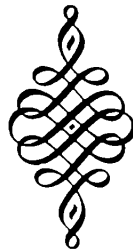




**SIMON'S TOWN HISTORICAL
SOCIETY**

BULLETIN



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SIMON'S TOWN HISTORICAL SOCIETY

NEW SUBSCRIPTION RATES

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EDITORIAL

The production of the first number of the "Bulletin" in its new format marks a big step forward in the progress of our Society. Perhaps in another five years the Society will feel itself strong enough to produce a properly printed "Bulletin", with illustrations in plenty. This will depend, firstly, on a much increased circulation and, secondly, on the material for the "Bulletin" which each member of the Society is willing to contribute. Every member willing to make the effort can offer something, even if it is only a small cutting from some newspaper. To be successful the "Bulletin" must be a joint effort of as many members as possible and not just the work of three or four regular contributors.

Simon's Town suffered a tragic loss from a historic point of view when the house at Klein Vishoek was burnt out. Fortunately there was no loss of life and most of the possessions of the residents were saved. There is just a possibility that it may even yet be saved from complete demolition. Nothing is known of the origin of the house except that it was built sometime before 1795. Immediately after the Second British Occupation it became the residence of the military commandant at Simon's Town and was occupied by such people as Major General Joseph Baird and Captain Henry Somerset.

Our thanks are due to Mrs. G. E. Deacon for permission to publish the extract from the "Journal of Sarah Norman Eaton" which appears on pages 28-34. Her late husband, Mr. Charles Deacon, had the diary of Mrs. Eaton, of whom he was a descendant, published for private circulation.

On 4th December Dr. Joseph Denfield, author of "Pioneer Port: A Pictorial History of East London", gave a talk on "Early Photographers in the Cape". Not only was it most interesting, but also it gave every evidence of that mastery of the subject which is achieved only by long and intensive research among the original sources. Much of the material has already been published by Dr. Denfield in collaboration with Miss Marjorie Bull in the "Quarterly Bulletin of the S. A. Library" for September 1964.

SIMON'S TOWN'S EARLY YEARS

1671 - 1795

By H. C. Willis

In 1812 the Governor, Sir John Cradock, described Simon's Town as 'the second town in this settlement and one rising every day in population and wealth.' This article is an attempt to show why and how our town obtained this status in the country.

Simon's Town receives little mention in the standard histories of South Africa, either under that name or under that of 'BAAY FALS' or 'SIMON'S BAY' by which names it was first known. Nothing particularly exciting or 'newsworthy' has ever happened here. In fact, it only begins to figure to any extent in the history books when it became the base from which the First British Occupation was launched in the year 1795.

Nevertheless, though not conspicuous, its influence on the development of South Africa up to that time had been very considerable. The story is hidden away in letters, reports, petitions, grants of land and other documents in the Archives and also in travellers' accounts of visits to the town, most of which are distinctly uncomplimentary. Examination of the original documents is not an easy matter, as the beautiful script in which they are usually written is often difficult to decipher, and to the present generation the documents are in a foreign language.

To understand the story of Simon's Town's development it is necessary firstly to appreciate the reason for its existence at all.

As a country for permanent settlement South Africa, when first investigated, offered few attractions to Europeans. The soil for the most part is not well suited for agriculture, there are no mineral deposits of any importance near the coast and there are no navigable rivers to give easy access to the interior, which is barred by rugged mountain ranges with few passes through them. There are no natural harbours; not even an anchorage, which can be considered to be reasonably secure in all weathers with the possible exception of Saldanha Bay. The original

inhabitants were always unattractive in their habits, treacherous and often hostile.

European settlement in South Africa, therefore, took place for one reason only, and that was to provide a halfway house between Europe and the East Indies, where the ships of the Dutch East India Company could stop for fresh supplies, for refitting the ships and, above all, where the crews could be landed to recover from the diseases and other horrors which seemed inseparable from life on board ship in those days.

Table Bay was first selected as the most suitable anchorage to provide such a halfway house and was intended to be used all the year round. There was a plentiful supply of good fresh water readily available, a sufficiency of land suitable for growing the quantities of vegetables and fruit needed and ample grazing for cattle.

The anchorage was quite safe in the summer months from October to April or May, but when the north-west gales of winter set in Table Bay became a death trap for the unwieldy sailing vessels, which were quite incapable of turning to windward off a lee shore. For this reason Saldanha Bay, which is a safe anchorage all the year round and in all weathers, would undoubtedly have been chosen but for the fact that no fresh water is to be found anywhere in the vicinity.

Several bad shipwrecks in Table Bay became a source of serious concern to the authorities, but there was nothing that they could do about it, except to build a long and substantial breakwater, which was out of the question with the limited supply of labour and other resources available. Ships, therefore, avoided Table Bay as far as possible in the winter months, but to do so was always inconvenient and even impossible for ships in serious trouble.

There the matter rested until one day in the year 1671, the 29th May to be exact, a letter arrived in Cape Town from the Captain of the flute Isselsteijn, saying that he had been obliged by contrary winds to anchor in False Bay, that the ship was in need of fresh water and meat, that no cattle were to be found in the neighbourhood and requesting the Commander to send some cattle for refreshment. As the Isselsteijn had sailed from the Texel nearly five months previously on the 8th January, it is not

surprising that she was short of provisions. Nor is it really surprising that she had taken so long on the voyage. Flutes - or flyboats as they were termed in English - were merchantmen designed to carry the largest possible amount of cargo with the smallest possible crew. Falconer in his "Marine Dictionary" describes a flyboat as "a large flat-bottomed Dutch vessel, whose burthen is generally 400 to 600 tons. It is distinguished by a stern remarkably high, resembling a Gothic turret, and by a very broad buttock below." Not in fact a type of vessel likely to be noteworthy for speed, but well-fitted for the cheap carriage of bulky cargoes.

In response to the Isselsteijn's appeal for help Sergeant Jeronijmus Croese was sent to False Bay on the following day with tobacco and copper to barter for some cattle from the neighbouring Hottentots. Three days later on the 2nd June a further message was received asking for some salt to be sent for salting down the meat as the ship's supply was exhausted. Two pack oxen carrying 400 pounds of salt were dispatched but the men soon returned saying that they had met Sergeant Croese who informed them that a tun of salt had eventually been found in the vessel so that no further supplies were needed. And that is the last that was heard of the Isselsteijn until the following December. On the 1st of that month the Council of Policy noted in its resolutions, "By order from Batavia possession is to be taken of the place in False Bay, where the Isselsteijn anchored in June last." Quite clearly the Captain of the Isselsteijn being a seaman had quickly realised the value of False Bay as a safe winter anchorage and an admirable alternative to Table Bay, when the latter became unsafe.

Hitherto the local authority, the Council of Policy, being mostly composed of landsmen, does not appear to have considered the possibilities of False Bay. It had plenty of other troubles to occupy its time; the way to False Bay was long and difficult, its shores had never been systematically explored owing to its inaccessibility and there was no reason to suppose that the place was of any value whatever from a landsman's point of view.

Nevertheless, a direct order from the authorities in Batavia could not be ignored and the Council of Policy lost no time in complying with it. As it happened, an expedition of some experienced travellers and burghers under the command of

Lieutenant Breitenbach had already been organised to explore the possibilities of the Hbtentots Holland area as a grazing ground for cattle and Breitenbach was given additional orders to continue on from there and search for a suitable anchorage in False Bay.

The expedition set out from the Castle on the 5th December 1671 and returned there on the 19th. On the last day of the year a report signed by C. von Breitenbach and the expedition's surveyor, J. Wittebol, was considered by the Council. In it they stated that they had explored the shores of False Bay as far as Isselsteijn Bay. In this bay a ship could anchor safely during the winter season but in summer the south-east winds blow open-jawed into it. On the south side of the said Isselsteijn Bay a mountain range separated it from another much more spacious bay, where ships may also be protected in the winter season, but the former would be safer in order to avoid the danger caused by a certain blind rock lying right in the middle of the bay. To anyone familiar with this area it would appear to be quite clear from this description that Lieutenant Breitenbach got no further than Fish Hoek, the bay into which the South-Easter blows open-jawed. He then climbed to the top of the Elsie's Peak range and from there looked down on the "spacious" Simon's Bay with Roman Rock, the "certain blind rock", in the middle of it.

