

**AFRICAN RURAL - URBAN MIGRATION
IN SOUTH AFRICA: EMPANGENI -
RICHARDS BAY AREA**

BY

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Finally, my humble gratitude goes to Almighty God, who has given me love, strength and health so abundantly to pursue this investigation to its completion.

DECLARATION

I, LINDELIHLE NHLAKANIPHO GCABASHE, do hereby declare that this dissertation represents my own work in conception and execution, and that all sources I have used or quoted have been indicated and acknowledged by means of direct and indirect references.

L.N. Gcabashe

L.N. GCABASHE

DEDICATION

This work is dedicated to my parents, particularly my mother, SARAH, for her sacrifice and profound faith in education despite great odds.

SUMMARY

The study deals with African rural urban migration in Empangeni-Richards Bay area, where the concern is on the people already in the towns. The purpose of this investigation is to attempt to come up with some possible remedies to the problem of rural-urban migration in South Africa. Therefore, the aims of the study were the following:

- To discover the reasons for the movement from rural to urban.
- To discover to what extent are the migrants integrated to their new environment.
- To get the perceptions of the migrants about the whole process of rural-urban migration.
- To find out ways and means to alleviate problems encountered by migrants.

The conceptual framework of the study is derived from various theories of migration, and the impact on problems encountered by migrants.

The population of the study comprises of the heads of the families. The sample which was drawn from the population was 25

subjects from each area, i.e, Empangeni and Richards Bay. The survey method was used to collect data in this study, and two research instruments were used viz. interviews and questionnaires. Ethical implications: consent from the subjects was obtained after the purpose of the study had been fully explained including what would happen to the results, and how would the subjects benefit from the findings of the study.

The analysis of data was both qualitatively and quantitatively. Qualitative analysis was done to verify data obtained quantitatively. In the light of the findings of the study the investigator offered several recommendations and suggestions.

OPSOMMING

Die studie handel oor swart landelik - stedelike migrasie in the Empangeni - Richards baai omgewing, met die fokus op mense wat hulle recels in dorpe bevind. Die doel van hierdie ondersoek is om met moontlike oplossings vorendag te kom vir die migrasie probleem wat tussen platteland en stedelike gebiede in Suid - Afrika bestaan. Daarom was die oogmerke van die studie die volgende:

- Om redes te bepaal vir die verskuiwing van platteland na stad;
- Om te bepaal in watter mate migrante in hul nuwe omgewing inskakel;
- Om te bepaal watter persepsie die migrante het van die proses van migrasie;
- Om maniere te vind om die probleme op te los wat migrante ervaar.

Die konseptuele raamwerk van die studie het sy oorsprong in vorskende migrasie te orieë en ook die impak van probleme op migrante.

Die bevolking waaroor die studie handel, bestaan uit hoofde van families. As voorbeeldgroep is daar 25 gevalle uit elk van die areas getrek, n/. Empangeni en(R)Richardsbaai. Toesteming is

verkry van elke geval nadat die doel van die studie, wat met die resultate gaan gebeur en hoe die betrokke persoon daarby sou kon baat, volledig verduidelik.

Die data is sowel kwalitatief as kwantitatief geanaliseer. Die kwalitatiewe ontleding is gedoen om die kwantitatiewe metode te verifiëer. In die lig van die bevindinge van die studie maak die ondersoek verskeid aanbevelings en voorstelle.

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1.1. INTRODUCTION AND MOTIVATION FOR THE STUDY

From the previous research, it is generally accepted that human migration is as old as human history (Jackson: 1969). Human societies had never been static and they have been subjected to disasters, wars and traumas that have caused migration, eviction and search for refuge. But, the most striking character about these societies, is that they vary in their stability and mobility. Human migration also varies according to the different stages in history. Human migration is discussed below in different stages of history:

1.1.1 Paleolithic Epoch

During this era human societies were nomadic. They moved from one area to another area as entire communities or societies, not as individuals or individual families. They moved from one area to another area in search of better land, water and security (Childe: 1942).

