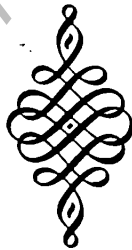




**SIMON'S TOWN HISTORICAL
SOCIETY**

BULLETIN



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NON-MEMBERS**

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SIMON'S TOWN HISTORICAL SOCIETY

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THE SIR JOHN JACKSON ERA IN
SIMON'S TOWN, 1902 - 1919

L. J. D. Gay

The first big industrial build up to strike our lovely Old World town was started when the £7 000 000 plus contract for the East Dockyard was signed at the beginning of this century by Sir John Jackson of England.

At the beginning we, the Gay family, were amongst those families living on the fringe of dear old Steenbras Bay. My old home and that of the Blackburn family have gone and in their place stands the modern monument of things of today, the 9-storey Submarine Headquarters. Also along this coast-line the village blacksmith - Mr James Alder - had his workshop; there were besides the famous fishing family of trek netters the Mullers, the old Hugo family, and the Dutch Reformed Church Parsonage. Here also my Scottish grandfather from far away Buckhaven had a boat building shed and most of the old time fishing boats that worked out of Kalk Bay were built by him single handed; he had a ready sale and amongst the old Malay and Kalk Bay fishing fraternity Thompson was a household name. Other than the Blackburn, Gay, Muller and Alder's homes, most of the others still stand. In the Warriors Room is a lovely photograph of this area and all the houses are clearly shown at the beginning of the great "build up". The whole of this complex is now enclosed with a high mountain-stone wall; the stone was quarried in the Kloof near the Waterfall.

This great firm, Sir John Jackson Ltd, with its wonderful organising ability soon began to build another complete town, constructed of wood and iron. This was No. 1 priority and went on night and day and as soon as the houses were finished, leading artisans and those in charge of different sections of this large build up arrived from the United Kingdom, Italy, Holland, Sweden, Norway, India and elsewhere. In fact overnight Simon's Town developed into an International town with people from all parts of the globe. Complete houses in sections came from Norway and now 70 years later some still stand and are monuments to the tradesmen of far off lands; one is "Dunearn" at Bellevue belonging to the late Gilbert Grant; two are on upper Belmont Road; one is on the Main Road at Glencairn, and one or two are at Fish Hoek.

To cater for the single man many large boarding houses with 20 to 30 small rooms sprang up like mushrooms. The famous Mrs Hodge just below Gordons Avenue on the sea side of the road; the Andrews, abutting what is now the Naval cricket field just behind the Club House, the retaining wall of which still stands; another big one nearby behind the Oil Tanks, and yet two more large ones near the Martello Tower. There are a number of single dwellings above and near to the Oil Tanks; the Adams family, the Bakers, the O'Reillys. Also just below a service reservoir and opposite the centre of the Oil Tanks where the swimming pool has now been built was an up-to-date hospital fully staffed and ready for the many accidents, etc., that came along from time to time. Built on either side of the road leading to the Martello Tower and Magazines were the houses of the senior experts: The Emmersons, the Knights, McCormicks and the Masons. These houses are all clearly shown on the photograph and also, near the road leading down to the football fields, a large administrative

block for, among others, the Paymaster, Manager and Chief Engineer. Also in this complex was the Recreation Room and social centre. This large hall was bought by the English Church at Muizenberg and removed lock, stock and barrel and erected behind the little Parish Church. This hall was the first social centre of any size in Muizenberg; I am not sure whether it is still in being or not.

Then we move along the same perimeter and get down as far as opposite the "Firs". Here again on the lower side of St George's Street was erected a large General Dealers, "Jackson's Store", where anything stocked from a spade to almost a railway engine especially for the workers and their families. Alongside this was a very old building in which was a tuck-shop run by a Mrs Cousins where we as children spent our Friday's penny on goodies. (This also appears on the photograph in the Warriors Room.) On the Golf Links of today were then many houses and boarding-houses all erected by Sir John, and at the corner of Bellevue and Main Roads stood an old hotel and general store, the latter being run by a young man by the name of Jones. The whole building was gutted by fire and Mr Jones moved to Seaforth into the shop now belonging to the Council. He married a Miss Lulu Burchell, a member of a well-known Simon's Town family, and he carried on his business for many years.

But what of the labourers who had to be housed and where did they hail from? The Links Crescent of today was a Punjab Indian settlement where several hundreds of them were housed in small hutments. They had their hall and place of worship and those who can still remember the arrival of their deeply venerated Sacred Book from India for the simple Temple will remember a wonderfully colourful sight with hundreds of Indians in their native attire with huge turbans of many colours on their heads escorting the precious book along the main road from the Customs Office at Wharf Street. A special party was armed with swishes to keep away the evil spirits until the "Bhagavad Gita" was safely lodged in the Temple.

All along the bank fronting the Oil Tanks was then a second village of men from the Punjab and if you visit Seaforth Beach today you will see on the big flat rock near the Naval pipe-line a large discoloured, blistered surface where the cremation of their departed took place and from which the ashes were swept into the sea.

We move up to the High Level Road where the Naval flats were built and here arose Simon's Town's first Location. Here to house the Africans dozens of the first "A" framed houses to be built in South Africa were erected, much smaller versions of the pre-fab "A" framed houses being erected 70 years later at Glencairn and elsewhere. So this gigantic build up went on and on until all were housed.

The Belmont Road houses on the Simon's Town side were all erected by Jackson as far up as the two wooden bungalows. Right at the top was a cottage built by a family of Haslams whose daughter was a well-known singer; they all migrated to Rhodesia about 1912, when the works closed down.

In this great build up was a complete railway system with dozens of engines and hundreds of trucks; one of these engines which was still in commission in the Dockyard after World War II now stands in the children's playground at Lower Claremont. The famous tug LITTLE BRITON did all the towing in all weathers beyond Noahs Ark Rock (photograph in the Historical Society's Rooms), where all waste, spoil, etc. was dumped. A large suction dredger called the NEREUS pumped sand aboard along the Long Beach area and dumped it to fill up the built up areas as they progressed. The

late old Hennie Daniels, well known on Seaforth Beach as the gardener, was the last of the crew that manned her. Two large Titan cranes which placed the large concrete blocks at each end of the two moles did yeoman service; one of them afterwards helped to build the Harbour at Port Elizabeth and in fact still is or still was there up to a few years ago.

What big build up was complete in those days unless the "Boss" had his yacht? When Sir John came out he lived at Seaforth House opposite Seaforth Beach and his yacht, a big chap in those days, named the ZULU, was moored just off Cole Point. This yacht together with Advocate Upington's ERICA and that of Commander R. Nelson R.N. of the Dockyard, who had the honour of docking the first ship, H.M.S. MUTINE, when the docks were opened by the Duke of Connaught, were the great sailing trio of False Bay at the time.

Sailing ships, tramps and all kinds of odd carriers brought material for the docks from the U.K. and Europe. The whole of the dry dock (the Selborne) was imported from Norway; block by block all marked and numbered and they fitted into place like a Meccano set. Millions of feet of Oregon pine timber and piles came from America, shiploads of cement all in barrels from Portland Cement Factories, steel machinery, pumps, divers' equipment, pile drivers, the huge winding machinery at the top of the quarry, all from the U.K.

Even transport from the station was done by a steam tractor engine, and trucks with wide band iron wheels steamed back and forth day after day with a turban-clad Indian waving a red flag leading the way. When all was over the Municipality received £17 000 as compensation for wear and tear on the road; this money was used to build the Council's first slaughter-house and a cemetery complex at Dido Valley and for many other jobs.

To supply the stone the quarry, which today is still an ugly blot on our lovely mountain, was begun and a double track 4'8" gauge line was laid down the mountain side. This passed into a deep cutting, which is now the entrance to Runciman Drive, and under Queens Road at the Queens Battery Corner, now filled in and levelled off, and so to the crushers and block yard where the Oil Tanks stand today. The trucks were hauled up to the quarry by a steel cable wire attached to a large drum driven by steam.

Going with this big task in hand was the social side of this hard working and hard drinking on pay days community as a whole. From the presence of all these workers and the Navy never have hotels flourished as they did in those days. Shopkeepers made money as never before, property boomed as greatly as today and one Pound was worth many times more in buying power than the Rand of today.

This old town of ours was controlled and handled to perfection by an old time Magistrate, a small Police Force under a Chief Constable by the name of Rennick, and Constables MacKenzie, Towny Evans, Cordingly, Bob Brown, the mounted man (horse, not motor-cycle!), one other, and Sergeant Wright, who lived in Paradise Road. Old man Hardisty was the Turnkey of the Jail and Dr Clark Simon's Town's beloved medico and District Surgeon, whose house is now part of the Convent. These men carried out law and order night and day with wild Irishmen, Norwegians, Swedes, the Latin races, even Chinamen. Simon's Town has never again seen the like of it. Every yard of patrol in town done on foot with crime well below today's. A hard

working, Church going, and loyal community, and these few men ruled a foreign empire of men who built and laid the foundation of what is still the most important town in Southern Africa.

With the build up of such a big complex and the successful carrying out of the work the problem of water-supply was a burning question. The town only had one reservoir - the Victoria - of $2\frac{1}{2}$ million gallons, which could not possibly cope with the big demand. So in a very short time and before the demand arose a 10 million gallon dam - the Jackson Reservoir - was built at the bottom end of Klaver Valley above the present Kloof Waterfall. Water was fed from this point to all requirements in the quarries by a water-main along the mountain-side. A break-pressure wooden tank was erected above the present Dockyard flats and the water was then fed to the lower levels via a service reservoir constructed below Gordons Avenue at Seaforth behind where the Oil Tanks now are. There were never any restrictions on water-supplies during the whole build up. The Simon's Town Town Council was offered the reservoir when the works were completed in compensation for road wear and tear but would not accept in kind and asked for the money, a decision deeply regretted later by those who followed on to run the Council's affairs in their continual battle to conserve water.

Soccer was the great game in those days and some of the finest exponents of the game were seen on the old gravel field below Queen's Battery. Teams of yesteryear - the Lily Whites from the Garrison at Wynberg, the Royal Engineers, Sir John Jackson's boys in red jerseys - many of the players to reach international fame and many of them to be killed in Flanders later on. The leader of the Hampshire Regiment was killed at Mons together with many others. There were men still known today in the soccer world - Jerry Morgan who died not long ago at a good old age; South Africa's finest goalie, Cushy Williams; Hampton, Bacon and a score of other Servicemen; Punch Keen a former Mayor of Cape Town still going strong; the Hunter brothers of Jacksons, Bertie Addshead, the Wright brothers. Hundreds, in fact a few thousand, crowded around the ground on pin match days and what a reception the boys from Robben Island received when they arrived on the scene, a great soccer crowd in those days. Today it has all gone and those in Simon's Town, White or Coloured, are now fans of Hartleyvale.

When operations ceased a considerable amount of plant, stores and many houses were left; a staff was kept back to liquidate these. Included were Mr L. Mitten (Cashier), Mr P. Emmerson (Chief Mechanical Engineer), Mr J. Wall (Head driver of plant), and a staff of labourers. They all left after the sale of plant, etc. (1919-1920).

In conclusion I pay tribute to those who gave their lives in this chain of Empire Building; they rest in peace in the old cemetery far from their homes and country, 6 000 miles away. The General Manager was one of the many who were killed, when the towing wire pulling the trucks up the mountain-side to the quarry slipped the drums that guided the heavy steel cable and he and a party were cut down like corn in a field by the reapers. Many were killed during the blasting operations when the present Dry Dock was blasted out of solid granite rock and the bugle was sounded twice a day by Bugler Dokkee Holwill for everyone to get under cover. Rockfalls in the quarry and a hundred and one other jobs always claimed a victim if he were caught unawares, and this is where the hospital saved many lives. This building was bought by a Mr R. Nicols

and as far as I know was re-erected at Fish Hoek but not in the same form, and so we say Goodbye and remember with pride this happy band of warriors led by Sir John Jackson.