All the early maps show this. They depict a wedge-shaped Cape Peninsula, in which the only breaks in the straight sides of the wedge are Hout Bay on the west side and two adjacent bays at the north end of the east side. The symbol of an anchor indicating then as it still does the recommended anchorage always appears in the northernmost of these two bays, which is in exact conformity with Breitenbach's description. It seems a reasonable conclusion that all these early maps up to the 1720's, most of which were copied from each other, were the mapmakers' representation of Breitenbach's discoveries and based on his report.

Once it had forwarded this report, the Council of Policy evidently thought that it had adequately fulfilled its instructions and there the matter rested for the next sixteen years.

Commander Simon van der Stel was a man of a very different calibre. He

personally led expeditions into every part of the territory, mainly to investigate the economic potentialities of the settlement. In pursuance of this policy he left the Castle on the 9th November 1687 to explore the western shores of False Bay. He proceeded by land to Isselsteijn Bay and thence to Kalk Bay, where he intended to meet the galjoet De Noord, which was to sail round from Table Bay. The route taken overland suggests that Simon van der Stel went over the Steenberg, down into the Fish Hoek Valley and then round the corner to Kalk Bay, rather than by the more direct but probably much more difficult route along the seashore from Muizenberg. This is quite probable because at this early date a mine was being worked, presumably for silver, at the Steenberg, while there is no mention of even a footpath from Muizenberg to Kalk Bay.

For the next two weeks Simon van der Stel thoroughly explored the whole of the west coast of False Bay from Muizenberg to Cape Point by land, and, in the galjoet De Noord, he took soundings all the way across False Bay to Steenbras Point and Gordon's Bay and also landed on Seal Island. In the evenings he plotted all his discoveries on a map and had drawings made of the various species of fish which were caught and of other noteworthy items. When he had thoroughly tired out his men by walking all day he used to go off exploring by himself so that no time should be wasted. He finally returned to the Castle on the 30th November. A full account of the expeditions is recorded in the Journal of that year, which has been translated by Dr. H. C. V. Leibbrandt. Van der Stel himself drafted a most excellent chart of the Cape Peninsula with full sailing directions attached. The chart is the first reasonably accurate representation of this part of the world, while the sailing directions describe quite clearly all the navigational hazards from Cape Town round to False Bay in a manner which could scarcely be bettered today. It is surprising that with such a good map available the mapmakers of Europe continued for so many years to re-issue copies of the sketchy, inaccurate and highly imaginative affair, which has been mentioned previously. On the other hand it is quite possible that the Dutch East India Company kept the Van der Stel map as a confidential document for the exclusive use of its more senior and trustworthy employees.

No one seems to have made any practical use of these discoveries for the

next fifty years. Simon's son, Willem Adriaan van der Stel, did indeed lead an expedition to make a further exploration of False Bay in the year 1729, but he does not appear to have got any further than Kalk Bay. He was not the man his father was and the going seems to have been too tough for him and his companions.

Nevertheless, there must have been some sort of permanent settlement at Simon's Bay in the 1730's and ships must have been using the anchorage. A map which is stated in the Cape Archives Inventory to have been received in Holland from the Cape in the year 1730 clearly depicts a battery established on the South Point of Simon's Bay and it must have had some men to work it. Presumably, too, it would not have been placed in that position unless there was something in the Bay to protect, unless it was intended solely to command the approaches to the only really sheltered anchorage for large ships and safe landing place for small boats in False Bay.

On the 20th August 1737 the burgher, Antoni Vissir, addressed a letter to the Governor, Jan de Lavontayne; this is one of the very first letters addressed from False Bay, which is preserved in the Archives. In it Vissir reports that the sick are progressing favourably and four will probably be sent to sea on the following day, leaving 32 invalids in the tent. He also asks that the road between Kalk Bay and the Honourable Company's "fishermen" be repaired, because it is impossible to travel over it with the waggons. "Steenbach, Mr. Rossouw and I" he says "constructed it a few years ago but now the road has become impassable." The expression "the Honourable Company's fishermen" is odd; it might refer to Fish Hoek but it is more likely to mean the settlement where the Honourable Company's fishermen are based.

Losses by shipwreck in Table Bay continued to occur with alarming frequency during the winter months; to such an extent indeed that in 1741 the Directors resolved that from the 15th May to the 15th August in each year their fleets should refresh in Simon's Bay in place of Table Bay.

Hitherto the facilities in Simon's Bay, such as they were, had been sufficient for the occasional ship which sought shelter and refreshment, but they would clearly be quite inadequate if whole fleets of ships were to call there. The new situation would necessitate the establishment of a properly organised naval base.

What, then, would be the principal requirements of a fleet of ships when halfway through a voyage to or from the Far East? First of all, the ships would want fresh water and fresh provisions, meat, vegetables and fruit. Then, some building on shore would be required, where the invalids could have shelter while they recovered from their various illnesses, the principal of which would be the scurvy. The ships might be in need of spare sails, anchors or rigging. In the stormy waters of the Cape losses of these were by no means infrequent. Although the ships would normally carry an adequate supply of replacements, there were occasions when these would all be used up in the course of a voyage to the East Indies and half way back to Europe. Those of the passengers and ships' officers who could afford it would want accommodation on shore to enable them to have a short break from their cramped, stuffy and uncomfortable quarters in the ship. The wants of the ordinary seamen have not changed over the centuries and can be summed up in the expression "wine, women and song."

What facilities would have to be provided at a base to meet these requirements?

Some sort of an administrative staff would be needed to organise the supply of provisions to the ships. A body of soldiers to act as a police force for the preservation of law and order. A labour force to convey the goods to and from the ships. All these men would have to be housed.

There would have to be a spring or running stream of good fresh water near a suitable landing place for the boats. Facilities would have to be provided for filling the casks in which the water would be transported to the ships and for lifting the casks into and out of the boats.

To ensure that a supply of fresh provisions was always readily available at short notice, gardens for growing the fruit and vegetables and pasturage for cattle would be needed near at hand. A warehouse would also be required for storing non-perishable goods and all the ships' equipment.

A permanent hospital building was a prime necessity and also inns and lodging houses for the passengers to stay in while on shore. It must be remembered that many of these would be very important people, used to having the best of every-

thing that money or influence could procure. The ships would normally stop in port for at least a month, largely because it would take this time for the men to recover from the scurvy; often, too, they would stay for much longer in order to avoid the stormy season in one ocean or the other. In such cases many of the passengers would prefer to go to Cape Town where they would be better entertained; some would want to remain in Simon's Town, especially if the ship was only staying a short time. The journey to Cape Town was uncomfortable and expensive and in winter the road might even be impassable. Moreover there was always the danger that the carriage or waggon might be swept away or at the least upset by the waves when crossing the sands at Glencairn and Fish Hoek.

For nearly two years after the Directors of the Company had issued their directive regarding the use of Simon's Bay in winter nothing seems to have been done to meet any of these requirements. Then at the beginning of the year 1743 the Governor-General of the Dutch possessions in the East Indies, Baron von Imhoff, arrived in the colony. His high rank enabled him to act on his own responsibility without having to refer anything involving expenditure of public money to higher authority. One of his earliest activities was a visit to Simon's Town in February. Here he selected a site for the government buildings in the area now occupied by the West Dockyard, and planned out the most important buildings required. Within a month a start had been made with the biggest of these, which was to serve the several purposes of a magazine for gunpowder and firearms, a storehouse for provisions and ships' equipment, a bakehouse and a barracks to house the party in charge. This building still stands; it has been altered in many ways from time to time and an upper storey has been added, but there is no difficulty in recognising it today. It is the long narrow building between the present (1965) West Dockyard gate and the Dockyard Church, and it is still used as it always has been as a victualling and general storehouse. To take care of this important building and its valuable contents and the station in general, Sergeant Justinus Blas was appointed to the office of "Postholder".

Thus, the year 1743 may really be considered as the year in which Simon's Town came into being as something more than a fishing settlement and

received some measure of official recognition. From this time onward its development was gradual but continuous according to the plan laid down by the Baron. Nearly every year some new building or other amenity was added and a new class of business men and traders was attracted to take up permanent residence in the town.

