudonym of "Little Paris".

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1 Theal. History of South Africa. 1691-1795. p.120.

2 Laidler. A Tavern of the Ocean. p.198.

3 Ibid. p.70.

During the last half of the 18th Century, although colonists still spoke of the town as the Cape, strangers began to know it as Cape Town<sup>1</sup>. The town was considerably enlarged, Buitengracht and Buitenkant streets forming its outer limits in 1767<sup>2</sup>. (See Folder No VIII C) Sparrman described the town as being small, and bordered on one side by gardens and orchards<sup>3</sup>. Many of the streets were lined with oak-trees<sup>4</sup> growing along the sides of the canals<sup>5</sup> e.g. Queen Victoria Street, Buitengracht Street, Wale Street and Adderley Street<sup>6</sup>. These ditches were the town's only drainage, and the smell was very offensive in summer when there was not enough water to keep the ditches flowing<sup>7</sup>. Hottentot Square (Riebeek Square) was laid out so that farmers coming to market could leave their wagons there<sup>8</sup>. Ships' wine and water casks in need of repair and many planks and spars were laid out on the Parade<sup>9</sup>.

This period saw the greatest development of the old

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1 Theal. History of South Africa. 1691-1795. p.167.

2 Laidler. A Tavern of the Ocean. p.184.

3 Sparrman. op.cit. p.10.

4 Ibid. p.10.

5 Charles Peter Thunberg. Travels in Europe, Asia and Africa. 1770-1779. 1. London. p.119.

6 Laidler. A Tavern of the Ocean. p.186.

7 Ibid. p.186.

8 Thunberg. op.cit. p.121.

9 Ibid. p.111.

Cape architecture. In 1772, according to Sparrman, most of the houses were double-storied with white, or sometimes green, exteriors, and many still had thatch roofs<sup>1</sup>. In the last quarter of the century many new houses were built, or old ones, destroyed by fire, were rebuilt<sup>2</sup>. Fires were frequent, many being caused by slaves firing the undergrowth to obtain firewood, while fire-fighting was impeded by bridges and sluits which prevented the free movement of fire engines<sup>3</sup>. In 1793 de Yonge remarked

"Building here is not simply a hobby, it is a passion, a madness, an infectious disease, which almost everyone has caught."<sup>4</sup>

Many of the new houses were the flat-roof style, and by the end of the century this was the most usual type of house in the town<sup>5</sup>.

The only building of note which the Company erected at this time was a large new hospital in the present Caledon Square. All the materials were brought from Holland. It was destined to become more of a barracks than a hospital for the French regiment was quartered in it<sup>6</sup>.

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1 Sparrman. op.cit. p.11.

2 Thunberg. op.cit. p.120.

3 Laidler. A Tavern of the Ocean. p.184.

4 Pearce. op.cit. p.8.

5 Ibid. p.8.

6 Laidler. A Tavern of the Ocean. p.92.

The old fortifications were repaired and new ones built because of the wars between European powers<sup>1</sup>. The new batteries were the Intermediare or New Battery at Salt River<sup>2</sup>, the Coehoorn or Thibault and the Gordon or Cradock on the land side of the Castle<sup>3</sup>, and a small battery at Rogge Bay<sup>4</sup>. The French troops threw up an earthen embankment, "the French Lines", between Fort Knokke and Devils Peak<sup>5</sup>. The lines were strengthened by three redoubts. The Holland was on the site of the Tollgate tramway station, the Centre in Trafalgar Park, and the Burghers near Zonnebloem farm (in the neighbourhood of the present Zonnebloem College)<sup>6</sup>.

In 1763 the total population was about 6500, about half that number being slaves. By 1795 the population had increased to 14,021, of whom 4,357 were Europeans<sup>7</sup>. There were further outbreaks of smallpox in 1753, 1755 and 1767. The second of these was very severe, for 1452 Europeans, and an even larger number of slaves, died.<sup>8</sup>

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- 1 Theal. History of South Africa. 1691-1795. p.168.  
 2 Laidler. A Tavern of the Ocean. p.91.  
 3 Ibid. p.103.  
 4 Theal. History of South Africa. 1691-1795. p.275.  
 5 Ibid. p.275.  
 6 Laidler. A Tavern of the Ocean. p.103.  
 7 Ibid. p.205.  
 8 Theal. History of South Africa. 1691-1795. p.156.

Small scale industries developed to supply the local requirements because the Company opposed the expense of importing, and private trading beyond the settlement was forbidden<sup>1</sup>. The Company, however, connived at contraband, because the town had grown to such an extent that it was unable to supply the townsmen's needs from its own stores<sup>2</sup>.

Few people in the town were very rich or very poor<sup>3</sup>. Most of the people still made their living by providing lodgings for visitors and employees of the Company<sup>4</sup>.

There were no regular shops, but goods were sold in nearly every private house, according to Sparrman. He says:

"Poets are said to be born so; but the Dutch here may be said to be born merchants; for in case the father does not trade but carries on some handicraft business, his wife, daughter or son must; and this is always done in a particular way of their own and often without any regular system."<sup>5</sup>

A private whale fishery was started in 1789, and in 1792 Commissioners Nederburgh and Frykenius threw open

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1 Laidler. Growth and Government of Cape Town. p.136.

2 Ibid. p. 141.

3 Ibid. p. 136.

4 Laidler. A Tavern of the Ocean. p.105.

5 Sparrman. op.cit. p.117.

the industry to everyone<sup>1</sup>.

The greatest development in the rest of the Peninsula was at Simonstown. A square hospital and substantial store-houses were built, and also a stone pier, a slaughter-house, a bakery, workshops, a dwelling house for the officer in charge, (now called Resident instead of post-holder<sup>2</sup>), and a large house for the Governor<sup>3</sup>. One or two inns were also built, but they were not large enough to accommodate all the visitors in winter. In summer scarcely any ships called there<sup>4</sup>.

The first building at Sea Point was the Heerenhuis or Societeit Huis on the site of present Queens Hotel. It was a pleasure house owned by several families<sup>5</sup>. Fortifications were built at Camps Bay, formerly the farm of Frederick von Kamptz<sup>6</sup>. Two other places were named at this time. Papendorp (Woodstock) was named after a silversmith living there<sup>7</sup>, while Paarden Island was so called because it was

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1 Theal. History of South Africa. 1691-1795. p.211.

2 Laidler. A Tavern of the Ocean. p.198.

3 Sparrman. op.cit. p.19.

4 Ibid. p.19.

5 Laidler. A Tavern of the Ocean. p.114.

6 Ibid. p. 198.

7 Morrison. op.cit. p.37.

used as a horse pasture by the Company's contractor of wagons who lived there<sup>1</sup>.

Transitional Period. 1795 - 1826

In 1795 when England was at war with France, and Holland was in a state of dissolution, the English gladly took possession of the Cape as representatives of the Prince of Orange, as they realised its strategic importance in operations against the French. Captain Blankett, writing to the Secretary of War, pointed out the advantages of the Cape to England, stating that "as an entrepot between Europe and Asia the Cape has every advantage that could be wished."<sup>2</sup> He went on to enumerate the agricultural products of the Cape, and to point out that the settlers and the natives formed a potential market for British manufactured goods<sup>3</sup>. He concluded by emphasizing the strategic position of the Cape, stating

All ships going to or from India make the land about the Cape. Cruisers at this station,

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1 Laidler. A Tavern of the Ocean. p.198.

2 Letter from Captain J. Blankett, R.N. to the Secretary of War. 1795. Records of the Cape Colony. (Ed. by G.M. Theal.) I. p.23.

3 Ibid. pp.24-25.

therefore, can only be counteracted by strong convoys. Whatever tends to give France a footing in India is of consequence to us to prevent. It would be idle in me to say anything more to point out the consequence of the Cape than to say that what was a feather in the hands of Holland will become a sword in the hands of France.<sup>1</sup>

The Cape, later returned to the Batavian Republic, remained in these hands for three years, only to be taken again by the English in 1806 on the resumption of hostilities, and was formally ceded to Britain in 1814.

With the first British Occupation the monopolistic system was ended, and all restrictions on the internal trade and on manufactures within the Colony were removed<sup>2</sup>. Trade was stimulated, and a rosy future predicted for the Cape<sup>3</sup>. However, in 1797, imports were still about eight times the value of exports.<sup>4</sup> After the second British Occupation in 1806 Cape Town benefitted greatly from the sudden influx of capital, caused by the heavy expenditure by the British Government to support the fleet and the garrison stationed

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1. Ibid. p.26.

2' Proclamation by Clarke Elphinstone and Craig. Records of the Cape Colony (ed.Theal) I. p.181.

3 Letter from Sir George Yonge to William Huskisson. 1800. Records of the Cape Colony (ed.Theal) III. p.95.

4 Records of the Cape Colony (ed.Theal) II. p.218.

at the Cape and at St. Helena, and the sale of cargoes of British and of captured ships from which they obtained imported goods formerly denied them. The abolition of the slave trade increased the value of slaves and the income from hiring out their labour increased<sup>1</sup>. The issuing of paper money in 1810 and 1812 and the opening of banks increased the trade of the Colony<sup>2</sup>. The wine industry developed rapidly under a protective tariff<sup>3</sup>. This prosperity was largely confined to Cape Town. The financial position of the Colony as a whole was unsound, as there was no foundation for trade in the agriculture or in the industries. The depreciation of the paper currency and the reduction of the garrison and fleet after 1815<sup>4</sup>, and the removal of protection of Cape wines in England<sup>5</sup> brought the prosperity to an end. The

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- 1 Report of the Commissioners of Inquiry upon Finances. 1828. Records of the Cape Colony. (ed.Theal)XXVII. p.444.
  - 2 Ibid. p.446.
  - 3 Proclamation by Sir J.Cradock. Records of the Cape Colony. (ed.Theal) VIII. p.214.
  - 4 Report of the Commissioners of Inquiry upon Finances.1828. Records of the Cape Colony. (ed.Theal)XXVII. p.446.
  - 5 Memorial of a Committee of Merchants.1825. Records of the Cape Colony. (ed.Theal) XXXI. p.379.

depression was slightly relieved by the legalising of the foreign trade of the Colony between 1820 and 1826, making Cape Town a free port for the first time<sup>1</sup>.

By this time the Colony had spread so far that Cape Town was no longer ideally situated as a capital. In 1826 the Commissioners of Inquiry upon the Administration reported that

its situation with respect to other districts is inconvenient, and the difficulty of access to it on the land side is the cause of loss to the farmers who frequent the market, yet as Table Bay is the principal resort of shipping, and the deposit for all exports that are the produce of the Colony, it would not be advisable or expedient to risk the great injury to which the large mass of accumulated property would be exposed by the removal of the seat of government, or to incur the expense which such a measure would occasion.<sup>2</sup>

Cape Town was officially recognised as a town for the first time in 1804 when the town arms (based on the

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- 1 Report of the Commissioners of Inquiry upon the Trade of the Cape of Good Hope, the Navigation of the Coast, and the Improvement of the Harbours of that Colony. 1828. Records of the Cape Colony. (ed.Theal) XXXV. p.237.
  - 2 Report of the Commissioners of inquiry upon the Administration of the Government. 1826. Records of the Cape Colony. (ed.Theal) XXVII. p.361.

escutcheon of Abraham van Riebeek, the second European born at the Cape) were granted. There was talk of changing the town's name to Van Riebeek Stad<sup>1</sup>.

In 1805 Cape Town contained 1,258 private houses and stores, in addition to public buildings<sup>2</sup>, but there was no great increase in the area occupied by the town. (See Folder VIII D and E, and X).

The streets in the lower part of the town were paved, but the rest were "without pavement and worse than without, rugged portions of the rock appearing so plainly that the direction of the strata may be perceived"<sup>3</sup>. During the South Easter clouds of dust were whipped up<sup>4</sup>. The grachts<sup>5</sup> and the stoeps<sup>6</sup> formed serious obstacles to traffic. None of the streets were lighted except the Heerengracht and the Keizersgracht, and then

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1 Laidler. A Tavern of the Ocean. p.120.

2 Ibid. p.116.

3 Robert Semple. Walks and Sketches at the Cape of Good Hope. 1803 London. p.11.

4 Report of the Commissioners of Inquiry upon the Policy at the Cape of Good Hope. 1828. Records of the Cape Colony. (ed. Theal) XXXV. pp.193-194.

5 Ibid. p.194.

6 Ibid. p.196.

only at the voluntary expense of the inhabitants, but during fires everyone had to hang a lantern outside his house<sup>1</sup>. The Parade was repaired, and trees were planted round it<sup>2</sup>.

The wealthiest people lived in the Heerengracht and round the Parade<sup>3</sup>, but by 1822, although it was still the most fashionable part of the town<sup>4</sup>, several shop-keepers had appeared in the Heerengracht<sup>5</sup>. Most of the houses were still white and flat-roofed<sup>6</sup>, but some of the English business-men were building brick-houses with neither stucco nor white-wash<sup>7</sup>.

There were one or two churches but no public amusements in the town, except for the theatre built in Riebeek Square in 1801<sup>8</sup>. All selling was private, and only the vegetable market in Greenmarket Square (after 1812 in the New Market

1 Ibid. p.198.

2 Proclamation by Sir David Baird. 1806. Records of the Cape Colony. (ed.Theal) VI.p.44.

3 Semple. Op.cit. p.14.

4 George McCall Theal. History of South Africa since 1795. II. London. 1904. p.18.

5 (W.Wilberforce Bird) The State of the Cape of Good Hope in 1822. London. 1823. p.149.

6 Ibid. p.146.

7 Laidler. A Tavern of the Ocean. p.113.

8 Ibid. p.113.

near the Castle<sup>1</sup>), and the Fish Market on the Shore in a line with Greenmarket Square<sup>2</sup>, were open to view.

The public buildings of the Dutch period were insufficient for the needs of the English<sup>3</sup>, and several new buildings were erected, e.g. the Old Somerset Hospital<sup>4</sup>, and the Commercial Exchange on the Parade<sup>5</sup>. The Old Slave Lodge was altered and converted into Government Offices and Chambers for Judges. During the alterations Bureau Street was opened between the Heerengracht and Church Square<sup>6</sup>.

The Company's garden, which was no longer used to supply shipping, had been allowed to run wild<sup>7</sup>. However, the private gardens on the outskirts of the town were of "exquisite beauty". The garden houses were the favourite abode of the Cape Dutch inhabitants<sup>8</sup>.