LIST OF OFFICE BEARERS

| | |
|--------------------------|---|
| PRESIDENT | G. E. Ferry |
| VICE-PRESIDENTS | Admiral H.H. Biermann R. F. M. Immelman J. B. Scott Mrs Helene Scott D. StC. Wagner Mrs B. D. Willis |
| CHAIRMAN | H. C. Willis |
| VICE-CHAIRMAN | Councillor A. T. Brennan, Mayor |
| HON. SECRETARY/TREASURER | Commodore D. K. Kinkead-Weekes |
| COMMITTEE MEMBERS | Commander E. K. Bankes Miss M. F. Cartwright N. K. Farquharson Mrs G. Hutchinson Miss P. Price (co-opted) |
| EDITOR | F. P. Chapman |

This Society continues to grow and now has more Members than there are days in the year.

The greatest inconvenience having been found to arise from the Non-observance of the Regulations prohibiting the removal of Bushes or Wood from the Government Ground, between the Out-span Place at Elsje Bay, and the Quarters of the Military Commandant at Simon's Town, - Notice is hereby given that any Person henceforth found trespassing as above, will be prosecuted.

Civil Commissioner's Office, Cape Town.

4th March, 1830.

W. M. MACKAY, Civil Commissioner.

["The Cape of Good Hope Government Gazette", 12th March 1830.]

PRESENTATION OF BOOKS TO THE SOCIETY

Our Society has recently received a most welcome gift in the form of books presented by the Trustees of the National Maritime Museum at Greenwich.

The books were brought to Simon's Town in H. M. S. CHARYBDIS by kind favour of her Commander, Captain Pritchard. During the ship's short stay in port our Society was able to arrange a small handing-over ceremony, on Friday, 18th August, in the Society's rooms. Unfortunately it had to be organized at such short notice and the space was too limited to enable a general invitation to be issued to all Members.

On behalf of the National Maritime Museum Commodore O. Cecil, the Senior British Naval Officer, South Africa, formally handed over the books to the care of our President, Councillor G. E. Ferry. Quite unexpectedly Councillor Ferry made his own presentation to the Society, a plaque with the crest of H. M. S. REPULSE which had been presented to his Father on the occasion of the visit of the Prince of Wales (the late Duke of Windsor) to South Africa in 1925. Then the Chairman of our Society, Mr H. C. Willis, presented to Commodore Cecil a photostat of the report of the Battle of Trafalgar in the special "Gazette Extraordinary" dated 18th February 1806 of "The Cape Town Gazette".

At the conclusion of the ceremony the Members of the Committee entertained the Guests at a cocktail party. Among them were Vice-Admiral J. Johnson, Chief of the Navy, Commodore Green, Commodore Superintendent of the Dockyard, Captain Pritchard and other Officers of H. M. S. CHARYBDIS, Commander Carpenter R. N. , Their Worships the Mayor and Mayoress of Simon's Town, Councillor and Mrs J. Leibbrandt, Councillors L. J. D. Gay and L. F. D. Reeves, Mr Cecil Knipe, Commodore of the False Bay Yacht Club, and two most welcome representatives of our neighbouring town, Mrs Cedryl Greenland of the "Fish Hoek Echo" and Mr Greenland.

The collection of books includes twenty volumes of G. M. Theal's "Reports of the Cape Colony", Marischal Murray's "Ships and South Africa" and "Union Castle Chronicle", Captain W. F. Owen's "Narrative of Voyages to Explore the Shores of Africa, Arabia and Madagascar", K. G. Jayne's "Remarkable Voyages and Shipwrecks", and the two volumes of Colonel G. Field's "Britain's Sea Soldiers: A History of the Royal Marines".

All of these contain numerous references to Simon's Town, especially the volumes of Theal: these particular volumes have the added interest that they were presented by the Government of the Cape Colony to H. M. S. DEVONSHIRE in November 1908. The DEVONSHIRE was one of the 2nd Cruiser Squadron which visited South Africa under the command of Rear-Admiral Sir Percy Scott at the time of the Convention, which led to the Union of South Africa.

This gift is most gratifying to our Society, not only for the intrinsic value of the books themselves, but more especially as it is a token of the value which a most distinguished and authoritative body overseas attaches to the objects which our Society is endeavouring to achieve. - H. C. W.

COLE'S POINT AND THE FORESHORE AT SIMON'S TOWN

H. C. Willis

The story of this area goes back to the earliest time in Simon's Town's recorded history.

Adriaan de Nys, who had succeeded the first Postholder, Justinus Blas, in that office in 1750, died on the 1st March 1761 at the age of fifty. He was buried on top of the little rise in the ground at Cole's Point and a most impressive piece of stone was placed over his grave. This stone was subsequently removed to the old Burying Ground, where it remains.

During Adriaan de Nys's regime as Postholder the land around Cole's Point between the main road and the beach was being cultivated by the Burgher Hendrik Elsthout as a market garden for vegetables for sale to visiting ships. On the 2nd February 1761 a formal Deed of Grant in freehold of the property was made out to him. The land granted was an area very nearly two morgen in extent, forming a right-angle triangle with the main road and the beach on the two longer sides and stretching from a point in the garden of the present Seven Seas Club to the western boundary of the Police Station area. The property was described in the Deed as a piece of garden ground annex to the Burgher Elsthout's Place "Constantia", which comprised all the land on the mountain side of the main road from Belmont House to the Criterion Cinema.

The area seems to have continued solely as a market garden for the next forty-five years until the Second British Occupation of the Cape in 1806, when Mr John Osmond comes on the scene. No buildings of any kind are shown in this area on the plan of Simon's Town and Bay compiled by Major Kirsteman of the Royal Engineers in 1798 nor on his large scale plan of "De Nice's Point" - as he calls it.

John Osmond arrived in South Africa on the 9th December 1799 as Carpenter in H. M. S. LANCASTER, the flagship of Rear Admiral Sir Roger Curtis. He rapidly made a name for himself as a marine surveyor; making examinations of ships which had suffered damage by storm, collision or stranding, advising on any repairs necessary and issuing certificates of seaworthiness. In 1802 he married Margaretha Johanna Rossouw, daughter of Gideon Rossouw, a prosperous landowner in the town, and his wife, Susannah de Necker. It so happened that at this time peace was declared with the Republic of France under Napoleon. One of the terms of the peace treaty was that the Cape of Good Hope should be restored to Holland and steps were immediately taken to evacuate the British Forces. His services no longer being required in the Royal Navy, John Osmond seems to have obtained his discharge and remained in Simon's Town, where he set up in business as a ship repairer. With the help of a formidable and wealthy mother-in-law, recently widowed, and his own skill and industry, he soon built up a flourishing business.

With the return of the British in 1806 he submitted a memorial praying for the grant of a piece of land "situated between the South Battery and the rocks projecting from the front of Mr Roselt's house in which there is a small nook under the denomination of 'Steenbras Bay'." Captain William Benezet of the Royal Artillery objected to the grant of the land on the ground that "the fires which must frequently be made in repairing the iron-work of masts, etc." would endanger the Powder

Magazine on the South Point. A committee of the Burgher Senate appointed to enquire into the merits of the case did not consider that this objection was well founded because it was the usual practice that, whenever gun-powder was landed or shipped in Simon's Bay and the doors of the magazine were opened, everyone in Simon's Town was obliged to put out his fires. The Committee therefore recommended that the land could safely be granted, but for some reason or other, possibly because the Governor preferred to accept the advice of an army officer being one himself, the grant was never in fact made.

John Osmond, however, was not the sort of man to be thwarted for long by a minor set-back like that. Having failed to obtain the east side of Cole's Point, he now turned his attention to the bay on the west side. Most of the original shore-line here has now been covered by reclamation, which now comprises Jubilee Square and the Foreshore.

Though not quite so suitable for his purposes, as it was much obstructed by rocks, this west side of Cole's Point was completely sheltered from all winds except those from North to North-East which seldom blew with any great force. There were also some small stretches of sandy beach, where vessels could be hauled ashore, though not so extensive as on the east side.

The land between the seashore and the main road was all part of the Elsthout estate "Annex Constantia" previously mentioned. This estate had recently been bought by Alexander Tennant, a Cape Town merchant, who seems also to have made some big speculations in land. He probably anticipated a large increase in land values with the return of the British. He already owned other large properties in Simon's Town, but has apparently rather overstretched his resources and at this time was on the verge of bankruptcy. He accordingly subdivided the Elsthout property into three portions. John Osmond bought the westernmost portion in 1807; this for his purposes was the most valuable although the smallest as it carried with it the privilege of the beach for shipbuilding purposes. The other two portions he acquired later.

Here John Osmond settled down and built up an extensive and highly profitable business in repairing ships. For this purpose his services were much in demand by the Government as well as private shipowners as he could always be relied upon to produce work of the highest quality.

He was soon, however, to be given a severe shock. In 1814 the Government surveyor, L.M. Thibault, made a complete survey of the town and produced a detailed map, showing every building and the boundaries of the larger properties. From this plan it was only too clear that the two buildings on the land which he had recently acquired stood half on his ground, while the other half of the buildings encroached on Government land. In order that there should be no possibility of mistake, Mr Thibault added a note to the title of the plan, now rather illegible, stating "The --- of Land No. 37 belongs --- Osmond and shows his having builded upon Government Property".

In the circumstances the Government would have been perfectly within its rights if it had ordered Mr Osmond to demolish the portions of the offending buildings, which stood within its boundaries. His only remedy was to appeal to Government to get him out of his difficulty by granting him sufficient additional ground to include the two buildings within his boundaries. Fortunately he had been much in favour

of the previous Governor, Sir John Cradock, and had not yet had time to fall foul of his successor, Lord Charles Somerset, as he did later.

John Osmond accordingly submitted a Memorial to the Governor on the 29th July 1814. In this he explained that he personally was not aware until the plan of the town was made that any part of his buildings stood on Government ground, nor did he believe that the persons who erected the buildings were aware of any trespass. The long building on the westernmost portion of the land he had bought, now known as "Albertyn's Cottage", had been built by the late Alexander Tennant in 1801, "who", he said, "unfortunately for his family left his servants to manage his business for him", (which no doubt was one of the reasons for his bankruptcy). As for the square building erected in 1802 by Mr Kirsten on the easternmost of the three portions, he had certainly been working in the dark. Although he had bought the land in 1801, no legal transfer took place until 1812, ten years after the building was erected.

It was clear, then, that everyone had acted in good faith. Osmond therefore prayed in his memorial that the Governor would grant him so much of the waste land, which lay between his own land and the seashore, as would include his buildings. He further stated that the whole of the additional land asked for had been made by himself in clearing away his own ground for tilling. From this it would appear that any reclamation of the foreshore had already been begun, even at this early date.

In accordance with normal practice this memorial was sent to the Government Resident at Simon's Town, Mr J. H. Brand, to enquire into the circumstances and submit a report thereon, a duty which had formerly been delegated to a committee of the Burgher Senate. Mr Brand found that the facts of the case were indeed as stated in the Memorial and that there could be no objection to the granting of the land asked for, as it was of no value to Government or anyone else except the memorialist.

The whole business was settled to everyone's satisfaction by the grant in freehold of the land asked for, amounting to sixty-four square roods, to John Osmond on the 11th November 1814, in addition to the five hundred and thirty-three morgen, which he had already acquired by purchase.

A good example of the ship-repair work done by John Osmond in this area is provided by a letter addressed to him in 1809 by the Colonial Secretary, Christopher Bird. He writes "His Excellency the Governor having determined upon taking up the Prize Ships TANGEBAR, 400 tons, PEGGY, 300 tons, CERES, 300 tons, and the Merchant Ship DAENDELS, 230 tons, as Transports for the conveyance of troops to India, I desire you will lose no time in fitting them out for this purpose, which His Excellency hopes you will be able to complete within the term of three weeks, which you considered as the probable time it would take to do so". As the ships were stated elsewhere "to have been lying for months exposed to the weather without any repairs and were in general very ill equipped", it was a big contract and even by modern standards it would need a well-equipped and efficiently managed business to complete the job in such a short time.

