

INSTITUTE FOR SOCIAL RESEARCH

UNIVERSITY OF NATAL, DURBAN.

"FOCUS ON CITIES" CONFERENCE

EXCURSION GUIDE -

NORTH COAST

Wednesday, 10th July, 1968.

**Centre for Applied Social Sciences  
University of Natal  
King George V Avenue  
Durban 4001  
South Africa**

*CASS/9. CER*

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1. OBJECTIVES

The general objective of the day's travel and visits is to observe the character of the country immediately north of Durban.

More specifically, the objectives are :

- a) to observe the patterns of rural land use,
- b) to observe the settlement patterns, and
- c) to observe industrial and development patterns.

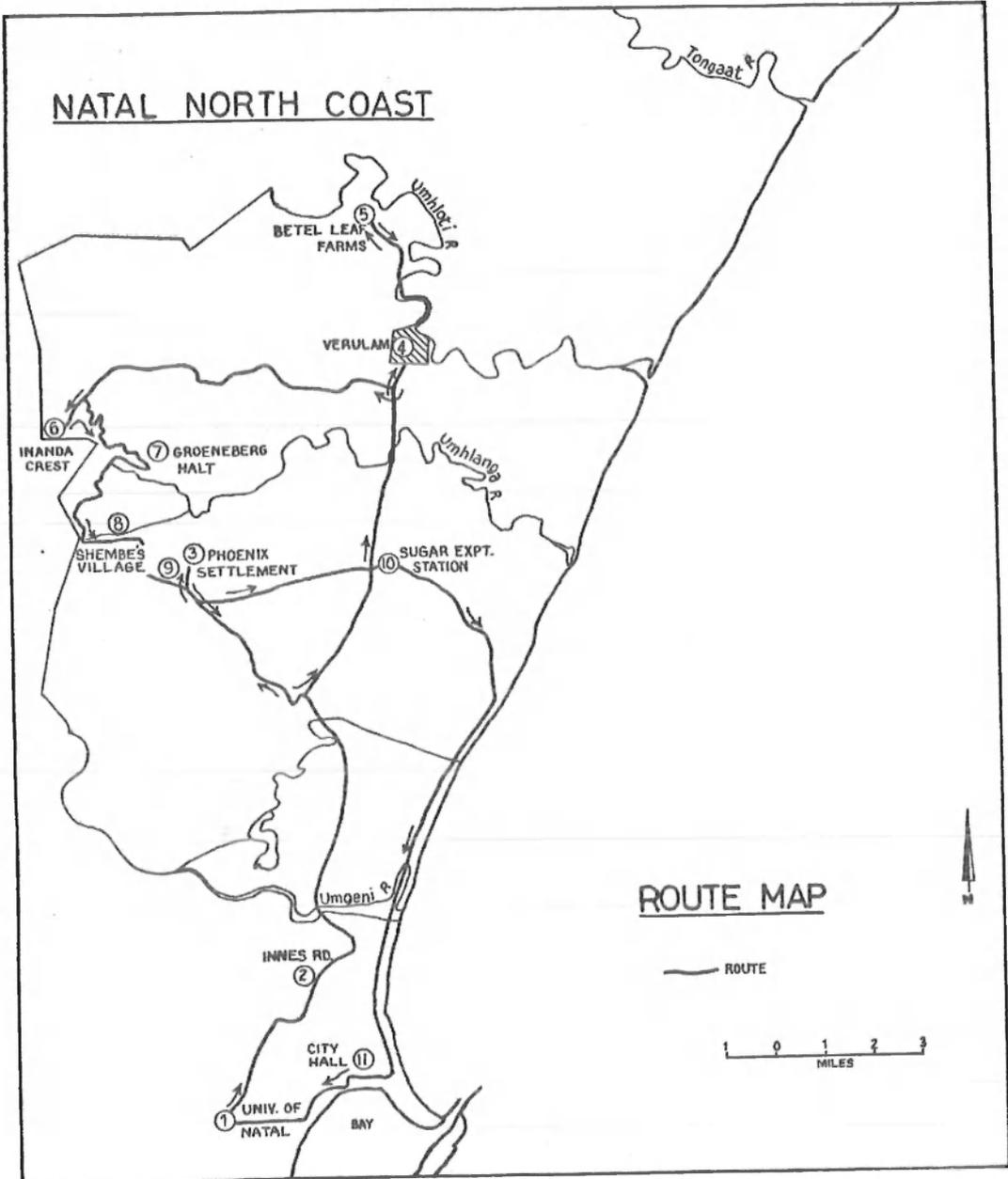
From our observations of these characteristics of the landscape, we may hope to gain some appreciation of:

- i) the geographic diversity of the lower North Coast, and
- ii) the impact on it of the Durban Metropolis.

During our drive out of Durban and the drive through Durban on our return we may observe some of the features of the urban morphology and townscapes of the City.

ITINERARY

1. Bus departs Howard College: 11.15 a
2. Leave Durban via Innes, Umgeni and the North Coast Roads.
3. Visit Phoenix Settlement.
4. Visit to Verulam: Lunch



2. LEAVING DURBAN : SOME NOTES ON THE ROUTE

Leaving the University campus, we drive north (South Ridge Road) along the southern section of the undulating Berea sand ridge (± 400 feet a.s.l.). Passing Entabeni Hospital, we see ahead a sharp contrast on opposite sides of the Ridge Road: high density residential development to the west and older single-family units on the right. We cross the Berea Road (which is currently being lowered by some 20 feet) and join the traffic stream entering Durban from the west. Turning north into Musgrave Road, the bus takes us past a mixture of older houses and newer apartment buildings - with several recently built blocks of luxury flats on our right commanding magnificent views of Durban and the Bay. The Musgrave Shopping Centre on our left - an indication of increasing residential densities in this area in recent years - a cluster of churches, the Durban Girls' college, and we are passing Mitchell Park, with its lawns sweeping up to higher elevations on the Berea (named, incidentally, by Captain Allen Francis Gardiner, 1834: See Acts, Chapter 17, 1-12).

A brief stop on Innes Road at the site of an underground reservoir (300 feet) to observe the view eastwards: the Bluff, Central Durban, the Point district, the Beach Front Region, the North Central Area being planned by the overseas' consultants Lord Holford and Professor Kantorovich, and below us the transitional area from the Berea Ridge zone down to the alluvial

flats. The former Western and Eastern Vleis, which were not drained and developed until the beginning of this century, will be indicated.