Many reasons caused hunters and gatherers to be nomads. In their textbook, Lenski and Lenski wrote: "Hunters and gatherers may also change communities for other reasons. A recent study of the Hadza in east Africa, for example, indicates that they often move to the place where a large animal has been killed simply to

avoid carrying meat. Since their possessions are few, such a move requires little effort. The Hadza also move to a new site when someone dies, or even a member becomes sick or has a bad dream, because these are all regarded as bad omens" (Lenski and Lenski; 1987: 110).

1.1.2 Neolithic Epoch

This era marks the shift from hunting and gathering to agriculture and rearing of cattle. It is also marked by the increased production of goods and services, more permanent settlements and population growth. During the Neolithic Revolution, i.e. the invention of agriculture, communities moved to fertile lands along the river banks (Lenski and Lenski: 1987). The Neolithic Revolution came up with the emergence of cities and towns. Population growth resulted in the increased division of labour. The increased production of goods and services resulted in the stable economic surplus and increased accumulation of possessions.

For the first time in history, there emerged first urban settlements, formation and growth of state and increased inequality and invention of protowriting (Lenski and Lenski: 1987).

The governing elite who owned fertile lands tended to own large pieces land, although there are no precise figures. They also owned people as their slaves. In their textbook, Lenski and Lenski wrote: "Not only did the governing class usually own most of the land, but it often owned most of the peasants who worked it. Systems of slavery and serfdom have been common in agrarian societies, with large landholding and large numbers of slaves or serfs normally going hand in hand. Thus, one nineteenth-century Russian nobleman who owned 2 million acres of land also owned nearly 300,000 serfs" (Lenski and Lenski; 1987: 185).

1.1.3 MODERN HISTORY

During the fifteenth century, Europe began a series of voyages to many countries, for example, India and China. Europeans built ships for navigation, and with those ships at their command they colonized many countries to increase their production.

As a result of the rate of technological innovation, there emerged Industrial Revolution. England became the first truly industrial society, in other words, it became the first society to derive most of its income from productive activities involving machines powered by inanimate energy sources (Lenski and Lenski, 1987).

With that, a new era of far more rapid and pervasive social and cultural change was launched.

In the modern capitalist epoch, the character of migration has changed. Within industrializing or industrialized societies, migration is mainly from rural to urban areas, and from city to city. Internationally, migration tends to be from undeveloped areas to developed areas.

1.2 STATEMENT OF THE PROBLEM

Most South African cities, like Johannesburg are over-bloated with people, in other words, cities are overcrowded in such a way that they are failing to absorb people properly. Many problems like sufficient housing, sanitation, health facilities, shortage of schools, insufficient water supply, electricity, lack of well-built roads, poverty, hunger, crime, family breakdown, and juvenile delinquency are facing migrants from rural areas to urban areas. These problems result from improper or unsuccessful integration of vast majority of migrants, linked with the failure of urban economy and urban infrastructure to provide suitable provisions and employment opportunities.

1.3 SETTING: SOUTH AFRICA: EMPANGENI - RICHARDSBAY AREA

In South Africa, mass movement of people from different parts of the country, and from other countries took place during the discoveries of diamonds in Kimberley, in 1867 and gold in Witwatersrand, in 1886. The discoveries of these minerals changed the pastoral society or a number of societies into the capitalist society. That development or change created an ever-increasing appetite for cheap labour to work for these mines and industries around mines.

Jeeves (1991) argues that the continuous migration of African workers back and forth between rural reserves and mines was central to profitable gold production. He further points out that migrant labour has shaped Southern Africa's political history as much as its economic history. Migrant Labourers were drawn from all Southern African countries, like Zambia, Malawi, to mention a few.

Jackson (1969) points out that, in fact the demand of labour by Colonial administrations, plantations, missions and traders frequently exceeded the supply. Therefore, pass laws were passed in order to coerce African people to migrate to Kimberly and Witwatersrand. People of Africa migrated from one place to another attempting to escape the various forms of colonial exploitation and forced recruitment (Cutrifellie, 1983). Pass laws were employed by

Whites as their most crucial mechanism to control the African population. The fundamental purpose of the pass laws was to control the African labour force (Walker, 1991). For example, in Orange Free State most of the land was White-owned, therefore African people were residing in White-owned places as squatters, farm labourers and share croppers.