Another incident which occurred in October 1812 affecting this part of Simon's Bay illustrates another aspect of Osmond's wide interests in the town. The ship ARCHDUKE CHARLES, bound for New South Wales with 145 male and 54 female

convicts on board, arrived in Table Bay with a serious defect in her stern post. As the ship would have to be lightened and put on shore in order to bring the defective part above water, it was decided to send her round to Simon's Bay "for the benefit of a more sheltered anchorage." The repair work was estimated to take eight or ten days during which time the convicts would have to be taken out of the ship. The Deputy Fiscal (as he was then called), J.H. Brand, was instructed in collaboration with the Military Commandant, Major General Sir Joseph Baird, who was responsible for security, to procure appropriate accommodation for the convicts on shore.

They did not have far to look for suitable buildings and were able to report on the following day. "We examined a house belonging to Mr Osmond situated near the beach, for which he asked either for ten days or a month fifty rix-dollars, and a store of Mr Kirsten / 50 feet deep and 18 feet wide / for the upper and lower part of which he demanded five rix-dollars per day, which places according to our opinion will answer for the purpose." The former was no doubt "Albertyn's Cottage" and the latter the property which Osmond bought from J. P. Kirsten that very same year.

As it turned out the ship was in Simon's Bay for a whole month and for half of this time the convicts were living on shore, which must have been a most unexpected and very welcome interlude for them in the long and tedious voyage to Australia in an overcrowded ship.

With his ship-repair business well established, John Osmond took a less active personal interest in it as the years passed by and employed others to do the actual work. He himself was finding a more profitable outlet for his energies and his capital in buying up landed property and buildings of various kinds, principally from insolvent estates and from those in financial difficulties. He either leased these properties or sold while leaving most of the purchase price with the buyer at 5% interest. In this way he at one time or another owned nearly every property fronting onto the main street in Simon's Town and many others all over the Peninsula. This knowledge of dealings in real property was to stand him in good stead a few years later.

In 1829 Commodore Charles M. Schomberg relieved Commodore William Skipsey as Commander-in-Chief on the Cape of Good Hope Station. Commodore Schomberg strongly disapproved of the manner in which naval affairs were being conducted in Simon's Town and brought out the proverbial new broom to sweep the place clean.

He complained of the total absence of police supervision over the conduct of the wine houses; he complained that he could not get his flagship's sails repaired with sufficient promptitude, because the sail loft had to be cleared every Sunday for use as a Church; he complained that merchant ships were allowed to anchor in berths where they interfered with H. M. Ships entirely owing to the ignorance of Mr. Abraham Levien, the Collector of Customs, who also held the office of Harbour Master, but was no seaman. In this case he shared the opinion of every citizen in the town that Mr Levien was an unprincipled rogue, as indeed he was.

Above all, Commodore Schomberg complained of the defenceless state of Simon's Town. He voiced his complaints to His Excellency the Governor, Sir Lowry Cole in such delightful terms that his words seem worthy of quotation in full:

"I beg to state that as His Majesty's Ship under my command, together with the principal naval force on this station, may be required at Mauritius to keep down a

feeling manifested by its inhabitants hostile to H. M. Government. . . the total defenceless state of His Majesty's Dockyard at this place calls on me to express a hope Your Excellency will see the propriety of protecting the Arsenal from surprise; for from the inefficient state of the only Battery (if such it can be called) I do not deem the Arsenal secure from even piratical enterprise.

"The North, or enfiling, Battery, your Excellency is aware of being in ruins, and in a state of abandonment.

"The number of Artillery at Simon's Town is a Serjeant and three gunners."

The Governor felt that in this instance at any rate the Commodore's complaint was more than justified. He immediately authorised the expenditure of £700 on the improvement of the defences and at the same time forwarded the Commodore's letter to the Colonial Secretary, the Rt Honble Lord Viscount Goderich, with a covering letter seeking authority for this unauthorised expenditure of public funds. He added "I feel it right to observe that it has always been a matter of surprise to me that the defences of the only Dockyard Great Britain possesses between England and India should have been not only neglected but not even considered."

Commodore Schomberg must also have written by the same mail to the Lords Commissioners of the Admiralty, who lost no time in passing on his complaint too to Lord Goderich. In face of this bombardment from all sides the noble Lord had no alternative but to instruct Sir Lowry Cole to take some action in the matter. With this implied approval, confirmed later, for the proposed expenditure the way was now clear to go ahead with the desired improvements.

No time was wasted. The Governor spoke to the Chief Secretary to Government, who wrote to the Military Secretary, who referred the matter to the Officer Commanding Royal Engineers, Lt Colonel Robert Thomson, who delegated the matter to Captain Alexander with the result that Lieutenant John Hope went to Simon's Town to make an assessment of the requirements.

The result of all these deliberations was a decision to build two new batteries to supplement the two already existing, the North and South Batteries. The sites selected for the new Batteries were precisely those chosen some seventy years earlier by the Dutch military experts. The one was on the outcrop of rocks on the seashore in front of St Francis Church and the other on Cole's Point in front of Adriaan de Nys grave.

These two sites are clearly shown on a plan of Simon's Bay specially drawn for this purpose by the surveyor, C. D. Wentzel, somewhere about the year 1761. At that time it was proposed that each battery should consist of twelve pounder guns, but it does not appear that either battery was constructed at that time. They were admirably sited for the protection of the Company's Warehouses, the only important buildings in the town at that time. With the spread of the town these sites were equally well sited to reinforce the North and South Batteries and deal with any vessel which contrived to get past the latter.

There were no difficulties about the westernmost battery in front of St Francis Church, later to become known as "Munro Battery". The selected site lay on Government ground and easy access to it was provided by the road, which ran in front of the Custom House (then accommodated in the Residency building) to the North Gate of the Dockyard. Work on this battery could therefore begin immediately.

The site selected for the battery at Cole's Point was also on Government ground, but access to it was not so simple. Lieutenant Hope, to whom had been allotted the task of constructing the batteries, gave it as his opinion in a report submitted in June 1832 that, although there was ample space for the battery itself without interfering with the private property of Mr Osmond, it would be expedient to procure a direct road to the battery through this property. The public road to the beach from the main road ran at that time down the eastern boundary of the Osmond property, which coincided roughly with the western boundary of the present Police Station area. Access to the battery by this road would be circuitous, exposed to gunfire from shipping and through much heavy sand.

Lieutenant Hope therefore proposed that a road 20 or 30 feet wide should be made directly from the main road to the battery across the property of Mr Osmond, who would receive the equivalent in money or in land. The plan he favoured for the construction of the battery was to keep it altogether in rear of the mound at Cole's Point and to arrange for the guns to fire on each side of it. He would thus obtain cover for them without impeding their action. This arrangement would also obviate the necessity of disturbing the graves on the summit of the mound.

John Osmond, ever ready, as a loyal citizen, to make any sacrifice to aid the defence of his country, especially when it could be turned to his personal benefit, readily agreed to the construction of the road across his land. It provided him with a marvellous opportunity to acquire by way of compensation the land which he had tried in vain to secure many years earlier.

With both parties in accord agreement was soon reached and within a month the road now known as Cole Point Road was completed.

John Osmond now started planning what he would accept as suitable compensation for this division of his property. He borrowed Mr Hope's surveyor's chain and proceeded to measure off the whole area himself, thinking no doubt that anyone who could measure up the complicated lines of a ship would have no difficulty in measuring a flat piece of land. On the 10th September 1832 he drew a plan of the area, which he had selected, stating that it was "very correct only omitting fractions of feet". How wrong he was only appeared several years later. At the time the plan seems to have been accepted without question by the Surveyor General, Colonel Charles Michell, and on the 1st March 1833 the Governor, Sir Lowry Cole, made an entirely new grant of the land in freehold to John Osmond, which cancelled the grants in freehold to Elsthout in 1761 and to Osmond himself in 1814 and all transfers in between.

The new grant comprised all the ground now bounded by the main street from the Seven Seas Club to the Police Station, by Church Street and De Nys Street, and then from the corner of De Nys Street and King George's Way to the Seven Seas Club.

Osmond could well feel satisfied with the deal. He had given up Cole Point Road and received in exchange an extension of half a morgen of ground mainly at the eastern end of his property, which he had always wanted. He continued in possession of his new property until 1845. He was now seventy-five years of age; all his sons had predeceased him and he was left with two daughters. The elder one, Agnes, who kept house for him, was separated from her husband, Thomas Pownall Pellew Barrow, a ne'er-do-well retired naval lieutenant, while the younger one was unmarried. It

was time he consolidated his affairs and set his estate in order. Among other things, on the 1st May 1845 he sold his foreshore property, as it had been granted to him twelve years previously, to John Bryant for one thousand five hundred pounds.

John Bryant seems to have had a shipwright's business already well-established in Cape Town and it is quite probable that he had leased Osmond's business in Simon's Town for some years past. Now that it had come on the market it would clearly be to his benefit to purchase it, if only to keep out competitors, of which there were several, though most were in a small way of business.

Bryant did not live long to enjoy this new branch of his business, as he died in 1848 leaving a minor son as his sole heir. As there was no one now to manage the business, the executors of the estate advertised the foreshore property for sale divided into five lots.

Lot 1 consisted of a small area facing on De Nys Street between Black's Lane and Cole Point Road, while Lot 2 comprised the remainder of the land between King George's Way and Cole Point Road. Lot 3 was the area containing the False Bay Yacht Club and Soldiers and Sailors Rest Room, and Lot 4 was Albertyn's Cottage and garden. Lot 5, the most extensive, covered the whole of the property east of Cole Point Road.

The westernmost Lot No. 4 was stated to have "a double storied Store, having a Smith's Shop attached." The diagram attached to the Deed of Transfer shows the store as a building about 46 feet long by 19 feet in breadth. It has now been converted to a dwelling house and in recent years it has also been used to accommodate the municipal clinic on certain days.

Lot No. 3 is briefly advertised as having "a large Store, built by the late Mr Bryant." Coupled, however, with the diagram, it tells us a lot. The building as shown on this diagram is about 75 feet long by 28 feet wide, which corresponds very closely to the dimensions of one half of the building presently occupied by the False Bay Yacht Club. Its position on the 1848 diagram as compared with a diagram which was made in 1949 and shows the whole building as it stands today, indicates that the original section was the south-west half of the present building lying nearest to the main road. It can therefore be said with some degree of certainty that one half of the Yacht Clubhouse was built between May 1845 and May 1848. When the other half of the building on the seaward side was added is not at present known to the writer but will no doubt come to light in due course.

TO BE SOLD,
In Simon's Town,

The Property of the Undersigned,

THAT fruitful Garden, The Good Gift, situated in the Centre of the Town, supplied with Water, by Leaden Pipes, the whole Year; a considerable Range of Out-Buildings are attached. The whole Purchase Money may remain at Interest for many Years, on good Security. If not sold before the 1st of January, it will be Let, for one or more Years.

J. OSMOND

Simon's Town, 5th Dec. 1820. ["The Cape Town Gazette", 9th December 1820.]

THE TALE OF THE TOLL

F. P. Chapman

The Tolls or Turnpikes of this Country do not appear to have attracted the talents of writers as those of Britain did. Two works of Literature coming to mind in which incidents in connection with a Toll occur are William Cowper's account in verse of "The Diverting History of John Gilpin" and W.H. Ainsworth's immediately successful novel "Rookwood", containing a description of the ride of the highwayman Dick Turpin to York.

There was even a two-act comic opera, "The Turnpike Gate", with libretto by Thomas Knight and music by Mazinghi and Reeve. First staged in the Theatre Royal, Covent Garden, on 12th November 1799, when it was performed "with unbounded applause to an overflowing theatre", it continued into the days of the Regent to enjoy "all the attraction to which its merits are entitled."

While the Tolls apparently failed to appeal to our writers and composers, they held some attraction for artists and photographers, with resulting pictorial records of some of them. Mention will be made later of illustrations of two of the Turnpikes told of in this Tale of the Toll.

The Tale Begins

For his own convenience but at considerable expense Josua Joubert, Gideon's son, made a road through Du Toit's Kloof. Because other people began using his road and it was being destroyed by the flocks of sheep driven over it, he in 1785 asked the authority of the Council of Policy to charge travellers over his road a toll for its maintenance. Joubert appears to have had to be satisfied with a notice by the Landdrost of the Stellenbosch district ordering all to confine themselves to the old trek path to avoid prosecution.

