

&
RAILWAY
CONNECTIONS

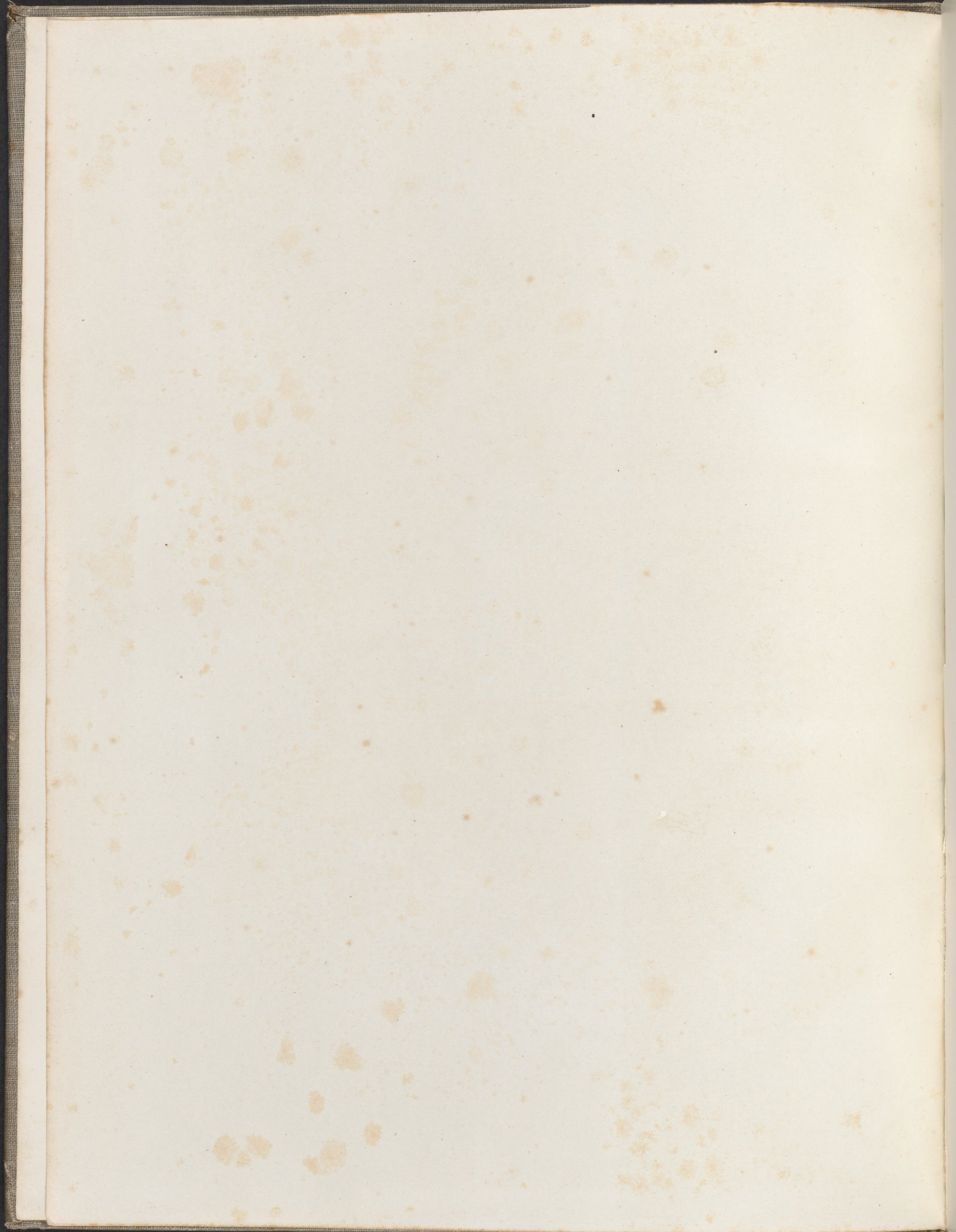
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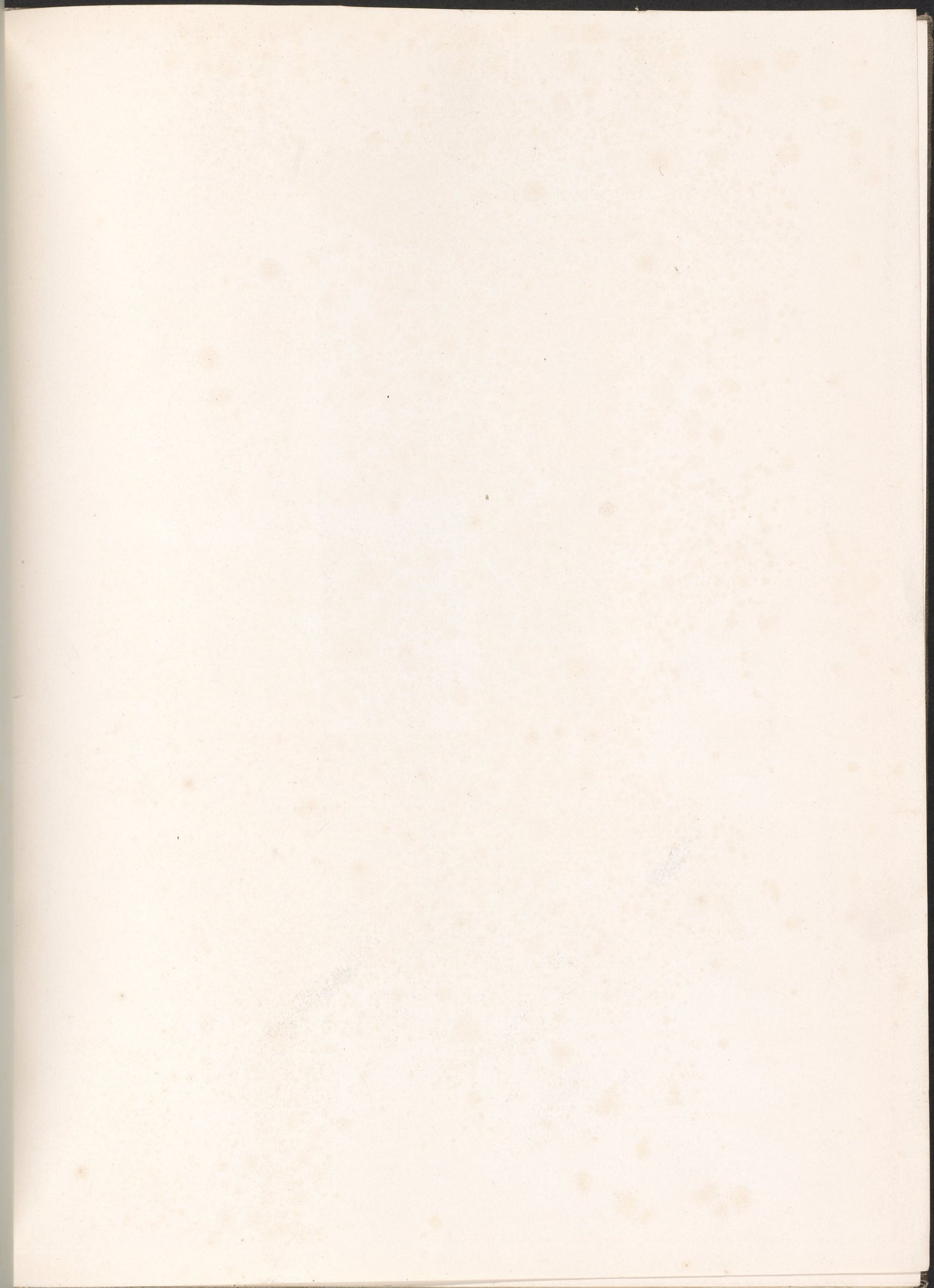
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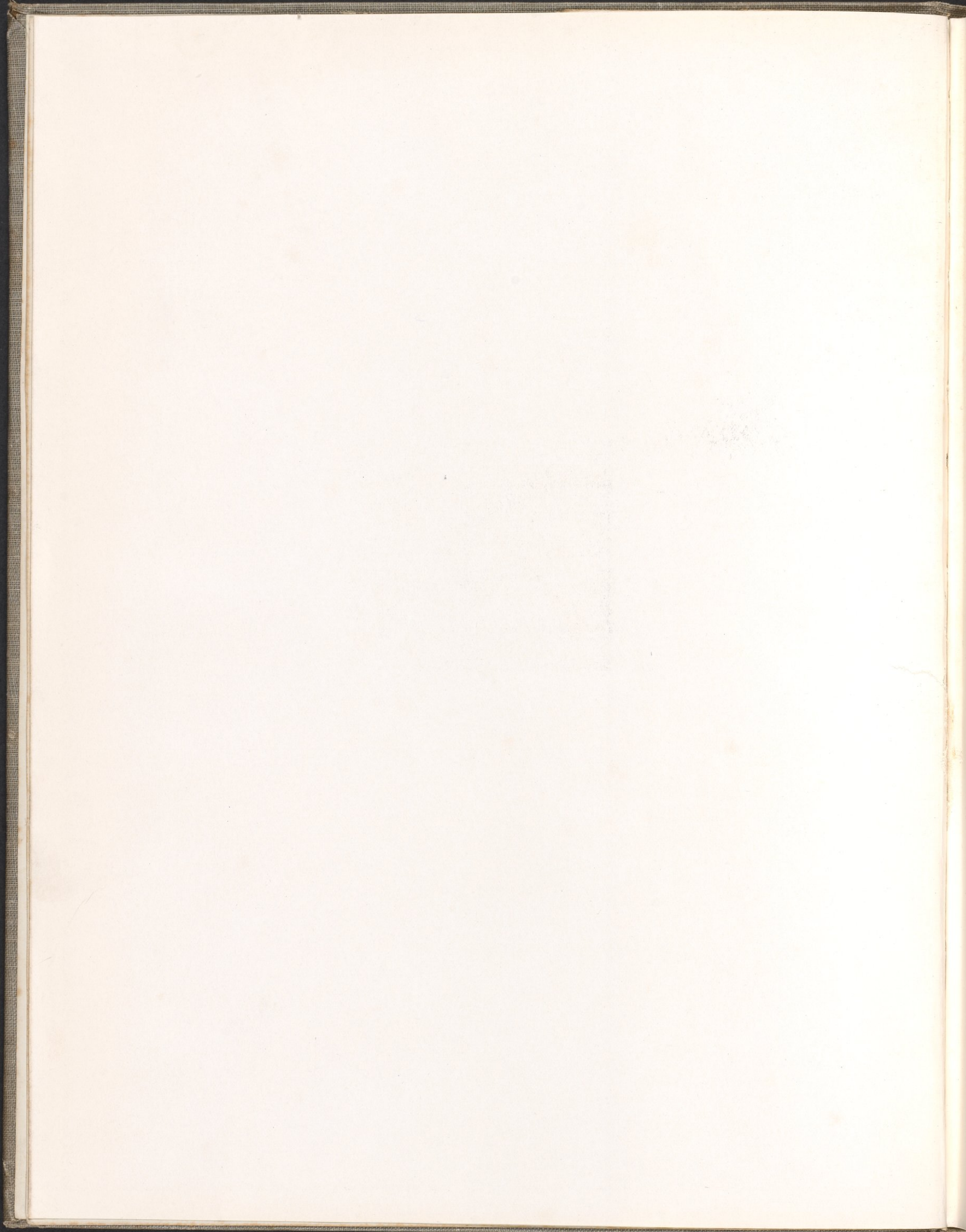
*With the Compliments of
The Agent General for Natal.*

26 Victoria Street,
London, S.W.

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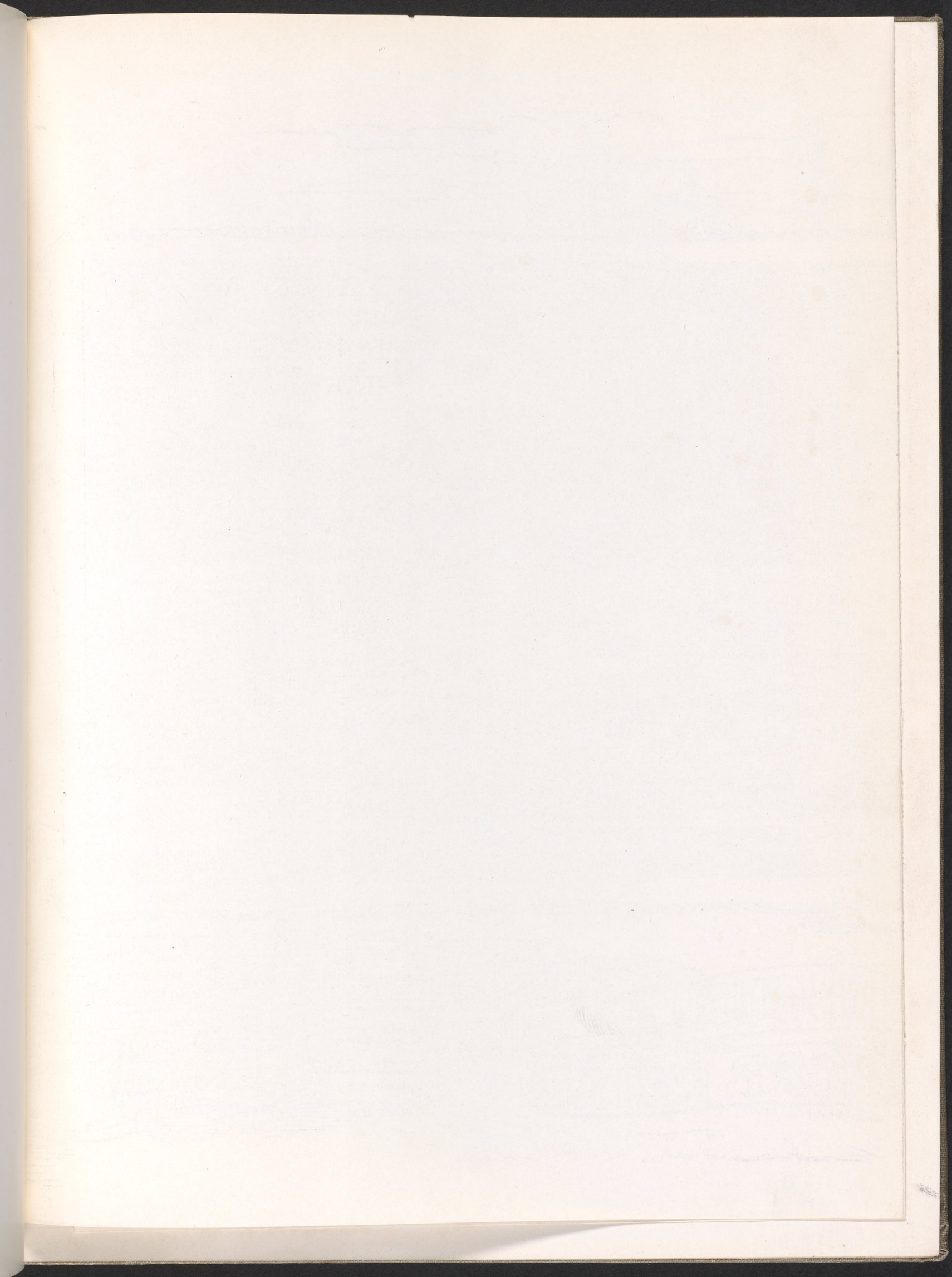


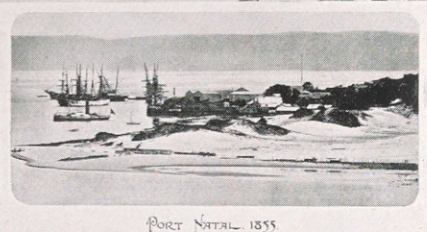
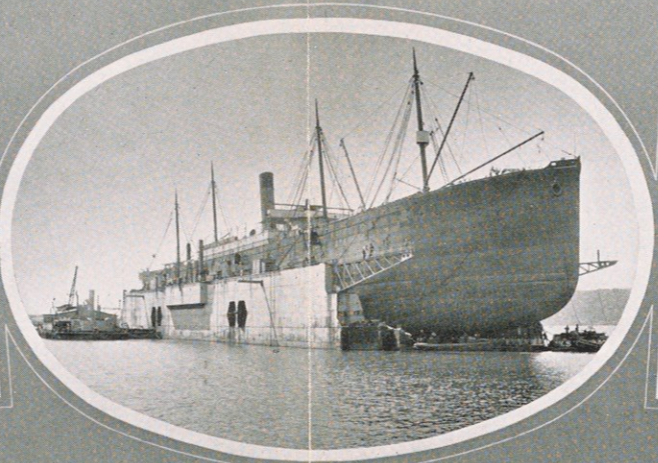


PANORAMA
OF ♦ ♦ ♦
DURBAN, ♦
HARBOUR, ♦
♦ PORT ♦
♦ NATAL. ♦

Specially ♦ ♦
Photographed
for this ♦ ♦ ♦
Work. ♦ ♦ ♦

FRONTISPIECE.





PORT NATAL ILLUSTRATED
HANDBOOK OF GENERAL INFORMATION
RELATING TO DURBAN-PORT NATAL
AND RAILWAYS IN CONNECTION

COMPILED BY C. W. FRANCIS HARRISON
AUTHOR OF NATAL OFFICIAL GUIDE
PUBLISHED BY THE AUTHORITY OF THE GOVERNMENT OF NATAL



LONDON: PAYNE JENNINGS,
REGENT HOUSE, REGENT STREET, W.
M D C C C C V.

LIST OF ILLUSTRATIONS.

	PAGE.		PAGE.
<i>Frontispiece.</i> Panorama of Durban Harbour			42
<i>Facing Title Page.</i>			
General Offices, Harbour Department, Point	vi.	Timber Vessels and Stacking Ground	42
Customs Offices, Point	vi.	Coaling a Liner	44
Railway Station and Offices, Point	vi.	Vasco da Gama Monument	44
R. M. S. "Armada Castle," and Corridor Train	x.	Durban from the Berea	46
Large Vessel Berthed at "A" shed	2	Cave Rock—Bayside—Wharf Scene at Point	46
H.M. Transport "Victorian"	2	Views of Durban	50
General View of Wharves	4	Views of Johannesburg	50
New Coaling Appliances	6	Ferry Jetty	52
Entrance to the Harbour	8	Cartage of Goods from ship	52
Bluff Lighthouse and Signal Station	8	Alexandra Square, shewing Tram Lines	52
Permanent Wharfage	10	Railway Head Offices, Durban	56
Hydraulic Crane negotiating 45-ton lift	14	Railway Station—Crossing—and Town Hall, Ladysmith	58
Perspective of Cranes	14	Railway Station, Pietermaritzburg	58
Floating Dock and Slip	16	Johannesburg Mail at Foot of 'Majuba	58
Dredger "Nautilus" at work in Durban Harbour	18	Natal Railways—Corridor Express	60
Suction Dredger "Walrus"	18	Railway Travelling Crane	62
Government Tug "Sir John"	20	Train of Boilers	62
Electric Light Station	20	Station Yard, Durban	64
Tugs slewing R. M. S. "Walmer Castle"	24	Timber Stacking area	64
The s.s. "Durham Castle"	26	Scenes in Maritzburg	66
The Bluff	26	Recollections of the War	66
Dredger and Sailing Vessels	28	Scenery on the N. G. R.	68
General View of Port looking Townwards	28	Electric Gantry Crane and Wagons	70
Victoria Esplanade and Bay	30	A Natal Post Cart	72
Durban Club (fronting the Bay)	30	The Albert Falls	72
Giant Crane lowering 25-ton Boiler	32	Native Studies	74
Sheer Legs in Action	32	Ricksha Boys, Durban	74
Arrival of the Floating Dock	34	Spion Kop, shewing Boer and British positions	76
The Floating Dock in Use	34	Kloofs, Van Reenen	76
At the Gateway of the Port	36	Panorama of Ladysmith	76
Unloading Timber	36	On the Umgeni Road	78
Natal Coal Shipping Supplies	38	The Umgeni River, Howick	78
Shipping, Lighters, and Tug at Timber Wharf	40	On the South Coast Line	78

MAPS AND PLANS.

Panoramic View of Durban Harbour (Port Natal)	-	-	<i>Facing Title Page.</i>
General Plan of Port Natal	-	-	ix
Plan Shewing Wharves, Depths, Cranes, Sheds, &c.	-	-	13
Plan of Harbour Improvements	-	-	23
Map shewing Principal Ports of Trade	-	-	49
Map of the Railways of Natal and Connections	-	-	55

CONTENTS.

THE PORT.	PAGE.
HARBOUR BOARD MEMBERS AND PORT OFFICIALS	vii.
DESCRIPTION OF THE PORT—ITS CAPACITY AND ADVANTAGES - - - - -	1—5
THE ENTRANCE TO THE HARBOUR:—	
Piers and Entrance Channel - - -	9
Bar and Channel Depths - - -	9
Signal Stations - - -	9
Lights - - -	9
Moorings and Dolphins - - -	9
Harbourage and Bay - - -	9
WHARFAGE AND EQUIPMENT OF PORT NATAL:—	
Wharves and Depths alongside - - -	13
Hydraulic Capstans - - -	13
Cranage - - -	15
Wharf Sheds and Open Spaces - - -	15
Government Bond Store - - -	15
Floating Dock and Workshop, and Slipway - - -	17
Dredging Fleet and Signals - - -	19
Tugs and Lighters - - -	19
FUTURE EXPANSION OF THE PORT:—	
The Hartley-Barry Scheme - - -	23
New Quay Walls - - -	23
Congella Works - - -	23
Bluff Works - - -	23
Salisbury Island Works - - -	23
CUSTOMS' NOTES - - -	25
GENERAL INFORMATION RE:—	
Natal Time - - -	27
Anchorage—Ships in Roadstead—Light Buoys - - -	27
Entrance Signals - - -	27
Pilotage, and Ships' Boats - - -	27
Immigration Restriction Act - - -	27
Quarantine Regulations - - -	27
Explosives - - -	27
Use and Control of Wharves - - -	27
HARBOUR REGULATIONS. - - -	29

THE PORT.	PAGE.
GENERAL PORT AND HARBOUR CHARGES:—	
For Use of Cranes and Sheers - - -	33
" " „ Floating Dock, Workshop, &c. - - -	35
Light and Port Dues - - -	37
Rebates - - -	39
Towage and Tug Assistance - - -	41
Wharf Dues and Rents - - -	43
Ballast, Coal, Water, Stevedores, and Water Police - - -	45
MISCELLANEOUS TABLES:—	
Principal Ports of Trade - - -	49
Steamship Lines, Fares, &c. - - -	31
Ferry Tariff - - -	55
SUNDRY NOTES - - -	53

THE RAILWAYS.

RAILWAY STATIONS AND ALTITUDES - - -	55
PRINCIPAL TRAFFIC OFFICIALS - - -	57
FEATURES OF THE ROUTE VIA DURBAN TO THE TRANSVAAL AND INTERIOR - - -	
	59-63
THE EXPRESS CORRIDOR TRAIN - - -	61
USEFUL GENERAL INFORMATION:—	
<i>For Passengers re :</i>	
Fares and Tickets - - -	67
Luggage, Sleeping-berths, Refreshment Rooms, &c. - - -	69
<i>For Consignors and Consignees re :</i>	
Durban and Point Goods Depôts - - -	71
Rates with Principal Towns - - -	71
TABLES OF:—	
Trains and Fares - - -	75
Post Cart Services - - -	75
Hotels, Pleasure Places, &c. - - -	77
Agents for Natal Railways - - -	79

GENERAL INDEX—PAGES 80 to 82.



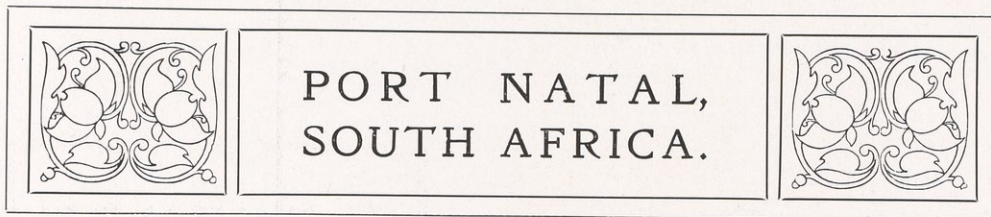
GENERAL OFFICES, HARBOUR DEPARTMENT, POINT



CUSTOMS OFFICES, POINT



RAILWAY STATION AND OFFICES, POINT



PORT NATAL,
SOUTH AFRICA.

MEMBERS OF THE PORT ADVISORY BOARD.

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J. RAINNIE - - - PORT CAPTAIN AND WHARF MASTER.

W. GORDON - - - ASSISTANT HARBOUR MASTER.

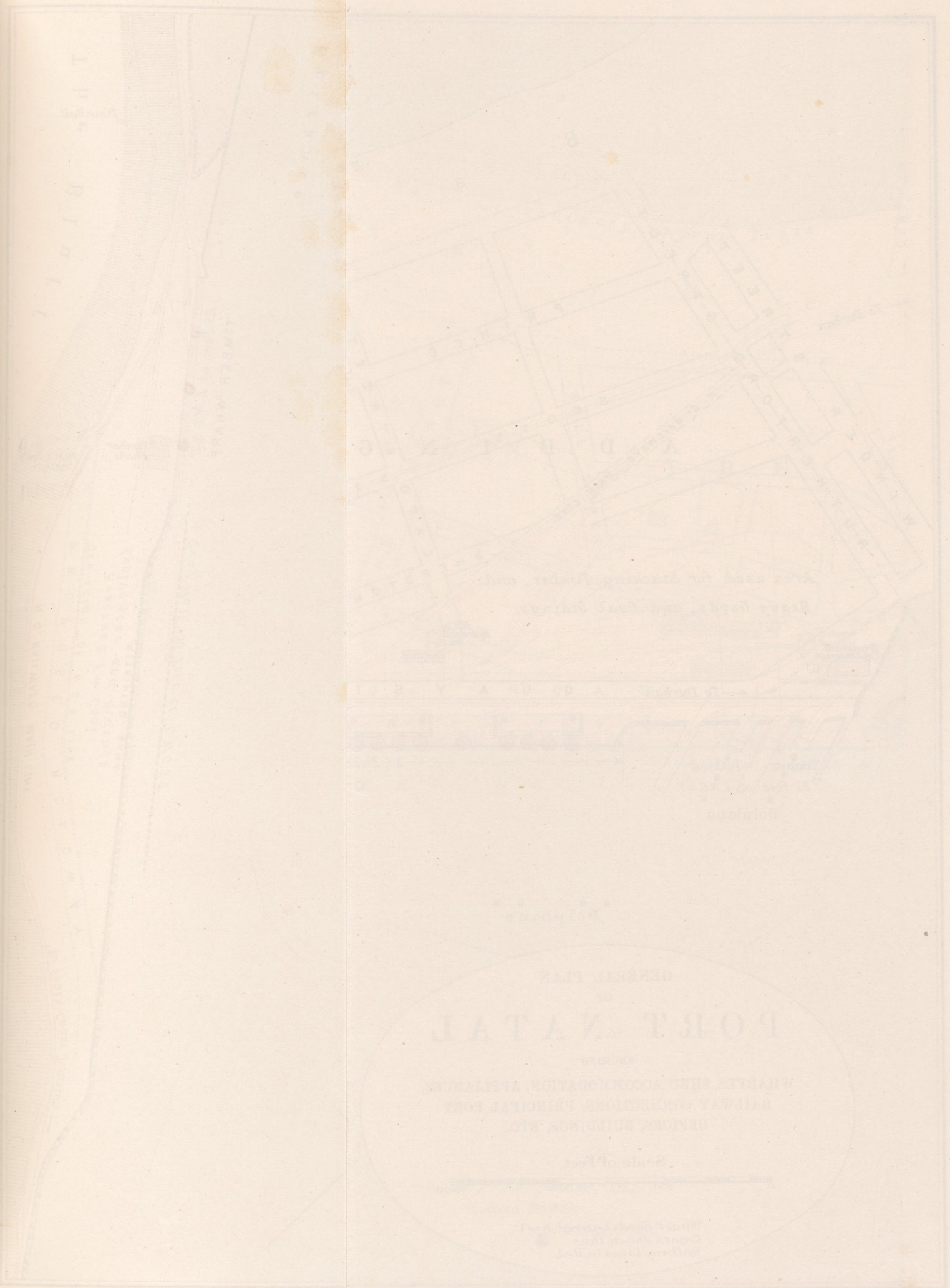
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H. E. FERNANDEZ, M.D. HEALTH OFFICER.

HARRY SMITH - - - SECRETARY AND IMMIGRATION OFFICER.

Address of all Officials: POINT, DURBAN.

GENERAL
PLAN
OF
PORT
NATAL,
SHEWING
WHARVES,
SHEDS,
CRANAGE,
RAILWAY
LINES,
&c., &c.



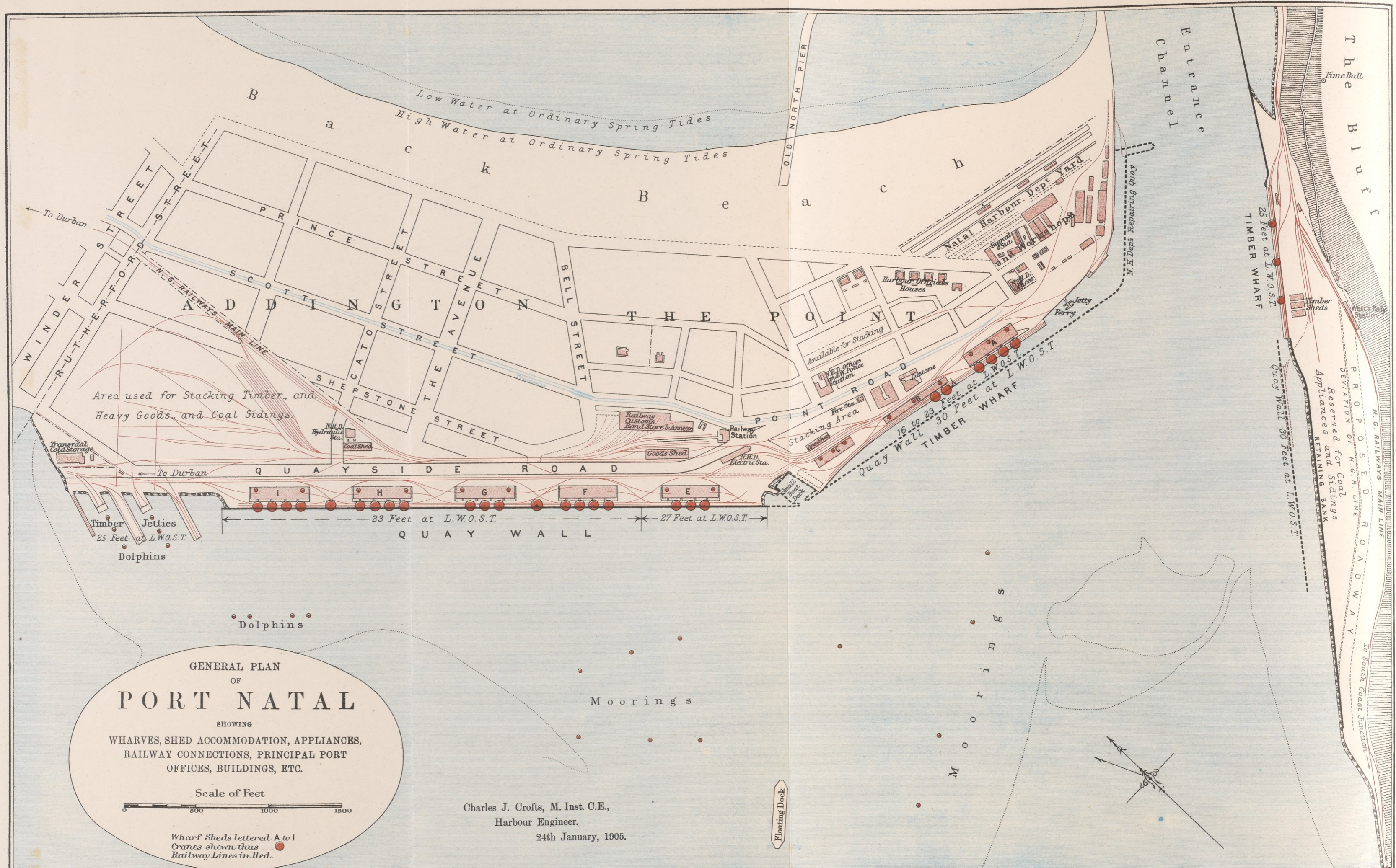
GENERAL PLAN
OF
PORT NATAL

SHOWING THE ARRANGEMENT OF
RAILWAY CONNECTIONS, PRINCIPAL PORT
OFFICES, BUILDINGS, ETC.