1.3.1 EMPANGENI - RICHARDSBAY AREA

I felt that Empangeni - Richards Bay area is the right place to examine the problem set forth above. In only focused on migrants from 1960 to 1993. Empangeni - Richardsbay area is situated in the KwaZulu - Natal region. It is on the main North Coast Highway (N2) and lies approximately 162 kilometres from Durban. Empangeni and Richardsbay have through the years been intimately connected. In early days Richardsbay was used as a place of recreation by the residents of Empangeni. The two centres, barely twenty kilometres apart, complement and serve each other's needs.

1.3.2 AIMS OF THE STUDY

The following aims serve as a guiding thread of the whole study.

- (a) To discover the reasons for the movement from rural to urban area.
- (b) To discover to what extent migrants are integrated to their new environment.
- (c) To get the perceptions of the migrants about the whole process of rural - urban migration.
- (d) To find out ways and means to alleviate problems encountered by migrants.

1.4 LITERATURE REVIEW: THEORETICAL APPROACHES

Various theoretical approaches of migration are discussed below:

1.4.1 The Push-Pull theory

The push-pull model is associated with E.G. Rewensterin (1885). He noted a relationship between migration and distance distinguishing between long and short distance migrants. He also showed that although some migration was directly to large urban centres of attraction there was also a movement by stages, which set the direction of the centre of attraction. He also noted that the development of technology and commerce leads invariably to an increase in migration, the economic factor was of paramount importance.

The push-pull model is based on factors of push and pull. There are those factors which drive people away from their place of origin, i.e. push factors, and there are those that act as attractions to pull them toward somewhere else. This model suggests that migration is due to economic imbalances between regions. The push factors are generally economic and include lack of access of land, lack of employment, drought and famine, and population increase. The pull factors offer attractive alternatives to the push factors, such as job opportunities in urban areas.

1.4.2 A SYSTEMS APPROACH

The best known example of a systems approach is that of Akin Mabogunje in his study of rural-urban migration in Africa (1970). Mabogunje (1970) states that economic development is encouraging the break-up of isolation and self-sufficiency in rural communities (Ogden, 1990). The rural economy is being integrated into the national economy with resulting changes in countryside in wage and price levels of expectation and demand. The villager has become more aware of the greater range of opportunities the cities provide, both in jobs and social welfare, and education.

According to a systems approach migration itself comprises of three elements. Firstly, there is the potential migrant who is encouraged to leave the village by stimuli from the environment. Secondly, there are two control sub-systems in which

institutional forces, both rural and urban affect the flow of migrants. In the rural case, these may include the effect of the family and local community in restraining or encouraging mobility. In the case of urban area, the control sub-system determines the degree to which migrants assimilate, by the means of the occupational and residential opportunities it offers. Thirdly, there are adjustment mechanisms: once migration has occurred, adjustments are set in motion at both ends of the migration streams. At the rural end, out-migration may lead to increased income per head in the village whilst also removing migrants from their families and communities. At the urban end, in-migration may involve the migrant in a wage-earning economy and in new social groups.

All systems contain a driving force or energy, which in this case can be equated with the stimuli to move acting on the rural individual. These stimuli may be seen as potential energy, while kinetic energy, which is the energy of motion, is released when the

migration process is actually taking place. This migration takes place in channels with which are associated various questions of cost, distance and direction.

Finally, the flow of information in a system is considered as of paramount importance. A rural

(w)

dweller's role does not end with migration to the city. Once the migrant has been installed, the migrant may maintain links with home, providing information (feed-back) of either positive or negative nature. Where it is negative, migration to the city may slow down considerably, and where it is positive, regular flows of migration will be established from a particular rural area to a particular urban area. In order for a system to be in good order or organisation there should be flow of information.

1.4.3 Dependency School

Baran (1957) and Frank (1967) are two fundamental proponents of the dependency school. Baran in his book; The Political Economy of Growth (1957), argued that the advanced capitalist countries developed by expropriating economic surplus from overseas countries with whom they traded and which later they colonized,

(x)

while the overseas countries became underdeveloped in aiding the ascendancy of the West. Frank (1967) expanded and formalized this into a theory of dependency and underdevelopment.