Hitherto, as appears from the previously quoted letter of Antoni Vissir, the invalids from the ships were housed in a tent, which cannot have been very pleasant for them in the wet winter months. A permanent and solidly constructed building was obviously a prime necessity. On the 10th December 1759 Johann Friedrich Kirsten, who at this time held the office of "Standard Bearer" (presumably the second senior post on the station) and two years later became Postholder, reported to the Governor, Ryk Tulbagh, that the only possible site for the proposed hospital was "a level piece of grainland stretching from the Company's Stables to the Cape Road." This site between the present Arsenal and Waterfall Roads is now occupied by the Naval Armament Depôt. The owner, Cornelis de Leeuw, described as "the former Commander", was "fully prepared to let the Company have this land for as much as their Honours were prepared to compensate him." As the land was in fact taken by the Company, it is to be hoped that the compensation came up to expectation.

Construction of the hospital building was started in 1760 but does not seem to have been completed until five years later, although it is difficult to see why such a simple structure should take so long to build. Nevertheless, it seems to have been worth waiting for. John Splinter Stavorinus, the captain of one of the Dutch East India Company's ships, was most impressed with it. He arrived in Simon's Bay on the 12th July 1774, with many of his crew stricken with the scurvy. "The hospital" he writes "is an edifice in which one hundred patients can with ease be admitted. It is built upon the brow of a hill. It has a triple front towards the sea. The apartments which are lofty without ceilings are very airy. In the centre is a large square court, so that the sick here have always fresh air which contributes largely to their recovery. The hospital at Cape Town is destitute of that advantage: whence twice as many of the patients die there as here. The hospital formerly stood upon the beach, where now the magazine and workshops are placed."

Another of the port's requirements was met by the construction of a substantial wharf or pier, by means of which passengers could embark or disembark from the ship's boats without either getting their feet wet or being carried ashore on the backs of not very clean sailors or slaves. It also made much easier the heavy work of loading and unloading the fresh water casks into and out of the boats.

The first wharf was built in 1768. The portion extending from the bank above the beach to the low-water mark consisted of three stone arches and the extension beyond this into the sea was a wooden pile structure. The end piles were carried a few feet above the deck of the pier and joined by a cross beam, to which blocks and tackles could be attached for swinging the water casks and other heavy weights into and out of the boats. It is not known what materials were used in the original construction, but for a major repair in 1808 seventythree stinkwood beams of about 26 feet long by 8 or 9 inches and one hundred and sixteen yellow wood planks of the same length and $3\frac{1}{2}$ inches thick were used.

The watering place at that time was situated about half way between the present West Dockyard gate and the Storehouse and was fed by a spring which runs under the Prince Alfred Hotel. It must be remembered that the shore line then roughly followed the seaward side of St. George's Street through the Dockyard Gate Guard House and along the front of the Storehouse, so that the spring was quite near the wharf. It is interesting to note that this spring, whose very existence has been forgotten for a hundred years, is causing serious embarrassment in the road widening and other reconstruction work now (1965) going on in this area.

The next things which visiting ships would be urgently requiring would be fresh provisions, vegetables, fruit and meat. Apart from other considerations, the lack of Vitamin "C" present in fruit or vegetables and the salt used to preserve the meat were the principal cause of the scurvy. The difficulties of transport made it very expensive at all times to bring provisions from Cape Town, and often impracticable at short notice; the Honourable Company hoped to overcome this difficulty by establishing its own gardens in the neighbourhood of Simon's Town. In practice, owing to the poverty of the soil, the scarcity of level areas of ground and the prevalence of the

"South-Easters", which scorch up any exotic vegetation, the cost of growing vegetables locally cannot have been much less than that of importing them. This could be one of the reasons for the apparently exorbitant charges demanded for fresh provisions by the local shopkeepers, which have always been a cause for complaint by visiting ship-masters.

The Company's gardens were the "Groot Tuin", which later became "Oatlands Farm" and is now a caravan park, and the smaller "Klein Tuin", which covered the area now known as "Lower Seaforth". There was another garden, known as "Goede Gif" (pronounced nowadays as "Goody Gift"). This area, which lies behind the British and Central Hotels and extends up to Runciman Drive, was originally granted to the Widow Diemel by the Governor Zwellengrebel on the 28th November 1745, and is among the earliest grants of land in Simon's Town still preserved.

Cattle were probably grazed, as they still are, on farms on top of Redhill and up the Glencairn Valley and driven down to the "Government Cattle Kraal", which occupied the site of the present South Africa Station Club until the Victualling Offices were built on it in 1814. From there they would be driven along to the Slaughter House, which was one of the official Company's buildings and lay well to the south of the other buildings, roughly on the site of the St. George's Hotel, whenever occasion demanded some fresh meat.

Having satisfied the material wants of the ships, the personal requirements of the ships' companies and passengers may now be considered.

Most of the early visitors to Simon's Town, who have left a record of their experiences, are anything but complimentary about the place itself and its surroundings. A typical example is Major-General Andrew of the Royal Marines, whose ship touched at the Cape on a voyage from India to England; he describes the place as "nothing but a mass of sand surrounded with very high mountains, with about half a dozen houses a little way from the beach, and a long row of buildings containing all kinds of stores ... the soil is not worth cultivating." Only the botanists and naturalists, such as Sparrman, Thunberg and the Vicomte des Pages, displayed any enthusiasm for the place, and then only because of the flowers and shrubs in the hills

around.

There is one point, however, on which they are all agreed and that is the hospitality of the inhabitants.

At this time the majority of the passengers in the ships would be officials of the Dutch East India Company and among these rank in the Service was of the utmost importance and would determine how, where and by whom each of them would be entertained when ashore. There might also be the occasional tourist but such were very rare and would be well furnished with letters of introduction in keeping with their social position. Visitors in foreign ships would receive the same courtesies, but always strictly according to social status.

The most important people at any particular time would be entertained by the Postholder in his own house. No mention is made of whether he got paid by his guests or received an entertainment allowance from the Government; it seems unlikely that he would be able to entertain to the extent which he did on his own salary alone. The first Postholder of whom there is any specific mention in this connection is Johann Friedrich Kirsten, who succeeded Adriaan de Nys on the death of the latter in 1761. He presumably lived in the Drostdy House, which was on the slopes of the hill just behind the St. George's Hotel; it survived until 1951, when it had become dangerous and had to be demolished. The Swedish writer, Jacob Wallenberg, visited Simon's Town in June 1770, in the course of a voyage to the East Indies as ship's chaplain. He was entertained by Kirsten, "who" he says "was a man whose name deserves to be held in honour. His comfortable house made our stay in False Bay most enjoyable." Two years later, in 1772, the Swedish physician-naturalist, Andrew Sparrman, spent the winter from April onwards as tutor to Kirsten's children before joining Captain Cook's expedition to the South Polar regions. He says that "about the time of my departure from Africa (that is in 1776) they were building another large and handsome house for the accommodation of the Governor." This was the building now known as "The Residency", which combines the Resident Magistrate's Residence, the Court Room and the Magistrate's Offices.

In May 1774 the Postholder, J. F. Kirsten, was succeeded by Christoffel

Brand, and at the same time the position was upgraded from "Postholder" to "Resident". It has always been assumed that he lived in the present "Residency", but it seems more probable that he lived in the house next door to the Residency at the extreme northern end of the West Dockyard, which is now divided into three separate residences for the most senior naval officers. On the prints depicting the Simon's Town of this period the present Residency is labelled "Gouvernement Haus" and the three separate houses as "Residenten Haus". They are both large houses by any standard, and whichever of them it was he lived in, Brand entertained on a large scale. Besides being his duty to accommodate visitors, he thoroughly enjoyed meeting interesting people. Another of his duties was the safeguarding of all the government stores, and the situation of his residence within a stone's-throw of the storehouse was most convenient for the discharge of this responsibility. It seems probable that he also carried on an extensive and, no doubt, lucrative trade in ships' stores, such as anchors and cables, ropes and canvas, on his own account. Nearly every visitor to Simon's Town of any importance in the next twenty years speaks of Brand in the most favourable terms. Among the first of them, in March 1775, were Captain James Cook and his friend Joseph Banks, a wealthy young man and a keen amateur botanist, who later became President of the Royal Society and also godfather to Brand's son. Another was Captain George Vancouver, who writes that he waited on Mr. Brand, who received him with great politeness and hospitality; the well-known characteristics of that gentleman. Vancouver had put into Simon's Bay in July 1791 to refit his ships and get fresh provisions in the course of his voyage of discovery to the North Pacific and round the world.