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- 1 Regulations for the New Market at Cape Town. 1812. Records of the Cape Colony. (ed.Theal) VIII. p.387.
  - 2 Bird. op.cit. p.159.
  - 3 Letter from Earl Macartney to Rt, Hon. Henry Dundas. Records of the Cape Colony. (ed.Theal)II. p.120.
  - 4 Records of the Cape Colony. (ed.Theal) X. p.365.
  - 5 Bird. op.cit. p.146.
  - 6 Theal. History of South Africa since 1795. I. p.221.
  - 7 Laidler. A Tavern of the Ocean. p.117.
  - 8 Bird. op.cit. p.146.

The town's water, still sufficient for the town and shipping<sup>1</sup>, was collected in a very small basin above the gardens. A wooden pipe supplied the town, most of the water running to waste, and another supplied the gardens in the town<sup>2</sup>. These pipes were replaced first by lead<sup>3</sup> and later by cast iron<sup>4</sup>. Between 1814 and 1817 a reservoir was constructed on the site of the tennis courts adjoining Hof Street<sup>5</sup>.

Craig, Commander of the British forces in 1795, improved the defences. He built the York redoubt and the York Battery below the present de Waal Drive, the King's Blockhouse on the slopes of Devils Peak, and Craigs Tower at the mouth of the Salt River<sup>6</sup>. By 1827 most of the fortifications at the Cape had become useless through recent improvements in artillery, and many were dismantled<sup>7</sup>. Some of the fortifications, however, can still be traced, e.g. Kings Blockhouse and Fort Knokke.

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1 Letter from Sir George Yonge to William Huskisson. Records of the Cape Colony. (ed. Theal) III. p.101.

2 Letter from Major Bird to J. Rennie. Records of the Cape Colony. (ed. Theal) VII. p.428.

3 The Burgher Senate to Earl Macartney. Records of the Cape Colony. (ed. Theal) II. p.137.

4 Letter from Major C. Bird to J. Rennie. Records of the Cape Colony. (ed. Theal) VII. p.428.

5 Anon. Souvenir of the Inauguration of the Steenbras Water Scheme. Cape Town Waterworks. 1921.

6 Laidler. A Tavern of the Ocean. p.109.

7 Theal. History of South Africa since 1795. II. p.16.

while Amsterdam Street marks the position of Amsterdam Battery.

The need for better harbour facilities was felt, but nothing was done, except to clear to the bay of anchors<sup>1</sup>, because of the poor financial position of the Colony. The jetty required constant repair<sup>2</sup>, and was so far leewards that boats could not reach the anchorage from it in winter gales<sup>3</sup>. A description of the deficiencies of the harbour was written by Captain Knox, who said . . .

As the commerce of the Colony has increased to a great magnitude since the Dutch period, and Simons Bay being altogether unavailable for commercial purposes<sup>4</sup>, ships now frequent Table Bay all the year round, and it is a melancholy truth that scarcely any great Northern gale occurs without driving some of them on the strand. The detention is excessive. What with South Easters and North Westers, rainy days, holy days and Sundays, the days of detention by the swell of the sea in the bay, there are only a few working days in the month.<sup>5</sup>

All the trade of the Cape Colony passed through Cape Town,

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- 1 Government Advertisement. 1801. Records of the Cape Colony. (ed. Theal) IV. p.55.
  - 2 Letter from Earl Macartney to the Rt. Hon. Henry Dundas. Records of the Cape Colony. (ed. Theal) VI. p.113.
  - 3 Cape Town Harbour Board. op.cit. p.6.
  - 4 Transport difficulties between Cape Town and Simonstown made it impossible for ships trading with the Colony to load and unload at Simonstown.
  - 5 Letter from Robert Knox to the Secretary of the Government of the Cape of Good Hope. 1825. Records of the Cape Colony. (ed. Theal) XXI. pp.483-484.

and it was "on the resort of all vessels to her harbours that the Cape largely depended."<sup>1</sup> Both imports and exports increased during this period, as is shown in the following figures<sup>2</sup>:-

Year	Imports	Exports
1807	146,853 Rixdollars	183,915 Rixdollars
1816	38,110 "	1,599,889 "
1826	256,934 "	2,306,973 "

The imports consisted mainly of manufactured goods from Great Britain<sup>3</sup>, while the exports were of Colonial produce. There was also a certain amount of re-exporting done. (See Appendix a) In 1827 166 ships, with a tonnage of 54,754, came into Table Bay<sup>4</sup>.

The population did not increase very rapidly, as the following figures show:-

Year	European	Non-European	Total
1805 <sup>5</sup>	6,273	10,719	16,992
1818 <sup>6</sup>	7,460	10,713	18,173
1827 <sup>7</sup>	8,805	9,491	18,296

1 Remarks on a letter from Sir Rufus Shawe Donkin to Earl Bathurst. 1827. Records of the Cape Colony. (ed.Theal) XXXII. p.477.

2 Records of the Cape Colony. (ed.Theal) XXVII. p.493.

3 Report of the Commissioners of Inquiry upon the Trade of the Cape of Good Hope, the Navigation of the Coast, and the Improvement of the Harbours of that Colony. 1828. Records of the Cape Colony. (ed.Theal) XXXV. p.237.

4 Records of the Cape Colony. (ed. Theal) XXXV. pp.90-91.

5 Census Returns.1805. Records of the Cape Colony. (ed.Theal) V.p.135

6 Census Returns.1818. Records of the Cape Colony. (ed.Theal) XII.pp.128

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7 Census Returns.1827. Records of the Cape Colony. (ed.Theal) XXXV. p.81.

Before 1820 there were very few British residents in the Colony<sup>1</sup>, for most of the British people in Cape Town were Anglo-Indian visitors<sup>2</sup> and civil servants here temporarily<sup>3</sup>. The non-European population consisted mainly of slaves, although no slaves were imported after 1807<sup>4</sup>, for the Cape Coloured population was still very small<sup>5</sup>.

There was little or no development in the industries of the town. At the beginning of the period, according to the Governor, Sir George Yonge, there were not even many skilled labourers. In fact, the only skilled workers were wagon-makers, who supplied a great need in the country<sup>6</sup>. This deficiency was gradually remedied, largely by immigration. Hotel-keeping was still one of the major occupations of the population, and English hotels appeared, to cater for the needs of the Anglo-Indians<sup>7</sup>.

Simonstown increased greatly in importance, for it became a naval station, and the India shipping still met there in

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1 Theal. History of South Africa since 1795. 1. p.346.

2 Ibid. p.155.

3 Bird.. op.cit. pp.154-155.

4 Theal. History of South Africa since 1795. 1. p.221.

5 Ibid. p.205.

6 Letter from Sir George Yonge to William Hiskisson. 1800. Records of the Cape Colony. (ed.Theal) III. pp.100-101.

7 Laidler. A Tavern of the Ocean. pp. 149-150.

winter<sup>1</sup>. In 1814 it was made a separate district<sup>2</sup>, and a fairly good road was constructed to Cape Town<sup>3</sup>. By 1822 there was rapid communication with the Castle by means of signalling between Simonstown, Muizenberg, the Kings Blockhouse and the Castle<sup>4</sup>. All provisions had to be transported by wagon from Cape Town, but fragile articles were carried by coolies because of the rough roads<sup>5</sup>. However, Simonstown remained a small village<sup>6</sup>, the population in 1827 being only 1390, 559 of whom were Europeans<sup>7</sup>. Its one long street of white houses with green doors had a neat appearance, but "houses unoccupied or occupied only in part, as the naval houses are, contribute to the solitary appearance of the place."<sup>8</sup> There were also a number of buildings used by the naval authorities. (See Folder XI)

At Muizenberg there were a military camp<sup>9</sup>, a toll-bar<sup>10</sup>

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- 1 Letter from Lord Charles Somerset to Earl Bathurst. 1818. Records of the Cape Colony. (ed.Theal) IX. p.463.
- 2 Proclamation by Lord Charles Somerset. 1814. Records of the Cape Colony. (ed.Theal) X. p.115.
- 3 Laidler. A Tavern of the Ocean. p.199.
- 4 Bird. op.cit. p.91.
- 5 Ibid. p.91.
- 6 Semple. op.cit. p.92.
- 7 Census Returns. 1827. Records of the Cape Colony. (ed.Theal) XXXV. p.81.
- 8 Bird. op.cit. p.88.
- 9 Anne Barnard. South Africa a Century Ago. (Ed.W.H.Wilkins) London.1910. p.91.
- 10 Semple. op.cit.p191.

and a few well-built houses<sup>1</sup>. The next settlement was at Wynberg, where the half-way house to Simonstown was situated<sup>2</sup>. There was a military camp there for Wynberg Hill provided firm high ground commanding the sandy road from Muizenberg<sup>3</sup>. It was the favourite resort of the higher ranks of the English community and of Anglo-Indians particularly<sup>in</sup> summer<sup>4</sup>, for it had the reputation of being very healthy<sup>5</sup>.

Between Wynberg and Cape Town there was little development. One or two people lived at Rondebosch in 1817<sup>6</sup>, and there were small villages at Papendorp<sup>7</sup>, and at Salt River<sup>8</sup> near the drift which was still impassable after rain<sup>9</sup>. Green and Sea Point and Camps Bay remained undeveloped.

The deep sand of the Cape Flats discouraged settlement there and cut off Cape Town from the rest of the country by forming a

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1. Laidler. A Tavern of the Ocean. p.197
  2. Ibid. p.151.
  3. Letter from Earl Bathurst to Major-General Craig. Records of the Cape Colony. (ed.Theal) XVIII. p.428.
  4. Report of the Commissioners of Inquiry. 1826. Records of the Cape Colony. (ed.Theal) XVIII. p.460.
  5. Semple. op.cit. p.187.
  6. Laidler. A Tavern of the Ocean. p.151
  7. Military Sketch of the Ground near Rondebosch. 1806. Map No 182 in the Cape Archives.
  8. Laidler. A Tavern of the Ocean. p.199.
  9. Laidler. Growth and Government of Cape Town. p.403.

serious obstacle to wagons<sup>1</sup>. In 1810 an unsuccessful attempt was made to stop the sand drifting by erecting two parallel screens of branches along the road<sup>2</sup>.

Pre-Industrial Cape Town. 1826 - 1870

During this period agriculture was the sole basis of the country's prosperity, and the prosperity of Cape Town was so dependent upon that of the rest of the country, that the effect of bad seasons was felt even in the town. The ostrich feather and mohair industries, being most developed in the hinterland of Algoa Bay, had little effect on Cape Town. After 1862 droughts caused an agricultural depression, which was followed by a commercial depression<sup>3</sup>, and by 1867 the distress in the Colony was acute<sup>4</sup>.

The growing trade of the inland districts and the increased importance of the town to the country (after 1854 it was the seat of the Government and of the Supreme Court of the Colony<sup>5</sup>) brought an agitation for better means of communication. Between 1844 and 1847 a hard road over the flats was opened in sections as fast as

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1 Report upon the Roads of the Cape of Good Hope by W.C.Holloway, Major Royal Engineers. 1824. Records of the Cape Colony. (ed.Theal) XIX. pp.246-247.

2 Laidler. A Tavern of the Ocean. p.167.

3 Theal. History of South Africa since 1795. V. p.21

4 Ibid. p.83.

5 Ibid. p. 9.

they could be completed, and the Salt River was bridged<sup>1</sup>. Originally the road was raised 16 ft above the general level, but the surrounding Flats soon rose to the level of the road<sup>2</sup>, and it became urgent to stop the drifting of the sand. In 1851 star grass was planted, but it did not prove very effective<sup>3</sup>. In 1862 the railway from Cape Town to Eerste Rivier was opened, and in 1864 the line from Salt River to Wynberg<sup>4</sup>. Thereafter continued development of roads and railways brought Cape Town into much closer touch with the rest of the country, and increased the volume of trade correspondingly.

The town grew slowly, but in a much more irregular fashion than formerly. (See Folder XII A, XII B and XIII) Most of the estates in Table Valley were mortgaged by 1820<sup>5</sup>, and those nearest the town were subdivided as the town spread towards the mountain and to the South East of the Castle. Another direction of growth in the early thirties was to the North West towards the stone pier then building near the seaward end of Bree Street<sup>6</sup>. There was no careful planning, but after

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1 Theal. History of South Africa since 1795. II. p.244.

2 Mossop. op.cit. p.39.

3 Laidler. A Tavern of the Ocean. p.168.

4 S.A.R. and H. General Manager's Report. 1936. Pretoria. 1937. p.193.

5 Laidler. Growth and Government of Cape Town. p.376.

6 Cape Town Harbour Board. op.cit. p.6.

1840 (when Cape Town became a municipality) all owners submitted a plan of proposed sub-divisions to the municipality, and an official pointed out the line and direction of building<sup>1</sup>.

Great changes took place in the appearance of Cape Town, although it retained many of its old features. After 1828 the grachts were filled in one by one, but the Heerengracht Canal was not covered over (to become a storm-water channel) until 1856<sup>2</sup>. It was recommended<sup>3</sup> in 1828 that stoeps should be removed but no serious steps were taken in this direction until after 1862, although a number disappeared before then<sup>4</sup>. The first regular street-lighting began in 1846 when gas was introduced, but St. Georges Street had been lighted for fifteen years by oil lamps by subscription of the householders<sup>5</sup>. The lower end of the Heerengracht had been blocked by a treadmill in 1824, but a little later this was removed and Justitie Straat (the lower end of Adderley Street) was opened to the sea<sup>6</sup>. Strand Street at this time ran straight through to the Castle and articulated

1 Laidler. Growth and Government of Cape Town. p.313.

2 Ibid. p.310.

3 Report of the Commissioners of Inquiry upon the Policy at the Cape of Good Hope. 1828. Records of the Cape Colony. (ed. Theal) XXXV. pp.193-194.

4 Laidler. The Growth and Government of Cape Town. p.311.

5 Theal. History of South Africa since 1795. II. p.18

6 Laidler. A Tavern of the Ocean. p.159.

with Buitenkant Street<sup>1</sup>.

Many dwelling houses were erected or rebuilt in contemporary styles. By 1865 the wealthy people lived in the Gardens, while the poorer people lived fairly near the centre of the town in Caledon and Buitengracht Streets<sup>2</sup>. The coloured people lived on the slopes of Signal Hill or in the District Six Area<sup>3</sup>, SE of the Castle. Many of them huddled in little apartments in back streets and alleys<sup>4</sup>.