In 1792 a memorial was submitted to the Council by Firemaster Arend van Wielligh, who was also the Contractor for the transport of the Dutch East India Company's goods between Cape Town and Simon's Town. Rain had washed away the surface of the road and left it stony so that it damaged wagons and was a danger to life. Van Wielligh would repair and maintain the road if he could charge users of it a toll.

Instead the Commissioners of the Court of Justice had the road between Muizenberg and Simon's Town repaired. To provide the money for their maintenance of it a Turnpike was to be erected at Muizenberg and leased to the highest bidder, the Council of Policy announced in June 1793. The tolls he would collect from those using that stretch of road and from which he would pay his rent were to be:

| | |
|--|--------------|
| For a coach | 6 schillings |
| For a wagon or other 4-wheeled vehicle | 4 " |
| For a chaise or other 2-wheeled vehicle | 2 " |
| For a saddle, loose running or led horse | 1 " |

Vehicles and horses belonging to the Company were exempt from tolls. So, too, were those of the Resident or Postholder at Simon's Town and of the Superintendent of the Hospital there provided they were used for the transport of these officials or of persons or goods of their households. Those liable to pay were to do so without being impudent or hindering the Toll-keeper. Any attempting to evade payment would be severely punished as frauds against the Public Revenue.

The opening of the Toll on 1st July 1793 brought a hardship to Hendrik Vos, for in calculating some months earlier his tender price for the supply of salt vegetables to the Company he had not been able to estimate the resulting extra expense. When in August 1794 the Council considered a claim by Vos to be compensated for the toll due for taking twelve loads of sauerkraut to Simon's Town for the Company's ships, they resolved that as the Toll-keeper could not be deprived of his money he would be paid 6 Rix-dollars from the Company's Treasury.

A Period of Political Change

With the British Occupation of the Cape in 1795 the Council of Policy ceased to exist. Next year the Council of Commissioners of the Court of Justice, formed in 1785, was amalgamated by Major-General J. H. Craig with the Burgher Council (Burgerraad) dating from 1657. This new body, named by him the Burgher Senate, was now responsible for the roads in the Cape District.

The Burgher Senate asked General Craig that they might renew the lease of the Toll, which had expired. This he agreed to, but there were to be two changes. The Contractor would not be able to use the Toll-house because of the considerable detachment of military then posted there, but would be at liberty to build a hut or dwelling at the Barrier or other convenient place. Also Officers of the Army and Navy were to be exempt from payment whether on duty or not, and so were wagons on Government service the drivers of which were to be provided with "free" tickets by the Commissary General.

The road was now in a bad state and no one was willing to enter into a contract for the collection of the tolls and maintenance of the road. The Burgher Senate considered that they should first repair the road, this to be at the expense of the Colonial Treasury, to which the profits arising from the Toll would thereafter be paid. For the Road Overseer and workmen they proposed using the vacant house in what was called Brand's late garden at Fishhoek Bay.

The General approved except for the use of the house, to repair which appeared more expensive than the erection of a small one for the Toll-gatherer or a temporary hut for the workmen. To have the house or hut on the Cape Town side of Kalk Bay was not approved, but there were many suitable places between there and Muizenberg to which no objection would be made. On 20th January 1797 the first tolls there were collected. Actually the building must have been close to the disapproved site, for later it was always referred to as the Kalk Bay Toll. It took the place of the original one at Muizenberg, now occupied by soldiers.

Though there was no longer a Toll at Muizenberg wagons passing through there from the direction of Cape Town were held up for another reason. The sentinel and guard of the Military stationed there had been charged with the task of not letting

through any wine, grain, and certain other articles of Colonial produce on which the duty imposed had not been paid. This led to hardship in fetching the necessaries of life for the inhabitants and ships from the mills at Rondebosch and Wynberg, six Simon's Town traders stated in a petition to the Governor. The wagons were held up by the guard until the receipt was produced by the man sent to pay the duty to the Collector of the Tithes, Christoffel Brand, at his house in Cape Town, and he might be out. The traders asked that instead tickets could be handed in at Muizenberg giving the quantities of dutiable goods and then at the end of the month they would immediately pay the duty on the production of the tickets to them.

Having found that the loose cattle driven to and from Simon's Town were impairing the road, the Burgher Senate in May 1797 sought approval for a toll of 6 stivers on Oxen and Beasts and of 1 stiver on Sheep and Goats. Though the Governor, the Earl of Macartney, was "inclined to accede to any proposal made by you, Gentlemen, for the general benefit of the Colony, he thinks that the one in question would so immediately affect His Majesty's Naval service, that He cannot at present give His assent."

Nor did the Governor agree to the Senate's request two months later that the Keeper of the Toll, Joachim Reyneke, be permitted to lease it for ten years at an annual rent of 800 Cape Guilders. He had to submit a monthly return of the money collected, which was very inconvenient for him, "who knows not to write." Macartney agreed to a lease of five years; "the term of ten years appeared far too long and might be attended with consequences then unforeseen."

In 1801 Reyneke was granted by General Dundas the use of 4 morgen 50 square rods of land near the Toll-house, which was surrounded by barren and uncultivated land. He put up a building on part of this because he considered it would be in the interest of Travellers that there should be an Inn or Stage where they could procure refreshments as in Holland and other countries. The rest of the ground he brought into cultivation.

During the short period of the Batavian Republic the Burgher Senate and all other Boards and Councils, however designated, were dissolved. The Burgher Senate was replaced with changes by the Raad der Gemeente (Council of the Community). This body was taken to be the Burgher Senate by the British on their return in 1806 and continued to be so named. Asked by the Acting Colonial Secretary if they still had charge of the road between Muizenberg and Simon's Town, the President replied that they maintained the road from the Fortified Lines behind the Castle as far as the Three Heads (now Mowbray). Repairs farther on were under the superintendence of the Field-cornets, while those to the stretch asked about were the responsibility of the Contractor of the Toll near Kalk Bay under the direction of the Inspector of Government Lands and Woods. The Lieutenant-General Commanding-in-Chief, H. G. Grey, instead placed the Burgher Senate in control of all roads in the Peninsula.

"You are at liberty to take any steps you think proper with regard to the road," the Burgher Senate was told when in 1806 they requested authority to hire workmen at the charge of the Cape Town Treasury for the repair of the Muizenberg to Simon's Town road, the Toll money to be paid into the Treasury. The Keeper at Kalk Bay had tried to save as much as possible of his takings by doing the minimum of repairs, to the great inconvenience of the public. Had he but employed four men to fill up some

holes and with a sledge-hammer to cut down some of the sharp stones standing out the principle cause for complaints would have been removed.

A year later the Burgher Senate asked that the tolls be doubled. Repairs were costing more than came in and they had heard a new road was to be built from Cape Town to Muizenberg for which they would have to supply the tools. The increase was not granted "inasmuch as the road to Simon's Town will be repaired by the Army, and the tools used will be returned when the work is completed."

As we have seen the collection of the tolls and the repair of the roads were not usually done by the controlling body, such as the Council of Commissioners of the Court of Justice and the Burgher Senate, nor later by the Government. The Turnpike would be leased to the highest bidder for the right to collect the tolls, who would also be responsible for the maintenance of his section of the road. His profit was the excess of his takings over the cost of repairs plus the rent he had contracted to pay. The leasing was known as "farming" and the successful tenderer as the "Farmer" of the Toll.

A Colony-wide Toll System Introduced

Just under three months after Sir John Cradock's arrival as Governor in 1811 he sent the Colonial Secretary, Henry Alexander, "a paper, which I wish to be understood, is the general Outline of a Barrier, or Turnpike, that I intend to establish between Cape Town and Simon's Town." It was his "wish to have an excellent Road and to keep it in the best possible Repair, subject to every good Regulation, that prevails on this subject in England."

A Government Advertisement in "The Cape Town Gazette, and African Advertiser" of 18th January 1812 announced that His Excellency was "strongly impressed with a conviction, that the good sense of the people of this Colony, will induce their cheerful co-operation with, and contribution to, a measure, so evidently beneficial to their own Interests, as the establishment of good Roads." It would besides tend "to improve the construction of Carriages, and to save more in the diminished number of Animals necessarily employed in draught, than will make ample pecuniary returns for the Tolls necessary to be imposed and collected upon the fairest principle, that no Person is called upon to contribute, but those who actually enjoy the benefit of their contribution." In case the cheerful co-operation was lacking Regulations proclaimed in the same "Gazette" provided for penalties of from 5 to 100 Rix-dollars, one third of the fine to go to the Informer, one third to the Government, and one third to the Prosecu-
tor.

| | |
|------------------------------------|---------------|
| The tolls were to be, for | |
| Wagons drawn by 10 Oxen, and by | |
| 8 Horses, and upwards, | 4 schillings. |
| By 8 Oxen and 4 Horses | 2 " |
| Coaches, Carriages, &c. by 4 | |
| Horses | 2 " |
| Coaches, Curricles, Charettes, &c. | 1 " |
| Saddle Horses, | 2 stivers. |
| Horned Cattle, per 12, | 1 schilling. |

A ticket was to be given to the person paying to free him from having to do so again on returning the same day. Cradock, "influenced by the general example of Europe" and to guard against delay, exempted Officers and Soldiers in uniform on horseback from the toll; those in carriages were to pay.

Turnpikes were established in various parts of the Cape. On the road to Simon's Town there already existed the one at or near Kalk Bay. A Barrier was erected across Sir Lowry Street (now Road) and one across Newmarket Street near where they joined at the Military Lines, with the Toll-house at a spot convenient to both. The Military, French or Munnik Lines of earthen embankment and redoubts had been built by French troops stationed at the Cape between 1781 and 1784 to prevent the country falling into the hands of the British, who were at war with the Netherlands and France. The Lines extended from Fort Knokke where Woodstock Railway Station now is to the slopes of Devils Peak, and were intended to defend Cape Town against attack by troops landed at Muizenberg or Simon's Town.

The Tale and the Toll Move to Simon's Town

Because the Deputy Colonial Secretary;-Colonel C. Bird, had at one time told Lieut. James Cruttwell of the 83rd Regiment of Foot at Wynberg that any communication on road repairs by him would be favourably received, he on 2nd May 1815 submitted a long report headed "Of the Means by which the Road from Simons Town to Muizenberg might be kept in good Repair, without incurring a great Expende to Government". In the section "Situation for Toll Gates" he showed that "the present Toll House is seven miles distant from Simons Town [actually about five or six], so that the Inhabitants of the Town, the Farmers in the Vicinity, in the Vallies of Eljes, Visch Hoek and Kalk Bay go and return from their habitations Farms etc. to Simons Town without paying Toll." Then towards "Cape Town the entire population may pass and repass equally cheaply especially since the Practice exists of evading the Toll at Cape Town, by establishing depôts at Pappendorp [now Woodstock], so that a great many persons derive essential benefit from the good state of the road, without contributing to its support or repair."

He suggested that the sale of the Kalk Bay Toll-house and adjoining Government ground would more than cover the cost of two Toll-houses elsewhere, or "if let for a house of Public Entertainment" the rent would more than pay the Interest on the money needed for them and for roadmakers' huts. He proposed that one Toll-house should be at the most southerly Muizenberg Battery, where materials for its construction and good water were at hand. The other he would have at the north entrance to Simon's Town on ground extending from the Naval Commissioner's buildings to John Osmond's land. "Should that be deemed too near the Town, let Mr Osmond give up a piece of his Ground, in exchange for one of those Tracts of Government Land on which his buildings near the Naval Hospital partly stand."

This section at least of Lieut. Cruttwell's report brought action, for on 1st June John Chisholm, the Government's Assistant Civil Engineer, surveyed land here for a Toll-house. In his opinion the best situation for it was at the end of the Naval Commissioner's Office House in a line with Osmond's new residence.

This site was at the horse track leading to farms at Cape Point and south and south-west above the town. There would be many objections to so placing the Toll, for those with cattle passing and repassing from Elz Bay Valley, Slang Kop, Noord Hoek and Fish Hoek Valley would all have to pay. Chisholm considered that though the traffic between Osmond's country residence and his new house with its attached stores would escape the payment of tolls, the much heavier traffic between the house and town would not.

