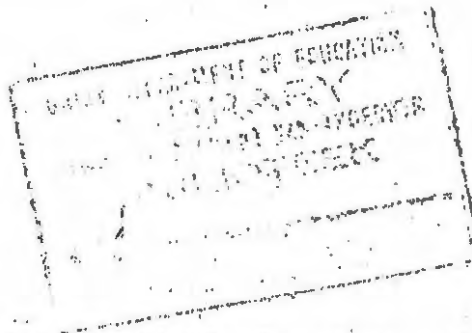


EAST LONDON.

15

ITS FOUNDATION AND EARLY

DEVELOPMENT AS A PORT.



Being a thesis submitted by B.C. Gordon B.A. of
Rhodes University College, Grahamstown.

Master of Arts
1932

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(A) Books found in the CAPE ARCHIVES.

1. Imperial Blue Books:- These Blue Books are printed documents including despatches from Cape Governors to the Colonial Secretary, or instructions to Governors, together with all correspondence relative to the same.

Volume 11. Native tribes (1835) Part 1.
Volume 1X. Kafir War (1836-7) Parts 1 and 11.
Volume X. Kafir tribes (1847-49) Parts 1, 11, 111 and 1V. 5)
Volume XI. Kafir tribes (1850-51) Parts 1, 11, and 111.

2. Colonial Office Records:- These are originals and copies of letters, despatches, memorials, road reports, statistics, etc. relating to the Colony.

Volume 803 Memorials (1836) Volume 6. (P-R)
Volume 828 Memorials (1837) Volume 3.
Volume 1063 Naval and Military (1847)
Volume 1149 Colonel McKinnon (1848-1850) Commandant of British Kaffraria.
Volume 1395 Despatches and Enclosures
Volume 1447 Despatch Book (1833-38)

3. Cape Blue Books:- These are printed documents.
(a) Sundry Printed Official Papers and Reports (before 1854)
(b) Harbours (1856-78).

4. British Kaffrarian Records:- These are originals and copies of letters, despatches, reports and statistics.

Volume 17 Surveyor General, King William's Town (1853-58)
Volume 61 Resident Magistrate, East London (1856-60)
Volume 64 Customs, East London. (1853-66)
Volume 93 Civil Engineer (period 1854-58)
Volume 94 Civil Engineer (period 1863)
Volume 109 Government notices relating to British Kaffraria (1847-66)
Volume 403 Miscellaneous letters (December 1847-49)
Volume 405 Miscellaneous Letter Book (1849-1856)
Volume 406 Miscellaneous Letter Book (1856-57)

5. Government Gazettes:-

Volume 145 Index to Gazette notices.
Volumes 43-45 Gazettes for 1847, 1848, 1849.
Volumes 52-53 Gazettes for 1858-1859.
Volumes 62-63 Gazettes for 1865-1866.

6. Miscellaneous.

(a) "Scheeps en andre Journalen" (1664-1688) - to be found in Collection "C" Volume 660. Original scripts of log books, etc.

(b) Verbatim copy of above by Dr. Theal: (Collection "V.C." Volume 94).

(c) Map No.57 is by Wentzel.

(d) "Belangrijke Historische Dokumenten" uitgegeven door Geo. M. Theal (No.2)

(e) "Cape Archives Index (No.10)" by Mr. C. Graham Botha.

(B) Found in the SOUTH AFRICAN PUBLIC LIBRARY.

(A)
(Cape Town) :-

1. Files of the Grahamstown Journal:

1836, 1847, 1848, 1849, 1850, 1851
1852, 1853, 1854, 1855, 1856.

2. Files of the King William's Town Gazette: (First issued 1856)

1856, 1857, 1858, 1859.

3. "The Rise of South Africa": Geo. E. Cory.

Volumes IV and V.

4. "The History of South Africa since 1795": G.M. Theal.

Volumes II, III, and IV.

(C) Found in MENDELSSOHN COLLECTION LIBRARY, Houses of Parliament,
Cape Town.

1. "An account of Kaffraria" (1803): Rev. van der Kemp.

2. "Missions in Caffraria from their commencement to the present time" (1833). Published in Dublin by the Religious Tract and Book Society for Ireland.

(D) Other references used, and where they may be found.

1. "East London Library Review (April-June 1930)" This Magazine is in the possession of Mr. B.H. Dodd, Editor, Daily Dispatch East London, and contains a lecture on the German Immigration of 1856-58.

2. Files of "East London Daily Dispatch" (obtainable at the Dispatch Office, East London):-

8th May, 1928. "The Parish of Peter" (Rev. H.A.C. Hewitt)
29th April, 1931. "Where Hippos roamed" (Mr. W.R. Bovey)

3. Mr. Findlay's letter to the writer: June 12th, 1931.

FOREWORD.

The flourishing city of East London has received but scant attention from historians. Its importance has been overshadowed by that of Capetown, Durban and Port Elizabeth, each with a foundation bordering on the romantic.

The introduction to this thesis indicates traces of the existence of primitive man in these parts. The historical survey will commence with notices taken of the region by nautical and land expeditions in search of either shipwrecked sailors, or news of native races.

The first serious notice of East London taken by the white people came in the time of Sir Benjamin D'Urban who sought a seaport for his new province of Queen Adelaide. Our port was opened in 1836 under the appellation of Port Rex, but faded into temporary insignificance, almost oblivion, with the reversal of Sir. B. D'Urban's frontier policy by Lord Glenelg and the abandonment of the new province in 1837.

It was not destined to remain forgotten, for Sir Harry Smith at the end of 1847, saw in the mouth of the Buffalo River the same possibilities as had struck the advisers of Sir B. D'Urban. To him it was the future London of the East, and the connecting link between British Kaffraria and the world outside. From that time East London has grown steadily, and of recent years very rapidly.

It is not proposed to carry this survey much beyond 1866, in which year British Kaffraria was annexed to the Cape Colony.

R. 1 "Belangrijke Historische Dokumenten" uitgegeven door George Mc.Call Theal. (Part 11). One of these is the paper furnished by Mr. Mc.Kay on "The Antiquity of Man in South Africa." This book is in the Cape Archives Library.

"EAST LONDON; ITS FOUNDATION
AND EARLY DEVELOPMENT AS A PORT."

INTRODUCTION: Evidence of Primitive Man.

In a paper furnished by Geo. R. McKay of East London in 1887 the question is asked "How long ago is it since man first trod this, the site of East London?" He gives a few facts which, he says, can be verified by anyone at East London in half-an-hour's walk. "Some years ago", he proceeds, "in opening a quarry, a very large mound of shells was discovered on the left bank of the Quigney river at its junction with the Buffalo (see Map P. 37), where the mound formed a rounded bluff the Harbour Works engineers have removed upwards of 375,000 cubic feet of these shells to fill up the lagoon behind the East Training Wall. Anyone examining what remains of this mound will find it composed principally of limpet, mussel, oyster bones of fish and birds of antelopes, hippopotamus and other mammalia, layers of ashes, fragments of charcoal, and pieces of coarse pottery. There can be no doubt that this spot was occupied by many successive generations of human beings to permit of the accumulation of so large a mass of refuse." Many changes have been made since 1887, but those people who can remember the old East Wall will know approximately where this refuse is to be found. Mr. McKay also found earlier traces of primitive man in the valley behind the prison. This valley has recently been used as a dumping ground for sand excavated in connection with the Turning-basin scheme, but almost every East Londoner will remember the recess in the railway cutting ...

railway cutting that was once covered with castor-oil plants. Above the gravel line were found stone implements, spearheads and some fragments of stone pottery.

Quite the most interesting of his observations was that concerning discoveries made by a Mr. Gately. "Mr. Gately's residence stands on the rounded top of an isolated knoll or small hill which is connected with the site of East London by a narrow neck. This neck is the dividing ridge of two watercourses that nearly surround the hill before they unite and find their way to the mainstream of the First Creek (see Map at end of book). These two watercourses have been the cause of the isolation of the hill. On its top there is a layer of black mud from two to three feet thick; below that there is from one to two feet of decomposed rock before solid rock is reached. Out of this black mud at his residence Mr. Gately has dug up many implements and bones, pierced round stones, spear heads, coarse pottery, teeth and other bones of the hippopotamus. How came that mud there, on a hill-top? The site must have been a vlei"

The Gately family lives today on the same spot, and can show many interesting relics of old East London. The Museum lately established at the port contains many stone implements reputed to have been found at or near East London. Dr. Bruce Bays has presented to the Museum a collection of bones, etc. found at the "kitchen midden" where the Quigney (Gwygney) river ran into the Buffalo.

Thus before embarking upon the actual history of the port, it is as well to realise (for the sake of historical perspective) that tribes of "Stone Age" men and "strandlopers" used to roam in those parts.

R. 1 "Scheepsen Andre Journalen" (1664 -1688) to be found in the Cape Archives (Ref:C.660). This volume contain the original script in Nederlands of the "Dagboek van 't Centaurus". A verbatim copy (with several errors of spelling) by Dr. Theal may also be seen at the Cape Archives (Ref: V.C.94.)

CHAPTER 1.

Glimpses of East London during the rule of the Dutch East India Company (1652-1795).(a) THE VOYAGE OF THE CENTAURUS (1687-88).

What is possibly the earliest notice taken of the East London region by Europeans is to be found in the log-book of a hooker named the "Centaurus." This vessel was built by the survivors of two wrecked ships, the "Stavenisse" and the "Good Hope", and it carried them from near Natal to Table Bay. Here it was taken over by the Company, refitted, and sent out on Monday afternoon, November 10th 1687, to search for those survivors who had attempted to reach the Cape by an overland route. R1.

A full account of this expedition may be found in a volume of "Scheepsen Andre Journalen (1664-1688)", which tells that on February 6th, ^{de members} ~~they~~ were in latitude 32°39' which is not far from the mouth of the River Kei. They were carried back westward by a strong wind, but by the next afternoon calm had returned. "Ende digt onder het land zeijlende saegen deselve klip door ons door de banck de doodkist gent ende haar als een Eijland vertoonende" (and while we were sailing close to land, we saw the very rock which, on account of the bank it made, we had called Coffin, and which appeared like an island). There can be very little doubt that this is the rock known at present as Cove Rock, and that the present name is possibly a corruption of Coffin Rock. The log book goes on to tell that, as the sailors required wood and water, they dropped their kedge-anchor and sent the boat to find out whether there was a suitable place for anchoring. While the boat was at work, those on board the hooker noticed some signals being made on the shore, but knew not what to make of them. The boat returned with

returned with the news that there was no suitable anchorage, and that the rock was not an island; they too had noticed the signals from the shore, made, as they thought, by Hottentots with their "krossen." Still puzzling themselves over this, the sailors weighed anchor and made sail, but in the morning they were very worried, maintaining that Hottentots or Kafirs had not the skill to make such signs. So on the next day (Sunday 8th) they endeavoured to reach that spot on the shore where they had seen the signals. In the afternoon, to their great surprise they saw something approaching, which, when nearer, turned out to be a catamaran on which were three men, stark-naked. These men, when received on board, ^{explained} that they were Hollanders and people of the "Stavenisse," and that there were nineteen others on shore including a French boy who had joined them after a narrow escape from death at the hands of the Kafirs. The crew of the "Centaurus" hoisted the Prince's flag, and at sunset anchored in 16 fathoms in sandy ground. The boat and the catamaran were sent to the shore, but as it was nearly dark, and as there was a heavy surf on the beach, did not bring more than one man with them. The condition of these men is described as miserable, and they were clothed, like Hottentots, in ox hides; the crew gave them what clothes they could spare. The next day was fine and calm, and by dint of hard work they had embarked by evening 19 men (including the French boy) and a fat ox bartered from the Kafirs there for a copper arm-ring. The sergeant was very anxious to go ashore and deliver some presents to the Kafir "king", as a reward for his kind treatment of the people of the "Stavenisse". Accordingly anchor was weighed and the ship sailed for a place which the sailors called "Terste Rivier"; presumably they were sailing up the coast, for their expedition was directed to "Terra de Natal."

If this were

If this were so, then the "Eerste Rivier" was undoubtedly the river which is now called the Buffalo, and the first attempt to enter it was about to be made. The log book tells us that, when this was tried, it was found impossible; unfortunately, no details are given, and the greater part of the remainder of the book tells of the serious deliberations which followed "of wij met de selve naar de Caep wilde keeren, of de reijse met deselve (volgens ons instructie) volbrengen." (i.e. whether to return to the Cape or to continue the voyage according to instructions. It was the sad plight of the rescued men and their entreaties which turned the scale in favour of an immediate return to the Cape.) Several interesting statements relative to East London were made by these men who had travelled for 22 months since the wreck of the "Stavenisse". During their travels from Natal to the Magossche territory which was ruled by a king called Magamma, they could discover no profit for the Company, and still less any harbour or river fit for the reception of the Company's smallest packet. This was not exactly an enthusiastic first report of the possibilities of the Buffalo River as a harbour, for these men must have spent some little time in that part, occupied as it was by the friendly Magossche. This tribe was probably the Ama-Xosa, and it is an interesting point that in 1688, when Simon van der Stel was ruling the small settlement round Capetown, the Bantu were already in possession of a large part of the country between the Keiskama^m and Kei Rivers.

The sailors ^{related how} ~~told that~~ they had passed through five unfriendly tribes of Hottentots before being received by the Magossche; the latter had warned them not to proceed further toward the Cape, as they would have to contend with tribes armed with bows and arrows. Twelve of the sailors had not heeded this

R. 1 "Belangrijke Historische Dokumenten" (Theal) Part 11. gives
a translation of the journal of "Het galjoot de Noord"
(Cape Archives Library)

heeded this warning, and had never been seen again. The tracts occupied by the Magossche were, according to these men, very fertile, with beans, pumpkins and watermelons growing in abundance. The country was swarming with wild animals - elephants, bears, wolves, tigers and snakes. The Kafirs were well formed in body, were swift runners, and were clothed like the Hottentots at the Cape, except that the girls were more handsomely ornamented. They were kind and hospitable, but very lazy, allowing their womenfolk to do all the hard work. On all these points did the sailors agree, and the fact that in many other respects their accounts disagreed, suggests a certain amount of truth in the foregoing.

(b) THE VOYAGE OF THE "NOORD" (1688-1689)

A similar expedition was undertaken in the same year, this time in a galliot named "De Noord"; the company of 19 persons set out from Table Bay on Tuesday 19th October, 1688, and reached Delagoa Bay on November 15th. Here they remained until the end of December, and on the return journey they picked up two survivors of the "Stavenisse" - the boatswain and the mate's boy - just north of Natal (latitude 29°28'). On 26th January, 1689 they found themselves near a river, to the west of which was the rock from which those nineteen men had been embarked almost a year before. That night a storm drove them westwards but two days later on Friday 28th, with a south wind helping them, they passed the same rock, and anchored to the east of it "before a great river where the surf broke heavily so that ... saw no chance of entering." Theal's translation of the events which followed reads thus: "Coming to anchor here, we instantly put out our boat rowing towards the shore with six men; on approaching the surf, we"

R1

Page 8.

R. 1 "Belangrijke Historische Dokumenten" (Theal) Part 11. give
the resolution of the Council of Policy and a copy of the
journal kept by Carel Haupt. (Cape Archives Library)

surf, we dropped a dredge, and the boatswain, Arij Kient, swam through the surf to the shore, with a letter to be given to the Hollanders; this was immediately undertaken by the natives on the request of the boatswain, who thereupon swam back to the boat." As far as can be found, this is probably the first instance of an entrance being made into what is now Buffalo harbour, and is thus an interesting event in the history of East London.

The account further relates that the note brought two white men to the shore early that afternoon. A boat was sent to the surf to meet them, ^{and one of them,} an old man named Paij Isaaq swam to it through the breakers. The other would not risk this performance, and signalled to them to fetch him from Coffin Rock. The weather did not allow of this being done until the Sunday, when an attempt proved unsuccessful, although the man and his would-be rescuer came within two boats' lengths of each other. Because of the strong east wind and the current, the people of the "Noord" were obliged to put her before the wind, leaving the stranded sailor to his fate.

(c) AN EXPEDITION BY LAND UNDER ENSIGN BEUTLER, 1752.

During the second year of Ryk Tulbagh's governorship, the Council of Policy passed a resolution to the effect that a journey would be undertaken "ter ontdekkinge van die waare gesteltheitjd der hier binnenwaarts leggende landen en dies bewoonders" i.e. to find out the true condition of the lands in the interior and their inhabitants. This expedition meant business and was splendidly equipped - there were 71 people including Beutler (the leader), Carel Abregt Haupt (who was to keep the journal), Carel David Wentzel (a surveyor and mapmaker), a botanist and a surgeon; there were 11 ox waggons in addition to a boat for rivers. The map on the next page is taken from

R. I This map is copied from Map No. 57 of the Cape Archives collection.

31° 30'

31° 40'

31° 50'

32°

32° 10'

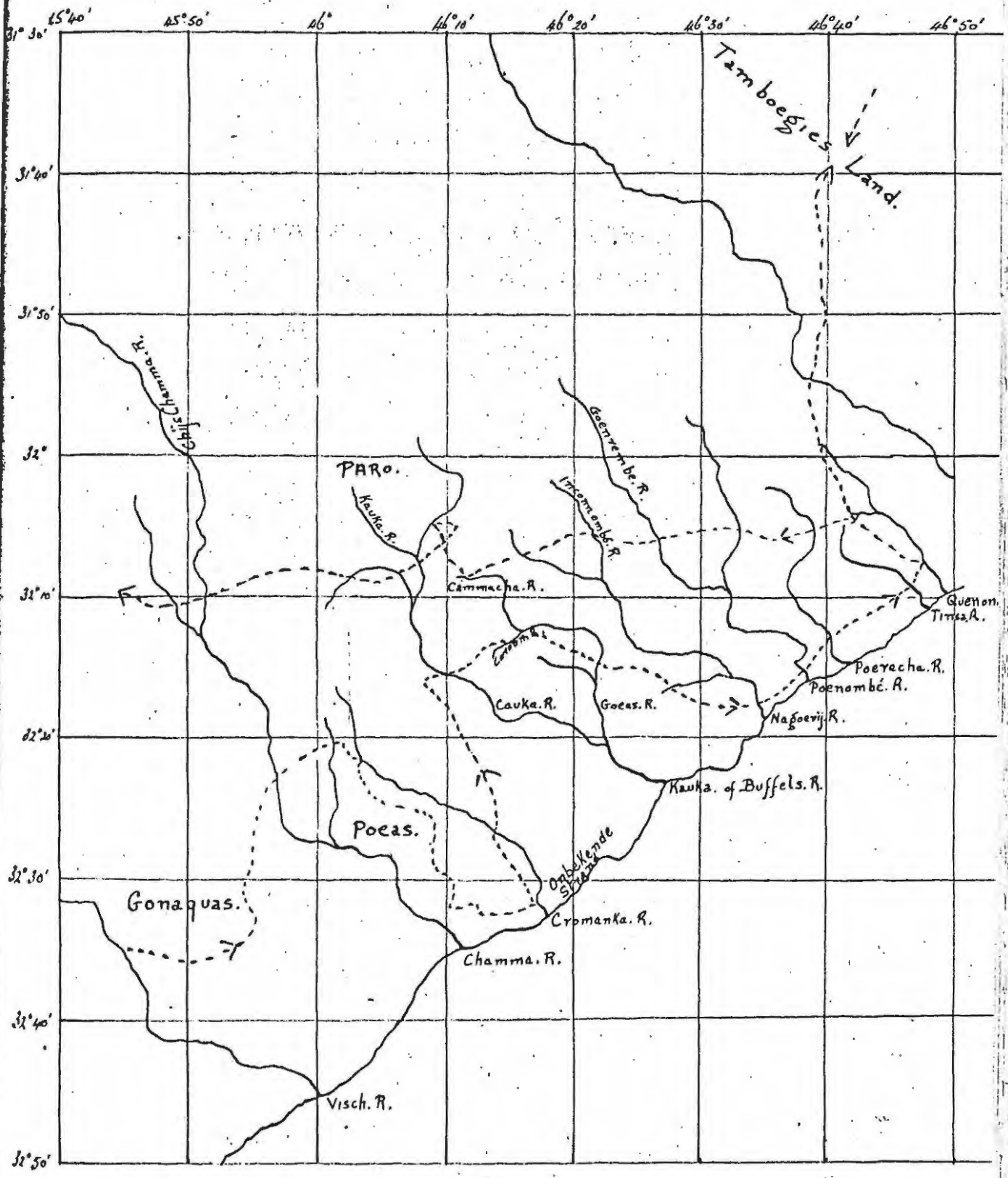
32° 20'

32° 30'

32° 40'

32° 50'

"KORTE SCHEETS VAN DE MARSCH gehouden op de Tugt in den Jaare 1752 ter ordre van den Wel Edelen Gestr. Heer Gouverneur Ryk Tulbagh. ondernoomen ter ontdekkinge der hier aan Cabo de Goede Hoop binnenwaarts leggende landen en daarinne woonende Volkeren."



