

## Grahamstown Heritage Area, Thames

### Location:

*The Grahamstown area of Thames, which is irregular in shape and bounded roughly by Beach Road and Brown Street in the west, the Karaka Stream in the south, Pollen, Campbell and Bella Streets in the east, and Burke Street in the north. Broad and Princes Streets are also included within the area, which is based upon Robert Graham's survey plan of 17 September 1869.*

### Introduction:

Grahamstown owes its name and genesis to Robert Graham, who leased an area of land from local Maori on the edge of the Thames Goldfield and then offered lots within it for sale in September 1869. Closer to the goldfields than the government settlement of Shortland, Grahamstown was the chief commercial centre of Thames until the early 20<sup>th</sup> century.

Grahamstown's street pattern takes the form of an elongated colonial grid, within which the major thoroughfares of Queen and Pollen Streets run on a north-south axis. The Grahamstown Heritage Area includes a diverse range of building types, including a large number of 19<sup>th</sup> century structures that retain a high level of authenticity. Civic, ecclesiastical, residential, governmental, industrial and commercial structures are to be found in close proximity with one another.

A & G Price's Engineering Works, Victoria Park, a group of landmark hotels, The Treasury, the Thames School of Mines and St James' Presbyterian Church are major heritage resources within the area, which is also notable for its colonial residential heritage. The area is still identified as Grahamstown today, even though the three foundation settlements of Thames (Grahamstown, Shortland and Parawai) had merged into one by the early 20<sup>th</sup> century.

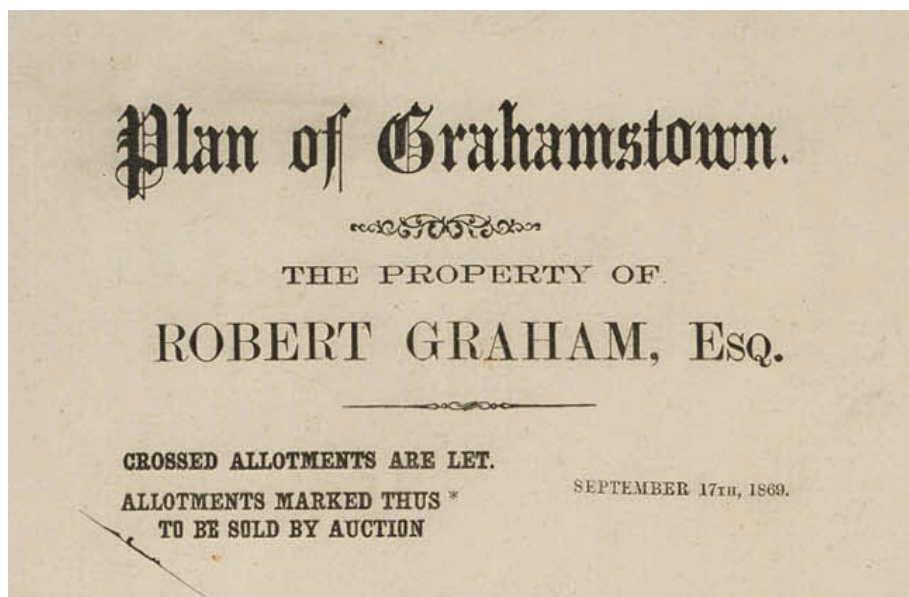


Fig. 1. Detail from 'Plan of Grahamstown' prepared for Robert Graham, dated 17 September 1869. Source: Sir George Grey Special Collections, Auckland Libraries, NZ Map 4498-10.

### **Distinctive Physical Characteristics:**

- a) Queen Street runs the length of the heritage area, on a roughly north-south axis, and is continuous through the original Grahamstown and Shortland settlements.
- b) Beach Road, Brown, Davy, Kirkwood, Pollen, Martha, Mackay and Bella Streets run parallel to Queen Street.
- c) Burke, Williamson, Albert, Cochrane, Amy and Pahau Streets run on an east-west axis, perpendicular to Pollen and Queen Streets.
- d) Campbell Street and a section of Pollen Street follow the topography of the foothills bordering the area.
- e) The Karaka Stream has been channelled but remains a natural boundary between the historic settlements of Grahamstown and Shortland. The Waiotahi Creek, which once defined the northern end of Grahamstown, is no longer apparent having been piped.
- f) Reclamation of the foreshore west of Beach Road and Brown Street has altered the area's relationship with the Firth of Thames. Since the late 19<sup>th</sup> century Victoria Park has provided a natural buffer between Grahamstown's built environment and the foreshore.
- g) The area includes a small section of hillside residential development on Broad and Princes Streets.
- h) Commercial premises are usually built right up to the street boundary, whereas residential buildings are commonly set back from it to accommodate fencing and gardens. Both building types are typically either one or two storeys in height.
- i) Prices' Engineering Works and the Thames-Hauraki Pumphouse in Bella Street are large-scale industrial structures of a utilitarian design.
- j) Building materials include timber, corrugated iron, brick and plastered masonry, with timber frame and weatherboard construction predominating.
- k) Residential, civic, religious, financial, industrial and commercial uses co-exist in close proximity to one another.
- l) Residential buildings are typically stand-alone, single-family dwellings, ranging in style from Victorian bay and square-plan villas through to mid-20<sup>th</sup> century bungalows.



Fig. 2. Karaka Stream flowing into the Firth of Thames, view west from Queen Street footpath.

## Surroundings & Contribution to Context

Reclamation in the late 19<sup>th</sup> century west of Beach Road and Brown Street, which created land for the Grahamstown Railway Line and Victoria Park, distanced these thoroughfares from the Firth of Thames.

The streams demarcating the natural boundaries between Shortland, Grahamstown, and Parawai are much less evident than they once were. The regenerating Coromandel Ranges behind Thames remain a constant landscape feature within the town centre, especially when seen as the terminal vista looking east on the cross streets.

Victoria Park is one of Thames' principal recreational and cultural heritage amenities. Gardens belonging to the area's residential properties are generally modest, with a high degree of openness to the street. Some streets have grassed berms, running along one or both sides, where others have asphalt footpaths only: a combination indicative of the mixed-use character of the area.



Fig. 3. Victoria Park viewed from the corner of Albert Street and Beach Road with the Grahamstown Railway Station in the distance (centre-right). The Coronation Band Rotunda was erected in 1902 and the photograph is dated c. 1910. WA Price Collection, Alexander Turnbull Library, ½-001548-G.

## History of Area:

Rushes to the Coromandel Goldfield in the early 1850s and early 1860s were short lived and largely unrewarding but the 1867 rush to the Thames was to transform the district. Following negotiations between Ngati Maru leaders and agents acting on behalf of provincial and central government, the Thames Goldfield was declared open in August 1867. As thousands of people moved into the district both the government settlement of Shortland and the privately developed Grahamstown grew quickly. The latter was closest to the goldfields and so soon became the commercial and industrial centre of the fledging town.