Continuing, we descend (under an arch of some of Durban's finest flamboyants, Poinciane regia,) past flats and dwellings of decreasing affluence, to the Umgeni Road at the Lion Match Company's factory, one of Durban's older industrial establishments (established 1900; occupies ten acres; receives imported poplar at its own rail siding; employs 700 persons, including 150 White females in the factory and 342 Bantu males - of whom 150 are semi-skilled - and 30 Indian machine operators; the Company's own compound can accommodate 200 single Bantu). Next to Lion Match is a newcomer to this small Umgeni Road industrial area: the Stellenbosch Farmers' Winery. The need for more space for expansion 'pushed' this Company out of the Durban Central Area (employs some 100 persons; receives wine coastwise from the Cape; delivers throughout the coastal region). Opposite is the 'Jockey' factory (Ninian and Lester) whose recent expansion has taken place in Pine-town, on the western edge of the Durban area. The Umgeni Road continues through a mixed area of light industry, commercial land uses and residences. With the Municipal Windsor Park Golf Course on our right beyond the railway line, we follow the road (which dips noticeably) past the Umgeni railway station and some development that suggests blight and decay. The Umgeni was the northern boundary of the original Old Borough of Durban (proclaimed 1854), and a village was

surveyed here in 1864; the river was first bridged in 1865 and Umgeni became the terminus of the railway from Durban and an important trans-shipping point. We approach the Connaught Bridge (1961).

Upstream are the Springfield Flats (at present occupied mainly by Indians on small holdings, but destined to be one of the city's northern industrial areas of about 270 acres); immediately to the left are the Umgeni Quarries (Dwyka tillite, much used as road metal and for construction); in the far distance, is Reservoir Hills (800 feet) and the purification works. On the northern shore of the river, upstream of the bridge, is the Durban mill of South African Board Mills Limited, the pioneer, in 1938, of the pulp and paper industry in Natal (draws 2 million gallons per day from the river and discharges treated effluent into the river; processes waste paper - received from all over Natal and further afield - and pulp from Scandinavia into board for the local packaging industry; employs 100 Whites, 250 Indians and 350 Bantu on an eleven acre site).

Across the river, as the mosque suggests, we are in an Indian residential area. The river lands were once malarial and were occupied by Indians: the Riverside area (to the right of the bridge) has recently been proclaimed White.

As we take the old North Coast Road, we see on higher ground on the left the Umgeni Iron Works, the oldest foundry in Natal (established 1870, uses pig iron ex AMCOR, Newcastle, and local scrap - cast iron

and steel - for a wide range of castings for the local sugar, brick and engineering industries; employs 125 Bantu labourers and 50 Whites, including pattern makers and moulders, on a fully developed 2½ acre site, with private railway siding). The road and railway line (currently being electrified) parallel each other through and up the valley behind the coastal ridge on our right. Light industry - much of it recently established - and commercial land uses are strung along the North Coast Road, but the district is dominated by an extractive industry tied to its raw material source: Coronation Brick and Tile (founded 1898 at Clairmont Flats, moved shortly afterwards; operates four brickfields - Briardene, Red Hill and, further along our route, Effingham and, away to the right near the Durban boundary, Avoca, a new development amongst the sugar cane; the industry is based on the quarrying of various shales in the Ecca formations; capacity is over 1 million bricks per day, plus other items; employment: 350 Whites and 3,000 non-Whites; after 'long-term quarrying' it is expected that additional industrial land will become available in these areas).

We actually cross the municipal boundary after following the old North Coast Road through the residential areas of Parkhill (White), Greenwood Park and Red Hill (which are occupied by Indians and Coloureds on the left of the road, and Whites to the right) and Avoca (Indian). In the late 19th century these areas were villages focussed on railway halts. Coffee estates were once sited in this district.

Beyond the Durban boundary we pass Duff's Road Public Health Area. The land on the left (Duff's Road, Newlands/Effingham) stretching into the far distance, may be incorporated into Durban and will yield land for industry (600 acres after long-term quarrying) and Indian housing schemes. Over the north coast railway line, and the Putco depot heralds the Durban Corporation's Bantu township of Kwa Mashu, on our left. The 3,000 acre township on former sugar land is based on the concept of neighbourhood units and consists of ten units for family housing and one unit composed of hostels for single Bantu males. Approximately 1,200 to 1,400 houses are grouped around each neighbourhood centre (average plot size 2,800 square feet; 1965 population: about 105,000; 'potential': 114,000; at present: 15,000 houses and 13,000 hostel beds; Putco buses carry some 10,000 passengers into and out of Durban each day; single fare 7½ cents).