Gemaakt en geteeckent door C.D. Wentzel ges^W Landmeeter.
 (..... de "Tugt")

(N.B. Above is Eastern portion of original map.)

is taken from the eastern section of the map drawn by Wentzel, a copy of which may be seen among the maps kept in the Archives at Capetown.

The expedition, which set out on the last day of February 1752, arrived on the 5th June at what the mapmaker called the "Chijs Chamma" river - he mentions that this was the name used for it by both the Kafirs and the Hottentots - it is, of course, our Keiskama river. On June the 15th the Cromanka (Chalumna) river was crossed, and two days later they reached a large flowing river, which the natives called the "Kauka" or "Buffels" river. "Kauka" is evidently the nearest approach Wentzel could find to spelling the Kaffir name "Qonce"^x, the name by which King William's Town (on the Buffalo) is still known by the natives. Lt. Col. Mitchell, who was Surveyor General of the Colony in 1847 made a better attempt at spelling this word in a map of the Eastern frontier - he called it the "Konkay" river. The name "Buffels" given by Wentzel is, however, the first indication of a name suggesting the Buffalo for this river, and it certainly discountenances a theory^{*} that it received its name because Capt. Roper of the 6th Regt. shot a Buffalo on its banks during the middle of the 19th century.

The members of the expedition decided to pay a visit to the mouth of this river, to find out whether there was a suitable harbour in such a beautiful stretch of country. This they thought necessary in case they should run short of provisions, or ~~found~~^{find} the Kaffirs unwilling to barter cattle.

There is

x The Municipal coat of arms of King Williamstown bears the motto "EQONCE MALICUME".

* Advanced by Mr. J. Powell in a paper given in 1919 before the S.A. Society for the Advancement of Science.

There is, however, no mention of their having visited the Buffalo Mouth, while the map shows that they approached the coast only as they neared the river Nagoerij. They met large numbers of Kaffirs, who showed no signs of moving away until they heard some rifle alarms. Beutler and another explored the coast on the 21st June, and on the following day the party, having worked its way in a S.E. direction through a "wijdloopig doornbosch", came to the river Nagoerij, which they crossed where the water was salty. The name of this river is spelt "na Goerij" in the diary, and refers to the fact that it was near the place of Goerij, a chief living in those parts. It is without doubt the river which is now called Nahoon, having passed through stages when it was called "Gakoon" or "Kahoon". The journey continued well beyond the Great Kei River until the middle of July when the return trip was commenced. This, however, gives no information of the coastal regions, as may be gathered from the more northerly route taken. Thus it is seen that the Buffalo river and its vicinity ~~was~~^{were} known to white men in the 17th and 18th centuries.

- R. 1 "An Account of Kaffraria" (1803) Rev. van der Kemp -
to be found in the Mendelssohn Collection Library
(Ref: L.8), Houses of Parliament, Cape Town.
- R. 2 "Missions in Caffraria from their commencement to the
present time" - this was published in 1833 in Dublin
by the Religious Tract and Book Society for Ireland.
A copy of the book may be found in the Mendelssohn
Collection Library, Houses of Parliament, Cape Town.
- R. 3 Imperial Blue Books. Volume 11. (Native Tribes 1835)
Part 1. p. 177 (Cape Archives)

CHAPTER 11

1836: The First serious attempt to use the Buffalo mouth as a harbour.

(a) THE 5th KAFIR WAR (1834-35)

Missionary records show a great activity in "Kaffraria" ^{R1.} from the beginning of the 19th century in the opening year of which Dr. Vanderkemp crossed the Fish River. He arrived at Gaika's kraal "near the river T'Chommi" (^{Tyomic} ~~Tyomic~~) on 20th ^{R2.} September, and stayed there for four months, his departure being regretted by Gaika and his people. One reads of many ^{R2.} familiar names such as Williams (1816), Read (1816), Brownlee (1820), Bennie (1821), Ross (1823), Kayser (1827), and others in plenty. Probably the first Xosa chief to become a Christian was John Tzatzoe (Tshatshu) whose name is often mentioned in missionary papers of this time, and whose father resided in the vicinity of the Buffalo River. The two mission stations nearest to the mouth of the Buffalo were Wesleyville (about 10 miles from the Chalumna mouth) and Mount Coke, founded in 1823 and 1825 respectively. A letter written by Mr. Shaw ^{R3} from Wesleyville on April 6th 1826 tells of the friendly attitude of the tribes of Pato and his brother Congo, and of the serious inconvenience they were suffering as a result of the treaty made with Gaika in 1819 by Somerset. The correctness of Mr. Shaw's estimate of Pato will be noticed time and again, and the fact that Pato's people were later located along the lower reaches of the Buffalo must have had a bearing on the early history of the Buffalo mouth. As it was, the treaty with Gaika in 1819, by which the country ^{R3.} between the Fish and Keiskama rivers was to be British territory

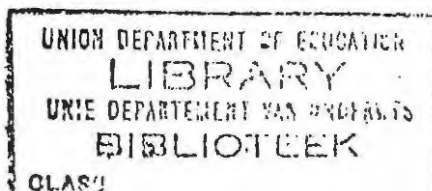
R. 1 Imperial Blue Books. Volume IX (Kafir War 1836 -37)
Part 1 p.41 (Cape Archives)

R. 2 Extracts from a "Narrative of a Campaign in Kaffirland
in 1835" by Capt. James E. Alexander, appeared in the
"East London Daily Dispatch" of April 29th, 1931, in an
article contributed by Mr. W.R. Bovey.

territory, uninhabited as far as possible, completely disorganised political relations among native tribes. Mr. Shaw, in the same letter, says of Pato and Cobus: "..... the whole tract of country formerly belonging to them, lies between the Fish River and the Keeskamind, being a narrow tract along the coast. This they were obliged by that treaty to relinquish, and have ever since inhabited a country that belongs of right to the tribe of Tsambie." This disorganisation must have been one of the prime causes of the 1835 war from the Kafirs' point of view.

The treaty which had at no time worked out successfully, broke down when Gaika died in 1828, leaving 'Sandeli' as his heir in the care of his widow Sutu. Another son, Macomo, assumed the regency, and he was one of the chief instigators of the subsequent disturbance. The details of the Kaffir invasion of December, 1834 are too well known to need repetition; suffice to say that by the middle of April, Colonel Harry Smith had helped Sir Benjamin D'Urban to claim possession of the country up to the Kei River. On the 10th May, 1835. *R* this was embodied in a proclamation by the Governor which reads as follows: "Whereas in the months of December and January last Tyali, Macomo, Eno, Botma, T'Slambie, Dushanie and others broke into the colonial frontier. I have defeated (them) and conquered their territory I now proclaim eastern boundary right bank of the Kye River above mentioned chiefs are for ever expelled."

An interesting narrative of the campaign in 1835 has *R2* been given by Captain (afterwards Sir) James Alexander, who at that time was on the staff of Sir B. D'Urban. He tells of an expedition ...



Page 14.

R. 1 Imperial Blue Books. Volume LX (Kafir War 1836-37) Part
p.41 ff. (Cape Archives)

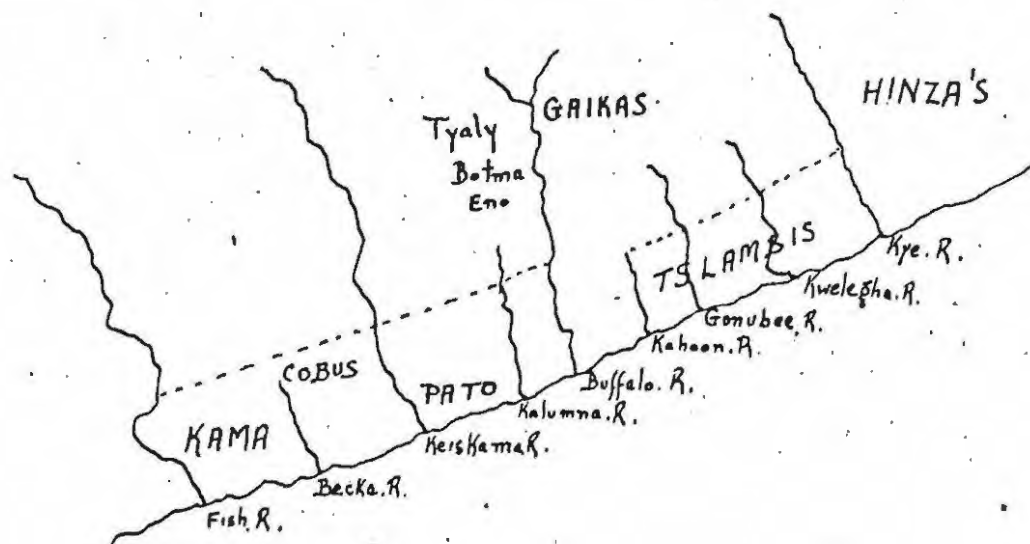
Part 1

of an expedition under Col. Smith to clear the country near the sea and examine the mouth of the Buffalo. At a time like this when plans were being made for the administration of the ^New province of Queen Adelaide, the necessity of a seaport near the scene of activities was essential, and must have occupied the minds of those at the head of affairs. The expedition left headquarters (Fort Hill, King William's Town) on 23th May, passed Mount Coke, and moved along the ridge between the Buffalo and Chalumna Rivers. On the next day the Buffalo was crossed, and, the cavalry pursuing a "spoor" beyond the Nahoon River without success, the expedition ~~was~~ ^{was washed} near the mouth of the Buffalo among Kaffir gardens. The observations of the next day may be put into Captain Alexander's own words. "Next morning Kaffirs and cattle were found among the strange sand hills by the seashore, but by swimming the kine over a creek they got them clear off. We galloped to the mouth of the Buffalo, and within it found a flat of sand on which was much spoor of hippopotami, and the river running deep and full under the steep right bank. Upwards it opens out into a fine lake, and is quite unfordable for four miles, to the junction of the fresh and salt water. There is twelve feet of water on the bar at high water, and six at ebb, and, with beacons on the sand hills at the mouth, the Buffalo promises to be a good port for the new province..." Here we have probably the first open expression of the suitability of the Buffalo mouth for a port; altogether, he says, they "were much delighted and surprised with the amazing beauty and promise of this part of the new province."

This new province was, according to proclamation, to be guarded by a series of simply constructed forts, the three on the Buffalo being named Forts Hill, Murray and Beresford; the remains of

- R. 1 Imperial Blue Books. Volume LX (Kafir War 1836-37)
Part 1 p.89 ff. (Cape Archives)
- R. 2 Idem. Part 11 p.4-19.

remains of Fort Hill, which was to be military headquarters, may be seen next to the lowest of the three reservoirs in King Williamstown. King Williamstown, which was built round the site of Fort Hill, received its name on the 24th May 1835, and on June 11th D'Urban returned to the Cape, leaving Col. Smith in charge of frontier affairs. D'Urban had appointed a Commission for the settlement of the friendly tribes within the new province, and in his despatch of the 7th November to *R* Lord Glenelg he enclosed a map showing this location of natives. Pato, Kama and Cobus, the sons of Congo, were placed along the sea coast between the Fish and Buffalo Rivers, while the Tslambis^(Ndlambis), in return for good behaviour^{our}, received the coastal belt between the Cahoon and Kei Rivers; the narrow strip between the Buffalo and Cahoon rivers was to be reserved for white people.



The friendly Fingoes were located west of the Buffalo, *R* and by a Government Notice of the 23rd November, Pato, Kama and Cobus were made field cornets of their defined areas, with jurisdiction over native tribes only. It is common knowledge that, before the end of 1836, this settlement was reversed, but before

- R. 1 Cory: "Rise of South Africa" Volume V. p.29.
- R. 2 Colonial Office Records (Cape Archives) Volume 1063.
Naval and Military 1847 (Ref. C.O.1063)

but before that happened, certain noteworthy events took place at the mouth of the Buffalo River.

(b) THE BRIG "KNYSNA" VISITS BUFFALO MOUTH.

An extract from the Grahamstown Journal of 11th February, 1836 reads:- "Capt. Bailie has, we are informed, been actively employed of late in examining the mouth of the Buffalo, with a view to its capabilities for maritime purposes. His report, we understand, is most favourable; and is to the following effect:- Vessels of 10ft. draught of water, and even 12 ft, if properly managed, may enter at spring tides. The place possesses every requisite of easy roads, plenty of fresh water and fine timber. There is good grazing; a fine open sea, and no sand hills. A similar report to this was made by Capt. Bailie years ago, with regard to the Fish River - which is infinitely to be preferred, in point of situation, to the Buffalo; and yet no notice has been taken of the subject by government."

This John Bailie was the leader of one of the parties of *R1* the 1820 settlers, and it was he who, going further than a mere expression of the suitability of the Buffalo for a harbour, actually suggested to the Governor that a survey be made. It was tolerably certain that the Governor intended establishing a chain of forts from King Williamstown to the sea, in order to protect the belt between the Nahoon and Buffalo Rivers reserved for white settlers. When, ten years later, the position on the frontier was somewhat similar to that existing in 1836, Captain Biddulph, in suggesting a *R2* plan to Sir Peregrine Maitland for landing stores and troops at the Buffalo mouth, gives some interesting facts relating to events at that spot in 1836. As will be seen, Capt. Biddulph was camped at the Buffalo mouth when the earliest instance of the landing of goods took place at that spot. He tells us the following news: - "In the year 1836, before *R3*

R. I Colonial Office Records (Cape Archives) Volume 803.
Memorials: 1836. Volume 6 (P-R) (Ref. C.O.803)

it was known that the province of Queen Adelaide would be given up, Sir B. D'Urban, on the suggestion of Capt. Jno. Bailie of the Provisional Companies, directed a survey to be made, and soundings taken of the mouth of the Buffalo River, with a view of landing supplies for the troops in the centre of the Province. Capt. Bailie was accompanied on this duty by a Mr. George Rex, a surveyor, and their report of the state of the river and channel being favourable, it was transmitted to Mr. Petre, Commissary General at Capetown, who in consequence made a journey on purpose from Capetown to the Frontier to inspect the plan himself; ^xon his return he took up a vessel called the "Knysna" (180 tons burthen, and commanded by Capt. Findlay) the property of Mr. John Rex, son of the surveyor and a merchant of Capetown, loaded her with stores for the troops, and immediately despatched her on the trip to find out the river as well as she could I was ordered to the mouth of the river by Col. England, then commanding the province of Queen Adelaide, with 100 men to establish a post there, and superintend and assist in the landing of her cargo." This is not all he has to say, but before proceeding it may be of interest to study a Memorial drawn up by John Rex on the 29th September, 1836, and presented to Sir Benjamin D'Urban. Mr. Rex probably had been as impressed by the possibilities of the Buffalo mouth as had his colleague, Capt. Bailie, and he was prepared to take the risk of entering that river if the Government

were ready

x "..... it was some months before Mr. Petre could obtain a vessel to carry stores there, Mr. John Rex at length tendered the brig 'Knysna', and was accepted" (Grahamstown Journal: 12th June, 1847).

Page 18.

R. 1 Theal: "History of South Africa since 1795" Volume 11.
p.129 ff.

were ready to grant him exclusive trading rights with that port for eighteen months. "Memorialist", he writes, "also looks forward (under the favour of Providence) to opening a Mercantile establishment at the mouth of the said river, for which he would require an extent of land therefore humbly prays to grant him a piece of land or farm of 3000 morgen bounded between the Buffalo and "Cohoon" Rivers. Memorialist further prays uncertainty expense personal danger that should he ultimately be successful in the enterprise pleased to grant him the exclusive privilege and right of trading to and from the Buffalo River for a term of eighteen Calendar months." The Governor has made a brief note in the margin: "I have no power. B.D." Mr. John Rex refers to his boat in this Memorial as the Colonial brig "Knysna" of the Burthen of 140 tons, whereas Capt. Biddulph reckoned it a 130 tonner - John Rex was more likely to be accurate, for the brig was built by his father, George Rex, on the bank of the Knysna *Ri* River.

An advertisement appeared in the Grahamstown Journal of the 6th October, 1836, the text of which is worthy of mention:-

"BUFFALO RIVER:

To TRADERS and others within the Province of Queen
Adelaide and its vicinity.

The Brig KNYGNA will be at the mouth of the Buffalo River about the 20th of October, having on board an assorted cargo of articles calculated for the market of the New Province, for which produce will be received in barter, or they will be sold for cash The short distance from the different Posts in the New Province to the mouth of the Buffalo, and the goodness of the roads and pasture, together with the full Grahamstown prices which Mr. J. Rex will give or allow in barter, must convince every trader of the advantage to him of resorting to this new market Persons disposed to ship their produce for the Cape market may avail themselves of the Brig KNYGNA, which will receive goods on Freight."

The "Journal"

R. 1 Colonial Office Records (Cape Archives) Volume 1063:
Naval and Military 1847. (Ref.C.O.1063)
N.B. This collection includes 1836 correspondence relating
to the Buffalo mouth.

The "Journal" has some remarks to make ^{about} ~~at~~ this advertisement, but deploras the fact that the country has to be indebted for such an effort to extend its maritime resources not to the Government, but to the public spirit of Mr. Rex.

A letter from Captain Biddulph to Lt. Col. England at King Williamstown, dated the 19th November, 1836 tells of the arrival of the "Knysna" at about noon that morning. In his 1846 account of this, Biddulph says that he himself planted the British Flag on an eminence on the Eastern side of the river^x, and arrived just in time to make a signal to the ship as she was passing by the river, for by her Captain's reckoning they had not yet passed the Kowie! The Captain and the Owner (John Findlay and John Rex) went ashore in a small boat, but, as the weather was rough, the former decided that the "Knysna" should not attempt to enter the river until he had made his own soundings. The result of his work was to convince him that it was impracticable to bring in a vessel of that size with perfect safety. They decided, therefore, to land the stores in the ship's boats on the WESTERN side of the river, close to Biddulph's camp. "(This) was done," says Capt. Biddulph, "in the most expert manner without a single accident, each Boat load occupying about 40 minutes coming from the ship to the shore, or less. The ship took in a cargo of hides to the Cape on her return, having been at anchor 7 weeks during which time she rode out one or two severe gales without losing an anchor. Captain Stockenstrom, then Lt. Governor, came to the Buffalo mouth whilst I was

x c.f. Cory's Rise of S.Africa (vol. 5) p.30 "Mr. Bailie tells us that his first procedure on landing was to erect some sort of pole on an eminence on the eastern bank and to hoist the British flag."