The dependency school argued that contemporary manifestations of development and underdevelopment were not different stages in the evolution of mankind, but two aspects of the same historical process. This began in the sixteenth century with the emergence of capitalism in Western Europe from where it spreads through mercantile expansion and then direct colonial rule over the entire globe. It was characterised by international relations of dominance and subjugation in which the Western capitalist countries re-organized the structure of society and economy of the overseas lands to suit their own needs.

The advanced Western capitalist countries, because of the extending of production and the application of new techniques to the production had to increase the number of labourers. Therefore, the solution to these problems has been the employment of immigrant workers from under-developed of Europe or from the Third World countries. In early stages of the process of capitalism, masses of people were unemployed, and become latent surplus-population, which can be imported into the developed countries as the interests

of the capitalist class dictate. Hence, slavery and forced migration of labour was practised in Europe (Castles, S. and Kosack, G., 1971).

..4.4 Todaro Migration Model

Todaro (1969) is the founder of this model. The starting of the Todaro model is the assumption that migration is primarily an economic phenomenon. The Todaro model assumes that migration proceeds in response to urban-rural differences in expected rather than real earnings. The fundamental premise is that migrants consider the various labour market opportunities available to them in the rural and urban sectors, and choose the one which maximizes their expected gains from migration.

Todaro mentioned four factors that stimulate migration. These are four characteristics of the model. Firstly, migration is stimulated primarily by economic considerations. Secondly, the decision into migrate depends on expected rather than actual urban-rural wage differentials. Thirdly, migration rates in excess of urban job opportunity growth rates are not only possible but rational. Finally, the probability of obtaining an urban job is inversely related to the urban employment rate.

In Marx's perspective a migratory life is the first form of maintaining existence. Marx (1972: 85-86) state: "We may take it for granted that pastoralism, or more generally a migratory life, is the first form of (maintaining) existence, the tribe not settling in a fixed place but using up what it finds locally and then passing on".

Marx argues that during the Palcolithic epoch people were hunters and gathers. People moved from one area to another area in search of better lands. when they moved, they migrated as entire communities, or societies, not as individuals or individual families. They were not restricted in their movement, in other words, they moved freely.

During the Neolithic epoch, peasants relied on agriculture for a livelihood Peasants owned pieces of land with their families. They were too attached to the soil, because they produced food from the soil for their means of subsistence. They were the direct producer, because they produced for themselves and for their families, not for sale and exchange. They owned the productive forces and the means of production.

With the rise of capitalism, peasants were first expropriated from the soil, so that they became wage-labourers. Marx states: "The expropriation of the agricultural producer, of the peasant, from the soil, is the basis of the whole process" (Tucker, 1978: 433). During the infant stage of the capitalist system of production, peasants were forcible removed their pieces of land to become proletarians.

With the growth of the capitalist system of production, however, forcible methods are no longer necessary. People are driven away from their rural areas by an economic power. People who resist to move to cities or towns may suffer starvation, because their lands have been expropriated. Therefore, they have to go and work to get money that will enable them to secure the means of subsistence. At the end, the movement of people from rural homelands result in various factors. Factors such as; the breaking destabilising of the families, prostitution and vagrancy. The capitalist mode of production forced even women to earn their living in factories, shops and industries. If, these women or if some of them fail to secure jobs in these sectors, they become prostitutes, and vagrants. Others do get jobs, but they are paid wages too slight their support, therefore they use prostitution as a means of supplementing their income.

(bb)

1.4.6

A Researcher's View

All the above-discussed theoretical approaches are useful for the understanding of the phenomenon of migration. Marx's analysis took into consideration the situation before capitalism, in Palaeolithic and Neolithic as well. It also tries to account for migration in the modern capitalist epoch. According to a Marxian approach, voluntary migration and forced migration coexisted in pre-modern period. These are migration in search of betterlands and migration as a result of wars.

At the beginning of modern era, forced migration took place, for example, the forcible removal of peasants from their agricultural lands. Later on, voluntary movements of individuals and individual families took places. People leave their original places because of economic power. At the end, capitalism developed into a world system which gave rise to the world market.