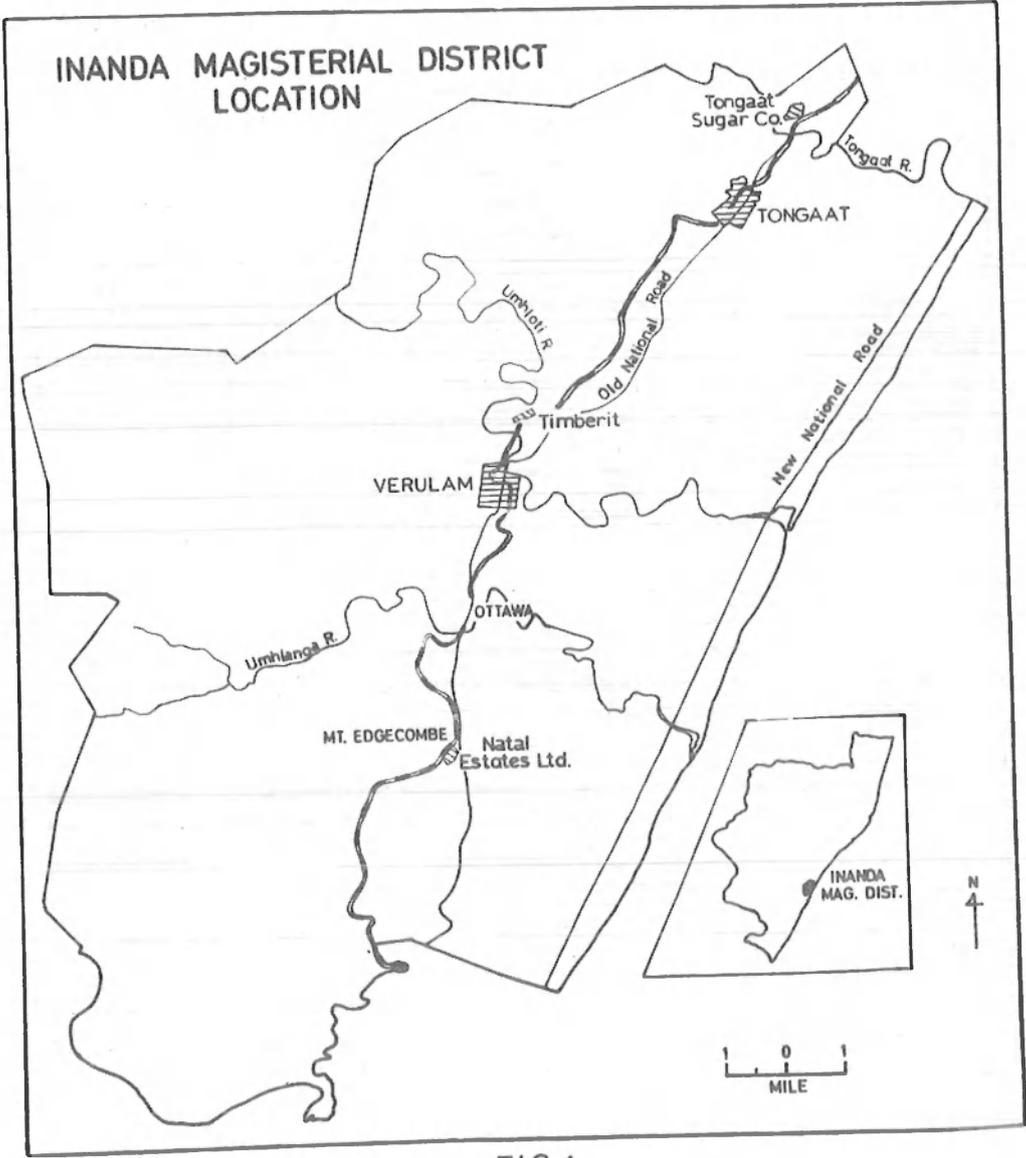


FIG. 1

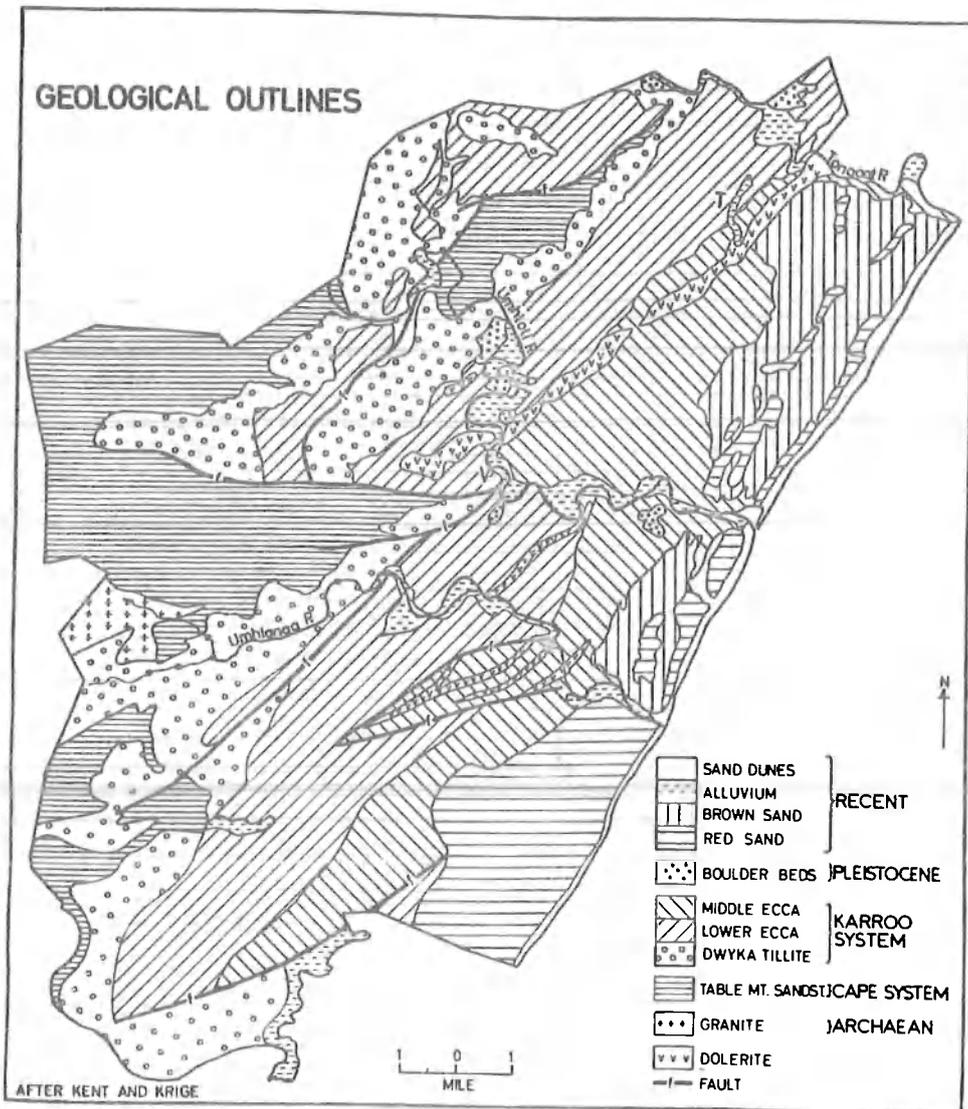


FIG. 2

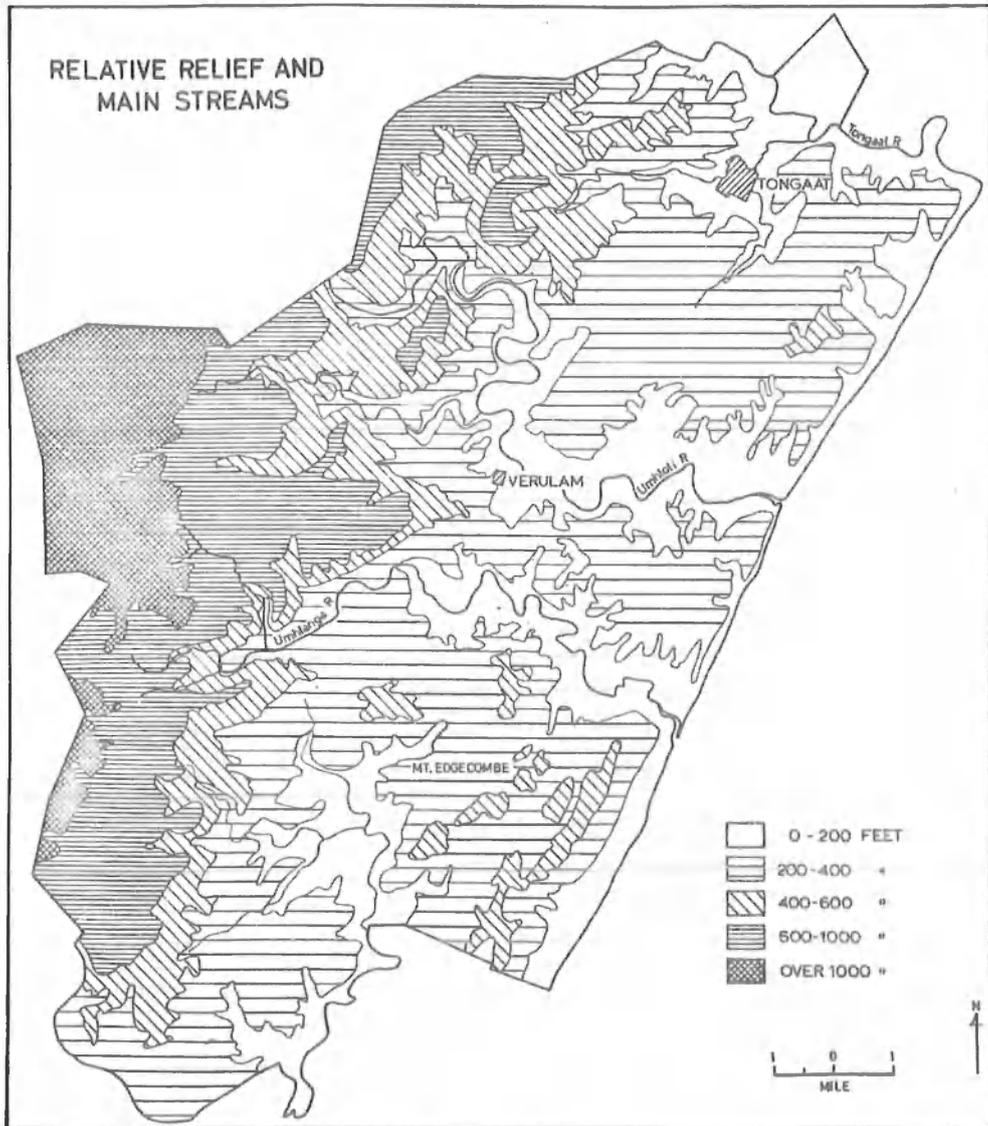


FIG. 3

### 3. BACKGROUND TO THE INANDA MAGISTERIAL DISTRICT

Most of our day will be spent in the Inanda magisterial district. The second smallest unit in Natal, with an area of 166 square miles or 106,240 acres, it is contiguous to the Durban magisterial district and occupies a portion of the northern sector of the coastal belt of Natal (Fig.1). It stretches from the Umgeni River to the Tongaat River and in earlier days was part of Victoria County. This essay notes some of the more significant and interesting features of the physical, human and economic patterns in the district.

The geological structure of the district: the younger formations occur at the surface in broad belts in a northeast - southwest direction almost parallel to the coast. Their distribution is disturbed by the presence of numerous faults (Fig.2).

The varying resistance to weathering and erosion of the numerous rock types has given rise to diversified forms of relief. The granite is responsible for very rugged relief features but only a small outcrop is found in the Groeneberg district in the west. Table Mountain Sandstone occurs also in the western portion of the district, forming the highly dissected plateau with prominent scarps, reaching an elevation of 1,500 feet (Fig.3). The Karroo System, which occurs over a major portion of the district, particularly along the coast, is represented only by the lower members, viz.: the Dwyka and Ecca