Having continually to pay toll most certainly did not appeal to the people. In a letter of 10th July to the Deputy Colonial Secretary the Government Resident, J. H. Brand, reported that the inhabitants of the town and of part of the district under his Residency were willing by subscription to make a wagon road over the hill to the district from a small house next to the Naval Commissioner's premises. Brand asked for approval of the plan, the tolls on traffic passing up and down the road to go to the subscribers until the amount laid out on its construction was made up. Presumably thereafter the charging of tolls would cease.

Lord Charles Somerset had immediately approved of the site Chisholm recommended and had ordered that the Toll be erected without delay. It was completed in August, but the improvement of the road held-up its opening until the 15th December 1815, on which date the Kalk Bay Toll closed. The steady Sergeant Bender was allocated to the collecting of the money so that its amount would be known when later the Toll was farmed out.

The following were the charges and from 1st January at the new Muizenberg Gate also, given in Rix-dollars and schillings:

| | Rds | Sch. |
|--|-----|------|
| For covered or other Waggons, drawn by 6 Horses, or other Animals | 1 | 0 |
| Ditto, ditto, drawn by 4 Horses, or other Animals | | 4 |
| Ditto, ditto, under 4 Horses | | 3 |
| Carts, or other Vehicles, drawn by 4 Horses, or other Animals, or upwards | | 4 |
| Ditto, ditto, by less than 4 Horses | | 3 |
| Single Horse or other Animal, mounted or led | | 1 |
| Unyoked Oxen, or loose draft Animals, per dozen | | 2 |
| Sheep, Goats, Pigs, &c. per ditto | | 1 |

After the Toll had been run by the steady Segeant Bender for just over a year there appeared the following advertisement in the "Gazette" of 8th February 1817:

"NOTICE is hereby given, that Landdrost and Heemraden of the Cape District, being duly authorized by His Excellency The Governor and Commander in Chief, intend to farm out to the highest Bidder, the Tolls levied at Muezenburg and at Simons Town, for the term of one whole year, commencing the 1st of March next. The Tolls have on an Average returned to Government Rds 683 per month.

"The Auction will be held at the Committee Room, next the Office of the

Landdrost of the Cape District, on Monday the 17th instant, in the forenoon at 10 o'clock.

"By order of Landdrost and Heemraden,
"J.C. FLECK, Secretary."

A few years later, on 20th March 1824, the Contractor also made use of the "Gazette":

"NOTICE. The Farmer of the Tolls at Simon's Town and Muizenburg, to prevent trouble and expence, has directed the Collectors to give NO CREDIT; and as the Toll Dues are small, no large Notes will be taken to change, - all Persons, therefore, are requested to provide themselves with small Money."

Writing in March 1826 to the Earl of Bathurst, Secretary of State for the Colonies, the Acting Governor, Major-General R. Bourke, showed that the expenditure on the Cape Town to Simon's Town road far exceeded the revenue from the Tolls. To reduce the costs Lord Charles Somerset had the previous year transferred the management of the road from the District to the Engineers. Actually the only reason it was expedient to care for that part of the road from the halfway house to Simon's Town was to have a practicable road for the transport of Naval stores from Cape Town to the Arsenal. "There is no commercial intercourse between Simon's Town and Cape Town but might not be left to find its way as is done in the Country Districts upon very indifferent roads." General Bourke thought the Admiralty might fairly be called upon to contribute to the maintenance of that part of the road or alternatively that the Simon's Town Turnpike should be removed and the road left to the care of the District. Why a stretch of road little travelled upon and hence unproductive of tolls should nevertheless require continual and constant repair was that "this Climate affects the roads in a manner almost inconceivable to those who have not witnessed it." The very dry weather of summer loosened and reduced the material of the road, which the violent south-easterly winds carried away not in dust merely but also in gravel. This was done in such quantity as to leave holes and irregularities in the road which it was useless to fill until there was a prospect of rain to consolidate and secure the material.

The Toll Payers had their Complaints

A month after the publication in 1812 of details of the Toll System Sir John Cradock was introducing, J. P. Kirsten and six other inhabitants of Simon's Town submitted a complaint to the Deputy Fiscal that although they were compelled to pay tolls at Kalk Bay few if any repairs had been done during the past year despite the bad state of the road from Muizenberg. Out of pity for the Collector they had previously refrained from complaining, but threatening him had been fruitless.

The Landdrost of the Cape District took immediate steps to have the road repaired. The three slaves the Collector had been given by the Burgher Senate for the maintenance of the road would not be enough even if they had not probably been mostly used for private purposes. The Landdrost therefore in his report to the Governor recommended that contracts be arranged for the upkeep of the roads here and in the vicinity of Cape Town instead of it being left to the Toll Contractors.

Whatever the improvement made, it failed to last, for two years later eight of the inhabitants submitted a petition to the new Commandant of the town, Major-General William Cockell. "On your arrival at Simons Town you must undoubtedly have reflected on the bad state of the Roads between this place and Muisenberg," to which they had repeatedly drawn the attention of the Landdrost and Burgher Senate. Their wagons were often broken.

With the opening of the Toll here in December 1815 J. P. Kirsten and others with neighbouring farms tried again to escape having to pay. They told the Governor in a petition of the very few yards their wagons travelled over the new main road to get onto a road the twelve had built at their own expense for the fetching of firewood or the bringing to town of the produce of their farms to the west over the hills. Yet they had to pay just as much as for wagons travelling on the main road all the way from Muizenberg. Their draught oxen had to pass twice unyoked over those few yards of road, once when sent into town to be yoked to the wagons and again on their return to their grazing grounds, thereby incurring an extra payment of four schillings. Their milch cows too had to cross that very short stretch of main road twice. Not having foreseen the coming of a Toll here those who had entered into contracts with the Army and Navy for the supply of provisions were sustaining considerable loss by the additional expense.

Lord Charles Somerset considered the petition so unreasonable that he had no hesitation in negating it. The new road had cost 140 000 Rix-dollars. He had no objection though to the Deputy Fiscal's giving those with milch cows Licences for these to pass through the Toll free.

This exemption was not mentioned in the conditions of contract when the Toll was farmed in 1817. The milch cows were no longer allowed through free, and in June the following year A. Johnson complained to the Governor of this on behalf of himself and others. The Farmers, Arendse Raven and C. G. Alt, would not object to letting the cows through free if the Government deducted from their contract rent the 96 Rix-dollars per annum they estimated they would lose by doing so. Actually Raven or a relative was one of the twelve who signed the petition resulting in the exemption. The Farmers were informed they were to deduct 48 Rix-dollars from the rent they still had to pay the Government and in future to allow the milch cows through free.

Perhaps it was because of an abusively spoken complaint that George Parker and his son, Keepers of the Muizenberg Toll, were in 1829 indicted with assaulting and beating J. P. F. Kirsten of Muizenberg "with stones and with staves". The Resident Magistrate of Simon's Town, C. M. Lind, would not hear the case, but referred it to Cape Town. When the accused appeared before the Judge of the Police Court there he found that the case did not fall under his cognizance, for the Toll where the assault took place was 400 yards beyond the boundary stream separating the two districts. The case does not appear thereafter to have been proceeded with.

The Toll had its Artful Dodgers

Despite Governor Cradock's conviction that "the good sense of the people of this Colony will induce their cheerful co-operation" by the ready payment of tolls for the

improvement of the roads, many of the Colonists sought to evade paying them.

Thus in 1814 under the pretext of being military officers numbers of gentlemen were passing without paying, Matthew Donough, the Farmer of the Toll then still at Kalk Bay, reported to J.H. Brand, recently appointed to the new post of Government Resident. Also "lately two waggons with eight horses have passed only provided with an order given by a gentleman of the name of Chapman which I suppose is employed in the Victualling Office." Lastly, several officers were giving their servants passes to bring their horses backwards and forwards.

To stop these tricks of Chapman and the other Artful Dodgers Brand had a Notice inserted in the "Gazette" that "no Persons on Horseback or in Carriages, are allowed to pass the Turnpike at Kalk Bay, without paying Toll; Military Men in uniform on Horseback, and Waggons employed for the purpose of the Road excepted."

At Simon's Town advantage was taken of bypassing the Toll by a path over the hill from the back of the Naval Commissioner's garden. It was at least 400 yards away and part of the land granted to the Dockyard for a rope-walk, a place where rope was made. Complaining in 1817 of this evasion of payments, Raven and Alt said they "should not so much regard the Inhabitants of Simon's Town taking this advantage of Us but we cannot in Justice to Ourselves allow of their introducing Strangers to participate in the connived at Indulgence." Among these were two from as far as Stellenbosch.

The Naval Commissioner would not stop the trespassing as he himself used the road to go over the hill. The Governor found a cure for the evasion in spite of Sir Jahleel Brenton's lack of co-operation. "On the nearest Government ground you create such obstacles to the passage of Horses and Carriages by raising a Wall or Digging a ditch as will prevent that bye-road being used," the Government Resident was instructed.

Continued Artful Dodging led to the appearance of this Notice in the "Gazette" of 12th September 1818:

"Residents Office, Simons Town.

"WHEREAS it is attempted to evade paying the Toll, by unteaming Cattle on the outside of the Turnpike, and there unloading Firewood, or other Articles, which are afterwards carried in, contrary to the Regulations: Notice is hereby given, that in future, no Waggons shall be allowed to unteam there, nor to unload Firewood, or other Articles; and that whosoever shall do so, will, as being contrary to the Proclamation of 17th Jan. 1812, be prosecuted according to Law.

"J.H. Brand, Gov. Resident."

The Simon's Town Road has its own Toll Ordinance

The passing of only a few years having shown that at least one road required a more elaborate enactment than Cradock's of 1812, the Lieutenant-Governor in Council provided this in Local Ordinance 3 of 1826 "for the better Regulation of the Turnpikes, on the Road leading from Cape Town to Simon's Town." This took effect on 10th January 1827.

At each Toll there had to be a board or boards showing clearly in Dutch and English the Tariff, the name of the Toll, the Christian names and surnames of the

Farmer and of the Collector if he had appointed one to act for him. The procedure for farming the Toll was dealt with in a single clause, indeed in a single sentence, but this was of 593 words.

The Tariff was higher than before. While in twelve months repairs to the road had cost £2 781 the amount for which the Turnpike was let was only £1 918, the Lieutenant-Governor, Major-General Bourke, told the Council of Advice at the second reading of the Ordinance. This rendered an increase in the tolls necessary, for then the bids to lease the Turnpike would also be higher. For the sake of farmers taking produce to the Cape Town market it was agreed "that only two-thirds of the amount fixed should be levied upon Waggon and Carts laden with agricultural produce, if passing into Cape Town by the Lower Gate of the Military Lines," which was not on the Simon's Town road.

A further change was that the tolls were now expressed in shillings and pence instead of in Rix-dollars, schillings and stivers, and though given in three separate columns were the same at the Lines, Muizenberg and Simon's Town. They ranged from 1s for every Coach, Chariot, Chaise, Landau, Curricule, or other pleasure Carriage, Wagon, or Cart drawn by six or more Horses, Mules or Asses to ½d per head of horned Cattle under a dozen or for three or fewer Sheep, Goats or Swine. The toll for a common Market or Errand Cart with one Horse, Mule or Ass was 2d; as it was also for a Saddle Horse. Though a greater variety of animals than before had been made subject to tolls, there was no call ever in the Peninsula for the toll of 3d each levied very many years later in the Alexandria Division on Ostriches.

Exemptions included Beasts of Draught or Burthen, Cattle and Carriages transporting gravel or other material for the road, and vehicles used in the conveyance of Police and Prisoners, Officers or Soldiers in proper Staff or Regimental uniform, sick or wounded Officers or Soldiers, and "Mails of Letters and Expresses under the authority of the Postmaster General."

