

discharges (certificates as to his character) and asked for Stanger's help in obtaining the post of signalman. He stated that he had not brought out all his discharges, having left the rest in the Custom House at Falmouth, Cornwall. The reason was he had not thought he would need them, as he had 'intended to turn himself to other purposes' but his plans had not worked out. In his letter to the Secretary he had made a similar statement. On the *Lady Bruce* passenger lists his occupation was given as 'farmer'. Possibly when he emigrated he really had intended to farm, but once in Natal circumstances had altered his plans. Baragwanath was not appointed to the post. In Sep. 1850 Alexander Forbes, son of John Forbes*, took up his duties as lighthouse-keeper.

By Dec. 1852 Baragwanath was connected with E. Snell's* schooner, the *Leontine Mary*, which had been launched the previous August. In that month he sailed on her for East London and Algoa Bay, while in July of the following year he returned with her from Mauritius. He may have been the supercargo for these voyages. In Aug. 1853, a month later, he was the vessel's master. In that month he took her to East London and Algoa Bay, returning in October. In Jan. 1854 he sailed her to Table Bay. The next entry for the *Leontine Mary* in the Durban Port Captain's shipping lists dates to Mar. 1856 when she arrived from Algoa Bay and East London, with one W. Greig as Captain. Baragwanath and Snell had a disagreement which ended in court in Jan. 1855. Baragwanath sued Snell for £64 for eight months' sea wages, but lost his case. The shipping lists have been searched to the end of 1863 and Baragwanath's name does not appear as the master of any vessel calling at Durban during that period.

The last contemporary references found to Baragwanath and his wife both date to 1855. It appears that by this time their marriage had broken up.

He did not claim his 60 acres at Richmond, viz. no. 60 of Lots 2 & 3, Illovo. As early as Apr. 1855 George Willson* whose land adjoined Lot 60 was trying to take it over. Title was issued to Willson by the Government in June 1856 on condition that he erected a bridge over the Illovo river. How Willson managed to get Baragwanath's land is unexplained, particularly when the Government, as late as 1873, was accommodating Byrne settlers who belatedly wished to claim their allotments.

According to one of Baragwanath's grandsons, Orlando, he owned a farm near Isipingo. This fits in with the fact that when his elder daughter married in 1853, she was said to be of Isipingo. Orlando also said his grandfather was a seaman on the Cape route. Another source states Baragwanath was the master of an early paddle steamer plying between the Cape and Mauritius, and that he had to return to England for surgery, but did not survive the operation. The approximate date given here for his death is 1873. However, judging from other evidence, it appears to have been before this, possibly as early as the late 1850s.

CHILDREN

Elizabeth Grace (c. 1837, ?Cornwall – ?P.E.) m. Sep. 1853, Dbn, Alfred Maytham*.

John Albert (1839, Redruth, Cornwall – ?1928 or ?1932) m. c. 1870, Southeyville, near Queenstown, Cape, Adelaide Trennery, d. of Joseph Trennery of Queenstown. John Albert is said to have accompanied his father on voyages. According to one source, he took a working passage from Dbn. At P.E. the magistrate intervened because of his youth and had him apprenticed to a harness and saddlemaker. The date given for this incident is 1857, but as John was then 18 years old, it must have been earlier. He later opened a store on the Cacadu river near Lady Frere in the Cape. In 1886 he trekked to the Witwatersrand. At the first sale of plots in the newly laid out town of Jhb. he bought three, and sold them at such a profit he was able to return to the Cape, dispose of his business there, and bring his family to Jhb. He bought a farm five miles S.W. of the town, at the junction of the wagon roads from Bloemfontein and Kimberley. Here he opened a hotel. At one time 500 wagons a day were outspanning at his Concordia Hotel. Concordia eventually became the site of the well-known 'Uncle Charlie's' roadhouse. John also prospected and was one of the original shareholders of the Vierfontein Farm Gold Mining Co. He gave up business in 1922. Baragwanath Hospital and Baragwanath Airfield are both situated on what were Concordia farm lands. John's son Orlando (1872–1973), from 1899–1901, while in the British S.A. Co.'s employ, together with F.R. Lewis, pegged off and named many of the later copper mines in the Zambian copper belt. These two and one George Grey have the distinction of being the first to prospect the copper belt of Katanga and Zambia.

Orlando (born c. 1844, ?Cornwall). As a youth Orlando accompanied his father when he went to England for medical advice. The story goes that he was stranded when his father died, and that 28 years elapsed before his family heard of him again.

Emily E. (born c. 1846, ?Cornwall).

Charles (c. Mar. 1850, at sea – May 1850, ?Dbn) died in infancy.

SOURCES

Private source material

35 Box 4. *Lady Bruce* lists; 52; 58

Unpublished official papers

155 41 no.50, 51(3) nos.205 and 210, 2244 nos.D100 and D170; 156 64, 73, 74

Newspapers, periodicals, etc.

223 21.9.1853, 3.1.1855; 226 13.8.1852, 20.8.1852; 227 31.5.1850, 13.1.1854; 233