series. The Karroo sediments form a gently undulating plain along the coast and are not associated with any major relief features. Recent deposits along the coast consist of red and brown coastal sands, alluvium and dunes and beach sands. The belt of unconsolidated coastal sands is a series of low ridges approximately 400 feet high aligned parallel to the coast. Alluvium has been laid down in the lower reaches of the Tongaat, Umhloti and Umhlanga rivers.

The Inanda magisterial district is poorly endowed with minerals, and the area is practically devoid of rocks bearing minerals of any economic significance.

In terms of the Köppen classification, the climate of the Inanda area is C<sub>fa</sub>. The mean summer temperature for the entire sugar belt is 73.9°F (23.3°C); the mean winter temperature is 65.5°F (18.6°C). Great extremes are not common. The annual range of temperature increases from 15°F (-9.4°C) at the coast to 20°F (-6.7°C) further inland. The average annual rainfall for the Inanda district, calculated over a period of 12 years, is 38 inches. Nearly 70% falls during the summer months from October to March, while less than 5% occurs during the winter months of May, June and July. Rainfall gradually diminishes from the coast inland.

No less than 78% of the annual rainfall occurs during the early and optimum growth periods of sugar cane, and the zone of heavier rainfall (35-40 inches) coincides with the area of intense sugar cultivation. However, a quite considerable area with rainfall below