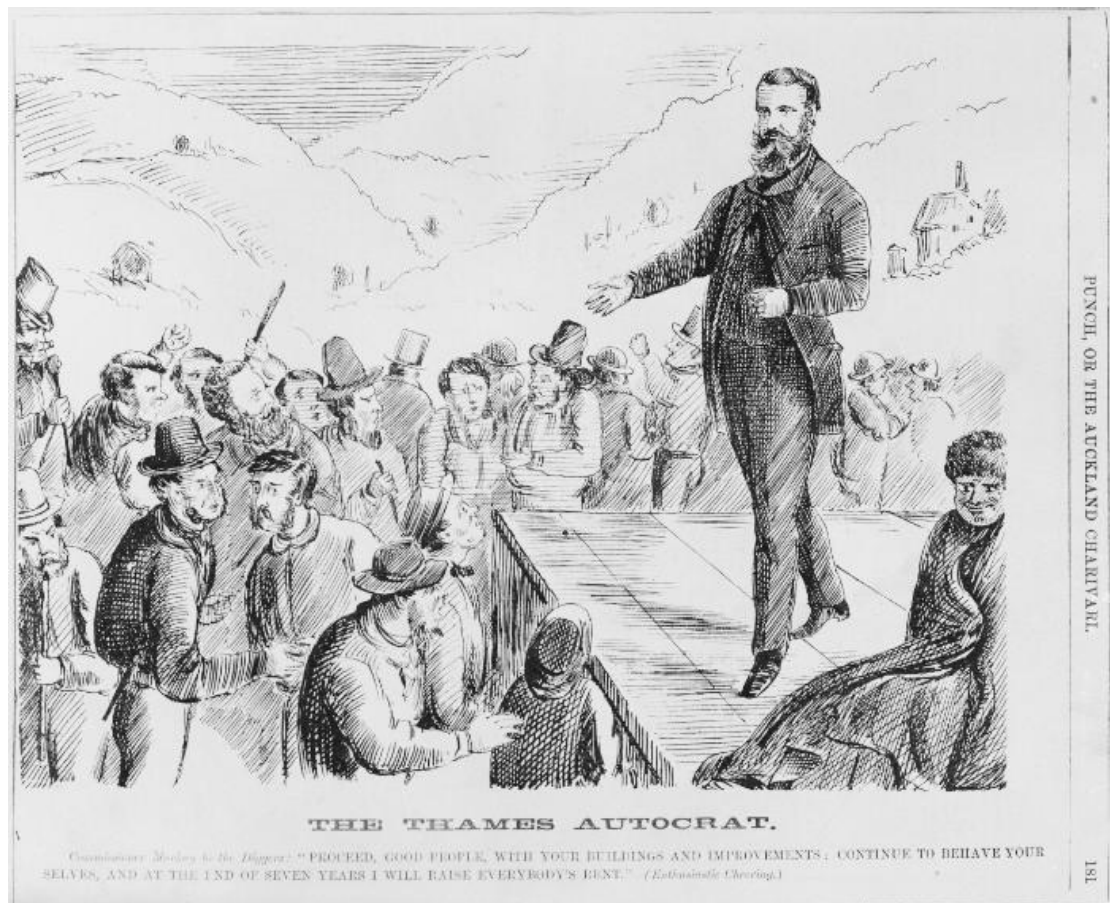


Fig. 4. Cartoon of Commissioner James Mackay, the 'Thames Autocrat', addressing gold miners at Thames, 1868. Caption reads: "Proceed good people with your buildings and improvements; continue to behave yourselves, and at the end of seven years I will raise everybody's rent." Alexander Turnbull Library, MNZ-0427-1/4-F

People came to the Thames goldfields from Britain, continental Europe, the United States, Australia, and China, as well as from elsewhere in New Zealand. Some of those attracted to the Thames were recent British immigrants brought out to repopulate the Waikato following the Waikato Wars of 1863-64. Along with the prospectors came the government officials, tradesmen, businessmen, and clergy who were needed to manage and support the burgeoning settlements of Shortland and Grahamstown. By 1874, the year in which the first elections for the Thames Borough Council were held, Thames was the fifth largest town in New Zealand. Over 8000 people were then recorded as living in Grahamstown, Shortland and Parawai. Although the population had declined to 4800 people by 1881, Thames has retained its status as the largest settlement on the Coromandel Peninsula to this day.

Although the provincial government intended Shortland to be the official seat of Thames, Grahamstown took an early lead as the administrative and economic centre of the town. It became the foci of both central government and borough council activities, as well as the Thames School of Mines, the Bank of New Zealand, and Prices' and Judd's engineering works. The construction of a passenger wharf at the end Albert Street (Graham's Town Wharf, 1868) and a goods wharf at the end of Burke Street (c.1868-69) encouraged the development of neighbouring sites for both commercial and industrial uses. More than a dozen hotels were built in Grahamstown, among them Holmes' Wharf Hotel and the Pacific Hotel, which faced each other at the intersection of Brown and Albert Streets, close by the passenger wharf. A & G Price relocated their engineering works from Onehunga to Grahamstown in 1871, gradually building up a large-scale complex on Beach Road close by the goods wharf and, later, the Grahamstown Railway Station (1898).





Fig. 5. Grahamstown (c.1870?) looking south-west with Graham's Town Wharf at centre-left. Alexander Turnbull Library, 1/4-002691.



Fig. 6. Burke Street Goods Wharf and Prices' Foundry (upper-right), undated. Sir George Grey Special Collections, Auckland Libraries, 35-R1458.

Just how quickly Grahamstown became ascendant over Shortland after the goldfield was proclaimed may be seen in the decision to erect the Government Buildings in Queen Street, south of the crossing with Albert Street, in 1869-70. The newly formed Thames Borough Council took over the Crown Hotel in Albert Street for its premises in 1874, and the development of the Thames School of Mines, on the former Wesleyan Church site in Cochrane Street (1886-1901), further cemented Grahamstown's central importance within the goldfields town. That Grahamstown should also be the locale for masonic lodges (Oddfellows'

Hall, Kirkwood Street and Corinthian Lodge, Martha Street) and the Miners' Union Hall (Queen Street) was only natural given the 'cheek by jowl' nature of Grahamstown and the Thames goldfield. Within the Heritage Area the site of the former Crown Princess/Saxon mine in Albert Street, later the Thames Borough Council Pumping Station, is a reminder of the extent to which mining was for decades an integral part of daily life for Thames' residents.

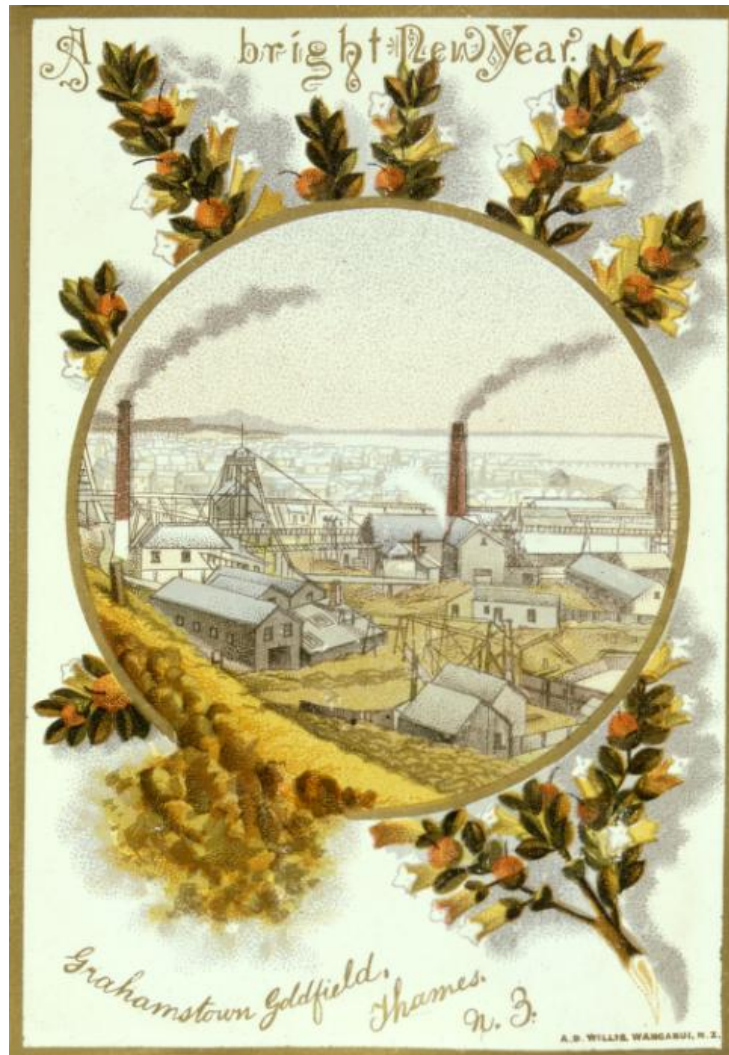


Fig. 7. AD Willis, Wanganui 'A bright New Year - Grahamstown goldfield, Thames, N. Z.' (Christmas card, c.1886). Alexander Turnbull Library, E-068-017-2.



Fig. 8. Thames School of Mines and Mineral Museum, Cochrane Street, Thames.

Given the environmental impact the Thames' mines had on the township it is not surprising that Parawai became the favoured setting for the houses of the well-to-do. The villas and cottages built in Grahamstown were generally occupied by miners, tradesmen, and people engaged in the retail, service and hospitality sectors. One notable Grahamstown resident was John Grigg (1838-1920), who settled in Thames in 1868 and ran a furniture and upholstery store in Pollen Street. Grigg also taught and composed music. After he moved from Pollen Street into a house at the corner of Queen and Pahau Streets in 1894 Grigg made the astronomical observations that were to establish his place in scientific history. Grigg held public viewing nights at the observatory he built behind his Queen Street house and is considered to be New Zealand's pioneer of astrophotography.