Although the most important visitors would be entertained by the Postholder or at the Government House, others of lesser rank would have to find their own accommodation, of which there cannot have been any great choice.

The earliest plans of Simon's Town show no houses at all apart from the Company's own official buildings. Later accounts speak of "four or five houses", "two or three other houses belonging to private persons", and so on. This is not surprising as the whole economy of the place depended on catering for the needs of visiting ships,

their passengers and crews. The majority of these would be the Company's own ships and it would need very few people to cater for the occasional foreign ship. Several of the few private citizens owned small coasting vessels to bring the supplies of goods, in which they traded, from Cape Town, thus avoiding the high charges for waggon transport. As a sideline to bring in a little extra money, most of them would let lodgings in their houses. Some of them built far larger houses than they actually needed for their own use, in order to take advantage of this often lucrative business.

Sparrman relates, "A tradesman or two have got leave to build an inn here, in which however there is not always room and conveniences sufficient to receive all such as, after a long sea voyage, are desirous of refreshing themselves on shore: the ships that land here being chiefly such as contain not much above twenty passengers." He also mentions that board and lodging at the Cape costs one to one and a half rix-dollars per day and that "a tolerable good table" was kept at the lodging houses of Simon's Town. Another traveller says that "the arrival of the ships draws several inhabitants from Cape Town to False Bay, who confine themselves in narrow lodgings for the sake of enjoying the company of strangers." This was John Forster, who accompanied Captain Cook on his second voyage of discovery, when the ships called at Simon's Town in March 1775.

From all this it seems quite clear that in course of time the provision of board and lodging for visitors became one of the town's most important businesses, second only to that of supplying the ships' requirements. Some of the visitors would normally be staying in the town for at least a month, although most of them would prefer the greater amenities of Cape Town in spite of the difficulties of getting there. Those who remained in Simon's Town would want accommodation rather more spacious and comfortable for their wives and families than that provided by the ordinary inn, which catered chiefly for the common seamen, whose primary object in coming ashore would be to get drunk.

It is for this reason, no doubt, that though there were few houses such a large proportion of them were very big houses. For example, Admiralty House had over twenty rooms, although it was always privately owned and for its last few years

as a private residence by a widow who lived alone. The original grant of the piece of land, on which it stands, measuring one morgen with buildings already thereon and two pieces annexed thereto, garden and building land respectively, measuring 4 morgen 204 square roods, was made to the burgher Antoni Vissir on the 27th May 1743. It would appear that Antoni Vissir was looking for another occupation (or investing the profits?) after being superseded as senior officer on the station by Justinus Blas. The property passed into the hands of the Munnik family in 1750 and in November 1784 to the burgher William Hurter, whose widow sold it to the British Admiralty on the 22nd April 1814 for the sum of 130,000 guilders, which was the equivalent of £10,833. 6. 8.

The present Palace Barracks is another house which is much too large to be occupied by a single family of moderate means for its own use alone and at that time no wealthy person would consider living permanently in Simon's Town. Even the Postholder, J. F. Kirsten, only lived there during the winter months; for the rest of the year he lived on his Alphen estate and conducted the town's business from there.

There were two or three other houses of considerable size, that of the Widow Rossouw for example, of which only the most meagre records have so far been found. It is more likely that they were all used as lodging houses in addition to their normal use as a residence for their owners.

So much for the comforts of the ships' officers and passengers. The needs of the ordinary seamen and others of the lower classes were more simple and easily catered for. There was no Immorality Act, which simplified one problem, and such Liquor Acts as there were seem to have been intended more to protect the rights of those who had the monopoly for selling wines and spirits than to curtail the consumption in any way.

In 1795 and probably for some years earlier a certain Johannes Paulus Ecksteen owned the "farm" or exclusive right to sell liquor in the area between Rondebosch and Simon's Town. These "farms" were put out to tender each year to the highest bidder, constituting a valuable source of revenue for the government. One of Ecksteen's wine houses was situated in a strategic position at the shore end of the

wharf, where it was readily accessible to the sailors the moment they set foot on shore. And that no doubt was as far as many of them ever got.

Such then were the conditions in Simon's Town when in 1793 the Wars of the French Revolution broke out and kept the world in a state of turmoil for many years to come. The French had indeed forestalled the British expedition intended to occupy the Cape of Good Hope in 1781 and occupied the settlement for three years but this occupation seems to have made little impact on Simon's Town. In 1792 and 1793 two Commissioners of the Dutch East India Company on their way to Batavia had investigated the financial position at the Cape. They left behind Abraham Josias Sluyskens as Commissioner-General to effect such economies as were possible in a belated and desperate endeavour to save the Company from bankruptcy, but, when war broke out, a repetition of the French Occupation seemed to be a highly probable eventuality.

One of the first tasks which Sluyskens had to face was the strengthening of the country's defences, of which the potential invaders, the French, had an intimate knowledge, having built most of them during their three years in occupation. Simon's Town, as the country's alternative port, naturally figured prominently in the improvements. To quote from Theal's History, "Sluyskens caused two small forts to be built, chiefly by means of convict and slave labour. The cost was trifling for it was estimated that a slave was maintained for £4. 14. 9 per year. The forts were completed in March 1794, when cannon were mounted on them and they received the names "Boetselaar" and "Zoutman". Boetselaar was armed with four 24-pounder and four 8-pounder guns: it was situated on the South Point of the Bay and was demolished at the beginning of this century to make way for the construction of the East Dockyard. Zoutman, armed with four 24-pounders, is now the Lower North Battery and Naval Gunnery School after being reconstructed several times.

These new fortifications had hardly been completed when they were put to the test but not exactly in the manner anticipated. On the afternoon of Thursday the 11th June 1795 a fleet of twelve British warships sailed into Simon's Bay and came to an anchor, and thus opened a completely new chapter in the history of Simon's Town.

* * * *

To the Municipality. - We understand that 50 tons of gun-powder are to be taken to-morrow from the magazine, Green Point, and conveyed to Simon's Town, through the streets of Cape Town in carts. The danger of such a course is too obvious to be commented upon.

["Evening Express", of Cape Town, 1st February 1884. This paper was at Simon's Town obtainable from Mr. L. D. Miller and at Kalk Bay from F. A. Smith, Butcher.]

NAVAL YARD

Simon's Town, 14 June, 1809.

Notice is hereby given to such Persons as may be willing to supply Paper Currency, for Bills of Exchange, at thirty days sight, on the Honorable the Principal Officers and Commissioners of His Majesty's Navy, that Tenders in writing, sealed up, for a sum or sums, to the amount of Two Thousand Pounds Sterling, will be received at the Naval Office, Cape Town, until 12 o'clock in the Forenoon, on Tuesday next the 20th instant.

J. H. HOWITSON, Naval Officer.

["The Cape Town Gazette, and African Advertiser", 17th June 1809.]

GOVERNMENT NOTICE. - NO. 64, 1856.

Colonial Office, Cape of Good Hope,
7th February, 1856.

HIS Excellency the Governor has desired it to be notified, in accordance with the 31st Section of Ordinance No. 4, of 1844, that John James Keane having been duly examined and found qualified by the Master of H. M. S. Castor and the Harbour Master of Simon's Bay, His Excellency has been pleased to grant the said John James Keane a Licence under his hand to act as and exercise the employment of a Pilot in False and Simon's Bays.

By Command of His Excellency the Governor,

RAWSON W. RAWSON,
Colonial Secretary.

["The Cape of Good Hope Government Gazette", 19th February 1856.]

THE REGISTERS OF ST. FRANCIS CHURCH

by Helene Scott

The births, marriages and deaths have been recorded since 1814. At first these books were kept in an iron chest in the Vestry of St. Frances (later St. Francis), but in 1955 a strong safe was built into the Vestry to house them.

The oldest Registers are contained in two small books, now very tattered, the handwriting, however, very clear and neat. A separate Military Register of births, marriages and deaths was kept at first.

The first marriage entry in the parish book is signed by George Hough and records the marriage between Christian Daniel Dirk van Reenen and Elizabeth Maria Hurter on 16th February 1814. The first burial entry is that of Mrs. Isabella Scott, aged 45. The first baptism is that of Petrus Johannes, son of Jeremiah and Maria Magdalena Auret. He was born 30th September 1813.