Scale of Feet

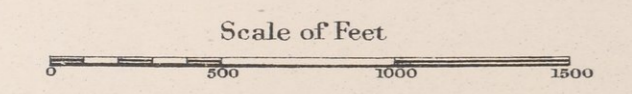


Drawn by J. G. ...
Engraved by ...



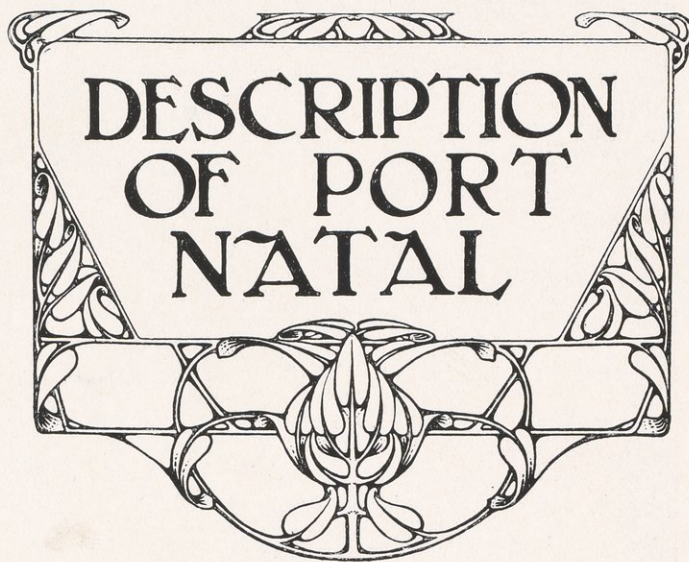
GENERAL PLAN
OF
PORT NATAL

SHOWING
WHARVES, SHED ACCOMMODATION, APPLIANCES,
RAILWAY CONNECTIONS, PRINCIPAL PORT
OFFICES, BUILDINGS, ETC.

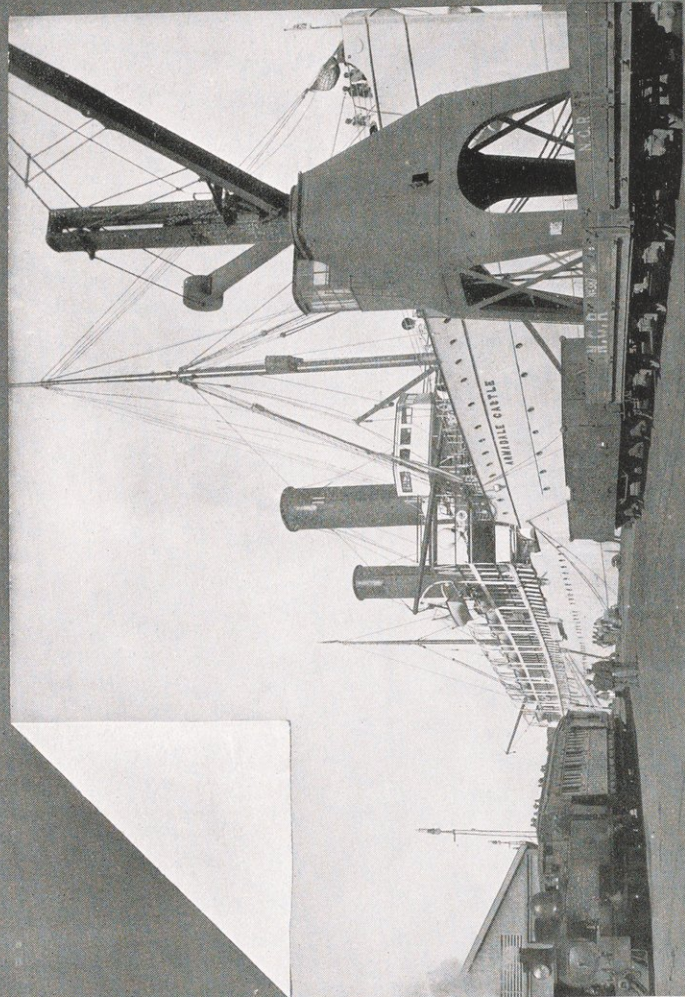


Wharf Sheds lettered A to I
Cranes shown thus
Railway Lines in Red.

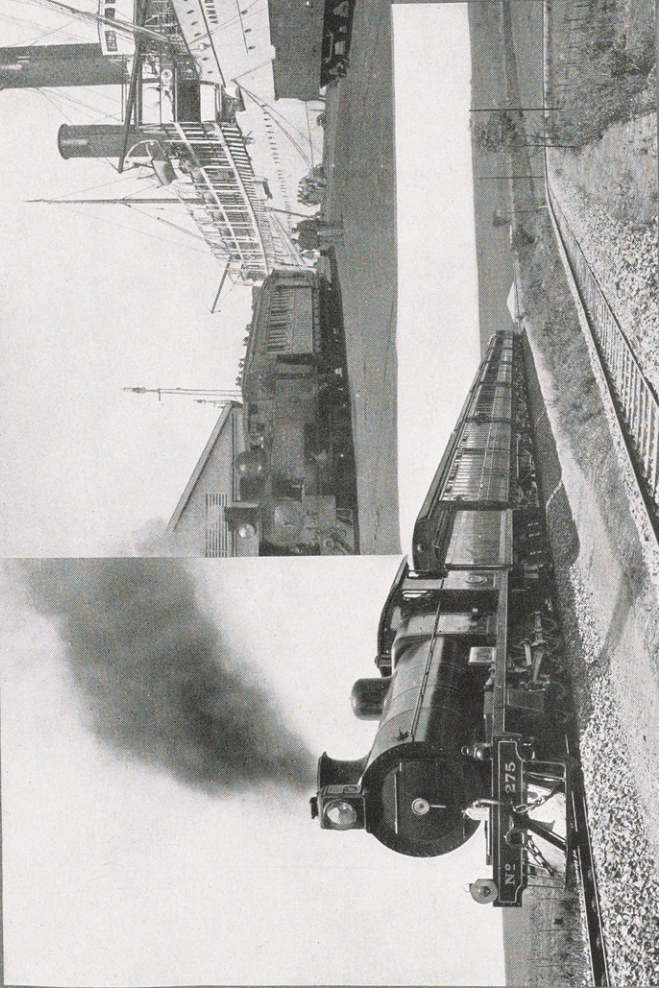
Charles J. Crofts, M. Inst. C.E.,
Harbour Engineer.
24th January, 1905.



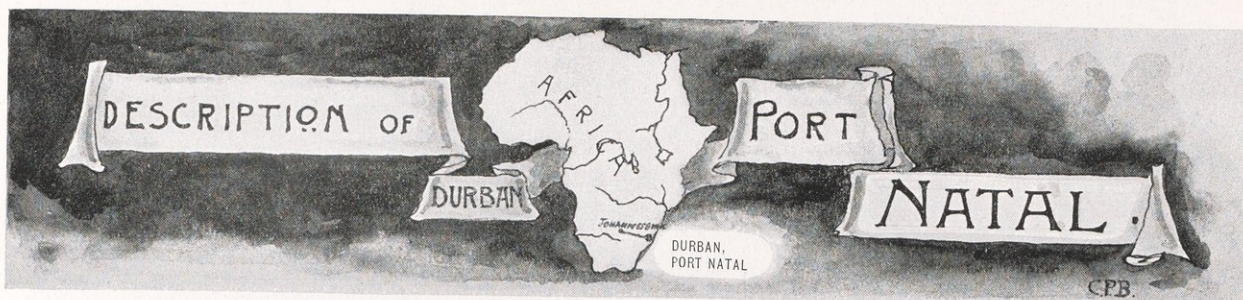
DESCRIPTION
OF PORT
NATAL



R.M.S. ARMADALE CASTLE 12,975 TONS
*(The Armadale was the first Mail
Steamer to enter the Harbour)*



N.G.R. CORRIDOR TRAIN .



SITUATION.



DURBAN, PORT NATAL, is situated on the South-East coast of Africa, in Latitude 29 degrees 52' 48" South, and Longitude 31 degrees 2' 48" East, and is denoted by a steep thickly-foliaged promontory, or "Bluff," crowned by a lighthouse and signal station.

POPULATION.

Durban is the principal town in Natal, and a most thriving and progressive place, with a population of 31,302 Europeans, and 36,540 Natives, Indians, and other coloured persons.

THE PORT FOR THE TRANSVAAL.

Durban possesses one of the best equipped and most accessible harbours on the coast. It serves Natal, Zululand, Orange River Colony, the **Transvaal**—for which it is the **Popular Port of Shipment**—and other parts of South Africa.

ACCESS DIRECT TO WHARVES.

Time was when an awkward bar prevented other than light vessels entering the inner harbour. To-day, as the result of the enterprise of the Government, this impediment is a thing of the past, and the **Largest Vessels Enter the Port with Perfect Safety, night or day**, and land their passengers and cargo on the wharves.

LARGEST VESSELS BERTHED.

The following are examples of the large vessels which have been berthed at the wharves:—

<i>s.s. Kenilworth Castle and s.s. Armadale Castle (12,975 tons gross, 570 feet over all), and other vessels of the Union-Castle Fleet.</i>			
<i>s.s. Winnefredian</i>	- - -	<i>10,405 tons gross,</i>	<i>552 feet over all.</i>
<i>s.s. Atlantian</i>	- - -	<i>9,355</i>	<i>482 " "</i>
<i>s.s. Armenian</i>	- - -	<i>8,825</i>	<i>512 " "</i>

ONLY 485 MILES FROM JOHANNESBURG.

Being only 485 miles from Johannesburg, **Durban is the Nearest and Most Convenient British Port** to that great mining centre and commercial emporium, the excellent Railway facilities also placing the Port within quick access of other parts of South Africa.

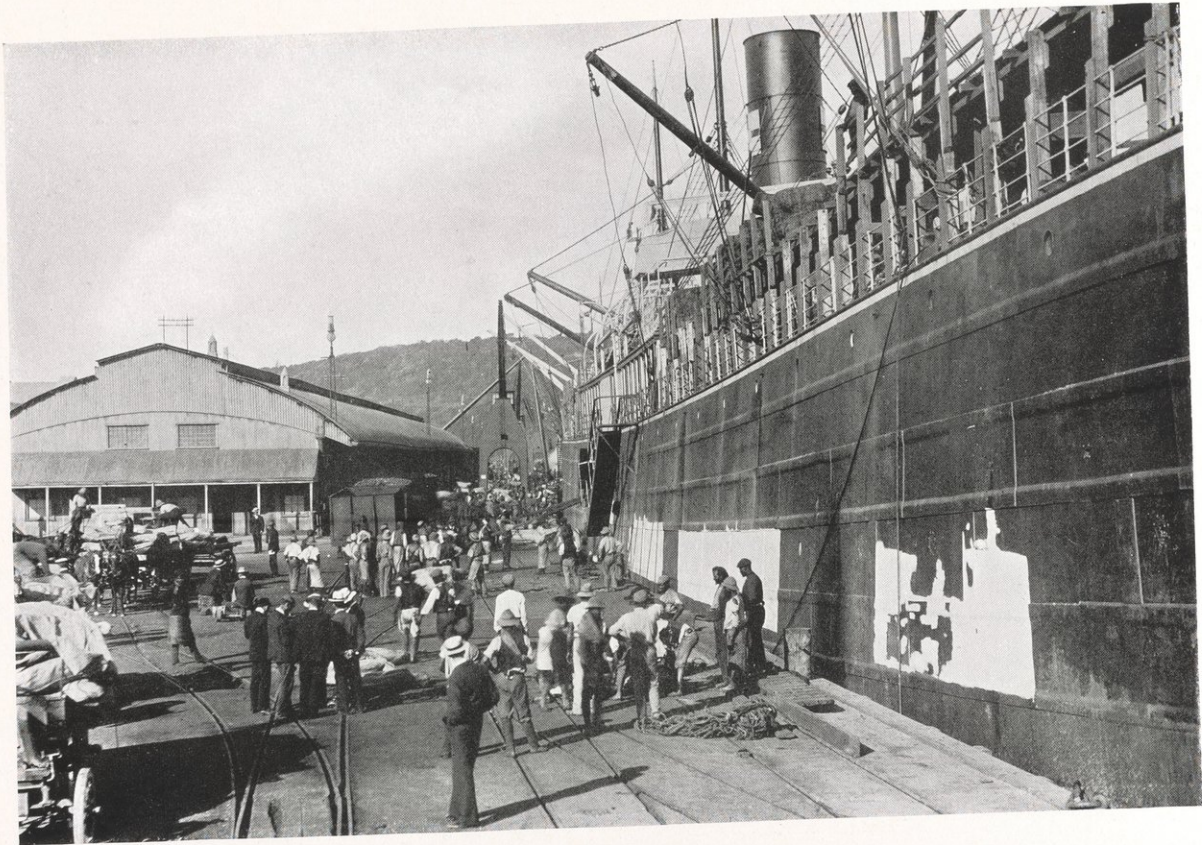
THE ROUTE TO THE RAND.

The NATAL route to the Goldfields is notably the most direct, the prettiest, and the most interesting and comfortable of all the routes.

MAIL BOATS AT SHED E.

The Mail boats land and embark passengers and cargo regularly at the permanent wharfage, opposite Shed E, and the **Through Transvaal Corridor Trains** make **Connection at the Ship's Side.**

(See page 61).



LARGE VESSEL BERTHED AT "A" SHED



H.M. TRANSPORT "VICTORIAN" (8,825 TONS) AT ST. PAUL'S WHARF

TRADE
STATISTICS

As an illustration of the importance and substantial advancement of the Port, the under-quoted trade statistics are given :—

Year.	No. of Ships entered.	Tonnage (Net. Reg.)	Imports.		Exports.	Customs Duties.
			Tons.	Value.		
1893	547	647,236	140,535	£2,236,738	£1,242,169	£195,888
1898	792	1,321,852	441,253	£5,323,216	£2,184,667	£466,234
1903	1,044	2,117,093	1,287,508	£15,274,096	£10,454,229	£1,196,669

NORMAL CAPACITY
OF PORT

The normal capacity of the Port (exclusive of coal) is 8,000 tons per diem.

DURBAN A
COALING
STATION

Durban is also an **Important Coaling Station**. The Coalfields of Natal cover a vast area, and the steaming quality of the fuel is perhaps the best in Africa for marine, locomotive and general purposes.

MODERN
APPLIANCES
FOR COALING

Coaling operations are carried on at the Port with every dispatch ; and the most modern appliances for loading export and bunker coal are about to be installed. Steamers calling specially for bunkering purposes are largely on the increase.

EXPORTS

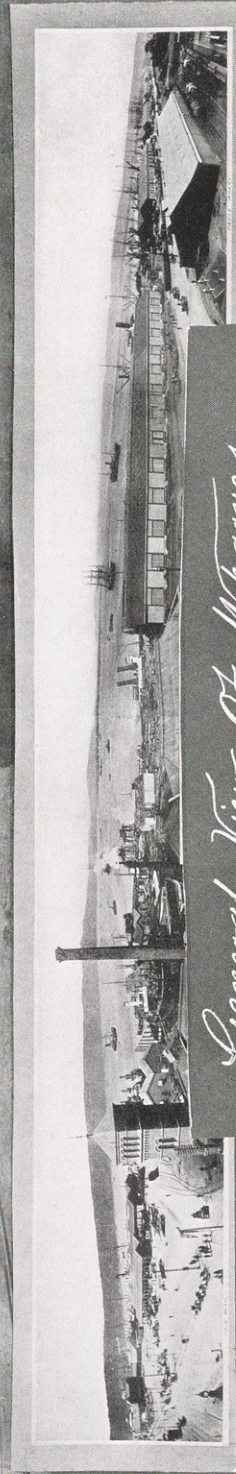
The **Exports** from Natal include Coal, Sugar, Rum, Tea, Coffee, Wool, Angora Hair, Skins, Hides, Horns, Ostrich Feathers, Arrowroot, Maize, Meal, Oats, Wattle Bark, Fruit, Jams, Matches, Raw Gold, etc.

FISHING
INDUSTRY

The **Fishing Industry**, which is provided with a special Jetty, is a growing one, and approximates £24,000 per annum.

FUTURE
EXPANSION

The **Extensive Port Improvements and Extensions** are shewn at page 23.



General View Of Wharves.

**HARBOUR, ETC.
INFORMATION**

The succeeding pages deal fully and pictorially with the Port—its harbourage, equipment, wharfage accommodation, appliances, facilities and works.

**TARIFFS, LAWS,
REGULATIONS**

Embodied herein will also be found (condensed) the Port tariffs, and laws and regulations compiled from the Port and Harbour Book of Rules and Regulations.

**RAILWAY
INFORMATION**

Pages 57 to 79 contain information with regard to the Railways of Natal and their connections, including through train services, rates, fares, and other useful data.

MAPS AND PLANS

The following plans and maps, specially prepared for this work, are deserving of careful study:—

General Plan of the Port	... ..	<i>facing page</i>	ix.
Plan shewing Wharves and depths alongside, Cranes, Sheds, Railway lines, etc.	... ..	<i>facing page</i>	13
Plan of New Works in progress, and proposed		<i>facing page</i>	23
Map shewing the principal Ports of Trade	„ „		49
Map of the Railways of Natal and Connections,		<i>facing page</i>	55

**PANORAMIC VIEW
(FACING TITLE PAGE).**

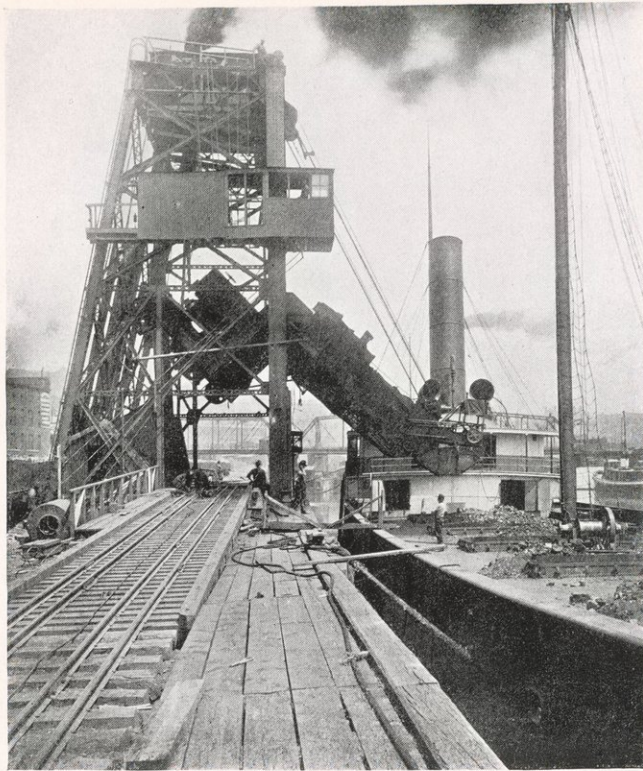
The Panoramic View of Durban Harbour gives a very comprehensive idea of the importance of Port Natal.

**HARBOUR BOOK
OF REGULATIONS**

Copies of the Book of Regulations referred to above, and any information on harbour matters not given herein, may be obtained on application to the Agent-General for Natal, 26 Victoria Street, London, S.W., and to the Secretary, Harbour Department, The Point, Durban.

A NOTE

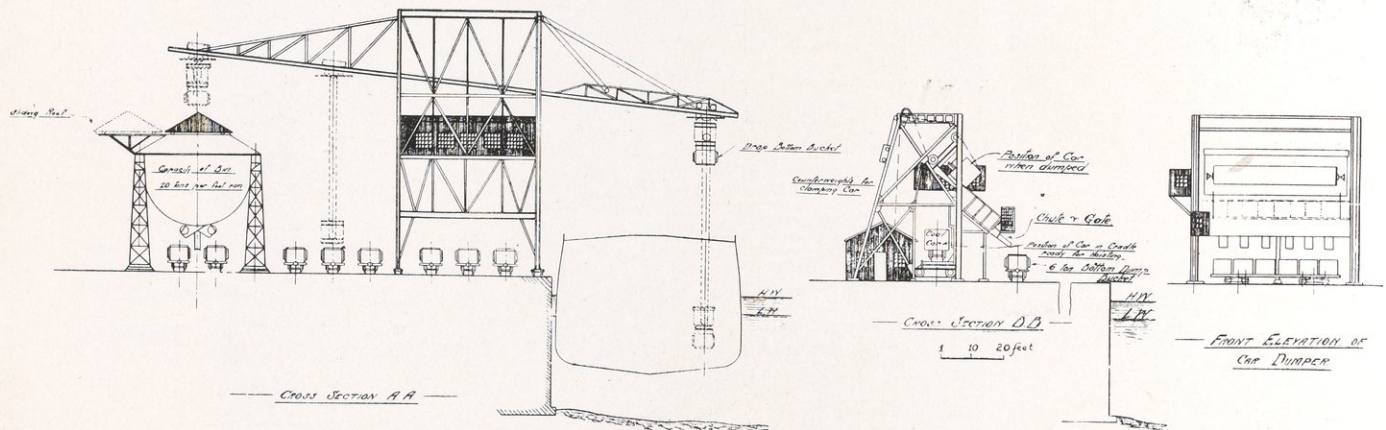
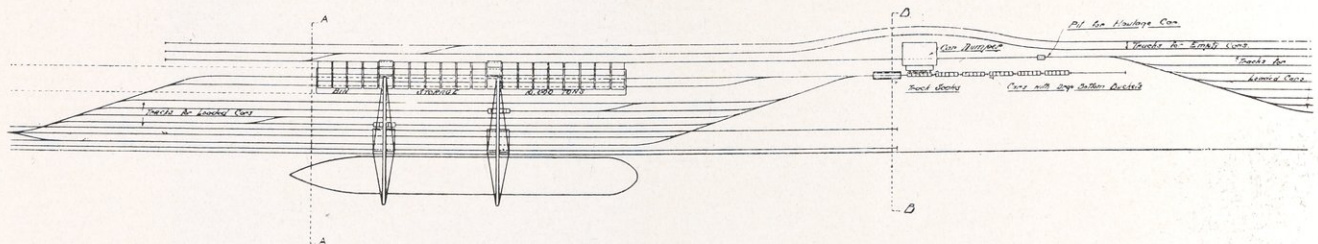
While every possible care has been used in compiling, from official sources, the data given in this handbook, the Government and the Port and Railway Authorities of Natal cannot hold themselves responsible for errors either through altered conditions, revisions in tariffs, or any other circumstances at any time.



CAR DUMPER IN THE ACT OF TIPPING TRUCK.



CAR DUMPER, SHOWING TRUCK ON CRADLE READY FOR HOISTING.



NEW COALING PLANT TO BE ERECTED AT PORT NATAL.

LEADING FEATURES:

The Plant will load into vessels at the rate of 400 tons of coal per hour, either from the storage bins or direct from trucks.

Capacity of storage bins, 10,000 tons.

To prevent deterioration of coal while in the storage bins, sliding roofs are provided, which are removable when coal is being loaded into the bins.

As the trucks used in Natal and South Africa generally are neither "end tip" nor "drop bottom," the trucks will be lifted bodily by a "dumper" and tipped sideways.

GENERAL DESCRIPTION.

The mechanism consists of a McMyler side dump bucket car-dumping machine, travelling cantilever tramway, with raising booms, eight flat cars for drop-bottom buckets, of the latter of which buckets there are to be 48. There is to be a gravity storage yard for loaded and empty railway cars. The McMyler side dump bucket car-dumping machine is provided with an electrically-operated haulage machine for pulling the loaded cars into the cradle and ejecting the empty cars. The cars are elevated and overturned by the L shaped cradle, operated by means of an electrically-driven hoisting machine, and the coal discharged into a receiving hopper provided with power-operated gates for loading the 6-ton buckets, loaded on the flat cars. The flat cars are shunted by the yard engine to the cantilever tramway, bins provided for storage, and the bucket returned to the car, and the car shunted back to the car dumper for re-loading. For re-loading the stored coal into vessels, the coal is weighed from storage to vessel by means of track scales on the run-away of the cantilever tramways. The plant will handle railway cars of the maximum and minimum sizes specified by the Government, but the machine is capable of handling cars weighing complete with load 71.4 tons, thus making ample allowance for any future change in the size and capacity of the cars. In designing the plant, it is estimated that the storage required was intended to prevent delay in loading, and at the maximum speed at which it was possible to deliver the coal to the vessel, or if the vessel was not at hand, the coal would be discharged from cars into storage, and the empty cars returned to the mines. An important facility provided is that, without additional cost, each of the movable coal conveyors is available at any slings or buckets, up to lifts of 6 tons in weight, in itself a very valuable adjunct to the general wharf facilities.

The whole Plant will be worked by electricity.

The "dumper" is capable of dealing with loads of nearly 80 tons.

The Transporters will carry drop-bottom buckets of 6 tons capacity, and drop the coal into the holds or bunkers of steamers from such a height as not to break it up.

The weighing of the coal in course of shipment, either from the bins or direct from trucks, will be done automatically, as the drop-bottom buckets are on their way to the transporter.



CONCERNING THE
ENTRANCE
TO THE
HARBOUR

Pages 8 and 9.

WHARFAGE AND
EQUIPMENT
OF THE
PORT

Pages 10 to 19.

Future Expansion

Page 23.

Customs' Notes

Page 25.

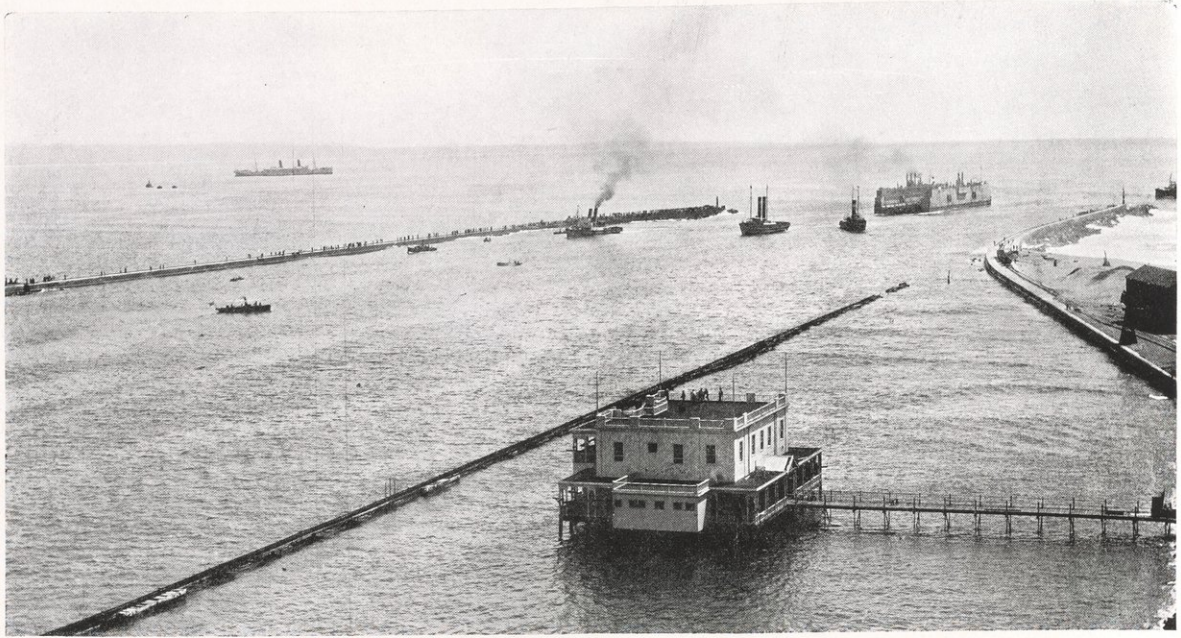
Items of
General Information

Page 27.

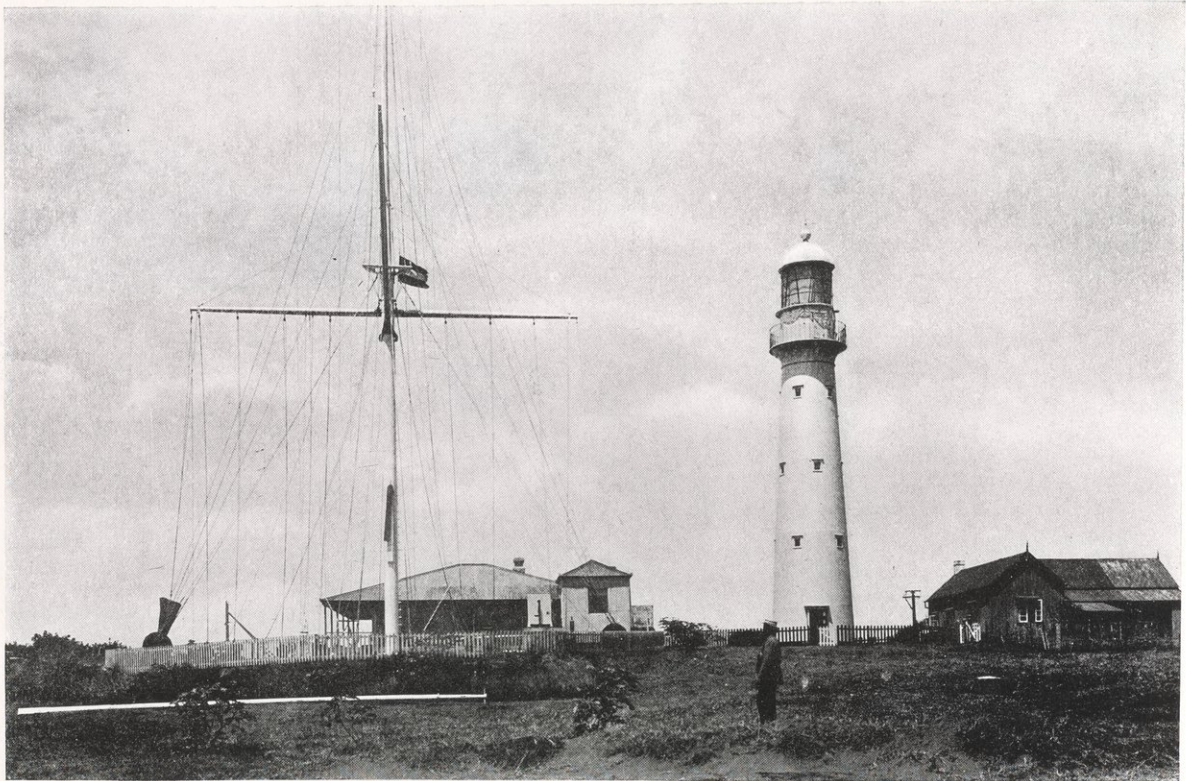
Harbour Regulations

Page 29.