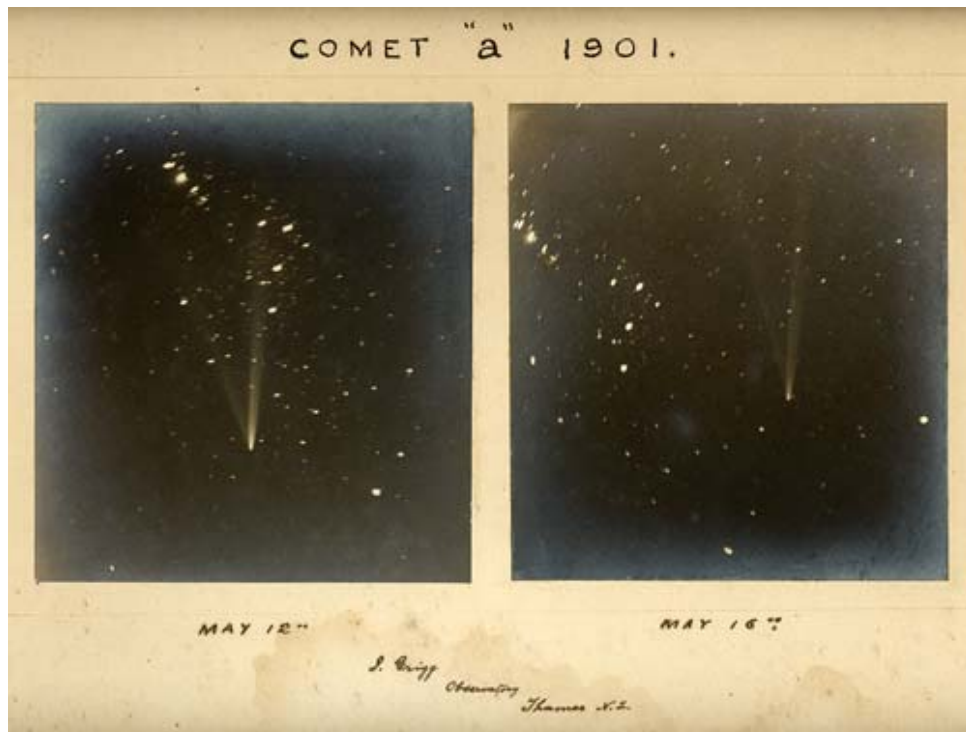


Fig. 9. Comet "a" photographed by John Grigg in May 1901. By permission of the Carter Observatory, Wellington.

Whereas in the late 1860s and 1870s Grahamstown's commercial activity was centred upon Brown and Albert Streets, in the late Victorian and Edwardian eras (c.1880-1910) Pollen Street assumed its unifying role as Thames' main retail street. A survey plan of June 1889 (Fig. 10) shows an almost continuous row of buildings along the east side of Pollen Street, between Cochrane and Pahau Streets. Both the plan and historic photographs show the line of verandas that still shelter Pollen Street shoppers today.

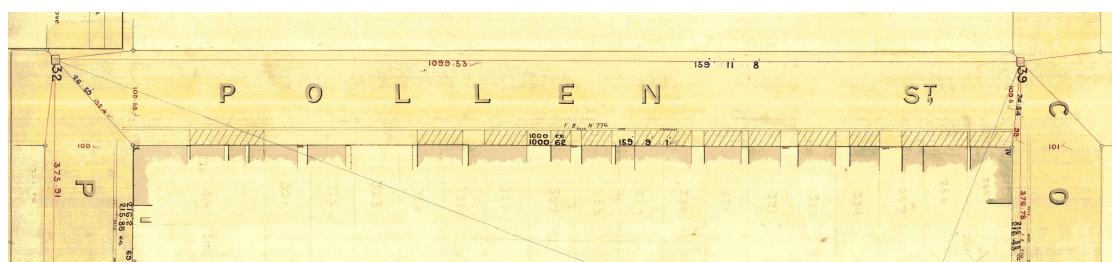


Fig. 10. Detail from Thames Survey Map (SD 36159, drawn by John I Philips, dated June 1889) showing east side of Pollen Street between Pahau and Cochrane Streets.





Fig. 11. Pollen Street, looking south from the Cochrane Street intersection, between 1910 & 1930. WA Price Collection, Alexander Turnbull Library, 1/2-001169-G.

In contrast the west side of Pollen Street still had quite a few vacant sections in 1889 (see Image Gallery, SO 36157) and a mixed-use streetscape of commercial and residential buildings developed with the Salvation Army Barracks at its centre. By the turn of the 20<sup>th</sup> century retail activity was also well established in the Shortland section of Pollen Street and LP O'Neill, the author of the Borough's 1973 centennial history, credits the big flood of 1917 with accelerating the 'move of most businesses and public offices to Shortland' (O'Neill p. 74).



Fig. 12. Queen's Hotel, corner of Albert and Queen Streets, shown here surrounded by floodwater in 1923. The Treasury, Thames.

In 1923 the Borough Council embarked upon a number of civic improvements, including paving the length of Pollen Street with concrete, and it was announced that the Bank of New Zealand and the Bank of New South Wales had secured sites in Pollen Street for their new premises. The *Evening Post* reported both actions and noted that the banks' move from Grahamstown to central Pollen Street was a welcome sign of the town's 'centralisation of business' (*EP* 28/11/1923 p. 6). In 1929 the Grahamstown (Thames) Railway Station was moved to the Shortland (Thames South) site, leaving just a flag station at the northern end of the town close by Prices' Foundry. With the erection of the new Chief Post office in central Pollen Street in 1938 Shortland could be said to have finally triumphed over Grahamstown as the town centre of Thames. Today 'historic Grahamstown' is widely appreciated for its 19<sup>th</sup> century historic character and is still a hub for industry, retail, hospitality and cultural tourism.

### Historic Names

Grahamstown (Graham's Town) takes its name from Robert Graham (1820-85), who was born in Scotland and immigrated to New Zealand in 1842. Graham prospered as a merchant, in the Bay of Islands, in California during the gold rushes, and in Auckland, where he also developed an estate called 'Ellerslie'. Graham married Sophia Swann (died 1862) in San Francisco in 1850 and Jane Horne in Auckland in 1870. He had a keen eye to the tourist potential of the North Island's thermal areas, developing resorts at Waiwera, Wairakei and Ohinemutu. Graham served as a Member of Parliament (1855-1868) and as a Councillor and Superintendent of Auckland Province (1855-57, 1865-69, Superintendent 1862-65).



Fig. 13. Caricature of Robert Graham, published in the *Observer* 11 December 1880, p. 109.

The origin of Beach Road is self-evident as it ran along the shoreline before reclamation distanced the road somewhat from the Firth of Thames.



John Brown was the first president of the Thames Miners' Association in January 1868. Brown Street is said to be named for him.

Davy Street was named for Edwin Davy, one of the surveyors appointed to the Thames goldfield in August 1868. Davy drowned at Tararu in February 1869.

Queen Street is named for Queen Victoria (reigned 1837-1901).

Kirkwood Street is thought to be named after Robert Graham's brother-in-law, John Kirkwood (died 1907), who was an Auckland wine and spirit merchant. In 1869 Kirkwood held shares in the Democrat Goldmining Company, which operated on the Karaka Creek.

Pollen Street was named after Dr Daniel Pollen (1813-96), a provincial and central government politician, who served as Premier of New Zealand for a brief time (1875-76). As Deputy Superintendent of Auckland Pollen, together with James Mackay, helped to negotiate the opening of the Thames goldfield.

At this time the origin of Martha Street is unknown.

Mackay Street was named for James Mackay (1831-1912), the Government Agent who opened up the Thames goldfield and was later known as 'the Thames autocrat' thanks to his close control of activities on the field. On Graham's 1869 plan of Grahamstown Mackay Street was called Alfred Street. The origin of this name is unknown.

At this time the origin of Campbell Street is not known.

Bella Street is said to have been named after Isabella Woods, who as a child reportedly met a surveyor who asked her name and said he would name a Grahamstown street after her. As Robert Graham had a daughter called Bella it may be that the street was named for her, as was apparently the case with Bella Street in Tararu.

Patrick Burke ran the Waiotahi Hotel at the corner of Burke and Owen Streets. The street and the wharf at the end of Burke Street were therefore named for him.

Auckland Superintendent John Williamson (1815-75) is believed to have given his name to Williamson Street.

Albert Street may have been named for Queen Victoria's husband, Prince Albert (1819-61).

Cochrane Street may have been named after Samuel Cochrane who was the Auckland auctioneer responsible for auctioning Graham's Town in May 1868.

As Robert Graham had a daughter called Amy, it is likely Amy Street was named for her. Alternatively Edwin Davy may have named the street after his daughter Amy.

Pahau Street was named for local chief Pahau Ngatawa, whose land holdings included parts of what became Grahamstown and Tararu. Ngatawa died at Warahoe in 1872.

Broad Street is said to have been named after Lowther Broad, who was appointed Warden for the Thames Goldfield and Resident Magistrate of Thames in August 1868.

Princes Street is thought to have been named in honour of Queen Victoria's husband, Prince Albert.