Amongst the several offences listed was wilfully pulling down or damaging the Toll-gate or Bar, for which the maximum fine was £10 and the minimum £2. For merely evading payment the fines were down to 40s and 5s respectively. There was a maximum of £5 but no minimum for those probably sorely tried people the Toll Collectors for such offences as not letting travellers read the Tariff Board, collecting tolls from those exempted, and unnecessarily detaining anyone wishing to pass through. Cases were to be tried by the Permanent Sitting Commissioner in Cape Town or the Board of Resident and Commissioned Heemraden in Simon's Town according to where the alleged offences occurred. The fines instead of being divided into three as before were now to be divided into two equal moieties, one to be paid into the Colonial Treasury and the other to go to the Informer.

During the stay of H. M. frigate PALLAS in Simon's Bay from 28th February to 7th March 1830 the Captain, Adolphus FitzClarence, went ashore, apparently to Cape Town. Receiving a request from the duty Officer on board to return he hired a taxi-cab. On arriving at a Toll he found he had in his hurry forgotten his purse. In spite of explanations and a statement of his rank the Keeper would not let him through even though the Captain pledged his word to send back the money and something for himself. So many tricks had been played that he had peremptory orders not to let anyone through

without paying. Then the Captain mentioned his name and immediately the Keeper said he would advance the money himself; that was not against orders. He recognised a likeness between the Captain "and that officer who captured us in Cato street. He was kind and gentle to us, and treated us very differently from those Bow Street Officers." The officer was the Captain's brother and the Keeper had been one of the Cato Street Conspirators of 1820 but was now free.

The Toll Revenue to Benefit the Town

In December 1836 the Government's Acting Assistant Civil Engineer, F. Hope, was notified that the Governor, Sir Benjamin D'Urban, had decided to leave the road that ran from the Turnpike-gate to the hill behind it free from toll. He was therefore to have the Gate moved sufficiently to the northward for that purpose, the removal to be made on the 31st as a new Contract started on 1st January. For some reason the estimated cost of doing this, £17.2.7½, was not approved and the Gate remained where it was, as a comparison of the illustrations on page 114 shows.

In May 1837 the Resident Justice, Col. M. G. Blake, submitted to the Secretary to Government a list of ten matters requiring attention. The last of these was "that the Turnpike Gate in the Town should be taken away at the end of this year, unless His Excellency should think proper to leave it until the end of 1838, and allow us to appropriate the proceeds for that year to the repair of our main street, which is in the worst state imaginable."

In his reply Col. John Bell stated that "after the expiration of the present year, the Turnpike Gate at Simon's Town will either be removed entirely or its proceeds appropriated to local purposes alone, having exclusive reference to that Town." In the meantime there was almost £230 available for this purpose. It turned out later that the tax on houses in Cape Town had erroneously been levied also on those in Simon's Town, the proceeds first going to the Residency Chest and afterwards to the Colonial Treasury. This latter money remained unused. Blake was to submit estimates of the cost of certain work, one being the putting of "the street in shape, to the breadth of 40 feet where there is sufficient space, and of constructing a paved gutter as far as may be necessary."

The Governor approved of the expenditure through the Civil Commissioner of the Cape Division, P. B. Borchers, of the £145 asked for, £25 of which was "for pecking and shaping the street and laying a fresh coating of ground thereon." To both it was pointed out how difficult or even impossible it was to do anything about some of Blake's ten matters because of the lack of an express legal trust in the town, which the inhabitants had shown no disposition to make available by the formation of a Municipality.

When the end of the year came round the Toll was not abolished, but beginning in 1838 the revenue from the farming of the Toll was to be appropriated for the benefit of the town. First there would be the repair of the Toll-house and of the main street from the beach to the North Battery and on to the Burying Ground. If there was anything over, other improvements could be considered, such as the construction of a wall or palisade along the steep bank near the Town Jetty. No expenses were to be incurred in advance of the receipt of the money nor in excess of that actually received, both of which

conditions were not always complied with.

The use of the money from the farming of the Toll for the benefit of the town continued until 1842 and possibly into 1843. The amount was never very great, so that much of what Resident Justice Blake desired he could not achieve, the building of a jetty on Sober Island in place of the old one, for instance, which would cost even more to repair.

It was during this period, in 1838, that Acting Assistant Civil Engineer Hope had another task in Simon's Town, estimating the cost of repairing the Toll-house. A new roof was required and because the building was in the town and close to a range of Government houses he estimated for a slate roof instead of for rethatching, the former being preferable whether for safety, durability or economy. He was told to estimate instead for a thatched roof, the houses had been sold and were private property.

When Hope did so almost three months later he found the walls were in a very bad state and not worth laying out much money on. From its situation the Toll-house might be sold to advantage, a better site being shown in a plan. One wonders whether in choosing the sites for the Tolls on the Simon's Town road some thought was given to the animals. "A toll-gate should not be placed on a hill or at the bottom of one. When carriages are going up hill, the horses must make a great exertion to put a carriage into motion after being stopped at a toll-gate. Many fatal accidents have occurred from having toll-gates at the bottom of hills."

Requested to submit a sketch and an estimate of the cost of a new Toll-house, Hope did so in three days. His most attractively designed building would accommodate the Farmer of the Toll and his family and provide an office for the Collecting Clerk for taxes payable on produce entering the town. The building would be substantial and not require repairs for many years. As a further incentive for the acceptance of the estimated cost of £296.13.4 he quoted from page 212 of "Sir Henry Parnell on Roads": "Many instances might be mentioned in which the tolls on a road have been much increased by building good [Toll] houses." An objection to the site he had previously proposed was that if the Toll-gate was later removed, the building would be an obstruction in the street. It would be preferable to obtain a site at the west end of Mr Anderson's property in exchange for that of the old Toll-house.

We did not get this attractive building, for the Governor did not consider the money from the tolls and tithes sufficient to warrant one so expensive nor that it would increase the revenue. So the existing building had to be repaired, whether it was worth it or not.

The Period of the Road Boards

Ordinance 8 of 22nd November 1843 brought a change. A Central Board of Commissioners of Public Roads was established in Cape Town for the construction, repair and general management of the main roads of the Colony. Each of the seven Divisions under a Civil Commissioner into which the Colony was divided would have a Divisional Board of Public Roads for the control of the proclaimed Branch Roads. A supplementary Act was passed two years later. Between Muizenberg and Cape Point there were no such Branch Roads.

Declared a Main Road by a Proclamation of 28th February 1844 was the Simon's Town road, that is to say, "the Road commencing at the upper Toll-gate at the Military Lines, south east of Cape Town, to and through the Village of Rondebosch, thence over Sunning Hill, through the Village of Plumstead to Muizenberg, Kalk Bay and Elsjes Bay, to the Toll Gate at Simon's Town." Though this was not stated, the 23½ mile road was marked by milestones as far as Muizenberg.

The election of J. A. H. Wicht, S. V. van Reenen Snr, S. J. van der Spuy and W. Duckitt to form with the Civil Commissioner the Board of Public Roads for the Cape Division was announced in "The Cape of Good Hope Government Gazette" of 20th September. A. J. Louw and P. van Breda had been "elected to supply casual vacancies in the office of Members of the said Board."

There being no longer any money from the Toll, the streets deteriorated. Field-cornet P. F. Hugo wrote to the Civil Commissioner in Cape Town in June 1845 to ask that they be repaired. Borchers replied that the Divisional Board would not deviate from the principle of repairing roads but not streets. He urged that the inhabitants of Simon's Town form a Municipality. To do so all that was necessary was for twenty-five of them to apply to the Resident Magistrate.

A Proclamation in October stated that after the expiry of the contracts for the farm of the Tolls at the Upper and Lower Gates at the Military Lines, Muizenberg, Simon's Town and three other places a Toll-gate or Barrier would be established at the same places, at which the Central Board would levy the tolls in the Schedule. Actually the existing Bars or Gates continued in use and the Tariff was also unchanged.

A new Tariff was brought in in 1849 because the tolls were very low and yet the expense of keeping the hard road over the Cape Flats, and the Wynberg and Simon's Town roads in proper repair was very heavy. Now 2d was payable for each wheel of a vehicle and 1d for each Horse, Mule or Ass drawing it, while for those not drawing one the toll was 2d. This Tariff was to remain unchanged for three years from 1st January. The same Tariff was reimposed from 1st January 1852, but without any date limit. Actually the Central Board did not rely solely on the income from the Turnpikes, for they also levied a rate on all Immovable Property in the Cape Division.

A very irate Deputy Commissary General, W. Green, complained to the Secretary to Government, John Montagu, in November 1851 that Government wagons en route to Kalk Bay with supplies for the Navy had been stopped, presumably at the Lines, and payment demanded. He cited the Mutiny Act of the British Parliament of a few months earlier, the 78th clause of which extended to the Colonies the exemption from tolls of vehicles in Her Majesty's Service. Green demanded that orders be given to prevent the inconvenience and delay to which the Public Service was subjected. In this case they included the detention at Kalk Bay of the boats that were to take the goods on to Simon's Bay.

The Cape Divisional Council takes over the Toll

The Central and Divisional Road Boards failed in some parts to bring about the improved roads for which they had been formed. This report on our town comes from "The Cape Monitor" of 2nd July 1856.

"THE STREETS. The streets throughout the town are in a very shameful state, and it can excite no wonder that the inhabitants should have agitated the question of tolls in the Divisional Council and elsewhere. Those of the agriculturists in the neighborhood who send produce into the town, are compelled to pay toll, whilst no road is afforded them. The money has passed for years into the hands of the [Central] Road Board. The Road Board does nothing for these men, nor for Simon's Town. The Simon's Town inhabitants are compelled to pay if they ride across their beaches, whilst they get no return. The Road Board has no claim whatever in support of the right of collecting a toll in Simon's Town."

Councils for the seven divisions into which the Colony was divided had been created the previous year. To these Divisional Councils, each under the chairmanship of the Civil Commissioner, had been handed over the functions of the Divisional Road Boards, District School Commissions, and Courts for the better Regulation of Pounds and Prevention of Trespasses. They might be charged with further functions from time to time. No roads in the south Peninsula were Divisional Roads.

The road from Simon's Town over Red Hill to Wildschutsbrand was in such a bad state that almost no wagon could pass over it without being damaged, nor cattle nor a man on horseback without being injured, wrote the Field-cornet there, H. P. Auret, to the Resident Magistrate in October 1856 at the request of the farmers. It was, moreover, due to the badness of the road that several of them could not pay their land rent, presumably because they grew the minimum of crops due to the extreme difficulty of getting them to market and the expense of damaged wagons. The Governor, Sir George Grey, to whom the letter was passed on, in sending it to the Central Board for attention said that the people appeared entitled to exemption from tolls, yet he could not see how the Board could surrender tolls levied on the main road for the benefit of other roads.

A strong call for a change was made by a member at a meeting of the Cape Divisional Council that same month, Mr E. G. Bown of Simon's Town. The proceeds of the Toll in the town went to the Central Board, who spent nothing on the Divisional roads, although actually the Toll was on Divisional ground. The Board had earlier proposed giving up the Toll for one year, but the Governor said this could not be done as the revenue from the Tolls on the Simon's Town road did not defray the expense of maintaining it. The Council resolved that the Governor be solicited to introduce a measure into Parliament for the transfer of the Simon's Town Toll from the Board to the Council. This the Central Board supported.

Act 3 of 1857 brought the change about from 1st August. The revenue from the Toll was to go to the Divisional Council of the Cape to be used solely for roads in the Simon's Town district.

Whatever improvement of the neighbouring roads resulted, the main road deteriorated. The stretch between the Toll and the nearest beach had been so neglected that it was dangerous for carriages and unless repaired would become scarcely passable, the Acting Resident Magistrate, G. W. Browning, reported to the Central Board in March 1858.

Continued apparently widespread complaints brought about Act 9 of 1858 "to provide for the Management of the Public Roads of the Colony." The Central Board

was abolished, its duties being taken over until the end of the year by three Commissioners. From then until 31st December 1863 and no longer roads in the Colony declared to be main roads would be the responsibility of the Government and under the charge of three Assistant Commissioners and a Chief Commissioner, who would be the Government's Civil Engineer.