ENTRANCE TO HARBOUR (FLOATING DOCK BEING TOWED INSIDE)



BLUFF LIGHTHOUSE AND SIGNAL STATION



ENTRANCE TO THE HARBOUR.



ENTRANCE CHANNEL



ENTRANCE to the Harbour is obtained from the outer anchorage by a channel lying between two sea walls.

PIERS

These works—called the North Pier and the South (Innes) Breakwater—commence at a point about 2,200 feet seaward from the Bluff. They are parallel for a considerable distance, and 800 feet apart. At the head of the Piers the width narrows to 600 feet.

TRAINING WALL

A training wall extends baywards from near the root end of the South Breakwater a distance of 2,200 feet.

BAR AND CHANNEL DEPTHS

The average “bar” depth for the year 1904 was 25 feet 9 inches (low water, ordinary spring tides).*

The *minimum* low water depth in the inner channel is 25 feet.

The entrance is maintained and deepened by means of powerful dredgers, and the future should see a permanent minimum depth of 30 feet.

RISE OF TIDE

The average rise of tide is six feet Springs, and four feet Neaps.

SIGNAL STATIONS

Signal stations are situated on the Bluff, and at the Port Look-out on the Point side, both fully equipped for day and night service.

LIGHTS

Bluff: The lighthouse on the Bluff gives a revolving white light (dioptric) at an altitude of 282 feet above high water level. It reaches its greatest brilliancy once every minute, and is visible at sea, in clear weather, for 24 miles.

Breakwater Lights: North Pier, a fixed *red* light; South Breakwater, a fixed *white* light.

Rocket House Light (Back Beach): One white electric light showing six scintillations per minute.

MOORINGS AND DOLPHINS

These are indicated on the map of the Inner Harbour at page ix.

HARBOURAGE

The harbourage proper is situated immediately within the Bay.

The principal wharves are on the North side, called “Point.” Auxiliary wharves are in use on the opposite, or Bluff side, and further wharfage is being built at Congella on the right-hand foreshore of the Bay.

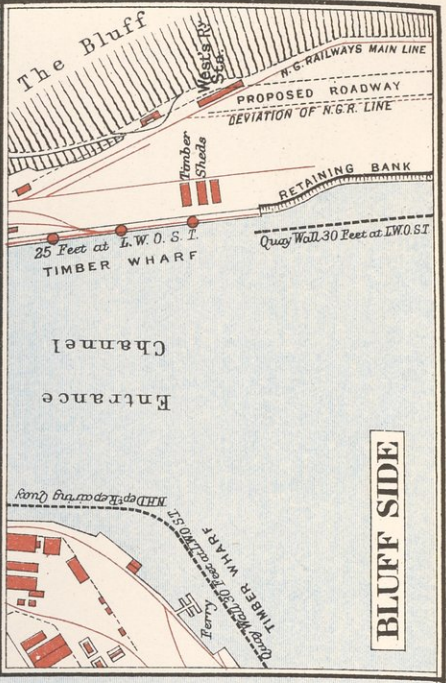
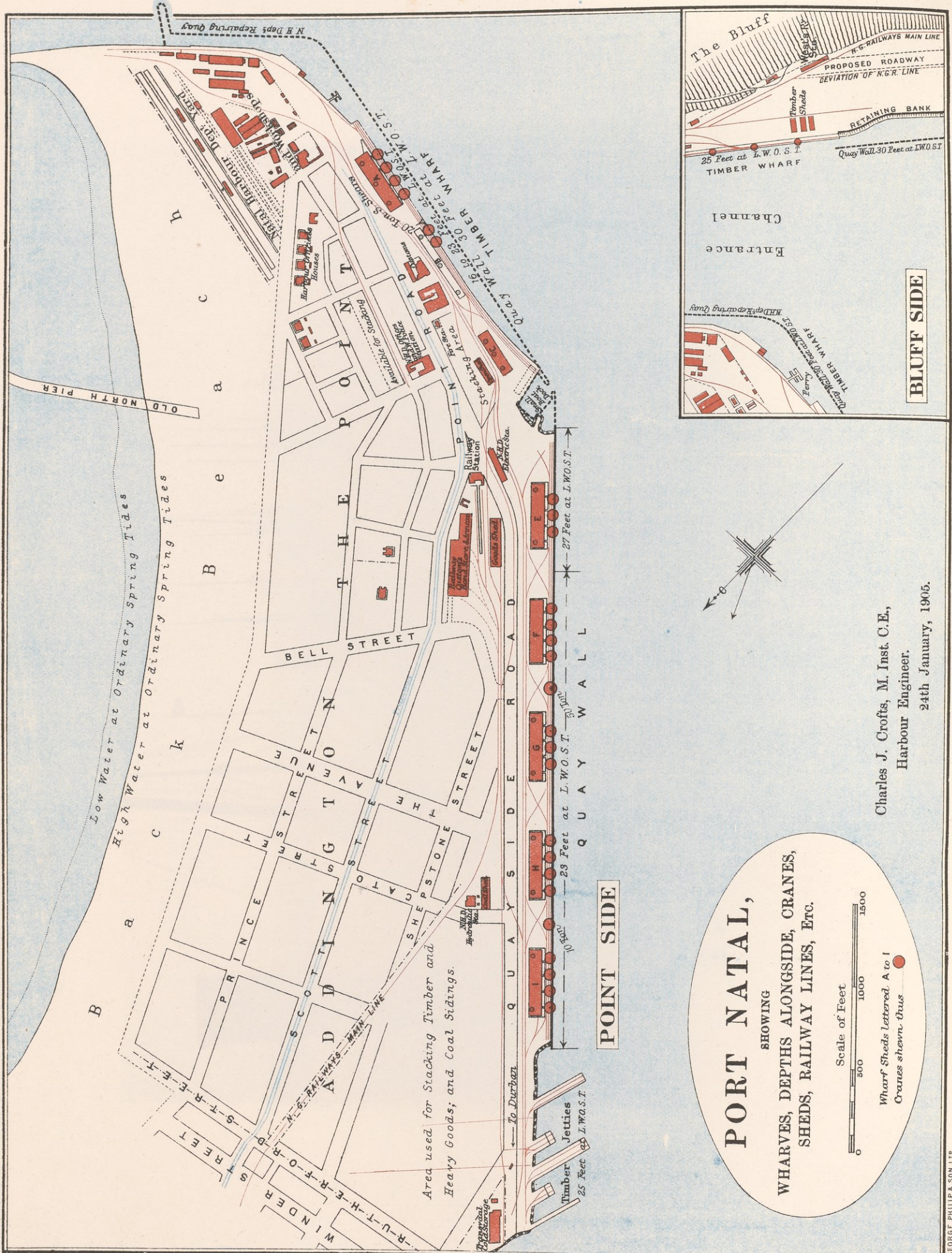
THE BAY

At full tide this magnificent sheet of water covers an area of seven and a half square miles.

* In 1876 the average low water Bar depth was 4½ feet; in 1887, 10¼ feet. Since the adoption of large dredgers and the Hartley-Barry scheme, the depth has been considerably increased, the *minimum* average for June, 1904, being 27 feet at low water.



BERTHAGE AND WHARFAGE—PORT NATAL
View taken on 30th June, 1902, showing a portion of the Permanent Wharfage, Sheds, Hydraulic Cranes, and Berthage
towards of the 50-ton Crane, together with an aggregate of 47,709 tons of Shipping lying alongside, viz.: 6 Steamers,
38,955 tons, and 9 Sailers, 8,754 tons. Five years previous to date of photograph, this spot was a sandbank dry at Low Water.



PORT NATAL,
SHOWING
**WHARVES, DEPTHS ALONGSIDE, CRANES,
SHEDS, RAILWAY LINES, ETC.**

Scale of Feet
0 500 1000 1500

Wharf Sheds lettered A to I
Cranes shown thus ●

Charles J. Crofts, M. Inst. C.E.,
Harbour Engineer.
24th January, 1905.

WHARVES AND DEPTHS ALONGSIDE.

TWO MILES OF WHARFAGE

Whereas in 1874 the total wharfage was only 266 feet, it is now nearly two miles in length, viz.:—

POINT	POINT SIDE :—			Low Water O.S.T.
	Permanent Quay Wall, 3,805 ft.	Depth along-		23ft. to 30ft.
	Timber Wharfage 1900 ft.	side.	do.	14ft. to 20ft.
	Timber Jetties (four) 2880 ft.	do.	do.	14ft. to 20ft.
BLUFF	BLUFF SIDE :—			
	Timber Wharfage... 1050ft.	do.	do.	25ft.
	TOTAL WHARFAGE ...	9635 ft.		

POINT QUAY-WALL

The timber wharfage on the Point side is being replaced by a permanent quay wall, with a depth of 30 ft. alongside at low water.

CONGELLA WHARFAGE

Additional timber wharfage is being constructed at Congella with great rapidity to augment the accommodation at the Point.

BLUFF QUAY-WALL

On the Bluff side 1710 lineal feet of Quay wall, having a depth of 30 ft. at low water, is now being built.

HYDRAULIC CAPSTANS.

HYDRAULIC CAPSTANS

Hydraulic capstans for moving trucks are situated at convenient distances along the wharves.

BLUEF SIDE
 Charles J. Crofts, M. Ins. C. E.,
 Harbour Engineer.
 Wharf Shields Lettered. A to I
 Crosses shown. One



50-TON HYDRAULIC CRANE NEGOTIATING 45-TON LIFT



PERSPECTIVE VIEW OF CRANES

The undermentioned is the Crane Equipment of the Port:—

		CRANAGE.	
HYDRAULIC AND STEAM CRANES		HYDRAULIC CRANES :—	STEAM CRANES :—
		1 50-ton (fixed)	3 10-ton (Railway)
		1 10-ton (travelling)	1 3-ton
		24 3-ton do.	1 Sheers 20-ton capacity
POINT		4 30-cwt. do.	SHED CRANES :—
		1 30-cwt. (fixed)	15 30-cwt. (hydraulic)
BLUFF AND FLOATING WORKSHOP		BLUFF SIDE WHARF :—	FLOATING WORKSHOP :—
		3 3-ton Steam Cranes	1 15-ton Steam Crane
<p>NOTE.—Two new hydraulic cranes, with a radius of 50 feet, capable of lifting 3 tons to a height of 75 feet above wharf level, are now being erected. These cranes are to be used in connection with the mail boats, and will be capable of placing loads on to the boat decks of any of the mail boats at high water, Spring tides, independently of draught.</p>			

WHARF SHEDS AND OPEN SPACES.

CAPACIOUS
SHEDS

The Point wharves are served by 8 capacious sheds (lettered alphabetically), having in the aggregate storage capacity for over 100,000 tons. Other large sheds are being erected.

OPEN SHEDDING

In addition there is open shedding on the Bluff side of a capacity of 4,000 tons suitable for **damageable timber**.

OPEN SPACES

Extensive open spaces are available on most advantageous terms for the **storage of timber and rough imports**. These spaces are being constantly added to.

ARC LIGHTS—
WHARVES AND
SHEDS

The whole of the wharves and wharf sheds are illuminated at night by arc lights.

GOVERNMENT CUSTOMS— RAILWAY BOND WAREHOUSE.

LARGEST BOND
STORE IN NATAL

The Government Bond Store, which is now approaching completion, will be by far the largest and best equipped at the Port. It has been erected with special regard to the requirements of the Overberg trade.

Dimensions—

Main Building	...	...	336 ft. × 120 ft.
Annexe	...	...	160 ft. × 75 ft.

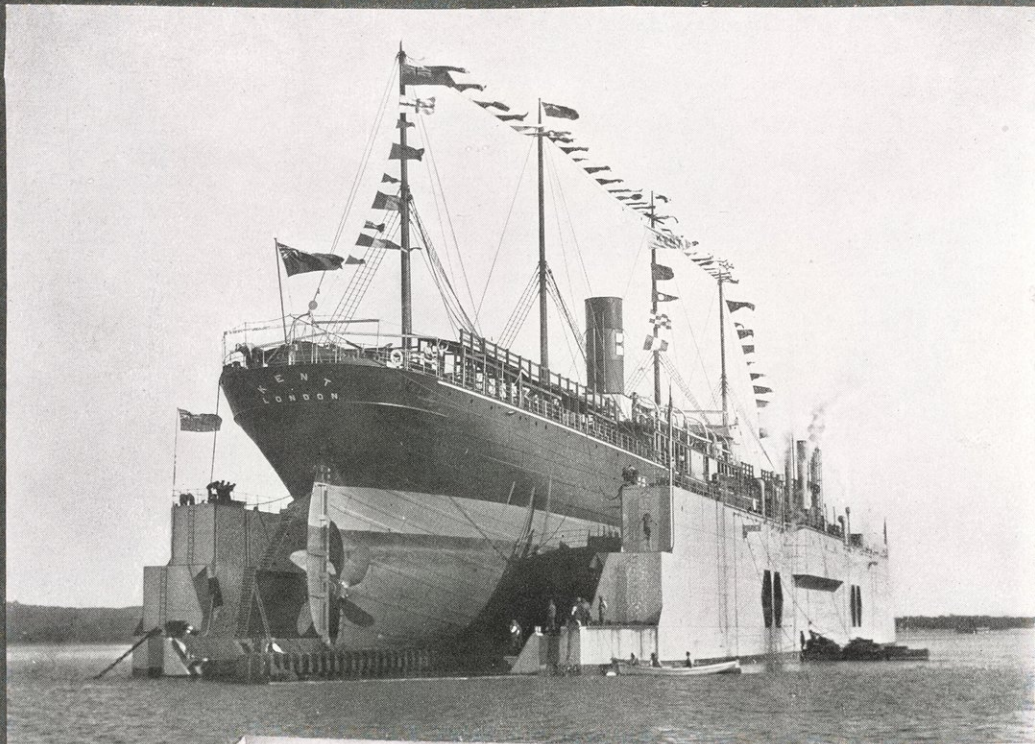
Floor space—

First and Second Floors	...	36,960 sq. ft.
Ground Floor	...	18,912 sq. ft.
Annexe	...	5,875 sq. ft.

TOTAL ... 61,747 sq. ft.

50-TON LIFT AND
TELPHERAGE
SYSTEM

A 50-ton Hydraulic Lift to take loaded trucks to the first and second floors, as well as a complete telpherage system for loading and unloading of trucks is contemplated.



NEW
FLOATING
DOCK



THE
OLD
SLIP

View taken at the official trial of the Dock, showing the S.S. "Kent" raised for survey. Lifting capacity of Dock 8,500 tons. Deadweight of vessel, estimated 7,000 tons. Lifting time 107½ minutes.

FLOATING DOCK.

A Floating Dock of the dimensions and capacity given below is the latest valuable acquisition to the Port.

Extreme length over pontoons	...	...	...	...	425 ft.
Extreme length over platforms	...	...	...	...	475 ft.
Extreme beam over plates	...	...	...	...	96 ft.
Width of entrance between fenders	...	...	...	...	70 ft.
Width of entrance at level of top altars	...	...	...	...	61 ft.
Draught of water over keel blocks	...	...	...	...	23 ft.
Corresponding depth of water required at moorings	...	...	...	...	40 ft.
Corresponding freeboard of towers	...	...	...	...	4 ft. 3 in.
Net lifting power	...	...	...	...	8,500 tons.

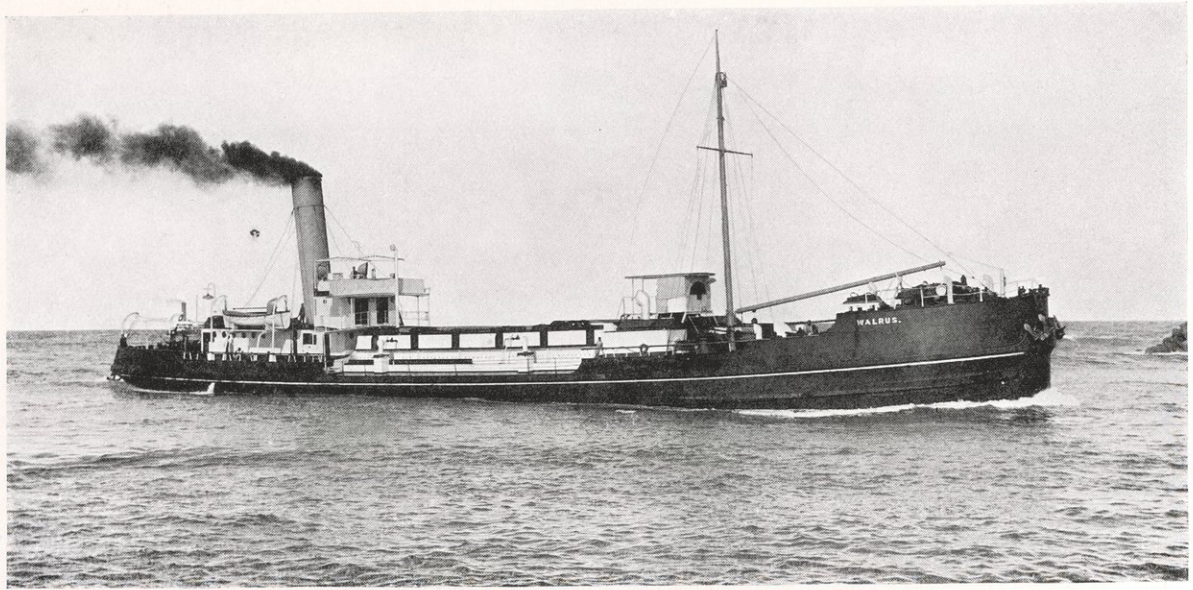
It is interesting to note that the first ship lifted was the s.s. "Kent," 7,700 tons gross, on the 29th June, 1904.

FLOATING WORKSHOP.

An important adjunct to the Dock is a Floating Workshop, provided and equipped with machine tools adapted to all requirements, and electrically driven; a crane capable of lifting up to 15 tons; and all other necessary fittings and appliances.

SLIPWAY.

A slipway is situated on Salisbury Island for lifting tugs, lighters, and small craft.



SUCTION DREDGER "WALRUS"—HOPPER CAPACITY, 1,200 TONS
(CLEAN SAND PUMPED AT THE RATE OF 3,000 TONS PER HOUR)



DREDGER "NAUTILUS" (HOPPER CAPACITY, 2,500 TONS) AT WORK IN DURBAN HARBOUR

DREDGING FLEET.

The Dredging Fleet consists of:—

- *5 Powerful Suction Dredgers.
 - 1 Small Suction Dredger.
 - 3 Bucket Dredgers.
 - 4 Stationary Suction Dredgers.
 - 3 Steam Hopper Barges.
 - 2 Dumb Hopper Barges.

Two powerful Reclamation Dredgers, with duplicate 18-in. pumps, each capable of delivering at least 500 tons of sand per hour, are also on order. One of these Dredgers will be fitted with Higgins' Patent Cutting Appliance for use in clay or hard material.

*The newest of these, which is now in full operation, is the "Cetus," and is a Hopper Dredger of 3,000 tons capacity, equipped with various improvements as the result of experience gained in working the Dredgers at Port Natal.

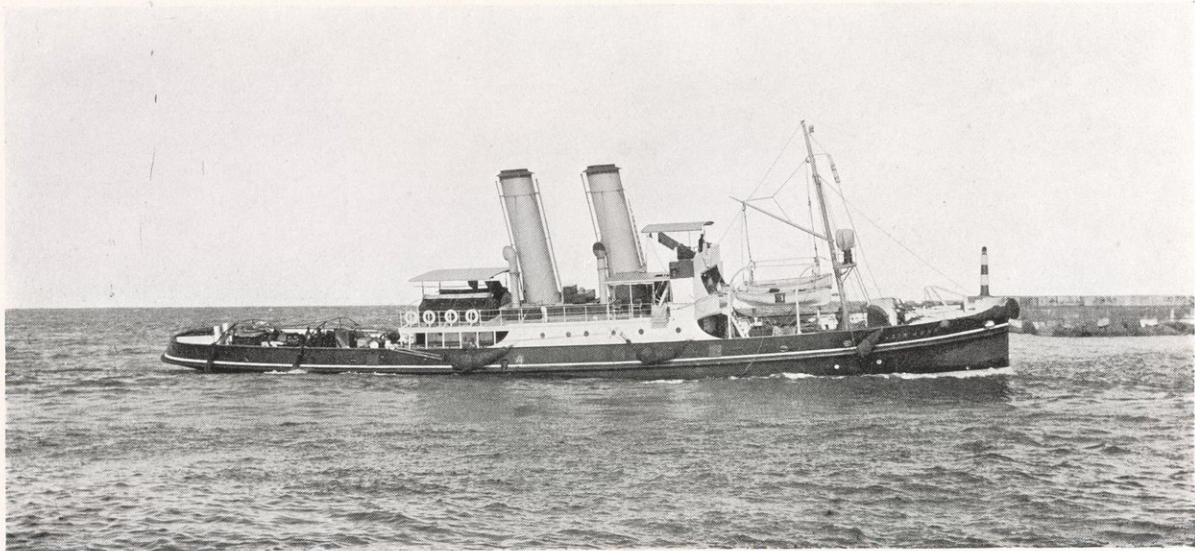
DREDGER SIGNALS.

The following signals are shewn by Dredgers at work, or in position for working, in the Entrance and Harbour Channels:—

- A. Three black balls,—or at night, three red lights,—not less than ten feet apart, forming a triangle with the base not less than fifteen feet above the hull.
- B. One red ball,—or at night, one white light,—underneath the triangle at the end of the yard to indicate that the Dredger can be passed on that side. When this signal (B) is not shewn the Dredger cannot be passed on either side.

TUGS AND LIGHTERS.

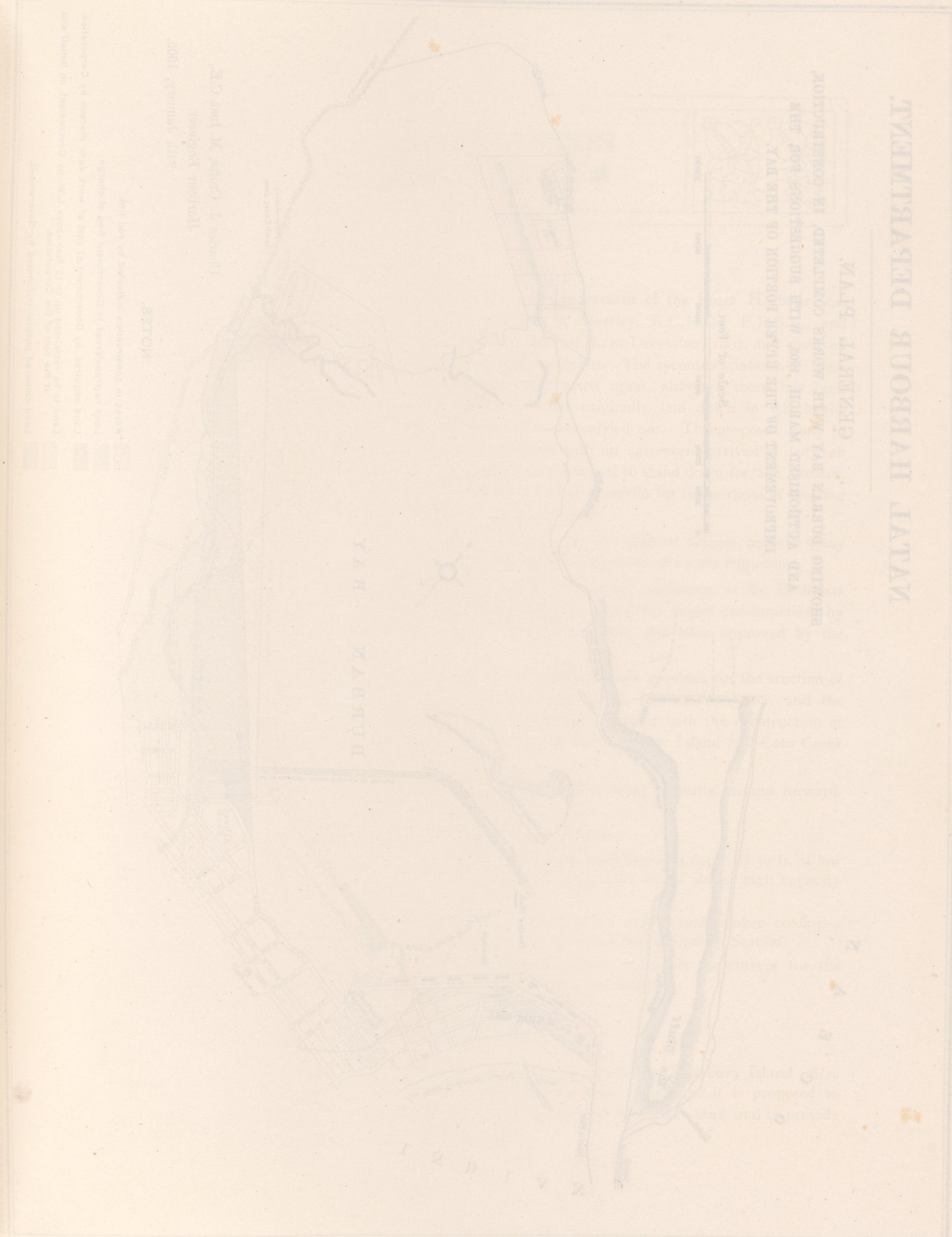
Three powerful Government Tugs are employed in the service of the Port. There are, in addition, a number of efficient private Tugs, as well as a large Lighter plant.



GOVERNMENT TUG "SIR JOHN"



ELECTRIC LIGHT STATION



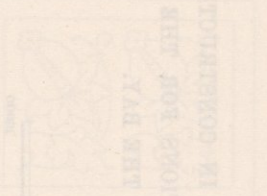
1. Кварталы казармъ въ кадетскомъ полку
 2. Кварталы казармъ въ полку артиллеристовъ
 3. Кварталы казармъ въ полку конной артиллерии
 4. Кварталы казармъ въ полку стрелковъ
 5. Кварталы казармъ въ полку пиотровцевъ
 6. Кварталы казармъ въ полку саперовъ
 7. Кварталы казармъ въ полку инженеровъ
 8. Кварталы казармъ въ полку артиллеристовъ
 9. Кварталы казармъ въ полку конной артиллерии
 10. Кварталы казармъ въ полку стрелковъ
 11. Кварталы казармъ въ полку пиотровцевъ
 12. Кварталы казармъ въ полку саперовъ
 13. Кварталы казармъ въ полку инженеровъ

МОЛЕТЪ

1887 года
 1888 года
 1889 года
 1890 года
 1891 года
 1892 года
 1893 года
 1894 года
 1895 года
 1896 года
 1897 года
 1898 года
 1899 года
 1900 года

ДЮБОВЫЯ ВУЛЯ

КАТЯР



Скала въ полку

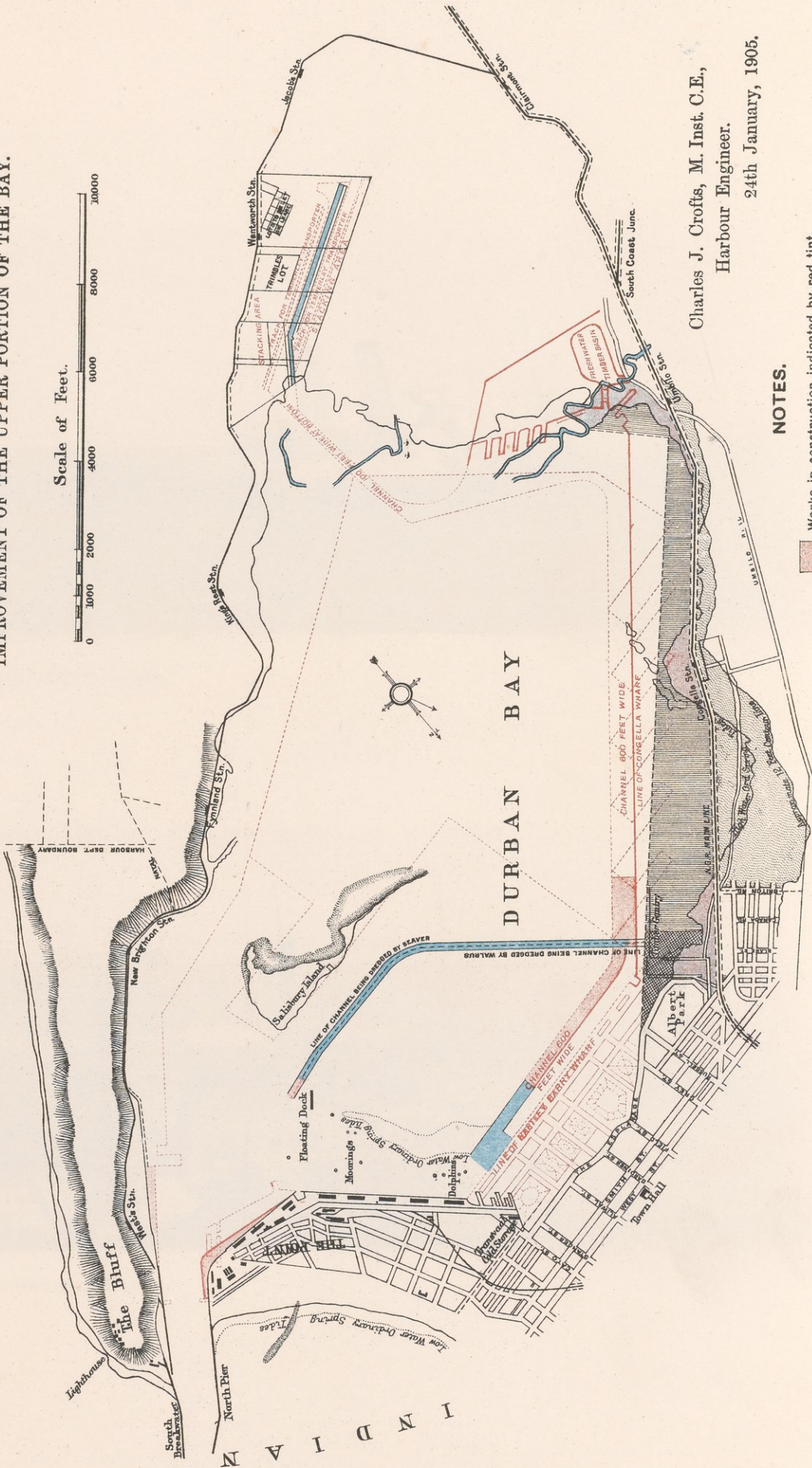
ИМЪЮЩИЯСЯ ОНЪ ДА СЪЕДИНИТЬСЯ СЪ МОРСКОЮ ДОРОЖЕЮ
 ЧЕРЕЗЪ ВЪСѢДЕНІЕ ПУТИ ИЛИ ИЛИ ВЪСѢДЕНІЕ ПУТИ
 ВЪСѢДЕНІЕ ПУТИ ИЛИ ИЛИ ВЪСѢДЕНІЕ ПУТИ
 ВЪСѢДЕНІЕ ПУТИ ИЛИ ИЛИ ВЪСѢДЕНІЕ ПУТИ

ИМЪЮЩИЯСЯ ОНЪ ДА СЪЕДИНИТЬСЯ СЪ МОРСКОЮ ДОРОЖЕЮ

NATAL HARBOUR DEPARTMENT.