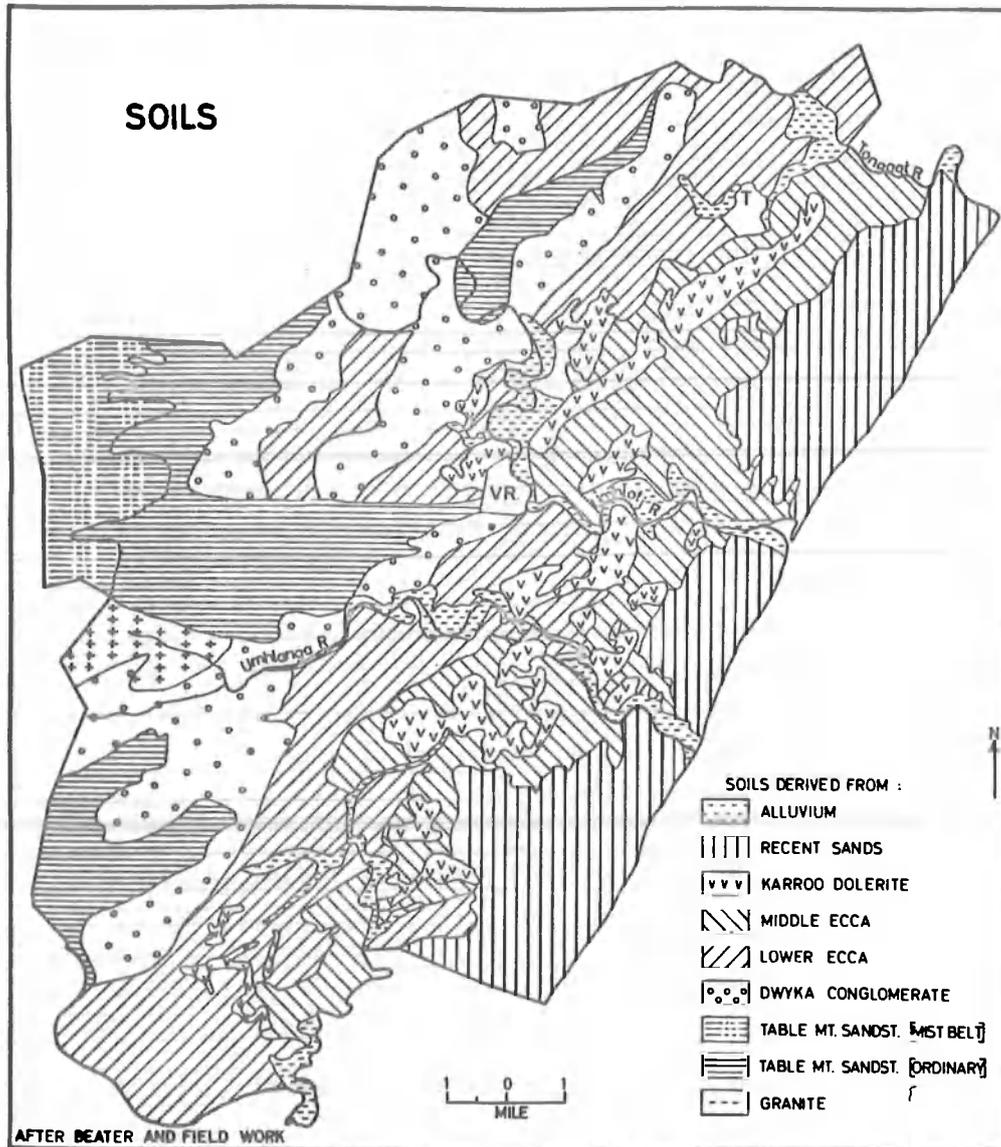


FIG. 4.

35 inches is also given over to cultivation of sugar cane.

The three main rivers - the Tongaat, the Umhloti and the Umhlanga - are in a sub-mature stage of dissection and have cut transverse valleys across the coastal plain. They have gentle gradients, especially in their lower courses. Although rivers in the district are perennial, no storage dams have been built. Their waters are used for agricultural, domestic and, in a small way, for industrial purposes, but the available supply could be exploited to a far greater extent. Irrigation, particularly of Indian-owned farms, and industrial uses might well make more use of the supply.

Climatic conditions are favourable for the growth of forest along the coast. Evergreen, subtropical forest is the natural climax vegetation occurring from sea level to an altitude of over 1,500 feet. Today, very little is found, apart from a few patches near the new north coast national road and in the river valleys.

Forest clearing has been going on for nearly a century, since the Inanda district has long been recognised as a favourable area for the cultivation of subtropical and tropical crops.

A great diversity of soil types exists in the Inanda district (Fig.4) and the Mount Edgecombe Research Station has many soil monoliths. The T.M.S. soils are skeletal with immature profiles as a result of their occurrence in steeply rolling and hilly terrain; they are

generally of low fertility. The soils of the Dwyka are crumbly and moderately soft under dry conditions. The formation lies in a belt of rather low rainfall, and the soils are moderately productive and mainly under sugar cane. The soils from the Dwyka conglomerate are liable to erosion and many of the sloping fields are, in fact, badly eroded, especially in the areas occupied by the Bantu. Where sheet erosion has taken place, a good deal of rubble and gravel are found about the surface.

The soils, derived from the lower Ecca shales occur at an elevation of under 400 feet and in the majority of cases occur in the lowlands. They are generally shallow, averaging in depth from one to two feet, are generally productive, especially under moist conditions, and are moderately liable to erosion. Soils from the middle Ecca sediments occur fairly close to the coast. These soils - easy to work in both wet and dry conditions - are potentially fertile and have been enriched where dolerites are present. Much of the land covered by soils of the middle Ecca sediment is under cane. Recent sands - Red and Grey - cover the hills and valleys along the immediate coastline, and they are extensively cultivated. The sands develop soils of medium to good fertility, of great depth and with good drainage. The alluvial deposits in the lower course of rivers vary from almost pure river sand to silty clay, and the inherent fertility of the soil varies from good to poor.

Three distinct population groups - European (White),

Indian and Bantu or African are present in the Inanda magisterial district. Each contributes in some way to the character and economic development of the district. A glance backwards may be permitted before the modern situation is noted.

Several different Bantu tribes occupied the land between the Umgeni and Tugela Rivers and lived in a condition of peace and plenty until the second decade of the 19th century. A powerful Zulu nation was then beginning to emerge, and unrest spread through Zululand and Natal. The majority of the Bantu fled westwards across the Drakensberg or south into the Cape Colony. In 1824, therefore, when British hunters and traders came to coastal Natal, it was a rich, fertile and relatively depopulated land. Subsequent ambitious emigration schemes from the United Kingdom to the Natal Colony were largely abortive, but they, nevertheless, laid the foundation for the eventual prosperity of the district. Slowly the agricultural potential of the district was realised, and in the 1850's sugar cane was the mainstay of the Colony. Increasing labour shortages retarded the Colony's development, and in the 1860's indentured labour from India was introduced, following persistent demands for cheap and reliable labour from European sugar planters.

The fragmentary distribution of the Bantu, the introduction of European emigrants from the United Kingdom to reinforce White settlement and the introduction of indentured Indians are the outstanding facts of the early settlement of the Inanda magisterial district.

In 1960 the total population of the district was 82,999. The Bantu made up 48%, the Indians 45%, Whites 6% and Coloureds 1%. The average density was 500 persons per square mile - the second highest among the magistracies in Natal.

In 1960 65% of the Europeans lived in the district's urban areas. Except along the coast, at small pockets in Tongaat and Verulam and at the mills, and dispersed on inland farms, Europeans are notably absent in the magisterial district.

Further expansion of the European group will take place, however, in the planned residential townships adjacent to Durban magisterial district at Umhlanga Rocks, Glenashley and La Lucia. Most of the Europeans here commute to Durban.