In South Africa prior to the arrival of Jan van Riebeeck in the Cape, people moved from area to area in search of better lands to plough fields or to herd cattle. Those White settlers in the Cape established a refreshment station. They ploughed vegetable gardens with the assistance of the African people who were living there. In the early stages of the

establishment of the refreshment station, African people were coerced to work for the White Settlers. They were driven like oxen in the refreshment station.

Later on, during the discoveries of diamonds in 1867, in Kimberley, and the discoveries of gold in 1886, in Witwatersrand, African were moved by Whites to work in mines. Pass Laws were passed to facilitate that movement. They were many mechanisms used to facilitate migration to mines, like taxes imposed to the heads of the families.

In the contrary, in nowadays people are no longer forced to migrate, but they migrate voluntarily in search of jobs in towns and cities. They are driven by an economic factor to leave their places of origin.

The push-pull theory emphasizes that people are driven away from the places of origin by push factors, and attracted to the places of destination by pull factors. While, Todoro model suggests that people leave their places of origin due to the expected earnings not the actual real earnings. Furthermore, a systems approach stresses the point that an information given by migrants already migrated may either be positive or negative. If it is positive, it may encourage migration from a particular rural area

to a particular city or town. Therefore, all these theories try account for migration in the capitalist epoch not during the pre-capitalist epoch.

Dependency theory tries to explain migration from an international perspective. It explains that the developed countries developed by expropriated the undeveloped countries. The developed countries colonized the undeveloped countries which they traded with them.

1.5 RESEARCH METHODOLOGY

The descriptive or normative survey method was used to collect data in this study. Economic integration, ecological variables, social status, educational aspects and social integration was used to determine the integration of migrants in their new environment.

1.5.1 Research Design

The research design was as follows:

1.5.1.1 Sampling Procedure

In this study, a sample of 25 subjects from each area, i.e. Richards Bay and Empangeni was drawn. The

subjects were selected using a simple random technique.

1.5.1.2 Research Instrument

Data was collected by means of questionnaires and interviews. The interviews in the respondent's choice of language. The questionnaires had both open-ended and close-ended questions. The main aim of using this instrument was to try to get the answers direct from the respondents concerning their behaviour and attitudes.

Above all, the questionnaire which is supplemented by an interview is recommended in this study, because an interview can be recorded by a researcher rather than the respondent, and that implies an exchange between a researcher and a respondent, i.e. a dialogue.

1.5.1.3 Data Analysis

Data was analysed by means of a frequency distribution, i.e. a statistical analysis system. Tables and graphs were used to verify percentages. The formula that was used, was:

$$x/n \quad x \quad 100/1$$

1.5.2 Ethical implications

Consent from the subjects was obtained after the purpose of the study had been fully explained, and that includes what would happen to the results, and also how would the subjects benefit from the study. Anonymity of the subjects was practised, and subjects were not forced to participate.