Most of the retail shops were in Adderley, Darling, Plein and St. Georges Streets<sup>5</sup>. There was a line of butchers' shops and slaughter houses along the sea side of the Parade<sup>6</sup>. By 1865 shops had taken on a more modern appearance, with glass-fronted display windows<sup>7</sup>, and the single-roomed shops with small-paned windows and quaint signboards had almost disappeared<sup>8</sup>. Wholesale businesses and ware-houses were concentrated in

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1 F.Fox. "In and around Cape Town Terminals in the 60's and 70's. S.A.R. and H. Magazine. Oct. 1932. p.1271.

2 Anon. The Cape Town Directory for 1865. Cape Town. 1865.

3 Ibid.

4 Theal. History of South Africa since 1795. II. p.192.

5 Cape Town Directory for 1865. op.cit.

6 Fox. op.cit. p.1271.

7 Laidler. Growth and Government of Cape Town. p.347.

8 Ibid. p.347.

Waterkant, Strand and Burg Streets near the jetties<sup>1</sup>. St. Georges Street was already the home of newspapers, insurance offices and banks<sup>2</sup>. By this time there were seven banks and the same number of newspapers in the town<sup>3</sup>.

Cape Town was becoming more and more the cultural and educational centre of the Cape Colony. During this period the South African Library and South African Museum were built in the Gardens<sup>4</sup>, and the South African College, Zonnebloem College, Diocesan College and a School of Industry were founded<sup>5</sup>.

By 1840 the town had outgrown its water-supply, and in 1849 the municipality began to build Reservoir No.1 below de Waal Park, with a capacity of 2,500,000 gallons. There was still a water shortage, so in 1856 they built Reservoir No.2 just above it, with a capacity of 12,000,000 gallons<sup>6</sup>. Even this did not solve the problem, for the low fever epidemic of 1867 was aggravated by a water shortage<sup>7</sup>. This continued

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1 The Cape Town Directory for 1865. op.cit.

2 Ibid.

3 The Cape Town Directory for 1865. op.cit. p.31.

4 Theal. History of South Africa since 1795. III.pp.151-152.

5 Ibid. p.67.

6 Cape Town Waterworks. op.cit.

7 Theal. History of South Africa since 1795. V. p.84.

shortage was due to the restricted catchment area of these reservoirs.

In this period the landing and loading facilities of the bay were greatly improved. Early in the thirties a stone pier was begun at the foot of Bree Street from which anchors and cables could be conveyed to ships in danger of parting, but the work was suspended through lack of funds. Between 1836 (when the Harbour Board was created) and 1842 two new jetties were built, the South Jetty near the Castle and the North Wharf at the foot of Bree Street. The old Jetty at the Castle was still in use<sup>1</sup>. (See Folder VII B)

Ships still anchored in the exposed anchorage, boats, plying between them and the land, and the need for some protection in Table Bay became more and more urgent.<sup>2</sup> In the forties the bay became known as "The Bay of Wrecks", although many of these wrecks were due to barratry<sup>3</sup>. Between 1853 and 1859 the average loss of property per annum was £23,000.<sup>4</sup> Captain Vetch, whose design for a harbour was accepted, wrote

Table Bay Harbour, such as it now is, has been the making of the town, from its very important position,

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1. Cape Town Harbour Board. p.6.

2 Ibid. p.6.

3 Laidler. Grwoth and Government of Cape Town. pp.267-268.

4 Cape Town Harbour Board. p.16.

lying in a great line of navigation and of commerce at an important turning point, and there can be little reason to fear that if a million of money was applied to render Table Bay a safe, accessible and quiet harbour and provided with the various requirements to fit ships, Cape Town would become a port of great wealth and eminence.<sup>1</sup>

In 1860 the breakwater was begun, the excavation of stone for it forming a dock<sup>2</sup>. In 1870 the Breakwater was 3000 ft long, and the Albert Dock was opened<sup>3</sup>. (See Folder VII C)

The character of the shipping was changing, for in the forties many steamers began to call<sup>4</sup>. The overland route across the Suez Isthmus deprived the Cape of many Anglo-Indian visitors, but it was<sup>so</sup> uncomfortable and expensive that, until the Suez Canal was opened in 1869, the Cape retained its fair share of passengers and freight to the East<sup>5</sup>.

The population of the town during this period increased steadily.

<u>Year</u>	<u>European</u>	<u>Non-European</u>	<u>Total</u>
1827 <sup>6</sup>	8,805	9,491	18,296
1838 <sup>7</sup>	10,660	9,456	20,016
1854 <sup>8</sup>	16,299	7,786	24,337
1865 <sup>9</sup>	20,966	17,825	38,791

1 Ibid.p.12.

2 Ibid.p.14 .

3 Ibid.p.15.

4 Marischal Murray. Ships and South Africa. London. 1933. p.9.

5 Ibid. p.10.

6 Census Returns. 1827. Records of the Cape Colony. (ed.Theal) XXXV. p.81.

7 Blue Book of the Cape of Good Hope. 1838. p.192.

8 Ibid. p.386.

9 1865 Census.

On the emancipation of the slaves in 1834 Malays disappeared from domestic service, and became independent labourers<sup>1</sup>. They began to build mosques<sup>2</sup>, and Malays with cone-shaped hats, red cotton trousers, and wooden sandals, formed a striking element in the population<sup>3</sup>.

The commercial element in the town increased considerably<sup>4</sup>, and in addition to shops there were various financial and commercial organisations, e.g. insurance companies, a Board of Executors, and the South African Chamber of Commerce<sup>5</sup>. The industries were rudimentary, serving only to supply some of the needs of the local population. (See Appendix B)

The population residing outside the town in the present suburban area increased. By 1840 Claremont already had small shops<sup>6</sup>, in <sup>the</sup> 1850's Sea Point had a church and a market-place<sup>7</sup>, and in 1858 Wynberg Parish had a population of 450, Rondebosch 200<sup>8</sup>, and Camps Bay 500<sup>9</sup>.

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1 Theal. History of South Africa since 1795. II. p.192.

2 Ibid. p.192.

3 Laidler. The Growth and Government of Cape Town. p.324.

4 Ibid. p.461.

5 Ibid. p.346.

6 Ibid. p.407.

7 Ibid. p.400.

8 Ibid. p.408.

9 Ibid. p.400.

The establishment of a horse-tramway to Sea Point in 1863<sup>1</sup> and the opening of the Wynberg railway in 1864 facilitated the outward movement of population. From the 1865 General Directory it seems that Rondebosch was the most popular of the southern suburbs, closely followed by Mowbray and Wynberg, while Green and Sea Point were very populous areas<sup>2</sup>. Kalkbay had become a popular seaside resort, but was still a very small village with insufficient accomodation for all the visitors<sup>3</sup>.

Simonstown still consisted of a single street in which were innumerable canteens<sup>4</sup>. In 1860 the harbour there was improved when a private company constructed a landing wharf and patent slip<sup>5</sup>.

Two villages had grown up on the road and railway to the North. One of these, a mere hamlet, was named Maitland after the Governor<sup>6</sup>, and the other called D'Urban Road has become the present Bellville<sup>7</sup>.

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1 Laidler. A Tavern of the Ocean. p.29.

2 The Cape Town Directory. op.cit.

3 Laidler. The Growth and Government of Cape Town. p.409.

4 Laidler. A Tavern of the Ocean. p.168.

5 Theal. History of South Africa since 1795. III. p.161.

6 Ibid. p.245.

7 Cape Town Directory for 1865. p.31.

The Discovery and Early Development of Precious Minerals

in Southern Africa. 1870 - 1902

The development of the diamond mines in Kimberley before 1875, and of the gold mines in the Transvaal from 1875 to 1891, had a marked effect on Cape Town. The railway system, extended first to Kimberley and later to the Rand, gave the Cape Colony a temporary monopoly of all traffic to the gold mines<sup>1</sup>.

Immigrants, foodstuffs and materials poured into the country through the Cape ports<sup>2</sup>. In 1892 and 1895, however, railway lines were built to Johannesburg from Lourenco Marques and Durban<sup>3</sup>. The competition of these lines caused a depression in the Cape Colony, mitigated at first by the opening of the deep-level mines, but getting steadily worse toward the end of the century<sup>4</sup>. The Transvaal Republic charged artificially high rates on the Cape and Natal lines in order to favour the Delagoa Bay line which had been built by Kruger with Dutch capital, and which ran through <sup>more/</sup>Transvaal territory than did

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1 D.M. Goodfellow. A Modern Economic History of South Africa.  
London. 1931. p.84.

2 Ibid. p.19.

3 Ibid. p.85.

4 Ibid. p.92.

the Cape and Natal lines.<sup>1</sup> Cape Town suffered particularly because it is 1000 miles from Johannesburg, while the distance from Delagoa Bay to the Rand is only 300 miles<sup>2</sup>. The Anglo - Boer war broke out at the end of the century, and for three years, until 1902, development of the country was suspended.

The growth of Cape Town, under the stimulus of the mining industries, was rapid, as the population figures<sup>3</sup> indicate.

<u>Year</u>	<u>European</u>	<u>Non-European</u>	<u>Total</u>
1865	20,966	17,825	38,791
1875	25,567	19,673	45,240
1891	40,844	38,022	78,866

However, even at the end of this period Cape Town was still a comparatively small town. This is illustrated by the fact that Rhodes offered a key of the Groote Schuur Estate to every responsible householder in the town.

The town expanded rapidly, and took on a sprawling aspect in contrast to the compact and rigidly rectangular form of the Dutch period. (See Folder XII C)

Descriptions of the town before 1880 present an unattractive picture. In the business and commercial centre

1 Ibid. p. 92.

2 Ibid. p. 82.

3 Census figures for 1865, 1875 and 1891.

(slightly more extensive than in 1865<sup>1</sup>), Adderley Street was the only well-built street<sup>2</sup>, most of the others presenting "the appearance of having been bombarded"<sup>3</sup>. The prevailing system of architecture was still the flat-roofed type<sup>4</sup>, especially in the western part of the town where, in streets such as Loop, Burg and Bree Streets the old-fashioned Dutch houses were still used as residences. On the eastern side of the town, and towards the mountain were rows of semi-detached cottages or houses in their own gardens, with slate roofs<sup>5</sup>. The approach to the town from the sea was spoilt by miscellaneous industries along the shore. Among them were boat-building, skin-drying, wool-pressing, flour mills, gas and soap factories, and fish-curing establishments<sup>6</sup>.

The drainage system was poor, the stoeps were still a nuisance, and as there was no paving, the dust during South Easters was blinding<sup>7</sup>. The town was very dirty, the area called Sebastopol on the western side on the slopes of Signal Hill being the worst<sup>8</sup>, and it was common to find dead rats, or even dead dogs, decaying in the chief thoroughfares<sup>9</sup>.

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- 1 The Cape of Good Hope General Directory. 1880. Cape Town. 1880.  
 2 Laidler. The Growth and Government of Cape Town. p.353.  
 3 The Duke of Argyll et al. South Africa and its Future. Cape Town. 1903. Gazatteer. p.256.  
 4 John Noble. Handbook of the Cape Colony. Cape Town. 1875.p.34.  
 5 John Noble. Official Handbook of the Cape of Good Hope. 1886. Cape Town. 1886. p.96.  
 6 Noble. Handbook 1875. op.cit.p.34. 7 Ibid. p.41.  
 8 Laidler. op.cit. p.353. 9 Ibid.p.355.

During the eighties and nineties, however, conditions improved. The town was divided into four districts, each with a sanitary inspector<sup>1</sup>. Many more stoeps were removed, but in 1895, according to eyewitnesses, they were still numerous. Even St. Georges Street had many, as well as Long Street, Loop Street and most of the side streets. By 1895 the streets were lighted with electricity, the first power station, which remained in use for about ten years, being next to the Molteno Reservoir<sup>2</sup>. Business buildings rose from two stories to five or six<sup>3</sup>, and imposing buildings such as the Standard Bank, the Adderley Street Post Office, and the Parliamentary buildings were erected.

The rapid growth of the town and the increase in shipping necessitated an increased supply of water. In 1886 the Molteno Reservoir, in the Table Valley's catchment area, was built. Its capacity is 43,000,000 gallons. This catchment area proved so inadequate that the Woodhead Tunnel was constructed to divert water from the other side of the mountain to the Molteno Reservoir in 1891. Later, in 1897 and 1898, the Woodhead

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1 Ibid. p.358.

2 Ibid. p.360.

3 Ibid. p.360.

Reservoir (capacity 210,000,000 gallons) and the Hely Hutchinson Reservoir (capacity 200,000,000 gallons) were built in this new catchment area<sup>1</sup>.

Although the opening of the Suez Canal had deprived the Cape of much shipping, this was compensated for by the transport boom during the gold rush<sup>2</sup>. There was now regular fortnightly communication with England<sup>3</sup>, and competition between the Union and Castle companies had reduced the normal length of the passage to only nineteen days by 1894<sup>4</sup>. By 1889 there were seven lines trading regularly with the Cape<sup>5</sup>, and the coastal trade was developing<sup>6</sup>.

The increased number of steamers coming to the port necessitated the building of a coaling wharf in 1876<sup>7</sup>, and after a severe storm in 1878, when five ships were driven ashore, the breakwater was extended<sup>8</sup>. More dock accommodation was needed, and the outer harbour was begun in 1879. At this time, too, a graving dock and patent slip were built<sup>9</sup>. (See Folder VII D )

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- 1 Cape Town Waterworks. op.cit.
  - 2 Murray. op. cit. pp.51-52.
  - 3 Ibid. p.58.
  - 4 Ibid. p.65.
  - 5 Ibid. p.63.
  - 6 Ibid. p.52.
  - 7 Cape Town Harbour Board. op.cit. p.16.
  - 8 Ibid. p.17.
  - 9 Ibid. p.20.

During this period the tonnage of both imports and exports increased, but the rate of increase of imports was ← greater than that of exports. (See Appendix C) Exports, apart from minerals, were almost entirely pastoral, largely wool and hides, and the establishment of the mineral industries caused a heavy and regular import of foodstuff and mining machinery<sup>1</sup>. Port Elizabeth and East London, and later Lourenco Marques, had a practical monopoly of the heavy goods traffic to the Rand despite lighterage dues<sup>2</sup>, because of the heavy gradients behind Cape Town, and its long distance to the Rand<sup>3</sup>. (See Map p.76a). The tonnage landed at Port Elizabeth and East London rapidly overtook that imported through Cape Town<sup>4</sup>. Cape Town, as the nearer port to Europe remained the chief port, however, for mails, passengers and high-priced goods that could pay the cost of the longer overland haul<sup>5</sup>.

