

1: The Romance of Cape Mountain Passes by Ross, Graham

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Graham Ross The reasons for writing this book are twofold. Firstly, I feel that there is far too little record of the history of civil engineering works in our country. I decided to see if I could do something about it, seeing that I am now retired and supposedly my own master. So I got stuck in, researching and recording the various sources which are available here. I started on the Cape, as that is where the major portion of my engineering has been done, and I soon realised that I must in fact restrict myself to the Cape: The result is a plus-page production, Mountain passes, roads and transportation in the Cape: This consists of an index of over Cape passes reproduced as an appendix to this work , a list of major construction dates, and a chronology recording data extracted from the sources which, in turn, are detailed in an annotated bibliography. The second reason for writing this book is that the flow of data for inclusion in my research document was slowing, and more and more people were harassing me to write something about the mountain passes I had researched. I had compiled, for the South African Institution of Civil Engineering, 18 articles in a series called Reminiscences about Cape mountain passes. These had been published over a period in the Institution s magazine, Civil Engineering, and were then offered as a collection in They were stories, tales and recollections of specific projects or happenings which I had bullied friends into contributing. I thought that it would be nice to partner this series with another, which would record the histories of various Cape mountain passes, using for this purpose some of the data I had collected in my research document. I opted to tackle the passes more or less in the chronological sequence in which they were discovered or pioneered, in the recorded history of our country. The result would be that the coverage would gradually spread out from Cape Town, following the development of road mountain passes as the colonial settlement pushed its way into the interior. This appeared to me to offer a logical progression for the chapters. The history of each pass, as its turn came, would be followed from that early date through to the present time in one chapter - the narrative would not jump from pass to pass so as to keep a chronological sequence of events. As far as coverage is concerned, it was obvious that only some of the odd passes could be included, but what was not so easy to decide was what to cover about these passes. First of all, the book is a record of the various stages in the histories of the passes about which I have written. Next, I had decided at the outset that this was not to be theoretical, or scientific, or even very professionally an engineering book. This is an excerpt from the guide:

2: Graham Ross (Author of The Romance of Cape Mountain Passes)

There are more than mountain passes in the Western, Eastern and Northern Cape, many of them more than a century old and the product of considerable engineering feats.

He was raised by an aunt who lived near Edinburgh. Here he received a classical education, but no vocational training. He married Maria Elizabeth von Backstrom on 16 November and had 3 sons and 7 daughters. In he bought property in Graaff Reinet and carried on for some years the business of a saddler. In he accompanied John Burner Biddulph on a trading expedition to Kuruman , the mission outpost on the edge of the Kalahari and home of Dr. Robert Moffat father-in-law of David Livingstone. They explored further north and reached Dithubaruba in Bechuanaland , becoming the first recorded Europeans to return safely from so far north. In they trekked to the vicinity of present-day Kokstad. They were forced to return by hordes of Bantu fleeing Dingaans. Outspoken, he was sued for libel a number of times by Gerrit Maritz , one of the eventual Voortrekker leaders. During the Cape Frontier Wars in 1818 he served as captain of the Beaufort Levies raised for the defence of the frontier. He tried his hand at farming in the newly annexed Queen Adelaide Province, but lost the farm when the land was returned to the Xhosa in 1827. Later he was engaged to construct a military road through the Ecce Pass , and displayed engineering talents which gave rise to permanent employment as surveyor of military roads under the Corps of Royal Engineers in 1828. During this period he had a part in building the Fish River Bridge , then the largest bridge in the country. He was the first man to attempt to build a road across the Limiet Mountains into the interior for which feat he was presented with table silver and a candelabrum by grateful colonists. Returning to the Eastern Cape in 1830, he built numerous roads and passes including the Katberg Pass near Fort Beaufort. He was friendly with William Guybon Atherstone , who was also a keen geologist and fossil collector and who happened to be present at the discovery of *Paranthodon africanus* Broom at the farm Dassieklip on the Bushmans River , being about half-way between Grahamstown and Port Elizabeth. Bain discovered many fossil remains, including the herbivorous mammal-like reptile *dicynodon* *Oudenodon bainii* Owen, which was excavated from the Karoo Beds on the farm Mildenhall south of Fort Beaufort and described in the literature by Sir Richard Owen. Among the specimens sent to Owen was the so-called Blinkwater monster, *Pareiasaurus serridens* as well as a variety of mammal-like reptiles. Devoting his spare time to geological studies, Bain prepared in 1835 the first comprehensive geological map of South Africa, a work of great merit, which was published by the Geological Society of London in 1836. Bain went to Namaqualand in 1837 and reported to the Government on the copper mines there. He was granted sick leave to visit England for a second time in 1840, where he was entertained by Sir Richard Owen of the British Museum and Sir Roderick Murchison of the Royal Geographical Society , and was made an honorary member of the Athenaeum Club. His health at this time deteriorated markedly and he returned to South Africa; he died in Cape Town following a heart attack on 20 October 1841. While resident in Grahamstown he wrote some satirical sketches for local amateur dramatic entertainment and invented the character Caatje Kekelbek or Life Among the Hottentots , also known as Kaatje Kekkelbek Katie Gossip who endeared herself forever to South Africans, and held John Philip and other missionaries up to ridicule. Kaatje, the Hottentot girl, uses Hottentot-Afrikaans in the spoken parts, and sings in Afrikaans-English. Bain built eight major mountain roads and passes during his career.

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6: Romance of Cape Mountain Passes : Graham Ross :

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7: List of mountain passes of the Western Cape - Wikipedia

THOMAS BAIN (): PIONEER ROADBUILDER (A talk presented to a joint meeting of APES, SA Institute of Architects, SA Institute of Town & Regional Planners, SA Institution of Civil Engineers.

8: Andrew Geddes Bain - Wikipedia

The Romance of Cape Mountain Passes, by Graham Ross. ISBN / ISBN Illustrated throughout with full-colour and sepia photographs and accompanied by helpful maps, this book by pad maker Graham Ross, The Romance of Cape Mountain Passes, is for those with a love of the open road, an interest in history and a delight in the triumphs of engineering, human ingenuity and imagination.

9: The Romance of Cape Mountain Passes im Namibiana Buchdepot

This is a list of publicly accessible, motorable passes in the Western Cape province, South Africa.

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