Until 1960 Indians were numerically dominant in the district, but with the establishment of the Bantu township of Kwa Mashu they now come second to the Bantu. Traditionally, however, the district is regarded as the home of the Indians. With the exception of the Durban magisterial district (which had 221,403 Indians in 1960), Inanda had the highest concentration of Indians (37,029) in Natal, due mainly to historic factors and the suitability of the district for agriculture. In 1960 58% were classed as rural. They are found throughout almost the whole of the district, though the bulk of the population is settled in the hillier farming area to the west of the old north coast national road. A new

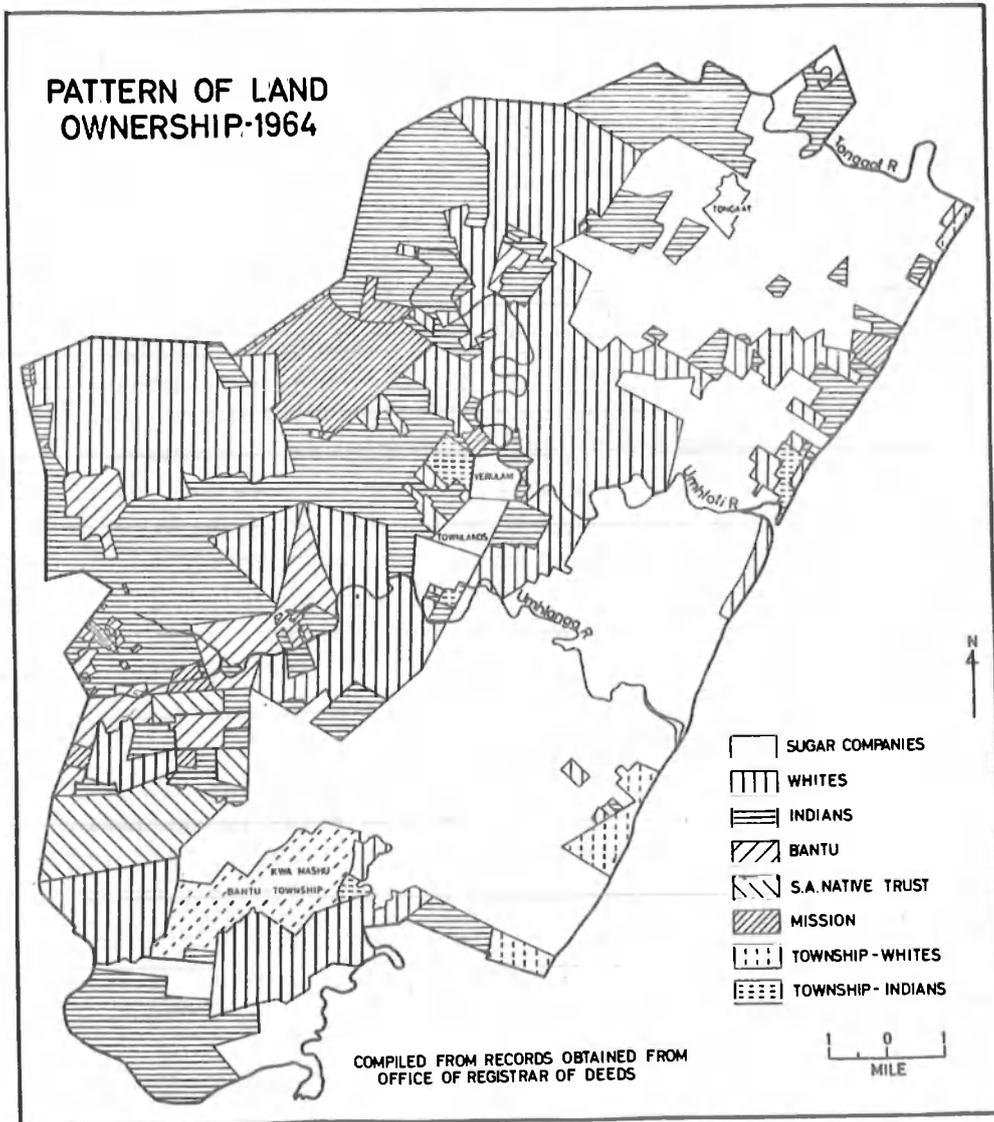


FIG. 5

feature of the distribution of population is the emergence of an Indian settlement along the coast at La Mercy and Tongaat beach.

Both Verulam and Tongaat have large Indian populations. Verulam recently became the first town in the Republic to be declared an area 'for occupation and ownership by members of the Indian group' under the provisions of the Group Area Act. It is envisaged that the administrative control of the Town Board, presently constituted of Indians and Whites, will come under Indian control in 1968. We shall have the opportunity of meeting councillors and officials during our excursion.

Numerically, as noted above, the Bantu form the largest ethnic group in the district. The Bantu at Kwa Mashu are closely integrated in the economy of the Durban-Pinetown area, where they are employed, mainly as labourers. In the district as a whole they are essentially rural. In 1951 22% were found in the Bantu Areas, 52% on farms owned by Whites and Indians, and 15% in industrial compounds. The high rural proportion of Bantu and their even geographic spread indicate the extent of their participation in the agricultural economy of the district.

Figure 5 shows the pattern of land ownership in the Inanda magisterial district, and much of our day's observation will be focussed on this pattern. The bulk of the coastal land, extending from the north to the south and for about five miles inland from the coast,

is owned by sugar companies. Of low relief and lying in a zone of high rainfall, this land is almost entirely under sugar cane. Adjoining it are European farms, notably in the Umhloti and Umhlanga river valleys.

The South African Native Trust and private Bantu own land in the higher western sector of the district close to the Ndwedwe Bantu Reserve.

Indian-owned land is scattered along the whole length of the district, but is found mainly west of the railway line. Agricultural holdings of Indians average 14.8 acres. 49% of the farms are under 10 acres while 24% are 10-15 acres in size. Only 27% of the holdings are over 15 acres.

Extensive subdivision of the holdings is evident in the areas settled by Indians. The causes and effects of this fragmentation will be discussed during the excursion.

Agriculture is the dominant economic activity in the Inanda magisterial district, and sugar cane occupies premier position among the crops cultivated. The undulating topography and environmental conditions of climate and soil are generally suited to cane cultivation. Sugar cane farms several hundred acres in extent are owned by sugar companies in the rolling coastal plain. They contrast sharply with the small Indian holdings.