The Auret's, an old family with long associations with the sea and Simon's Town, began when the first Auret came out as a bookkeeper in the service of the Dutch East India Company. His children and their children became renowned as farmers, fishermen and whale catchers along the False Bay Coast. In 1842 Sir Harry Smith granted Abraham Auret permission to build fishing sheds at Muizenberg beach, which was the beginning of the Trek Fishing. The Auret's also maintained a boat service from Kalk Bay to Simon's Town before the railway was built.

Mr. Kenny van Breda, another of an old fishing family of Simon's Town, recalled how a harpoon recently came back to its rightful owner. Frikkie Auret shot a harpoon into a whale, but the whale returned this kindness by smashing the boat and flinging Frikkie on its back. Frikkie bounced off and was rescued by another boat in the vicinity. Some years ago an advertisement appeared in an English paper regarding a harpoon with the initials W. F. A. on it, which was found in a whale off Kamchatka in the Pacific. The Auret family claimed that this was Frikkie's harpoon.

In the Military Register the first entry of marriage was between Frederick Ehrenberg, 1st Battalion, 63rd Regiment, and Helena Wilhelmina van de Kaap on December 20th, 1813. There are only ten other military marriages recorded

up to 1822 in this register.

The first baptism in the same register is that of Louis Jean Jacques, son of Louis le Roy, of the 60th Regiment. The last baptism noted is that of George Simpson, son of Edward Fitzgerald, bandmaster, 55th Regiment.

The first burial was Mary Anne Hollon, aged 9 months. She was en route elsewhere on the Medway with her parents and died in Simon's Bay.

About two or three deaths each year was the normal but in 1816 no fewer than 15 burials were recorded in the Military Register, probably due to some epidemic.

In September 1817 five babies were baptised, having been born at sea. They were children of the 83rd Regiment. In 1819 a further five babies of the 34th Regiment were received into the church. Another entry relates sadly the baptism of "Mary Anne Albury, daughter of Robert Casey, Private 82nd Regiment born at sea, 13th January 1819, Mother died on voyage from Cork to this place."

The 16th Regiment of Foot, bound for Ceylon, remained at Simon's Town long enough to have four babies baptised.

One feels sorry for "Black Mary, a local inhabitant who originally hailed from St. Helena". Nobody apparently knew her real name.

The registers tell a story in themselves, resounding with names of famous regiments ships and hint of battle, adventure and courage. The Light Dragoons, the Regiments of Foot, the Royal Artillery, Royal Engineers, St. Helena Artillery, 72nd Highlanders, are but a few of the names recorded.

In September 1819 the Master of Cicero, a South Sea whaler, died in Simon's Town and was buried by the Colonial Chaplain. He was but one of the many seamen who died in Simon's Bay, some by accident, some of natural causes.

Marriages took place at the rate of two or three a year with ten in one bumper season. Babies arrived in profuse numbers, though with infant mortality high, many did not survive. In 1860 for instance, all the deaths recorded for the year were of infants under the age of ten.

In 1849 Mary Lynch, from the convict ship Neptune, died at the age of 28.

Evidence of the hardships endured by the 1820 Settlers also lies in these yellowed pages. The Transports called in Simon's Bay for provisions and water, many of the crew and passengers journeyed no farther but were laid to rest in the old cemetery on the hill.

Government Advertisement

Notice is hereby given, that His Excellency the Governor and Commander in Chief, has been pleased to appoint Mr. James Dempster, Ass. Surgeon, 93 Regt. to act as Officer of Health at Simon's Town, during the ensuing Winter Season.

Castle of Good Hope, 24 July, 1812.

By Command of His Excellency
the Governor
H. ALEXANDER, Secr.

["The Cape Town Gazette, and African Advertiser", 25th July 1812.]

The Simon's Town Orchestral Society intend to produce "Maritana" on the evening of Tuesday next, at The Phoenix Hall. Great pains have been taken to make the affair a success, and over fifty ladies and gentlemen will assist in the choruses. Corporal Butt will be leader of the chorus.

["The Wynberg Times, and South African Agriculturist, Simon's Town, Suburban, and Western Advertiser", 1st July 1905.]

The Maritana concert, which was recently given in the Phoenix Hall, with great success, by the Choral Society, under the conductorship of Mr. Greig Robertson, has been repeated, and was again received with acclamation by the audience. The proceeds will be handed to the Cottage Hospital, which is sadly in need of funds.

[Ibid. , 22nd July 1905.]

A VISIT TO NOORDHOEK

(Contributed)

[From "The Wynberg Times" of 3rd May 1902.]

I had heard so much in praise of this place that, having a few spare hours, I determined to have a trip and see for myself what Noordhoek was like, and, if possible, gain some idea as to its inhabitants likewise.

Well, as you know, I must book my ticket to Fish Hoek Station. Alighting there, the first thing was a train back towards Wynberg - a respectable station. The next thing was to look for a railway time table. There are two wooden shanties for passengers to shelter in out of rain, wind, and sand - one (the third class) full of fleas. But - would you think it? - in neither one nor the other was a time table. A station like this, and so many passengers from the district going and coming, and the authorities of the Cape Government Railways actually forget, or the officials are too indolent to see to the wants of strange travellers, such as I was that day. Did you ever hear of a railway station without a time table? Well, having time on my hands, I set out to walk, the distance, I was told, being four good long miles. A fine day made the journey very pleasant. Near the station are a few good dwellings, built in the Dutch style. I, of course, inquired who lived in the centre one of three. "Don't you know?" said the person, "Why, old Mr. De Villiers." "Indeed," said I, "Was he once or is he now owner of a large farm in Noordhoek?" "The same man, and his sons, Abram, Isaac and Jacob. His grandchildren, nephews, and nieces live there too. Why," my informant said, "don't you know that nineteen-twentieths of the whole of Noordhoek belong to the family of De Villiers? So I advise you not to say a word about the Boers or the war. There are less than nine families in the district who are not of that name." I walked on slowly past a very clean and nicely-kept graveyard belonging to the family; then a brickworks, about a mile from the station; and along the way I took very particular note of the main road, and then I remembered your remarks in your valuable paper a week or two before about the state of the roads which should be kept in order by the Cape Divisional Council. I walked on, and found your saying not half an exposure of bad roads; and perhaps you did not hear of the accident about two

months ago, early one Saturday morning. I did, and I made special inquiries about it. A well-known mining engineer and mineral expert was going to Cape Town, and got a ride upon a cart containing wood. He had ridden about 200 yards, when down went one wheel into a deep hole (which is still there) in the centre of the main road, and, not looking, was jerked off on to the hard roadside on his left side and knee. This gentleman had to be carried to his temporary place of abode, and I can vouch for this, that he has lain upon his back ever since, and he told me he does not think he will ever be able to walk as previously again, so bad was the fall. His business as a professional man has gone for the present from him. I asked, "What remedy have you?" "Only to go to the Divisional Council and claim damages for my injuries and loss of my business, and" said he, "that I will, and if there is a just law in Cape Colony, they must pay, and heavily too, for the sheer neglect of their engineers, inspectors, and servants generally." So much for the so-called main road from Fish Hoek - a complete disgrace to any community - and if I were a ratepayer I would never pay a farthing more until the road was put in proper order.

Well, on my way I came to the far-famed Salt Pan. I asked permission to view it. "Oh, yes; but the salt harvest is over now, and only a little salt can be seen, and some very fine saltpetre." I did look round, and saw how the salt was gathered, but only once a year. From information given me by the most reliable authority, I found the Salt Pan and land is some 132 acres in extent, and was first worked about seventy to eighty years ago on a very small scale, and the old methods of waiting until the rain-water was evaporated and the salt laid in sight once a year only. I found Mr. Van Blerk, of Kalk Bay, worked it for many years, and one year his output grew from 65 bags, or 6½ tons, to 6,500 bags, or 650 tons, by his method of working. The pan changed hands many times, and by the curious slipshod way of working it, as in their fathers' times, allowing cattle to go into it and make holes; not taking care of the fresh water being taken away; the accumulation of sand burying the real floor of the pan, and the water being turned in across the main road from the sandy hills to the north, scarcely any salt could come through the sand and dirt to the surface, hence failure for the faint-hearted men, having no knowledge of working a salt pan, and no energy to go ahead.