Fig. 14. View looking up Albert Street, Thames, c. 1900. WA Price Collection, Alexander Turnbull Library, 1/2-001170-G.

#### **The Significance of the Area:**

The heritage significance of this area lies in its **history** of continuous commercial, civic and residential use since the late 1860s and its **cultural** value as a place of commemoration and community. The area's **architectural** value is largely derived from its late 19<sup>th</sup> and early 20<sup>th</sup> century commercial, civic and residential buildings. The **technological** values of the building types in the area are generally typical of the period in which they were constructed. **Archaeological** and **scientific** heritage values may be present given the pre-1900 development of Grahamstown and the potential for encounter history research.

#### **Archaeological Significance:**

Having been established as a goldfields settlement in 1867, the Grahamstown Heritage Area has the potential to reveal archaeological resources relating to Thames' early growth and development. Both the roads and the pattern of building development owe their genesis to mid-19<sup>th</sup> century colonial survey practices. Where modern buildings have replaced 19<sup>th</sup> century structures it is possible that archaeological material has survived from the earlier period.

There are a number of recorded archaeological sites located within the area (see TCDC IntraMap and/or NZAA ArchSite), which identify both pre-European Maori and colonial non-Maori sites. A range of archaeological finds may be expected in view of the survival of 19<sup>th</sup> century structures and the mixed-use history of the area.

Note: The archaeological and cultural heritage values of tangata whenua in relation to this part of Thames are outside the scope of this report.

### Architectural Significance:

The area embodies architectural values typical of a colonial settlement, wherein commercial buildings often evoke a classical aesthetic and restrict their embellishments to the façade. Residential buildings illustrate the popularity of the villa and bungalow styles for working and middle class homes at the time in which they were built. Utilitarian industrial structures and architecturally-design civic buildings follow the conventions of the day and contribute to the diverse appearance of the area's built environment.

Pollen Street's commercial buildings, especially those situated on the east side of the street between Cochrane and Pahau Streets, achieve a collective architectural significance given their general consistency of height, construction to the front of the lot and provision of a veranda. The monumentality of the structures erected for Prices' Engineering Works and the Thames-Hauraki Mine give these utilitarian buildings their townscape impact.



Fig. 15. Government Buildings, Queen Street, Thames, c. 1900. WA Price Collection, Alexander Turnbull Library, ½-001551-G.

The styles of non-residential buildings range from the Carpenter Gothic of the former Wharf Hotel (1868) to the Edwardian Neoclassicism of the former Thames Free Library (1905) and former Police Station (1908-9). The latter was designed by the Government Architect, John Campbell. The former Corinthian Lodge is notable both for its 1928 stripped classical design by Auckland architect HC Savage and for its highly sensitive conversion to commercial use by Salmond Reed Architects (1998).

St James' Union Church is an important Thames landmark due to its location and the quality of its Victorian Gothic Revival styling. John Currie's Italianate style Cornwall Arms Hotel in Pollen Street (1906) should also be noted for its quality and contribution to the streetscape. Elsewhere on Pollen Street the 1912 shop front of Palmer's Sweet Shop makes a valuable small-scale contribution to the architectural values of the street.

Houses in the Grahamstown Heritage Area span a range of styles from Victorian bay and square-plan villas to California and post-war bungalows. Architectural values are typical rather than notable, owing largely to the absence of architecturally-designed houses for the well-to-do. Two-storied Victorian residences in Beach Road (# 206), Brown (# 416) and Williamson Streets (# 402) leaven the predominant single-storey residential character of the area. A small number of Moderne style houses dating from the inter-war period, including the Nurses' homes in Bella Street, add a recognisably 20<sup>th</sup> century aesthetic to the area.

### **Cultural Significance:**

The Boer War Memorial and Coronation Band Rotunda (both dating from 1902) have cultural significance as memorial structures set within Victoria Park. Buildings such as the Thames-Hauraki Pumphouse and the Thames School of Mines and Mineralogical Museum contribute to the township's sense of identity and close association with its mining history.



Fig. 16. South African [Boer War] Troopers' Memorial, relocated to Victoria Park, c.1919-20.

### **Historic Significance**

Grahamstown, as a colonial settlement arising out of the opening of the Thames Goldfield in August 1867, has considerable historic significance as a place of business, governance, community activity and residence for more than 144 years. Since the late 1860s the streets of Grahamstown, including the major thoroughfares of Queen and Pollen Streets, have accommodated shops, houses, hotels, government and religious buildings, and industrial structures. Grahamstown's two wharves and the railway station, none of which remain, established the gateway function of the settlement, which is echoed in present-day marketing of Thames as the gateway to the Coromandel.

Landmark Thames industrial concerns have been part of the Grahamstown streetscape for many years. A & G Prices' engineering works and the Thames-Hauraki and former Saxon mines still have a visible presence in the area. The block bounded by Queen, Kirkwood, Cochrane and Pahau Streets is still known as Judd's foundry site, although the engineering business is long gone.



THAMES IRON WORKS.

Fig. 17. Charles Judd's Thames Iron Works, est. 1869, reproduced in the *Cyclopedia of New Zealand, Auckland Provincial District*, 1902, [www.nzetc.org](http://www.nzetc.org).

The goldmining heritage of Grahamstown, its place in the history of New Zealand and Pacific Rim gold rush history and its function as a service town for native timber extraction and tourism activities, all underpin the historic significance of the Grahamstown Heritage Area. The close proximity of residential properties to commercial, civic and industrial buildings provides an indication of the early scale and rapid growth of Grahamstown, within the wider Thames setting. Historic business such as Twentymans Funeral Services and Battson Plumbers Ltd, in addition to Prices' Engineering, continue to the present day and support the historic values of the area. More recently local historians, among them Alistair Isdale and David Arbury, have helped to promote the history of Grahamstown and the value of its built environment.

### Scientific Significance

The area has potential scientific research value as it provides an opportunity to study the encounter history of the Thames goldfield, wherein local Maori negotiated, witnessed and accommodated the influx of European settlers who arrived in the district from 1867 to seek their fortune.

### Technological Significance

The area's technological significance is generally modest, with the exception of the higher standard of construction and craftsmanship that may be seen in public buildings such as the Library, former Courthouse and Police Station in Queen Street, the former Wharf, Royal and Cornwall Arms hotels, and St James' Union Church. The contribution A & G Price Ltd has made to New Zealand's mining and logging industries is highly significant and the c.1871 Levinge pillar-boxes in Pollen and Queen Streets are also significant as they embody Victorian foundry technology. The early date at which Thames Borough Council paved Pollen Street with concrete is also notable and merits further investigation (Thornton, p. 174).





Fig. 18. Staff of A & G Price Ltd with 100th New Zealand railways locomotive produced by the company, c.1923. Alexander Turnbull Library, PAColl-6508.

### Historic Heritage Management Comment

The section of Pollen Street between Mary Street and the Karaka Stream is included in the Pollen Street Conservation Area, which was identified in the report titled *Thames – Coromandel District Plan Heritage Overlay Zone* (August 1993). In this report the southern boundary of the Grahamstown Heritage Zone (known as the Grahamstown Heritage Policy Area) was set at Mary Street.

To more accurately identify and better manage the historic heritage values of Grahamstown and Shortland, the boundaries of the Grahamstown Heritage Area have been redrawn to follow more closely Robert Graham's 1869 survey plan. Burke Street, rather than Haven Street, is therefore now the northern boundary of the Grahamstown Heritage Area. The boundaries of the new Shortland Heritage Area have been set to reflect the development of central Thames and the concentration of heritage resources and values within the locality.

### Principal References

Althea Baker *Businesses of Thames – Street Directories* (The Treasury, Thames)

Althea Baker *Thames Electoral Rolls*

[http://freepages.history.rootsweb.ancestry.com/~althea/Electoral\\_Rolls.html](http://freepages.history.rootsweb.ancestry.com/~althea/Electoral_Rolls.html)

*Dictionary of New Zealand Biography* [www.dnzb.govt.nz](http://www.dnzb.govt.nz)

G Thornton *Cast in Concrete – Concrete construction in New Zealand, 1850-1939* (Auckland, 1996)

LP O'Neill *Thames Borough Centenary* (Thames, 1973)

NZ Historic Places Trust (Hauraki Branch Committee *Historic Grahamstown – heritage treasures of early Thames* (undated pamphlet)

*Te Ara Encyclopedia of New Zealand* [www.teara.govt.nz](http://www.teara.govt.nz)

*The Cyclopedia of New Zealand* [www.nzetc.org](http://www.nzetc.org)

'The Streets of Thames: Old & New'  
(<http://freepages.history.rootsweb.ancestry.com/~althea/Thames%20Streets%20Index.htm>)

'The Treasury, Thames: David Arbury Collection and TW Hammond Archive'  
[www.thetreasury.org.nz](http://www.thetreasury.org.nz)

Papers Past Digitised Newspaper Archive [www.paperspast.natlib.govt.nz](http://www.paperspast.natlib.govt.nz)

Zelma and John Williams *Thames & the Coromandel Peninsula – 2000 Years* (Thames, 1994)

See also J McEnteer & T Turoa *Maori Heritage of Thames Nga Taonga o te Kauaeranga* (Thames, 1993)

## Authorship

Dr Ann McEwan, Heritage Consultancy Services  
1 February 2012



Fig. 19. The Treasury, former Thames Free Library, Queen Street.