From a sample of Indian farms, it was calculated

that 94.9% of the land is under sugar cane, 1.4% under market gardening, 2.7% under orchards and 1% under betel leaf cultivation.

Irrigation of sugar is at present limited to European growers and Miller-cum-planters; there is hardly any irrigation on Indian farms as several difficulties confront them. The average yield of sugar cane for their district as a whole is nearly 44 tons per acre; on Indian farms it is about 24 tons per acre.

Market gardening in the district - confined to Indians only - is relatively on the decline and there are few 'pure stands' of market gardens. A combination of sugar cane cultivation and market gardening is common. The size of plots varies from half an acre to over 10 acres. Farms are generally kept small, so that they are manageable by a single farmer with few extra hands. The practice is characterised by intensive cultivation, little use of machinery, the application of much hand labour and an adequate supply of water. Durban is the main market for the vegetables grown in the district.

The acreage under orchards is small, and some plantations are as old as 50 years. The most common fruit trees grown are mandarins, naartjies, mangoes, bananas, and litchi. The fruits have very short marketing seasons and are sold mainly in Durban.

There is a marked localisation of betel leaf growing and the gardens are found, mainly in the

'cottonlands area'. All being well, we hope to inspect the gardens in this area.

During the day, attention will be drawn to the lack of pastures in the district, to the slight use of machinery and equipment on Indian farms and to the 'farmstead complex' and the varieties of housing.

While agriculture is the primary economic activity in the Inanda magisterial district, a few industries have developed, and trade and commerce are found mainly in Verulam and Tongaat. The economy of the district is, of course, dominated by the large scale cultivation and processing of sugar cane.

In the 1870's there were some 30 small sugar mills in the area; today there are 2 large mills, one at Mount Edgecombe and the other at Maidstone, near Tongaat. We hope to visit both establishments. In the 1964-65 season Maidstone (The Tongaat Sugar Company) crushed 1.5 million tons of cane to make 172,000 tons of sugar; Mount Edgecombe (The Natal Estates) crushed 1.1 million tons of cane and produced 126,000 tons of sugar. A large number of Whites and Indians are employed by the mills. Studies have shown that the working conditions and economic position of Indians employed in the South African Sugar Industry have improved considerably since the earlier years of the century, and we shall have the opportunity of seeing something of the housing and welfare side of the industry.

A large wood-processing factory, Timberit Wood-board Limited, established in 1952 at Canelands is located on the bank of the Umhloti River. Nearly 80,000 tons of timber, obtained mainly by rail from Zululand, are processed per annum. The factory specialises in the manufacture of hardboard - masonite.

In Verulam is located a food canning factory - Pakco (Pty.) Limited. This Indian-owned plant specialises in the manufacture of spices and pickles, canned Indian dishes - rice and curried mutton, chicken and fish - and also beef.

We shall pass the Indian-owned Verulam Box and Timber factory, as we leave Verulam. Saligna gum and pine are the raw materials for the manufacture of timber for construction of crates for packing purposes.

Apart from the Tongaat Sugar Mill (the largest in the Southern Hemisphere), two other large industrial establishments - Tongaat Rice Mill and David Whitehead & Sons (South Africa) Limited, have been sited at Tongaat. Nearly 1,200 tons of rice are produced monthly by the former, using paddy from the United States. Whitehead's is the first White-owned Indian border industry in South Africa. The R9 million plant was established as recently as June, 1966. The mill produces high quality furnishing fabrics, but boiler suits and nurses uniforms will be important products. The mill has a planned initial capacity of 10 million yards of cloth a year. The cloth is spun, woven and printed at the mill and is made from cotton grown in Swaziland, Rhodesia and South Africa.

The government's industrial location and Indian development policies, and increasing numbers of people and the spread of the Durban Metropolitan Area suggest that change in the Inanda district will be accelerated in the next decade or so.

#### 4. THE MAIN STOPS : SOME FACTS AND OBSERVATIONS

##### Phoenix Settlement (3)

The Phoenix Settlement, 100 acres in extent, was founded by Mahatma Gandhi in 1903. Gandhi, who arrived in Natal in 1893, practised as a lawyer in Durban. He was associated with campaigns against various forms of discrimination practised against Indians. Gandhi and his Indian compatriots decided to court imprisonment as a protest against certain laws of the Colony of Natal. In order to afford a refuge to Indians who got into difficulties as a result of their defiance of the government, he bought this farm. The inhabitants were to live as one large family, each contributing as best as they could to the work of the settlement, and to derive their subsistence from the farm. Gandhi preferred the rural setting as he wanted to be close to nature.

At Phoenix, Gandhi began the weekly paper 'Indian Opinion' in 1903; he used it as a means for expressing his policy, his criticism of the government, and his leadership of the Indians. The paper contained news in both English and Gujarati. Publication of the paper was discontinued in 1961.

The premises which contained the press are today used as a clinic, which is mainly patronised by local Bantu.

Verulam (4)

Verulam, ensconced in a hollow among the hills on the south side of the Umhloti River, is approximately five miles from the sea and twenty miles from Durban along the old north coast national road. It is one of the oldest towns in Natal and was founded in 1850. The name 'Verulam' was chosen by William Irons, the promotor of the 'Natal Christian Colonisation Society', for his new settlement largely because he was a native of St. Albans, which was built on the ruins of the old Roman city of Verulamium.

In 1879 Verulam was the terminus for the north coast railway line and improved communication facilities stimulated the economic development of Verulam.

Verulam is the administrative centre of the district and is the seat of the magistracy.

En Route (4-5)

The Timberit factory (which specialises in the manufacture of hardboard - masonite) is situated at Canelands on the banks of the Umhloti River. Pollution of the river water by industrial waste has become a problem.

The Verulam Box and Timber factory is seen to the right of the road.

Betel Leaf Farms (5)

These farms are located in the area called 'Cottonlands'. It is interesting to note how the area got its name.

When Natal was annexed by Great Britain as a district of the Cape Colony in May, 1844, it gave promise of being converted into a source for the supply of cotton for British mills. In March, 1847 an association was formed by Cape merchants known as the Natal Cotton Company. In May, 1848 the Company was granted 22,750 acres of land along the banks of the Umhloti River for the purpose of growing cotton. The cotton project, however, was a failure. The Company experienced financial difficulties, and the land reverted to the Crown.

The betel leaf farmers were early pioneers of the district, and the practice of betel leaf cultivation has become a family tradition. There is a marked concentration of betel leaf plantations.