GENERAL PLAN.

SHOWING DURBAN BAY WITH WORKS COMPLETED, IN CONSTRUCTION,
AND AUTHORISED MARCH, 1905, WITH SUGGESTIONS FOR THE
IMPROVEMENT OF THE UPPER PORTION OF THE BAY.

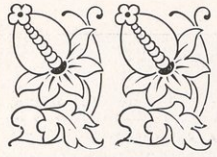


Charles J. Crofts, M. Inst. C.E.,
Harbour Engineer.

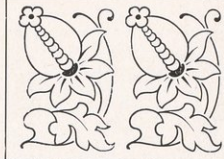
24th January, 1905.

NOTES.

- Works in construction indicated by red tint.
- Land re-transferred to Government free of charge.
- Land acquired by Government at cost of work done thereon by Corporation.
- Land to be reclaimed up to 12 feet above L.W. by Government, on behalf and at the cost of the Corporation.
- Land coloured purple—purchased by Government.



FUTURE EXPANSION OF THE PORT.



HARTLEY-BARRY SCHEME



COMPREHENSIVE plan for the improvement of the Inner Harbour was drawn up by Sir Charles A. Hartley, K.C.M.G., F.R.S.E., and Sir J. Wolfe Barry, K.C.B., F.R.S., in December, 1902, and received the full approval of the Government. The recommendations of these eminent engineers are being acted upon, although there has been some departure from the order originally laid down in which the proposed new works were recommended to be carried out. The proposed quay in front of the Esplanade has, in accordance with an agreement arrived at between the Government and the Corporation, been allowed to stand down for the present, but new wharfage is being proceeded with at Congella for the purpose of meeting an anticipated increase of trade in the near future.

POINT AND BLUFF QUAY WALLS

The Quay Wall at the Point (modified from the original design), and the Quay Wall at the Bluff are being carried out on lines approved of by the engineers.

MODERN COALING APPLIANCES SEE VIEW, PAGE 6.

The question of the supply and erection of coaling appliances at the Bluff has also had the attention of the consulting engineers, and the tender recommended by them and the Harbour Engineer, Mr. C. J. Crofts, has been approved by the Government.

CONGELLA LANDS

The immediate development of the **Congella Lands** provides for the erection of 2,000 feet of timber wharfage, with a depth of 25 feet at low water, and the reclamation of land at the rear of this wharfage, together with the construction of ship channels to Congella, in continuation of the Salisbury Island and Cato Creek Channels.

BLUFF SIDE WORKS.

The further development of the **Bluff side** is being urgently pressed forward. The work involved is:—

The reclamation of about 100 acres of land.

The construction of a permanent quay-wall, having a depth of 30 ft. at low water, and the equipment of same with wharf sheds, high capacity cranes, and all accessories.

The provision of the latest appliances for export and bunker coaling—Natal may in the near future become a Naval Coaling Station.

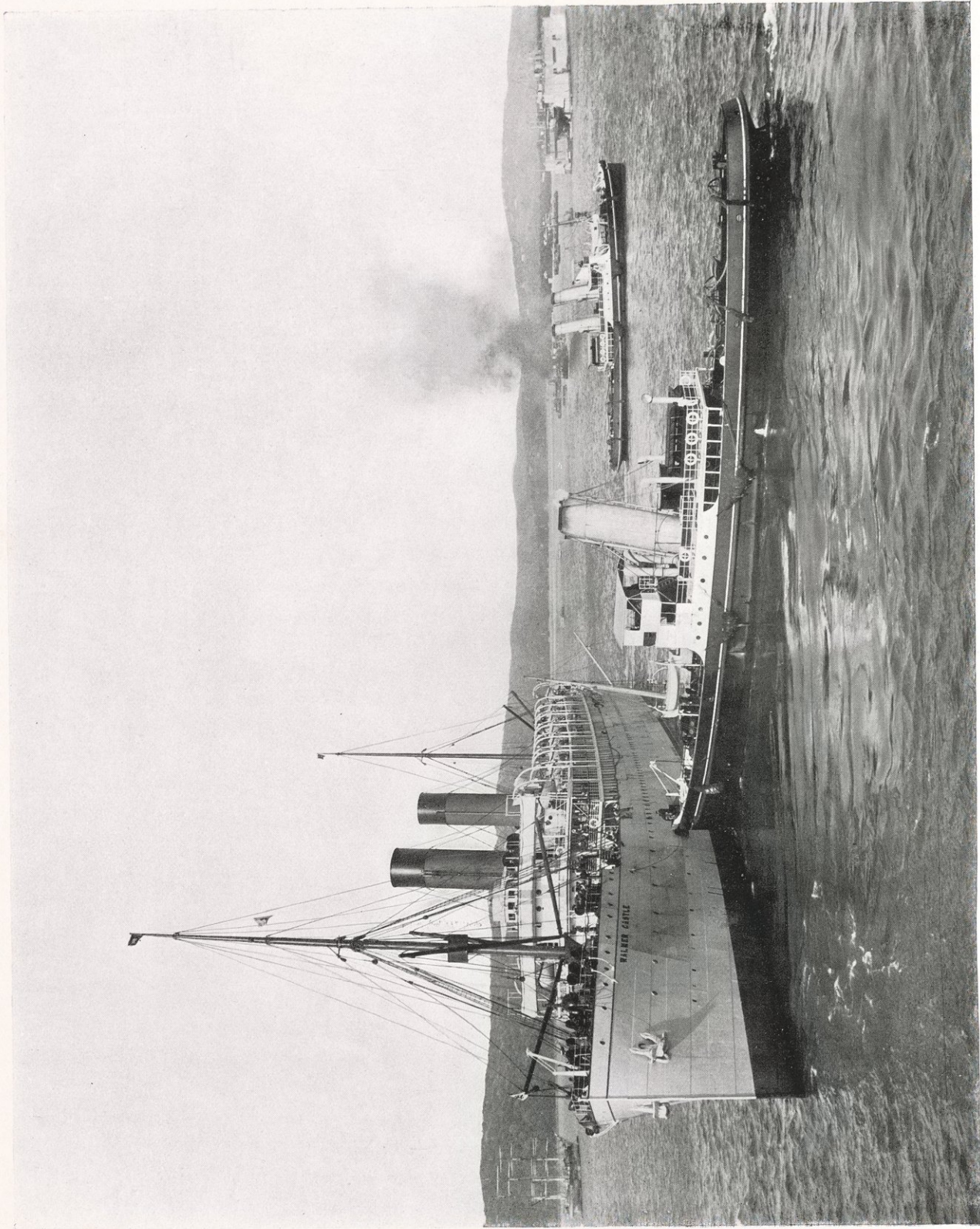
The erection of an electric power station to supply the current for the working of the cranes and coaling machinery.

The deviation of the railway line; and

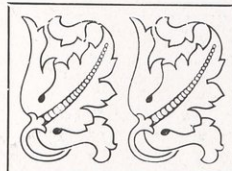
The laying down of all necessary sidings.

SALISBURY ISLAND

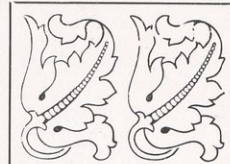
Being in such convenient proximity to the Bluff side, **Salisbury Island** offers many advantages for future use and development. Meantime it is proposed to construct a gantry over which spoil can be pumped to reclaim land, and to provide an auxiliary depositing area for dredgers.



TUGS SLEWING R.M.S. "WALMER CASTLE" (12,546 TONS)



CUSTOMS' NOTES.
FOR THE INFORMATION OF THE PUBLIC.



TARIFFS, LAWS
AND
REGULATIONS



HE Customs' Tariffs, Laws and Regulations are published in Handbook form. These have been framed and are carried out with particular regard to the convenience of traders and visitors.

RAPID CLEARANCE
OF CARGO

The business of reporting, entering and passing of cargo is transacted with the utmost smoothness and dispatch.

OFFICERS BOARD
MAIL BOATS AND
PASS BAGGAGE

With a view, too, of further consulting the convenience of the travelling public by accelerating the clearance of baggage after reaching the wharf, two Customs' Officers are specially detailed to meet and board the incoming Mail Boats at East London, and examine passengers' baggage before arrival at the Port.

MAIL BOATS
BERTH AT
SHED E.

When discharged from the Mail Steamer baggage is conveyed inside the Shed (E) directly opposite, and deposited under letters appropriate to the owners' names.

OFFICES IN
SHED E.

In this shed will be found the office of the Baggage Contractors approved by Government; the Union-Castle Steamship Company's Office; Telegraph Office; and Railway Booking Office, at all of which relevant information may be obtained.

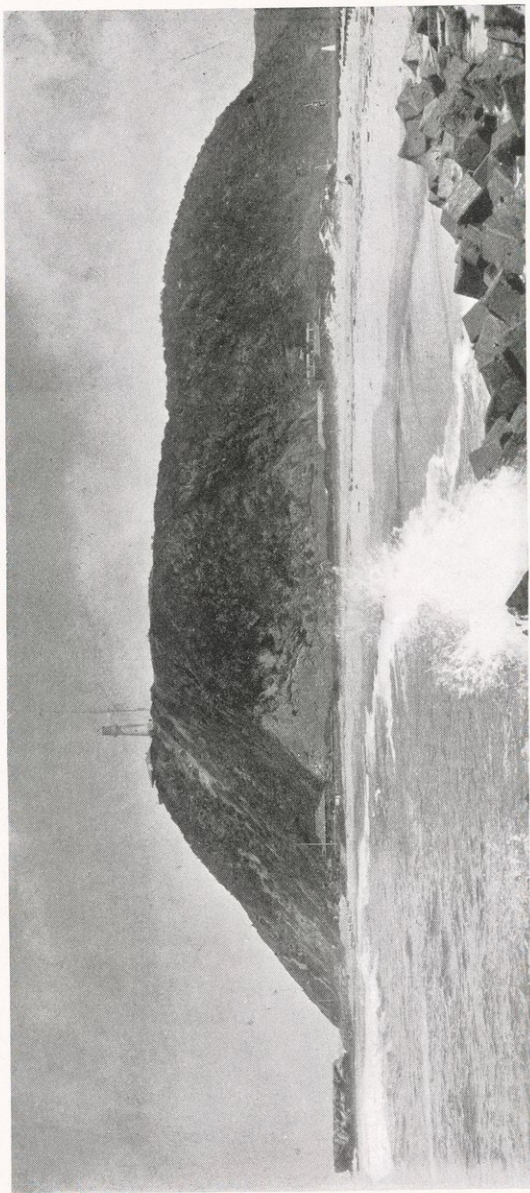
Customs' Officers are always present in the shed prepared to pass any baggage which may not have been already examined.

PASSENGERS
RECEIVE
EVERY ATTENTION

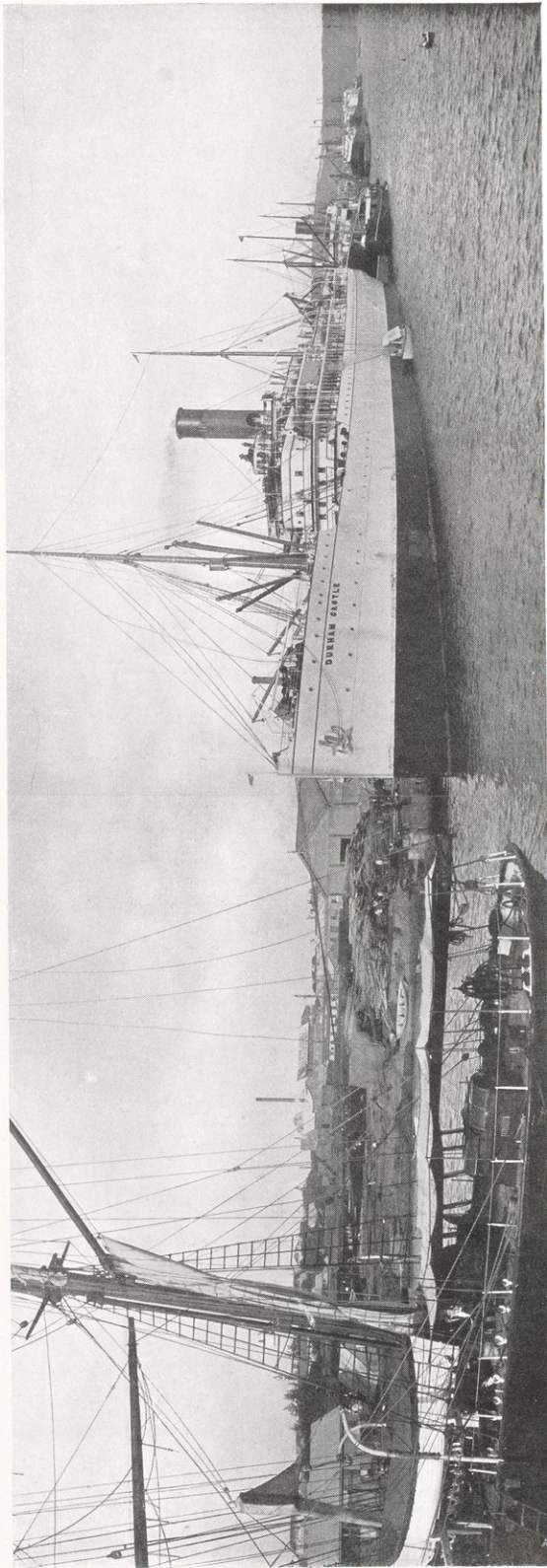
Passengers to Natal by all other steamers may equally rely upon receiving every assistance from, and every attention at, the hands of the Customs' Department.

TRADE
STATISTICS
PUBLISHED

Complete and comprehensive returns of the trade of the colony are prepared by the Collector of Customs, and are published both monthly and quarterly.



THE BLUFF



S.S. "DURHAM CASTLE" (8,216) TONS. ON THE NATAL DIRECT SERVICE



SOME ITEMS OF  
GENERAL INFORMATION.



NATAL TIME.



NATAL mean time is two hours fast on Greenwich mean time.

The *Time Ball*, situated on the Bluff, within view of all ships in the anchorage and the Harbour, drops at 1 o'clock every day except Sunday.

ANCHORAGE—SHIPS IN THE ROADSTEAD—
LIGHT-BUOYS IN BLUFF CHANNEL.

Information on these matters for the guidance of masters of vessels is published in the Rules and Regulations (Sections I. and II).

ENTRANCE SIGNALS.

On the rare occasions when the entrance is considered impassable, a *Black Cone* (point downwards) is hoisted to the yard-arm at the Signal Station at the Point and Bluff before sunset, and a *Red Light* after sunset.

PILOTAGE COMPULSORY.

Vessels are prohibited from entering the Harbour without a Pilot.

SHIPS' BOATS.

Ships' boats should not attempt to effect the passage of the entrance.

IMMIGRATION RESTRICTION ACT.

Officers of the Immigration Restriction Department board all arriving vessels for the purpose of giving effect to the provisions of the Act.

QUARANTINE.

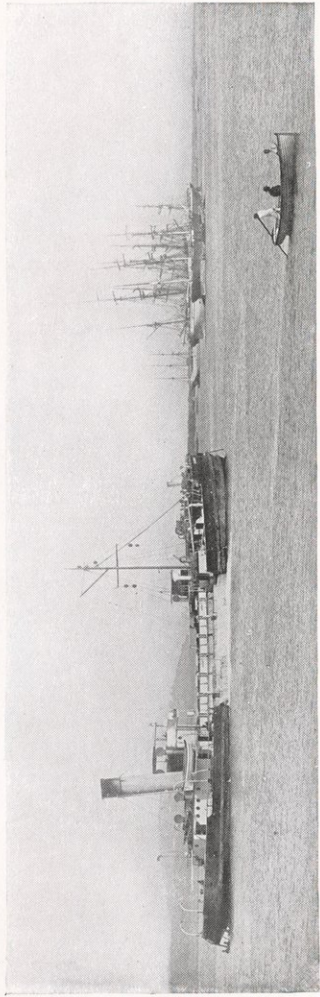
The regulations relating to Quarantine will be found in the Port Book of Rules and Regulations (Section I).

EXPLOSIVES.

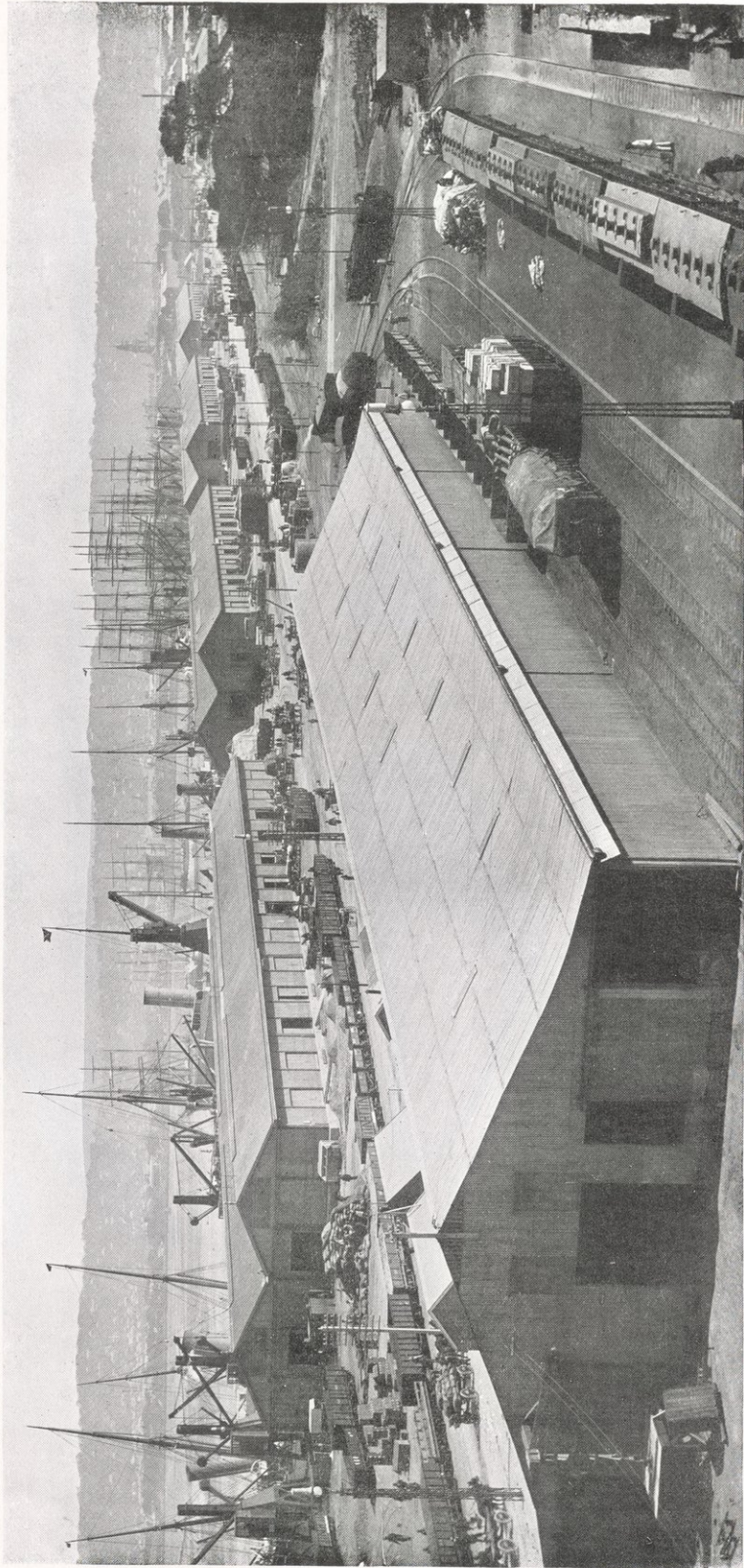
The landing and handling of explosives are governed by stringent regulations set out in Section XXI. of the Port Book of Rules and Regulations.

USE AND CONTROL OF THE WHARVES.

The use and control of the wharves is regulated in accordance with the printed instructions and provisions. (Section VIII. Port Book.)



DREDGER AND
SAILING VESSELS



GENERAL VIEW OF PORT, LOOKING TOWNWARDS



HARBOUR & GENERAL REGULATIONS.

Section VII. Port Rules and Regulations.



THE Master of every vessel shall occupy the berth assigned to such vessel and change the berth (a) if so directed; in default thereof, the removal may be effected by the Port Authorities, at the risk and expense of vessel and owners.

(b) Tugs, whether free or having tows, shall, at all times, make way for vessels of deep draught in any part of the Harbour, or in the Entrance Channel. For the purpose of this By-law the Entrance Channel shall be deemed to be as far seaward as the free end of the Breakwater.

(c) Boats or craft employed in or near the Working Channels, and being stationary, shall show the usual signal, viz., a red flag by day, and at night two red lamps placed vertically and not less than five feet apart, the lower light to be not less than six feet above the gunwale.

(d) Boats when employed in surveying in the Working Channels, but not being stationary, will show a red and white vertical striped flag in the bow, to indicate that they are so employed, and as a warning to masters of local steam craft to keep as clear as possible, having due regard to the safety of their own vessel.

(e) Should any vessel, for which permission is sought to enter the Harbour, appear likely to cause a public nuisance or to be dangerous to the public health, whether by reason of any insanitary condition of the ship, or cargo, or anything on board, or for any other reason, the Port Captain may refuse the admission of such vessel to the Harbour until the nuisance or danger be effectually removed.

(f) Should a nuisance exist on any vessel in the Harbour, the vessel may be forthwith removed from the Harbour by the Harbour Authorities, at her risk and expense.

(g) The master or agent of any vessel from which a nuisance proceeds, whether such vessel is at the Outer Anchorage or in the Harbour, shall dispose of the cause of the nuisance to the satisfaction of the Port Captain, and in the manner as to time and locality as he may direct.

(h) Dead animals must not be thrown overboard at the Outer Anchorage or anywhere within three miles of the coast line; and means should be taken to ensure such carcasses not floating on shore when thrown overboard in the vicinity of the three mile limit.

(i) Each carcass thrown overboard within the three mile limit shall be taken as a separate contravention of this rule; and all expenses incurred in removing carcasses coming on shore shall be a charge against the ship, the identification of such carcasses to be at the discretion of the Port Captain.

(j) If any nuisance be not disposed of with such reasonable despatch as the Authorities may require, the Port Captain may give any orders he may think fit for dealing therewith at the risk and expense of the ship.

(k) Vessels, with horses, cattle and other live stock on board, entering the Harbour, shall use every possible despatch in landing the same, and immediately thereafter dispose of all the refuse and bedding (litter), and thoroughly cleanse the ship to the satisfaction of the Authorities. The ship may be refused permission to work other cargo while a nuisance exists on board.

(l) All vessels in the Port or Harbour must be provided with sufficient hands, gear, warps and tackle; in default whereof, more hands, gear, warps and tackle may be supplied, or the work to be done may be done by the Port Authorities, all at the risk and expense of the vessel and owners.

(m) Masters of vessels entering or leaving or being in the Harbour, shall obey the orders given to them by the Officers of the Port with respect to pointing of yards, stowage of anchors, furling of sails, rigging-in of jibbooms, unshipping of martingales and outriggers, swinging in-board of all boats, booms, or davits and other like things.

(n) No master shall permit any chain, warp, cable or rope to be fastened from his vessel to any timber, fender, portion of wharf, work or thing not intended for the purpose, nor shall he permit chain cable to be used in cases where warps or ropes are alone permitted.

(o) The master of a vessel shall, if thereto required, cause all sails, awnings, or deck coverings to be furled or stowed.

(p) No loaded guns or firearms are permitted within the Harbour.

(q) No persons shall use firearms or explosives of any kinds within the Harbour, or on any of the wharves or foreshores which are in the jurisdiction of the Natal Harbour Department. Provided that this rule shall not apply to convict sentries when on guard, or to any blasting operations carried out under the direction of the Port Authorities.

(r) In case of damage done by any vessel or craft of any description to any buoy, mooring, wharf, breakwater, beacon, vessel or thing, the property of the Government, the person in charge of the vessel doing the damage shall forthwith report the fact of such damage at the Port Office.

(s) No vessel shall be smoked in the Harbour, except by consent in writing of the Port Authorities, and then only upon the terms of the consent.

(t) No vessel shall be beached, stranded, careened, or laid up on any beach, shoal or bank within the limits of the Port, for cleaning, repairs, or for any other purpose, without the previous sanction of the Port Captain, and then only as he may direct.

(u) No person shall obstruct or take part in obstructing any officer of the Port when employed on duty.

(v) No person shall pay any survey fee, perquisite, fee, bribe, or reward to any officer of the Port in respect to any matter connected with shipping, or the business of the Port or Harbour.

(w) The tonnage of vessels, other than British registered, will be determined by legal rates of measurement of merchant shipping of the United Kingdom for the time being.

(x) No vessel shall be taken out of the Harbour by the Master, nor sail from the Outer Anchorage without a certificate from the Port Office that there are no Port claims upon her.

(y) The Master of every vessel on entering, and from sunrise on the day of leaving, shall hoist her national colours.

(z) The Master of every vessel shall lodge at the Port Office and at the Office of the Principal Immigration Restriction Officer twelve hours' notice of his intended departure from Port.



VICTORIA ESPLANADE AND BAY



DURBAN CLUB (FACING THE BAY)



**GENERAL
PORT AND
HARBOUR
CHARGES**

Pages 33 to 45.

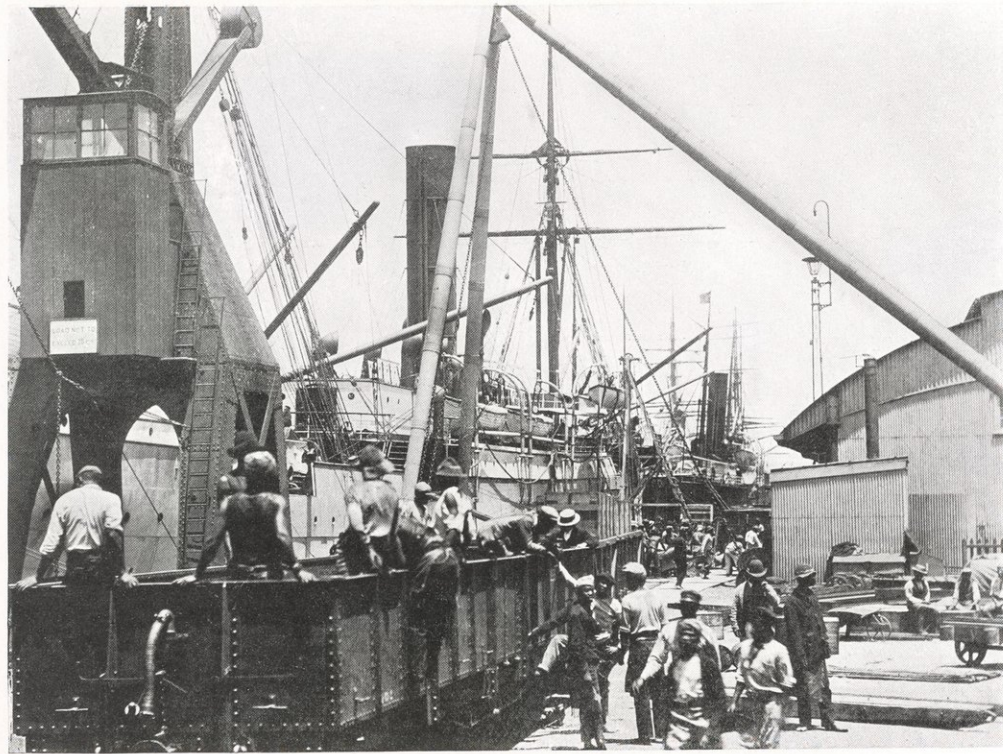
**Miscellaneous
Tables, &c.**

**Principal
Ports of Trade**
Page 49.

**Steamship
Lines, Fares,
&c.** Page 51.

Sundry Notes
Page 53.





SHEER LEGS IN ACTION



GIANT CRANE LOWERING 25 TON BOILER



GENERAL PORT & HARBOUR CHARGES



SCALE OF CHARGES FOR USE OF CRANES AND SHEERS.

Between 6 a.m. and 6 p.m. ... 5s. per crane per hour or part of an hour.
Between 6 p.m. and 6 a.m. ... 10s. " " " " "

NOTES: Double rates charged on Sundays and Public Holidays, and during meal hours.

Use of Shed Cranes, when power is expressly raised for them, charged for at the ordinary rates.

FOR HEAVY LIFTS (CRANE OR SHEERS).

For each lift weighing up to 5 tons £1 5 0
 " " " " over 5 " up to 10 tons 5 0 per ton
 " " " " " 10 " " 20 " 6 0 "
 " " " " " 20 " " 30 " 7 0 "
 " " " " " 30 " " 40 " 10 6 "
 " " " " " 40 " " 50 " 15 0 "

NOTES: A reduction of 25 per cent. is allowed for the second and following hoists; the heaviest weight is considered the first hoist.

Fractional parts of a ton charged as a ton.

Double rates charged on Sundays and Public Holidays, and between 6 p.m. and 6 a.m.

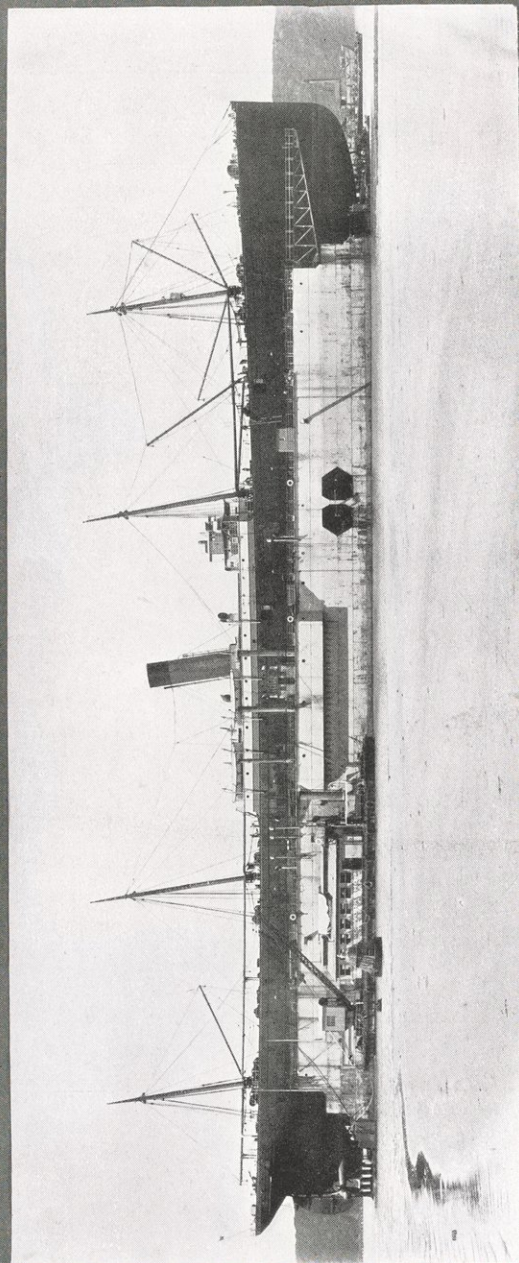
SCALE FOR MASTING AND DISMASTING.