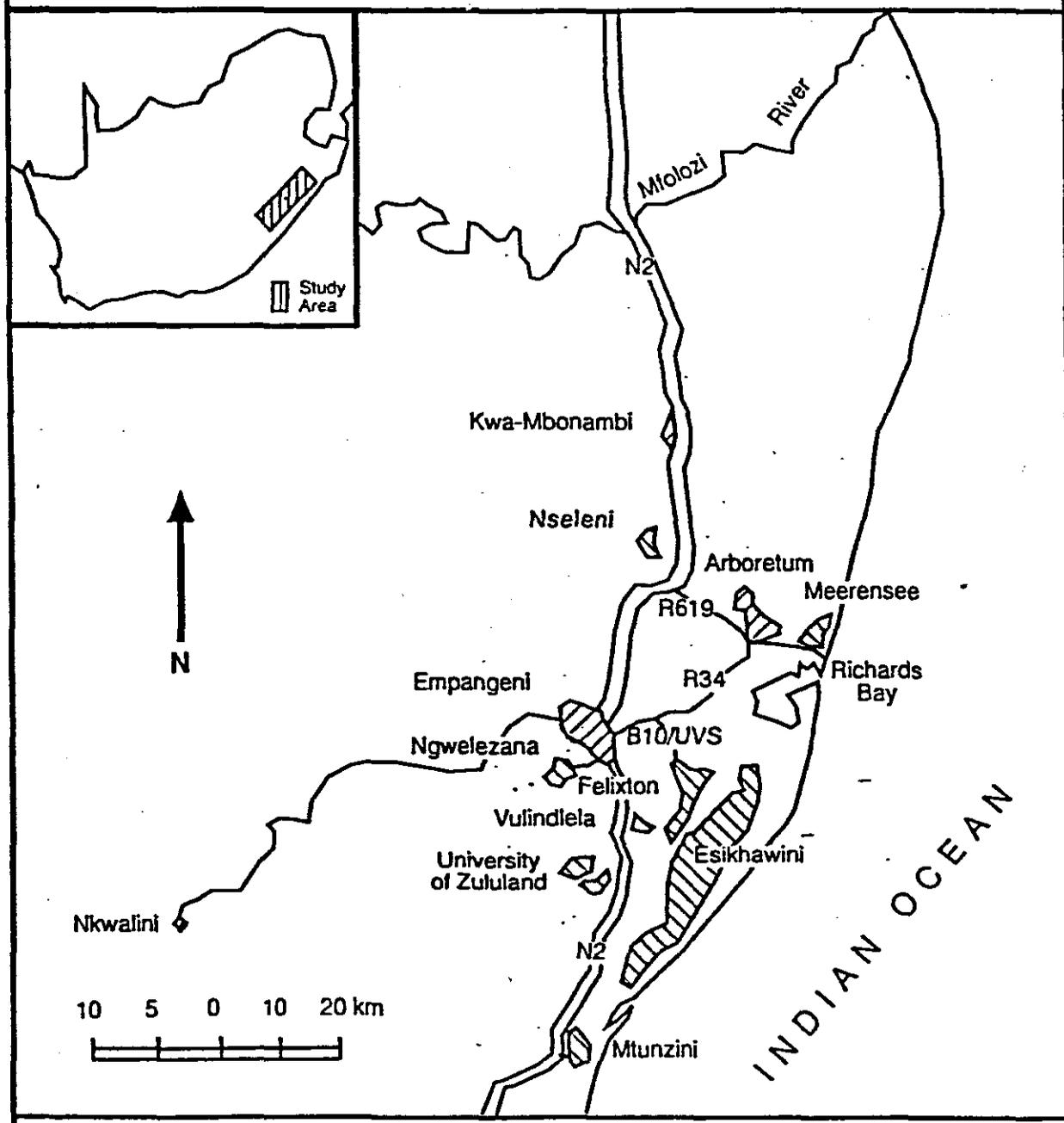
1.6 LIMITATIONS OF THE STUDY

1.6.1 Due to the fact that this study was done for the master's programme, time factor was a problem.

1.6.2 The researcher experienced a lot of problems in gaining entry. The respondents were scattered all over, and the researcher had to visit people in their homes.

1.6.4 The final one, was the financial difficulties that were experienced, especially for the transport costs.

PART ONE: EMPANGENI REGION



Source: 1:50 000 Topographical map of Empangeni and Richards Bay

CHAPTER ONE

HISTORICAL BACKGROUND AND DEVELOPMENT OF EMPANGENI TOWN

1.1 INTRODUCTION

Empangeni town is situated in the Lower Umfolozi Magistrate District. It lies on open ground some 152 metres above sea-level. It is on the main North Coast Highway (N2), and lies 162 kilometres from Durban. It is not connected only to Durban by rail but, also to Vryheid and Golela (Swaziland). The Ngoye mountain range can be seen about sixteen kilometres to the south. The Richards Bay harbour lies about 20 kilometres to the east and is connected to Empangeni by means of John Ross Highway. Sugar cane and forestry are the dominating agricultural products of the district of Empangeni. Empangeni also serves as a commercial centre and residential centre for the rest of Zululand (De V. Minnaar, 1989).

The well known Zulu historian, Professor S.J. Maphalala pointed out that most local Zulu residents accept that the name "Empangeni" is derived from the name of King Mpande and, later on, King Cetshwayo's royal military palace, eMangweni. That palace existed during the times when Zulu people had sovereignty over the area. It existed close to the present-day town. But this definition was obtained through an interview with Maphalala. However, there is no recorded evidence by him (Verbal communication, 1994).