Ad valorem duties, at this time, though not designed to be protective of manufactures, had had that result. However, South African industries existed on a small scale and were

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1 Goodfellow. op.cit. p.23.

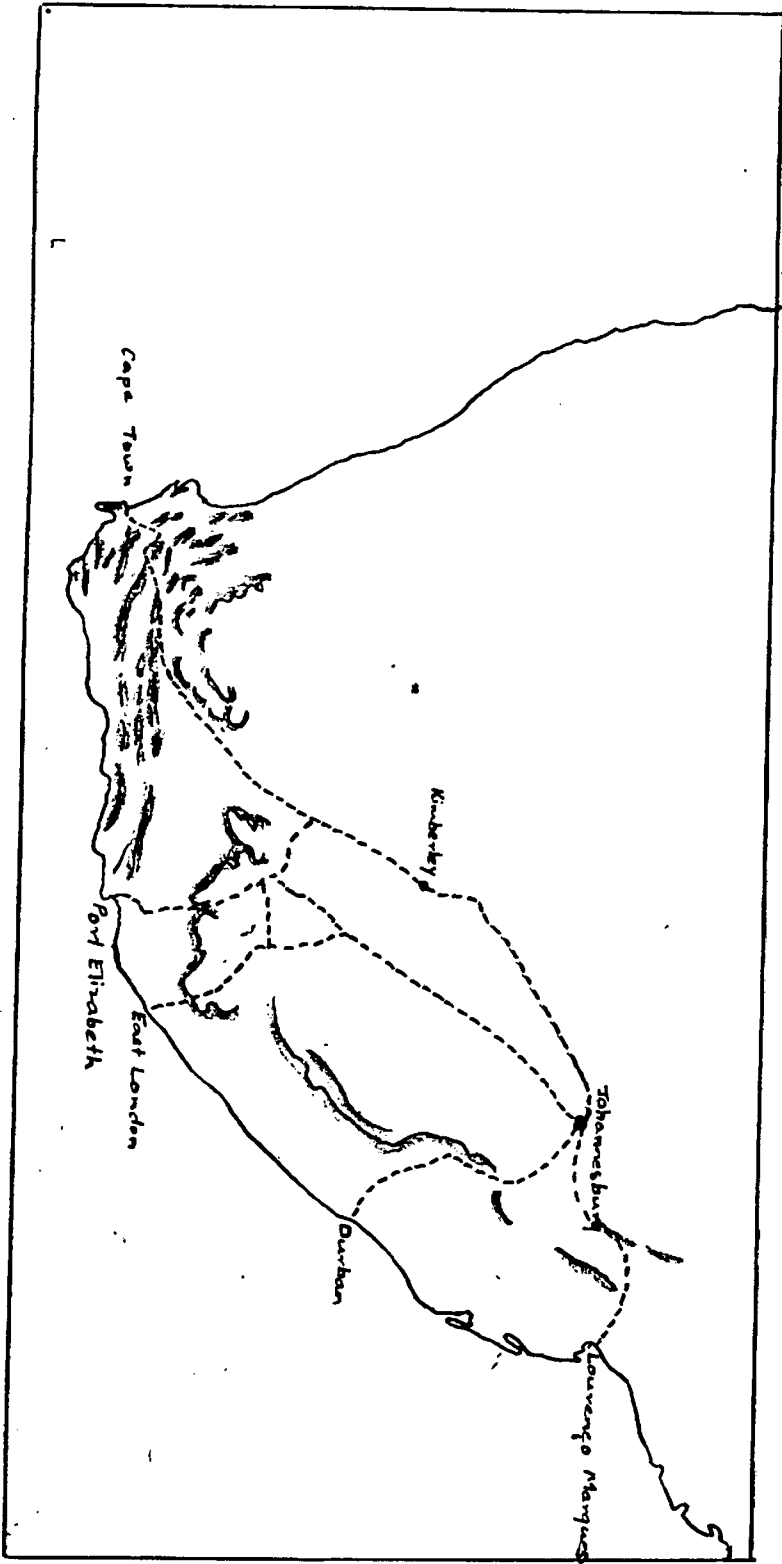
2 Ibid. p. 84.

3. Ibid. p. 89.

4 Ibid. p. 88.

5 Ibid. p. 84.

Railways between Johannesburg and South African Ports.



practically confined to Cape Town. Quantities of raw materials were available near Cape Town, but not of such regularity and quality of supply as would have established the industries without imports. When local supplies were exhausted, Cape Town as a port was favourably situated to obtain imported material. White labour was scarce and expensive in the country, but in Cape Town there was a coloured population which provided a source of dependable skilled labour. The development of Kimberley and Johannesburg was another stimulus of the development of industries. The production of all the industries, however, remained insignificant in relation to imports of similar articles. The carriage building industry was an exception. A special type of carriage was evolved to suit South African conditions, and a factory product came into existence, using imported timber<sup>1</sup>. This industry became important because of the boom in transport, specially before the extension of the railways to the Rand<sup>2</sup>. (See Appendix B)

In this period the development of the suburbs between Sea Point and Wynberg proceeded rapidly. In 1882, 800 new buildings were erected in this area, while between 1863 and 1872 only 700 had been erected<sup>3</sup>. Wynberg, apparently was the most aristocratic

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1 Ibid. p.180.

2 Noble. Handbook 1875. op.cit. pp.297-298.

3 Laidler. Growth and Government of Cape Town. p.356.

suburb; \*there were no men - only gentlemen, no women - only ladies; no schools - only colleges or seminaries; no inns - only hotels\*<sup>1</sup>. The other Southern Suburbs continued to grow, especially Woodstock and Roodebloem, but Salt River remained little built up<sup>2</sup>. (See Folder XIV) Green and Sea Point were very popular places for well-to-do people. By 1880 their population was about 1,700, and there were three churches and a school<sup>3</sup>. In 1891 a railway line from Cape Town was opened, but was closed again in 1897<sup>4</sup>.

After 1890 the False Bay villages expanded, largely as a result of the extension of the railway line from Wynberg to Simonstown<sup>5</sup>. Kalkbay and Muizenberg became popular resorts, but the real expansion of Muizenberg did not begin until 1899 as a direct outcome of the Anglo-Boer war. The beach, bathing and bars formed the sole amusement for visitors.<sup>6</sup>

In 1895 Simonstown Harbour was vested in the Imperial Government which commenced extensions, including dry docks, and constructive and engineers departments<sup>7</sup>. Most of the inhabitants were still dependent on the dock-yard for a living,

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1 Ibid. p.409.

2 Ibid. pp.402-403.

3 General Directory. 1880. op.cit. p.333.

4 S.A.R. and H.Magazine. May. 1929. p.824.

5 S.A.R. and H.General Managers Report. 1936. p.193.

6 Laidler. The Growth and Government of Cape Town. p.411.

7 Laidler. A Tavern of the Ocean. p.197.

although there were several shops in the town<sup>1</sup>.

After 1877 the sand on the Cape Flats began to be fixed. A railway siding was constructed from the village of D'Urban Road (Bellville) into the heart of the sand-hills. Along this refuse from Cape Town was deposited daily for five years to arrest the sand temporarily. Then a mixture of seed was sown, including Pyp Grass (*Ehrhartia gigantea*), Australian Black Wattle (*Acacia saligna*), *Hakea suaveolens*, and two varieties of pine (*Pinus pinaster* and *Pinus pinea*). By 1886 the sand was fixed in the vicinity of the railway for four miles. The Pyp Grass grew rapidly and arrested the sand while the trees sprang up. The pines were not very successful, but the wattle spread rapidly over the rest of the Flats<sup>2</sup>.

#### Industrial Cape Town. 1902 - 1940

After the Boer War South Africa became an economic unit for the first time, and embarked upon a period of reconstruction and the development of agricultural and mineral resources. Reconstruction took some time because almost the whole of agriculture was paralysed, the inland regions having been swept by troops. The incapacity of the railways to handle the large

Angl. Boer War

1 General Directory 1880. op.cit. p.334.  
2 Official Handbook. 1886. op.cit. pp.152-153.

bulk of traffic offered during the import boom made resettlement slow, and people waited in the towns for compensation, thus a comparison between the 1891 and 1904 census figures is impossible<sup>1</sup>. During the Boer War South Africa had been brought very much to the notice of English people, and after peace was signed tourists came to the country in increasing numbers. In 1909 South Africa's first Publicity Association was founded in Cape Town<sup>2</sup>.

Under the South Africa Act of 1909 Cape Town gained a wider importance in South Africa. It was laid down that Pretoria should be the seat of the Government and Cape Town the seat of Legislature of the Union. Under this arrangement the headquarters of the various Departments of State, with their staffs, are placed in Pretoria, while the Houses of Parliament and the Parliamentary Establishment are placed in Cape Town, which as the old seat of the government of the Cape Colony became the seat of the Provincial Government of the Cape Province<sup>3</sup>, in 1910.

After Union Cape Town grew fast, especially after the War of 1914-1918, when it expanded rapidly. The growth of

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1 Goodfellow. op.cit. pp.187-188.

2 Laidler. The Growth and Government of Cape Town. p.369.

3 Official Year Book of the Union of South Africa. 1924.p.21.

the town in this period is shown in the population figures<sup>1</sup>.

<u>Year</u>	<u>European</u>	<u>Non-European</u>	<u>Total</u>
1904	103,887	65,754	169,641
1911	85,442	76,137	161,579
1921	113,302	94,102	207,404
1936	173,412	204,473	344,233

Cape Town, in the years following the Boer War, lost much of its old character, and after a hundred years under English rule, the architectural style and general appearance was becoming increasingly English. By 1905 the City was essentially "a place to work in and live out of"<sup>2</sup>. Steeps had practically disappeared, and substantial business premises had replaced "the miserable little shops and stores in which nearly the whole trade of the city was transacted"<sup>3</sup>. Adderley Street and Plein Street were the busiest shopping streets, and Long Street had also developed as a shopping street<sup>4</sup>. St. Georges Street and Burg Street were mainly

1 From Census Figures for 1904, 1911, 1921, 1936. The 1921 figures include Green Point, Sea Point, Woodstock, Maitland, Mowbray, Rondebosch, Claremont and Kalk Bay, which became part of Cape Town Municipality in 1913, and Wynberg which joined some years later. The 1936 figures include all the above suburbs, and in addition Bellville, Bellville South, Constantia, Elsies River, Fish Hoek, Goodwood, Kensington, Windermere, Milnerton, Parow, Pinelands and Simonstown.

2 Duke of Argyll et al. op.cit. Gazetteer. p.257.

3 Ibid. p.257.

4 Handbook of Cape Town and Suburbs. 1905. Cape Town. 1905. p.215.

~~St. Georges Street and Burg Street were mainly occupied~~ by offices<sup>1</sup>, and Parliament Street was already the home of Government Offices<sup>2</sup>. Sir Lowry Road was the newest commercial quarter of the city. On the mountain slopes behind Sir Lowry Road there was an extensive and populous residential area of the poorer class<sup>3</sup>. The high ground above Buitengracht Street was the chief colored quarter<sup>4</sup>, while the Gardens and Oranjezicht were the better class residential areas of the city<sup>5</sup>.

There has been little change in the general location of the functional areas of the city. In recent years the central area has grown upwards rather than outwards, and high buildings such as the new South African Mutual building (275 ft high), the new Post Office, and the Dutch Reformed buildings have been erected.

The development of the Suburbs as the residential <sup>area</sup> for the city was helped, as has already been seen, by the building of the suburban railway line. There were further improvements to the transport services in the first decade of the century. In 1905 electric trams were running between Sea Point, the Gardens, Wynberg and the City.<sup>6</sup> Before 1912 new railway lines

1 Ibid. pp.205-206.

2 Ibid. p.215.

3 Ibid. p.214.

4 Ibid. p.203

5 Ibid. p.217

6 Duke of Argyll et al. op.cit. Gazatteer. p.257.

were opened to Milnerton, and from Maitland to Diep River, and the line to Sea Point was reopened<sup>1</sup>.

The commercial development of Cape Town had been followed by a certain commercialisation of the suburbs. Green Point, Sea Point, Woodstock, Salt River, Observatory, Mowbray, Rondebosch, Claremont and Wynberg were busy little towns by 1905<sup>2</sup>. In the nearer suburbs even the residential quarters were fairly closely built up with local shopping centres. Green and Sea Point were completely built up, the population of Sea Point being about 7000<sup>3</sup>. Beyond Sea Point were small villages at Camps Bay<sup>4</sup> and Clifton<sup>5</sup>. On the other side of Cape Town, Woodstock was essentially the commercial suburb, and there were many industries there<sup>6</sup>. Salt River and Observatory were both built up<sup>7</sup>, and Maitland was a village of poorer class dwellings and shops<sup>8</sup>.

From Mowbray to Wynberg the houses were more scattered, standing in gardens<sup>9</sup>. Wynberg itself, with a population of

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- 1 S.A.R. and H.General Managers Report. 1936. p.193.
  - 2 Handbook 1905. op.cit. p.236.
  - 3 Duke of Argyll et al. op.cit. Gazatteer. p.274.
  - 4 Handbook 1905. op.cit. p.239.
  - 5 Duke of Argyll et al. op.cit. Gazatteer. p.272.
  - 6 Somerset Playne.(Ed.) Cape Colony. London. 1910. p.70.
  - 7 Ibid. p.72.
  - 8 Handbook 1905.op.cit. p.239.
  - 9 Ibid. p.236.

20,000 in 1910<sup>1</sup>, was more built up. Beyond Wynberg there were small settlements at Diep River, Retreat and Lakeside<sup>2</sup>. Muizenberg, St. James and Kalk Bay had expanded considerably, and were very popular resorts<sup>3</sup>. The population of all three combined, however, was only 2989 in 1905<sup>4</sup>. Fish Hoek and Glencairn were hamlets<sup>5</sup>, and Simonstown was developing only slowly.

Between 1928 and 1934 the lines from Cape Town to Simonstown, Cape Town to Bellville, and Maitland to Diep River were electrified<sup>6</sup>. Bus services developed, and trackless trams began to replace the old fashioned trams. This speeding up of transport services has resulted in an acceleration of the expansion of the urban area. People are able to live far from the city, where land is cheaper and there is more room. New townships and villages have grown up towards Bellville and on the Cape Flats beyond Rondebosch and Mowbray. One of these, the native location at Langa, owing its origin mainly to an Act of Parliament in 1923 making it compulsory for urban natives to live in locations<sup>7</sup>, grew up on the Flats with a

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1 Playne. op. cit. p.72.