The betel leaf plant is a vine which bears leaves for 5 to 6 years, after which period the old plant is dug out and the plot is allowed to 'rest'. Betel leaf plots are generally small and vary in size from one-quarter to three-quarters of an acre. Plots are enclosed by tall reeds to protect the crops from the wind. The plant, which reaches a height of 6 feet, grows in trenches or furrows with raised mud walls, which are so constructed to retain water. The plant requires

plenty of water during the growing stages and irrigation is essential. Water is obtained from the nearby Umhloti River. Special care is required to prepare the crop for despatch to the market.

#### En Route (5-7)

Near Verulam, on the left, is one of the largest litchi orchards (approximately 25 acres) on the North Coast. The farm is owned by an Indian.

Our route is through the 'original' farms Inanda, Groeneberg, Buffels Draai and Roodekrans. The Groeneberg district is commonly referred to locally as 'Tea Estate', since tea was grown in the area at the turn of the century. (Kearsney District, further north, however, was the main tea estate). Shortage of Indian labour, difficulties in manufacturing, leaf disease and the difficulty in finding a market at remunerative prices were factors that led eventually to the abandonment of the tea industry in Natal. The foundations of a tea factory still remain in the district.

Farms today are owned mainly by Indians, and are almost entirely under sugar cane. In the Groeneberg there is a distinct clustering of linguistic groups (mainly Tamil speaking).

#### Inanda Crest (6)

The crest is nearly 7,000 feet above sea level and on the very western edge of the Inanda magisterial district. The farm 'Inanda' was formerly under wattle,

but is now under cane. Indians own large tracts of land on the southern parts of the farm (see Figure 5).

Bordering the farm, on the west, is the Ndwedwe Native Reserve. The land is deeply dissected by the Umgeni River and its tributaries and slopes are steep. Characteristic Bantu agricultural patterns may be observed.

To the east, across the district, the Indian Ocean is visible. The rolling coastal plain is dominantly under sugar cane.

#### Groeneberg Halt (7)

In the distance is the Indian Ocean; on the coast to the south is the residential township of Umhlanga Rocks. The sugar mill at Mount Edgecombe and the Kwa Mashu Bantu township can be seen in the middle distance; while to the west the Umgeni Power Station at New Germany is visible.

A characteristic feature of this area, which is dominantly Indian-owned, is the intense subdivision of agricultural holdings, which range in size from 5 to 10 acres. The farms are owned either singly or jointly by members of the family. Slopes as steep as 1 in 3 are under cultivation and mainly under sugar cane.

There is a general lack of water in the area as the few streams that run through the district are generally dry. Rain water is trapped and stored in tanks for domestic use. Scarcity of water, particularly

in winter, makes living conditions difficult and sometimes unhygienic.

There is a lack of good roads in the area. Bus services run by private Indian enterprises connect the Groeneberg area to Durban.

The houses on these small farms are generally rectangular buildings with brick walls and iron roofs. On smaller holdings wood and iron dwellings are characteristic.

Absentee and part-time farming are common in this district. Farmers owning small units are engaged in farming and another occupation at the same time. Usually the normal working day is devoted to the non-farm occupation - farming is usually done at the weekends. Furthermore, the nature of sugar cane farming is such that it need not necessarily engage the full attention of the farmer. The major work on a sugar cane farm is done with the help of hired labour. The farmer is forced to take on employment outside the farm largely as a result of the inability of these farms to support the family.

#### En Route (8)

The route passes an area settled mainly by Bantu. On the left (off the route) is the Ohlange Institute, a well known school for Bantu students. On the right (in

the Reserve - off the route) is the Inanda Seminary, which also runs a school.

Shembe's Village (9)

A brief stop may be possible at Shembe's Village which can be seen to the right of the road. The settlement is associated with the Church of Nazareth. Members of the Church build their huts on Church land. Small patches of mealie and sweet potatoes are cultivated to support the family.

5. RE-ENTERING DURBAN : SOME NOTES ON THE ROUTE

Our re-entry is by way of the new North Coast Road. Past La Lucia, Glenashley is on our right as we cross the municipal boundary. The Virginia Airport, and out of sight, the Beachwood Golf Course, Durban North on our right as we drive along the newly-opened stretch of the Northern Freeway; State land and Government Reserve are between the freeway and the sea. Over the Ellis Brown Viaduct (1964) and past the Blue Lagoon at the Umgeni mouth; past the beaches set aside for the Asiatic, Coloured and Bantu communities (facilities are said to be inadequate), with the Durban Country Club on our right.

Along the Marine Parade (through the Beach Front Region of apartments, holiday flats and hotels), and the Oceanarium, and right into Durban's main street - West (named after Martin West, first Lieutenant Governor of Natal, 1845). A mixture of rather older industry, repair shops, retail and hotels as we enter the eastern end of the Durban C.B.D. and before we come to the Central Civic Sector within the C.B.D. The renovated Old Court House (1866) on the left, and Medwood Gardens, on the site of an early outspan, on the right. Around the central square we may see the City Hall (1910) and the General Post Office (1886), from the steps of which, in 1900, spoke the young Churchill. Into Smith Street (named for Captain Thomas Smith, Battle of Congella 1842 and siege of the 'Old Fort') with some of the cinemas of

Durban's central entertainment district on our left, and then through a cluster of C.B.D. financial land uses - banks, building societies and insurance companies - (upper floors: doctors, dentists and various offices). The time and temperature may be seen on the left as we turn into Field and onto the Victoria Embankment with its blocks of flats overlooking the Bay and, further along, overlooking Albert Park (established in 1864 at the extremities of the early town).

Along Maydon Road, parallelling the new Southern Freeway and railway lines out of Durban. On our right Congella; on our left the Maydon Wharf industrial area, where sites are leased from the railways and change hands for R100,000 and more per acre (312 acres, 11,000 industrial workers). The land was reclaimed from the Bay in the early years of this century and many of the firms establishing their benefitted by the waterfront location. The Sugar Terminal (opened 1964, now being extended) is a modern development; many establishments are much older: Lever Brothers was established in 1910 (now employs 2,600 persons, including 1,600 Bantu and 800 Whites on a 15 acre site, and imports and exports directly through adjacent berths.)

We leave the stream of traffic heading south and turn up Francois Road, crossing the railway and Congella and Umbilo Roads - busy arteries to the south - and passing on our left King Edward VIII Hospital for non-Whites as we climb the Ridge. Passing 'Hammondfield' on our right, we turn right near the C.S.I.R. buildings to arrive back at the University campus - probably in the dark!

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