Ri

Mr. Hindlays present address is :
26 Trevenna St.,
Pretoria

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whilst I was in command, and witnessed the landing of some of the stores, and considered it of so much importance that he named it "Port Rex" (after the owner of the vessel) and I believe in the treaties which he afterwards made with the chief Pato, the right of H. Majesty to form a post there was stipulated for

(The writer has been fortunate enough to get in touch with a grandson of the late Capt. John Findlay, and his statements go to verify the abovementioned facts. The present Mr. George Findlay writes as follows: "A day or so before the 10th September, 1836, Capt. John Findlay put in at Simonstown with a cargo of timber from Knysna. The ship was the brig "Knysna" built at that place out of stinkwood by Mr. George Rex, her owner. He arrived to find that the Governor had chartered the ship to land a cargo of grain at the hitherto untried mouth of the Buffalo. There were troops inland in that area, and it was thought that supplies could be got to them more easily via the Buffalo, especially if the bar could be crossed. Capt. John Findlay had gained some skill at this, going in and out of the Knysna mouth. Information as to the river was not too good but he said nobly that he would find it even if it were no bigger than a nigger's head. He got there alright and delivered his cargo, but the swell was too heavy for her to attempt crossing the bar..... The foregoing is only partly indicated in contemporary letters, and principally a family tradition as reported by an Aunt who should have known...")

- R. 1 Colonial Office records (Cape Archives) Volume 1447
Despatch Book (1833-38) p.252. (Ref. C.O.1447)
- R. 2 Colonial Office records (Cape Archives) Volume 828
Memorials 1837 (Volume 3) (Ref. C.O.828)

The Grahamstown Journal of the 1st December, 1836, gives an extract from a letter from the New Province; this letter tells of the arrival of the "Knysna", and of the impracticability of her entering the river owing to her size. The correspondent maintains that anything up to 120 tons can come in with the greatest facility. "Even as it is", he writes, "it is infinitely preferable to Algoa Bay, for the anchorage in the roadstead is unexceptionable for vessels of any size; and it is so open that in case of necessity they could get out to sea with any wind The Channel of the river is free from heavy surfs quite out to sea; and there is a ledge of flat rocks at the landing place, forming quite a natural quay, within 5 minutes' walk of the store. There is a supply of fresh water on the spot for the use of the post, and ships might be watered from the river, a short distance up The supply of the frontier with public stores from thence would be accomplished at half the expense of that by way of Algoa Bay, the distance being not more than half, and the road as smooth as a bowling ground."

Such was the position of "Port Rex" at the end of 1836. The post consisted of 1 Captain, 1 Subaltern, 2 Sergeants, *Re.* 1 Drummer and 29 Rank and file. Early in 1837 came the news that D'Urban's policy had not found favour with the Colonial Secretary, and that the Province of Queen Adelaide was to be abandoned. The Keiskama was to be the eastern boundary of the Colony, and all troops were withdrawn, leaving behind only the missionaries and a few venturesome traders. An early chapter in the history of the port had closed, but this state of affairs was not destined to remain for longer than 10 years. The last echo of this stage is to be found in a Memorial sent to the Governor by John Rex in March 1837, praying for a re-
mission of certain

mission of certain duties on goods brought from Fort Rex. Some of the goods had been purchased after Queen Adelaide province had ceased to be part of the Colony, and the Collection of Customs at Capetown regarded such goods as imports from a foreign port, and therefore liable to Custom House duties. The answer to this reasonable request is not known, but certain it is that John Rex received but scant reward for his courage and resource. In the year 1847, when the "War of the Axe" had brought the Buffalo regions into prominence once more, a plea was entered in the columns of the "Grahamstown Journal of the 12th June, that John Rex might not be deprived of the honour justly due to him by some other name being substituted for that of "Fort Rex". This, however, fell upon deaf ears, and today there is, to one's best knowledge, no memorial to that brave man.

4-3469:

- R. 1 References from Imperial Blue Books: Volume X: Kafir tribes (1847 -49): Part. 1 p.107 ff. (Cape Archives)
- R. 2 Colonial Office records (Cape Archives) Volume 1063. Naval and Military 1847. (Ref.C.O.1063)

CHAPTER 111.The War of the Axe results in the re-opening of the Buffalo Mouth, and a Military Settlement there (1847).

Stockenström had put into effect Glenelg's system of treating the native chiefs as "persons" capable of realising the significance of treaties. But this did not bring the desired peace, for there were always dispossessed chiefs acting as agitators, and neither side could hold strictly to the treaties. Maitland, when he arrived in 1844, found it necessary to be more firm, and he made further treaties, allowing the Ceded territory to be regularly patrolled. This only served to convince the natives that the Stockenström régime was over, and, from correspondence, it is obvious that Maitland, Hare and Maclean could sense an imminent Kafir rising. Referring to Pato and Cobus Congo, who occupied the coastal regions between the Keiskama and Buffalo rivers, Hare writes in March 1846: "I have never entertained any good opinion of either since Kama left them, and he left them for good reasons." In the following month war was declared by the Lieutenant Governor, who assumed the offensive; but the campaign was not well managed, and Pato's men came pouring into the Colony, where they were met by a mixed force of burghers and regulars. About this time (April 1846) a plan was suggested to Maitland for landing Government stores and troops at the mouth of the Buffalo River. The suggestion was made by that very Captain Biddulph, who as Officer Commanding the camp at the Buffalo Mouth in 1836, had witnessed the experiments carried out by the brig "Knysna." Writing from Fort Beaufort at this time, he gives a full description of that earliest attempt to use the Buffalo mouth as a landing

R 1 Imperial Blue Books: Volume X. Kafir tribes (1847-49)
Part 1 p.164. (Cape Archives)

R 2 Idem: Part 11. p.8.

as a landing place for stores, and suggests that the Governor should use it for that purpose. He points out that such a scheme would save 100 miles of carriage, and at least £20,000; in addition, the Fish River was often impassable for ten days at a time. He also suggests an expedition which he would be happy to accompany, noting the urgency of such a plan in the event of probable difficulties in the supplying of the troops.

As far as can be ascertained, Maitland made no use of these details, either ignoring the plan, or toying with the Waterloo Bay scheme. Biddulph's plan does seem reasonable enough to have warranted a fair trial, but a close examination of Maitland's methods of dealing with Frontier problems throws some light on his attitude in this case. Towards the middle of 1846, Col. Somerset, having pursued Pato as far as the Kei, returned and made his camp on the Buffalo river. From this point manoeuvres were continued, until in January 1847 Maitland reported to Grey that, with the exception of Pato and his family, every chief in Lower Kafirland had given in his arms, and registered himself as a British subject. This was a state of affairs which the next Governor was to find was hardly the case. Maitland's scheme for a settlement is reminiscent of D'Urban's policy. He reports having taken away the Ceded territory (Fish ^{to} Keiskama) from the Kafirs, and calls the territory beyond this British Kafirland, bounded on the East by the Great Kei River. "..... All this country with its inhabitants I mean to bring under British rule, appointing a magisterial commissioner to each division native police officered by Europeans native headmen Kafir custom should be adhered to as far as possible"

This scheme,

- R. 1 Imperial Blue Books. Volume X. Part 11. Kafir tribes
(1847-49) p.26 ff. (Cape Archives)
- R. 2 Cory: "Rise of South Africa" Volume V p.10.
- R. 3 Cory: "Rise of South Africa" Volume IV p.496.

This scheme, however, went no further at this stage, as at the end of the month Sir Henry Pottinger arrived with Sir George Berkeley, and took over from Maitland. The new Governor commenced his duties with the idea that the war was over, but in one of his early despatches to Earl Grey he mentioned the contradictory reports he had received of the state of affairs on the frontier. By the end of February, however, he was convinced that the war was by no means at an end, and together with Berkeley, he decided to organise a frontier defence along the Buffalo river, hopeful that the mouth of the river could be used as a place for landing troops and stores.

The Buffalo river was chosen because Pato and his allies, who were still openly at war, were occupying the country between the Buffalo and the Kei. "My present notion," he says, "is that I shall advance the boundary of the Colony to the Buffalo river..... I might have been disposed to limit that advance to the Keiskama, but it appears to me (and also to Sir George Berkeley) that the possession of King William's Town, and of a strong position at the mouth of the Buffalo River, will be one of vital moment." Cory states that, Waterloo Bay, having proved unsuitable as a landing place for stores, Pottinger's scheme was to substitute the Buffalo River for this purpose.

During the 1846 campaign, there was a premium on any spot nearer than Algoa Bay to the scene of hostilities, where provisions (and perhaps troops) could be landed. A successful experiment was made at a small bay near the mouth of the Fish River, stores being landed there by surf boats.

However, Waterloo ...

R. 1 Cory: "Rise of South Africa" Volume IV p.496.

R. 2 Imperial Blue Books. Volume X. Part II. Kafir tribes
(1847-49) p.72 ff:- Enclosures to Pottinger's despatch
to Grey (14th April, 1847) (Cape Archives)

However, Waterloo Bay, as it was called, proved very dangerous in any but the calmest weather, and the anchorage was too rocky for safety. The one attempt made to land troops ended almost in disaster, and later in the year a barque with her stores was wrecked there. Lieutenant Forsyth R.N. was asked to make a survey of the Bay, but, as his report was unfavourable, it was no longer used, and its name passed with it. It was this same naval officer, Lieut. Forsyth, who was ordered by Pottinger to survey the mouth of the Buffalo; he left Fort Peddie on 2nd April, and took a full month to complete his survey and report, a resumé of which is given later.

With the opening of April 1847 came a report from Berkley after his first inspection of the Buffalo mouth. To him it appeared quite suitable for a Commissariat Depot, because once the bar were negotiated, there came a deep channel with smooth water. In addition, a ledge of rocks formed a natural pier, while the plateau above would allow of any sized work to cover the stores from attack. There was sufficient water for the troops, and the cattle could be sent at certain times to the numerous valleys and pools in the neighbourhood. He recommended that the Buffalo line be occupied, and that all narrow paths leading to small drifts be blocked, so that the enemy would be forced to use the large ones which could be watched. Pottinger's answer came immediately from Fort Peddie, expressing his full agreement with Berkeley's plans. "I trust," he says, "that the mouth of the Buffalo River, will be, on examination by Lieutenant Forsyth, ascertained to be fit for the disembarkation of stores, troops

R. 1 Colonial Office Records (Cape Archives) Volume 1063
Naval and Military 1847. (Ref.C.O.1063)

of stores, troops, etc.; and in that event, I can only repeat my wish that you should at once take measures for establishing a permanent British station there Pato and his present confederates must be effectually and finally subdued"

It was at this point that Lieut. Forsyth on the 5th May 1847 presented a report on his survey of the Buffalo mouth which led to the foundation of East London. This is here given almost in full:-

"Having been at this place a month, and watched the entrance to the river daily at all times of tides, and with the winds from S.E. and S.W. which generally cause the heaviest sea on this coast, I consider the Buffalo practicable for surf or whale boats almost always in moderate weather at slack water or with the flood tide; the ebb at springs generally flows out at the rate of from four to five knots an hour, rendering it nearly impossible for boats to pull against it. During the time I have been stationed here the bar has been passable 13 days: that is, laden boats might have come in or gone out of the river in safety. The means I should advise being adopted for discharging vessels would be by surf-boats. I feel convinced, with a good establishment of that sort that all the necessary supplies may be landed without much difficulty. *Admiral*

After once crossing, every impediment is overcome, the landing being excellent alongside a temporary wharf now in progress by the men of the 73rd Regt., 400 yards from the Western point, and on the Western Bank. The anchorage off the entrance is good, and I should say infinitely superior to Waterloo Bay, the bottom being clear of rocks, and the water of moderate depth.

Page 28.

- R. 1 Colonial Office Records (Cape Archives) Volume 1063
Naval and Military 1847 (Ref.C.O.1063).
- R. 2 .Cory: "Rise of South Africa" Volume V. p.30.
- R. 3 Grahamstown Journal: 22nd May, 1847.

depth. The barque "Frederick Huth" now discharging here, R1.
 has held on through two gales I have nearly completed a survey of the anchorage and entrance to the river, but have not yet been able to obtain the necessary soundings, until which I do not feel myself competent to give a decided opinion whether it be possible for small steamers or coasters to enter the river....."

This report pleased the Governor, and surf-boats, together R1
 with Paddle Box Boats, were ordered to be brought from Capetown, together with other requirements such as lines and anchors. We find Lieut. Forsyth on the 6th November requesting that his R1
 services be mentioned to the Lords of the Admiralty, stating that he has had 21 years' service either on Indian or Cape stations, or in surveying the coasts of Australia and South America in H.M.S. "Beagle". This same vessel, which, according R2
 to Cory, was used for surveying the Buffalo mouth, is best known to history as the ship that carried Darwin on his five year cruise along the South American coast.

Forsyth's report, coupled with the successful landing of stores from the "Frederick Huth" decided the authorities to use the site as a port. A letter from the Buffalo Mouth in the middle of May appeared in the "Grahamstown Journal", R3
 regarding the opening of that mouth as "the harbinger of future prosperity." Great praise is given to ^{Captain} ~~Captain~~ Toby of the "Frederick Huth" for the successful landing of cargo in the absence of efficient hands for discharging, and in the lack of surf-boats and men to work them. "In fact," the writer continues, "so much has been seen as to the practicability of landing under every disadvantage, that, with common precaution and the assistance of warps and buoys, we may look upon this new

Page 29.

- R. 1 See Forsyth's report (p.27)
- R. 2 Imperial Blue Books (Cape Archives) Volume X. Part 11.
Kafir tribes (1847-49) P.72-82.
- R. 3 Idem: page 86.

upon this new enterprize as the brightest star in the furtherance of our views as connected with the Caffers
 ... As to the most essential article of water by digging only a few yards from the sea permanent wells will amply supply all demands the Buffalo can boast of a substantial wooden store, under the management of Mr. George Reeler."

When it was decided to make a permanent station at the Buffalo mouth, the West bank was chosen because a landing could be made there far more easily than on the other side. In addition, the river would be an added protection against the unfriendly tribes. Orders were speedily given for the erection of quarters to accomodate 300 men, and permission given to order a strong garrison to the spot. The regiment which had been stationed at the mouth since April was part of the 73rd (273 strong), but as these were needed for active operations, Berkeley was instructed to order three strong companies of the 90th Regt. to be sent by the "Rosamund" to assist in maintaining Fort Glamorgan, as the new Barracks were to be called. This was in June when Sandili was making trouble near Black Drift (Alice). Pato had sent a message surrendering himself unconditionally.

The "Grahamstown Journal" of 19th June, gave directions for anchoring at the Buffalo, drawn up from the remarks of Lt. Forsyth R.N., while in the issue of the 24th July a very interesting letter appeared. It bore no signature, but it purported to come from someone who had recently visited the Eastern bank of the Buffalo River, where a fatigue party had been cutting poles. "..... and the more I see of the opposite (Eastern) beach," it runs, "the more I am convinced of the efficiency...

R. 1 Imperial Blue Books. (Cape Archives) Volume X. Part 11.
Kafir tribes (1847-49):- Pottinger's despatch to Earl Grey
dated 14th October, 1847.

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of the efficiency of making that beach the permanent landing site."

On the 21st August the "Journal" in its leading article dealt with the "increased impetus which has been given to maritime enterprise" by the Kaffir Wars. In another column it mentioned that "the only information from the mouth of the Buffalo is of a pleasing character all the marks of advancing colonization, of ploughs actively at work, houses and stores in the course of erection - of the busy hum of commerce - the arrival and departure of vessels, and all the other indications of an inroad of civilization upon the hitherto unproductive wilderness."

In October, Sir Henry Pottinger, reporting progress to Earl Grey, wrote: "Our posts at the mouth of the Buffalo river, and at King William's Town have been permanently established, and a very considerable amount of trade by sea has already sprung up at the former place. I have besides had numerous applications from merchants and others, for allotments of building ground but until the country as far as the Kei shall be perfectly tranquillized I have not thought it advisable to finally grant any allotments have left it to officers commanding to permit, under Sir George Berkeley's instructions, such persons as they think fit, to settle under the protection of the posts in temporary dwellings. I have no doubt, however, but that the moment circumstances will authorize the measure, flourishing towns may be founded at the points denoted, and I fully believe that the founding of them will not only tend to a rapid and large increase of commerce but will become one of the most important steps towards civilizing and ameliorating the predatory habits, and present savage ...

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Page 31.

- R. 1 Grahamstown Journal: 16th October, 1847.
- R. 2 Grahamstown Journal: 26th June, 1847.
- R. 3 Cory: "Rose of South Africa" Volume V. p.30-31.
- R. 4 Grahamstown Journal: 23rd October, 1847
- R. 5 Grahamstown Journal: 18th December, 1847

and present savage condition of the Kaffirs as a nation."

In the early days of October the rains caused the Buffalo *R1.*
to come down in a "state of non-transparency", and it was
found a few days later that the freshet had swept away many
obstructions at the mouth, causing a very different formation
there. The new channel was wide and deep enough to admit
without difficulty a vessel of from 30 to 100 tons. Up to
then no vessel of that size had entered the river, although *R2.*
the "African Maid" had intended doing so in June. The first *R3.*
disaster to shipping at the Buffalo mouth, came on the 17th
October of this year (1847), on which day five vessels lay at
anchor in the roadstead. These vessels were, according to
Cory, the "Kate", the "Foam", the "Ghika", the "Chieftain",
and the "Harriet". It was a threatening day, but loading was
being carried on; in the afternoon, it became too rough to
cross with safety, but Captain Froud of the "Ghika" had
offered a reward to be taken out to his vessel. The boat was
swamped, and seven out of the ten men, including Captain Froud
were drowned. Worse was still to come, for, during the night,
the "Ghika" herself was wrecked, no one on shore knowing about
it until one of her boats was found next morning. Every soul
on board was lost and the correspondent to the "Grahamstown *R4.*
Journal" averred that the wreck was due to negligence. This
misfortune, however, was counterbalanced by the first entrance
into the Buffalo river of a vessel of moderate size. A *R5.*
correspondent wrote to the "Journal" describing it: "She
(the "African Maid")..."

(the "African Maid") crossed the bar yesterday (9th December) in gallant style, much to the admiration of the gaping crowds who had assembled to witness this first attempt. She came into the river at 3 p.m., and was discharged of her cargo before sunset."

- R. 1 Imperial Blue Books (Cape Archives) Volume X.(Kafir tribes 1847-49) Part III.
- R. 2 Cory: "Rise of South Africa" Volume V. p.102-105.
- R.3-4 Imperial Blue Books (Cape Archives) Volume X (Kafir tribes 1847-49) Part III p.22-28.
5-6-7 (N.B. The majority of the notices and proclamations on the opposite page are also to be found in the Government Gazettes issued in December, 1847.)

CHAPTER IV.

East London is placed on the map by Sir Harry Smith.

During October 1847, Pato and Cobus had been driven across the Kei by Berkeley, and Pottinger was anxious that they should be pursued and harassed until they surrendered. This pursuit had not been successfully completed when, on the 1st December, Sir Harry Smith arrived in Capetown to succeed Pottinger. The appointment of Sir Harry foreshadowed a more popular frontier policy, for he, as Col. Smith, had been D'Urban's right hand man in 1836. This new policy was commenced on the 17th December by the announcement in a proclamation that all treaties with natives were to be considered annulled. On the same day the Keiskama river was declared to be the Eastern boundary of the Colony, the new district thus formed being shortly afterwards called Victoria. On the 23rd Smith arrived at King William's town, where he proclaimed the annexation by Great Britain of the land between the Keiskama at the Kei, to be called British Kaffraria - it was not just then to be "part and parcel of the Colony". In his despatch to Earl Grey, he reported the surrender of Pato, and the meeting of chiefs at which he had explained his policy. He spoke very highly of Col. McKinnon whom he had appointed Commandant and Commissioner of Kaffraria. All missionaries were invited to return to their missions, and traders to settle in the neighbourhood of the Commissioner's residence, or of mission stations; it was made quite clear in a Government notice that, until the country should have been surveyed and subdivided, that no trader would be allowed in any other part of British

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R7

- R. 1 Govt. Gazette: 30th December, 1847 (Cape Archives) - General Orders No.124, issued by Mackinnon.
- R.1-2. Imperial Blue Books (Cape Archives) Volume X. Kafir tribes 1847-49. Part III, p.28 ff.
- R. 3 Idem: p.44:- Enclosure No.5 to Sir H. Smith's despatch to Earl Grey dated 4th January, 1848.
- R. 4 Idem: p.44:- Enclosure No.6 (Govt. notice of 25th December 1847.)