2 Handbook. 1905. p.237.

3 Playne. op.cit. p.73.

4 Duke of Argyll et al. op.cit. Gazetteer. p.341.

5 Handbook. 1905. iop.cit. p.239.

6 S.A.R. and H. General Managers Report. 1934. p.22.

7 Official year book of the Union of South Africa. 1939. p.465.

special railway line to it. Another result of the speeding up of transport was that the suburbs south of Mowbray became more built up. The density of population has been increased in some by the erection of many blocks of flats. The growth of Green and Sea Point and the False Bay suburbs has been due to the growth of the popularity of the Peninsula as a holiday resort as much as to the development of transport.

By the end of the Boer War the water shortage in the growing town was again serious. In 1902 a commission recommended that

- 1) An increased supply of water should be obtained.
- 2) There should be a supply of 10,000,000 gallons a day with possibilities of developing an increased supply.
- 3) The supply should come from the catchment area of the Palmiet River, the Berg River, or the Steenbras River, as the Table Mountain catchment area was insufficient.

Nothing was done until 1917 when the Steenbras scheme, which was the easiest and cheapest to carry out, was adopted. In the Steenbras Valley, which is 40 miles from Cape Town,

a reservoir was built designed to hold 600,000,000 gallons of water, that is, enough to balance a consumption of 5,000,000 gallons a day. It is capable, however, of supplying up to 25,000,000 gallons a day. Steenbras water was used in Cape Town in 1921, three years after the commencement of the works<sup>1</sup>.

Since the Boer War, the shipping and trade of the port <sup>has grown</sup> grew steadily. (See Appendix C)

In the post-war boom at the beginning of the century new shipping lines to South Africa were established, and Cape Town was now in direct communication with many countries other than England<sup>2</sup>. During 1915-1918, when many ships were diverted from the Mediterranean to the Cape, the bunkering services of the port were often unable to give adequate service<sup>3</sup>. After the war much larger ships began to come to Cape Town, beginning with the Arundel and Windsor Castles. This increase in shipping, and an increase in the fruit and grain export trades, made some extension of the harbour necessary. The first steps were taken in 1924 and 1927 when the grain elevator<sup>4</sup> and pre-cooling sheds<sup>5</sup> were constructed. In 1931 the Random Block

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1 Cape Town Waterworks. op.cit.

2 Murray. op.cit. pp.77-78.

3 Ibid. p.104.

4 S.A.R. and H.General Managers Report. 1923. p.16.

5 Ibid. 1927. p.48.

Mole was commenced to enclose the New Basin<sup>1</sup> (See Folder VII E) but in 1937 the Government agreed to a more far-sighted scheme of harbour development. This scheme comprises the construction of a new arm from Woodstock Beach in the direction of the South Arm Return Knuckle, and necessitated the demolition of the new Random Block Mole. The enlarged basin will enable extensive deepwater berths and other facilities to be constructed<sup>2</sup>. (See Folder VII F)

The manufacturing industry was greatly stimulated in the boom following the Boer War<sup>3</sup>, but the first great stimulus came from conditions created by the Great War, which led to difficulty in obtaining many overseas products, or at least to the enhancement of prices of overseas goods. Industries sprang into existence, but when once the favourable circumstances of an abnormal period began to pass away, the weakness of their position began to reveal itself. It was argued that there are at least three serious obstacles to the growth of secondary industries in South Africa. These are

- 1) The low productivity of unskilled labour which has revealed itself in a relatively low figure of value

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1 Ibid. 1931. p.48.

2 Official Year Book of the Union of South Africa. 1937. p.482.

3 Goodfellow. op.cit. p.190.

added in manufacture per worker employed. (See Folder XVE)

- 2) The high wage rates of skilled labour, hampering considerably competition with low wage countries.
- 3) The smallness of the home market, placing the producer in an almost hopeless position when he has to sell his product in an unassisted rivalry with a manufacturer in a land where mass production is practicable.<sup>1</sup>

The Government, admitting these points, embarked upon a policy of protection, whereby raw-materials and semi-manufactured goods are admitted duty free, while manufactured goods capable of being manufactured in the country are taxed. Since the introduction of protection the history of Cape Town industries has been dependent more upon the national policy and tariffs than upon geographical factors.

Under the protective tariff there has been an expansion of production and employment, though hardly as much as had been hoped for. Even industries which have expanded rapidly have been unable to dispense with tariffs erected with the intention of shielding their foundation and growth.<sup>2</sup>

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1 Jan H. Hofmeyr. South Africa. London. 1931. pp.251-252.

2 Ibid. pp.251-252.

Part III: The Present CityThe Extent of Present Day Cape Town

The Cape Town of today is geographically, economically, and socially a conurbation extending beyond the confines of the municipality, and embracing an area of suburban and satellite settlements extending to Bellville on the East, Bakoven on the SW, and Simonstown on the South<sup>1</sup>. Many of the included settlements have their own specialised functions, e.g. the False Bay settlements are tourist centres but serve also as dormitory and playground areas for part of the population employed in the city. A section of the population of the suburbs is not directly dependent upon the city, but caters for the needs of the local suburban population, e.g. shopkeepers, domestic servants, and people engaged in essential services.

The original nucleus of the town has become the heart of the modern city. (See Folder XVI) From this central core which has grown up to 500 ft contour line the town has spread

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1 It may be debatable whether Simonstown should be included in the Cape Town area as the population is now almost entirely dependent upon the naval dockyard. The specialised function of this town, dating from the beginning of the 19th century, tends to divide it from the rest of the area. However, in its early history Simonstown was so intimately connected with Cape Town, that it cannot be omitted from any study of the Cape settlement.

out far-reaching tentacles wherever the terrain and developed communication lines have encouraged their growth. To the South East the town has grown around the mountain, confined between the mass of Devils Peak on the one hand and the marshes of the lower Liesbeek and Black Rivers on the other. Residential areas extend up the lower slopes to about the 400 ft contour along the north face of Devils Peak, and to the limits of the Groote Schuur Estates and of the municipal forest area along the eastern slopes. Factories and industrial plants are restricted to relatively level sites, which, with few exceptions, are found only below the 100 ft contour between the city and Rondebosch.

Southwards gentler gradients on the lower mountain slopes and better drainage in the lowland, have permitted an extension of the built-up area, but the zone of closest occupation remains below the 200 ft contour, following the railway and main road to Simonstown. South of Wynberg the mountain slopes swing to the South-west round the yet rural Constantia Valley, and diverge from the railway, which, proceeding southwards towards Muizenberg, forms the main axis of suburban development in the level sandy plain between Wynberg and False Bay. Along the False Bay coasts

of the Peninsula, from Muizenberg to Simonstown, building has been closely confined by the mountains to a narrow raised beach, and the generally steep slopes rising from it.

To the East of the city beyond the Black River, urban development has proceeded from Maitland along the main road and main railway to the interior. At Bellville residences are mainly on the firm Malmesbury shales forming the lower slopes of the Tygerburg. Between Maitland and Bellville, buildings, at first confined to the dry land near the road, have now extended onto the ill-drained land to the North, e.g. at Windermere. In the Salt River area there is a similar extension of factories and industrial plants onto marshy ground.

To the North East there is a residential area confined between the road to Malmesbury and the lagoons bordering Table Bay. The 50ft raised beach running first West and then South West from Table Valley around Signal Hill determined the original expansion in this direction. It offers a level, but relatively narrow, strip for building between the steep slopes of Signal Hill and Lions Head, and the sea. Building has been forced onto the steep slopes above because of the popularity of this area, which it owes to its site on the open ocean, to its rocks and sandy beaches, to its position only four miles from

the centre of the city, and to the fact that Green Point Common has been preserved from building. During most of the 19th century Green Point Common was used as a race track, and later as a military camp during the Anglo-Boer War, and it is now a recreation ground.

Beyond Sea Point, Clifton and Camps Bay have sites physically similar to those of the False Bay settlements.

Composition, occupation and distribution of the population

In 1936 the population of Cape Town was 344,223<sup>1</sup>. The diversity of this population is well shown by the following table.

<u>Europeans</u>	<u>Natives</u>	<u>Asiatics</u>	<u>Coloured</u>	<u>Total</u>
173,412	14,160	37,402	152,911	344,223

There are two major language groups in the population, English and Afrikaans, and a smaller group speaking the Bantu languages. Many of the Asiatic and Coloured people (a mixed race) are Mohammedans, and so form a distinctive element in the population. This mixture of races, colours and creeds has given South African ports a distinctive character. Cape Town, however, differs from other large South African ports because of the large Cape coloured population, and the presence of the Cape

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1 1936 Census

Malays who have built mosques and kramats in a style reminiscent of eastern architecture.

The following table gives the main occupations of the population in 1921<sup>1</sup>.

<u>Occupation</u>	<u>European</u>	<u>Coloured</u>	<u>Native</u>	<u>Asiatic</u>	<u>Total</u>
Industry	10,495	7,997	-	137	18,629
Personal Service	3,931	11,680	1,157	225	16,993
Commerce	7,617	1,539	-	1,156	10,322
Clerks	8,327	120	-	9	8,456
Transport	4,770	2,993	-	238	8,002
Professions	3,493	366	31	10	3,846
Public					
Administration	3,360	306	-	11	3,677
Warehousemen etc	348	772	-	4	1,132
Entertainments	315	-	-	-	315
Labourers	-	-	2,442	-	2,442

Within the town the areal grouping of the various elements of the population is expressive of a marked degree of racial and class segregation.. (See Folder XVII)

The superior European residential areas<sup>2</sup> are mainly on the lower slopes of Table Mountain commanding wide views, and away from the congested areas of the town, e.g. the southern end of

1 The census figures for 1921 are quoted as the section of the 1936 census relating to the occupation of the population is not yet available.. The proportion of the population engaged in industries has probably increased in the last twenty years with increased industrial development, but, the relative importance of the various occupations seems unlikely to have changed to any marked extent.

2 Including houses valued at £5000 and over.

Sea Point, Camps Bay, the higher slopes of Orangezicht and Tamboers Kloof up to the 500 ft contour, the mountain slopes above Newlands, Claremont, and Wynberg, and along the shores of Table Bay. Many of these superior residential areas, especially those near the railway, are subject to encroachment by the growth of the town, e.g. in the lower parts of Claremont and Wynberg there are large houses which have fallen into decay because their site values have deteriorated through the building of numbers of small, cheap houses in the neighbourhood.

The upper middle class European residential area<sup>1</sup> is also found on attractive sites on the edges of the congested areas, since they are not directly dependent upon public transport services, and require more space for broad streets and gardens. This type of residential area is found in a variety of localities e.g. on the level land near the Camp Ground at Rondebosch, on the slopes of Wynberg Hill, along the False Bay coast and at Sea Point, and in the Gardens and Oranjezicht. The lower middle class European area<sup>2</sup>, however, has developed within reasonable distances of the railway

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1 Including houses valued at £2000 - £5000

2 Including houses valued at £1000 - £2000

and bus routes. This type of residential area is very widespread, and found in most of the suburbs, their distance from the centre of the town varying with the degree of development of the transport services.

The lower class European residential areas<sup>1</sup> are of two types: a) in or near the industrial areas, e.g. at Woodstock, Salt River, and Observatory from which there are only short distances to be travelled each day to work; and b) on the ill-drained, scenically unattractive land on the Cape Flats, where land values are low, but where convenient bus or train services or the ubiquitous cycle fill transport requirements. These new townships lack the slum nature of some of the congested areas near the town.

Boarding houses and residential hotels are usually situated within easy reach of the centre of the city, e.g. in the Gardens, or near transport services e.g. along the Main Road between Mowbray and Claremont, and along the suburban railway from Observatory to Newlands. During the last ten years flats have become increasingly common throughout the

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1 Including houses valued at less than £1000

area, but are most numerous in central positions, and in populous middle class European residential areas.

The City and each of the suburbs has its coloured quarter, often including a mosque if the proportion of Mohammedans is high, in which Coloured and Asiatics are intermingled. These coloured residential areas are frequently found off the main streets, where site values are lower, and in districts which have deteriorated e.g. in parts of the area east of the Castle. The poorer coloured areas are often characterised by remarkably small street blocks. One of the oldest coloured quarters has long been established above Buitengracht Street on the slopes of Signal Hill. It dates, at latest, from the emancipation of the slaves, and possibly from the earliest days when there was a Hottentot village above Riebeek Square. The better class coloured houses are situated on the slopes of Devils Peak above the congested areas of lower Woodstock and Salt River.

There are two types of coloured settlements on the Flats. The planned townships, like the lower-class European townships are on ill-drained lower ground<sup>1</sup>.

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<sup>1</sup> One of these townships, Windermere, is so ill-drained that in July the unpaved streets are mostly under water. The streets are practically impassable to motor traffic at all seasons because of the water in winter, and the deep, soft sand in summer.

The other type of Flats settlement, presenting a serious social and sanitary problem, are the "pondokkies"<sup>1</sup> usually scattered among the wattle on the fringes of the town, where ground is either very cheap or free.

Almost the entire native population lives in the location at Langa, relatively remote from other built-up areas, with its own railway line. It is over seven miles from the city, where many of the natives are employed, but is connected with it by a fast electric train service. Langa is a town in itself, complete with hospital, schools and churches. The houses are mainly small one-family dwellings, but in addition there are large barracks for single men and for single women. There are a few small shops, mostly selling provisions.

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1 Pondokkies are crude huts usually built of wattle-and-daub, but sometimes consisting only of sacking thrown over branches. Sometimes they are more solidly built of corrugated iron.

### The Port of Cape Town

The volume of the traffic using the port has expanded with the economic development of its hinterland, although fluctuating from time to time with the varying prosperity of the interior. The activity of the harbour has to a large extent influenced the rate of growth of the town.