For Vessel of	Main Mast.	Foremast.	Mizzen Mast.	Bowsprit.
	£ s. d.	£ s. d.	£ s. d.	£ s. d.
1,500 to 2,000 tons	12 0 0	10 0 0	6 0 0	6 0 0
1,000 " 1,500 "	10 10 0	8 15 0	5 10 0	5 10 0
800 " 1,000 "	9 0 0	7 10 0	5 0 0	5 0 0
650 " 800 "	7 10 0	6 5 0	4 5 0	4 5 0
500 " 650 "	6 0 0	5 0 0	3 10 0	3 10 0
300 " 500 "	4 10 0	3 15 0	2 15 0	2 15 0
Under 300 tons	3 0 0	2 10 0	2 0 0	2 0 0

ARRIVAL
OF THE
FLOATING
DOCK
FEB 9TH
1904



S.S. MAIN
ON
FLOATING
DOCK



FLOATING DOCK AND SLIP CHARGES.

For the first 24 hours or part thereof, including Docking or Slipping :—

For each registered ton up to 1,000 tons	6d.
“ “ “ „ over 1,000 up to 2,000 tons	5d.
“ “ “ „ over 2,000 tons	3d.
Minimum charge for first 24 hours, or part	£12 0 0
Each subsequent 24 hours, or part, per reg. ton.	3d.
Minimum charge for each subsequent 24 hours, or part	£ 2 0 0

NOTES.—Tonnage in all cases the gross registered tonnage.

Vessels using the Dock or Slip beyond four days pay 20 per cent. extra on the charge for such longer period.

A rebate of 10 per cent. is allowed in the case of any vessel of His Majesty's Fleet, or the Fleet of any friendly Power, as well as vessels belonging to Colonial Governments.

Special provision must be made if work is desired on Sundays, or Public Holidays.

Vessels under 500 tons register are subject to special arrangements.

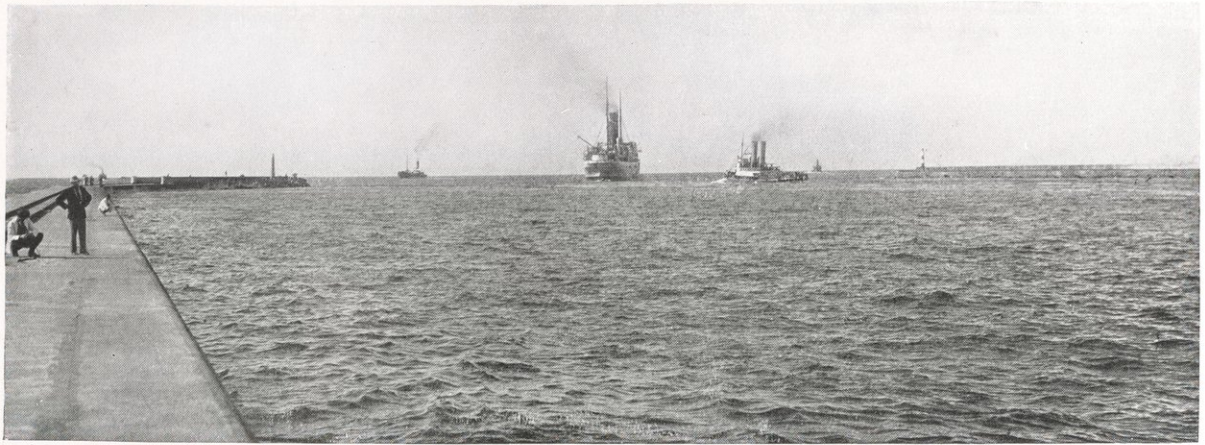
CHARGES FOR HIRE OF FLOATING WORKSHOP
AND APPLIANCES.

Per ordinary working day	£9 0 0
Half ordinary working day	£5 0 0

The machines and crane may be engaged separately at reasonable rates.

CHARGES FOR ELECTRIC LIGHT ON FLOATING
DOCK.

Between Dusk and Midnight	£2 0 0
Between Midnight and Dawn	£2 0 0



AT THE GATEWAY OF THE PORT



UNLOADING TIMBER

LIGHT DUES.

For each registered ton, net, up to 500 tons	...	...	...	...	2d.
For each registered ton, net, over 500 tons	...	...	...	...	1d.
For each ton of deck space occupied by cargo	...	...	...	...	1d.

PORT DUES (OUTER ANCHORAGE).

Vessels entering inwards, but not coming into the Harbour, are charged 1d. for each registered ton, net, and for each ton of deck space occupied by cargo, *excepting vessels not landing or embarking passengers or cargo, calling:—*

- (a) For orders or seeking freight;
- (b) To coal, or for provisions, or water; or
- (c) In distress, with mutinous crews, breakdown of machinery, in want of medical assistance, or for repairs.

PORT DUES (INNER HARBOUR).

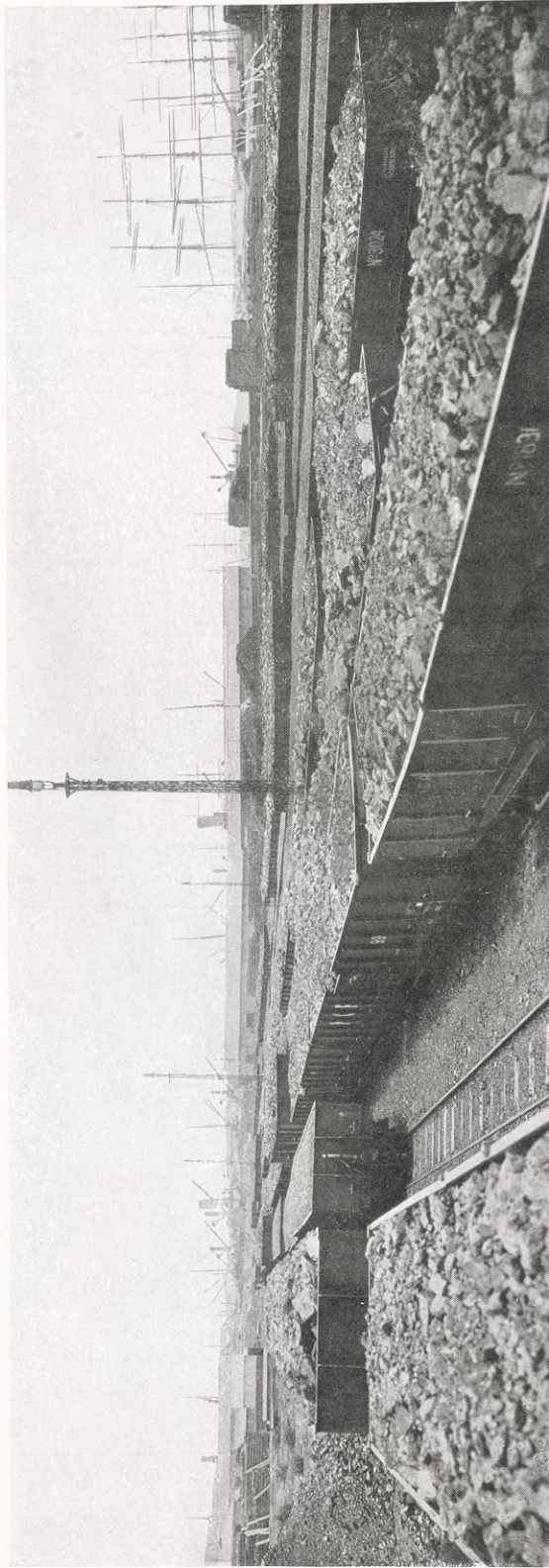
Inclusive of wharfage and pilotage:—

For each reg. ton, net, up to 40 tons	...	...	...	...	9d.
“ “ “ “ “ over 400 and up to 1,500 tons	...	...	...	...	7d.
“ “ “ “ “ over 1,500 and up to 2,000 tons	...	...	...	...	4d.
“ “ “ “ “ over 2,000 tons	...	...	...	...	2d.
For each ton of deck space occupied by cargo	...	...	...	...	9d.

*Exemptions:—*British war vessels, and those of friendly Powers, as well as vessels belonging to Colonial Governments, are exempt from payment of any dues in respect of wharfage or pilotage.

*NOTE.—*Vessels re-entering the Inner Harbour before their final departure are charged 25 per cent. Harbour Dues (at full tariff rates) for each such entry.

For other provisions see Harbour Book of Rules and Regulations.



NATAL COAL SHIPPING SUPPLIES

REBATES ON PORT, &c., DUES.

The following vessels are entitled to rebate as shewn, viz. :—

(a) Those entering the harbour for the sole purpose of coaling, or taking cargo coal, the product of Natal—50 *per cent* of *Port and Light dues*.

ALTERNATIVELY, such vessels shall, at their option, be charged, inclusive of wharfage, pilotage and light dues, on the actual quantity of coal taken, at the rate of 6d. per ton up to 1,000 tons, and 3d. for each ton over 1,000 tons. The minimum charge in either case shall be an amount equal to the ordinary light dues.

Any vessel under the foregoing clause making eight voyages from the Port in one year will be exempt from all dues for such additional voyages as she may commence within that period.

(b) Those not landing or embarking passengers or cargo, and remaining in the Harbour :

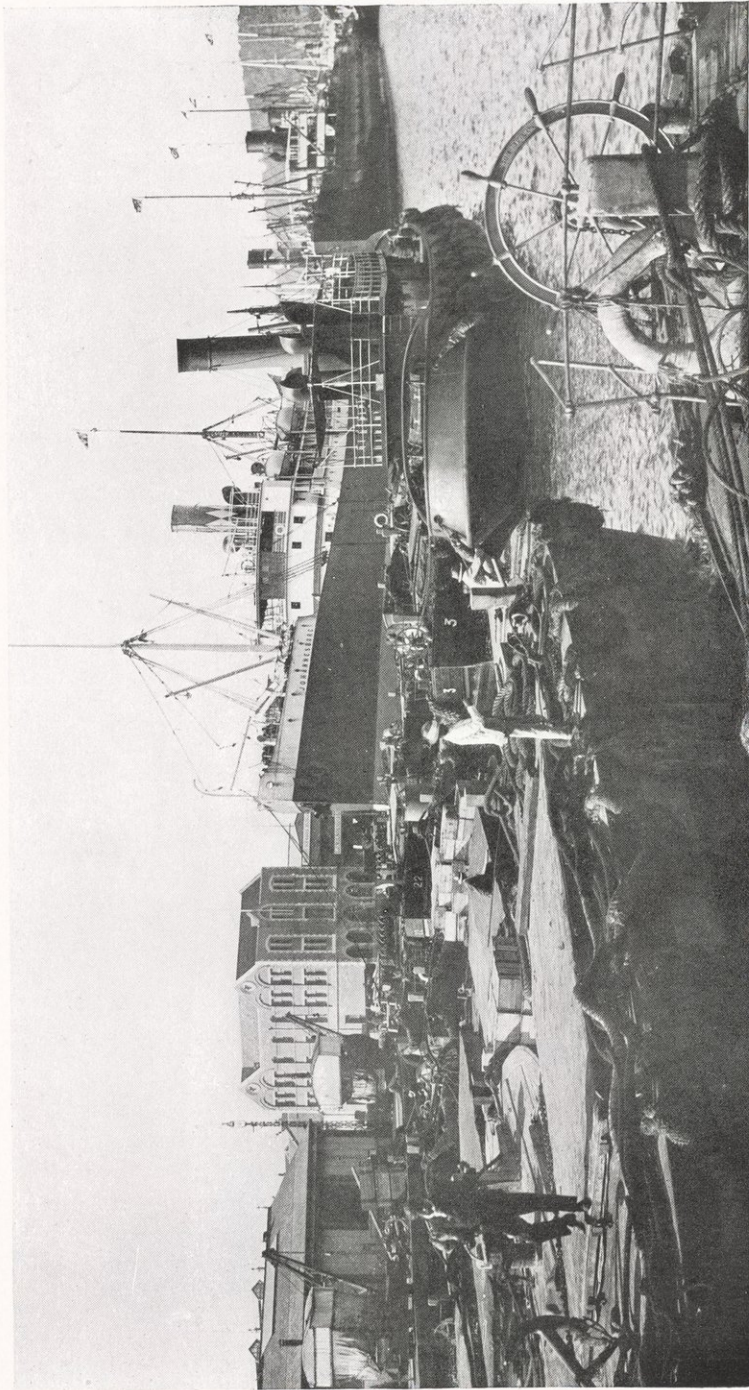
Not more than 14 days	...	...	50 <i>per cent.</i> of <i>Port dues</i> .
Over 14, and not exceeding 18 days	25	”	”

(c) Those entering the Harbour within 21 days of last departure from the Port 20 *per cent.* ” ”

(d) Those leaving the Harbour :

Within 30 hours of their entrance	20 <i>per cent.</i> of <i>Port dues</i>
” 60 ” ” ” ”	10 ” ” ” ”
” 72 ” ” ” ”	5 ” ” ” ”

NOTES.—No vessel is entitled to rebate under more than one rule.
Days of entry and departure are inclusive.



SHIPPING, LIGHTERS AND TUG, ALONGSIDE TIMBER WHARF

SCALE FOR TOWAGE (GOVERNMENT TUGS).

For towing in, or out of Harbour, within a circle of eleven fathoms of water :—

Vessels of :—

100 tons, net reg., and under	...	...	...	£3	0	0
101 tons „ „ up to 500 tons	...	...	...	£4	10	0 to £14 0 0
501 tons „ „ up to 1,500 tons	...	...	...	£15	0	0 to £20 0 0
1,501 tons „ „ and over	...	...	...	£22	0	0

For one Lighter, £3; and £1 for each extra Lighter towed at the same time.

TUG ATTENDANCE AND ASSISTANCE—STEAMERS.

For every steamer of 1,000 tons net register and over, entering or leaving the Harbour :—

Attendance only, in or out £2 10 0

Assistance at wharf, including attendance :—

One Tug	...	...	...	£3	10	0
Two Tugs	...	...	...	£5	0	0

Services rendered within Harbour :—

One Tug	...	...	...	From £2 10s.	to £5
Two Tugs	...	...	...	From £3 10s.	to £7 10s.

Services rendered outside the Bar :—

One Tug	...	...	...	£10 and £1	for warps.
Two Tugs	...	...	...	£15 and £2	for warps.

NOTES —Steamers of 600 tons and under 1,000 tons, net register, pay two-thirds of these rates; under 600 tons, half rates.

The charge for towage by **private tugs** is fixed between the parties concerned, not to exceed the foregoing Government scale.

Warps are charged for £1 per hour, in addition to the towage.

An extra charge of £3 per hour is made for undue detention of Government Tugs.

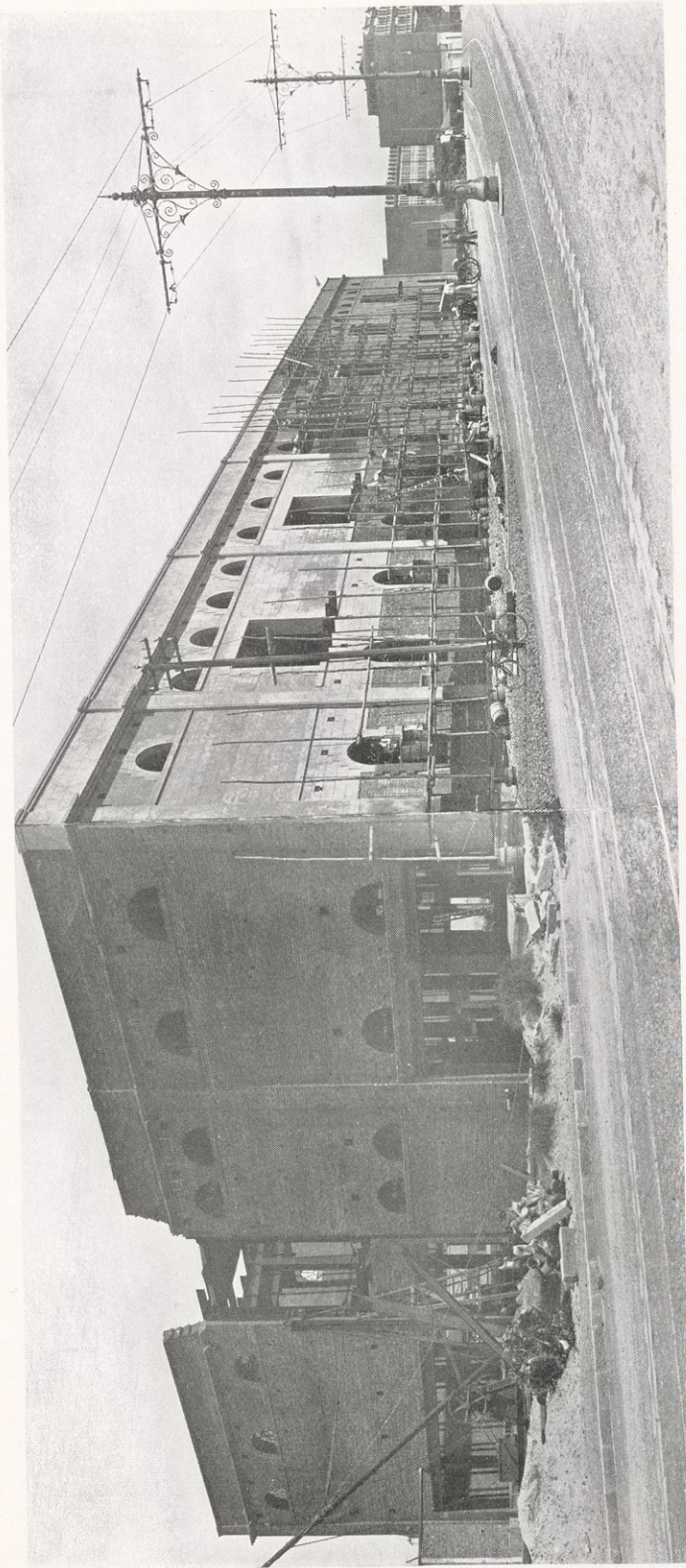
In stormy weather an additional charge of 25 per cent. is made for towage or assistance.

Towage or other services of a special nature are subject to special arrangement and charge.

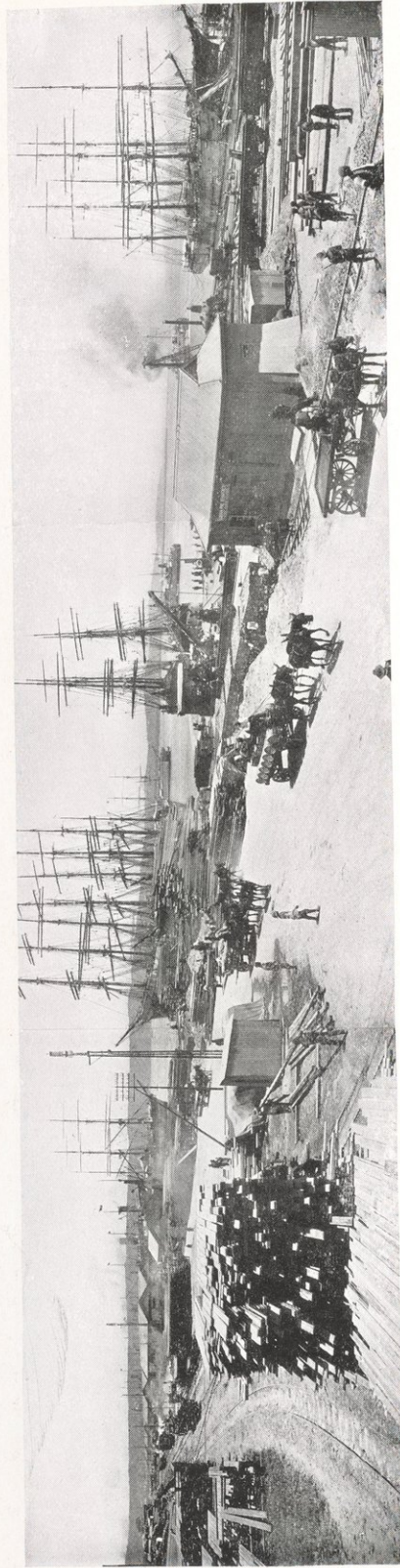
PASSENGER FARES—OUTER-ANCHORAGE.

Passengers to and from the outer-anchorage are charged for at the following rates :—

1st class	...	...	...	10s.	each.
2nd class	...	...	...	5s.	each.
3rd class	...	...	...	2s. 6d.	each.



NEW GOVERNMENT CUSTOMS—RAILWAY BOND STORE NEARING COMPLETION.



TIMBER VESSELS AND STACKING GROUND.

WHARF DUES.

Goods to or from:—

Cape Colony - - 2/6 for every £100 value, and parts pro rata.
 All other places - 5/- " " " "

Wool and Angora Hair to or from:—

Cape Colony - - 6d. per bale.
 All other places - 1/- "

*Exemptions:—*All Public Stores, Naval and Military Baggage, and Personal Baggage of Passengers; all Ship's stores outwards; all goods shipped upon which Wharfage dues have been paid upon importation; all products of the Colony imported by sea; all Coin and Bullion.

WHARF, ETC., RENTS.

On all goods for transhipment. or from distressed vessels to be re-shipped:—

Placed in Wharf Shed:—

2d. per ton per day or part for first five days.
 4d. " " " after " "

Not placed in Wharf Shed:—

1½d. per ton per day or part for first five days.
 3d. " " " after " "

On all goods (not otherwise provided for), both imports and exports, remaining over five days:—

In Wharf Shed:—

3d. per ton per day, or part, for three days, and
 1/- " " " afterwards.

On Harbour Department Land:—

2d. per ton per day or part for three days, and
 6d. " " " afterwards.

Timber for Up-Country Stations is entitled to **free storage** space for 52 weeks. Thereafter 1½d. per ton per week or part.

Timber for Local Consumption must be removed within six days when landed from a sailing vessel, and ten days when landed from a steamer; 1d. per ton per week levied afterwards.

Loose Material (tanks, casks, etc.) is allowed **48 hours free storage:** Thereafter 3d. per ton per week or part.

Goods for Up-Country are **exempt** from rent if consignment notes are handed to the Railway Department within 48 hours of landing.

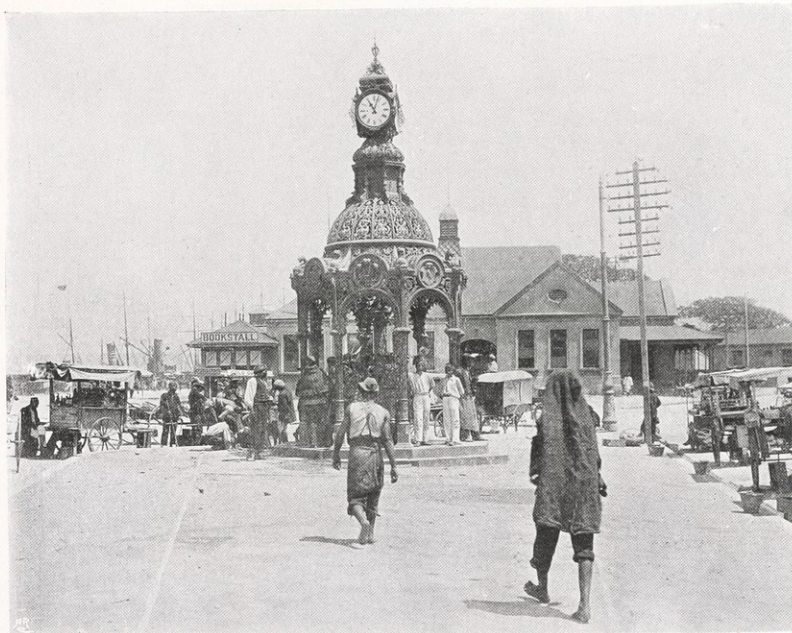
Shipments of General Cargo of 1,500 tons and over, in one bottom, to one Consignee, are **exempt** from rent charges for a period of seven working days if the average rate of removal be not less than 200 tons per diem.

NOTES:—The Wharf-master is invested with powers to effect the removal of goods at his discretion.

All Port charges are based on a ton of 2,240 lbs. weight, or 40 cubic feet measurement.

Saturdays, Sundays and Public Holidays are not counted in the day-rent charges.

The General Regulations touching the use of the wharves will be found in the Harbour Book of Rules and Regulations.



VASCO DA GAMA MONUMENT



COALING A LINER
(THIS METHOD WILL SHORTLY BE SUPERSEDED BY MACHINE APPLIANCES
AS SHOWN ON PAGE 6)

BALLAST.

Ballast at Dredger's side	...	...	...	...	...	6d. per ton.
Ballast loaded on vessel	...	...	...	...	...	3/- per ton.

NOTE.—All Ballast conveyed across a wharf or quay is subject to an additional charge of 6d. per ton.

BUNKER COAL.

The price of best coal alongside the wharf, in truck, is 15s. 6d. per ton.

STEVEDORES.

For ships at wharf the Stevedore charges vary from 6d. to 1s. per ton, according to nature of cargo.

WATER.

Ships can obtain a plentiful supply of excellent fresh water, which is laid on to the wharves. The charge is 10s. to 15s. per 1,000 gallons, according to quantity taken.

WATER POLICE.

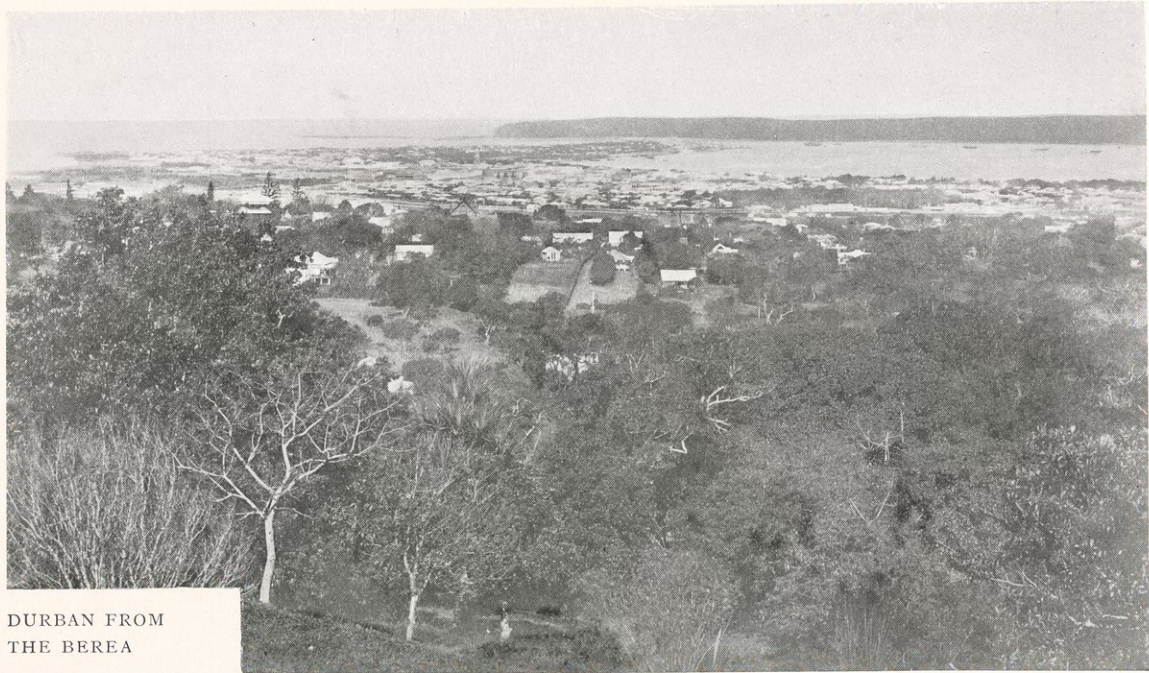
Charges for each arrest :—

Vessels in the Outer-Anchorage, exclusive of hire of tender	...	...	...	...	...	£1 0 0
Vessels in the Harbour	...	...	...	...	...	0 5 0

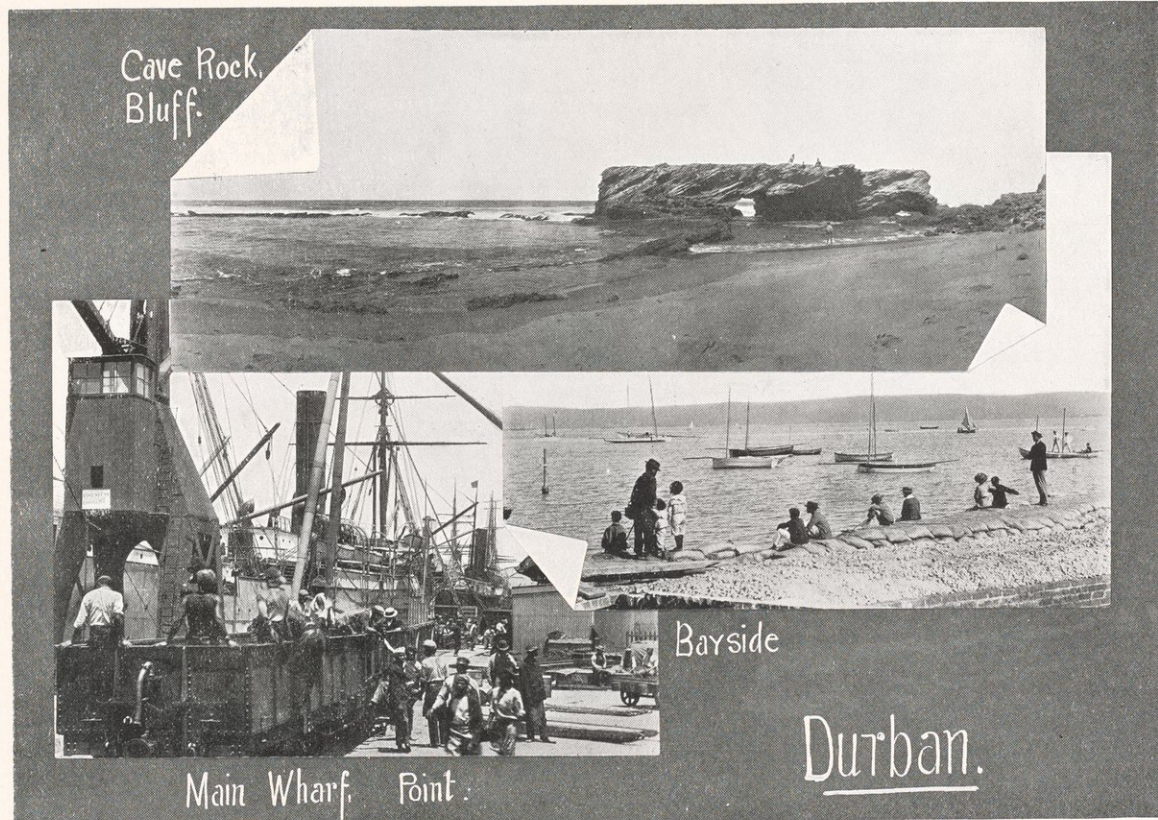
Charges for Special Guards :—

European Constables, per diem	...	...	...	...	...	£1 0 0
Native	„	„	...	...	...	0 5 0

Signals: *Day*—The Ensign at the main; *Night*—Two vertical lights two yards apart.