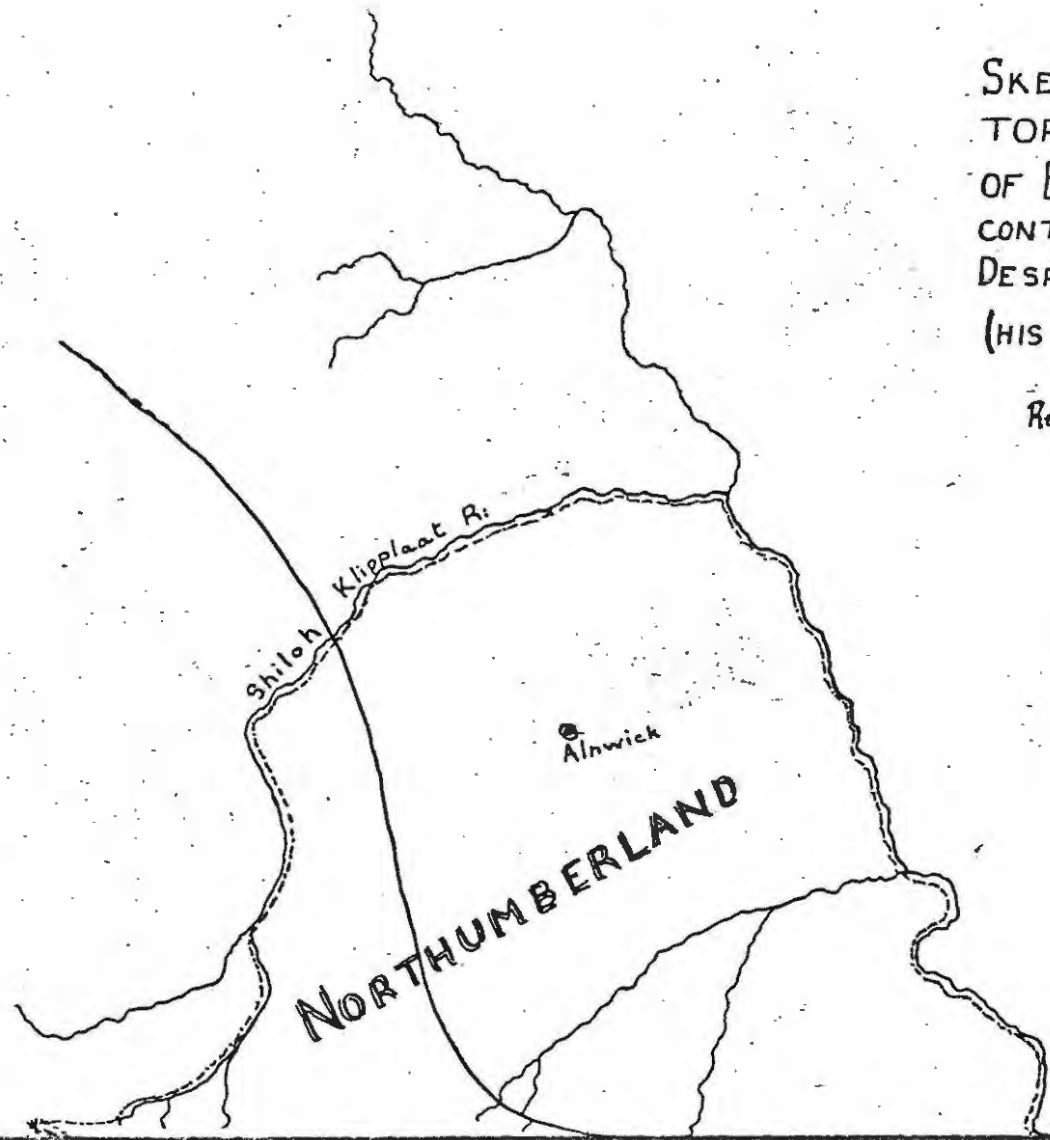
part of British Kaffraria. On the 24th December, orders were issued by McKinnon for the establishment and maintenance of posts at King Williamstown, Fort Waterloo, Fort Cox, Fort White and one near the mouth of the Buffalo "to be designated Fort Glamorgan". The name "Glamorgan" was a secondary title of the Dukes of Beaufort, a name which had already been used for a frontier fort. The Governor gave instructions that 3 companies of infantry and 20 cavalrymen would have to be accomodated at Fort Glamorgan, and that a large Commissariat store would have to be built. Captain J. Walpole, commanding the Royal Engineers, estimated the cost of the necessary buildings at £1557, and his name, together with that of Lieutenant Jervois R.E., must always be connected with the building of the Fort Glamorgan which can still be seen.

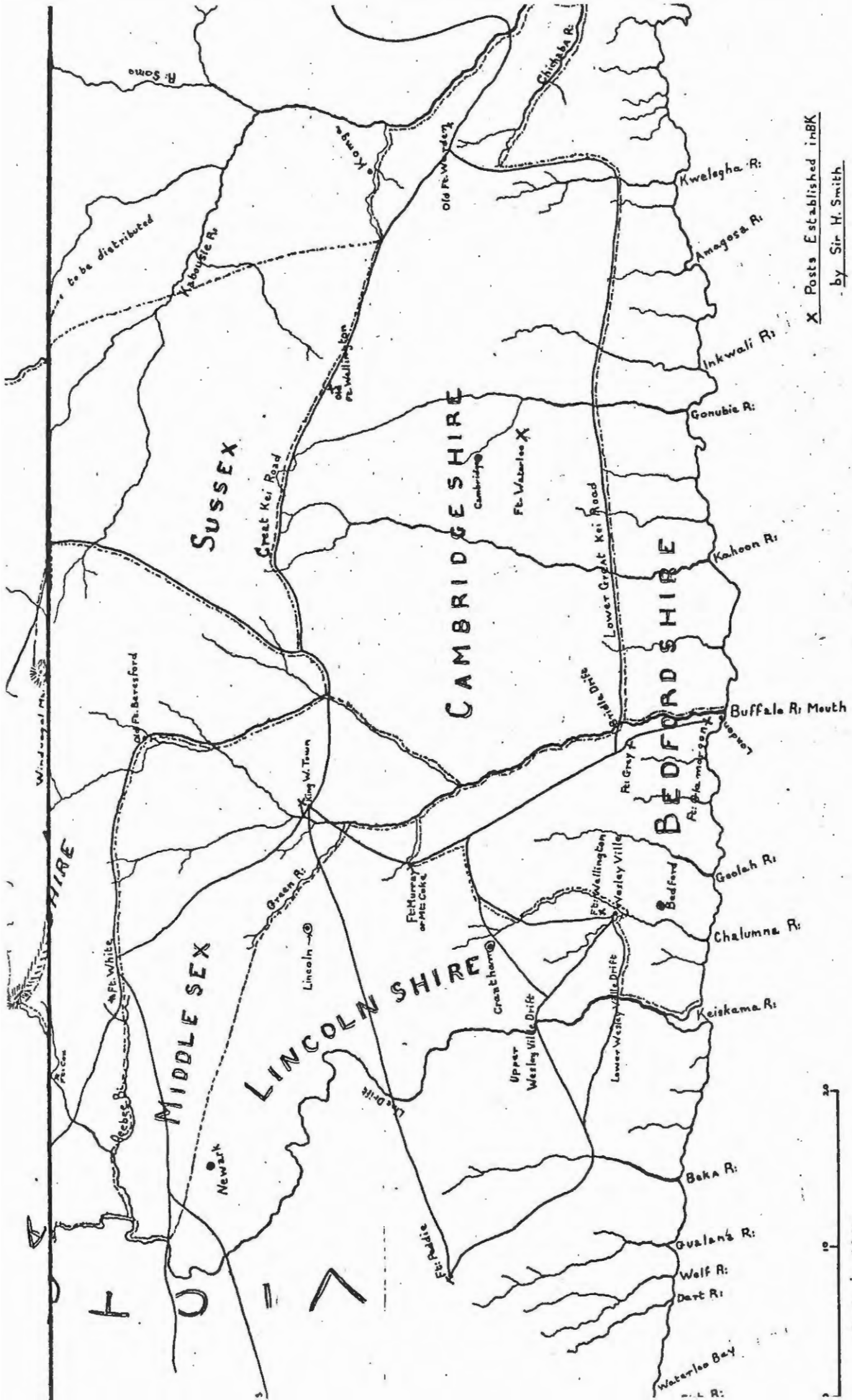
During this latter part of December, another man was busy at the mouth of the river. This was Lieut. Forsyth R.N., who had been instructed by the Governor to make another survey of the roadstead and river entrance. Before this report had been made, however, Sir Harry Smith had decided upon a subdivision of British Kaffraria "to define the territory to be occupied by the chiefs and people of each tribe that no dispute or disaffection may hereafter arise....." The shape of the new territory (on the map) so resembled that of England, that it was not a meaningless whim which made the Governor divide Kaffraria into counties, bearing the names of English counties. The sketch map^x has an added

x (See Map on P. 34A. It is a copy of the map sent by Sir Harry, when he reported his policy to Earl Grey in January 1848.)

SKETCH EXHIBITING THE
TOPOGRAPHICAL ARRANGEMENT
OF BRITISH KAFFRARIA —
CONTAINED IN SIR H. SMITH'S
DESPATCH OF JAN: 4th 1848
(HIS PROCLAMATION OF 23rd DEC 1847)

Ref: Colonial Office Records
No: 1395.
(Enclosures to Despatches,
Ex. 11)





X Posts Established in BK
by Sir H. Smith

Scale in Miles
0 10 20

- R. 1 Proclamation of 23rd December, 1847. (Govt. Gazette 30/12/1847)
- R. 2 Imperial Blue Books (Cape Archives) Volume X (Kafir tribes 1847-49) Part 111. p.44. Enclosure No.5 to Smith's despatch of 4th January, 1848.

has an added interest in view of the fact that most of the river names appear in the forms in which they are spelt today.

- (a) Yorkshire and Middlesex were to be occupied by the Gaika tribes;
- (b) Lincolnshire was reserved for Stock, Siwani, and Tabais and their people;
- (c) Cambridgeshire was for Umhala's people;
- (d) Sussex was allotted to Toise;
- (e) Northumberland was to be occupied by the Tambookies;
- (f) Bedfordshire embraced most of the coastal area between the Keiskama and Kei Rivers, and was to be the reserve for the Amagunuquabi tribes under Pato.

The orders continue as follows:- "Pato's place to be called Bedford; the rising town at the mouth of the Buffalo River to be called London." These orders were issued on Christmas Day, 1847, and the boundaries of the counties were meticulously defined, so that there should be no misunderstandings. The town of London is clearly marked on the map, on the West Bank of the Buffalo, and the fact that it was given that name shows the importance attached to it by Sir Harry Smith. The latter had not at that time received a report from Lieut. Forsyth, but the Buffalo mouth was the obvious port for the new territory, more particularly as that territory was distinct from the Cape Colony. R1.

Lieutenant Forsyth wrote his report on New Year's Day R2. 1843, mentioning that, although he had examined the mouth of the Buffalo in May of the previous year, he had been able to make further observations since then. He had examined the coast westward for 12 miles, but had not found any other suitable landing place. He thought very highly of the anchorage off the Buffalo mouth, and had seen vessels ride

out ~~xx~~ the heaviest ...

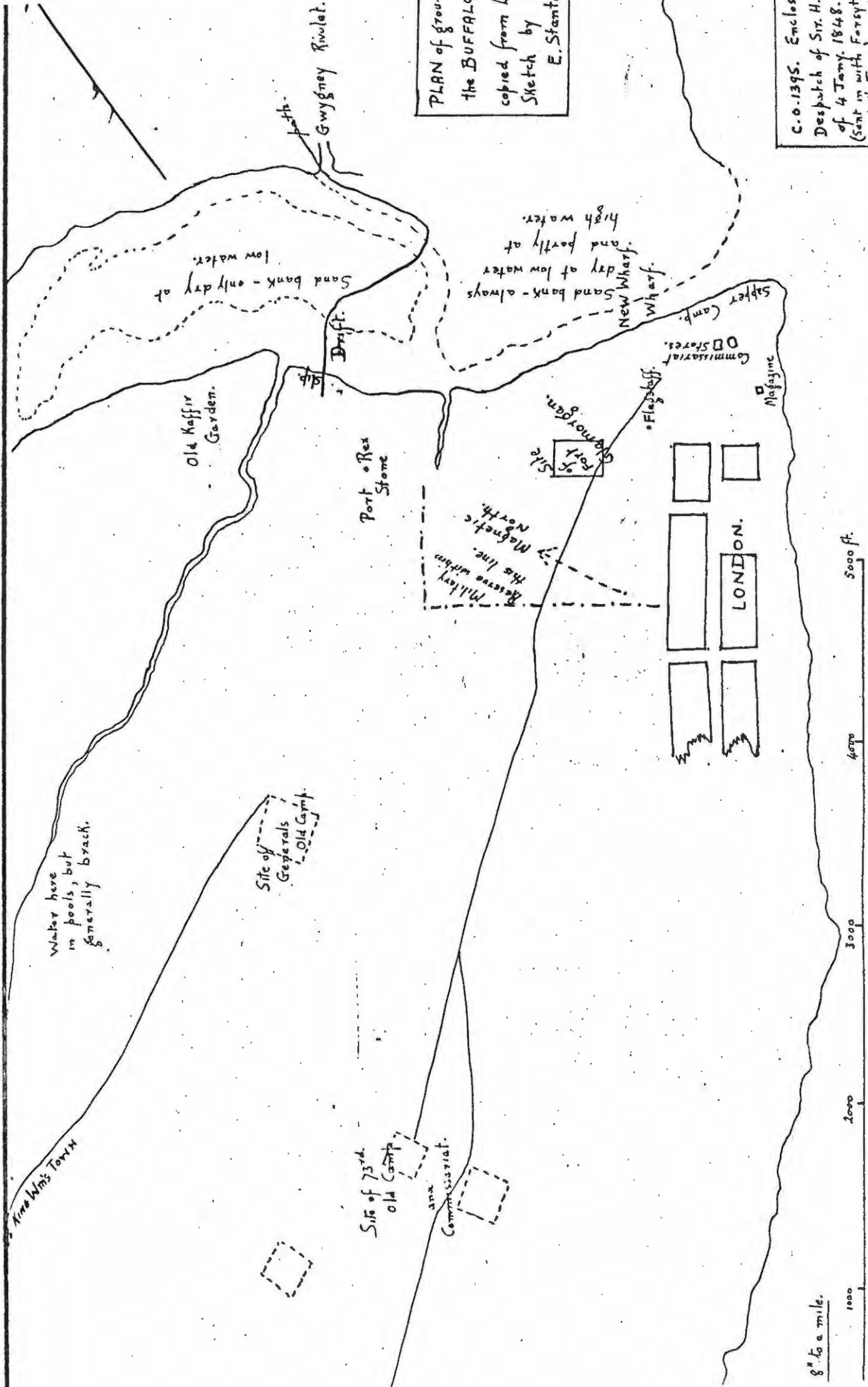
R. 1 Colonial Office Records (Cape Archives) Volume 1395:-
Enclosures to despatches (Ref. C.O.1395).

out ~~xx~~ the heaviest gales with apparent ease. The fact that it was open to southerly winds was of little consequence, as the prevailing winds were along the land; but the shifting bar of sand at the entrance was affected by the freshes and heavy gales. He went on to say: "The present mode adopted for landing cargoes is by surf-boats, which is very uncertain, and attended with much expense from the large number of men employed to work the boats I should like to bring before H.E.'s notice the great advantage that might be derived from having 2 or 3 iron vessels, say of about 70 or 30 tons burthen, of a light draught of water, schooner-rigged, and fitted with a screw propellor; these vessels might either discharge other vessels' cargoes at the anchorage, or sail direct between the other ports of the colony; by a very small outlay warfs might be erected, that vessels of the description above mentioned might come alongside of. It is also my opinion that the entrance to the river might be much improved, and made available for vessels of greater burthen, if means be adopted for confining the channel something similar to those employed at the Cowie."

On the next page will be found a copy of a map sent in with Forsyth's report. The original plan was sketched by R1. Lieut. Jervois, and copied for Sir Harry Smith by Lieut. E. Stanton R.E. It shows what it calls "Port Rex Stone", north west of the site of Fort Glamorgan; the site of the future town of London and the position of the two wharves may be seen; it gives an interesting illustration of the sandbanks at the river mouth, and the narrow channel. Flowing from the Eastern bank can be seen the tributary called the Gwygney (Quigney), which was then a rivulet. This valley today is being filled up with sand excavated from the turning-basin
 area. At this ...

PLAN of ground
the BUFFALO
copied from Lt.
Sketch by
E. Stanton

C.O. 1395. Enclosure
Despatch of Sir. H. S.
of 4 Jan'y. 1848.
(Sent in with Forsyth's
of 1st. Jan'y.)



- R. 1 Grahamstown Journal: 15th January, 1848.
- R. 2 Imperial Blue Books (Cape Archives) Volume X. (Kafir tribes 1847-49) Part III p.56-57. (Sir H. Smith's despatch)
- R. 3 Government Gazette (Cape Archives) 3rd February, 1848 giving the proclamation.

area. At this point was a path across the river, which could be crossed almost always at low water.

From "Port London (Buffalo mouth)" about this time was sent a letter to the "Grahamstown Journal", telling an interesting story of the "African Maid", that first vessel of any size to enter the river. "In going out yesterday, she was washed by the surf on ^{to} the bank, and had to remain there until the water rose considerably, before getting hauled off...
... Some days ago she explored the Buffalo a few miles up, laden with passengers, and thereby created such a spirit of enterprize, that shortly afterwards everything bearing the name of a boat was seen either sailing or rowing in her wake - rather a new sight on the Buffalo"

Sir Harry Smith, having paid a brief visit to Port London, went northward through Kaffraria, until on the 14th January, 1848 he was 50 miles Northwest of Shiloh mission station. It was from this camp that he issued that proclamation in which the name of EAST LONDON was given to the port at the mouth of the Buffalo; evidently that rising town gave promise of becoming the London of the East. Had the Governor been able to foresee the future development of that port, and the movement in 1931 to change so ambiguous a name^x, he might have been content to have returned to the original appellation of Port Rex. The prime reason for the proclamation was to
notify the

x A change of name for the city was seriously considered by the East London Chamber of Commerce in May 1931; this gave rise to a great deal of Press-correspondence, but was not carried to any conclusion.

- R. 1 Sir H. Smith's despatch - p.56-57 of Volume X, Part 111.
Imperial Blue Books (Cape Archives).
- R. 2 Government Gazette (Cape Archives) 3rd February, 1848.
- R. 3 Colonial Office records (Cape Archives) Volume 1149.
Colonel McKinnon 1848-1850 (Ref C.O.1149.)

notify the annexation of this new port to the Cape Colony. This was necessary, for there was no dearth of adventurers ready to land goods duty free at East London, and smuggle them into the Colony. "I find everywhere", said Sir Harry, "traders and their followers; adventurers, farmers, and landholders, all vociferous for the purchase of land; all desirous to avail themselves of the present state of things, and the prospect of future security, by investing the enormous sums of money which many have amassed in the confusion and disorder which war creates Every trader when asked 'Where do you intend to draw your supplies?' has invariably replied 'From the mouth of the Buffalo'; The expatriated 'Boers' on the line from Colesberg towards Natal will draw their supplies from traders, again at the mouth of the Buffalo..." Accordingly, East London (with a Rayon of two miles of ground) was declared a British port, forming "part and parcel" of the Colony, and existing under all the regulations of other ports in the Colony. The Governor did not end here, but appointed a Board of Commissioners to suggest improvements at East London, and the best methods of carrying out such improvements. Captain Walpole (commanding the Royal Engineers) was to be President of this Board, while the other three members were to be Lieut. Forsyth, De La Bare Blaine, Esq., and Charles Borradaile, Esq.,

The report of this Board appeared in the middle of February, shortly after heavy rains and heavy gales had caused the removal of the bar, and had destroyed the small wharf and slip erected by the military in the middle of the previous year. The Board gave as its opinion that it would be useless expenditure to attempt to improve the navigation of the entrance....