The importance of the port as a focus for the world's seaways is even greater in the days of steam than it was in the days of sail. In normal times much of the traffic from the Atlantic ports of Europe and North America passes through the Suez Canal to Asiatic and Australian ports. However, as soon as the Mediterranean was closed through war conditions in 1939, Cape Town found itself again on the only route between the Atlantic and Indian Oceans. Since the outbreak of war the volume of shipping has increased enormously. Once again it is "the half-way house" to India and Australia. Small ships call for water and provisions, while large ships, which may not need to refuel or revictual, call for orders which can no longer be issued by radio. Simonstown shares the strategic importance of the Cape; having been developed as a naval base to control the sea route between the Atlantic and Indian Oceans. Cape Town serves as an advanced base for much of the

Antarctic whaling industry (controlled by European and American capital), being the last possible port of call in the eastern South Atlantic en route for the Antarctic whaling grounds. The factory ships obtain provisions and fuel at Cape Town in the early summer, and then proceed South, returning North again four or five months later. Many of the catchers winter at the Cape and have their repairs carried out there to save the long journey to Europe and back. Special low harbour dues are accorded to these ships by the South African Harbours Administration which compensate for the higher Repair costs. Cape Town is surpassed by Durban and closely followed by Port Elizabeth in tonnage of cargo handled<sup>1</sup>.

<u>Cargo(tons)</u>	<u>Cape Town</u>	<u>Mossel</u> <u>Bay</u>	<u>Port</u> <u>Elizabeth</u>	<u>East</u> <u>London</u>	<u>Durban</u>	<u>Other</u> <u>Union ports</u>
Landed	1,833,682	37,772	874,967	598,367	2,279,037	116,760
Shipped	1,319,849	15,671	290,429	119,052	3,713,314	81,628
Transhipped	16,103	-	1,908	572	64,679	22,434
Total	3,169,634	53,443	1,167,304	717,991	6,057,030	220,222

This is due to the long distance from Cape Town to the Transvaal and the steep gradients over the Hex River Pass on the main line from Cape Town, which make the haulage of large, heavy goods of low value expensive. The following table shows the distances to Johannesburg from various South African ports<sup>2</sup>.

1 Official Year book of the Union of South Africa. 1939. p.488.

2 Ibid, pp.502-503.

<u>From Port</u>	<u>To Johannesburg</u>
Lourenço Marques	369 miles
Durban	494
East London	664
Port Elizabeth	714
Cape Town	956

Cape Town, however, remains the nearest South African port to Europe and the Americas<sup>1</sup>.

<u>To</u>	<u>From</u> <u>Cape Town</u>	<u>From</u> <u>P. Elizabeth</u>	<u>From</u> <u>East London</u>	<u>From</u> <u>Durban</u>
Southampton	6,918	6,416	6,547	6,800
New York	6,786	7,215	7,346	7,593
Buenos Aires	4,480	4,825	4,987	5,244

This factor makes Cape Town the most important South African port for passengers and mails which demand speed rather than cheapness of transport. Goods of high value, which can better bear the higher cost of a longer rail haul also pass through Cape Town. This is exemplified by the case of gold bullion, most of which is exported through Cape Town. The following tables show the numbers of passengers<sup>1</sup>, and the percentage value of imports<sup>2</sup> passing through each port, in 1938.

TABLE I

<u>Passengers</u>	<u>Cape Town</u>	<u>Mossel Bay</u>	<u>P. Elizabeth</u>	<u>E. London</u>	<u>Durban</u>	<u>Other</u> <u>Union</u> <u>ports</u>
Landed	41,792	210	9,192	8,347	36,344	2,411
Embarked	39,678	161	9,565	8,925	35,235	2,100
Total	81,470	371	18,757	17,272	71,579	4,511

<sup>1</sup> Ibid. p. 489

<sup>2</sup> Ibid. p. 488

TABLE II

<u>Port</u>	<u>Per cent of Union imports by value</u>	<u>Per cent of Union exports by value</u>
Cape Town	23.54	69.34
Port Elizabeth	21.28	5.59
East London	8.68	3.35
Durban	34.63	11.14

The volume of shipping using the port has increased steadily since 1918. Sailing ships have almost disappeared, and there has been a relative decline in steam tonnage because of the greater economy of the motor ship. Motor vessels and steamers now come in about equal numbers. In 1939, 3059 vessels arrived at the port, of which 1096 were whalers. The tonnage in this year was 7,804,773 (See Appendix C)

The following table shows the nature and tonnage of the more important imports and exports, in 1939.

<u>Cargo</u>	<u>Landed</u>	<u>Shipped</u>
General Cargo	893,403	88,592
Oil Fuel	527,728	267,649
Railway Material	185,354	-
Timber	90,074	-
Grain	27,492	92
Other produce	18,000	32,176
Maize & maize meal	-	232,106
Fruit (Citrus, deciduous) dried & canned	-	41,502
Skins and Hides	-	13,951
Ores and Minerals	-	10,306
Hominy chop	-	4,452
Coal bunkered	-	119,598
Water shipped	-	60,462,900 gals.

In 1939 1,723,069 tons of cargo were landed, exceeding the cargo shipped by 723,502 tons. This excess of

imports over exports is a reflection of the relatively undeveloped state of South African industries, which makes it necessary to import many manufactured goods as well as raw materials. The tonnages of oil fuel landed and shipped, of coal bunkered (having been railed to Cape Town from Natal and the Transvaal) and of the amount of water shipped indicate the importance of Cape Town as a port of call. The cargo shipped is mainly South African produce. Most of this produce, with the exception of deciduous fruit, does not come from the immediate neighbourhood of Cape Town, but is railed from those inland districts, for which Cape Town is the nearest port.

The Harbour is no longer dangerous to shipping as it was in the past. The breakwater protects the anchorage, at which ships of any draught can lie, from the North West gales, making it possible for shipping to ride out even the most severe storms. However, the entries and sailings of large vessels are sometimes delayed during South Easters of unusual violence by the difficulty and danger of manoeuvring them within the harbour with a strong wind on the beam.

The Victoria and Alfred Basins have areas of 67 and 8½ acres respectively, and the length of the existing quayage throughout the docks is 15,259 lineal feet. The New Harbour

scheme, with its enlarged basin, will enable extensive deep-water berths to be constructed. The harbour works are proceeding rapidly, largely in response to the abnormal shipping, for which accommodation is at present inadequate. At times all the quays, including those only half-completed in the New Harbour, are occupied, and yet up to twenty or thirty ships have to lie out in the bay. The largest military transports, which exceed any of the usual traffic in size, cannot enter the harbour because the entrance depth is only 36 ft.

The docks are equipped with various facilities to deal with the usual traffic and business of the port. There are ample sheds, (capacity 8,496,361 cu.ft), cold storage chambers, (capacity 329,268 cu.ft), and pre-cooling sheds, to deal with the deciduous and citrus fruit passing through the port, with a capacity of 4000 shipping tons. The grain elevator has a storage capacity of 30,000 tons, and an intake and shipping capacity of 1000 tons an hour.

Refuelling is an important function of the port. There are six oiltanks, capable of storing 37,000 tons, and also thirteen refined oil tanks<sup>1</sup>.

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1 Ibid. p.479

The repairing facilities of the docks are totally inadequate. There is a floating dock, and a patent slip for very small vessels, and the graving dock is only 500 ft long. The lack of a large graving dock has become serious <sup>in</sup> during the last year, during which there have been many demands for repairs by large ships<sup>1</sup>.

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1 For example, Cape Town was unable to undertake repairs of the Ceramic, (15,000 tons) which was damaged in a collision.

### The Industries of Cape Town

The net industrial output of the Union of South Africa in 1936-37 was £80,573,000. The Southern Transvaal, the Cape western district, Durban and Port Elizabeth producing 40.57%, 18.07%, 11.91%, and 6.11% of this total respectively<sup>1</sup>. Almost the whole of the industrial equipment of the Cape Western District is located in or near Cape Town, where industrial development preceded that of any section of the Union, and where the growth of a large population, second only to that of the Rand, has been both a stimulus to and partially a consequence of further industrial development.

The port location has been of great significance in relation to the development of many industries. Relatively small amounts of South African raw materials are used in most of the industries, only the alimentary industries<sup>2</sup> using more South African than imported raw materials. (See Folder XV C and D) Supplies of South African materials, consigned to Cape Town for export may be purchased for local use, e.g. wool, supplies of which are

1 Census of Industrial Establishments. 1936-37. Pretoria. 1939. p. XVII.

The Cape Western District includes the magisterial districts of Cape Town, Wynberg, Simonstown, Bellville, Paarl, Stellenbosch, Somerset West, Malmesbury and Wellington. The majority of the industrial establishments are, however, situated in the districts of Cape Town, Wynberg, Simonstown and Bellville, and a fairly accurate picture of the industries of the Cape Town area may be obtained by using the figures for the Cape Western area.

2 For the types of factories included in each group referred to throughout this section see Appendix D.

offered at frequent auctions attended by local and overseas buyers. The railways leading from the port inland facilitate the gathering of other materials, and the distribution of the manufactured products. All the coal used by the industries is railed from the Transvaal or Natal, but low mining costs and low railway rates combine to provide abundant supplies of relatively low-priced coal at the Cape.

Most of the industries at Cape Town cater for the requirements of the local population, many of the industries having developed in response to this demand. A wider market in the rest of the Union is supplied to a certain extent, but the overseas export trade is very limited except in a few commodities e.g. canned fruit and canned crawfish.

The industries, then, fall into three main groups. The first, and most important, supplies the needs of the local population, e.g. those concerned with the manufacture of clothing, food and drink, the production of heat, light and power, and building and associated industries. The second group is concerned with the maintenance of transport services, e.g. the railway workshops, ship-repairing etc.

The importance of the leading industries in 1936-37 is shown in the following Table<sup>1</sup>.

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1 Census of Industrial Establishments. 1936-37.

<u>Industry</u>	<u>No. Employed</u>	<u>Establishments</u>	<u>Value of S.A. Materials used</u>
Clothing and textiles	9261	234	£ 200,000
Alimentary industries	8954	236	3,000,000
Building and allied industries	7433	163	500,000
Engineering and metallurgical	7246	203	—

Of the numbers employed in clothing and textile factories, the most are in the textile trade (e.g. 4,784 in 1938<sup>1</sup>). More coloured people than Europeans, and more women than men are employed in these industries. (See Apperix E) Most of those employed in building and allied industries are native and coloured.

Industries employing from three to five thousand people are printing, and the working of stone and clay, in 107 and 61 establishments respectively, while factories manufacturing chemicals, leather and leatherware, vehicles, furniture, wood, and heat, light and power employ from one to three thousand people each.

A group of industries of lesser importance, each employing less than 1000 people includes the treatment of raw-materials (e.g. wood-scouring), the manufacture of jewellery and of surgical instruments, and a group of minor industries, e.g. toys, all of which are of little or no importance.

<sup>1</sup> Report of the Department of Labour. 1938. Pretoria. 1939. pp. 52-58.

Cape Town as a Capital

As parliamentary capital of the Union Cape Town plays an important part in the life of the country. There are many important branch offices of Government departments near the Houses of Assembly, the head offices being situated at Pretoria, the administrative capital of the Union. Groote Schuur and Westbrooke on the Groote Schuur Estate are respectively official residences of the Prime Minister and the Governor General of the Union, while other Cabinet Ministers have homes in the Peninsula. Cape Town is the seat of the Provincial Government and of the Supreme Court of the Cape Province, Bloemfontein in the Orange Free State being the seat of the Union Court of Appeal.

Cape Town has been an educational centre for over a century, and for many years, until other large towns developed, was the most noted centre in the country in this respect. It attracts students from throughout the Union and Rhodesia to its University and schools. The University formerly occupied a site near the upper end of the old Company's gardens, where part of it remains, the main section having been removed to the high ground above Rondebosch. A large group of buildings has been erected and sport fields laid out on the lower slopes of Devils Peak, within the Groote Schuur Estate. The medical school is situated nearly a mile to the North, in close proximity

to the Groote Schuur Hospital.

Cape Town is also a regional capital, containing the head-offices of banks, financial houses and religious organisations, and is the distributing and collecting centre for the South West Cape. The limits of Cape Town's economic region cannot be exactly defined. Perishable goods, e.g. bread, are distributed as far as Ceres, 90 miles away, but more ~~lasting~~ commodities, e.g. flour, can be distributed throughout the country. The development of fast transport services has increased the distance to which perishable goods can be sent; e.g. fruit and fresh fish are delivered to the Rand in special refrigerated trucks. Cape Town's immediate sphere of influence, however, may be broadly defined as extending East and North-East to a line drawn from Riversdale to Victoria West, and North to the Orange River.

#### The Morphology of the Town

In the central area of the city the eighteenth century street plan of the nucleus and the unplanned growth of the town outside this in the nineteenth century are productive of modern traffic problems. When the town began to grow rapidly in the nineteenth century building extended along the main streets southwards towards the mountain, and along various roads which led, in directions unrelated to the central town plan, up the lower slopes to serve

the Table Valley Estates, along the raised beach towards Sea Point and eastwards towards the Liesbeek lowland and the Cape Flats. The result of this unplanned growth, the preservation of the former Company's garden, has been a system of radial roads leading into the town, but no roads crossing it for more than half a mile to above the South West of the central area.

The Garden, although occupied in part by a few public buildings erected during the nineteenth century, is uncrossed by any thoroughfare. Intercommunication between the areas Southeast and Northwest of it must therefore proceed round the South - western extremity, via Orange Street, or through the central section of the town, where with few exceptions, only the SW-NE streets, formerly occupied by grachts, are sufficiently wide for the present traffic. Of the transverse streets only Wale Street, Darling Street, and Strand Street are of adequate width, so that it has become necessary (since 1937) to restrict traffic on most of the others to movement in one direction only.

The development of the main railway station and adjacent yards after 1862, obliterating the former extension of Strand Street eastwards past the Castle, and occupying the whole area East of Adderley Street, between Castle Street and the Marine Drive, has provided a further impediment to the flow of traffic across the city.

The central area shows many survivals of the eighteenth century architecture. Many of the streets away from the centre of the town are still lined with flat-roofed houses, while most of the shopping streets have balconies projecting over the whole width of the side-walk. These balconies, a modification of the old stoeps, afford protection from the sun in summer and the rain in winter. (See Folder XVI) Another survival of the stoeps is found in many of the side-streets, where the level of the side-walk is interrupted by steps up or down. Such higher sections of the side-walk are most frequently encountered on streets occupied by wholesale warehouses and bonded stores, where they are preserved as convenient landing stages.