DURBAN FROM
THE BEREA



WESTERN HEMISPHERE

MAP OF THE WORLD

WITH STATISTICS TRADING WITH DATA
SOUTH HEMISPHERE



SCALE COLOURED RED

MAP OF
THE WORLD
 PORTS TRADING WITH NATAL
 UNDERLINED THUS — London



BRITISH EMPIRE COLOURED RED.

LIST OF STEAMSHIP LINES TRADING WITH NATAL.

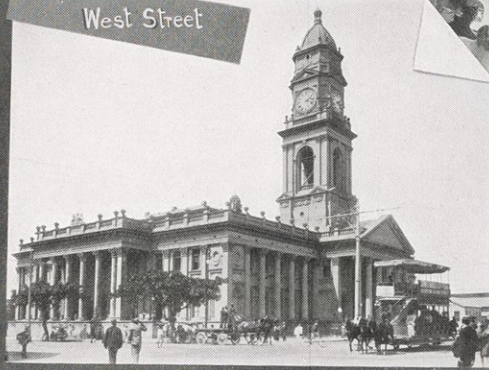
PORTS.	LINE.	AGENTS IN DURBAN.
Australian Ports	White Star Line	Cotts & Co.
"	Blue Anchor Line	"
"	Alfred Holt & Co.	"
"	Federal Line	New Zealand & A. S. S. Co.
"	Shire Line	"
"	Aberdeen White Star Line	Rennie & Sons.
"	Adelaide S. S. Line	Zuill & Co., G. S.
Antwerp	Bucknall Line	Parker, Wood & Co.
Baltic Ports	Lundgrens Swedish S. A. Line... ..	Cotts & Co.
"	Scandinavian S. A. Line	S. A. Trading Co.
Bombay	British India Line	W. Dunn & Co.
Calcutta	Indian S. A. Line	De Waal & Co.
"	Natal Direct Line	King & Sons
East Coast of Africa Ports	Deutsche Ost Africa Line	Deutsche Ost Africa Line
"	Austrian Lloyd Line	W. Dunn & Co.
Glasgow	Hall Line	Parker, Wood & Co.
"	Clan Line	Steel, Murray & Co.
"	City Line	Parker, Wood & Co.
Hamburg	Hansa Line	De Waal & Co.
"	Deutsche Ost Africa Line	Deutsche Ost Africa Line
"	Bucknall Line	Parker, Wood & Co.
Hong-Kong	A. Currie & Co.	W. Dunn & Co.
Liverpool	Houston Line	Cotts & Co.
"	Ellerman-Harrison Line	Parker, Wood & Co.
"	Hall Line	" "
"	City Line	" "
"	Clan Line	Steel, Murray & Co.
London	Natal Direct Line	King & Sons
"	Bucknall Line	Parker, Wood & Co.
"	Aberdeen Direct Line	Rennie & Sons
"	Union-Castle Line	Union-Castle Co.
Montreal	Canadian Line	W. Dunn & Co.
"	Elder Dempster Line	"
New York	Prince Line	"
"	Bucknall Line	Parker, Wood & Co.
New Zealand	Shire Line	New Zealand & A. S. S. Co.
River Plate	Nelson Line	Cotts & Co.
"	Holme Line (Hine Bros.)	"
"	Park Line	"
"	Houlder Brothers	New Zealand & A. S. S. Co.
"	Federal Line	" "
Southampton	Union-Castle Line	Union-Castle Co.
Trieste	Austrian Lloyd Line	W. Dunn & Co.
United Kingdom	Various Lines	—
Various Ports	Baron Line	Cotts & Co.
"	Watts, Watts & Co.	"
"	W. Scott, Fell & Co.	"
Zanzibar	British India Line	W. Dunn & Co.



West Street



St Paul's Church



The Town Hall



Interior of Museum.

Durban.



Commissioner Street

Johannesburg



Fritchard Street.

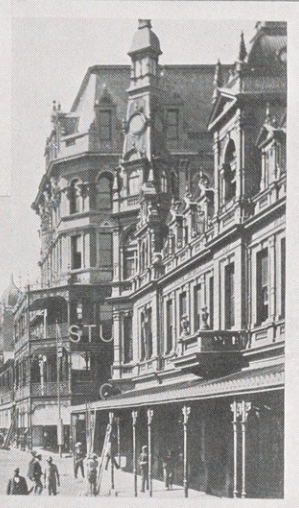
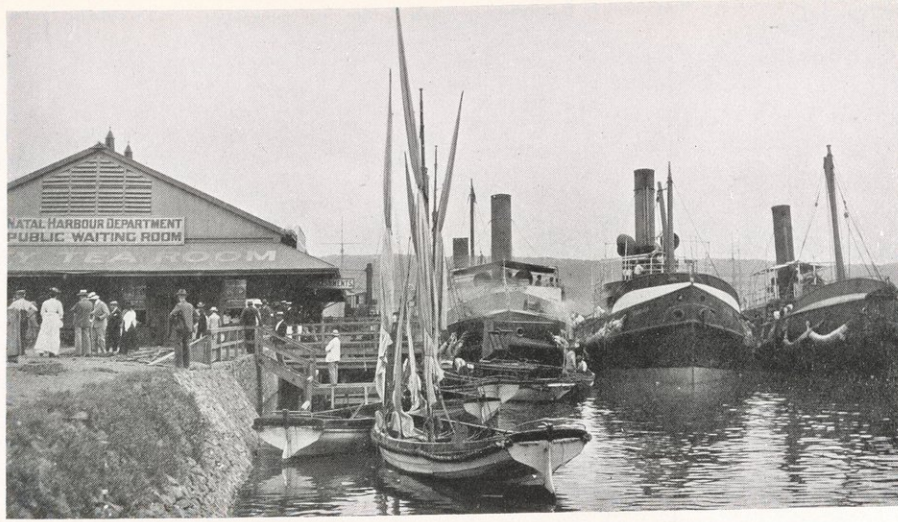


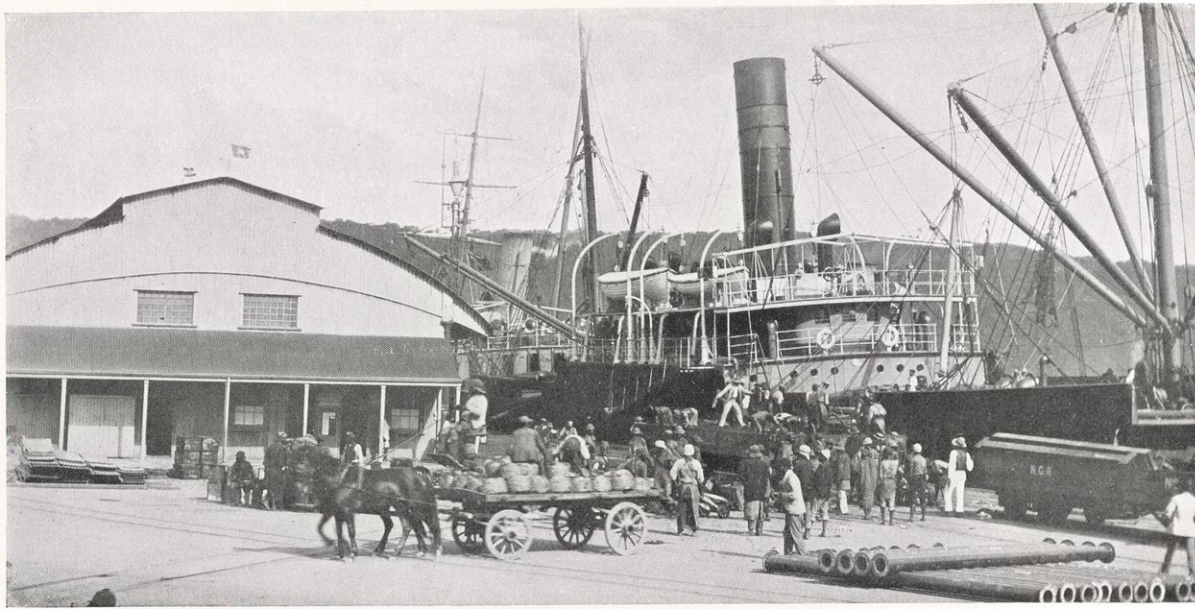
TABLE OF STEAMSHIP LINES, PASSENGER FARES, AND SERVICES FROM PORT OF DURBAN, AND *Vice versa*.

LINE.	BETWEEN DURBAN AND	SINGLE FARES.						SAILINGS.	AGENTS IN DURBAN.
		First Class.		Second Class.		Third Class.			
		(From To)	(From To)	(From To)	(From To)	(From To)			
UNION-CASTLE LINE	Southampton	44	2	30	9	14	Weekly	Union Castle Mail Steamship Co., Ltd., West Street.	
	London	53	11	34	13	18	As per Sailing List.		
	Delagoa Bay	32	11	27	6	12	Weekly		
	East London	34	13	28	7	16			
	Port Elizabeth	4	0	3	0	2			
ABERDEEN DIRECT LINE	Cape Town	5	10	3	15	2	Fortnightly	Messrs. J. T. Rennie & Sons, 20 Commercial Road.	
	London	8	15	6	10	10			
	Delagoa Bay	30	9	21	0	—			
	Inhambane	32	11	—	—	—			
	Beira	(Intermediate)	—	—	—	—			Class only—
NATAL DIRECT LINE	Chinde	4	0	3	0	—	Monthly	Messrs. King & Sons, Castle Buildings.	
	Quilimane	7	0	4	10	—			
	London	9	0	7	10	—			
	Colombo	11	0	7	10	—			
	Calcutta	12	0	8	10	—			
WHITE STAR LINE	Singapore	21	0	21	0	—	Fortnightly	Messrs. W. Cotts & Co., Natal Bank Chambers.	
	China and Japan	42	0	—	—	—			
	London	17	17	One	Class	only.			
	Australia	24	3	—	—	—			
	London	14	14	—	—	—			
LUND'S BLUE ANCHOR LINE	Australia	21	0	—	—	—	Monthly	Messrs. W. Cotts & Co., Natal Bank Chambers.	
	London	30	9	—	—	—			
	Australia	20	0	—	—	—			
	London	29	0	—	—	—			
	Australia	20	0	—	—	—			
ABERDEEN LINE	London	29	0	—	—	—	Three Weekly	Messrs. J. T. Rennie & Sons, 20 Commercial Road.	
	Australia	20	0	—	—	—			
	London	25	0	15	0	9			
	Australia	21	0	13	10	7			
	New Zealand	25	0	15	0	9			
FEDERAL, SHIRE, AND HOULDER LINES	Brindisi and Trieste	39	11	28	4	—	Monthly	Messrs. W. Dunn & Co., Commercial Road.	
	London	41	3	30	0	16			
	Australia	37	2	28	15	12			
	London	68	12	47	10	26			
	Trip Round Africa	—	—	—	—	—			
AUSTRIAN LLOYD'S LINE	London	—	—	—	—	—	Fortnightly	Deutsche Ost Africa Line, Gardiner Street.	
	Australia	—	—	—	—	—			
	London	—	—	—	—	—			
	Australia	—	—	—	—	—			
	Trip Round Africa	—	—	—	—	—			

NOTES.—1. The Sailings and Fares to the Port of Durban approximately correspond with those shewn.
 2. Return Journey Fares are quoted at a certain percentage reduction.
 3. It must be understood that the foregoing table is subject to variation at the discretion of the various Steamship Companies, to whom all applications for latest particulars should be made.



FERRY
JETTY



CARTAGE
OF
GOODS
FROM
SHIP



ALEXANDRA SQUARE, SHEWING TRAM LINES TO TOWN

SUNDRY NOTES.

TARIFF FOR FERRIES.

Applying to row, sail, or mechanically-propelled ferry boats between the hours of sunrise and sunset.

Between Point and	Each person.
The Bluff, - - - -	6d. single; 9d. return.
Island, - - - -	1/6 " 2/- "
*Town, - - - -	2/- " 3/- "

Between Point or Bluff and	
Vessels Anchored in Harbour,	1/- single ; 1/- return.
New Brighton, or Shorts	- 3/- " 4/- "

Between *Field Street and West, Shorts, or New Brighton, each person 2/6.

Fares by Time :—

Not exceeding six persons, 5/- per hour ; then 2/6 per half hour, or less.

Each additional person, 1/- " " 6d. " " "

Notes :— Detentions over 15 minutes are charged extra. *When tide serves.

ACCESS TO THE TOWN.

Electric tram cars run every five minutes to and from the Point Wharves. There is also a plentiful supply of cabs and jinrickshas.

CARTAGE.

Over 400 horses and motor trolleys are employed in removing goods to the town.

PORT ENGINEERING WORKS.

Several Engineering Works are located at the Port capable of undertaking large repairs. A considerable business is done, and many vessels going east and west call for that purpose. The Port charges to such vessels are reasonable.

LIST OF CONSULS.

ARGENTINE REPUBLIC—Consul: Enrique Sturiza, Alliance Buildings, Gardiner Street; Vice-Consul: H. Middlebrook, Castle Buildings.

AUSTRIA-HUNGARY—Consul: E. Münder, Gardiner Street.

BELGIUM—Vice-Consul: Ferd Penn, P.O. Box 209, Durban; residence, South Coast Junction.

DENMARK—Consul: Capt. W. Storm, Point.

FRANCE—Vice-Consul: Henri Rodde, Castle Buildings.

GERMANY—Consul: Josef Lettenbauer, Alliance Buildings, Gardiner Street.

ITALY—Consul: J. T. Rennie, Commercial Road.

NETHERLANDS—Consul: J. H. A. Balwe, De Waal & Co., Point.

NORWAY AND SWEDEN—Acting Vice-Consul: Viggo Berck, Davis's Buildings.

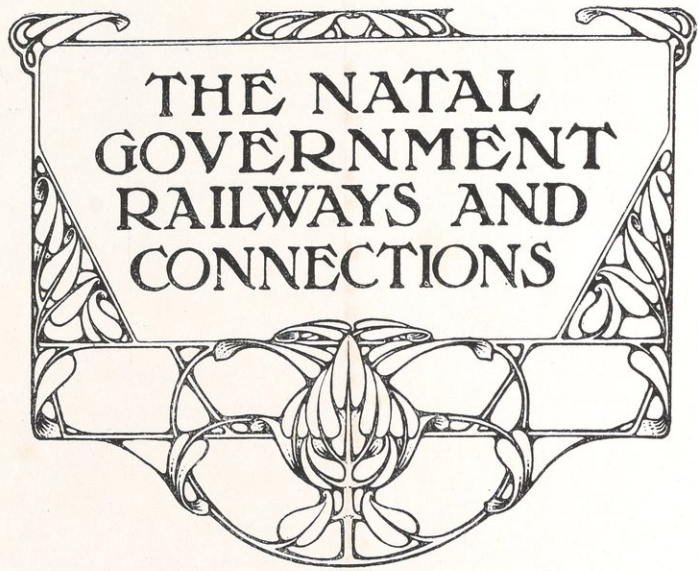
PORTUGAL—Consul: Joao M. Roza, Castle Buildings.

SPAIN—Consul: E. Snell, West Street.

SIAM—Consul: H. E. Patterson, Acutt's Arcade.

SWEDEN—(See Norway and Sweden).

UNITED STATES OF AMERICA—Consular-Agent: J. T. Rennie, Commercial Road.



THE NATAL
GOVERNMENT
RAILWAYS AND
CONNECTIONS

RAILWAYS
CONNECTORS

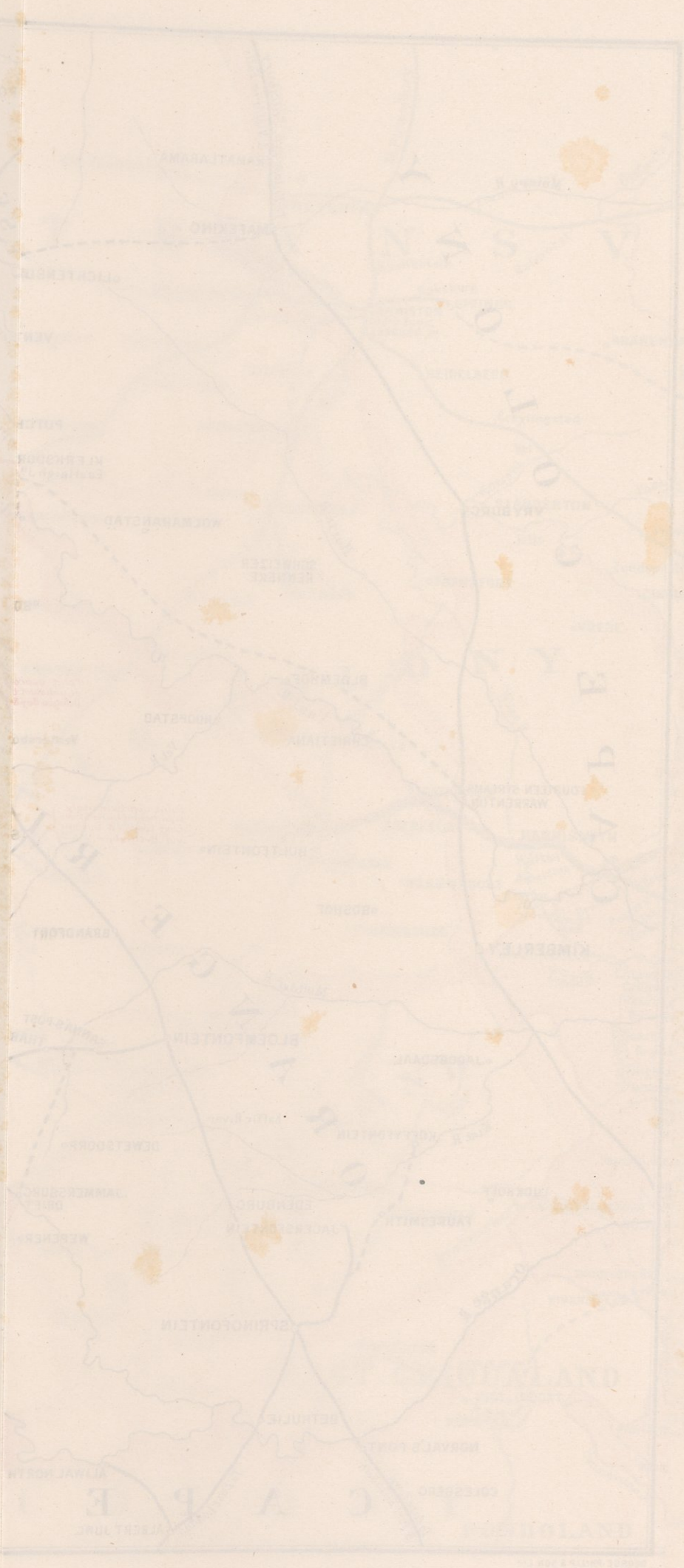
English Miles

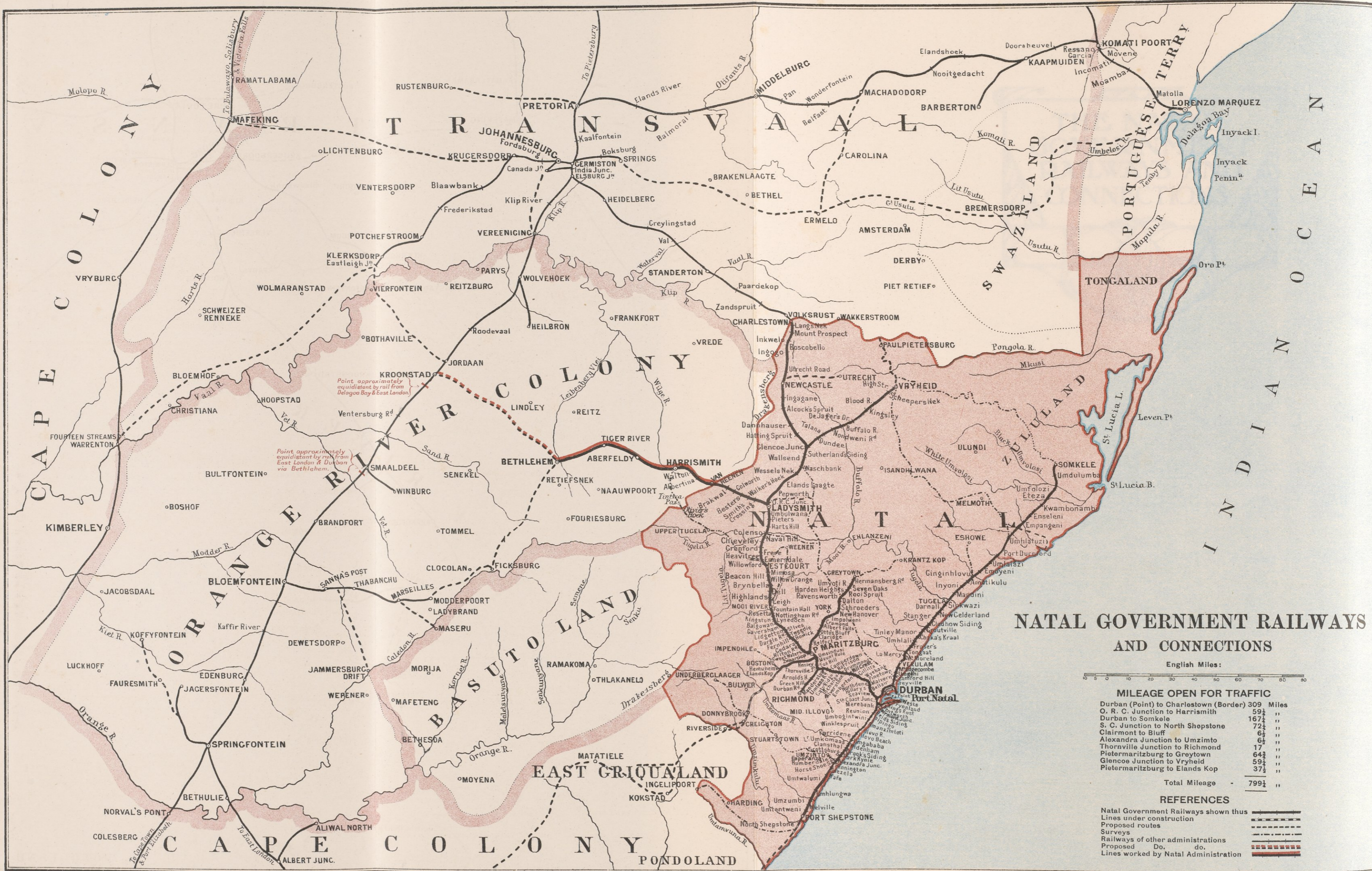
MADE OPEN FOR TRAFFIC

1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911	1912	1913	1914	1915	1916	1917	1918	1919	1920
10	15	20	25	30	35	40	45	50	55	60	65	70	75	80	85	90	95	100	105

REFERENCES

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NATAL GOVERNMENT RAILWAYS AND CONNECTIONS

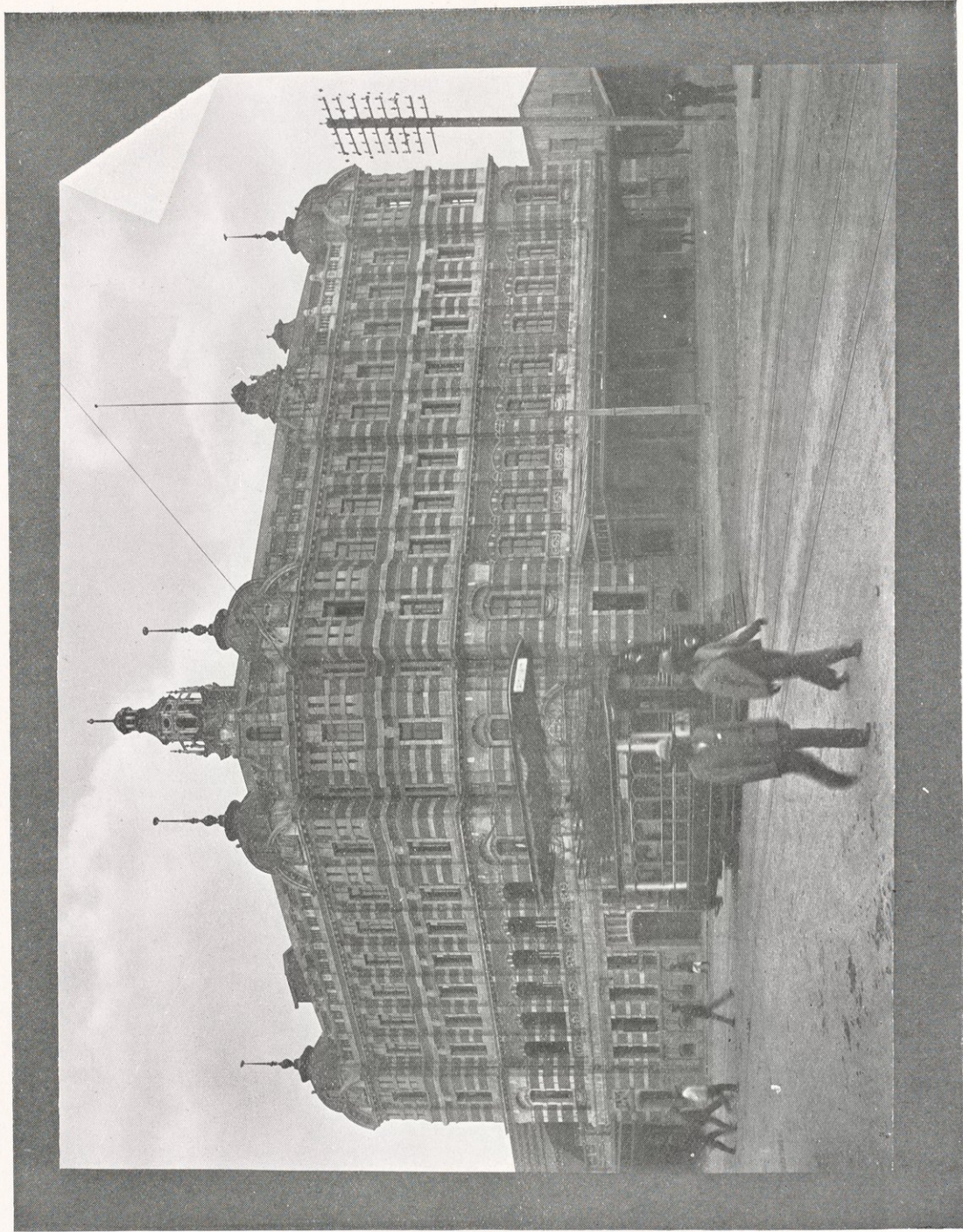


MILEAGE OPEN FOR TRAFFIC

Durban (Point) to Charlestown (Border)	309	Miles
O. R. C. Junction to Harrismith	59½	"
Durban to Somkele	167½	"
S. C. Junction to North Shopstone	72½	"
Clairmont to Bluff	6½	"
Alexandra Junction to Umzimto	6½	"
Thornville Junction to Richmond	17	"
Pietermaritzburg to Greytown	64½	"
Glencoe Junction to Vryheid	59½	"
Pietermaritzburg to Elands Kop	37½	"
Total Mileage	799½	"

REFERENCES

Natal Government Railways shown thus	—————
Lines under construction	- - - - -
Proposed routes	· · · · ·
Surveys	— · — · —
Railways of other administrations	—————
Proposed Do.	- - - - -
do.	· · · · ·
Lines worked by Natal Administration	—————



RAILWAY HEAD OFFICES, DURBAN



THE NATAL GOVERNMENT RAILWAYS & CONNECTIONS.



TRAFFIC OFFICIALS.

SIR DAVID HUNTER, K.C.M.G.	- General Manager	- - - Durban.
J. M. HUNTER	- - - - - Asst. General Manager	- Durban.
D. B. DOWNIE	- - - - - Asst. Traffic Manager	- Durban.
J. McCONNACHIE	- - - - - District Superintendent	- Point.
D. TWEEDLE	- - - - - Port Goods Agent	- - - Point.
F. A. RUDD	- - - - - Port Station Master	- - Point.
A. BOSOMWORTH	- - - - - Indoor Goods Agent	- - Durban.
G. R. MACKINTOSH	- - - - - Outdoor Goods Agent	- - Durban.
G. H. CHICK	- - - - - District Superintendent	- Maritzburg.
GEO. DONALDSON	- - - - - District Superintendent	- Ladysmith.
P. LITTLEJOHN	- - - - - District Superintendent	- Newcastle.
HEDLEY SALMON	- - - - - District Agent	- - - - Hosken's Buildings Johannesburg.

NATAL RAILWAYS
SERVE ALL PARTS

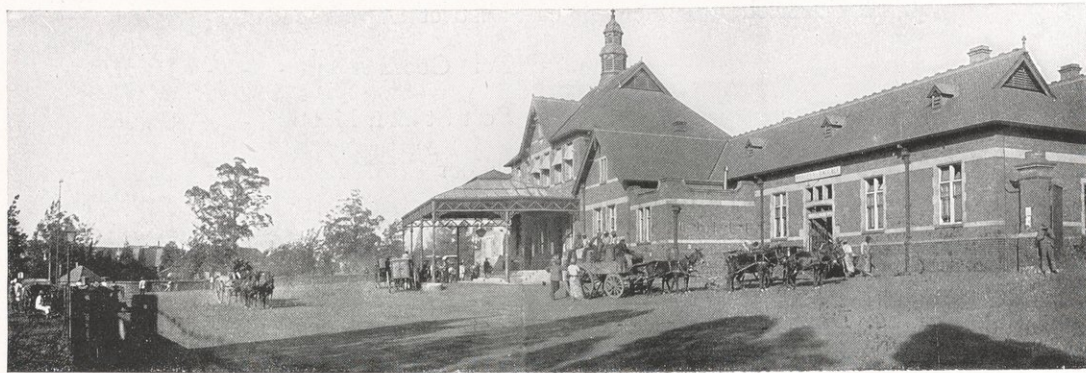
The Natal Railways, which have direct connection with the Port, communicate with all the Railway Systems in South Africa, serving all parts of the Colony of Natal, the Transvaal, Orange River Colony, Cape Colony and Rhodesia.

MILEAGE

In Natal there are 800 miles of Railway open for public traffic. A further 253 miles are under construction or sanctioned.

NEAREST BRITISH
PORT TO THE RAND

A glance at the accompanying Map will shew at once the geographical pre-eminence of the Natal Route to the Transvaal.



RAILWAY STATION, PIETERMARITZBURG



JOHANNESBURG MAIL AT FOOT OF 'MAJUBA



THE ROUTE TO THE TRANSVAAL IS VIA DURBAN (PORT NATAL.)



IMPORTANT TO PASSENGERS.