- R. 1 Imperial Blue Books (Cape Archives) Volume X. (Kafir tribes 1847-49) Part IV p.24. p.39.
- R. 1 Cory: "Rise of South Africa" Volume V. p.105.
- R. 1 Colonial Office records (Cape Archives) Volume 1149. Colonel McKinnon 1848-50. (Ref. C.O. 1149)

of the entrance by confining the channel, for any construction would be washed away. They suggested that the wharf, which had been fixed to the western shore where it was rocky, should be moved to the end of a floating stage, securely moored in the channel. A wharf, too, was essential for the landing of cargo, while it appeared necessary to have a slip (60' x 40') for the repair of boats. Most of the people trading with East London had iron boats of about 30 tons, drawing about 6 feet of water; these could cross the bar and enter the river at most times. The Board also suggested a fixed rate per ton, namely 3/- ~~for~~ landing and 4/- for embarking cargo.

The leading article in the "Grahamstown Journal" of the 5th February dealt with these measures of Sir Harry Smith, which, it stated, "give promise of effecting the most momentous changes in the condition of South Eastern Africa." "Waterloo Bay is to the Great Fish River Bush what the Buffalo is to the mountains and forests of the Amatola The mouth of the Buffalo - now East London - is to S.E. Africa of far greater importance It is the port of communication with the extensive country just annexed to the Colony, of which the mountains of the Amatola may be considered the base, and the Orange River the apex."

The territory having been divided into counties, traders were allowed to settle in various parts of British Kaffraria, their licences costing them £50 a year. By the end of 1848, *R.* there were at East London 3 general traders with licences, and one hotel. The revenue went into the treasury, not of Kaffraria, but of Cape Colony, but it was to be used towards roads and other public works in East London. The revenue received from Customs duties was to be used in part for harbour improvement. The first Customs appointment at East London

- R. 1 Grahamstown Journal: 12th February 1848.
- R. 3 Colonial Office Records (Cape Archives) Volume 1149.
Colonel McKinnon 1848-50. (Ref: C.O.1149)
- R. 2 Imperial Blue Books (Cape Archives) Volume X.Part 111.
- R. 4 British Kaffrarian Records, Volume 403 (Cape Archives)
Miscellaneous letters 1847-49.

East London was made in February 1848 - it was that of Mr. Charles Wolfe who was to act as Sub-Collector of Customs, Searcher, and Landing Waiter. Another appointment of later interest was that of Capt. Maclean near Westlyville, with orders to keep a strict watch over the chief Pato.

On the 4th March Col. McKinnon was appointed a Justice of the Peace for East London, but although he was Commandant of Kaffraria; he had no military jurisdiction over East London on account of its being part of the Cape Colony. The inconvenience of this having been represented to the Governor, as well as the necessity for some civil authority on the spot, Major G.H. Smith of the 73rd was appointed J.P. there in his stead. A letter from Major Smith to the Hon. John Montagu (dated 8th May 1843) contained an appeal for a few police,

on account of the growing abuses in that town; the military would not be adequate - in fact, they were usually the cause of the trouble. McKinnon endorsed this opinion, stating,

"The inhabitants of East London bid fair to become a troublesome set, and I have no doubt that [(it will be)]

.. necessary eventually to appoint a Resident Magistrate

there". Montagu, through McKinnon, directed Major Smith to submit the names of two competent men to assume the duty of policemen. This, however, was unsatisfactory, because Major

Smith wanted men in no way connected with the townspeople,

of East London. "For I verily believe", he said, "that there is not a tradesman from the most respectable downwards that

does not carry on illicit dealings". The fact that East London was not under the jurisdiction of British Kaffraria caused

several problems to arise.. Were licences to be levied at British Kaffrarian or Cape rates? Was the licence money to be collected by the Kaffrarian Government, and used for the

benefit of

- R. 1 Colonial Office Records (Cape Archives) Volume 1149.
Colonel McKinnon 1848-50. (Ref. C.O.1149)
- R. 2 British Kaffrarian records. Volume 403. (Cape Archives)
Miscellaneous letters (1847-49)

benefit of East London, or was this to be done entirely by the Colonial Government? Under what conditions was land to be granted, and what was to be the position of those who had erected houses with the permission of the Officer Commanding? This last question was to become very prominent at the end of the year.

Major Smith, in September, represented very strongly the *R1* need for a Wharf or jetty, forwarding a copy of the report of the Board of Commissioners. This report, it will be remembered, had advocated the construction of a wharf and a slip, but *R2* apparently no steps had been taken to have these works done. Lieutenant Stokes R.E. had been asked by Major Smith to *R1* furnish an estimate for the building of a wharf of permanent strength. His reply was that, as military labour was to be used, the cost would not exceed £429. This was not attended to at this time, but the Board of Roads in British Kaffraria *R1* spent £132 on East London during the months April to September, the greater portion of this sum being spent on the road between Need's Camp and the Buffalo mouth.

Before the end of the year 1848, Major Smith was succeeded by Capt. Edmund Rooper as J.F. and Resident Magistrate for *R2* East London. This officer watched the interests of the growing town for a period of eighteen months, during which very little of historical interest ^{occurred} ~~was~~ there. The public buildings at Fort Glamorgan were then ^{far} advanced, but it was obvious that no people at the port would erect good buildings for themselves until they were secured in the possession of their ground. McKinnon urged an early settlement of this question and his letter of the 7th December to Montagu was represented to Sir *R2* Harry Smith as follows: ".....it appears that the occupants of houses built

- R. 1 Colonial Office Records (Cape Archives) Volume 1149. Colonel McKinnon 1848-50. (Ref. C.O.1149).
- R. 2 Idem: Letter dated 21st December, 1848 (Montagu to McK
- R. 3 British Kaffrarian Records. Volume 403. Miscellaneous letters 1847-49. (McKinnon to Rooper)

of houses built at East London desire to have some stronger R1.
 title to these houses and the land in their occupation than
 the leave granted by the O.C. at the Port to erect houses
 which are liable to be pulled down at any moment if the
 Government desire it. I agree (that) ~~that~~
 those who have built up to the present time should be allowed
 to retain possession of the land, etc. occupied by them, on
 payment of a fair quit rent such quit rent to be liable
 to redemption on payment of 15 years of the rent I beg
 to recommend that no further leave to build be given, but that
 the unoccupied land be surveyed as soon as possible, and ex-
 posed for sale by public auction....." The Governor R2.
 approved of this scheme, and just before the New Year, McKinnon
 communicated the news to Capt. Rooper, suggesting £3.15.0d. R3.
 per annum as a fair quit rent. Thus was cleared up a very
 important question, for civilians would now feel safe in
 building better houses, and paying more attention to their
immovable property.

This overlapping of Kaffrarian and Colonial jurisdiction
 gave rise to another dispute in East London, this time over R1.
 the matter of licences. At the beginning of 1843 certain
 traders had paid their licence rates, which were levied under
 the regulations of British Kaffraria. After the annexation of
 East London to the Colony, however, Colonial rates had been
 exacted from some of them in addition. The result was a
 memorial from H.J.M. Gyfret and others (dated 5th January 1845)
 petitioning for a return of the overcharge, and pointing out
 that many necessary works there had been "brought to a still
 stand (sic) since the transfer of the money to the Colonial
 Treasury."

- R. 1 British Kaffrarian Records. Volume 403. (Cape Archives) Miscellaneous letters 1847-49.
- R. 2 Government Gazette: 18th July, 1849.
- R. 3 Grahamstown Journal: 14th April, 1849.
- R. 4 Grahamstown Journal: 7th July, 1849.
- R. 5 Imperial Blue Books (Cape Archives) Volume XI (Kafir tribes 1850-51) Part 1.

Treasury." In reply to this came a curt reply, expressing regret that their request could not be acceded to, and pointing out the heavy expenditure incurred by the establishment at the port of a Magistracy, a Customs Officer and a Police force. The memorialists were especially annoyed by the last part of Montagu's reply, which pointed out "the impracticability of the Government's being in all cases able to allocate the funds at its disposal in such a manner that every locality shall have expended upon it an amount equal to the Revenue contributed by it."

Mr. Syfret, however, was more successful in another memorial, in which, with Messrs. Snooke and Simpson, he prayed that East London might be placed within the jurisdiction of a Colonial Circuit Court. This was answered by a proclamation including East London in the district of Victoria. From a notice of a Sale of plots of ground at East London, it appears that such streets as Strand street, Smith street, and Toby street were in existence early in 1849. The "Grahamstown Journal" stated that "the sale of Crown Lands at East London on the 5th (June) went off with considerable spirit, and somewhat surpassed public expectation ranging from the upset price of £3 each to £12. Some dissatisfaction was expressed at the high rate levied for surveying expenses, viz. 24/- per Erf. On the whole, the sale augurs well for the prospects of this youthful, but well situated seaport." Nor were the "Royal Engineers" idle, for the Fort Glamorgan barracks were nearing completion in April, while other important works had already been completed. Captain Howorth's report of works in British Kaffraria, dated the 10th April, showed the following position in

R. 1 Colonial Office Records. Volume 1149 (Cape Archives) -
Colonel McKinnon 1848-1850. (Ref C.O.1149).

R. 2 British Kaffrarian Records: Volume 61 (Cape Archives) -
(Resident Magistrate, East London)

position in East London.

(i) Works completed:-

Commissariat stores at a cost of	£318	odd.
Ordnance " " " " "	£110	"
Wharfslip and stores " " " "	£126	"
Ordnance magazine " " " "	£272	"

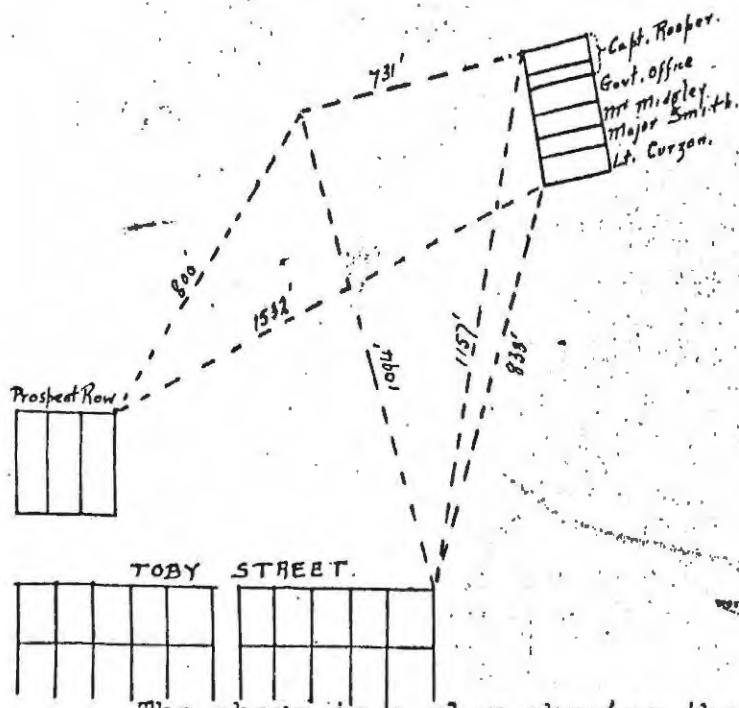
(ii) Works uncompleted:-

Barracks, Ft. Glamorgan; about $\frac{2}{3}$ completed, and £1697 odd expended.

The next question was a request from Captain Rooper on behalf of certain officers who wished to have titles to the Erfs on which they had built. This was a very reasonable request, for the officers were at that time (July) about to be provided with barracks, and it would have been a distinct hardship if they had not been allowed to sell the buildings which they had erected. This was granted on the terms suggested by Captain Rooper, namely the same terms as had been granted to civilians at the end of 1848. Thus, upon paying 15 years' purchase of the Quit rent, they could obtain titles to their Erfs.

R1.

R2.



R1

The above is a plan showing the position of the Officers' houses in relation ...

- R. 1 Colonial Office Records. Volume 1149 (Cape Archives) - Colonel McKinnon 1848-50.
- R. 2 British Kaffrarian Records. Volume 404 (Cape Archives)- Miscellaneous Letter Book 1848-50.
- R. 3 British Kaffrarian Records. Volume 405 (Cape Archives) Miscellaneous Letter Book 1849-56.
- R. 4 Grahamstown Journal: 20th April, 1850.
- R. 5 Grahamstown Journal: 4th May, 1850.
- R. 6 "Church in the Colonies." No.XXVII. Diocese of Cape Town Part 11. This was the book consulted by Mr. Hewitt.

houses in relation to the town of East London, as laid out by the Government Surveyor, and was sent along with Captain Rooper's request. Towards the end of the year the Magistrate stressed once more the need for a jetty, saying that even a sum of £35 would be of some help; but as no provision for this had been made in the estimates for 1850, the Government could not authorize it. Rooper made another appeal in the following year, without effect, but this was destined to be one of his last appeals on behalf of East London, for news arrived in June of the removal of his regiment from that post. Col. McKinnon was not slow to express his regret at Rooper's departure, while the inhabitants of East London (who had known before this that he was to retire) also recorded their gratitude. Before his departure he was to preside at a different kind of court; this was a Wesleyan Missionary Conference held at East London from April 21st to 23rd, "the first meeting of the kind held there" according to the "Grahamstown Journal" - the report, which was read by the Rev. W. Sargeant, was announced as most satisfactory.

R1.
R2.
R3.
R4.
R5.

In July of this same year (1850) reference was made in Bishop Gray's "Journal" to a visit to East London.* He was making a "Visitation" Tour through the Cape Colony, and on the 30th July he held a Confirmation "in a small store used by the Wesleyans and the Church for Divine service." After commenting upon the large congregation, he indicated the impressions he had gathered during his fleeting visit; but they were not

R6.

x For this information the writer is indebted to an article in the "E.L. Daily Dispatch" of the 8th May, 1928, by Rev. H.A.G. Hewitt.

R. 1 Cory: "Rise of South Africa" Volume V p.291-292.

they were not very favourable, for he said: "East London, situated on the mouth of the Buffalo River, is but a very small place, and has as few natural advantages as any place I have ever seen claiming to be a port. I could have walked across the river without getting wet above the knee. There is no shelter whatever for vessels, it being an open roadstead; the shore is rugged, and the surf, though there was no wind during my stay, was very heavy. The sole remaining point is that the anchorage is said to be very good Mr. Buckner, the military chaplain rowed me a mile or two up the river, the banks of which are pretty, and covered with euphorbia."

Thus, although East London had been born as a result of war, and placed on the map of civilization because of her strategic position, she had been given 2½ years of peace in which to be reared. Sir Harry Smith's policy had brought about an "unprecedented freedom from marauding and annoyance by Kaffir thieves", but in the latter half of 1850, a restlessness on the part of the natives became apparent. Was East London likely, under these conditions, to grow into a great port?

Page 48.

R. 1 Imperial Blue Books (Cape Archives) Volume XI. (Kafir
tribes 1850-51) Part 11 p. ~~44~~ff.

CHAPTER V."East London justifies her foundation during the 1850-53 War."

At the end of September 1850 Col. McKinnon reported to the Governor in Capetown that there was a great deal of excitement in Kaffirland, occasioned by a prophet Umlanjeni in Umkye's location. The quiet which had reigned in Kaffirland was unnatural, for the chiefs must have chafed under their loss of power. Besides, 1850 had proved a bad year for their crops. It needed but a spark, such as the fanatical outbursts of Umlanjeni, to set the frontier once more ablaze.

Sir Harry Smith, however, was inclined to regard these rumours as groundless or exaggerated, and he told Earl Grey quite frankly that he attached very little importance to them. To McKinnon he wrote: "Should these misguided people really be induced to break out, our position, militarily, is far different from what it was in all previous wars, as we occupy posts in the midst of them, and have the port of East London to throw in supplies and reinforcements." Sir Harry was nevertheless induced by the Council to proceed to the frontier, and he left the Cape from Simon's Bay in H.M.S. "Hermes" on the 17th October, arriving three days later at East London. The people of East London would have been pleased to have had the Governor with them for a day or two, for they had "many points in connexion with the improvement of the port" which they wished to discuss with him. A welcome, signed by 19 inhabitants, was presented to him, congratulating him on his safe arrival, and advising him of a memorial which they intended presenting to him in the near future.

Sir Harry

Page 49.

R. 1 Imperial Blue Books (Cape Archives) Volume XI (Kafir
tribes 1850-51) Part 11 p.28 ff.

R. 2 Idem: p.57 ff.

Sir Harry proceeded to King Williamstown on the day of his landing, and reported to Earl Grey and others that, he had "passed through a portion of the territory of Umhala and Fato, where the Kafirs appeared to be in the most happy and contented condition." Criticising the Governor's light view of the danger on the frontier, and his statement with regard to the tranquillity on the frontier, the "Grahamstown Journal" of the 2nd November says: "It is a fact well known to every colonist, that taking the whole of Kafirland, perhaps no part of it is so thinly populated as that between East London and King Williamstown." The only serious action taken by Sir Harry was to depose "Sandilli" and make known this action to the other chiefs, most of whom replied saying that Sandilli had only ~~himself~~ ^{himself} to blame. Shortly afterwards the Governor was to be found in Capetown once again, but he was not destined to have any peace, for disquieting news came from Kaffirland, and he sailed from Capetown once more in H.M.S. Hermes on the 5th December 1850.

The Buffalo mouth had been proved as a safe landing place for troops, and Sir Harry Smith was accompanied by four companies of the 73rd Regiment under Col. Eyre. East London was fortunate in being situated in the territory occupied by the tribe of Fato, for that chief remained a faithful ally throughout the war. Fato offered the Government the aid of 1400 fighting men, and was keen "to protect all Government and other waggons, travelling up and down the East London road." The war began in real earnest on Christmas Eve, and with the exception of Fato, almost every chief in Kaffirland joined in the general rising.

A Government

- R. 1 Grahamstown Journal: 18th January, 1851.
- R. 2 Grahamstown Journal: 25th January, 1851.
- R. 3 Imperial Blue Books (Cape Archives) Volume XI (Kafir trib
1850-51) Part III. Smith's despatch of 27th January, 1851.

A Government Notice of the 8th January, 1851 gave some R1.
 idea of the growth of East London during its first three years
 of life; it published a list of landholders at the port, to
 whom Freehold Grants would be made on payment of Quit rent
 redemption plus surveying expenses (about £3.14.0d. in each
 case). The following list should prove of some interest to
 old East Londoners - the numbers of Erven refer, of course,
 to what is now called East London West.

(a) Smith Street.

J. Antonie, 29.	W. Ogilvie, 36.
E.J.M. Syfret, 30, 41, 42.	F. Goold, 37.
D. Penn, 31.	B. Simpson, 38.
J.C. Perks, 32.	J. O'Connor, 40.
J. Thackwray, 33, 34.	Wm. Jones, 43.
J. Ryder, 35.	

(b) High Street.

Wm. Jones, 58.	James Ryder, 66.
E.J.M. Syfret, 49, 60.	H.B. Christian, 67.
F. McCormick, 61.	Wm. Bellingsley, 68.
J. McCormick, 62.	Geo. Reeler, 69.
Joseph Walker 63.	Cyrus Smith, 70.
Wesleyan Methodist Society, 64.	J.M. Hanley, 71.
J. Thackwray, 65.	