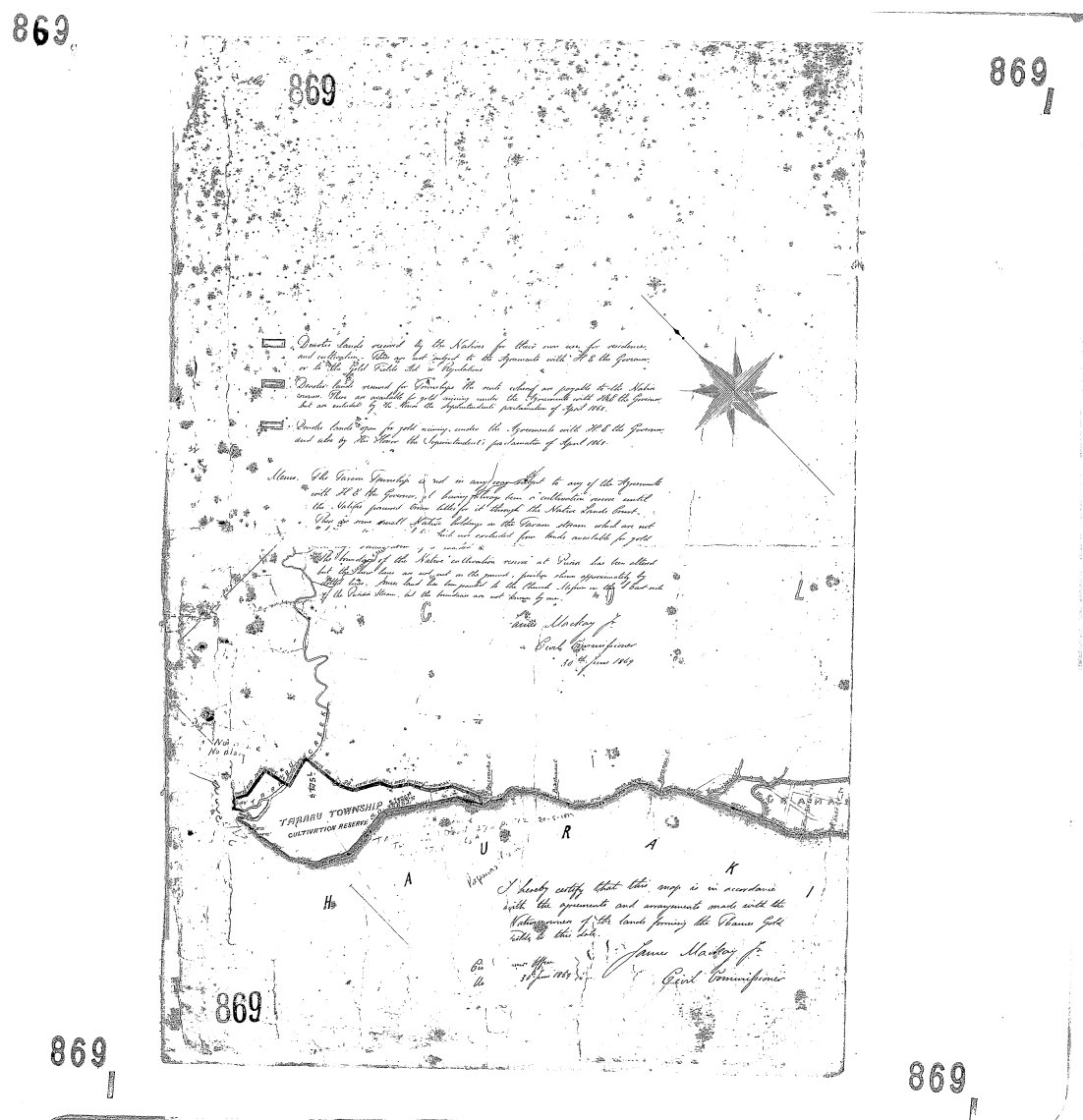


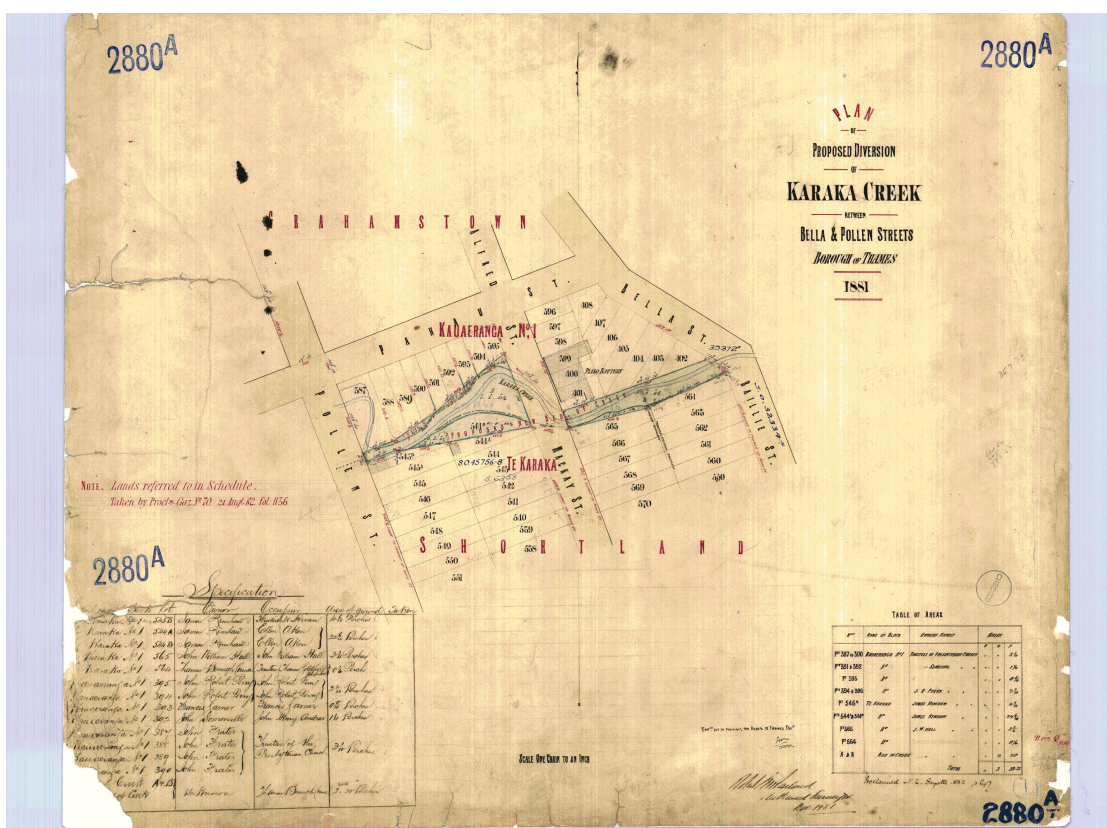
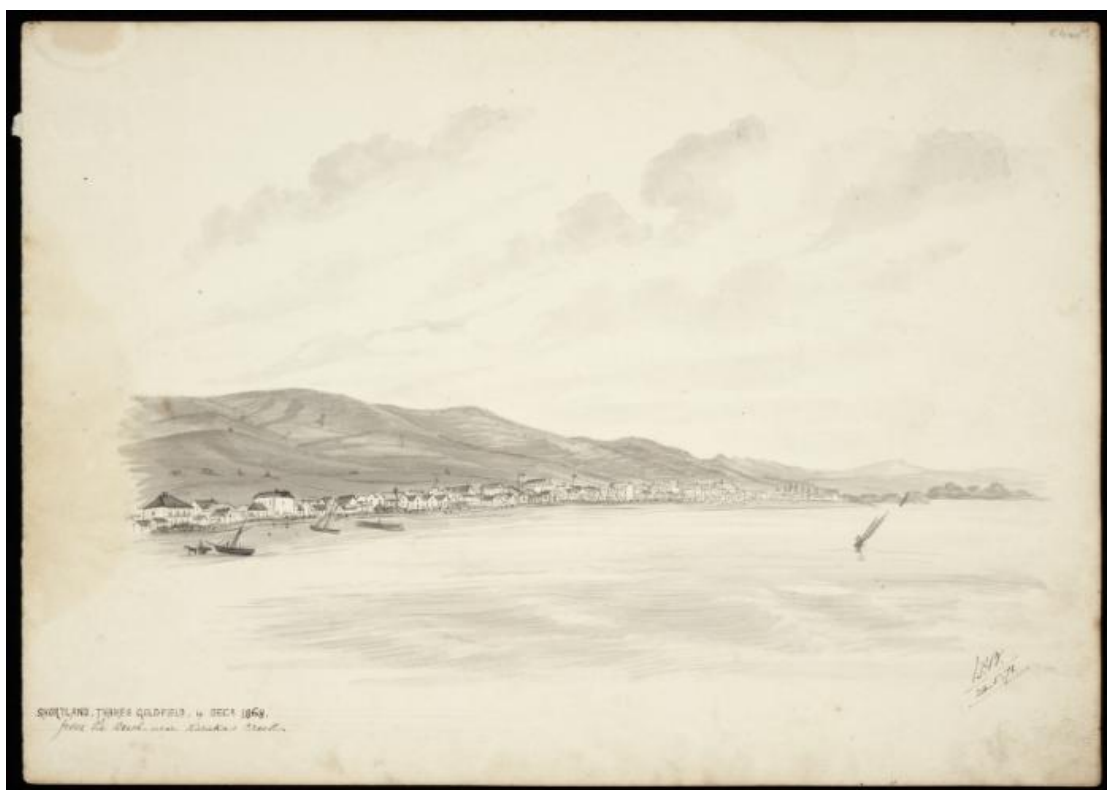
Fig. 20. SO 869, showing Tararu and the northern section of Grahamstown, Signed by James Mackay and dated 30 June 1869.