However, the most common and well researched explanation is that Empangeni town was named after Empangeni river. This river is a small stream crossing Empangeni town. During the earliest times of history, this river had crocodiles that used to grab travellers and cattle (Cubbin, 1994).

1.2 EARLY HISTORY

Lugg (1975) states that, in pre-Shaka times the area was occupied by the Mthethwa clan. This clan under their chief Dingiswayo, started the consolidation process of the Natal Nguni peoples. After Dingiswayo's death, his protégé, Shaka, chief of the Zulu clan, continued the process of consolidation. By 1818 the Empangeni area had become part of Zululand (today known as KwaZulu - Natal region). Not far from the present - day Empangeni, King Shaka established his royal palace, Bulawayo, on a hill top overlooking the Umhlathuze river. Today, that place is known as Mevamhlophe. It was here that King Shaka was visited by F.G. Farewell and H.F. Fynn in 1824. In 1825, King Shaka was also visited by N. Isaacs (Lugg, 1975).

In September 1828 King Shaka, the founding father of the Zulu Nation was assassinated at his Dukuza Homestead, the site of present-day Stanger. He was assassinated by his half-brothers, Dingane and Mhlangana, and his senior personal assistant, Mbopha Ka Sithayi. The brain behind everything was Mkabayi, a full sister of King Senzangakhona

and thus King Shaka's paternal aunt. Mkabayi was an influential figure in the affairs of the Zulu kingdom. The motive behind was that, King Shaka was directly accountable for the death of Nandi, his mother, in 1827. However, Mkabayi was a close associate of Nandi (Duminy and Guest, 1989).

In his article, Colenbrander wrote that the opportunity to assassinate King Shaka had been provided by the absence of strong amabutho. who were on campaign against Soshangane. However, Dingane and Mhlangana may themselves have set out on this expedition, but they took the opportunity to return to Dukuza shortly after its initial departure (Guest and Sellers; 1985:98-119).

Shortly, after the death of King Shaka, the two royal conspirators began to plot against each other. The conflict was caused by the question of who should be a King and also the allocation of King Shaka's cattle. Dingane with the help of Mkabayi was able to remove his rival (Mhlangana) on the scene. Mbopha kaSithayi, was also rewarded politically by given a senior position next to Dingane himself, but later on he was also eliminated. Therefore, he took over as a king. But, he had a great task to win allegiance of the main body of amabutho, which returned from Soshangane's country soon after King Shaka's, and Mhlangana's death. However, some of King Shaka's amabutho were wooed with generous gifts of cattle (Duminy,

1984).

Surprisingly, this approach proved short-lived. In 1829, Nqotho and his Qwabe people fled south-westwards. At various times during King Dingane's reign, violent steps were taken against male members of the Zulu ruling dynasty, for fear that they might serve as rallying-points for opposition. Mpande and Gqugqu were only King Dingane's close male kin to survive those purges. King Dingane also attempted to cement domestic political alliances by giving several of his female relatives in marriage to his important subordinates (Duminy and Guest, 1989).

Peter Colenbrander, in his article wrote: "By far the most pressing and far-reaching, not to mention fateful, dilemma that Dingane has to face stemmed from the growing white presence in the outer reaches of his kingdom. Three distinct communities were involved; the Portuguese at Delagoa Bay, the English trading settlement at Port Natal, loosely associated after 1836 with the missionaries, and, subsequent to 1837, the Voortrekker settlers to the south-west of the Thukela and Mzinyathi rivers. The various communities posed King Dingane with three sets of often inter-related challenges; commercial, political and territorial" (Duminy and Guest, 1989:87).

King Dingane was afraid of the expansion of white people. He was firstly, alarmed by Jacob Msimbithi, a Xhosa-

speaking African, who had been imprisoned on Robben Island before coming to Zululand to act as an interpreter for the earliest British settlers during King Shaka's reign, that White settlers were interested in territory of Zululand. King Dingane's perception of White settlers was also influenced by their discontinuance of sale of firearms. Moreover, White settlers attempted to trade directly to King Dingane's people. King Dingane feared that he could not maintain political control over his people, if he would allow exchange relations to his people. King Dingane was also threatened by the flight of refugees to the white settlement. With the growing number of Zulu people moving from Zululand to white settlement, in 1834 an entire Zululand is said to be defected (Colenbrander, 1985).