A POPULAR ROUTE

THE SHORTEST

MOST HISTORIC
AND INTERESTING

PICTURESQUE

COMFORTABLE

SPECIAL CORRIDOR
TRAIN

DAILY SERVICE
OF TRAINS

PORT RAILWAY
BOOKING OFFICE

DURATION
OF TRAIN
JOURNEYS



THE best, and increasingly popular, way of reaching the Transvaal is via Durban, Port Natal, for the following reasons:—

FIRSTLY:—It is a far shorter route than from any other British Port.*

SECONDLY:—It is the most historic and interesting, traversing, as it does, the principal towns in the Colony, and passing within sight of the world-famous battlefields of Colenso, Ladysmith, Elands Laagte, Dundee, Lang's Nek, and 'Majuba.

THIRDLY:—It affords vistas of a more charming variety of scenery than any other railway; and

FOURTHLY:—The Natal Railway Administration caters in every possible way for the comfort and convenience of passengers.

The latest acquisition to the service is a **Special Weekly Corridor Train** (fully described on page 61), which connects with the incoming Mail Boat, returning from Johannesburg so as to make connection with the out-going Mail Steamer.

In addition to the weekly Corridor Train, an excellent through service of trains runs *daily* between Durban and the Gold-Fields, affording access to all parts of the Transvaal and other Colonies.

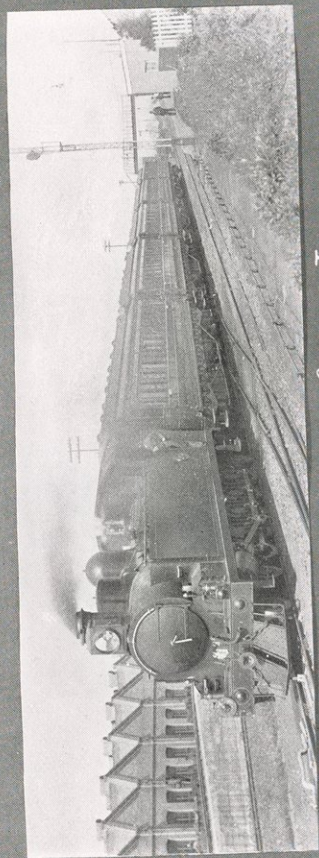
Passengers arriving by the Mail Steamer, and intending to travel up-country by rail, may obtain tickets for their journey, and register their baggage at the Railway Booking Office at Shed "E," immediately opposite the steamer-berth.

The duration of the train journey from Durban to the following principal South African towns is:—

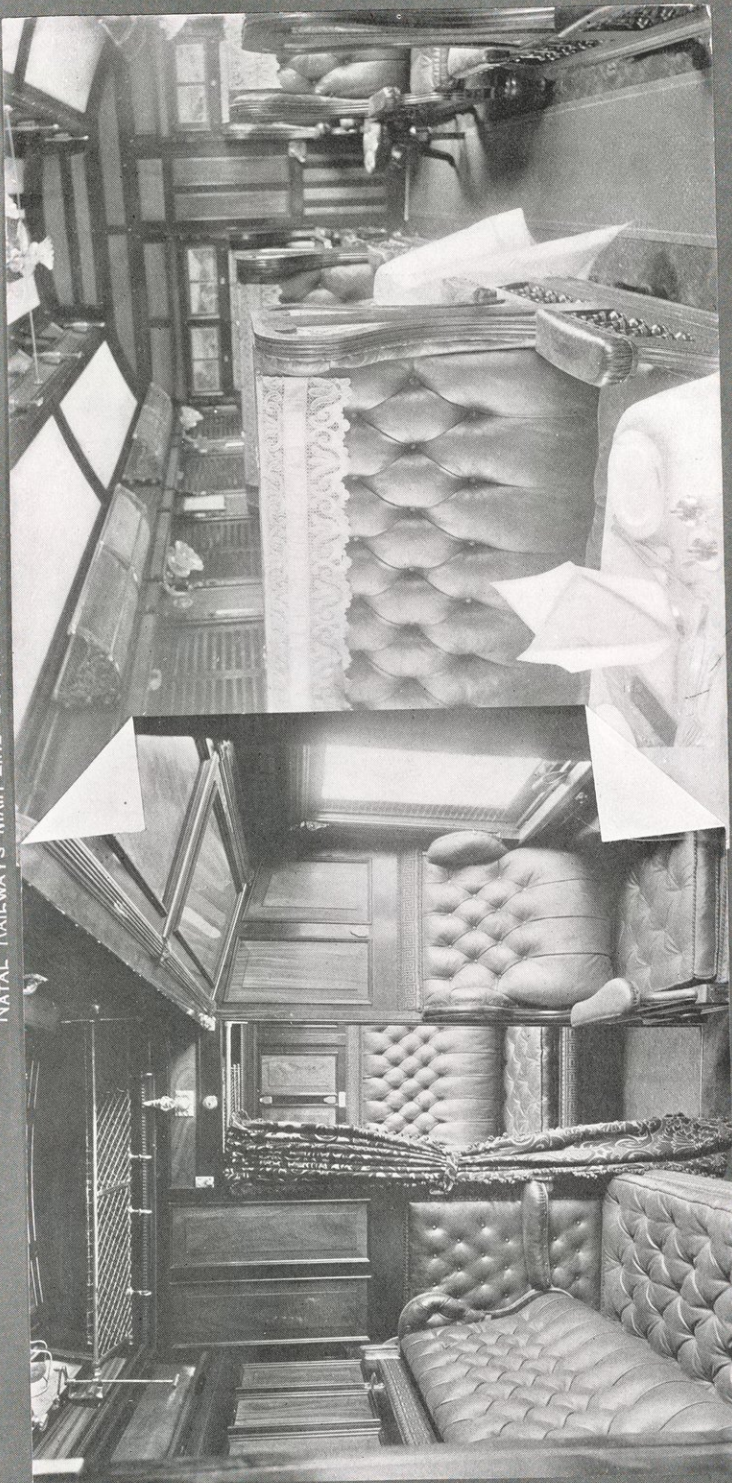
To Johannesburg	-	-	-	485 miles	-	-	23 hours.
„ Pretoria	-	-	-	511 „	-	-	25 „
„ Barberton	-	-	-	794 „	-	-	48 „
„ Lorencó Marques	-	-	-	860 „	-	-	50 „
„ Kimberley	-	-	-	1108 „	-	-	67 „
„ Bulawayo	-	-	-	1822 „	-	-	119 „
„ Bloemfontein	-	-	-	713 „	-	-	45 „
„ East London	-	-	-	1114 „	-	-	73 „
„ Port Elizabeth	-	-	-	1163 „	-	-	75 „
„ Cape Town	-	-	-	1463 „	-	-	86 „

See page 51 for Steamer fares, and page 75 for train fares.

*Cape Town is 1,013 miles, Port Elizabeth 713 miles, East London 665 miles, and Durban 485 miles from Johannesburg.



NATAL RAILWAYS MAIN LINE CORRIDOR TRAIN



CORRIDOR TRAIN, DINING SALOON

CORRIDOR TRAIN, FAMILY COMPARTMENT

FIRST-CLASS CORRIDOR EXPRESS BETWEEN PORT DURBAN AND JOHANNESBURG.

**CONNECTS WITH
MAIL STEAMERS
AT WHARF**

This new weekly express leaves Durban for Johannesburg in connection with the incoming Union-Castle Mail Boat, and returns from Johannesburg in time to connect with the outgoing Mail Steamer. *The train runs alongside the wharf (Shed "E") for the convenience of transferring passengers and baggage.*

A MODERN TRAIN

The train is composed of corridor, dining and sleeping cars of the most modern type, sumptuously appointed, and provided with lavatory and electrical conveniences.

A Conductor travels throughout.

FIRST CLASS

Only passengers holding first-class ordinary tickets from Durban, Maritzburg, Ladysmith, Glencoe Junction and Newcastle to Volksrust, Standerton, Heidelberg, Germiston, Jeppe, Johannesburg, Pretoria, and *vice versa*, are allowed to travel by this train.

POINTS OF CALL

**INTERMEDIATE
PASSENGERS**

Passengers from Ladysmith, Glencoe Junction and Newcastle are conveyed subject to there being room in the train. Passengers to and from Pretoria travel by ordinary train between Germiston Junction and that town.

SOME SPECIAL FEATURES.

**SPECIAL
COMPARTMENTS**

The cars are divided into two, four, and six-berth compartments (the latter *en suite*), ensuring the acme of privacy and comfort.

REFRESHMENTS

Light refreshments may be obtained at any time on the journey.

**TABLE D'HOTE
MEALS**

Table d'hote meals are served in the compartments, at stated hours, at the regulation tariff.

LIBRARY

A Library will be found aboard (3d. per volume).

FANS AND BELLS

Electric fans and bells are fitted in each compartment.

ATTENDANTS

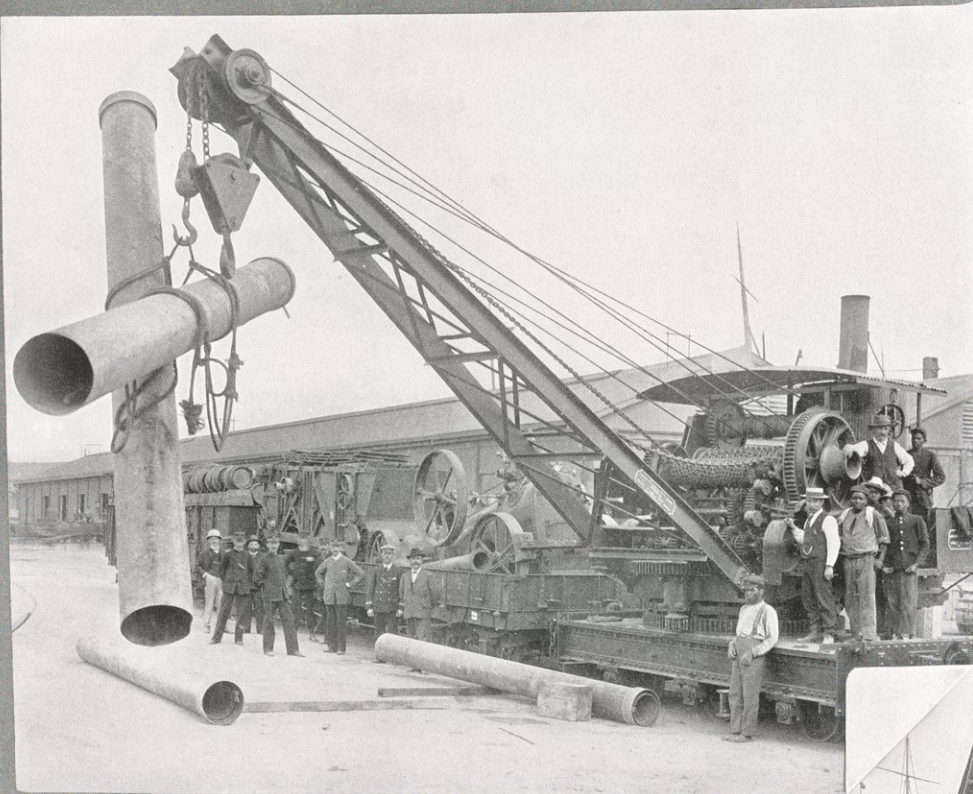
Attendants are provided on the train to repair and remove the beds, and attend generally to passengers' requirements.

NOTICE.

Reserved Compartments:—Application for reserved compartments should be made to the General Manager (Traffic Department), Durban, for the UP journey; and to the Chief Traffic Manager, Johannesburg, for the DOWN journey, the day previous to departure.

Sleeping Berths (and bedding) may be engaged, on payment of 5/-, at the Booking Offices, Durban and Maritzburg for the UP journey; and Johannesburg for the DOWN journey.

Free Luggage:—Adults 100 lbs.; Children 50 lbs.



RAILWAY
TRAVELLING
CRANE
10 TON
CAPACITY



TRAIN OF BOILERS. WIDTH $10\frac{1}{2}$ FEET. EACH WEIGHING 25 TONS, LENGTH 33 FEET



THE NATAL ROUTE TO THE TRANSVAAL AND INTERIOR.



A SPECIAL NOTE ❖ ❖ ❖ TO MANUFACTURERS, MERCHANTS & IMPORTERS.

THE ROUTE MOST
DESIRABLE

EVERY RAILWAY
FACILITY AT DURBAN

GOODS LOADED
DIRECT FROM
SLINGS TO TRUCKS

HIGH CAPACITY
WAGONS

THROUGH
GOODS TRAINS

QUICK DELIVERY
IN JOHANNESBURG



NATAL is the most desirable route for the conveyance of goods and merchandise to the Transvaal and all parts of the Interior.

The Harbour affords free access to all ships, and every discharging facility is provided at the wharves, while the Railways supply every requirement in the matter of high-capacity trucks for general goods; specially built vehicles of the "well" or "low-sided" type for the reception of the heaviest machinery and other cumbrous articles; and a plentiful supply of wagons to suit all manner of consignments.

Goods are loaded into trucks direct from ship's slings, thus saving expense and damage in handling.

A large proportion of the wagon stock is capable of carrying a load of 35 tons, whilst few trucks carry less than 20 tons.

Through trains run between the Port and all Stations in the Transvaal, and to ensure the advantage of the quickest and most preferable service consignors should stipulate the Natal route.

Goods from Mail boats frequently leave Point at noon on Monday, being delivered on Wednesday morning in Johannesburg.

BILLS OF LADING AND INVOICES FOR MINING AND OTHER MACHINERY.

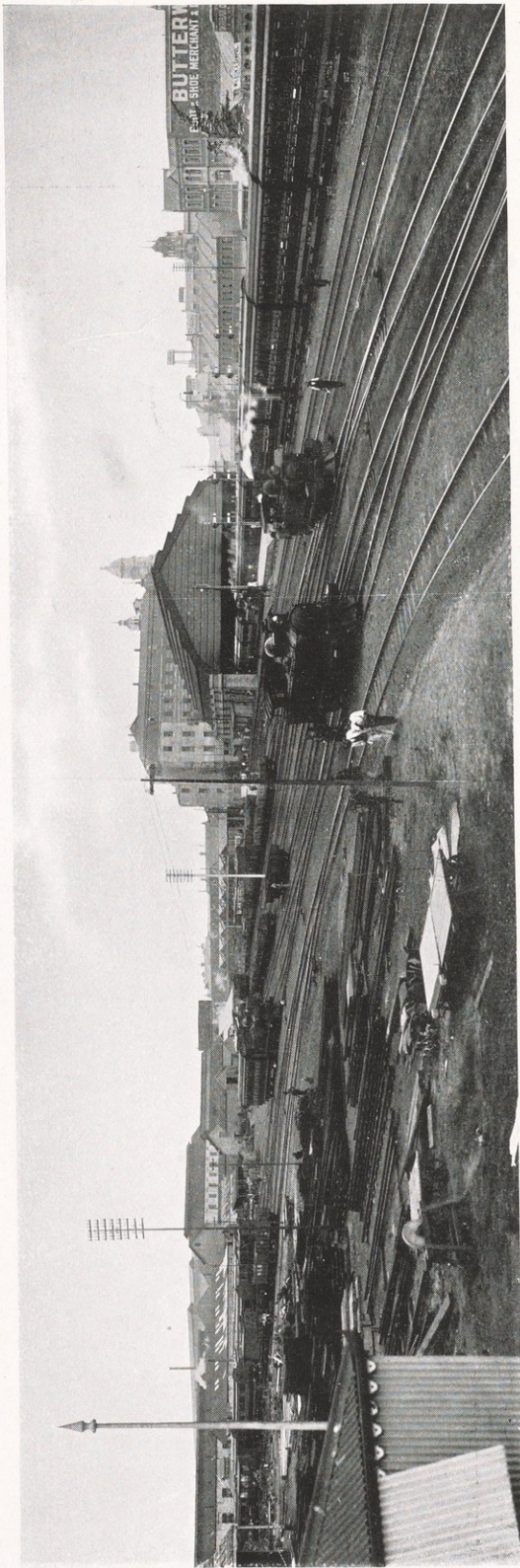
To ensure prompt despatch importers are urgently requested to post in advance Bills of Lading and Invoices, which should contain the fullest possible details, to the District Superintendent, Natal Government Railways, Point, Durban, Natal, who will receive such consignments direct from ship, and take any necessary steps for the despatch of the traffic to destination.

CUSTOMS AND FORWARDING CHARGES.

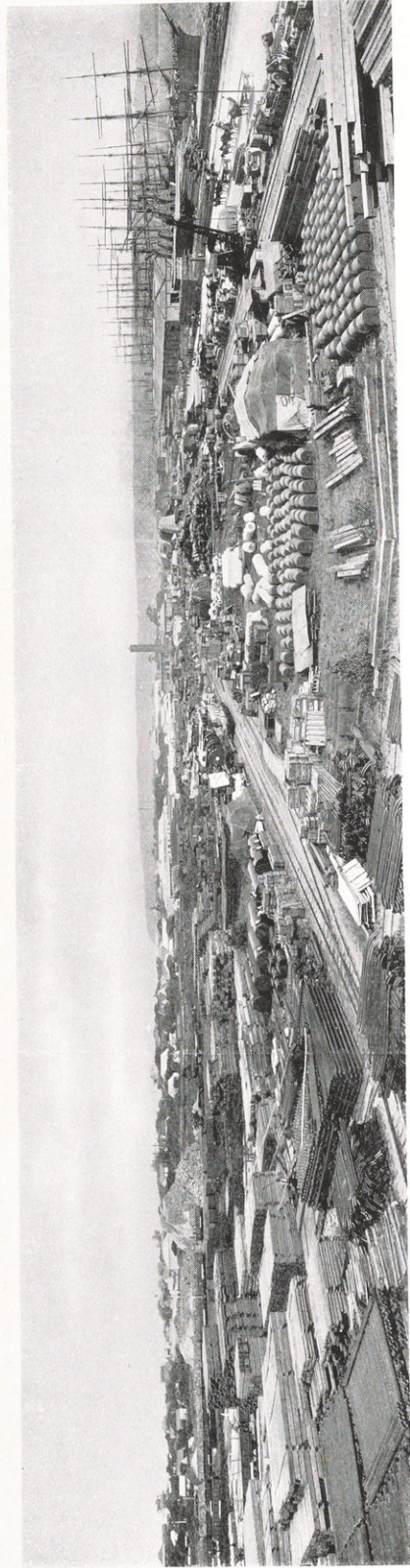
The charges for clearing through Customs and forwarding is 6d. per ton of 2,000 lbs.

COLLECTION OF CHARGES.

In the case of importers having authorised ledger accounts, charges may be posted thereto. Persons not having ledger accounts, the charges may be entered forward and collected at destination.



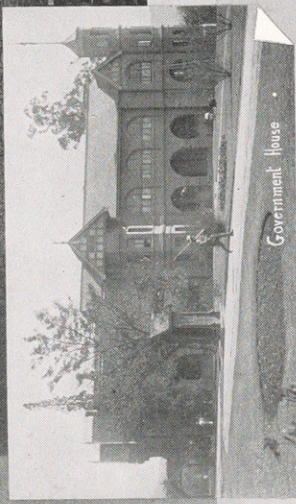
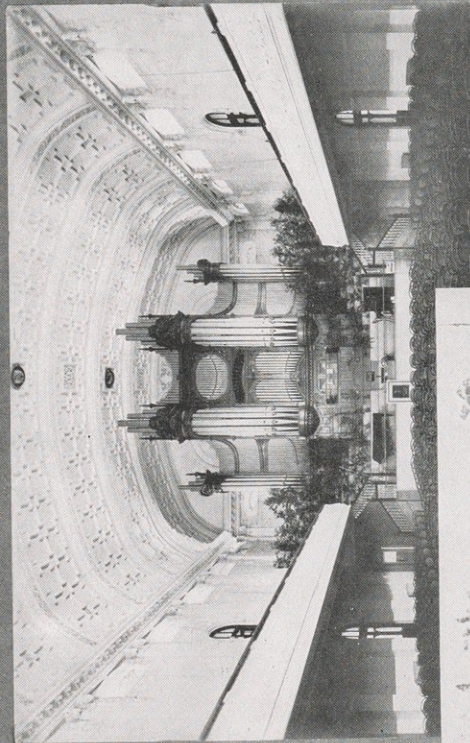
DURBAN STATION YARD, N.G.R.



TIMBER STACKING AREA, PORT NATAL.

A decorative border of stylized flowers and leaves surrounds the central text. The border is composed of repeating floral motifs, including what appear to be roses and other blossoms, with detailed leaves and stems.

USEFUL ❁ ❁ ❁
INFORMATION
RELATING TO
PASSENGER AND
MERCHANDISE ❁
TRAFFIC. ❁ ❁ ❁



Government House

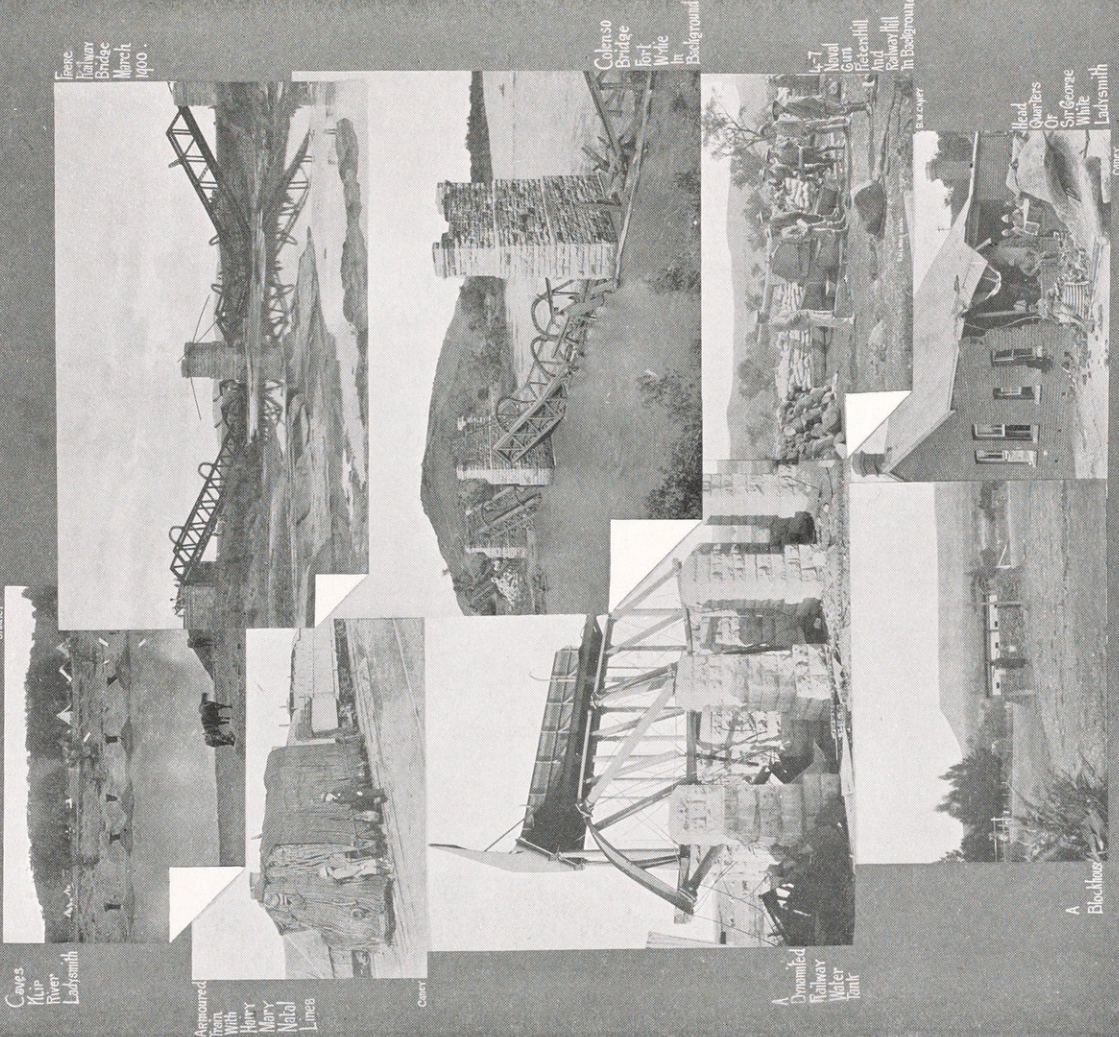


Town Hall Interior

Post Office & Court House.

Maritzburg

Legislative Buildings



Caves Klip River, Ladysmith

Smelter

Arrived Train With Harry Mary Natal Lines

Claret

A Dynamited Railway Water Tank

Colenso Bridge Fort White in Background

4-7 Natal Gen Reccehill And Railway Hill in Background

Head Quarters Of Sir George White Ladysmith

A Blockhouse

Recollections Of The War 1899-1900

N.G.R. PASSENGER FARES, ETC.

Ordinary Passenger Fares:—These are fixed according to distance, and, with certain exceptions, may be calculated at 3d. per mile first class, 2d. second class, 1d. third class—*Single journey*. A reduction is made on return tickets. (See tariff published for public information).

Children under 3 years of age are carried free; those over 3 years and under 12 are charged half fares.

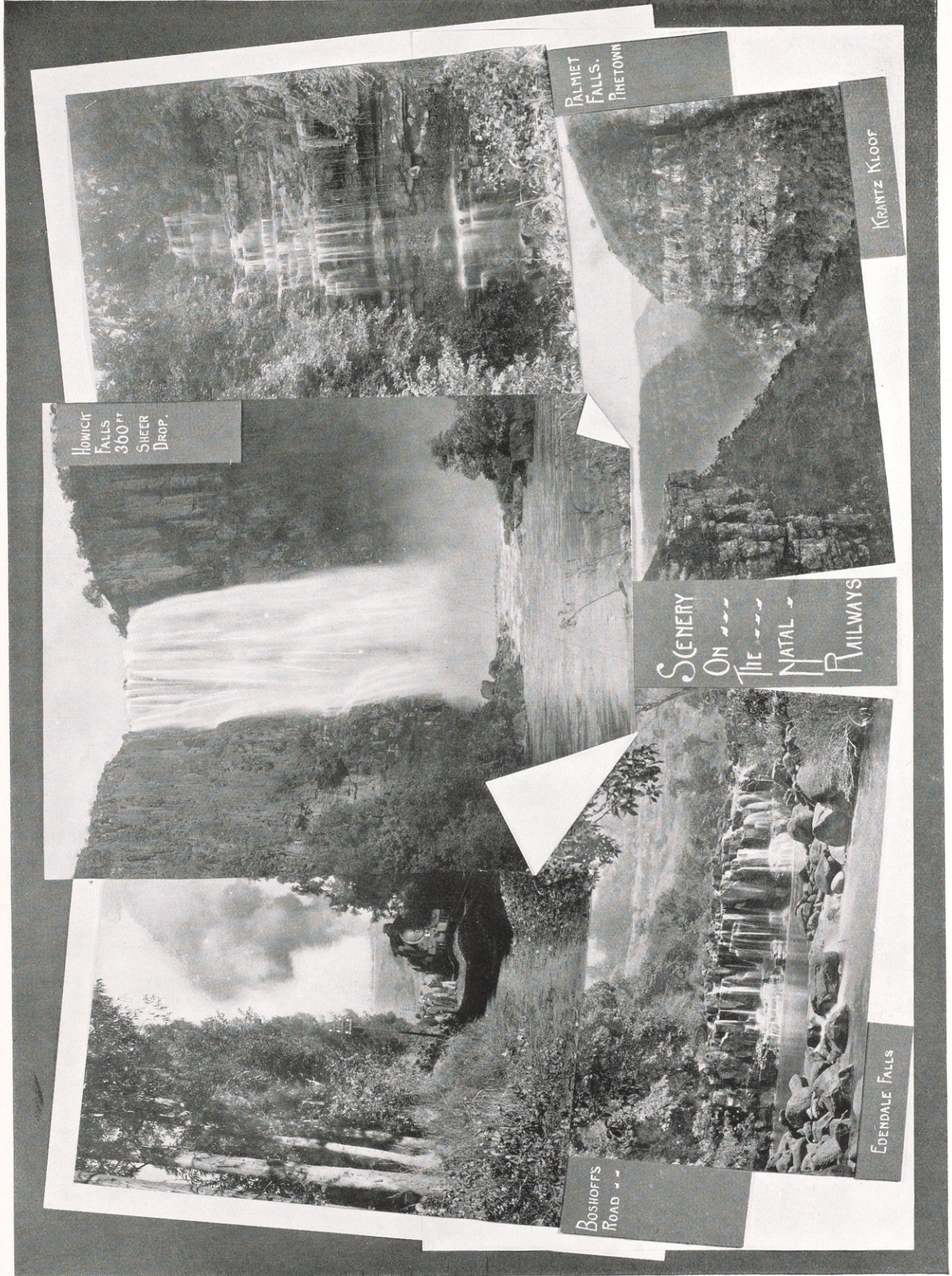
Week End Excursion Tickets are issued throughout the year, valid between all Stations in Natal, at the first or second class single fare for the double journey.

Season Tickets are issued on certain conditions and terms obtainable from any Station representative.

Other Reduced Fares applicable to special parties and professional persons will be quoted on application to the Railway Authorities.

AVAILABILITY OF TICKETS.

SINGLE OR OUTWARD JOURNEY.	RETURN JOURNEY.
Distances up to 25 miles 1 day	Natal Stations:—
" " 100 " 4 days	Three calendar months, any distance.
" " 250 " 7 " "	C.S.A.R. Stations:—
" " 400 " 21 " "	Distances up to 25 miles 4 days.
" over 400 " 1 cal. mth.	" " 100 " 8 " "
The journey must be commenced on date ticket is issued.	" " 250 " 16 " "
Passengers holding ordinary return tickets for distances of 20 miles, and over, may break the journey at any Station.	" " 400 " 1 cal. month
	" over 400 " 3 cal. months
	Persons purchasing return tickets for Durban at stations distant more than 100 miles therefrom, for the purpose of proceeding to Europe, Australia, India, or America, are allowed seven months in which to complete the backward journey, provided that, prior to returning by rail, they present a certificate from the Steamship Company to the effect that they have actually travelled to and from Europe, Australia, India, or America.
	The same privilege is extended to persons visiting South Africa, provided they satisfy the booking clerk that they hold return tickets to the countries named.



PALMIET FALLS. PLETTON

KRANTZ KLOOF

HOWICK FALLS 300 FT SHEER DROP.

SCENERY ON THE NATAL RAILWAYS

BOSHOFFS ROAD

EDENDALE FALLS

PASSENGERS' LUGGAGE.

Each passenger holding a full ordinary fare ticket is allowed, free of charge, (exclusive of personal packages required for the journey) :—

First class	...	...	...	100 lbs. of baggage.
Second class	...	...	...	75 " " "
Third class	...	...	...	50 " " "

Children over three years and under 12, half these weights.

All excess baggage must be paid for at the Excess Luggage Rates.

RESERVED COMPARTMENTS.

Compartments may be reserved upon payment of four first-class, six second class, or eight third class ordinary fares.

Special terms for invalids requiring one side of a compartment.

SLEEPING ACCOMMODATION.