I found by inquiry that this pan has been thoroughly tested by an expert in salt, and will eventually be worked to pay well upon a proper principle - viz., by leaving the rain-water alone, and taking the brine (by means of proper wells and piping it) into evaporating concrete pans only, and thereby producing salt daily. I inquired about the output, and I was told that 50,000 bags, or 5,000 tons per year could be obtained, and salt of this class had no equal in South Africa. Two bags of this was equal to three bags of salt from Liverpool. "Have you much?" I asked. "Well," my informant said, "we have 82 per cent. of salt, besides $7\frac{1}{2}$ per cent. of saltpetre, in addition to other ingredients which we don't count." He said, "During my tests here, I am of opinion, after years of practice, that we have an inexhaustible quantity of brine from the rock salt below us, thrust out by the pressure from the underground springs existing below the strata of salt rock," and he also said, "I have had visitors from the salt works in the Orange River Colony and the Transvaal, who declared that this is better than any diamond or gold mine." So that Noordhoek may and will, by energies put forth and capital expended, become a yet more famous place than it now is.

I arrived at the foot of the village at 1 p. m., and wended my way uphill towards the mountains, and the first place I called at was the "post office" - a P. O., a shop, and a farm-house all in one. Here I made a few inquiries from the genial postmaster, Mr. Jacob de Villiers. I afterwards went to the top and looked down, when, lo! I was astonished at the grand view before me. Surrounded on three sides by mountains, and in front of me the village. I called it the "City of Hoordoen" at once. Nice farm-houses scattered all over, intersected by so many main roads, surrounded by nice cultivated gardens, growing nearly every kind of vegetable. To the south and west is a fine view of the broad Atlantic, and upon the beach is the far-famed steamer Kakapol, which, during her first voyage from Cardiff, laden with coal, was (so they say) blown out of her course, and landed on the sands, where, I think, she is very likely to remain, unless some better methods are adopted to get her floated than those already tried by expending (I am told) over £4,000 in paddling and playing. I went all through the city, and found a very fine school and school-house, surrounded by fine

oak trees, well laid out by no fool's-play; a fine stream of water from the mountain for watering the gardens and land; a genial, well-informed, and obliging schoolmaster (Mr. John Stadlander). The school is used every first Wednesday in each month as a church, and well attended. I found a second shop, hidden among oak trees, well stocked, and kept by one of the largest farmers, and a man well read and well able to hold his own upon many matters of importance appertaining to South Africa, its past and future - Mr. Isaac de Villiers, born upon his own farm, employing some fourteen persons and housing the same upon the spot, sending his garden produce daily to Simon's Town and Kalk Bay, en route to the markets.

Lower down, and close on the beach, is a family of coloured people - the "Septembers" - who are hard-working gardeners, and who also keep a number of cattle. There are lots of very well-to-do coloured small farmers upon 10 to 20 acres of land - hard-working, and well disposed towards a stranger. One thing that struck me was that out of all the farmers in the "city" I only found four who made butter - viz, Messrs. A. de Villiers, the Huskissons, and at the Silvermine farm in the hills (Messrs. Kerson's). Plenty of eggs (now 2s. 6d. per dozen) are sent to Kalk Bay and Simon's Town.

There is a Field-Cornet, but no policeman, and no hotels or canteens. Oh! by the way - no time-table at Fish Hoek, and in the "city" there is a post-office, but no letter-box. I thought it a pity to see letters and papers lying on the counter of the shop. Dispatches and deliveries are Tuesday, Thursday, and Saturday. I have been through many parts of this Colony, but I must admit (being an outsider and a disinterested person) I have never seen in all my travels a prettier place than Noordhoek, or one more worth a trip to spend a good long day. A drawback is that there is no railway within $4\frac{1}{2}$ miles of the "city" and nearly a level plain all the way to Fish Hoek.

I came back tired with my tramp, being away ten hours, but more than satisfied with all I had seen and heard, and more especially the new salt-pan and the industrious inhabitants I came across all round.

THE NEWSPAPER NO ONE READ

By F. P. Chapman

There was good news for Simon's Town and district in the Cape Town newspapers between 23rd June and 5th July 1856. The "Cape of Good Hope and Port Natal Shipping and Mercantile Gazette", "The Cape Mercantile Advertiser", "The South African Commercial Advertiser and Cape Town Mail" and "Het Volksblad" all had advertisements or announcements of a forthcoming Simon's Town newspaper. Only "De Zuid-Afrikaan" had neither. It did not seem to matter to these newspapers that their circulation might be reduced by the establishment of one in a neighbouring town.

The advertisement showed that the newspaper would indeed be worth waiting for, even though like the others of the time it would probably have only eight pages.

Notice to the Public

ARRANGEMENTS are being made for the Publication of a WEEKLY NEWSPAPER, at Simon's Town, to be called

"The Simon's Bay Courier,"

the first number of which will be issued, on

FRIDAY, THE 1st DAY OF AUGUST NEXT.

The Paper, besides treating upon matters of mere local interest, will be open to correspondence upon the "all engrossing topics of the day," viz. :-

"Education", "Immigration", "Harbour and Road Improvements", "Responsible Government", "The Voluntary Principle", etc., and Persons holding views however extreme, or opinions however adverse, upon the above-named subjects, will find the "Courier" a favourable medium for the public expression of such views and opinions. Correspondents should, however, bear in mind that all communications upon these matters should, to find ready insertion, be written in a temperate style.

A portion of "The Simon's Bay Courier" will be set apart for Advertisements, upon the usual terms; time and place for the reception of which will be hereafter notified.

Price, for single copy of this Paper, 5 Pence, or 5 Shillings per Quarter, payable in advance.

Persons in Cape Town or the Country Districts willing to subscribe to "The Simon's Bay Courier", will please to leave their Name and Address, for the information of the Proprietors, at the Office of Messrs. Saul Solomon & Co., Longmarket-street, C. T.

Fuller Particulars will be given in a future Advertisement.

With Simon's Town and district all agog for their first newspaper, there appeared another advertisement:

"Simon's Bay Courier"

The arrangements for the publication of the above-named Newspaper not having been finally completed, the issue of the first number, announced for the 1st of August, will not take place on that date. In due time public anxiety shall be rewarded.

Simon's Town, 28th July, 1856.

Unfortunately the advertisement does not give a new date for the publication of the "Courier". On looking through the papers to find out when in due time public anxiety was to be rewarded, no further advertisement could be found. The "Courier" is not listed in the "Union List of South African Newspapers", which shows the back numbers of newspapers held by the various libraries in the country. Newspapers were far from loath to copy news and views from one another, yet none of these has an extract from the "Courier". No, the arrangements for the publication of this weekly were never finally completed.

Why this should have been so is not explained in any of the newspapers in which the forthcoming publication of "The Simon's Bay Courier" had been announced. Neither was any mention made of who the publishers and the editor were to be. The Saul Solomon and Co. mentioned in the advertisement were printers. Had the newspaper reached the verge of publication, then before the first issue the Colonial Secretary, Cape Town, would in terms of Ordinance No. 60 of 1829 have had to be notified by an affidavit or affirmation of "the real and true Names, Additions, Descriptions, and Places of Abode of all and every Person and Persons, who is and are intended to be the Editor or Editors, Printer or Printers, Publisher or

Publishers, of the Newspaper . . . , and of all the Proprietors of the same, and a true Description of the House or Holding, wherein any such Paper is intended to be printed, and likewise the title of such Paper". The information would afterwards have been published in the "Cape of Good Hope Government Gazette".

It was over forty years later, from 11th August 1899 to 15th September 1900, that Simon's Town had her own newspaper, "The Simon's Town and District Chronicle", the story of which is told in an article, "Old Snoekie at the Turn of the Century", in the January 1963 number of the "Bulletin", pages 24-30. For those seeking information on Simon's Town, Fish Hoek and Muizenberg between 1882 and 1908 more than the average amount of detail can be obtained from a newspaper in which one would not expect to find it, the "Wynberg Times". It would be different if we knew that the paper's full title was the "Wynberg Times, South African Agriculturist, Simon's Town, Suburban, and Western Advertiser", although originally it was simply the "Weekly Times and Wynberg Advertiser". This newspaper began about two years earlier than 1882, but there do not appear to be copies extant of the issues for this period.

