

**DIE POGING VAN A.H. NELLMAPIUS OM 'N GEREELDE VER-
BINDINGSROETE TUSSEN DIE OOS-TRANSVAALSE GOUD-
VELDE EN DELAGOABAAI TE VESTIG (1874-1883)**

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VOORWOORD

Een van die doelstellings van die Voortrekkers toe hulle die Kaap verlaat het, was om 'n onafhanklike hawe vry van die Britse bewind te bekom. Die eerste Voortrekkerleiers, bv L. Trichardt en A. H. Potgieter het hulle beywer om Delagoabaai as hawe te bekom. In die studie word aangetoon hoe A. H. Nellmapius as buitelanders die eerste persoon was wat dit kon vermag om 'n beplande roete na Lourenco Marques daar te stel. Hy kan as een van die eerste entrepreneurs in 'n veranderende kapitalistiese stelsel in die sewentigerjare van die vorige eeu beskou word.

Die sekondêre bronne oor die tydperk van hierdie studie maak wel melding dat Nellmapius 'n handelsroete vanaf die goudvelde van die Oos-Transvaal na Lourenco Marques daar gestel het, maar niks word van die beplanning of werking daarvan vertel nie. Daarom berus die navorsing van hierdie studie hoofsaaklik op primêre bronne, wat in die Nasionale Argiefbewaarplekke in Pretoria en Kaapstad nagevors is.

In die studie word aangetoon hoe Nellmapius hom in Transvaal gevestig het en die rol wat hy in Pelgrimsrus, as delwer op die goudvelde van Oos-Transvaal gespeel het. Verder word aangetoon hoe hy die handelsroete na Lourenco Marques beplan het, die kontrakte wat hy met die Zuid-Afrikaansche Republiek (ZAR) en Portugese regerings asook met 'n vennoot gesluit het. Sy pogings om die maatskappy wat hy gestig het suksesvol te bedryf en die redes waarom sy maatskappy misluk het, word aangedui.

Vanaf die tagtigerjare, nadat hy na die Pretoria-omgewing verhuis het, sou hy 'n belangrike invloed op die Krugerregering in die ZAR uitoefen, waaroor heelwat meer as oor sy Oos-Transvaalse verblyf bekend is.

Ek dra hierdie verhandeling met dank en waardering op aan my vrou Marianne wat vir jare met die navorsing oor die onderwerp saam moes leef.

Ek wil ook die volgende persone en instellings bedank.

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Menings wat in die verhandeling uitgespreek word, is my eie en nie die van die Potchefstroomse Universiteit vir Christelike Hoër Onderwys nie.

Dr. Koos Hugo
November 1999

SUMMARY

After the Voortrekkers had established themselves in the Transvaal in the thirties and forties of the previous century, they regarded it as a priority to gain access to an independent harbour. By this they meant one which was not under British jurisdiction. After the annexation of Natal, the only possible access to such a harbour was via Portuguese territory. The obvious harbour was Lourenco Marques situated in Mozambique.

Voortrekker leaders, like Louis Trichardt and A.H. Potgieter, had visited Mozambique. This led to the founding of Ohrigstad and Lydenburg in order to establish regular traffic with Lourenco Marques. During M.W. Pretorius's period of office as president of the ZAR, a Scotsman, Alexander McCorkindale, planned to implement a harbour scheme in the Portuguese harbours. All these attempts failed, but the Boers were still interested in Lourenco Marques.

In 1873 payable gold was discovered in the Eastern Transvaal in the Lydenburg district, and president Burgers proclaimed the Lydenburg-Ohrigstad area as goldfields. Burgers realised how important it was for the Transvaal to have its own harbour. At that stage a friendship treaty existed between the Portuguese government and the ZAR. President Burgers decided to raise funds in Europe for the building of a railway line between Pretoria and Lourenco Marques.

In 1873, Alois Hugo Nellmapius, from Kimberley, established himself as a digger on the Eastern Transvaal goldfields. He met O.W.A. Forssman in Kimberley, who offered him a post as terminus manager for the Transvaal Goldfields Extension Transport Company in Pelgrimsrus. This was a company that transported passengers and goods from Kimberley to the Eastern Transvaal goldfields.

Nellmapius soon realised that president Burgers's railway-plan would take many years to become operational and took the initiative to apply to the Volksraad to establish a transport scheme between the goldfields of the Eastern Transvaal and Lourenco Marques.

Much has been written about Nellmapius's later stay in Pretoria, but there are only a few references to the pioneering work he did in the Eastern Transvaal. For that reason a decision was made to study his stay during the seventies in the Eastern Transvaal goldfields, and to describe it in more detail.

The dissertation gives an overview of his activities as a digger on the goldfields. An interpretation is given of how Nellmapius planned the transport scheme. The conditions under which the Volksraad gave him permission to implement the scheme are explained. The contracts which he drew up with the ZAR, the Portuguese government and his partner are described. The implementation of the transport scheme is discussed.

The scheme failed, mainly as a result of the Sekhukhune War. Nellmapius went bankrupt and the bank, which had given the guarantees, tried to sell the scheme to the British after the first annexation of Transvaal in 1877. The bank failed to accomplish this, but in 1883 the Transvaal government permanently re-allocated the farms which had been allocated to Nellmapius during the negotiation phase. He succeeded in surviving financially. His undertakings in Irene, where he established himself after his stay in the Eastern Transvaal, were more successful and he also became wellknown because of the influence he had on President Kruger.