During the month of January, the port was kept busy by R2.
 the constant arrival of troops and stores by sea, the "Hermes",
 the "Dee", and the "Phoenix" being employed in this manner.
 On the 21st as many as 1260 men were landed safely, together
 with guns and stores. East London was playing her part as the
 base of military operations, her value being greatly strength-
 ened by virtue of the fact that her line of communication with
 King Williamstown lay through country occupied by the friendly
 Pato. Sir Harry Smith was very clear about this in a despatch
 to Earl Grey: "The assistance which I have received from R3
 several of the T'Slambie chiefs, especially from Pato
 has facilitated my communication with East London, the base
 of my operations

- R. 1 Imperial Blue Books (Cape Archives) Volume XI (Kafir tribes 1850-51) Part III.
- R. 2 Grahamstown Journal. 8th April, 1851.
- R. 3 Grahamstown Journal. 3rd May, 1851.
- R. 4 Grahamstown Journal. 27th September, 1851.
- R. 5 Grahamstown Journal. 1st November, 1851.

of my operations It is impossible to overestimate the importance, under present circumstances, of the mouth of the Buffalo." The extreme point of operations (Fort Hare) was only 72 miles from East London, instead of 150 miles from Algoa Bay, as in the previous wars. East London's reputation for the safe landing of men and goods had been singularly clean for some time; but towards the end of March boats were upset in the breakers on two occasions, several people being drowned. The Press was not slow to spread the news, and to suggest that there was evidently "a sad want of precaution on the part of those concerned." A suggestion was made by a correspondent that there were people who could furnish plans, "showing how the upsetting of cargo boats might be avoided by means of an endless warp communicating with the ship without a man on board the boat." These and one or two other accidents were the probable cause of the re-opening of the old question of the relative merits of East London and Waterloo Bay. The latter was favoured by a Mr. Stanton of Fort Beaufort, who said of the Buffalo that its situation "exposes it to a greater surge, and ground swell than any other port of the coast On the occurrence of an accident, the rocky and abrupt nature of the coast renders it impossible to render assistance." He admitted that the anchorage at Waterloo Bay was "foul", but pointed out the few casualties and the many successful landings that had taken place there. He blamed the narrowmindedness of the Grahamstown merchants for the non-development of Waterloo Bay. The mouth of the Kowie was also suggested as a substitute for East London. Mr. Charles Pote, of Grahamstown, for instance, wrote: "The heart of British Kaffraria could be penetrated from the Kowie instead of by that circuitous and

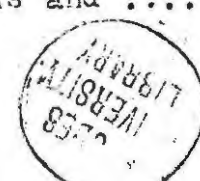
R1.

R2.

R3.

R4.

R5.



- R. 1 British Kaffrarian Records. Volume 64 (Cape Archives) Customs, East London 1853-66.
- R. 2 Grahamstown Journal. 13th April, 1852.
- R. 3 Grahamstown Journal. 5th June, 1852.
- R. 4 Grahamstown Journal. 19th June, 1852.
- R. 5 Grahamstown Journal. 14th August, 1852.

circuitous and dangerous channel, the Buffalo"
 East London, however, held her own in the opinion of those
 in power, for in March, 1852, an Order in Council for the
 regulation of Customs made it law that imports into, or
 exports from the Colony, should be only from the "Free Ports,"
 namely Capetown, Simon's Town, Port Elizabeth and East London.

X It was at this time (March 1852) that Sir Harry Smith
 was succeeded by Sir George Cathcart. On his way from the
 Frontier to East London he was met at Fort Murray drift by
 the T'Slambie chiefs with old Fato at their head, and escorted
 by their followers to the Buffalo Mouth. Here he saw for the
 last time the growing township which he himself had planted
 four years previously. Not only the natives, but also the
 population of that town were sorry to have to say farewell to
 him. His departure proved to be only the first of a series of
 misfortunes, which were to make 1852 a lean year for East
 London. The latter half of the month of May saw some very
 rough weather along the coast, making it impossible to dis-
 charge at East London. The "Barrick" with 3000 bags of grain
 had to sail to Algoa Bay to discharge, and, what was worse,
 the "Anatola" was driven ashore on to the rocks on the Western
 side of the river. When the weather improved, strong rumours
 of a projected attack on the town caused uneasiness; so much
 so, that arms and ammunition were served out to all the in-
 habitants who needed them, and a guard was placed on the
 outskirts of the town. The road between the port and King
 Williamstown also became infested with Gaikas, and a large
 escort was heeded for every train of waggons. Robberies
 were frequent, one actually taking place at the Fort
 Glamorgan stores. To crown all this, the "Grahamstown

Journal"

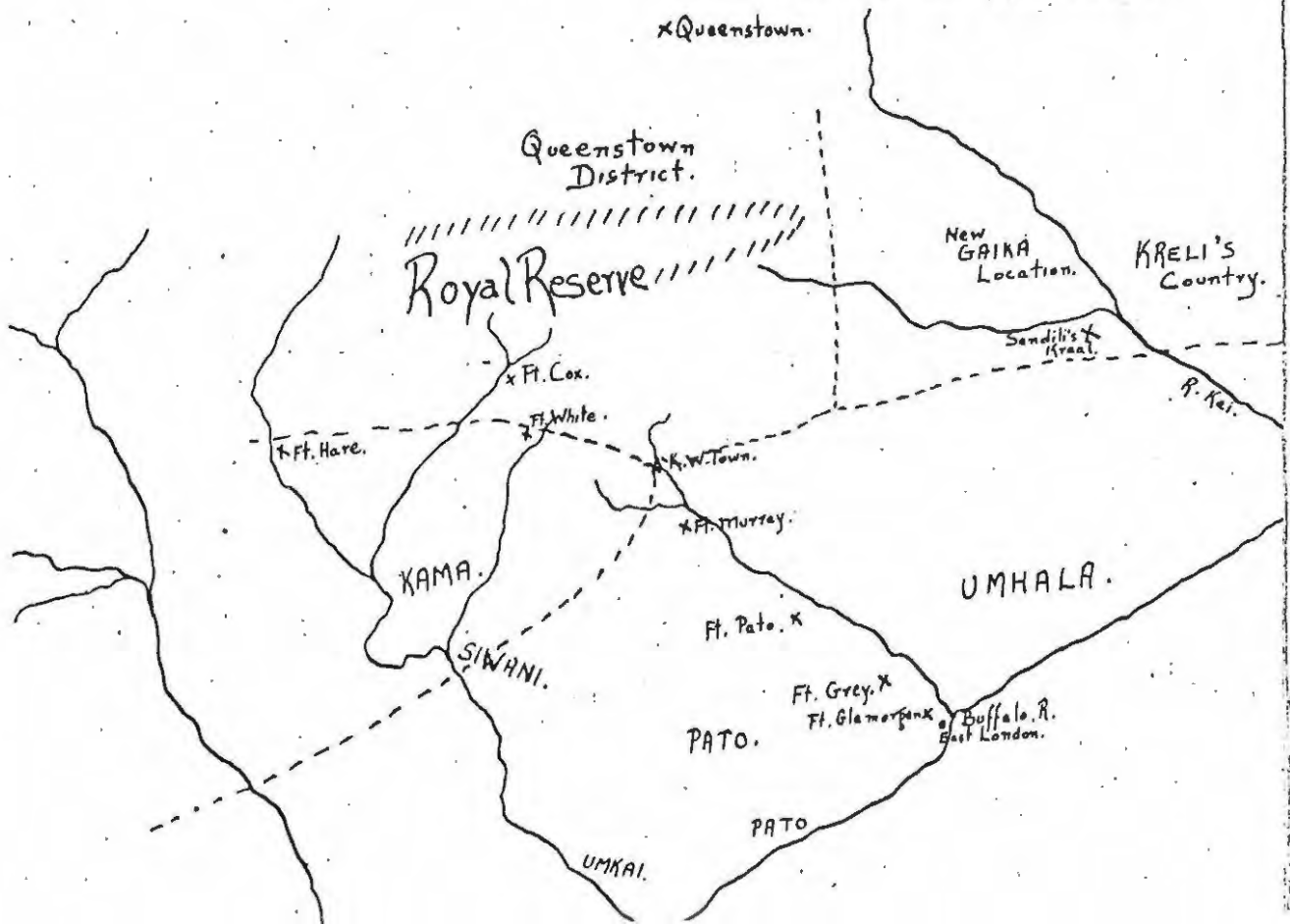
Journal" of the 14th August published the following paragraph: "No place in the Mother Country with the same number of inhabitants shows the same amount of intoxication as these parts, thanks to the shopkeepers of Cape Town, who make ardent spirits the principal article of importation".

However, with the coming of the New Year and the end of the war in sight, the outlook for 1853 was a brighter one. Sir George Cathcart, at the conclusion of the war, made a redistribution of the native tribes, the significant part of which was the expulsion of the Gaikas from the Amatola fastnesses, and the location of the proved friendly tribes along the Colonial boundary (Keiskama river). The Amatola region was to be a Royal Reserve under military control and occupation, the first village established there being Keiskama Hoek. The appended map is to be found in a "Blue Book" entitled "Sundry Printed Official papers and reports before 1854" and shows the distribution made by Cathcart in April 1853:-

R1

R2

During the war



Page 54.

R. 1 Grahamstown Journal: 9th July, 1854.

During the war, Captain Staunton had acted as Resident Magistrate in East London, and after peace had been made there were rumours of a Civil appointment, as the Captain was expected to join his regiment.

An interesting proposal came in July from King William's Town, where some enterprising colonists put forward the idea of a Boating Company at East London. Their cue came from the fact that the Government, by charging private parties for goods landed, had not only paid their own expenses of landing Government stores, but had actually cleared £2000! Those men directly interested in the scheme lost no time in writing to all parts of Kaffraria, Burgher's Dorp and Queenstown; inviting the co-operation of merchants and traders in those areas. From various reports, the chief exports from the Buffalo mouth at that time were hides, gum, mealies and Kafir corn; to Mauritius went exports of fat cattle and salted meat, the salting establishment being run by Messrs. Pilkington and McDonald.

- R. 1 The information in this paragraph is common knowledge, but a useful summary by Mr. C. Graham Botha in the "Cape Archives Index: No.10" has proved of great assistance to the writer.
- R. 2 British Kaffrarian Records. Volume 64 (Cape Archives) Customs, East London, 1853-66.

CHAPTER VI:

Proposal for the Annexation of East London to British Kaffraria (1854-1859).

By 1854 a very curious position had arisen in regard to the position of British Kaffraria. In December 1850, Letters Patent had been issued for the administration of British Kaffraria. The War of Umlanjeni had caused these not to be published, and Sir George Cathcart could not have been aware of them when he made his frontier settlement in 1853. Before his departure, however, he received the Letters Patent of March 1854, substituting those issued before the war. According to these, British Kaffraria was to be a Crown Province, separate from the Colony, and not under its laws. It would be governed nevertheless by the Governor of the Cape, with an Executive Council chosen by himself. When General Cathcart left in May 1854, he handed over these "Letters Patent" to Sir George Clerk (Special Commissioner for the Orange River Sovereignty, and Acting High Commissioner) in the belief that he was to be appointed Governor of the Cape. Such an appointment was not made until Sir George Grey arrived at the Cape in December of the same year; and he did not publish the Letters Patent until the year 1859. Although British Kaffraria continued to be administered as a separate province, the period from 1854 was one of uncertainty, especially in respect of East London, for if British Kaffraria were to become a Crown Province on the lines of the postponed Letters Patent, it would have to insist on having a port of its own.

At this time, there was appointed to the position of Sub-collector of Customs at East London a man named Matthew Jennings, whose efforts on behalf of that town must place him among her

- R. 1 British Kaffrarian Records. Volume 109 (Cape Archives)
 Government Notices 1847-66.

- R. 2 British Kaffrarian Records. Volume 64 (Cape Archives)
 Customs, East London. 1853-66.

him among her pioneers. His successful handling of men and matters resulted in his speedy appointment to the position of Resident Magistrate in June 1857, a position which he held *R1* until after the annexation of British Kaffraria in 1866. We find him from the outset battling for a definite Customs tariff on all goods imported into East London, because the day seemed very close when British Kaffraria was to be administered quite separately from the Colony. In such an event it would be necessary to use every means possible to discourage the trade of Grahamstown with British Kaffraria, and to foster the trade through the legitimate channel of its own port. He continued in this strain: "The reason why the Grahamstown merchant can now successfully compete with those in British Kaffraria is that, having his own establishment at Algoa Bay, and a large capital, he imports his goods direct from the countries where they are produced 25% cheaper than the merchants here, who are men entirely supported by Houses in Cape Town. The levying of Customs Duty on all goods imported at East London will have ^{the} immediate effect of forcing direct trade and when once that is established, the competition of the Grahamstown merchants need not be feared. The greatest encouragement the merchants can have to commence direct importations would be the erection of a Queen's Bonding Warehouse at this port." His contention was that if a direct trade between producing countries and East London were arranged, and a Bonding Warehouse erected for the convenience of importers, the Grahamstown merchants would not be able to carry on their overland trade with Kaffraria, and East London would come into its own. Mr. Jennings gave figures showing the value of the overland trade with British Kaffraria for the ... *R2.* *R2.*

Page 57.

R. 1 Grahamstown Journal: 15th April, 1854.

R. 2 Grahamstown Journal: 29th April, 1854.

Kaffraria for the previous year (1853):-

(a) British and foreign manufactures and other goods:	252,300
(b) Goods produced and manufactured in Cape Colony :	215,000
	<hr/>
Total:	467,300
	<hr/>

The duty on the former (a) would be roughly £3,922.10s., an amount which might well be absorbed by East London. Various suggestions for the raising of Revenue in British Kaffraria were put forward by Mr. Jennings. He considered it only fair, that, as Kaffraria existed as a protection for the Colony, the former should be allowed to regulate and collect customs duties for its own treasury. For goods carried overland from Grahamstown, compensation for duties received on these goods by the Cape treasury might be given to British Kaffraria. Should these propositions not be received favourably, Mr. Jennings suggested that a fixed annual sum might be paid to British Kaffraria in lieu of all Customs duties (to be collected by the Colony). The sum mentioned was between £2000 and £3000.

Before this question was decided, another effort was made to detract from the reputation of East London. She had stood the challenge of the Waterloo Bay opposition, and the Kowie was too far from the scene of action. In April 1854 an effort was made to re-establish Waterloo Bay, a deputation waiting on General Cathcart and finding him sympathetic towards the proposal. The Governor went as far as to persuade the Secretary of State for the Colonies (Newcastle) to bestow his name on the port. A little township was to be run in conjunction with Newcastle Bay, and plots of ground there were fetching very good prices. Speaking of this port, the "Grahamstown Journal" said: "In a commercial point of view it will be about 100 miles nearer the whole line of the N.E. districts than any other port, East London excepted. The latter is nearer, it is true, to the

R. 1 Grahamstown Journal: 10th June, 1854.

is true, to the Upper districts, but the line of road is so near the Kaffir border, in some cases passing through the Kaffir gardens, that a great number of persons would prefer going a day or two further to Newcastle Bay to hazarding the probable results of a journey through any part of the Kaffir country." True it was that Cathcart's policy was one not easy to maintain, especially in the Amatola regions, but the above article probably made the situation appear much worse for East London than it really was. Many of these proposed seaports were nothing more or less than efforts at speculation, efforts thus calculated to be urged to the utmost, and it spoke well not only for the reputation of the Buffalo mouth, but also for the tenacity of the people there, that such attempts as these proved fruitless. In those early days, East London was well worthy of the title of "The Fighting Port", a title which came to be applied to her in later days.

To illustrate the uncertainty of the position of British Kaffraria, and the anxiety of its white population (and probably also of the Kaffirs) to become independent of the Colony, an article communicated to the "Grahamstown Journal", in June 1854 speaks for itself:- "We have a report here that the long looked for Letters Patent have arrived to establish British Kaffraria as a Crown Province under the administration of a Lieutenant Governor and Council. East London is to be added, thus giving us a port of our own, the Customs Dues at which, if properly regulated, will yield a considerable amount, and will enable the Government to reduce the enormous tax we have to pay at the present time in the shape of licences, etc. The Buffalo will then become of vast importance - intended by nature, as this noble river is, to contribute to the welfare of the Eastern Frontier, and

particularly

- R. 1 British Kaffrarian Records. Volume 64. (Cape Archives)
Customs, East London. 1853-66. (Maclean; 15th August, 1854.)
- R. 2 Grahamstown Journal: 19th August, 1854.

particularly of this province, Queenstown, and all the country in that direction. It must eventually become the port from which all the produce from these districts will be shipped for the Home market, a process which, I am glad to say, has already commenced. With a small expenditure compared to the amount which must be expended on the Kowie, it could be made one of the finest ports on this coast. *MS* At present there are two piers built of stone, at a short distance from the entrance of the river, furnished with cranes and other appliances for discharging cargo. Vessels of small size enter and discharge their cargo in first rate order, and with great despatch

Col. Maclean in August made some interesting observations *Ri.* on the accounts of the Customs Department at East London. The vessels landing goods at the port were nearly all Coastwise vessels, because the Mercantile Houses there were merely off-shoots from Capetown Houses. But he noted that direct importation had been steadily increasing, while exportations consisted mainly of wool, hides, horns and meat.

In the Cape Parliament on the 10th August of this year, *Ri.* quite a flutter was caused over a rumour that "ticket-of-leave men" were to be introduced into British Kaffraria. Sir Andrés Stockenstrom moved that the correspondence relative to this be tabled, and Mr. Wood repeated the rumour that the British Government was prepared to spend £30,000 on the improvement of East London, if the people of British Kaffraria would receive these convicts from Bermuda. Both the Attorney General and the Auditor General denied any knowledge of such a step, and the idea having been roundly denounced, nothing more was heard of it.

At the same

At the same time, an anonymous traveller was seeing a vision of King Williamstown and East London on the decline. "Business," he wrote, "is beginning to exhibit the unmistakable sign of a reaction East London too seems also destined to share the fate of King Williamstown, from whom alone it derives its existence, and upon the whole it appears more than probable that the tide of Kaffir business will very soon revert to Grahamstown." East London, however, had her champion, who replying to this so-called "Gulliver of Southern Africa" stated that the inhabitants of King William's Town and East London were on the alert, and moving in the right direction. R1.

The question of the cession of East London came once more into prominence just then, the Lieutenant Governor having offered £14000 to British Kaffraria in lieu of customs, the province to take all responsibility for the application of this sum. Col. Maclean having requested a memorandum from Mr. Jennings on the subject, the latter frankly blamed the jealousy of "certain gentlemen in Cape Town" over the question of the possible independence of Kaffraria. "One thing is quite certain", wrote Mr. Jennings in a private letter to Col. Maclean, "East London must be the Port of British Kaffraria, and the revenue Kaffrarian Revenue". It would be necessary to have an Order in Council giving the Kaffrarian Government the power to regulate its own Customs tariff, and collect the duties thereof. "Under these circumstances", he continued, "I submit that, under cover of seeking compensation, it will be policy to press the subject of ceding the port, and in particular the power of regulating the tariff I feel most confident in the ultimate progress and importance of East London; its natural position will command the trade of the interior, first on account R3.

on account of the great saving in distance, the smooth roads, the very few rivers and mountain passes, and also the roads being generally well supplied with water and good grass. In a country like South Africa, these advantages cannot be too highly estimated, and I believe no port in the Colony possesses the like." Shortly afterwards a similar eulogy of East London as a port was given by a correspondent in reply to a letter praising the new port of Colchester (two miles to the East of the Sundays River). The person who had been singing the praises of this new rival was a Mr. Garbutt, who had ~~built a small~~ ^{built} ~~a surf boat~~ ^{a small} cutter, one of the first vessels of any size to be launched at East London. East London's champion, while not wishing to detract in any way from the value of Colchester, had taken some trouble to find out the opinions held by experienced mariners of East London. He puts his observations into the following words: "..... in the opinion of the several officers of H.M. Ships of War that have visited this port, the Officer of Engineers, masters of merchant vessels, and many other gentlemen capable of forming a correct estimate of the capabilities of the Buffalo River, it affords facilities for the landing and shipping of cargoes that no other river on the Eastern coast of Africa can claim any pretention to ..."

An answer to this appeared in a later issue of the "Grahamstown Journal", written presumably by a supporter of Colchester who did not lack a sense of humour. "By 'landing and shipping cargoes' I presume he (the friend of East London) means running them ashore, and picking up the debris in boats afterwards!" Whatever he might say, however, was belied by the facts for up to this time over 50,000 tons of cargo, 10,000 men, and 1500 animals had been landed at the port, and about 2000 tons of goods shipped from there.