To the people of Simon's Town and district the failure of the "Courier" to appear would indeed have been a disappointment. To us now who are keen to learn more of the history of the area it comes as a loss, for much local news would have been reported which through want of space would have gone unrecorded in other newspapers. Would that the arrangements for the publication of "The Simon's Bay Courier" had been completed and that it had had a long life, this newspaper no one read!

Travellers' Tales of Simon's Town: 3

THE VISIT TO SIMON'S TOWN
from the "JOURNAL OF SARAH NORMAN EATON"

With her husband Richard Webber Eaton, her two children Richard and Charles Robert, and two servants, Sarah Norman Eaton came out to the Cape to join her brother John Bardwell Ebden, the founder of the firm Ebden and Eaton of Cape Town, who later became a member of the first Legislative Council at the Cape. Mrs. Eaton kept a diary which extended to five volumes, the fourth of which is missing. So that other members of the family might read it a great grandson, Mr. Charles Deacon, had 25 copies of the diary mimeographed at Pretoria in 1953. The South African Public Library, Cape Town, has one of the copies of this "Journal by Sarah Norman Eaton from leaving London, June 22nd 1818, and of a Voyage to the Cape of Good Hope on board The Garland, Capⁿ Brown, a Brig measuring 181 tons, and from Her arrival at the Cape of Good Hope 26th September 1818." The four volumes of the Journal are now in safe keeping at the Library.

An extract is given here from the third volume, in which Mrs. Eaton describes a visit she made to Simon's Town, leaving Cape Town on 10th October 1818 and returning on the 17th. An entry made in her diary the following day, a Sunday, is added. Three sections, describing the Silver Tree, Geraniums and Michaelmas Daisies, and the Sugar Bush, have been omitted.

I went to Simon's Bay, to pay a visit of a week to Mrs. Chenoweth as I had previously promised.

Our carriage was one of the country, called a Waggon, but much more easy & comfortably fitted up than the name of Waggon would give you an idea of. They are better calculated to bear the rough roads you are likely to meet with, beyond the distance of 10 miles from Cape Town, than the English Carriage, of which there are many in Cape Town.

The one we went in was drawn by 6 horses. They are strong, do not go on springs; but there are stuffed swinging seats, also stuffed leather sides to rest the arms on, and curtains round made to hook on tight, to keep out wind or rain, or to roll up at pleasure. The top is painted canvas; the whole, in form, like a covered cart of our own Country. There are also carts on the same plan that go with springs

in one of which I returned, but did not think it so easy over the rugged road as the Waggon.

The horses here, if they go 50 miles, are not baited during their journey; all the refreshment they ever have is to unharness them, & let them roll & stretch their limbs. English horses, like English men, could not work so much without eating & drinking.

I was surprised to see that, at the end of our journey - about 25 miles - though a warm day and we had gone that distance within 4 hours, yet the horses did not appear the least warm, not a hair of their coats moist.

Distances reckoned in Time. The measured mile is the same length as in England; and marked on the road by stones as on our turnpikes. But if you ask the distance from one place to another they will tell you in time - as, so many hours or days journey.

The roads, particularly near Cape Town, are very good, but so hard that they hurt the horses feet; for which reason, they relieve them by getting into a sandy road when they can - and, on horseback, seldom trot.

The roads are made with what is called Iron Stone, of the colour of the rust of iron and capable of being powdered - but, when united again by moisture, is as hard as iron. The roads, therefore, though laborious to make, are very durable.

Wood, Corn and Vineyards. After getting about 3 miles from Cape Town, we got into a highly cultivated country, growing abundance of wood, corn and vines. The vineyards look like a field of currant bushes, planted regularly.

In all parts are seen Mountains - both in the near and distant scenery, which add much to the beauty of the effect. Here and there, are spots on the Mountains, very fertile; and, close to them perhaps, large masses of stone.

Summer Residences. There are some villages and many good houses interspersed in this beautiful scenery, which extends to about 10 miles from Cape Town. Many Cape Town families retire to these houses, in the summer months, for then I understand the town is excessively hot, owing to its being so closely surrounded by mountains - as only a few miles from it, behind the mountains, the air is much cooler.

Vineburg Village and Camp. At Vineburg, a village of about 8 miles distant, is a camp. The tents are built of clay and painted.

Constantia. We passed on the right a little further on, Constantia - a very fertile spot in the mountains, and where only will grow to perfection the grape from which the wine is made, called by that name.

Half-way Houses. At the distance of about ten miles are several houses, called half way Houses, one of which is a comfortable place of reception and entertainment. At this house, parties from Cape and Simon's Town sometimes meet and dine.

Wild, romantic scenery. After passing this, the face of the country is much changed, seeing that nothing but water and barren mountains; except that, here and there, grow shrubs and wild flowers. The scenery was exceedingly wild, romantic, and beautiful to me, perhaps from its novelty.

We sometimes rode at the foot of mountains; though at many feet perpendicular height from the sea yet so near to it, that we might have thrown a stone from our waggon into it. At other times we rode round small bays on the sea shore, the sands of which were white as chalk - looking on which was painful to the eyes.

Our road was so winding, that we could see Simon's Town clearly at some points about 8 miles before we got to it.

Musenberg Village. At about this distance is Musenberg, a village where there seem to be but a few huts - except a fortress and small garrison, or rather, military depot.

Whale Fishing. About 5 miles from Simon's Town we passed the whale fishery where there are huts & small houses for those engaged in the trade. There were 25 whales caught there this season which was just over. The bones were strewed on the shore and neighbouring mountains. The smell from the place was never very bad.

Near this is Fish Hoek Bay, where there are several quick-sands which are frequently changing their situation. Some accidents have happened. In consequence to avoid them they generally ride a little in the sea - as the quick-sands are where the fresh and salt water have united at high tide.

Simon's Bay is one of the small bays that run out of False Bay, where there is safe anchorage for shipping, at all seasons. For which reason, the Naval Department has been removed here from Cape Town; for Table Bay is often dangerous in the winter season.

Invalids are sent here. The town is not large, but the houses are good, and it is clean and neat, surrounded by mountains and water. By many considered wild and dreary - but the Bay filled with shipping is extremely beautiful, and every house has a view of it. The air is considered cooler, purer & more healthy than that of Cape Town - for which reason, invalids are sent here for the benefit of their health.

As there is a very pleasant English society, this - to an English person, attached to English habits - is a desirable place of residence. Indeed they all seem sensible of the advantages they enjoy above Cape Town, and boast of them, so as to cause a kind of jealousy between them and the inhabitants of that place.

The Disadvantages. Though I liked the town much, yet it has its disadvantages. The white houses, sands, and bright sky, without hardly any green, was exceedingly painful to my eyes without a greenshade, though not complained of by the inhabitants. There are no good walks except the beach, and the conveniences of life are much dearer, and more difficult to be got, than at Cape Town. Though fruit is so plentiful, at a few miles distant, they seldom have any brought to the town for sale.

But I think these evils are compensated by their society alone. For English Ships of War constantly going in and out of the Bay, generally having passengers of both sexes on board, varies the society and makes it very gay & lively, and all seem much disposed to promote social intercourse.

The Bachelors and Resident Families. The Bachelors give mixed parties, and sometimes balls. There are about 12 resident families, besides the Bachelors. The civility I met with from them (my brother having gone with me, to introduce me) could not fail of making my stay among them pleasant.

Mrs. Chenoweth over decorous. Before going to Mr. Chenoweth's, we called and tiffed (the name given here to lunch) at Mr. Johnson's, the victualling Agent. Mrs. J. who is a lively pleasant little woman, accompanied us to Mrs. Chenoweth's to invite us all to dinner the following day, as after that my Brother

would leave town and she, Mrs. C. , would probably have received all her visits of Ceremony.

But Mrs. C. declined the invitation, on account of its not being what she thought decorous to go out before she had returned her visits. As this visit was to have been "en famille," we thought her rather fussy. But she does not seem to be much used to society and afraid of transgressing in any of its forms. I thought her wrong, as a perfect stranger, to reject the first advance of those who seemed to be desirable acquaintance.

The Johnsons' Party. However, Mrs. J. was not offended and we spent a very pleasant day at her house the Thursday following, in an agreeable party. Besides ourselves, Mr. and Mrs. Dennis, Mr. and Mrs. Gardiner, Capt. Drummond, Dr. Duke, Mr. Craig, Mr. Mount and Mr. Pennel. Mr. and Mrs. J. entertained us with music, after which we had cards. Dinner served etc. in the English style.