This study sheds light on aspects of the pioneer period of the Eastern Transvaal goldfields when the ZAR was on the threshold of capitalistic development and the accompanying international interest.

Archival research for this study was done mainly in Pretoria and Cape Town.

20522.

In Memoriam.



De ware vriend van het Volk der Z. A. Republiek.



ALOIS HUGO NELLMAPIUS

OVERLEDEN TE LINDSE ESTATE, NA PRETORIA, 28 JULI 1893,
NA EEN KORTE ZIKTE.

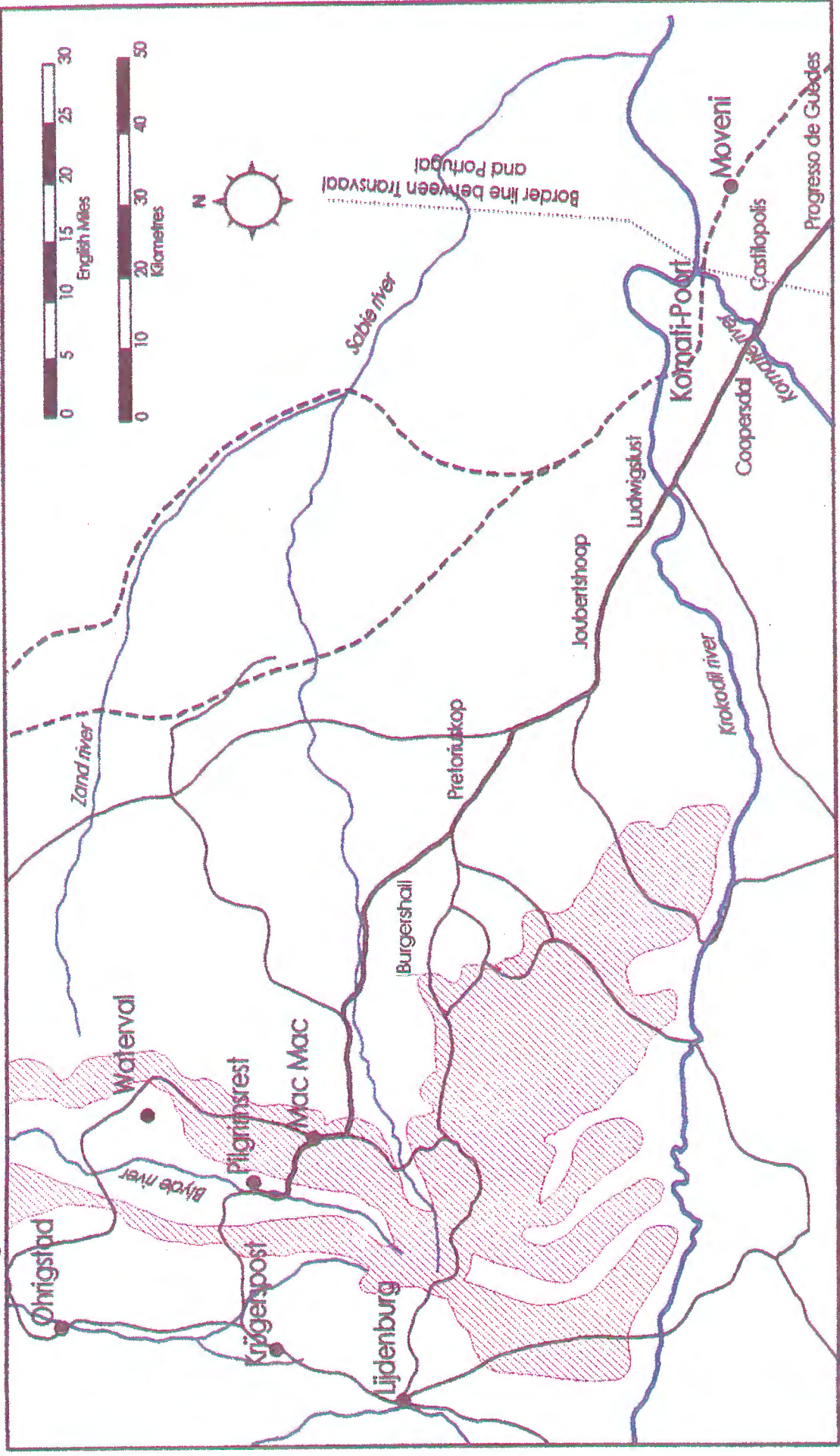


Alois Hugo Nellmapius (1847-1893), (foto ongeveer 1890 geneem)



AH Nellmapius, vise-konsul vir Portugal op die Oos-Transvaalse goudvelde

NELLMAPIUS
 THE LOURENÇO MARQUES AND SOUTH AFRICAN REPUBLIC TRANSPORT SERVICE



The Gold Fields M

AND LYDENBURG ADVERTISER

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ALBERTO CARLOS DE PAIVA RAPOZO,
Manager,
LOURENCO MARQUES.

G. BOWNESS, Secretary.

HEAD OFFICE, Pilgrim's Rest, January, 1876.

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