The heart of the city is occupied by tall buildings, banks, newspaper offices, the General Post Office and department stores on the central gracht streets, (between Parliament and St. Georges Streets). Small retail businesses are characteristic only of the side streets. Theatreland is at the seaward end of this section, and the Municipal Gardens, (the remnant of the Company's gardens) at the southwestern end. In the Gardens there are several public buildings, including Parliament House, Government House, the Public Library, the Cathedral, the Synagogue, the Government Archives, the Art Gallery, the Museum, and part of

the University. (See Folder XVIII) These gardens are one of the few open spaces in the centre of the town; the deficiency of open spaces and the paucity of avenues within the town as a whole is characteristic. There are only  $1\frac{3}{4}$  acres of playing fields, parks, etc per 1000 people<sup>1</sup>, an area far less than the 10 acres considered necessary by modern town-planning authorities<sup>2</sup>. Woodstock Beach, however, afforded some recreation space for the poorer population until the reclamation work in connection with the New Harbour scheme was commenced, while Table Mountain serves as a weekend recreational area for the more active members of the population.

The small retail business zone occupies a section on either side of the heart of the city, (Plein Street in the SE and Long Street in the NW), the continuity of the zone being interrupted by the Gardens in the South West, and the railway and shoreline in the North East.

The wholesale business zone, (containing also numerous small factories), is similarly divided into two main sections.

1) The Bantenkant Street section on the South East, specialising in dry goods, and including also the Police Barracks, Magistrates Court, City Hall and Technical College. 2) The larger area on

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1. A.E. Snape. Townplanning with special reference to recreation grounds, playing fields and open spaces. p.5.

2 Ibid. p.3.

the Northwestern side of the city, in Loop, Bree and Buitengracht streets, on the gently rising land towards the foot of Signal Hill, and extending to the North-East on the raised beach to the docks, including bonded warehouses, machinery, imported provisions, wine-cellars, cold storage plants (all closely connected with the docks), and the oldest and newest Power Stations in active use.

This division of areas of similar function on both sides of the city centre, and the location of the docks on the opposite side of the city to many of the wholesale and manufacturing establishments increases the volume of and so aggravates the problem of trans-city traffic.

The main industrial section extends eastwards along the railway and main road from the Castle as far as the low-lying marshy area of the lower Liesbeek and Black Rivers. This situation is convenient for industries using railborne raw-materials from the interior, and to a lesser degree, imports railed from the docks, e.g. the flour mills, the municipal fruit and vegetable market, bakeries, tobacco factories, the Paarden Eiland Power Station, and railway engineering shops. Low land values and the occupation of all alternative sites near the city centre has located the greater part of all modern industrial development in this section, including some which would have been more conveniently situated near the docks

if land had been available, e.g. timber yards, engineering works, automobile assembling works etc. This section is extending beyond the marshes in the industrial suburbs from Maitland to Parow, and recently into the former marshland now in process of reclamation by drainage and by the deposition of city refuse. (Folder XIX)

The residential areas outside the wholesale business and industrial zones in the central area, and mingled with it in the suburbs. On the steep north-eastern slopes of Signal Hill, which are too inaccessible to be of value to business or industry, and long occupied by the coloured community there is a poor coloured quarter, succeeded westward by a European section on the less steep slopes overlooking Green Point, and extending thence to Bakoven along the raised beach and lower hill slopes. Southwards from Signal Hill this European section extends in a crescent occupying the lower slopes of Lions Head, Table Mountain and Devils Peak, up to the 500 ft contour, overlooking the city. The extension of this zone is limited by the increasingly steep slopes, by a military reservation on Signal Hill, and the municipal forest area on Table Mountain and Devils Peak. Beyond Table Valley to the East the residential zone extends along the North face of Devils Peak, but here Europeans tend to give place to better class coloured on the slopes overlooking industrial.

Woodstock and Salt River.

Schools, which are absent from the central business area, the wholesale and industrial areas, are found throughout the residential zones. Elementary schools are widely distributed in these areas, but the greatest number of high schools are found between Rondebosch and Wynberg, where there are pleasant surroundings and adequate space for playing fields in a central location to serve the main European residential zone from False Bay-side to Table Valley. Hospitals are also distributed throughout the residential zone from Green Point to Wynberg, the largest and most modern, the Groote Schuur Hospital at Mowbray, occupying a central position in relation to the city and suburbs extending eastwards to Bellville and southwards to False Bay.

The industrial and dormitory suburbs contain European or coloured populations, or both intermingled. The main cemeteries are on the fringes of suburban development, e.g. at Maitland and Plumstead, while the limits of earlier stages in urban development are marked by smaller cemeteries within the present built-up area, e.g. at Mowbray.

The suburbs which act also as tourist resorts extend from Three Anchor Bay to Bakoven, and along the coast of False Bay, and they contain numerous hotels and boarding houses for seasonal visitors. Cape Town is a popular tourist resort because of its

accessibility, and its position in a scenically attractive section of the South African coastal region, where summer rains are exceptional. Other attractions to tourists and visitors have been developed e.g. the aerial cableway to the summits of Table Mountain.

Each of the suburbs has its own business centre on its principal thoroughfare. There are long lines of small retail shops, branch banks, etc grouped at intervals along all the main roads leading out of the town. In the poorer residential areas, especially in the coloured quarters, there is less tendency for shops to concentrate, along one road. Very small shops are found scattered throughout such areas, almost invariably at the intersection of streets. (See Folder XVII) Most of them sell provisions of all kinds, but claim to be fruiterers or greengrocers, as these are allowed to remain open longer under the licensing laws. This distribution and type of shop may be an expression of the hand-to-mouth existence of the population. The owner of the little shop at the street-corner may be more likely to give credit to his immediate neighbour than the owner of a shop in shopping centres.

Future Developments of Cape Town

A preliminary plan for the urban development of the land reclaimed in the construction of the new harbour has been made with the co-operation of Mr. F. Longtreth Thomas, Professor L.D. Thornton White, and railway experts. Advice has been obtained from municipal technical experts, the City Engineer, the Cape Town Tramways Company, the Chambers of Commerce and Industry, the Cape Institute of Architects, and the Town Planning Association<sup>1</sup>.

About 365 acres will be reclaimed, 234 of which will be available for development. This is about thirty acres more than the area bounded by Wale Street, Buitengracht Street, Buitenkant Street, Dock Road and the Marine Drive<sup>2</sup>.

There will be a considerable addition to the commercial centre to the NE in line with Adderley Street. There will be a new civic centre in the area, while the eastern end is to be a region of markets and ware-houses. (See Map p. 47a)

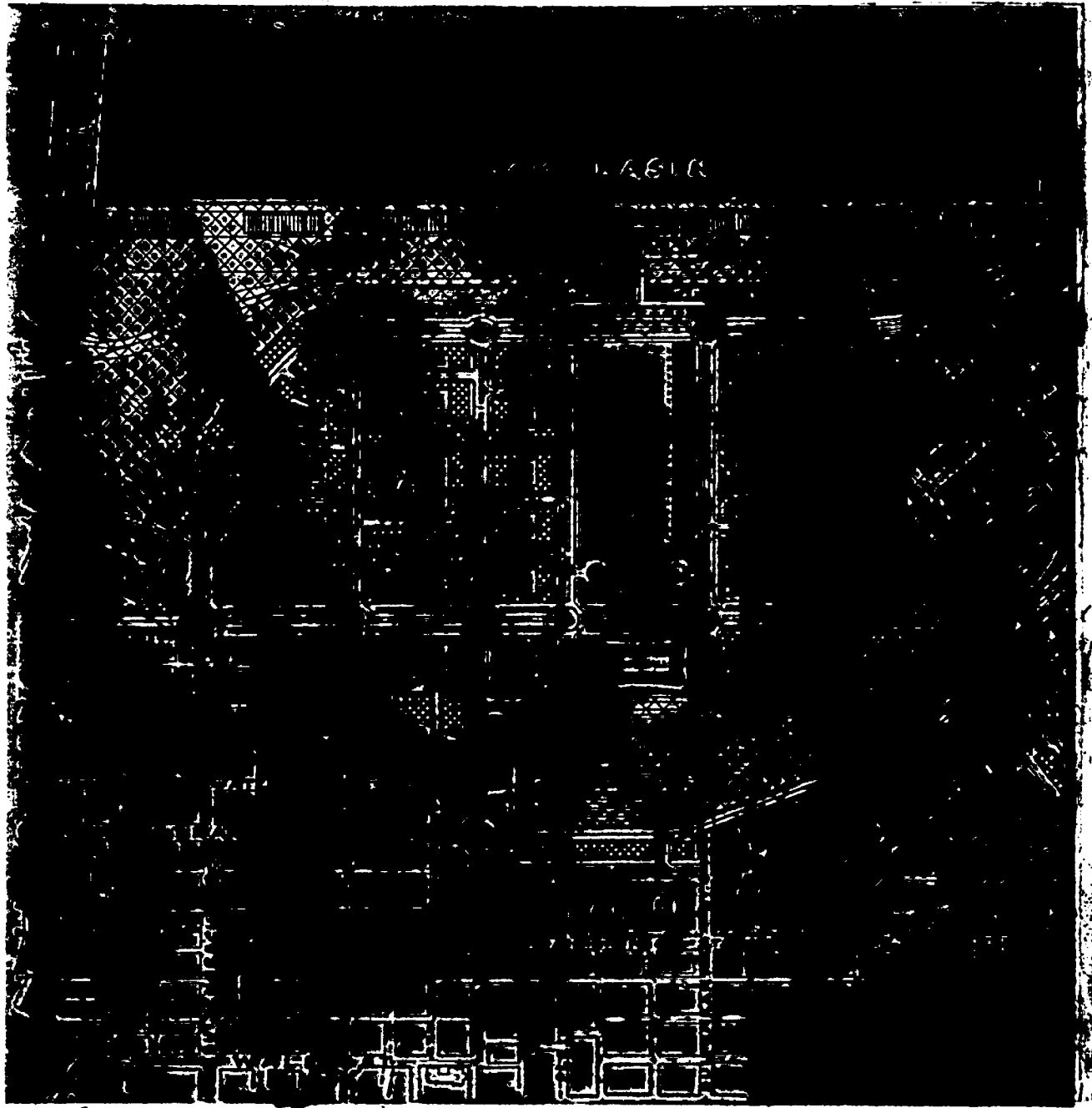
The street pattern is mainly rectangular and based upon the seaward extension of the existing main streets, but the street blocks are considerably larger than in the older part of the town<sup>3</sup>.

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1 Cape Argus. 23/9/40.

2 Ibid.

3 Ibid.



Proposed layout of Land Reclaimed in the New Harbour Scheme.

There are three primary NW-SW boulevards. The first replaces the present Marine Drive and runs along the harbour boundary, linking with the national roads to the North, the North West, and along the coast, and will be continued to connect up with the Main Road from Sea Point. The Grand Boulevard crossing central Cape Town will constitute the chief entrance to the new central area from the suburbs on both sides of the city, and will form the main traffic artery from East to West. At the western end it will link up with the Main Road from Sea Point, and on the East with de Waal Drive along Stuckeris Street. Strand Street will be extended past the Parade and the Castle to Newmarket Street. The secondary streets, running at right angles to the three main arteries are planned in alignment with the principal existing streets in order to connect the old town with the fore-shore<sup>1</sup>. Each building will be more or less able to accommodate its own all-day parking requirements, and there will be spacious parking areas at various points.

The new railway station, just NE of the existing one, will face onto Adderley Street, but will be set well back. Only the main and suburban lines will come to the new station, thus limiting the width of the area required for the railway, and

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1 Cape Argus. 12/11/40.

over-head bridges will carry traffic past the obstruction. The whole dock railway service will pass along the dock front. There will be a marine station at the dock front where passengers arriving by sea will disembark, and then travel over bridge-ways to the new marine railway station which will replace the Monument Station.

Recommendations are made in regard to height and bulk of buildings to be erected, so as to suit the class of building required, and to ensure a free and unobstructed view of the mountain from all the main points<sup>1</sup>.

The Report concludes that the main development of this area will necessarily be postponed until conditions are more stable, but recommends that the main framework of the scheme should be laid out<sup>2</sup>.

The town-planners have also a scheme for improving the area from Bakoven to Trafalgar Park<sup>3</sup>. This involves building a series of ring roads in the upper part of the town, connecting Sea Point and the southern suburbs. Under this scheme the town is divided into twelve "use-zones" in each of which certain types of building are definitely prohibited, certain types are allowed

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1 Cape Argus. 23/9/40.

2 Cape Argus. 12/11/40.

3 Report on the Provisional Town-planning scheme of the portion of the municipality of the City of Cape Town from Bakoven to Trafalgar Park. December.1939.

only subject to the restrictions governing them, and certain other types are allowed only subject to special consent, e.g. in the "single-dwelling residential zone" all buildings other than dwellings require special consent, while in the "general industrial zone" only factories and ware-houses can be built. The plan also regulates the bulk and height of buildings, in relation<sup>to</sup> the space about them, and provides for the clearance of slums. It is probable that a similar scheme will be evolved for the southern suburbs. Considerations of available space and accessibility will probably direct any further expansion of the town along the main roads and railways, on the Cape Flats, and in the Constantia Valley.

The development of the town in the future, as in the past, will depend upon the activity of the port, and on the economic development of its hinterland.

APPENDIX A

Statement showing the value of the different species of produce  
and merchandise exported from Table Bay, Cape of Good Hope,  
between 1st January and 31st December. 1825.

Colonial Produce

Wine.	1,035,845 gals.	£111,945
Hides and Skins.	142,467 pieces	38,482
Elephant and seacow teeth.	106,778 lbs.	16,586
Corn, grain and meal.	18,772,173 muids.	11,652
Aloes.	529,037 lbs.	6,926
Dried fruits.	105,292 lbs.	6,471
Horses.	145	4,125
Butter.	113,858	2,928
Whale oil.	41,021 gals.	2,696
Gum.	111,853 lbs.	2,184
Wool.	32,845 lbs.	1,853
Ox horns.	62,554	1,456
Garden seeds.		803
Argol.	32,254 lbs.	732
Whale bone.	14,602 lbs.	430
Sheep.	1,054	414

Oxen, cows and calves.	65	£	295
Zebras.	23		283
Brandy .	1,745 gals.		244
Flour.	15,500 lbs.		145
Hay .	50,000 lbs.		128
Fish .			101
Curiosities.			98
Lions.	9		92
Wax, bees and Berry.	1307		81
Mules.	8		80
Gnus.	4		68
Polonies.			46
Tobacco.	1400 lbs.		35
Poultry.			27
Confectionary.			19
Rusks.	425 lbs.		11
Beer.	150 gals.		9
Sausages.			8
Wildebeeste horns.	24		6
Vinegar.	76 gals.		4

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Total      £ 214,767

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Articles not colonial produce

To Great Britain	£5,314
St. Helena	709
New South Wales	1,482
Mauritius and E. Indies	16,908
Netherlands	23
Java	832
	<hr/>
<u>Total</u>	<u>£25,268</u>

(From Theal. (Ed.) Records of the Cape Colony. XXXIV. p.425.)