The Harringtons and "Seagrove". Before my brother left us, I was introduced to the Harrington family. Capt. H. was in the East India Service but, having made a handsome fortune, he gave up that to settle here as a Merchant. He has a brother, supreme judge in India.

He has built an excellent house, and made beautiful grounds round it - on a wild spot near the town, the expense of which was very considerable. The house was planned by an English architect. The place is named "Seagrove" in honor of D. Seagrove, a near relative of Mrs. Harrington's.

What astonishes me, is that people here should lay out so much money in houses and furniture, as much as £20,000, and live in so expensive a style that with the same property they might live comfortably in England - and, to English people I can but suppose that must be desirable, whatever advantages other places may have to boast.

Mrs. H. is a very genteel woman; Miss H. a lively, pleasant girl about 20. There is also a little girl of about 4. All their family.

The Family of Lord Charles Somerset. The Miss Somersets, daughters of Lord Charles, were now staying with them; also Capt. and Mrs. S. He is the eldest

son of Lord Charles. What I saw of him I thought vulgar, and I understand the Miss S's are considered the least polished Ladies in the Colony, none of the family having many of the advantages of education, with the exception of Lord Charles who is a very polished man. Lady Charles died at their house at Newland about 3 years since - a woman most forbidding in her manners & generally disliked here.

But I shall not attempt to give an account of all the families I was introduced to here, as I have had no other opportunity of knowing them.

Dr. Duke gives a Bachelor Dinner. Dr. Duke, a friend of my Brother's, had a party in compliment to me at which I met the Harringtons, Johnsons, etc. He is a bachelor, was surgeon in the Navy and is here surgeon to the Naval Hospital - though he has taken his diploma as physician. Though this was a bachelor dinner I never saw one given in better style or better managed. Plate, Glass & China are very expensive here - yet I have not been in a house yet where there is not a profusion of each.

Hook, the famous Wit and Dramatist. During my visit here, the famous Mr. Theodore Hook took his leave. He has had a high situation at Trincomalee, and is now taken home, in the Prince Regent, to be tried for having made an improper use of public money. He seemed insensible of the disgrace, and entered into the society here, and at Cape Town, so as to be quite the life of it while he stayed - his great powers of entertainment being a strong inducement to the inhabitants, to look over the stigma he laboured under.

He is son of Hook - the musical composer. His own musical powers are great. He was author of several farces: that of "Tekeli" & "The Miller & his Men." His talent for making verses extempore, both humorous and satirical, is astonishing beyond conception - which he sings as he composes. His manners are remarkably elegant and pleasing, so much so that he has the art of making every one pleased with himself in his society. His talent for entertaining got him greatly noticed by the Prince Regent, in whose society he frequently was till appointed to his situation abroad.

Sir Jahleel Brenton. I was much pleased at meeting here, Mrs. Lumley, the wife of Capt. L. now commanding the Topaz, Miss Grace Douglas that was. She,

with her family, were staying at Sir Jahleel Brenton's (the Commissioner here) till the Topaz sailed for Trincomalee, for she was going with her husband on the Madras station for 3 years. Sir J. B. is brother of the Capt. John Brenton I had seen at Yarmouth; and his sister Miss B. , living with him, I was pleased to recognise.

Mr. and Mrs. Dennis. There is here a small English Church. Mr. Dennis the Military Chaplain from Cape Town has done the duty but, Mr. Erskine the regular appointed Clergyman being just arrived by the Hebe, Mr. D. will return to Cape Town. Mrs. D. is a pleasing woman. We promise ourselves pleasure from their society, having seen few English Ladies there that we like. He is a friend of Mr. Jermyn of Carlton whom I knew in England. They have one little boy.

The return to Cape Town. Having spent a very pleasant week with Mrs. Chenoweth, I to-day returned to Cape Town. Mr. C. is Navy Agent, has a comfortable house from Government, and Mrs. C. has every prospect of being happy.

Mr. Eaton came for me. We had so strong a South East wind as to oblige us to keep our Carriage close, though it was so hot, on account of the dust; in consequence of which, I was fatigued and ill the rest of the day.

The Toll Gates. I did not remark as we went that we passed two Toll-gates, one at Musenbergh at which we paid a Dollar, the other near Cape Town where we paid I think 2 Schillings. Besides these I noticed a Sunday's Toll, at the entrance to Cape Town.

The Market. There is also, just without the principal barrier, a large space where the wholesale vegetable market is held - something in the way of our Covent Garden Market. There are several houses in the Market. The carts from the country are not allowed to enter the outer barrier till the Gun fires at dawn of day, after which the market begins.

There are several small Forts near this entrance.

Back in Cape Town. Sunday, 18th October. Mr. Dennis read Prayers. Mr. Sturt preached - a young man living here, represented as a wild character, a Chaplain of the Prince Regent. He was later Colonial Chaplain, Simon's Town.

THE DE VILLIERS FAMILY CEMETERY AT GLENCAIRN

By I. C. van der Poll

The information that follows was given to me by the late Mr. J. S.
(Dowe Japie) de Villiers.

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| 4. | | 14. | 23. | |
| 3. | | 13. | | |
| 2. | | 12. | | |
| 1. | | 11. | | |
| 1. | Miemie de Villiers, widow Seale, 2nd wife of J. P. de Villiers. | | | |
| 2. | Jan P. de Villiers. | | | |
| 3. | Daniel de Villiers, son of No. 2. | | | |
| 4. | Jacob de Villiers, son of No. 2. | | | |
| 5. | L. Stagman, mother-in-law of No. 2. | | | |
| 6. | L. de Villiers, born Stagman, 1st wife of No. 2. | | | |
| 7. | David Tobias de Villiers, ancestor of all the De Villiers buried here. | | | |
| 8. | David de Villiers, son of No. 2. | | | |
| 9. | Frank Seale, son of No. 1. | | | |
| 10. | Hansie de Villiers, sister of No. 2. | | | |
| 11 - 16. | J.S. de Villiers, his wife and twelve children. | | | |
| 17 - 22. | Daniel George de Villiers, his wife and four children | | | |
| 23 - 25. | Children. | | | |
| 26. | Wife of Jacob Stagman. | | | |

27. D. T. Roux.
28. E. de Villiers, born Kirsten, sister of No. 1.
29. Frans and Hansie Kirsten, parents of No. 1.
30. Annie de Villiers, born Collins.
31. Miemie Bosman, born Auret.

Miemie de Villiers was born Kirsten, a fourth line descendant of the Post-Holder Jan Friedrich Kirsten. She married Seale and after his death Jan. P. de Villiers (Oom Jan Elsbaai). Her son, No. 9, was an only brother of my grandmother.

About the year 1840 three brothers De Villiers settled in the Simon's Town district. They were Daniel Tobias, Izak Cornelis and Abraham Paul.

Daniel Tobias had five sons - Jan Pieter (Elsbaai), Pieter Stefanus (Welcome Cottage) and Paul Eliza (Noordhoek). The other two owned no land.

The above are the ancestors of all the De Villiers in the Simon's Town district.

A SIMON'S TOWN ARCHAEOLOGICAL SITE

The attention of our members is drawn to a paper in the June 1965 issue of "The South African Archaeologist" (Vol. XX Part 2), pages 91-93. This is "A Report on Preliminary Excavations in Tarzan's Cave, Simonstown" and is by Mr. Clive Stannard of Attwell's Flats, Simon's Town. Tarzan's Cave, which is also known as Soutgat and Donkergat, is in a steep cliff to the right of Waterfall Kloof and is about 60 ft wide, 45 ft deep and 40 ft high. In the paper the conclusion is drawn that the culture dates to the Middle Stone Age and the author speculates on why such a difficult environment as this cave with a 300 ft uninterrupted drop should have been inhabited. If it was for defence, the cave "was a natural fortress but surely men had little to fear from other men at this stage, although predatory beasts would have posed a danger." Again, "the kloof, with its rich, moist soil, may have been a gathering-ground for roots and bulbs, while the sea is not far away." Mr. Stannard expresses the hope "that he, or some suitable body, will one day have the necessary resources

to complete the scientific exploration of this interesting site. "

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