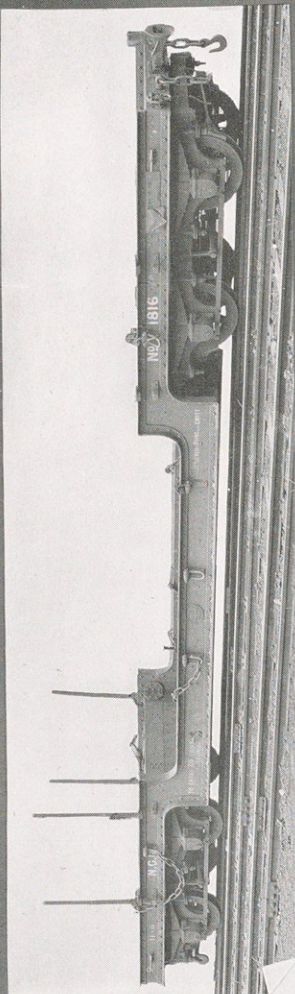
Through passengers may obtain tickets entitling them to sleeping accommodation for the night portion of their journey on payment of an extra charge of 5s. each.

REFRESHMENT ROOMS AND TARIFF.

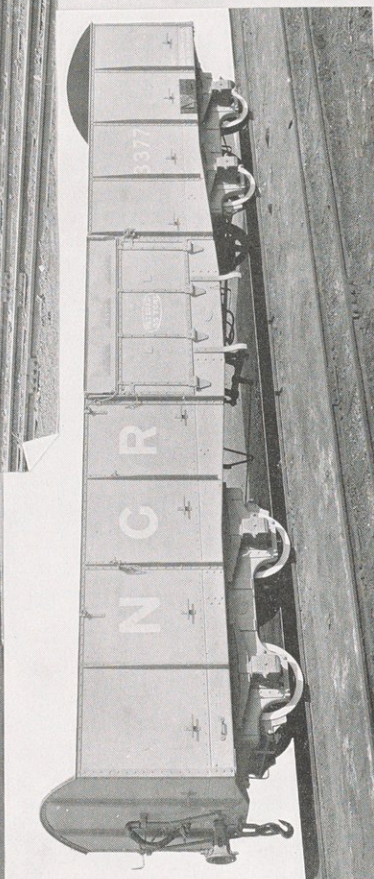
En route, between Durban and Johannesburg, refreshment rooms will be found (in the order given) at Durban, Inchanga, Maritzburg, Estcourt, Ladysmith, Glencoe Junction, Newcastle, Charlestown, Volksrust, Standerton, and Heidelberg.

The tariff for hot meals is :—Breakfast, 2s. ; luncheon, 2s. 6d. ; dinner, 2s. 6d. For meals served in the Corridor train one shilling for breakfast and luncheon, and 1s. 6d. for dinner, extra, is charged.

Light refreshments can be obtained at reasonable prices.



WELL WAGON



35 TON WAGON



ELECTRIC GANTRY CRANE. DURBAN GOODS YARD

**N.G.R. GOODS DEPÔTS: POINT AND
DURBAN (PORT AND TOWN).**

**EVERY
ACCOMMODATION**

These Depôts are equipped with all appliances, and possess ample accommodation for the manipulation of goods traffic of all descriptions.

**"POOLEY"
WEIGHBRIDGE**

A reliable 80-ton Weighbridge (Pooley's) is provided at the Point, and may be used by the public on application to the Railway Authorities.

GANTRY CRANE

An Electric Gantry Crane, of 5 tons capacity, is situated in the Goods Yard at Durban, capable of lifting goods from the ground, or trolley, and of depositing them in trucks standing as far as three lines of rails from the roadway.

**CARTAGE,
CHECKING AND
CLERICAL WORK**

A large and competent cartage, checking and clerical staff is maintained by the Railway Department.

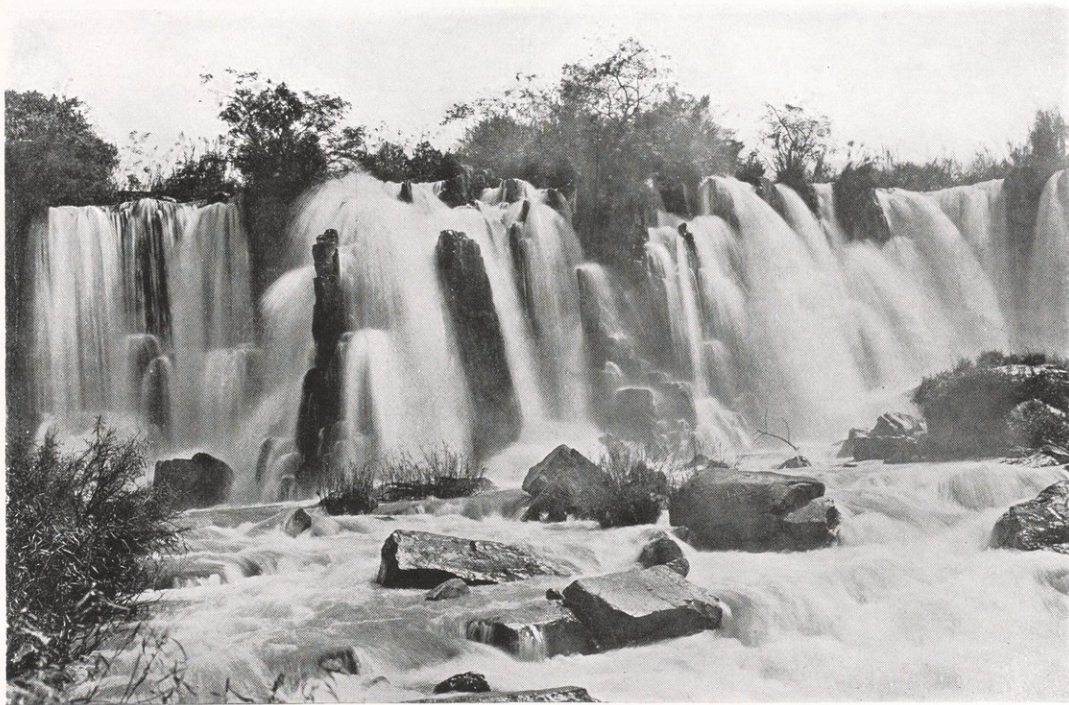
**RATES BETWEEN DURBAN AND PRINCIPAL TOWNS IN NATAL
AND TRANSVAAL.**

At pence per 100 lbs. ; 2,000 lbs.=1 ton.

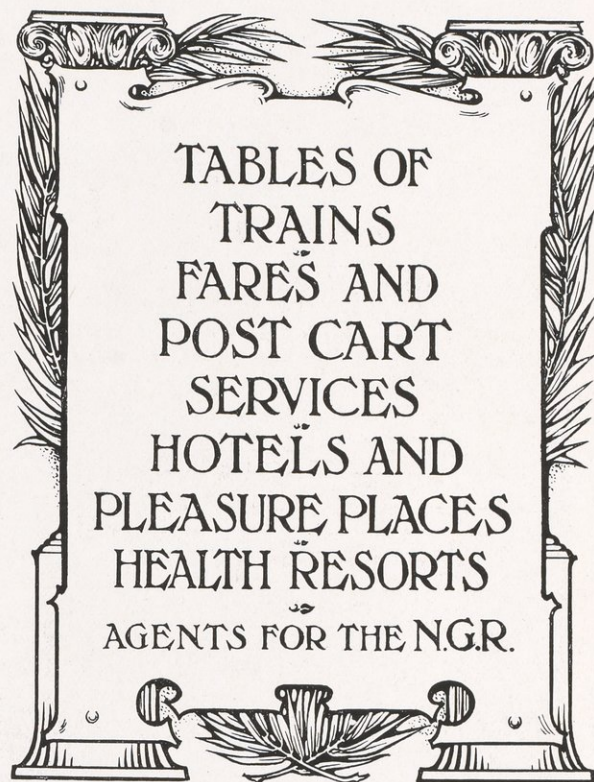
	Distance from Durban.	Normal.	Intermediate.		Rough.	Imported Produce.
			A.	B.		
DURBAN and						
Maritzburg	71 miles	d. 12	d. 11	d. 10	d. 9	d. 7
Ladysmith	190 "	38	29	27	24½	19
Harrismith	250 "	50	35½	31	29	25
Dundee	237 "	47¼	33½	30¼	27¾	23½
Newcastle	269 "	53½	37¾	33	31¾	26½
Charlestown	305 "	60¾	42½	36½	36½	30½
Standerton	369 "	83	64	55	44	38
Heidelberg	441 "	90	67	58	53	41
JOHANNESBURG	483 "	92	69	59	53	42
PRETORIA	511 "	98	75	64	58	45



A NATAL POST CART



THE ALBERT FALLS





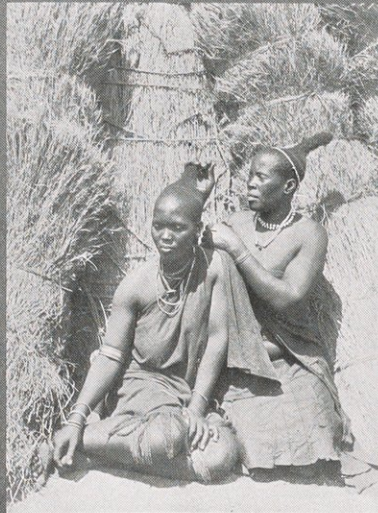
Kafir Dandy



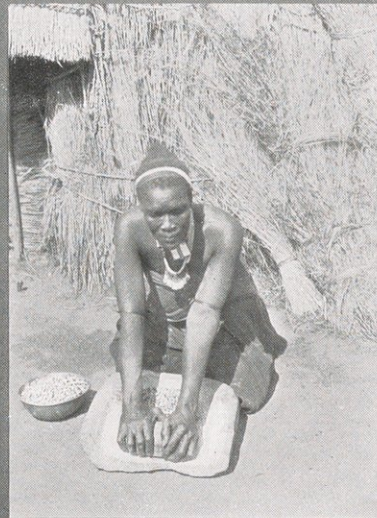
Grass For Hut Building



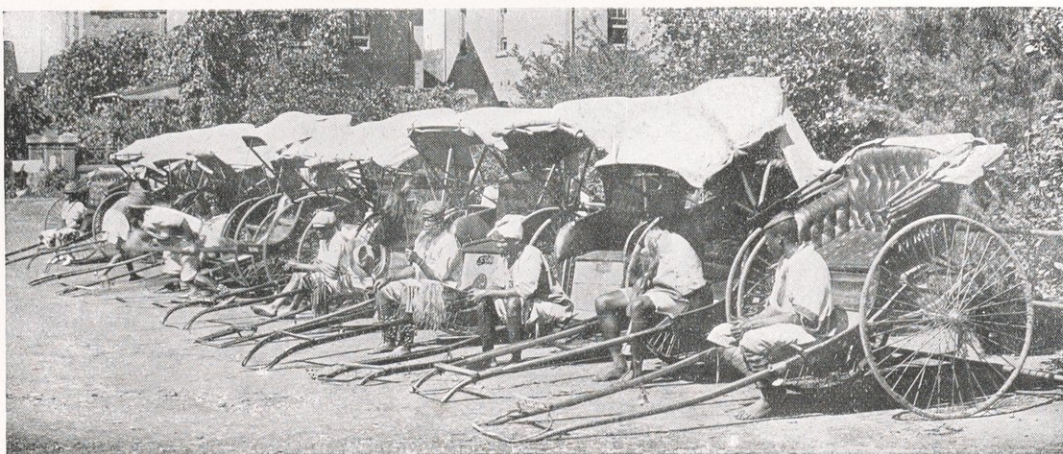
Twins In Ebony



Native Women's
Head Dress



Native Woman
Crushing Mealies



RICKSHA BOYS, DURBAN

PASSENGER TRAINS AND FARES.

STATIONS.	No. of PASSENGER TRAINS.		FIRST CLASS.		SECOND CLASS.		THIRD CLASS.	
	Between 12 midnight and 12 noon.	Between 12 noon and 12 midnight.	Single.	Return.	Single.	Return.	Single.	Return.
			£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.	£ s. d.
FROM DURBAN								
To Maritzburg	2 daily except Sundays	3 Week days, 2 Sundays	0 17 9	1 6 8	0 11 10	0 17 9	0 5 11	0 8 11
.. Colenso	2 daily except Sundays	1 daily including Sundays	2 3 3	3 4 11	1 8 10	2 3 3	0 14 5	1 1 8
.. Ladysmith	2 daily except Sundays	1 ..	2 7 6	3 11 3	1 11 8	2 7 6	0 15 10	1 3 9
.. Harrismith	1 ..	1 ..	3 2 6	4 13 9	2 1 8	3 2 6	1 0 10	1 11 3
.. Dundee	2 ..	2 ..	2 19 3	4 8 11	1 19 6	2 19 3	0 19 9	1 9 8
.. Newcastle	2 ..	2 ..	3 2 2	5 0 6	2 4 8	3 7 9	1 2 4	1 13 6
.. Charlestown	2 ..	2 ..	3 2 2	5 3 7	2 5 2	3 15 3	1 5 4	1 18 0
.. Volksrust	2* ..	2* ..	3 2 5	5 4 0	2 5 4	3 15 7	1 5 8	2 11 4
.. Standerton	2* ..	2* ..	3 14 1	6 3 6	2 14 0	4 10 0	1 10 9	3 1 6
.. Heidelberg	2* ..	2* ..	4 7 11	7 6 6	3 4 2	5 6 11	1 16 9	3 13 6
.. Germiston	2* ..	2* ..	4 14 2	7 16 11	3 8 10	5 14 9	1 19 6	3 19 0
.. Johannesburg	2* ..	2* ..	4 15 11	7 19 10	3 10 1	5 16 10	2 0 3	4 0 6
.. Pretoria	2* ..	2* ..	5 1 2	8 8 7	3 14 0	6 3 4	2 2 7	4 5 2

* Also Weekly Corridor Train.

TABLE OF POST CART SERVICES.

FROM	MAIN OR BRANCH LINE, AND DISTANCE FROM DURBAN.	TO	DAYS.
Ginginhlovu	North Coast Branch .. (89 miles)	Eshowe Melmoth	Daily except Sundays.
North Shepstone	South Coast Branch .. (77 miles)	Marburg Murchison Moguntia Engabeni Harding Memacks Kokstad	
Richmond	Richmond Branch .. (76 miles)	Umkomaas Waterfall Ixopo Union Bridge Mountain Home Sneezewood Newmarket Kokstad Union Bridge Ibisi Harding	Tues, Thurs., Sats.
Elands Kop	Natal Cape Line .. (108 miles)	Boston Deepdale Bulwer Underberg	Tues., Thurs., Sats.
Mooi River	Main Line (126 miles)	Reit Vlei	Tuesdays, Fridays.
Estcourt .. ..	.. .. (146 ..)	Weenen	Daily except Sundays.
Ladysmith .. ..	.. .. (190 ..)	Dewdrop Acton Homes Bergville	Mons., Weds, Frids.
Harrismith	Harrismith Branch .. (250 miles)	Winberg Reitz Lindley and Fricksburg ..	Suns., Tues., Thurs. Sundays, Thursdays. Tuesdays, Thursdays.
Dundee	Vryheid Branch .. (237 miles)	Vant's Drift, Nqutu, and Nondweni	Mons., Weds., Frids.
Vryheid .. ..	.. (291 miles)	Paulpietersberg	Mondays, Fridays.
Newcastle	Main Line (268 miles)	Utrecht	Daily except Sundays.

For particulars of Fares, Distances, Times of Departure and all other information, application should be made either to the Post Cart Owners (or agents), or to the Station Masters at the places where the services originate. The Return Post Cart Services are arranged on similar lines to the outward services given in this table.

BRITISH NAVAL GUNS

BOER POSITION

BOER POSITION BRITISH POSITION BOER POSITION



SPION KOP, SHEWING BOER AND BRITISH POSITIONS

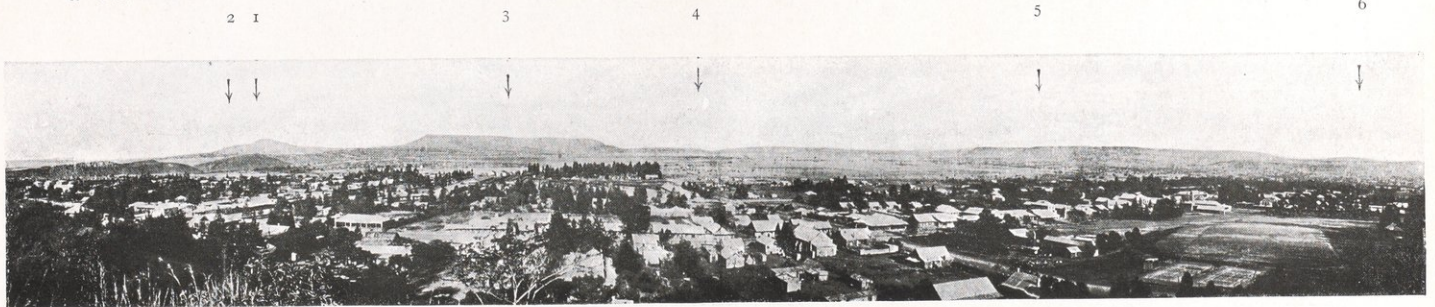


KLOOFS, VAN REENEN

1. LOMBARD'S KOP
2. GUN HILL

3. UMBULWANA
4. SITE OF INTOMBI CAMP AND CEMETERY

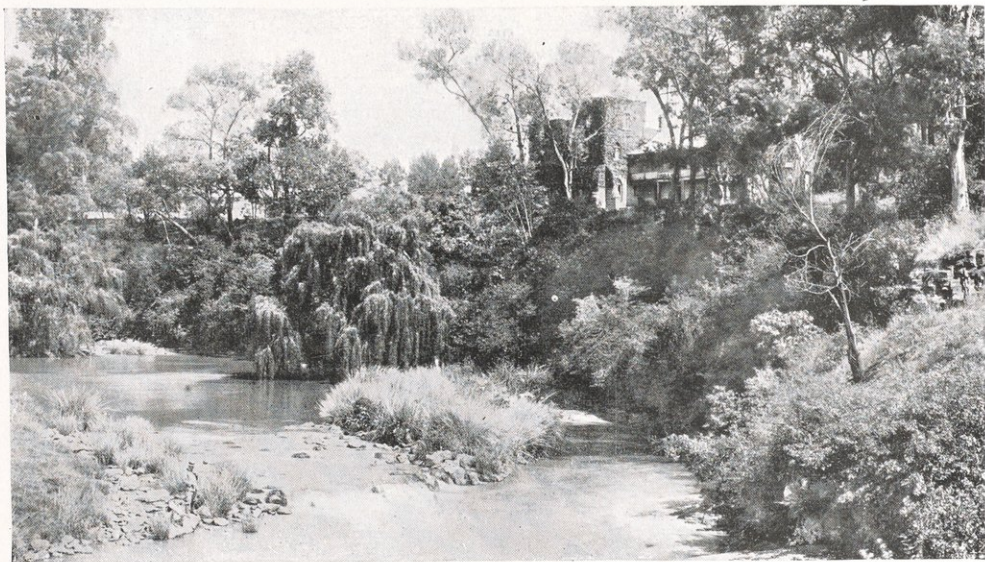
5. CÆSAR'S CAMP
6. WAGON HILL



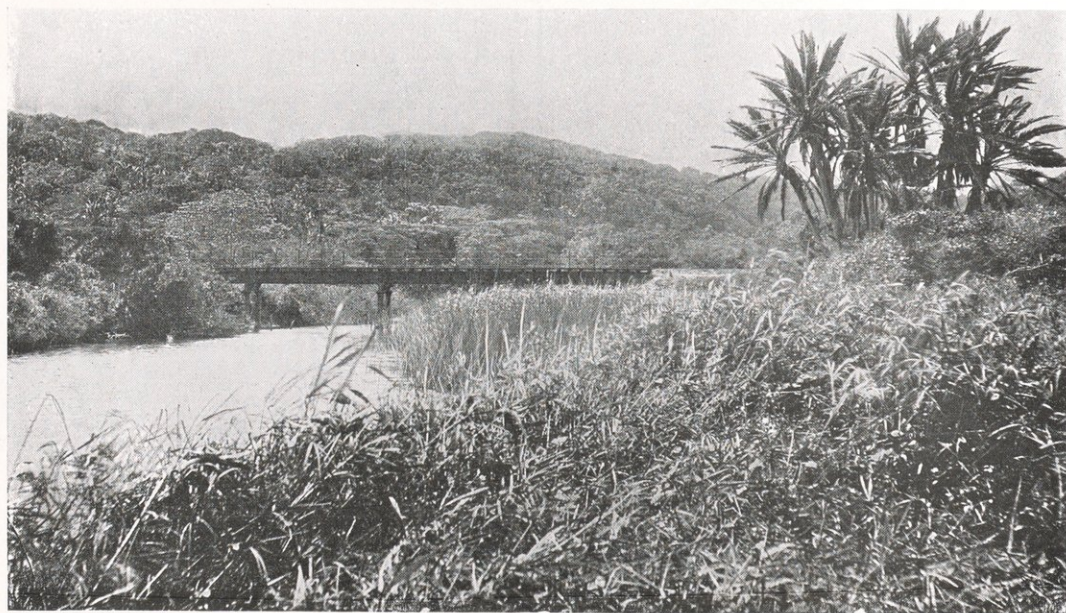
PANORAMA OF LADYSMITH



ON THE UMGANI ROAD



THE UMGANI RIVER, HOWICK



ON THE SOUTH COAST LINE

**AGENTS FOR THE NATAL
GOVERNMENT RAILWAYS.**

Time Tables and all information as to the Natal route to the interior may be obtained as under:—

LONDON:—

THE AGENT-GENERAL FOR NATAL, 26 Victoria Street, S.W.
UNION-CASTLE LINE, 3 Fenchurch Street, E.C.
BULLARD, KING & Co., 14 St. Mary Axe, E.C.
JOHN T. RENNIE & Co., 4 East India Avenue, E.C.
BUCKNALL BROS., 23 Leadenhall Street, E.C.
THOS. COOK & SON, Ludgate Circus, E.C.
CAYZER, IRVINE & Co., 115 Leadenhall Street, E.C.
W. WINGATE & JOHNSON, 17 & 18 Aldersgate Street, E.C.

EDINBURGH:—

MACKAY BROS. & Co., 31 Hanover Street.
J. & H. LINDSAY, 18 South St., Andrew Street.
THOS. COOK & SON, North British Station Hotel Buildings.
J. CURRIE & Co., Leith.
DONALD CURRIE & Co., 137 West George Street.

GLASGOW:—

UNION-CASTLE LINE, Renfield Street.
CAYZER, IRVINE & Co., 109 Hope Street.
F. W. ALLAN & Co., 125 Buchanan Street.
THOS. COOK & SON., 83 Buchanan Street.

LIVERPOOL:—

DAWSON BROS., 1 India Buildings, Water Street.
DONALD CURRIE & Co., 34 Castle Street.
CAYZER, IRVINE & Co., 10 Water Street.
T. & J. HARRISON, Mersey Chambers.
ROBT. ALEXANDER & Co., Tower Buildings, N.
THOS. COOK & SON, 51 Lord Street.

ABERDEEN:—

JOHN T. RENNIE & SON, 48 Marischal Street.

AUSTRALIA:—

MESSRS. GIBB, BRIGHT & Co., Sydney and Melbourne.

And **THOMAS COOK & SON**, at all their London, Provincial, Continental, Indian, American, Australasian and South African Offices.

INDEX.

	PAGE		PAGE
A ccess to Town of Durban	53	Customs' Notes	25
Agents for Natal Railways	79	Customs' Officers (Shed E)	25
Anchorage, Outer	27	Customs' and Railway Bond Store	15
Availability of Railway Tickets	67	Customs' Trade Returns	25
B AGGAGE, Passing of	25	D EPTHS, Bar and Channel	9
Baggage Contractors' Office	25	Description of the Port	1-5
Ballast, Charges for	45	Dining (Corridor) Train	61
Bar, Reference to	1, 9	Distances to Johannesburg and Principal Towns	1, 55, 59
Bay, The	9	Dock, Floating	17
Bills of Lading	63	Dock, Floating, Charges for	35
Bluff-Side Development	23	Dolphins and Moorings	9
Bluff Lighthouse	9	DUES :—	
Bluff Signal Station	9	Light	37
Bluff Wharfage	13	Port	37
Bond Store, Government	15	Wharf	43
Breakwater, South	9	<i>Durban—Plan of Port</i>	at ix.
Bunker Coal, Charge for	45	Duties, Customs, Value of	3
Buoys, Bluff Channel	27	Dredging Fleet	19
C APACITY of Port	3	E NGINEERING Works, Port	53
Capstans, Hydraulic	13	Entrance Channel	9
Cargo, Clearance of	25, 63	Entrance Signals	27
Cartage from Point	53	Equipment and Wharfage, Port	13—19
Channels, Depth of	9	Expansion of the Port	23
Charges, Port and Harbour	33—45	Explosives, Handling of	27
Coal, Bunker	3, 45	Exports, Nature of	3
Coaling Station and Facilities	3	Export Statistics	3
Coal—Rebates	39	F ARES, Passenger :—	
Comparative Bar Depths	9	Outer Anchorage	41
Congella Wharfage	13, 23	Railway	67, 75
Consuls, List of	53	Steamer	51
Corridor Train, Natal	61	Ferry Tariff	53
Cranes, Charges for	33	Fishing Industry	3
Cranes, Hydraulic	15	Fleet, Dredging	19
Cranes, Steam	15	Floating Dock and Workshop	17
Cranes, Shed	15	Floating Dock and Workshop Charges	35
Crane, Floating Workshop	15	Future Expansion of Port	23
Customs' Dues, Collection of	63		
Customs' Duties, Value of	3		

INDEX—Continued.

	PAGE		PAGE
G ENERAL Attractions, Natal	77	O FFICES (Shed E)	25
General Harbour Regulations	29	Officials, Port	vii.
General Port and Harbour Charges	33—45	Officials, Railway	57
Goods Depôts, Natal Railways	71	Open Spaces, Point	15
Goods, Natal Route	63	Open, Stacking in	43
Government Bond Store	15	<i>Panorama of Port Natal</i>	at Title Page.
Government not responsible for any errors	5		
H ARBOURAGE	9	P ASSENGER Fares:—	
Harbour and General Regulations	29	Railway	67, 75
Harbour and Port Charges	33—45	Steamer	51
<i>Harbour, Plan of</i>	at ix.	Outer Anchorage	41
„ <i>Panorama of</i>	at Title Page.	Passengers' Luggage	61, 69
Hartley-Barry Scheme	9, 23	Passenger Trains	75
Health Resorts	77	Piers and Lights thereon	9
Historic Places	77	Pilotage, Compulsory	27
Hotels, etc.	77	Places of Interest	77
Hydraulic Capstans	13	PLANS OF:—	
Hydraulic Cranes	15	<i>The Harbour—General</i> (2)	at ix. & 23
Hydraulic Cranes, Charges for	33	<i>The Wharves, Sheds, etc.</i>	„ 13
I MMIGRATION Restriction Act	27	Point Wharfage	13
Imports	3	Population, Durban	1
Improvements at the Port—and <i>Plan</i>	3, 23	Port Advisory Board, Members of	vii.
Innes Breakwater	9	Port and Harbour Charges	33—45
L AWS, etc., Reference to	5	Port Dues	37
Light Dues	37	Port, Future Expansion of the	23
Lighters	19	Port Officials	vii
Lighting of Wharves and Sheds	15	<i>Port Plans</i>	at ix., 13, & 23
Lights, Bluff and Pier	9	Port Rebates	39
Luggage, Railway	61, 69	Ports of Trade, Principal	49
M AIL Boats' Berth (Shed E)	1, 25, 59, 61	Post Cart Services	75
MAPS:—		Private Tug Charges	41
<i>Principal Ports of Trade</i>	at 49	Q UARANTINE	27
<i>Railways, Natal, etc.</i>	at 55	Quay Walls, New	13, 23
Masting and Dismasting, Charges for	33	R AILWAY Agencies, British Isles, etc.	79
Members of Port Advisory Board	vii.	Railway Booking Office (Shed E)	25, 59
Merchandise and Goods Route, <u>The</u>	63	Railway Information	54—79
Moorings and Dolphins	9	Railway Officials (Traffic Dept.)	57
N ATAL Coal	3, 23, 39, 45	Railway Rates	71
Natal Government Railways and Connections	57—79	Railway Refreshment Rooms	69
Natal Government Railways, Agents for	79	Railway Tickets, Availability of	67
Natal Route to Interior	59—63	Rebates	39
Natal Time and Time Ball	27	Regulations, Harbour, etc.	29
		Rents, Wharf, &c.	43
		Reserved Compartments	61, 69
		Rise of Tide	9
		Route to the Transvaal, The Best	59—63
		Rules, &c., Book of Port and Harbour	5

INDEX—Continued.

	PAGE		PAGE
S ALISBURY Island, Use of - - - - -	23	Through Goods Trains - - - - -	63
Seaside Resorts - - - - -	77	Tonnage of Shipping - - - - -	3
Services, Post Cart - - - - -	75	Towage, Charges for - - - - -	41
Services, Railway - - - - -	75	Trade Returns, Customs - - - - -	25
Services, Steamer - - - - -	51	Trade Statistics, Port Durban - - - - -	3
Sheds, Wharf - - - - -	15	Training Wall - - - - -	9
Sheer Legs, Charges for - - - - -	33	Trains, Passenger - - - - -	75
Shipping, Tonnage of - - - - -	3	Tug Charges - - - - -	41
Ships' Boats - - - - -	27	Tugs, etc., Government - - - - -	19
Ships entered - - - - -	3	U NION-CASTLE Co.'s Office (Shed E) - - - - -	25
Ships in Roadstead - - - - -	27	Use and Control of Wharves - - - - -	27
Signals, Dredger - - - - -	19	V ESSELS berthed, Large - - - - -	1
Signal Stations - - - - -	9	W AGONS, Natal Lines, Special - - - - -	63
Situation of Port Durban - - - - -	1	Water, Charges for - - - - -	45
Sleeping Berths, Railway - - - - -	61, 69	Water Police, Charges for - - - - -	45
Slipway, Point - - - - -	17	Weekly Corridor Express - - - - -	61
Slipway, Charges for - - - - -	35	Wharfage and Equipment, Port - - - - -	13—19
Stacking Grounds for Timber - - - - -	43	Wharf Dues - - - - -	43
Statistics, Port Durban - - - - -	3	Wharf Rents - - - - -	43
Steamship Lines, Fares, etc. - - - - -	51	Wharf Sheds - - - - -	15
Stevedore Charges - - - - -	45	Wharves, Access to - - - - -	1
T ARIFF, Ferry - - - - -	53	Wharves and Depths - - - - -	13
Tariffs, Reference to General - - - - -	5	Wharves, Use and Control of - - - - -	27
Tariffs, Refreshment Room - - - - -	69	<i>Wharves, Plan of</i> - - - - -	at 13
Telegraph Office (Shed E) - - - - -	25	Workshop, Floating - - - - -	17
Timber, etc., Free Storage of - - - - -	43	Workshop, Floating, Charges for - - - - -	35
Time Ball, Bluff - - - - -	27		
Time, Natal - - - - -	27		

3
3
1
5
3
9
75
41
29
25
27
1
63
45
45
61
39
43
43
15
1
13
27
11
17
35