APPENDIX B

Number of Industrial Establishments in Cape Town in 1840<sup>1</sup>

- 4 candle manufactories.
- 1 soap manufactory.
- 2 hat manufactories.
- 1 whale fishery.
- 2 fisheries curing fish for exportation.
- 1 fishery on Robben Island for exportation,
- 6 watermills for grinding wheat.
- 1 steam-mill \* \* \*
- 1 iron foundry.
- 1 distillery.
- 1 tannery.
- 4 breweries.
- 5 snuff manufactories.
- 8 brick fields. }
- 2 brick ovens. }

Number of Industrial Establishments in the Cape Division in 1840<sup>2</sup>

- 2 breweries

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1 Cape of Good Hope Blue Book. 1840.  
2 Ibid.

- 4 tanneries.
- 4 watermills
- 40 wind and horse mills.
- 2 whale fisheries.
- 3 lime kilns
- 1 tile kiln.
- 3 brick fields.

Number of Industrial Establishments in Cape Town in 1870<sup>1</sup>.

- 6 soap and candle manufactories.
- 3 hat manufactories.
- 6 steam snuff mills.
- 2 snuff mills worked by horse power.
- 8 " " " " manual labour.
- 3 sodawater machines.
- 3 watermills.
- 7 steam flour mills.
- 1 biscuit manufactory.
- 4 iron and brass foundries.
- 4 gun manufactories.
- 4 tanneries
- 4 breweries.

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1 Ibid. 1870. pp. FF 2-3

- 3 distilleries
- 4 brick-making establishments
- 4 lime-burning
- 1 Gas manufactory
- 3 boat-building establishments
- 4 establishments for curing fish.
- 1 steam printing establishment
- 7 other printing establishments.
- 4 hydraulic pressing machines.
- 1 bone crushing mill and oil manufactory

Number of Industrial Establishments in the Cape Division in 1870<sup>1</sup>

- 2 distilleries
- 5 breweries
- 2 tanneries
- 4 watermills
- 2 windmills
- 2 steam mills
- 1 candle manufactory
- 4 lime kilns
- 4 brick fields

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1 Ibid. FF 2-3.

Number of Industrial Establishments in Simonstown in 1870<sup>1</sup>.

- 1 soap and candle manufactory.
- 2 whale fisheries.
- 1 brewery.

Number of Industrial Establishments in Cape Town in 1885.<sup>2</sup>

- 3 boots and shoes
- 12 bread and biscuit.
- 11 iron and tin.
- 10 printing.
- 12 saddlery and harness.
- 9 wagons and carts.
- 3 baskets.
- 1 bone-crushing.
- 12 fish-curing.
- 1 Gas.
- 2 guns.
- 2 hats.
- 3 boat-building.
- 33 soap and candles.

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1 Ibid. FF 2-3.

2 Ibid. 1885. p.425.

- 1 brewery.
- 5 builders.
- 11 cabinet and joinery works.
- 2 distilleries.
- 4 engineering.
- 6 flour mills.
- 3 furniture.
- 2 saw-mills.
- 3 tannery.
- 1 vinegar works.

Number of Industrial Establishments in the Wynberg Area in 1885<sup>1</sup>.

- 15 boots and shoes.
- 6 bread and biscuit.
- 6 bricks.
- 3 iron and tin.
- 1 printing.
- 3 saddlery and harness.
- 9 wagons and carts.
- 7 fish-curing.
- 6 breweries

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1 Ibid. 425.

- 5 distilleries.
- 12 flour mills.
- 1 ice.

Number of Industrial Establishments at Simonstown in 1885<sup>2</sup>.

- 6 boots and shoes.
- 4 bread and biscuit.
- 2 iron and tin.
- 15 fish-curing.

ammers, Coal	-	392	1164	-	1022	1906	518
ammers, Oil	-	-	-	-	-	-	404
tor vessels	-	-	-	-	-	81	562
ilers	-	362	321	-	26	-	-
asters	-	-	-	-	-	-	478
alers & trawlers	-	-	-	-	-	-	1096
all craft (-50ft.)	-	-	-	-	269	205	-
<u>total</u>	<u>800</u>	<u>754</u>	<u>1485</u>	<u>-</u>	<u>1317</u>	<u>2192</u>	<u>3058</u>
nnage, net	-	-	-	-	3064983	4198338	7804773
nnage, gross	694736	1154020	5617043	-	4939556	7004644	13018365
ssengers landed	-	-	-	-	20808	42719	39100
"embarked	-	-	-	-	13162	27549	36019
total number of passengers	-	-	-	-	<u>33970</u>	<u>70268</u>	<u>75119</u>
<u>argo landed</u>							
eneral	-	127033 <sup>3</sup> / <sub>4</sub>	573611 <sup>3</sup> / <sub>4</sub>	374205	352339	739965	893403
umber	-	15707 <sup>1</sup> / <sub>2</sub>	66821 <sup>1</sup> / <sub>2</sub>	60722	27432	111277	90074
rain	-	19502 <sup>1</sup> / <sub>4</sub>	21363 <sup>1</sup> / <sub>2</sub>	} 37134	19751	56870	27492
ther produce	-	11289	1736 <sup>3</sup> / <sub>4</sub>		21241	15897	18000
railway mat.	-	-	-	-	32037	63743	184354
l fuel	-	-	-	-	861	105981	527728
al	-	-	-	216169	23189	2265	-
shes	-	606	3805 <sup>3</sup> / <sub>4</sub>	-	-	-	-
<u>total</u>	<u>253584<sup>1</sup>/<sub>2</sub></u>	<u>382636</u>	<u>1299351<sup>1</sup>/<sub>2</sub></u>	<u>688230</u>	<u>457850</u>	<u>1095998</u>	<u>1723069</u>
<u>argo shipped</u>							
eneral	-	36781 <sup>3</sup> / <sub>4</sub>	60887	60318	91318	71340	88592
umber	-	605 <sup>1</sup> / <sub>2</sub>	-	2619	1198	134	-
ize & mealie meal	-	-	-	-	30631	168186	232106
ominy chop	-	-	-	-	-	8192	4452
rain	-	6548 <sup>1</sup> / <sub>2</sub>	2835	} 66427	7333	1746	92
ther produce	-	-	4499 <sup>3</sup> / <sub>4</sub>		80999	39505	32176
ool	-	-	3981	-	11528	20656	33148
kins and hides	-	-	3614	-	-	-	13951
attle bark & ex.	-	-	-	-	-	-	68

Fruit dried							11534
Fruit canned & others							10079
Coal to Union P.	-	} 142775	} 318894 $\frac{1}{4}$	} 26154	15348	28773	489
Coal overseas	-				8382	2182	12
Coal bunkered	-				341367	241882	119598
Oil fuel	-				3248	29675	267649
Ores and minerals	-	-	-	-	-	9009	10306
<u>Total</u>	<u>85432<math>\frac{1}{2}</math></u>	<u>186710<math>\frac{3}{4}</math></u>	<u>396897<math>\frac{1}{2}</math></u>	<u>156087</u>	<u>591352</u>	<u>700740</u>	<u>999567</u>
<u>Summary</u>							
Landed	253584 $\frac{1}{2}$	382636	1299351 $\frac{1}{2}$	688230	457850	1095998	1723069
Shipped	85432 $\frac{1}{2}$	186710 $\frac{3}{4}$	396897 $\frac{1}{2}$	156087	591352	700740	999567
Trans-shipped	-	15039 $\frac{3}{4}$	10104 $\frac{1}{2}$	100971	1822	15336	34487
<u>Total</u>	<u>339017</u>	<u>684385<math>\frac{1}{2}</math></u>	<u>1706393<math>\frac{1}{2}</math></u>	<u>945288</u>	<u>1051024</u>	<u>1812074</u>	<u>2757123</u>
Water shipped	-	32664 $\frac{1}{2}$ g.	253169 $\frac{1}{4}$ g.	-	48818284g.	54522000g.	60462900 g
Ballast landed	-	-	-	-	-	-	-
Ballast shipped	-	78660	142172	-	-	-	-

The above figures were taken from the following reports:-

- 1880. Reports of the Harbour Boards of Table Bay, Mossel Bay, and Algoa Bay, 1880, p.10.
- 1890. Reports of the Harbour Boards of Simons Bay, Table, Bay, Mossel Bay and Algoa Bay, 1890, p.9-11.
- 1900. Reports of the Harbour Boards of Table Bay, Algoa Bay, East London, Mossel Bay, and Simonstown, 1900, p.19-20.
- 1910. S.A.R. and H. General Manager's Report, 1910, p. 52.
- 1920. Ibid. 1920, p. lxxiii.
- 1930. Ibid. 1930, p. 221.
- 1939. Ibid. 1939, p. 221.

## APPENDIX D

### Classification of Industries used in the Industrial Census:-

#### I. The treatment of raw-material, the product of agricultural and pastoral pursuits, (excluding tanning)

Fell-mongering, sausage-skins and cat-gut; chaff-cutting, corn - crushing, and seed-cleaning.

#### II. Processes in stone, clay, earthenware and glass

Asbestos; Asphalt; Bricks, tiles etc. modelling in cement; lime works; ornamental glass; marble, stone, and masonry; oyster-shell crushing; composite flooring; crushed stone and macadam making.

#### III. Working in wood

Baskets, wicker work and straw envelopes; Brushes and brooms; carpentry and joinery; sawmills; packing cases; cooperages; wood carving; cork works; shop-fitting; firewood cutting; plywood.

#### IV. Metal engineering, machinery, and cutlery works

Cutlery, Knife-grinding etc; Engineering works, iron foundries and steel works; Tramway and trolley-bus workshops; plumbing and galvanised iron; gunsmiths; locksmiths; typewriter repairs; scale repairs; sewing machines; electrical apparatus and engineering;

#### V. Preparation, treatment, and preserving of food, drink, condiments and tobacco

Flavouring essences; bacon, ham and lard; polony and sausage; ~~polony and sausage~~; butter, cheese and condensed milk; crawfish canning and other fish preserving; ice works and cold storages;

bakeries, biscuits etc; jam, canned fruit, etc. sweets; coffee roasting etc; pickles, sauces, etc; vinegar, macaroni, flour and grain mills; aerated waters and cordials; breweries; distilleries and wineries; yeast; tobacco, snuff etc; jelly powders; tartaric materials, baking powder, etc; other farinaceous preparations; salt pans and refineries; packing establishments, tea and fruit; peanut roasting.

VI. Production of clothing (excluding boots and shoes), textile fabrics, and similar articles

Retail and wholesale tailoring and clothing factories; dyeing, cleaning and laundries; furriers; bags and sacks; rope, cordage, and twine; tarpaulins and tents, textile factories.

VII. Books, paper, printing and engraving

Printing, book-binding and stationery; paper bags etc; photo engraving, lithography and process blocks; rubber stamps; stereotyping, stencil cutting and heliographic papers; calendars.

VIII. Vehicles (mechanically propelled and otherwise), fittings for and parts of vehicles

Coaches and wagons; cycles and motors.

IX. Ship and boat-building and repairing

X. Furniture, bedding and upholstery

Billiard tables; furniture, cabinet-making, polishing, etc; mattresses; picture frames; coffins.

XI. Drugs, chemicals, paints, varnishes and allied products

Blackening, polishes, blanco, etc; candles and soap; explosives and varnishes; oil-seed crushing; manufacturing chemists; ink; fuse lighters; bituminous emulsions.

XII. Surgical, dental, and other scientific instruments and appliances

Opticians; surgical, dental, etc.

XIII. Jewellery, timepieces and plated ware

Electroplating; jewellers, goldsmiths; diamond cutting.

XIV. Heat, light and power

Electricity supply stations (generating); Coal-gas, coke and tar-works; gas, other than coal-gas.

XV. Leather and leather-ware

Boot and shoe factories; harness, saddlery and leather bags; boot and shoe repairs; tanneries.

XIV. Building and contracting

Building and contracting; painting and decorating; signwriting; railways and tramways (permanent way construction and upkeep).

XVII. Other industries

Musical instruments; rubber goods; toys and sporting accessories; whaling; buttons, buckles etc.

APPENDIX E

Employees in various occupations

Industry	European		Coloured		Asiatic		Native		Total		Numbers of Employers
	Male	Female	M	F	M	F	M	F	M	F	
Clothing Industry	322	1476	562	2267	29	81	40	7	953	3831	31
Wespoke Tailoring	14	-	268	-	-	-	20	-	302	-	9
Textile Industry	209	429	359	-	-	-	44	-	612	464	5
<hr/>											
Baking and Confection.	355	34	547	3	7	-	86	-	995	37	45
Biscuit	57	147	55	30	-	-	33	-	145	177	3
Brewing	94	-	182	-	2	-	46	-	324	-	2
Batering	130	442	63	87	53	2	47	-	293	531	223
Tea, Coffee											
Chicory	29	20	30	49	-	6	18	-	77	75	9
<hr/>											
Engineering	1220	-	590	-	7	-	580	-	2397	-	148
<hr/>											
Building	2215	-	3966	-	91	-	2121	-	8303	-	649
Printing	1360	467	858	527	5	5	59	-	2282	999	124
Quarrying & Brickmakg.)	94	-	282	-	1	-	943	-	1320	-	23
Roadmaking.)											
Glass bevell. & silverg.	17	-	45	-	3	-	1	-	66	-	4
<hr/>											
Cleaning, dyeing & laundg.	84	111	180	362	10	9	106	1	380	483	18
Leather	1012	934	845	320	3	-	103	-	1963	1254	31
Motor Ind.	1331	-	692	-	2	-	480	-	2505	-	237
Furniture	772	79	1004	52	20	3	148	-	1944	134	61
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Motor vehicle driving	426	-	597	-	7	-	61	-	1091	-	426
Road Transp.	712	-	298	-	3	-	8	-	1021	-	9
Stevedoring	14	-	268	-	-	-	20	-	302	-	9
Commercial Distribut.	4255	5269	860	57	150	7	209	1	5474	5334	2235
Hairdressg.	139	269	5	-	-	-	-	-	144	269	794
Unskilled Work	22	-	78	-	-	-	130	-	230	-	22

Figures from the Report of the Department of Labour.

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