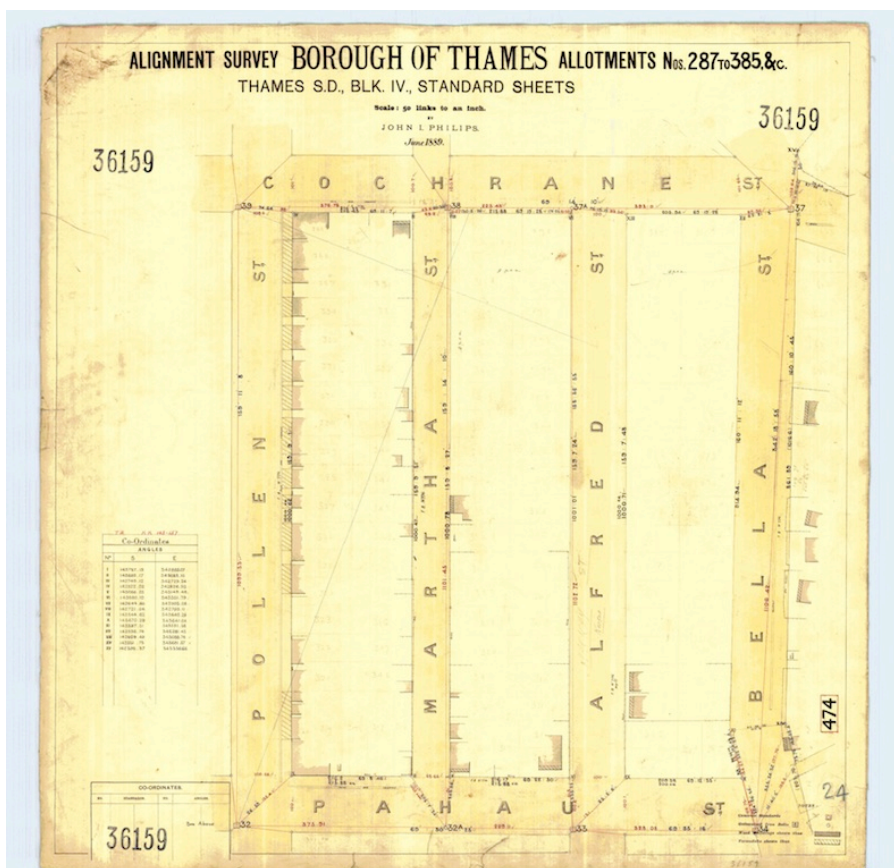
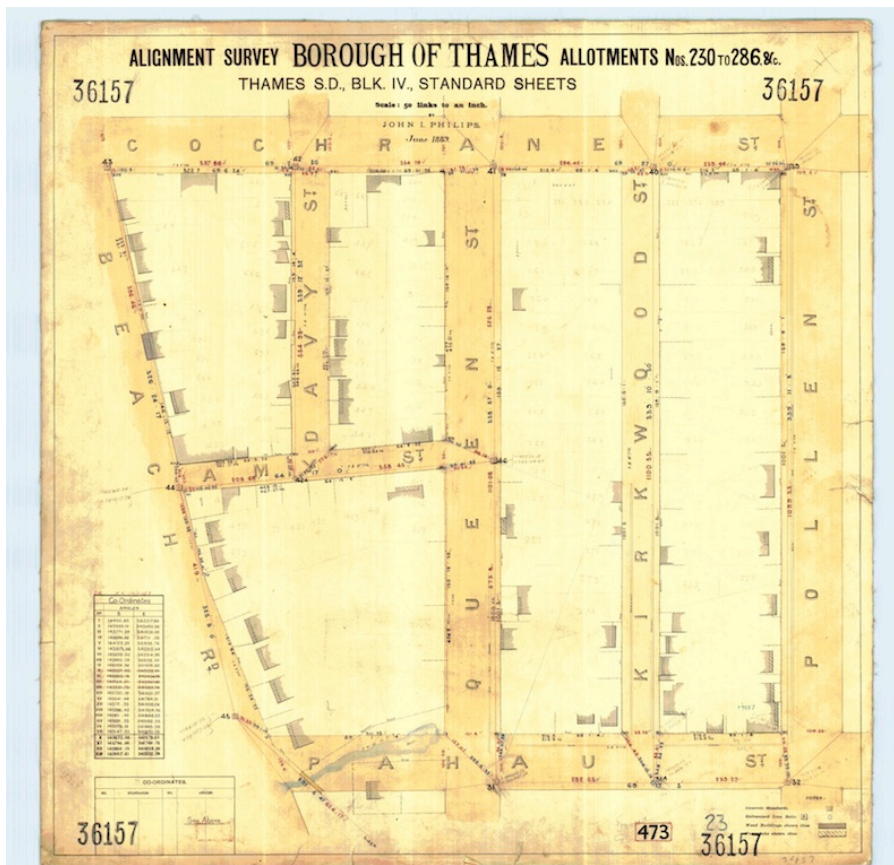
Fig. 21. 'Plan of Grahamstown' prepared for Robert Graham, dated 17 September 1869. Source: Sir George Grey Special Collections, Auckland Libraries, NZ Map 4498-10.













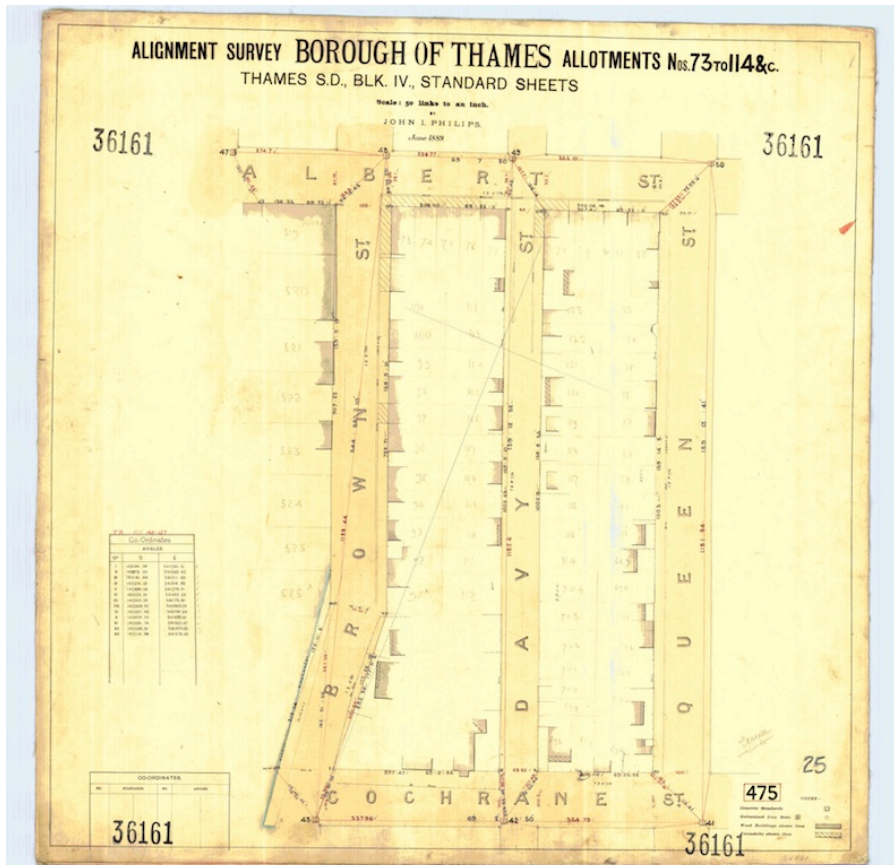


Fig. 28. SO 36161, dated June 1889. Land Online.