To declare which were the main roads and the Tolls the Act applied to required another Act, No. 23 of 1858. Among the main roads listed in Schedule A was that from Cape Town to Simon's Town. The Toll here was not, however, included in Schedule B. It remained under the control of the Cape Divisional Council under which it had been placed by the special Act 3 of 1857.

After only a few years the road once again came under new management, that of the Cape Divisional Council. In terms of Act 10 of 1864 from the beginning of the following year the general Government was to be responsible for the construction of new main roads; the maintenance thereafter of them and of the existing main roads was to be the task of the Divisional Council in whose area they were or sections of them were. For repairing the main roads and the public dams on them a Council had the revenue from the main road Tolls and could levy a tax upon immovable property in its area. This was quite apart from the revenue from any Tolls on the Divisional roads and the previously authorised tax on property for these roads.

This Act was to be in force only until the end of 1866, but was extended annually. Then it was made perpetual by Act 22 of 1873, which also made a few slight changes.

The Locomotives Act, 1873

It seems odd to deal with the Locomotives Act, No. 6 of 1873, in this article, but a Tale of the Toll would be incomplete without mention of this "Act for Regulating the use of Locomotives on Turnpike and other Roads, and the Tolls to be levied on such Locomotives and on the Wagons and Carriages drawn or propelled by the same." It seems even odder that Locomotives should foresake smooth rails to run on what were frequently bad roads, even the Turnpike roads. It turns out that the locomotives were not locomotives as we know them but steam-propelled wagons, carriages and coaches.

Way back in 1831 a Select Committee of the British Parliament reported favourably on the use of such vehicles on the roads. The carriages could be driven at an average speed of ten miles an hour and that with upwards of fourteen passengers. They were perfectly safe for passengers and could ascend and descend hills of considerable inclination with facility. "As they admit of greater breadth of tire than other carriages, and as the roads are not acted on so injudiciously as by the feet of horses in common draught, such carriages will cause less wear of roads than coaches drawn by horses."

Besides, as the English "Sunday Times" of 25th September 1825 remarked, "instead of the annoyance of waiting a ¼ of an hour at every post-town for fresh horses, it will be only necessary to lose a minute or two in calling for a fresh scuttle of coals; and a steep ascent, which often puts a coach proprietor to the expense of an additional pair of horses, may then be met by the supply of an

additional pair of bellows."

The need for the Act the Colonial Secretary (and Prime Minister as well), J. C. Molteno, explained at the Second Reading of the Bill. "It was probable that they would shortly have road engines introduced into the Colony to some considerable extent. Two or three had already arrived, and another was daily expected, and it was absolutely necessary that some provision should be made regulating their movement on the public roads."

In sending a copy of the Act to the Secretary of State for the Colonies, the Earl of Kimberley, for the Queen's approval, the Governor, Sir Henry Barkly, wrote that "as Traction Engines had been introduced into the Colony, I last year proposed the extension to it of the provisions of the Imperial Act for their regulation, but they were considered too stringent. The present Act is destined solely for the protection of roads and bridges."

According to the abandoned Bill of 1872 "at least three persons shall be employed to drive or conduct such locomotive." One would be in front to steer and one behind to attend to the boiler and blow the horn if any. The third was to precede the locomotive on foot by not less than 60 yards and to carry a red flag constantly displayed. He was to warn riders and drivers of horses of its approach and to assist with the horses as it passed. "The whistle of such locomotive shall not be sounded for any purpose whatever, nor shall the cylinder taps be opened within sight of any person riding, driving, leading, or in charge of a horse upon the road, nor shall the steam be allowed to attain a pressure such as to exceed the limit fixed by one safety valve, so that no steam shall blow off when the locomotive is upon the road." To this worthy consideration for horses was added one for the health of the populace. "Any locomotive propelled by steam, or any other than animal power to be used on any turnpike road, or public highway, shall be constructed on the principle of consuming and so as to consume its own smoke."

The tolls to be levied by the Divisional Councils or other bodies responsible for the maintenance of roads were to be:

"For every locomotive containing within itself the machinery for its own propulsion, a toll equal to four times the amount of toll which would be legally payable in respect of such locomotive at such toll-bar or other such place as aforesaid if the said locomotive were an ordinary vehicle running on wheels and drawn by horses, mules, or other cattle.

"For every wagon, cart, or other vehicle drawn or propelled by such locomotive, as aforesaid, a toll of the like amount as would be payable in respect of such wagon, cart, or other vehicle if the same were drawn by horses, mules, or other cattle."

Whether any of the locomotives passed through the Tolls of our Tale would be most interesting to know and what the journey was like. Did any have Artful Dodgers as Drivers? Perhaps some historically-minded research worker will write an account of steam-propelled road vehicles in this country from information culled from letters, diaries, newspapers and other sources.

The Toll under the Simon's Town Divisional Council

One of the reasons given in a petition to Parliament in 1865 for the Simon's Town area to be made a Fiscal Division with its own Civil Commissioner and Council was the state of the main road, over which a considerable traffic was carried. This was neglected by the Cape Divisional Council, whose meetings took place over twenty miles away. Not until 1882 did the wished for change come about and there was a Simon's Town Divisional Council to take over the Roads and Tolls.

In September the following year the Council gave notice in the "Gazette" that they intended, with the sanction of the Governor in Council, to establish a Toll near the Trappies (Kalk Bay), and to transfer that at Muizenberg to property of the Council at Klygat (Zwartgrond Draai). Objections were invited. In January 1884 notice was given of the intention to open a Toll at Zandvlei near Muizenberg and to abolish the existing Muizenberg Toll farther along the main road. This third proposal was proceeded with and the change proclaimed on 27th June 1884. The Tariff remained that from 1849 of 2d upon any wheel of a vehicle, etc.

Any improvement here or there the Council effected could not be maintained for want of funds and the roads deteriorated. In 1886 with the Governor's sanction the Tariff at Muizenberg was increased, but not that at Simon's Town. The 2d tolls became 3d and the 1d and $\frac{1}{2}$ d tolls were doubled.

The days of the Artful Dodgers were not past, and to put an end to malpractices by which the Council were frequently deprived of their lawful tolls the Chairman and a Member interviewed the Prime Minister, Thomas Upington. On vehicles carrying Imperial Commissary Department stores and provided with tickets exempting them from payment of tolls the bulk of the goods sometimes belonged to private individuals. The Contractor had no knowledge of this other than the occasional carrying of parcels for soldiers of the Garrison. Nevertheless the Military Secretary at Government House was instructed to request the Commissary Department to fill in on the Pass tickets the quantity and nature of the goods to be transported.

Other causes for the Council's lack of money were the smallness of the population of the Division and the fact that though the Navy and Military had a large portion of the town they paid no rate, nor even tolls. Besides the roads were of a peculiar nature. A petition to Parliament asking for the reincorporation of the area in the Cape Division resulted in the Fiscal Division of Simon's Town Abolition Act, No. 33 of 1886. Before this could take effect the main and other public roads had to be put into a reasonable state of repair to the satisfaction of the Government Road Inspector and the Council had to pay its debts.

Notwithstanding the passing of the Act the Council were still without sufficient funds to repair the roads. The Government would not give monetary aid, but would assist with convicts and Overseers. At long last the roads were in a reasonable state and the Council, in liquidation, had settled its debts. With the abolition of the Council by a Proclamation in April 1888 the area was again incorporated in the Cape Division and its Divisional Council again responsible for the roads and Tolls of the Simon's Town district.

The Abolition of the Toll

With the passage of time came the need to amend and consolidate the law on the constitution, powers and functions of Divisional Councils. Act 40 of 1889 gave Councils the power, with the Governor's sanction, to increase the number of Turnpikes and the Tariff, to decrease them and even to abolish Turnpikes altogether. What interested the people was how many years were to pass before the passing of the Tolls.

In November 1899 the Cape Divisional Council almost unanimously resolved to abolish the Toll-gates in the Division, and won the high praise of "The Cape Times" in an Editorial on the 8th. The money was no longer needed for the maintenance of the roads as, due to the rates, the Council's Exchequer was "already bursting with the golden harvest" and the Council would be "hard pressed to get rid of the rate yields." It was not to be thought that those who would benefit most by the abolition were people who could well afford to pay. Rich and poor alike would profit, "the retired digger who drives to the city in his brougham, and the gardener who brings the vegetables to market day by day." If, however, Toll-gates had to be retained, should they not be made removable "so that the residents of the Gardens, or Rondebosch, or Wynberg, or Three Anchor Bay might experience something of their working, equally with the residents of Sir Lowry-street [now Road], Woodstock, Simon's Town, and Maitland?" Clearly Turnpikes in the Cape Division no longer served the purpose for which they had been established and their retention could not be justified.

The anticipation of "The Cape Times" that "the new century will commence without this burden upon the travelling public of the Cape Peninsula" was not realized. Only from 15th August 1901 was the payment of tolls abolished by Sir Walter Hely-Hutchinson in the "Gazette" of two days earlier. There were then six Turnpikes, at the Upper (Sir Lowry Road) and Lower (Newmarket Street) Gates at the Military Lines, both in Cape Town, near the Salt River Railway Station (the Maitland Turnpike), in Victoria Road at or near Camps Bay, at Muizenberg, and at Simon's Town.

But What of the Toll-house?

Tolls in the Cape Division had been abolished, the Toll-houses remained. What was to be done with them?

In a letter to the Secretary for Agriculture on 25th October 1901 beginning that "the Town Council note with satisfaction that the Tolls and Toll-gate in Simon's Town have been dispensed with," the Town Clerk, W. S. Gillard, went on to say that the Council wished the Government would cede the Toll-house to them with authority to sell it and use the proceeds for the construction of a sidewalk with kerbing and guttering along the main street. Because of the limited sources of income this could not be done from the ordinary Municipal revenue, and the Council, unlike the others in the Peninsula, had no public lands they could sell.

This letter started a thick folder of correspondence, now in the Cape Archives, on firstly to whom the sites of the six Toll-houses belonged, and then on what to do with the buildings and sites. The Department of Agriculture, the Law Department, the Public Works Department, the Divisional Council, and the Surveyor-General were all involved.

The long interdepartmental correspondence was interrupted after six months by the Town Clerk plaintively asking whether the Council's application would be granted, as they wished to start with the sidewalks. There was a further interruption five months later when Mrs Annie Thomson of Rondebosch enquired whether the building could be leased to the widow of a former Gaoler of Simon's Town who had herself served the Government as Matron of the Gaol there. Of course there were interruptions by seekers after the other Toll-houses and sites, but we are not concerned with these.

At last on 23rd October 1903 the Under Secretary for Agriculture wrote Town Clerk Gillard that "the Government will hold the land reserved for public purposes until such time as it is definitely decided whether the land is required or not, and it is proposed in the meantime to lease the site for short periods."

Mr Gillard's reply brought the Health Department and Police into the matter. "The building is not fit to lease to any person, as it is a disgrace to the entrance of the town and, as previously reported, has become a harbour for loafers and undesirables." The building was infested with rats and as all danger of a fresh outbreak of Plague was not past the Government should take steps to destroy them. In February 1904 the Department of Agriculture found time to order the demolition of the building and the clearing up of the site.

Now a local attorney wished to obtain the site on a 99 years' lease at an annual rental of £12 and was willing to put up a shop and house to the value of £500 or more. His offer was not accepted. Instead it was decided to put up the site for lease by public auction. The Resident Magistrate, G. J. Boyes, asked that this be held in abeyance "until the question of new Residency and Public Offices be settled; and as the new Gaol is built on the Hill the site of the Old Toll House would be a very convenient one for a couple of cells for Drunks, etc." This proposal was not adopted, nor was an offer by a Cornwall Street resident accepted who wished to have a 99 years' lease of the site at £18 per annum and would pay in advance if required.

At last on 7th June 1905 the Surveyor General of Public Works, Louis Mansergh, notified the Secretary for Agriculture that he should proceed with the leasing of the site by public auction.