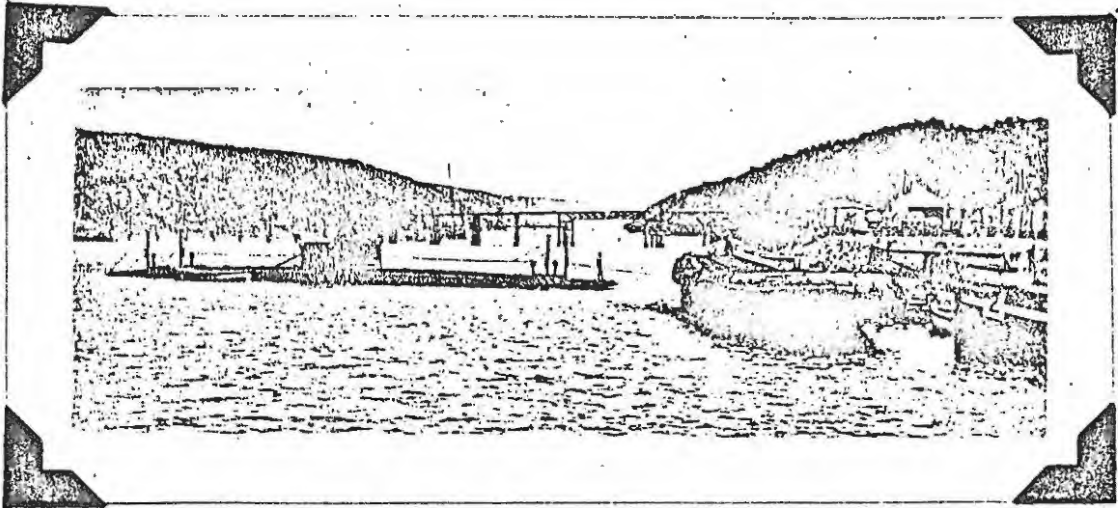
In the year

- R..1 British Kaffrarian Records. Volume 93. (Cape Archives)
Civil Engineer (Notice to Contractors)
- R. 2 British Kaffrarian Records. Volume 64 (Cape Archives)
Customs, East London 1853-66. (Correspondence: October-
November, 1855).
- R. 3 Grahamstown Journal: 17th November, 1855.

In the year 1855 it was decided to call for tenders for the construction of a timber pile Bridge across the river at East London. As payment the successful applicant would receive, for a stipulated period, the Tolls levied at the bridge; the revenue derived in 1854 from the "pontoon ferry" was £322.13.6, and it was expected "that the increased facilities for traffic afforded ^{by} a Bridge in place of the pontoon would have the effect of at least doubling the revenue"

Towards the end of the year, Mr. Walter Scott of King William's Town applied for permission to build a temporary wooden store to receive goods intended for shipment at East London, or goods landed too late for removal. Both Captain Staunton (the Magistrate) and Mr. Jennings (Collector of Customs) supported this request, the latter advising that the store should be a large one, capable of holding the goods of other merchants, who might pay rent to Mr. Scott. This was in order to prevent further applications of the sort, and to prevent a monopoly in favour of Mr. Scott. The matter was referred back to Capt. Staunton, but was not sanctioned at this time, because of the uncertainty which prevailed as to East London's future. Col. Maclean, writing to Mr. Scott, put the position as follows: "I have reason to believe that a proclamation is now in the course of preparation for the purpose of incorporating East London with the Crown Province of British Kaffraria." -But the Chief Commissioner's prophecy did not come true, and the continued uncertainty militated against any undertaking of a permanent nature being considered. Nor did Lord John Russell's despatch of that year assist the port, for capitalists were hardly likely to extend their activities to a place which, it was intimated, would probably

become "the ..."

THE OLD PONTOONEAST LONDON.

The above is taken from a photograph hanging in the East London Museum.

- R. 1 In a letter published in the "Grahamstown Journal" of 26th January, 1856.
- R. 2 Grahamstown Journal: 17th November, 1855.
- R. 3 Theal: "History of South Africa since 1795" Volume 111 page 219.
- R. 4 British Kaffrarian Records. Volume 93. (Cape Archives) Civil Engineer. (Pilkington's reply: 30th January, 1856)
- R. 5 British Kaffrarian records. Volume 93 (Cape Archives) Civil Engineer (Governor's note).

become "the ultimate limit to the British dominions in South Africa.

Col. Maclean, however, gave an altogether different and a much brighter picture. He referred to the expected arrival of Mr. Woodford Pilkington, the newly appointed Civil Engineer for British Kaffraria, who was to report upon the capabilities of East London as a port. He proceeded to tell how the roads from East London to the interior were being repaired, so that these districts would be encouraged to trade through their "legitimate port". A letter from a Mr. Wm. Bruce in November of this year (1855) mentioned that cattle sickness had been diminishing the trek oxen, but that the production of wool was increasing. This increased wool traffic outwards was noted by Col. Maclean at this time. The value of imports through East London in 1855 was £79,930; of exports £30,985; the great bulk of this trade was coast-wise and not directly overseas.

R1

R2

R3

On Mr. Pilkington's arrival, the Chief Commissioner immediately got into touch with him on the subject of harbour improvement and a breakwater at East London. In March 1856, the question of a new road from King Williamstown to East London was raised - not for the first time - by Maclean. The left (East) bank of the Buffalo was suggested. A note from Sir George Grey, dated the 15th March 1856, stated: "I long since directed that this line of road should, if found convenient and practicable, be commenced without delay - I still think it should be commenced as soon as possible". Licut. Townsend R.E. made the following estimate of the probable cost of the construction of such a road:-

R4

R5

General line

- R. 1 British Kaffrarian Records. Volume 93 (Cape Archives)
Civil Engineer.
- R. 2 British Kaffrarian Records. Volume 61. (Cape Archives)
Resident Magistrate, East London: 1856-60. (Jennings'
reply 5th March, 1856).
- R. 3 Grahamstown Journal: 12th July, 1856.
- R. 4 Grahamstown Journal: 30th September, 1856.
- R. 5 King William's Town Gazette: 9th October, 1856.

General line	£ 487	10	0	R1.
Branch line from Fort Murray	£ 21	5	0	
Branch line from Fort Pato	£ 33	15	0	
Contingencies	£ 54	15	0	
	<hr/>			
	£ 602	5	0	
	<hr/>			
Pier and cutting to beach	£ 200	0	0	
	<hr/>			
Grand Total	£ 802	5	0	
	<hr/>			

The line of road which was made on the Eastern bank of the river proved a much more serviceable one, and the road which is used as a main road at the present time is merely an improvement of this scheme of 1856. It is an interesting point to notice the high rate of wages paid to native labourers at East London about that time. Col. Maclean had enquired of Mr. Jennings as to whether it would be possible to engage Kaffirs to form working parties at 6d a day and rations, for labour on such works as roads. Jennings gave it as his opinion that not one volunteer would come forward, as the high pay in East London was too strong an inducement. He stated the rates of wages at the port as:-

Beach labourers	1/6 to 2/6	per diem
Working surf boats	3/6 to 5/-	" "
House servants	20/- to 30/-	with rations per month.

By the middle of 1856 it was known that Mr. Pilkington's plans for the improvement of the harbour of East London were nearing completion. The works which he contemplated were calculated to deepen the channel so as "to admit vessels of considerable tonnage within the bar". By the end of September, everything was ready for the commencement of the works - trainways, carriages, stone and labour. There was a quarry near the edge of the river, and 60 men of the 89th Regiment were detailed

R1.

R2.

R3.

R4.

R5.

- R. 1 Grahamstown Journal: 4th October, 1856.
- R. 2 Theal: "History of South Africa from 1795."
Volume 111, page 219.
- R. 3 British Kaffrarian Records. Volume 17 (Cape Archives)
Surveyor General, King William's Town: 1853-58. (Letter
from Mr. G. Montagu).

were detailed as sappers, to work under Mr. Pilkington. What with the presence of 2 companies of the 39th. the building of workshops, the opening of harbour improvements, and the near completion of a Bonded Warehouse, matters in East London were progressing. Imports through the port in 1856 were more than double those of 1855, rising from £79,930 to £174,765, while exports also showed a large increase. The idea of the harbour works was to construct training walls which would turn the flow of the river at ebb tide in the same direction as the current along the coast. This would allow of a flow of water sufficiently strong to wash away the bar of sand, which the Civil Engineer considered the result of the river and sea currents meeting at right angles. Unfortunately, the uncertainty which prevailed as to East London's future, and to that of British Kaffraria, prevented the authorities from pushing on with the necessary improvements, and this work progressed very slowly at first. Even the Deputy Surveyor General at this time (Christmas Day 1856) suggested that the marking out of a German village should be delayed until it had been decided as to what was to happen with regard to "Fort Glamorgan and rayon" and British Kaffraria.

R1.

R2.

R3.

R. 1 Grahamstown Journal: 9th February, 1856.

R. 2 Theal: "History of South Africa since 1795" Volume 111
Page 194 ff.

CHAPTER VII.

The arrival of German Settlers results in the first ~~serious~~ settlement on the East bank of the Buffalo at its mouth (1857-1858).

Following on his tour of the frontier districts, Sir George Grey in a despatch of March 7th 1855 wrote: "I propose that without delay 1000 enrolled pensioners should be forwarded with their families to the Buffalo mouth....." These people were to be given farms in British Kaffraria, and it was hoped that the numbers of the force might ultimately be increased to 5000. Such a settlement would not only add to the security of the frontier, but would reduce the expense involved in the maintenance of so large a garrison.

During the height of the Crimean War, when the British forces were suffering losses through fever, a Bill was passed by Parliament authorising the raising of a force of Germans for service in Turkey. The force was named the British German Legion, and the 1st Brigade sailed for Turkey in 1856. Before the 2nd Brigade was ready to sail, however, peace was proclaimed, and the members of this Brigade were offered the alternative of either being demobilised with a year's pay, or sailing as a body of military settlers to South Africa, a scheme urged by Sir George Grey. Over 2000 officers and men chose the latter alternative, and, under the command of Baron Richard von Stutterheim, they arrived and landed at East London during the months of December 1856 and January 1857, with approximately 500 women and children.^x "The German Legion", ...

^x Two oil paintings (by Mr. C.C.H. Henkel) depicting the arrival of these settlers at East London, are to be seen hanging in the Museum at East London.

German Legion", said the King William's Town Gazette of the 4th December 1856, "has been anxiously looked forward to by Colonists of every class, as likely to exert an almost inconceivable influence for good upon the security and interests of the Colony generally, but of the Frontier in particular ... They will be liable to serve as military settlers for seven years after their location 30 days training each year for the first 3 years, and 12 days training for the following 4 years". These settlers were located at various spots along the line of the Buffalo River, spots which still bear German names such as Stutterheim, Frankfort, Berlin, Potsdam and Breidbach. Some were located in King William's Town, others in East London, and it was in the location of these settlers at the port that the possibilities of a village on the Eastern bank were realised. Mr. G. Montagu, the Deputy Surveyor General at King William's Town, who had the responsibility of locating the settlers at East London, published a memorandum in February 1857 on the advantages of the East Bank for such a project. These he summarised as follows:-

- "(1) The ground higher - possessing great capabilities for building, and, as a residence, more healthy and desirable.
- (2) The water is far superior
- (3) Wood is more abundant and more easily obtained.
- (4) The distance from King William's Town is decreased 6 miles the road the whole way free from bush...
- (5) The site (Fishbourne point) is free from sand no 'drift' need be dreaded.
- (6) Landing can now at all times be effected and on the completion of the works on this (East) side under the C.E., a large area for such purposes, I am informed, will be available."

Continuing,

- R. 1 The King William's Town Gazette: 31st January, 1857,
- R. 2 British Kaffrarian Records: Volume 64. (Cape Archives) Customs, East London 1853-66. (Petition of January 28th, 1857)
- R. 3 King William's Town Gazette: 21st February, 1857.
- R. 4 King William's Town Gazette: 4th April, 1857.
- R. 5 British Kaffrarian Records: Volume 17 (Cape Archives) Surveyor General, King William's Town 1853-58. (Montagu's report to Maclean, dated 17th April, 1857.)

02.

Continuing, Mr. Montagu said: "The advantages possessed by the Western side (East London) I look upon as ~~as~~ transitory - resulting from the fortuitous circumstance of a village having been formed under the protection of a Military Post...
... Transfer the Forte Glamorgan, Grey, Pato and Murray to the other side of the river, and East London falls under the category of 'things that were' If a village were established on the Eastern side, it could without difficulty be made defensible, but until sufficient and permanent military protection has been placed along the EASTERN line from King William's Town to the sea, it would be madness to attempt to settle any portion of the Region there - they could, however, be temporarily located on the Western side...
... there is little fear of their not meeting with ready employment, to their benefit, at East London in the interim."

The presence of the Legion was the cause of much bustle and stir at East London. The Germans were permitted to hire themselves out at a charge of 3/- per diem, and generally the whole scheme gave an air of permanency to the new Province. At the port a lighthouse was under construction, the walls of which stood 15 feet high at the end of January 1857 - the entire height was to be 35 feet. The breakwater, too, was progressing steadily, and an application was made at this time for permission to erect a Crane on the North Jetty. The various detachments of Germans, before their actual allocation to various settlements, were encamped at Fort Murray, and they soon showed their progressive spirit by the publication of a newspaper, the "Germania" the first issue appearing on the 1st April. Groups of German settlers were allocated land at Fort Jackson, at Cambridge and at East London, while another spot, to

R1.

R2

R3

R4

R5

- R. 1 British Kaffrarian Records. Volume 17. (Cape Archives)
Surveyor General, King William's Town 1853-58. (Montagu's
report dated 17th April, 1857).
- R. 2 Idem: Montagu's letter of 6th May, 1857.
- R. 3 British Kaffrarian Records. Volume 406. (Cape Archives)
Miscellaneous Letter Book 1856-57. p.140 (Maclean's letter
of 15th May, 1857 to Baron von Stutterheim).
- R. 4 British Kaffrarian Records. Volume 61 (Cape Archives)
Resident Magistrate, East London 1856-60.
- R. 5 British Kaffrarian Records. Volume 64 (Cape Archives)
Customs, East London 1853-66.

spot, to be called Fannure (after the Secretary for War),
 was to be chosen on this line. The chief difficulty in
 this matter was scarcity of water, and the precipitous
 nature of the descent to the "Kahoon" river on the East side
 of the road. Mr. Montagu could recommend only one spot
 between Cambridge and Fort Jackson, and that was on the
 side of the "Undanzani" river, a mile to the West of the
 road. He suggested that the detachment designed for "Fannure"
 (100 men) should remain at Cambridge for the time being.
 These settlers, however, were keen to move to East London,
 and join their 150 brethren at the port, and von Stutterheim
 received the consent of the Governor to this change. That
 appears to be the reason why the name of Fannure became
 associated with East London, for a great number of these
 people settled on the Eastern bank of the Buffalo river
 opposite Fort Glamorgan. On May 20th 1857, Capt. Staunton,
 the Magistrate of East London, wrote the following letter
 to the Kaffrarian Commissioner:- "I have the honour to
 request that you will inform me whether the village now
 being built upon the Eastern Bank of the Buffalo river is
 to be considered within the jurisdiction of the Resident
 Magistrate's Court of East London."

Trade statistics for the first three months of 1857
 show the enormous impetus given to the port of East London
 by the settlement of these Germans along the line of the
 Buffalo. The tonnage of vessels alone gives an idea of
 this increase:-

First quarter...

x Due also to the Cattle killing which called for increased
 imports, and increased the number of skins and hides for
 export.

- R. 1 British Kaffrarian Records Volume 406 (Cape Archives)
Miscellaneous Letter Book 1856-57.
- R. 1 King William's Town Gazette: 27th June, 1857.
- R. 2 King William's Town Gazette: 27th June, 1857.
- R. 3 British Kaffrarian Records. Volume 61 (Cape Archives)
Resident Magistrate, East London 1856-60. (Letter
from Jennings, with comments by D. Surveyor General)
- R. 4 King William's Town Gazette: 1st August, 1857.
- R. 5 King William's Town Gazette: 27th June, 1857.
- R. 6 King William's Town Gazette: 12th December, 1857.

First quarter 1856:	Vessels inwards - 577 tons
	Vessels outwards - 596 tons
First quarter 1857:	Vessels inwards - 10156 tons
	Vessels outwards - 9635 tons

In June of the year 1857 Capt. Staunton was compelled R1
 by ill health to resign his position as Resident Magistrate
 of East London, and Mr. Jennings was appointed in his place,
 an appointment which was received with general satisfaction.
 Three days after this appointment, a public meeting was held R2
 in Mr. Jennings's office to consider the urgent question of
 establishing a Church with a resident Clergyman in East London.
 A Committee was formed, subscription lists opened, and before
 the meeting separated £39 was collected, and annual subscrip-
 tions to the amount of £32 promised. A memorial presented to R3
 the Bishop of Grahamstown resulted in the appointment of the
 Rev. Joseph Wilson as Resident Clergyman. In the memorial
 the committee had engaged themselves to build a temporary
 Parsonage for whomsoever was appointed. In August, therefore,
 Mr. Jennings (as Chairman of the Committee) applied for per-
 mission to be allowed to build this temporary parsonage on R3
 Erf No. 73, (West Bank) and, the Deputy Surveyor General
 having no objection, the request was granted. Another effort
 of Mr. Jennings was to build a kraal at East London for the R4
 defence of cattle, because the port still had a reputation
 for insecurity of every kind of property. During this year,
 too, an attempt was made to float a Company for the purchase
 and maintenance of a Steam Tug at the Buffalo Mouth; the R5
 capital was to be 25000, made up of 500 shares, 200 of which
 were to be reserved for gentlemen of the "Legion", 200 for
 merchants of King William's Town and East London, and 100
 for the benefit of the Company. The estimated cost of the R6
 tug, however, was 25000, and the scheme was abandoned.

The German

- R. 1 King William's Town Gazette: 28th November, 1857. .
- R. 1 Theal: "History of South Africa since 1795" Volume 111
page 217.
- R. 2 Idem: page 219 .
- R. 3 Idem: page 217 .
- R. 3 East London Library Review (Quarter ending June 1930)
contains a concise account of the German settlement.

The German settlers were proving themselves an industrious body, but the scarcity of women among their numbers was a disappointment to those who were relying on a permanent settlement on the frontier. A scheme for importing women settlers was approved by the Secretary of State, and in November 1857, the "Lady Kennaway" arrived in East London with 153 Irish women and 21 married couples. These women soon found husbands, and proved good settlers. The "Lady Kennaway" was wrecked on the right of the entrance to the Buffalo river two days after her arrival, the general opinion being that, had all on board rendered the necessary assistance, the catastrophe might have been averted. No lives were lost, and the Court of Enquiry found that the wreck was due to carelessness. At this time news arrived of the outbreak of the Indian Mutiny, making it necessary for the despatch of many of the "regulars" from the Cape Colony and British Kaffraria. R1

When in 1858, Grey called for volunteers from the German settlers, a force of over 1000 was enrolled, consisting chiefly of those men who were keen to leave their farms, and who were thus not likely to prove good settlers. The move was a good one, for it rid British Kaffraria of many restless and disappointed settlers, and left behind those who were genuinely keen to make their homes in South Africa, a group of really industrious people. Meanwhile Sir George Grey had embarked upon another scheme for the increase of white settlers in British Kaffraria. Knowing the objection of the Home Government to spending more money on immigration schemes, he arranged (through an agent of theirs in Capetown) with the Hamburg firm of Godeffroy and Son to send out 4000 Germans of agricultural families. The scheme was to be worked by R2

- R. 1 British Kaffrarian Records Volume 109. (Cape Archives)
Government Notices 1847-66. (Sale of Crown lands on both
sides of the river in May 1857 and January 1858)
- R. 2 East London Library Review (Quarter ending June 1930)
- R. 3 British Kaffrarian Records. Volume 61. (Cape Archives)
Resident Magistrate, East London. 1856-60.
- R. 4 King William's Town Gazette: 23rd January, 1858.

worked by issuing 6% debentures amounting to 250,000 redeemable in 10 years. Just over half the number of settlers had left Hamburg, when Lord Stanley, the new Secretary of State, paid Messrs. Codeffroy & Son 25,000 to cancel the contract for the remaining 2,000 settlers. The settlers arrived in 5 ships during the last six months of 1853, and a number of them settled in East London, which at that time consisted of three areas:-

- (a) East London West - the original military settlement. R1
- (b) East London East - between the river mouth and Union Street, embracing the present Quigney and Market Square areas.
- (c) Panmure - north of Union Street, which is now partly the Northern shopping area, and partly Southernwood.