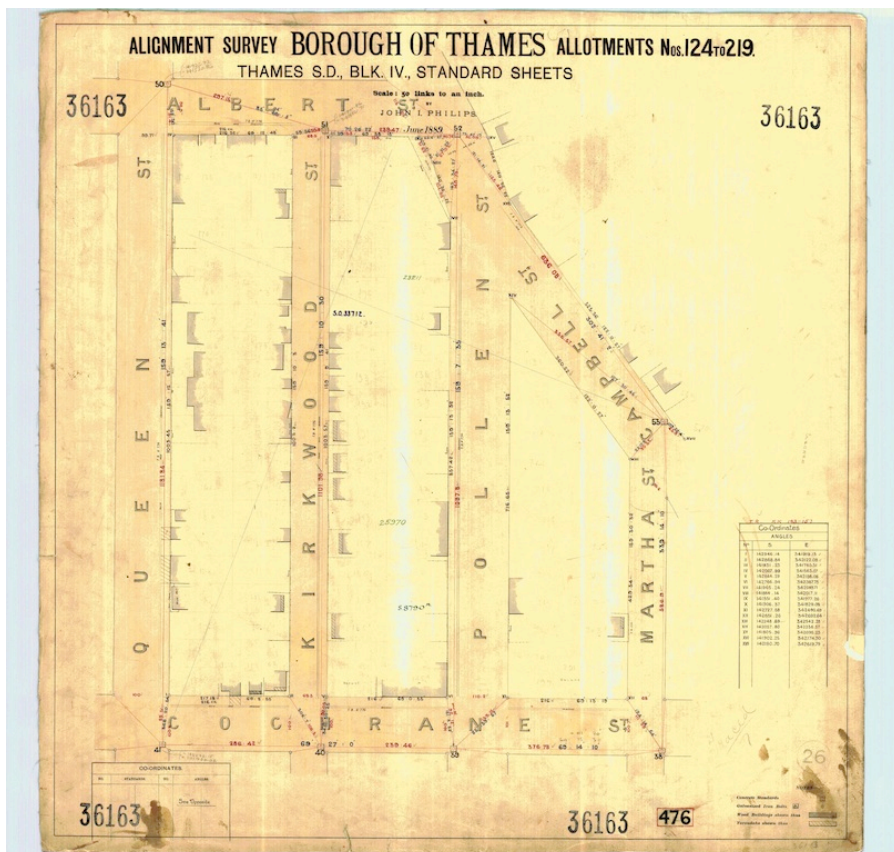


Fig. 29. SO 36163, dated June 1889. Land Online.

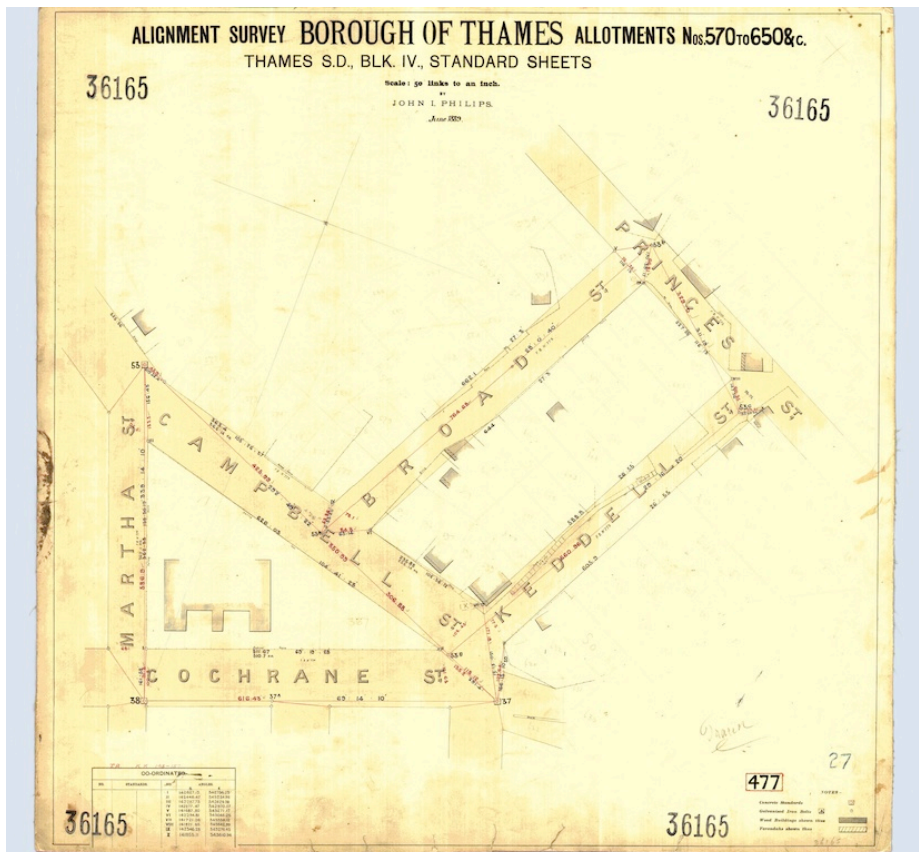


Fig. 30. SO 36165, dated June 1889.

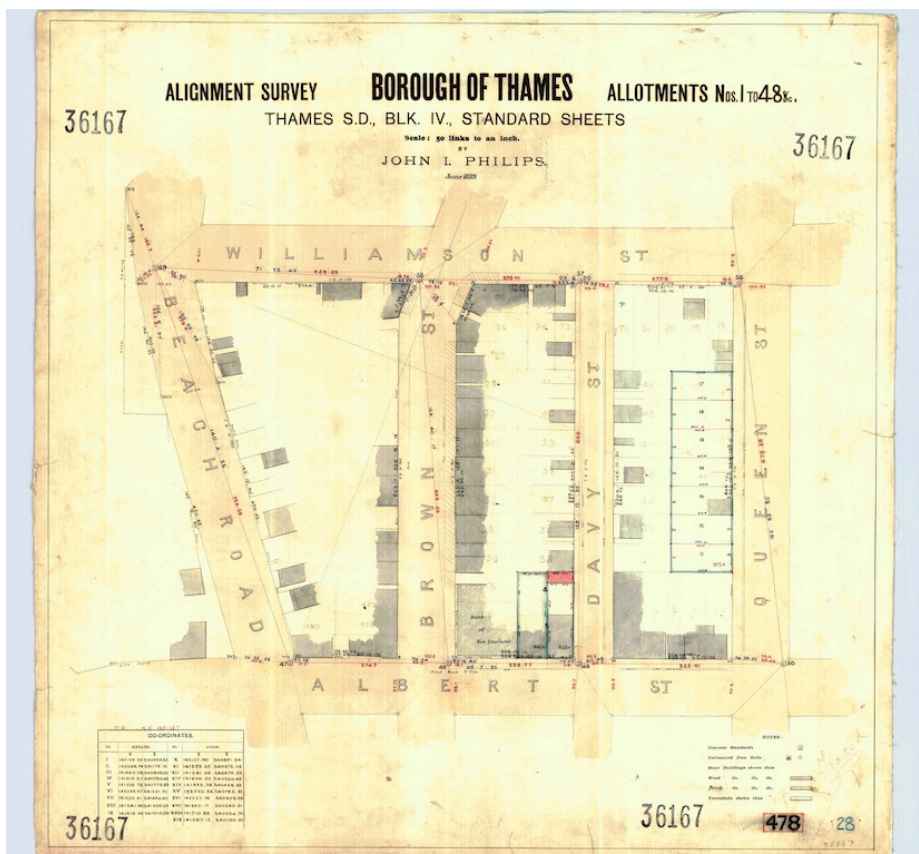


Fig. 31. SO 36167, dated June 1889.