Now the Tale is Told

It was not until 1934 that the Tale was told, when Act 25 was passed to repeal specifically laws of the Province of the Cape of Good Hope that had not been so repealed or which were no longer required, and to declare which of the laws of British Kaffraria, Griqualand West, and British Bechuanaland were still in force. Among the long list of Ordinances and Acts repealed by the Cape Statute Law Revision Act were several on Roads and Tolls, including Act 3 of 1857 for the transfer of the Revenue from the Simon's Town Toll from the Central Road Board to the Cape Divisional Council and the Locomotives Act, No. 6 of 1873.

Now in Simon's Town's historic mile of old buildings is no more the Toll with all its association, where, after fumbling in pocket or purse for money, probably seldom was this paid with the cheerful co-operation Governor Sir John Cradock anticipated. No, we cannot add to the town's six National Monuments a Toll to be

proclaimed as that at the Garcia Pass in the Riversdale district has been. We are therefore grateful indeed that Councillor L. F. D. Reeves sponsored the erection of a bronze Plaque to mark the site of the Toll. The Plaque is on a low concrete block at the Railway Station, Jubilee Street, end of the long narrow flower-planted island opposite the lawn of the Admiral's Residence separating a small parking area from St George's Street.

Fortunately there are illustrations of the Toll-house and Bar. The upper one on the next page is from a brown wash drawing dated 5th April 1833, No. 113 in the second of two sketchbooks now in the Cape Archives, by whose kind permission it is shown here. This and the other water-colours have been reproduced by Messrs. A. A. Balkema in "The Cape Sketchbooks of Sir Charles D'Oyly 1832-1833", to which Mr A. Gordon-Brown has contributed an Introduction. Admiralty House has an unfamiliar look because there was not then a wall between it and the street. The lower illustration is from a negative of about 1890 in the Society's collection.

Facing page 840 in the second volume of Mark Searle's "Turnpikes and Toll-Bars" is a drawing of the Toll in 1891 by Miss A. M. Piers, while the plate facing page 842 depicts the Muizenberg Toll as the Cape Town dentist G. N. Lindup saw it on his honeymoon in 1882, when he and his bride were probably staying at the celebrated Farmer Peck's Inn 300 yards or so away. There is a photograph of this water-colour in the Arthur Elliott Collection at the Archives, No. 4231. The text in the book regarding Turnpikes in South Africa, Vol. II, pages 840 and 841, is not without error.

Now at last the Tale is told. As the Earl of Birkenhead, distinguished lawyer and politician, wrote in his Introduction to Mark Searle's book of 1932 or earlier "nothing that we or anyone else can do will ever bring the turnpike back to life. It is gone for ever, with all the associations which clustered around it."

But Begins the Tale Anew?

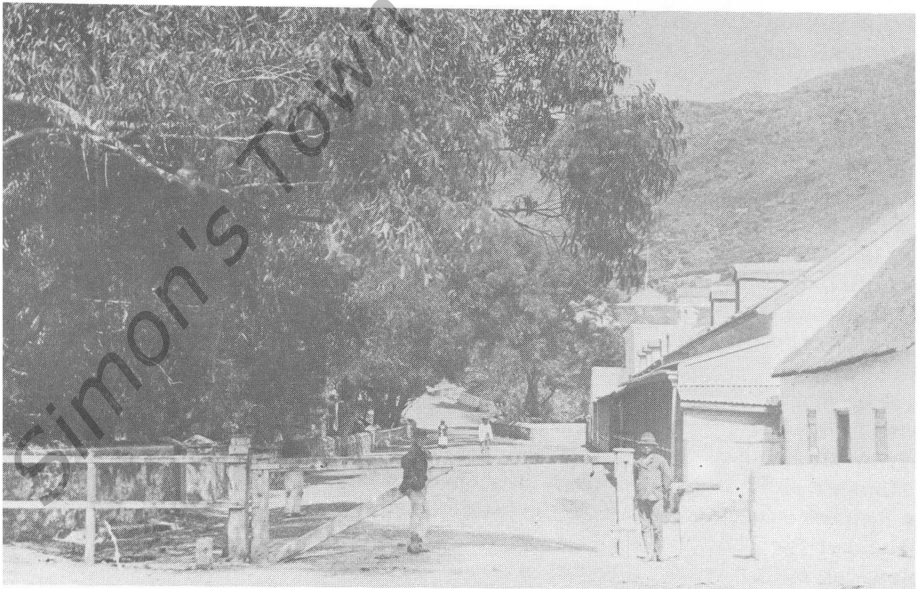
But have Tolls indeed passed for ever from our roads? In the January 1953 issue of "Municipal Affairs" there appeared an article "Are Toll Roads Applicable to South Africa" by Mr S. O. Eklund. In dealing with "the highly controversial subject of toll roads" the author concluded that "under modern conditions, and taking account of the general dislike of further heavy tax imposition upon indirect beneficiaries, the idea of toll financing merits attention."

Then in a speech during the Second Reading of the National Roads Bill in the House of Assembly on 3rd May 1971 the Member for Jeppe, Mr H. Miller, after remarking that the lack of money was a very important matter (as regards the purpose of the Bill), went on to say that a toll was payable on entering or leaving Sydney by the famous highway from the north which crosses the Sydney Bridge. The Minister of Transport, Mr B. J. Schoeman, was prepared to consider a toll if the Member suggested it. Mr Miller said he had done so in a previous debate. The Member for Bellville, Mr L. A. Pienaar, remarked that in the future the people using roads for the transport of goods for commercial purposes would have to make a larger contribution to the capital expenditure on the national roads. He



In 1833

Thatched Simon's Town Toll-house and Bar



c. 1890

mentioned the Toll-gates in certain countries in Europe at which heavy vehicles had to pay a toll. In his speech the Deputy Minister of Transport, Mr H. E. Martins, who was in charge of the Bill, stated that in principle the Government was not against the idea of tolls, but this had nothing to do with the Bill.

Whether there is to be a new development in the Tale of the Toll only time will tell.

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TEA ROOM PRICES FORTY YEARS AGO

Among the numerous gifts of historical interest our Member Mr L. J. D. Gay has presented to the Society a recent one is the Tariff of refreshment prices that hung in the Tea Room at Seaforth Beach in 1931. Prices everywhere have certainly gone up since those days, yet it is possible that more than one up-country or Peninsula visitor complained about the cost of a hot lunch or grill. Here is the Tariff.

SEAFORTH TEA ROOMSIMONSTOWN1931TARIFF

Tea per pot 4d.
 China Tea per pot 6d.
 Coffee per cup 4d.
 Cocoa per cup 4d.
 Bovril per cup 6d.
 Milk per small glass 4d.
 Milk per large glass 6d.

Minerals

Small bottles of assorted flavours 3d per bottle.
 Large " " " " 6d per "
 Cocoa kola 3d per bottle.
 Fresh orange or lemon juice 6d per glass.
 Lemos Oros 6d per glass.

Bread and butter 1d per slice.
 Toast per round 3d per buttered.
 Anchovy Toast per round 6d.
 Bovril " " " 6d.
 Marmite " " " 6d.
 Assorted sandwiches 6d each.
 White or brown Scone and butter 3d.
 Scone, Jam and cream 5d each.
 Homemade Cake per slice 3d.

MEALS

Cold meat, salad, bread, butter, cheese, tea or coffee 1/6.
 Fruit and cream, bread, butter, cheese, tea or coffee 1/3.
 Hot Lunch Cut of joint, vegetables, Sweets, bread, butter, tea or coffee 2/-.
 Grills to order 2/-.

QUEEN VICTORIA'S DIAMOND JUBILEE

L. J. D. Gay

Simon's Town was en fete for over two weeks for this great event in June 1897 and money was no object as far as the Celebrations were concerned. The whole of the long winding main road was decorated from end to end plus the Royal Navy buildings. Every house had a flag or flags flying. Not a lamppost was left uncovered.

Combined sports meetings were held, including a Regatta by Town and Navy. The old Pier (wooden in those days) was gaily decorated and aquatic sports were held, including Bolster Bar, Greasy Pole, Duck Chase, and underwater swimming recovering metal discs thrown in at random.

Simon's Town's Naval contribution for a Float Parade in Cape Town was two large-scale models of H. M. S. ST GEORGE, one of the wooden wall of that name and the other of the steam cruiser. The latter model, 16' 6" (5m), is now in the Historical Society's rooms and was presented to the citizens of the town by the then Admiral, Sir Harry Rawson. The Old Sailing Ship model was sent to London for the Admiralty. Both models were built in the old Boat-house opposite the Rigging House and Sail Loft in the West Dockyard, part of which is now St George's Dockyard Church.

The Old Timers who carried out the work were the Naval Shipwrights, assisted by local Artisans, Chief Carpenter J. Gay, Jock Frame, the Jorssen brothers, Tom Millward and Charles Ross. The Rigging was done by Mr Pinkham (later in charge of the Coal Store Ship NUBIAN) and his staff. The Sails were made by a Mr Matthews, who was the Sail-maker at the time. Mr McTeer in charge of the Plumbing staff did most of the Brass Fittings, etc., while the other Metal-work was done by Mr Watts and his Blacksmith staff. Over the years this model of H. M. S. ST GEORGE became damaged and some of the boats were lost. The model has been skilfully restored by the late Councillor D. A. Amlay, while his sons painted a background to set off the ship. It is hoped someone will make model boats to replace those missing.

A large Drinking-fountain was imported and erected opposite the Dockyard Clock on the then widest part of the main road. Here the local Cab Drivers, Traders and Farmers from Noordhoek and Smitswinkel used to water their animals, while four metal cups were attached for the use of the Public. This Victorian work of the Moulder's Art is now on Jubilee Square (not named after this Jubilee), removed to there for road widening in the 1930s. A similar Drinking-fountain is on the Main Road at Rondebosch. The town's first big effort at Water Conservation was in hand at the time, and the Reservoir of 2½ million gallons was named the Victoria Reservoir.

Illumination in those days (no Electricity) was by Candle. Hundreds of Coloured Jars specially made in Red, White and Blue, each containing a special flat candle, were lit at dusk and the flickering light as they burned made the whole of the Buildings come alive. While on a visit to the U.K. in 1957 I was fortunate to see dozens of Set Pieces in the Bournemouth Sunken Gardens lit in a similar fashion. They covered a huge area and the candles were lit at a given signal by hundreds of Boy Scouts and School Children.

Alas it was not many years later, in 1901, that the town again rose to the occasion when the grand Old Lady our Queen passed on. Not a square inch of any Building,

Flagpole or Lamppost throughout the town was not draped in mourning for our Victoria. A photograph in the Warriors Room shows a Royal Salute being fired from H. M. S. BARRACOUTA when the news of her passing reached the old Cape Station.

"CABO"

Our Society is glad to welcome the first issue of a new journal, which was officially launched at a party given by the Historical Society of Cape Town recently.

The journal, entitled "CABO", is a beautiful example of printing and book production and contains several authoritative articles dealing with the history of Cape Town and the western Cape.

"CABO" is stated in the Editorial to be "an occasional publication," but it is to be hoped that such occasions will occur with great frequency. For years past there has been a great need for such a journal.

With the wide range of Cape Town's history and the large variety of colourful incidents which have occurred there over the past three centuries there can be no lack of material of interest to everyone, whether historically minded or not. The Historical Society of Cape Town is fortunate in having among its members many of the most eminent of South Africa's historians than whom no one is better qualified to tell the story of the Mother City. - H. C. W.

SIMON'S TOWN

The undersigned begs to inform his Friends, that his Store is opened for the Winter Season, where the Navy, and Army, and Shipping in general, will be supplied with Stores of every description, with the requisite dispatch, at the most reasonable rates.

15th April, 1813.

JAMES HOWELL

["The Cape Town Gazette, and African Advertiser", 17th April 1813.]

FRESH MEAT AT SIMON'S TOWN

No satisfactory offer having been received for the supply of fresh BEEF and MUTTON to His Majesty's Troops at Simon's Town, (in the proportion of five days' Beef and two days' Mutton per Week).

Tenders from such parties as may be willing to supply the same either to the 30th September, or to the 31st December next, will be received at this Office until 12 o'Clock on MONDAY, the 13th instant.

Commissariat Office, Cape Town.

7th July, 1835.

["The Cape of Good Hope Government Gazette", 10th July 1835.]