The German agricultural families who settled at East London were located chiefly on the Eastern Bank, either at (b) or at (c). Panmure (c) was to be the farming area where each family was given an acre lot, while East London East (b) was to be the residential area where each head of a family received an erf on which a house was to be built. From such small beginnings there has grown on the Eastern bank of the Buffalo the present flourishing city of East London, a city which thus owes much to these German immigrants of 1856-1858. R2

The history of East London after the arrival of the Germans was one of steady growth varied by a few incidents. Towards the end of February 1858 there occurred a distressing event in the murder by Kaffirs of the Rev. Joseph Wilson while on his way to hold a service for the troops at Fort Grey. The wreck of the "Lady Kennaway" gave some trouble, for the Civil Engineer, thinking it advisable to remove a portion of it, had it dragged off the sand into the middle of the river where it defied every attempt to remove it for some time R3

- R. 1 King William's Town Gazette: 6th February, 1858.
- R. 2 British Kaffrarian Records. Volume 93 (Cape Archives)
Civil Engineer (letter from Pilkington to Maclean)
- R. 3 King William's Town Gazette: 19th June, 1858. (Leading
article)
- R. 4 King William's Town Gazette: 14th August, 1858 (Letter
by "Observer")
- R. 5 British Kaffrarian Records. Volume 93 (Cape Archives)
Civil Engineer. (Pilkington's resignation)
- R. 6 King William's Town Gazette: 18th September, 1858.
- R. 7 King William's Town Gazette: 25th September, and
16th October, 1858.
- R. 8 Government Gazette, 1858. Government Notice of 12th
July.

some time. The pontoon was completed at this time, and, as the charges were so reasonable, it was hoped that it would induce people to use the new road (on the Eastern bank) between East London and King William's Town which had just been opened (1st February 1853). The port was rising in the estimation of merchants in the inland districts, quite a number of shipments for Aliwal North arriving by way of East London. Sir George Grey found that the works at East London were proving much more expensive than had been estimated, and immediately "applied the screw". Added to this was a scarcity of cheap and efficient labour, the military source having been closed, and the natives proving either disinclined or intolerably lazy. The works were of a type to be completed with despatch, for they were inclined to affect the channel, and it was noticeable at this time that many of the smaller trading vessels which had been used to discharging alongside the quay had been compelled for a time to perform that work in the roadstead. In September the Civil Engineer, Mr. Pilkington sent in his resignation to the High Commissioner, and was taken to task in the "King William's Town Gazette" for leaving the works at East London in their incomplete state. However, with the embarkation of regulars, German volunteers, and more horses for India, East London once more assumed the aspects of a busy town. The Governor launched another scheme for the settlement of the frontier districts in the middle of 1853. He offered to grant 200 farms of about 1500 acres each to inhabitants of the Eastern and Western provinces of the Cape Colony. These farms were to be on both sides of the main road from East London to King William's Town, and were designed not

R1.

R2.

R1

R3

R4

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R6

R7

R8

not only for

- R. 1 British Kaffrarian Records. Volume 109. (Cape Archives)
Government Notices (October 28th and November 15th, 1858)
- R..2 British Kaffrarian Records. Volume 93 (Cape Archives)
Civil Engineer.
- R. 3 King William's Town Gazette: 21st August, 1858.

only for protection, but also to give employment to many of the German immigrants. The scheme attracted a great deal of attention, and out of the numerous applications made, 200 were selected by lottery, and granted such land. This naturally popularised the new line of road which up to that time had not been much used possibly because of the steep ascent from the pontoon to Tamare. In August a Mr. Webster of King Williamstown started an omnibus service between that place and East London.

R1

R2

R3

- R. 1 King William's Town Gazette: 26th March, 1859. (Correspondence columns)
- R. 2 King William's Town Gazette: 5th April, 1859.
- R. 3 Government Gazette 1859. Proclamation dated 9th July.

CHAPTER VIII.The Annexation of East London by British Kaffraria (1859),
and of Kaffraria by the Cape Colony (1865).

Early in 1859 talk of annexation of British Kaffraria by the Colony was once more prevalent, and the question of East London's anomalous position was inevitably bound with it. The Cape Parliament was not desirous of taking over the responsibility of the new province, but was not prepared to give up the port of East London, as that would make it necessary for the establishment of Colonial Customs houses along the Colonial boundary. In other words the Government of the Cape Colony would have to guard a line of nearly 200 miles against smugglers, who had obtained their goods through East London. Nor were the inhabitants of British Kaffraria desirous of coming under the government of the Cape Colony, especially at a time when the Eastern districts of the Colony were still keen to separate from the Western districts. At a public meeting held in King Williamstown on the 4th April 1859 it was unanimously decided to oppose annexation, and to present a memorial submitting that, as long as East London was part of British Kaffraria, and her Customs were part of Kaffrarian revenue, that province would be almost self-supporting - the Imperial grant was, of course, taken as being continued.

The Cape Parliament had to choose between annexing the new province and giving up East London. The latter choice was made, and on the 9th July 1859 a proclamation was issued by Sir George Grey, making East London part of British Kaffraria. A leading article on the subject, written by the editor

- R. 1 King William's Town Gazette: 23rd July, 1859.
- R. 2 Theal: "History of South Africa since 1795." Volume 111, page 224 ff.
- R. 3 British Kaffrarian Records Volume 94. (Cape Archives) Civil Engineer. (Trill's memorandum re Trainway to King William's Town)

the editor of the King William's Town Gazette, expressed the great satisfaction of the people of the frontier: - "The acquisition of a seaport by any province in South Africa is of the first consequence. It is not second in importance even to the obtaining of a separate local government. If the two boons were offered to us separately we would take the port and wait for the government; if it were not for the port of East London, annexation to the colony in some modified shape or other would be our interest as well as our fate East London is not a first rate port if the Buffalo mouth had opened itself anywhere else but in this iron-bound coast, very likely it would escape the distinguished honours that we intend to thrust upon it But in South Africa, where the best bay is a danger, and little streams that dribble through sandbars are eagerly improved by enterprising companies, the Buffalo port is positively a prize. Engineering science can make it more commodious East London must be the great public work of this province" The Customs duties at East London were made the same as those at the ports of the Colony, while all produce of the Cape Colony was to be admitted duty free. This arrangement made inland Custom houses unnecessary, and was more favourable to the Colonial ports than to East London, for most of the establishments at the latter place were branches of Cape Town or Port Elizabeth houses, and would often have to pay double duty. R1.

In 1861 the question of a railway from East London to King Williamstown was discussed, and the Civil Engineer (Mr. S. Trill) asked for his opinion on the matter. He did not consider the traffic enough to provide interest on the capital necessary for a railway; his rough estimate was R2.

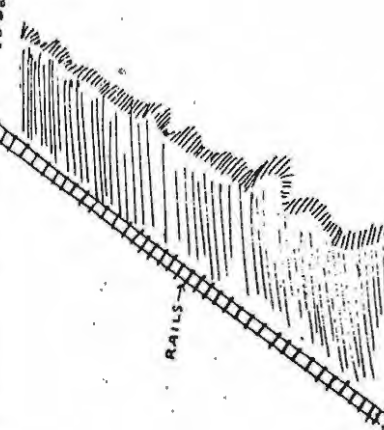
4550 tons of R3.

- R. 1 British Kaffrarian Records. Volume 94. (Cape Archives)
Civil Engineer. (Trill's letter of 17th September, 1863)
- R. 2 Theal: "History of South Africa ^{since} 1795" Volume IV page 70-71
- R. 3 Government Gazette 1865. 10th October. Act. No.3 of 1865.

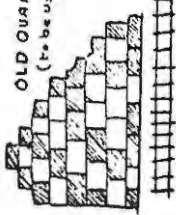
4550 tons of traffic per year, which if carried over 40 miles at 5d. per mile would realise £3791.13.4. adding £1000 per year for passenger traffic and deducting working expenses £2635.13.4d. would have left the receipts at £2156. The capital required would be £160,000 on which interest at 6% would be £9,600. a sum more than four times the amount of the receipts. At the same time the Civil Engineer recommended that his proposal for the erection of a Pier on the Eastern bank of the river should be put into operation. The Western Training Wall should, in his opinion, be abandoned for a time. It was not until 1863, however, that he was given the facilities for executing the work, of which he wrote: "I consider the Eastern Pier to be the most important portion of the proposed works for the improvement of the port of East London it will prevent the rapid influx of sand which year by year is gradually filling up the estuary. (A sketch of the Harbour works at the time will be found on the next 2 pages.)" R1

Then followed the abandonment of the Transkeian territory, which put an end to the expansion of British Kaffraria and made it too small in numbers of Europeans to exist as a separate province under the Crown. Both the Cape Colony and Kaffraria continued to oppose annexation until the Governor appealed to the Secretary of State in 1864 to persuade the Imperial Parliament to legislate on the matter. This was done, the Home Government passing an act which was to be regarded as valid only if the two parties concerned refused to legislate for themselves. It did not come into force, however, for in 1865, an act was passed by the Cape Parliament annexing British Kaffraria, and shortly afterwards the new territory was R2

Proposed
to be abandoned

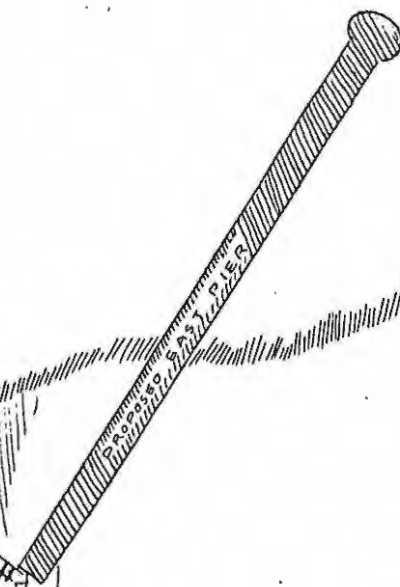


OLD QUARRY
(to be used again)



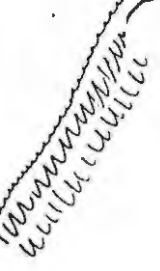
CREEK

Proposed line of rails to old Quarry



SAND
SPIT

WEST TRAINING WALL (completed)



PROPOSED EXTENSION OF WEST WALL



Water-edge

WHARF

SLIP

WHARF

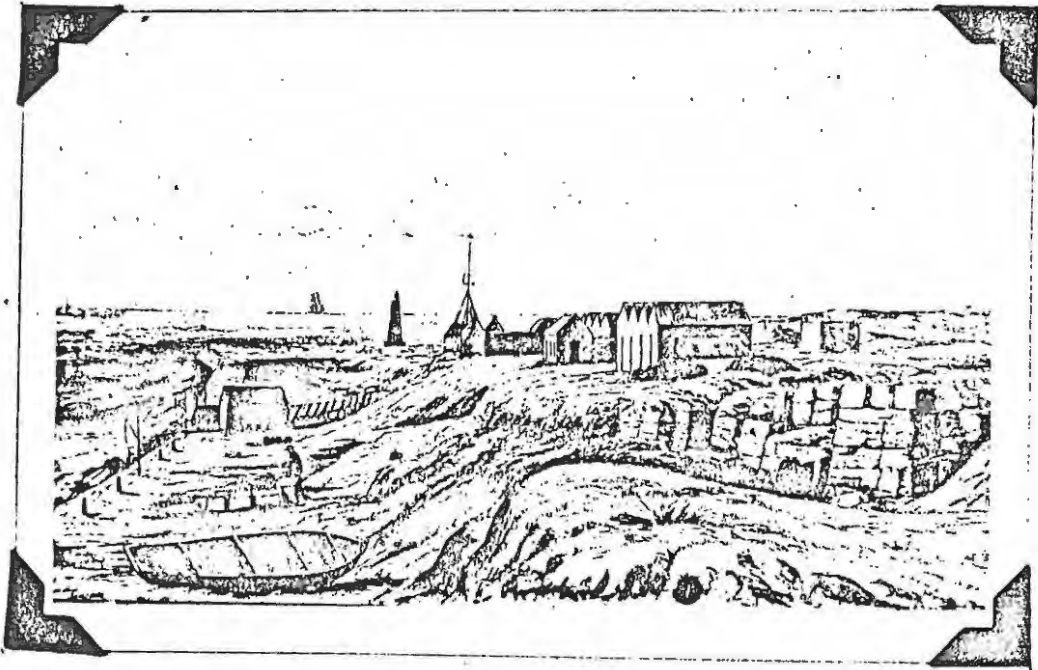
RIVER WALL

X
X
X
X

British Kefferman Records (Cape Archives)
Vol. 74. (Civil Engineer)

ROUGHLY
100 FT.

RIVER WALL.
EAST LONDON.
January 1862.



This photograph, taken from a larger one in the East London Museum gives a clearer idea of the plan on the previous page (see the Western side of the plan).

- R. 1 British Kaffrarian Records Volume 63 (Cape Archives)
Resident Magistrate, East London.
- R. 2 Government Gazette 1866 (17th April).
- R. 3 Cape Blue Books. No.49 (Cape Archives)
Harbours 1856-78. (Report by J.F. Bourne)

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territory was divided into two fiscal divisions, each having two members of parliament. East London was to be one of these divisions, and the increase in public business in the town resulting from the extension of its boundaries and jurisdiction led Mr. Jennings to apply early in 1866 for more commodious premises for Court Room and offices. The first election for Members of Parliament for the division of East London took place on the 4th April 1866, and resulted in the return of Messrs. William Bell and Henry Sparkes, Senr.

The Cape Government at once took in hand the harbour works at East London, realising the value of that port as an inlet to the Eastern districts of the Colony (extending at that time up to the river Kei.) The Colonial Railway Engineer inspected the works and made an exhaustive report to the Colonial Secretary, in which he favoured the immediate completion of the East Pier, and the construction of a Western Pier. The latter he considered most important, for it would protect the entrance and the harbour from the surf; he considered that it should run past the south side of the lighthouse, and in the direction of the "Blinders Rocks" (see Sir John Coode's map on P.83). When the weather was unfavourable for work on the piers, occasional work might be done towards extending the training walls on either bank. His estimate of the cost of such works (assuming paid labour was used) was:-

Western Pier	:	£36,177
Eastern Pier	:	£39,015
West Training Wall	:	£20,535
East Training Wall	:	£ 1,850
Removing stones	:	£ 2,000

£99,577

Had East London

R₁

R₁

R₂

R₃

R₃

R. 1 Cape Blue Books. (Cape Archives) Railways (1855-76).

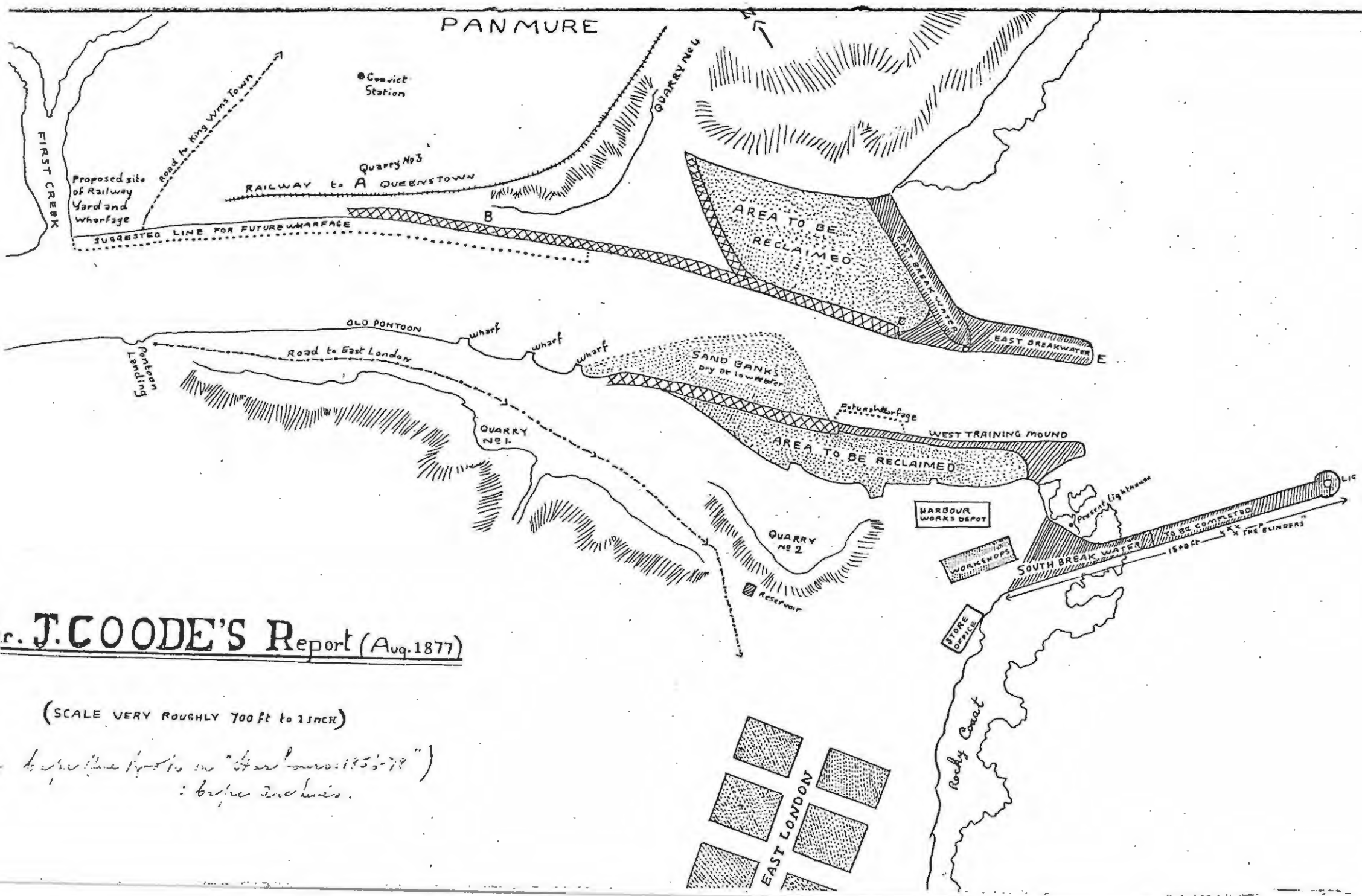
Had East London continued to exist chiefly on the West Bank of the river, this plan would have been followed to the letter, but with the coming of the railway to the port in the early 70's the character of East London was changed. As this survey is not intended to proceed beyond 1866, no detail can be given, but it is sufficient to say that the railway line was laid on the East bank, and the town on that side soon grew to be the more important part. The city today lies chiefly on the Eastern bank of the Buffalo, her people forgetting often the insignificant "ward" on the opposite bank which was the birthplace of "The Fighting Port", a port whose foundation and early history were as romantic as those of any other port in South Africa.

R,

r. J. COODE'S Report (Aug. 1877)

(SCALE VERY ROUGHLY 700 ft to 1 INCH)

*to be taken from the "Harbour Survey 1853-78"
: before and after.*



and a mil. outpost
known as Fort Frederick

Town of PE may be said
to date from the arrival
of 1820 when but a
military station it date
back to the 18th Cent
Fort Frederick which
marked the city was
built in 1799 and named
after the Duke of York.
Designed for a garrison
of 350 men and main-
tain 8 or 12 powder
The fort is believed to
be the oldest building
at the site.