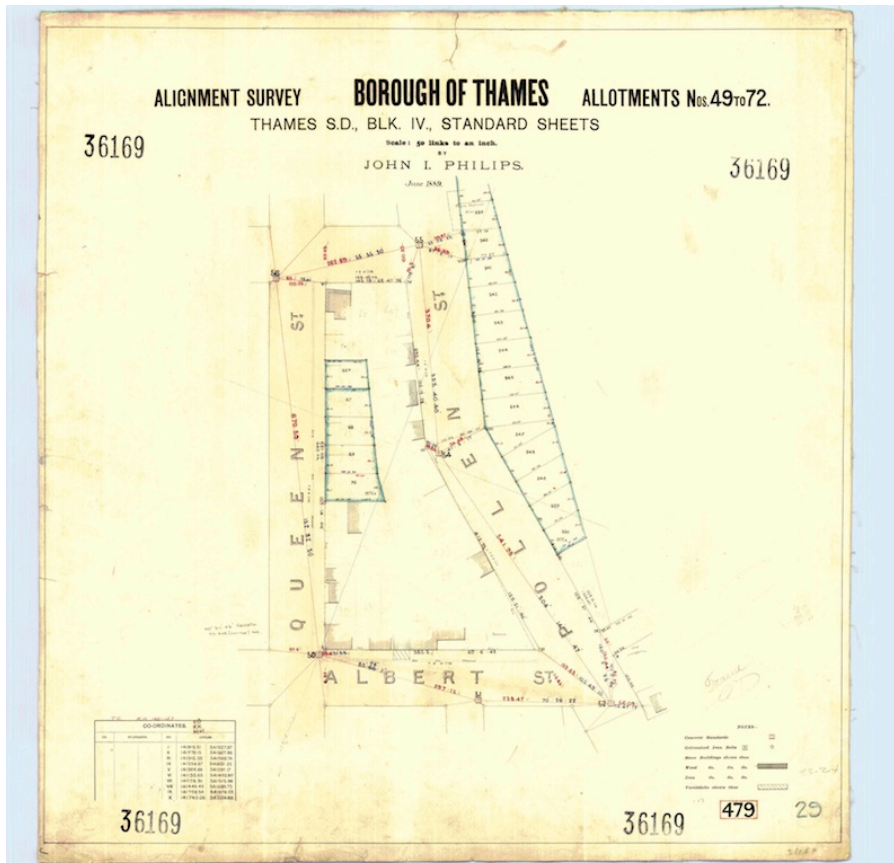


Fig. 32. SO 36169, dated June 1889.

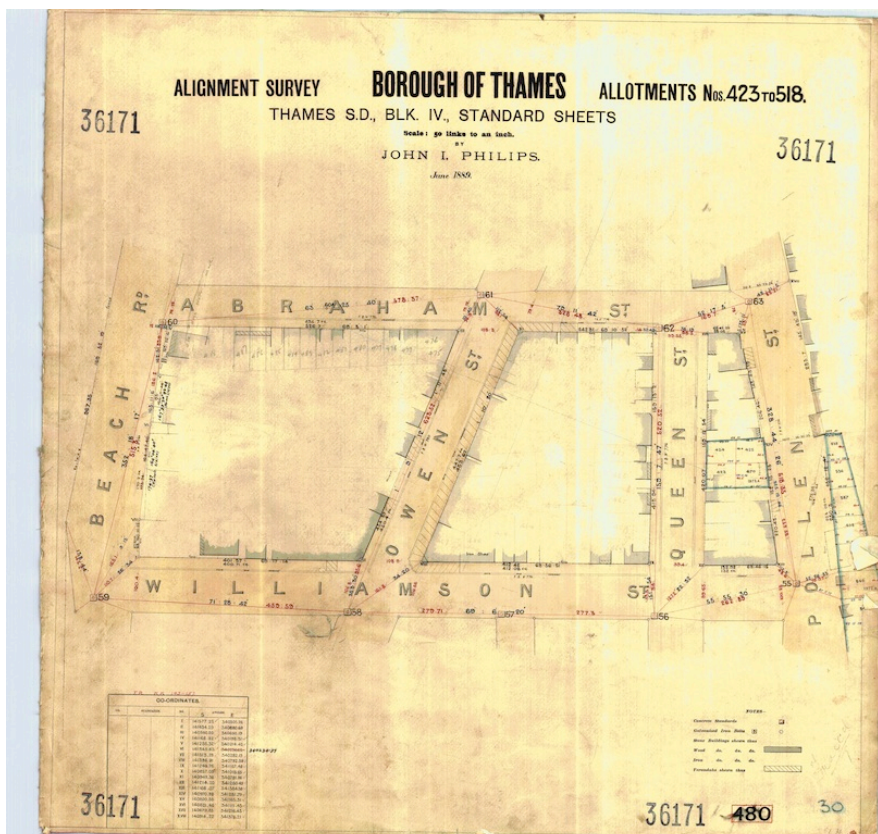


Fig. 33. SO 36171, dated June 1889.



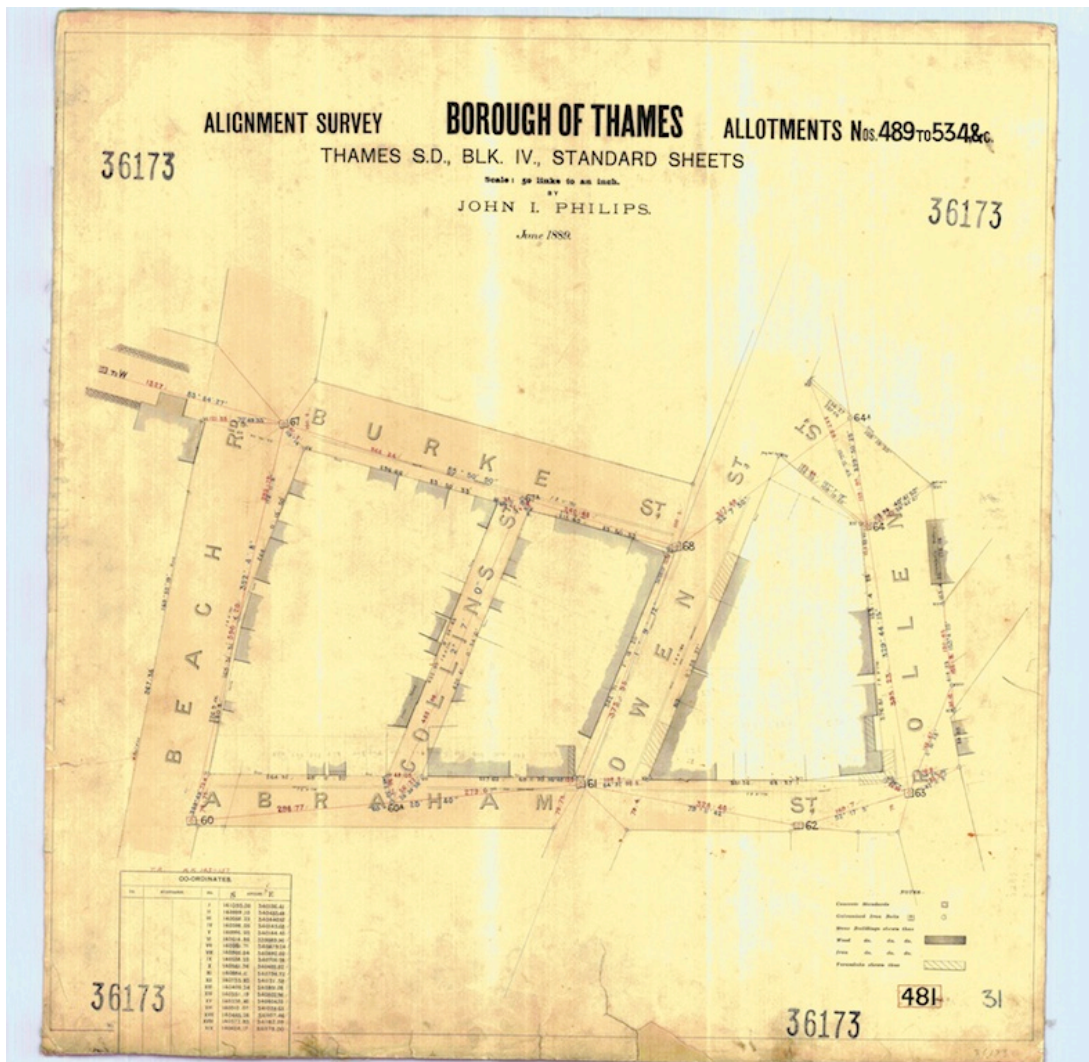


Fig. 34. SO 36173, dated June 1889.



## **Appendix: Item Record Forms for Grahamstown Heritage Area**