In 1835, King Dingane banned all commerce and prohibited all whites except Captain Allen Gardiner, a missionary, from entering Zululand. Therefore, the annexationist sentiments with the traders and their allies in the Cape had been harbouring over few years grew shriller. The problem of Port Natal traders became a serious one, in such a way that King Dingane was threatened of the Zulu kingdom being annexed (Guy, 1979).

Furthermore, King Dingane was also threatened by the arrival of Voortrekkers under their leader, Piet Retief, in late 1837. They arrived at King Dingane's capital Mgungundlovu, to negotiate the cession of all the territory

south of the Thukela river. Colenbrander wrote: "Dingane tentatively agreed, provided that Retief retrieved several hundred cattle which had been raided recently from the north-western region of the kingdom by Sekonyela, the Tlokwa chief. That mission having been accomplished, Retief returned in February 1838 to claim his part of the bargain. It was then that he and his party were put to death. Immediately after Retief's death, Zulu forces proceed to attack Boer laagers in Natal in an apparent effort to annihilate the Trekkers in one fell swoop. In the event, Dingane did not succeed in dislodging or destroying all the Trekkers - though his forces did seize some 35 000 of their cattle - and he and his people were later to pay dearly for this failure. In the short term, however, further military setbacks befell both the Trekkers and the Port Natal settlers, the latter hoping to exploit the prevailing uncertainty to free themselves from Dingane's overlordship. But towards the end of 1838, the demoralized Trekkers rallied around a new leader, Andries Pretorius, under whose command they inflicted a crushing defeat on Dingane's forces at the Ncome (Blood) River, during the course of which engagement some 3 000 Zulu sacrificed their lives. In terms of the ensuing peace treaty, Dingane undertook to restore the Boer livestock he had earlier seized, to refrain from further aggression, and to cede the territory south of the Thukela as well as a strip of territory to the east of the river" (Duminy and Guest, 1989:91).

After his (King Dingane) defeat at the Ncome River in December 1838, he attempted the conquest of southern Swaziland, so that he could vacate the territory ceded to the Boers, but he was unsuccessful. In 1839, King Dingane's half-brother (Mpande) fled across the Thukela river and entered into a political and military alliance with Pretorius (a leader of Voortrekkers). In January 1840, the two military allies, on one hand Mpande's adherents, and on the other hand the Boers, advanced into Zululand. Early the following month King Dingane's forces were decisively defeated at the bloody battle of Maqongqo, near Magudu area. Afterwards, King Dingane's was put to death by the Nyawo people with the assistance and support of Swazi people. Consequently, in 1840 the Boers proclaimed Mpande a king, after having recognized him earlier as the (Prince of the Emigrant Zulus) (Colenbrander, 1985).

For many reasons, the year 1840 became an important milestone in Zulu political history, not only had a new king acceded, but the increasing intervention of whites in Zulu kingdom affairs. Colenbrander states: "Initially, the weakness of the Trekker and British communities, and the rivalry between them, provided room for manoeuvre but, as European penetration of the subcontinent increased, the policy options available tended to diminish and assumed a more reactive character" (Duminy and Guest, 1989:94).

The Trekkers designated the Black Umfolozi as the new boundary, and they also required that King Mpande should recognize their overlordship, specifically requiring him not to wage war against other African chiefdoms without their consent. That was in 1840 (ibid.)

Later on, the alliance between King Mpande and the Boers broke down. Professor Guy states: "The Zulu avoided paying the full price of this alliance when in 1842 the British terminated the existence of the Boer Republic of Natalia and in the following year recognized Mpande as the independent ruler of the territory to the north of the Tugela and east of the Mzinyathi river. In 1845 the Colony of Natal was founded. Its history and that of the neighbouring Zulu kingdom were to be closely connected" (Guy, 1979:51).

In 1841, Aldin Grout of the American Mission Society crossed the Thukela River and proceeded to the Empangeni area to commence his mission work. He sought permission from King Mpande. He called his mission station Inkanyezi (star). The name emanates from Revelation 22:16 where Jesus is described as the "Bright Morning Star". In mid-1842, the British had victory over the Boers at Port Natal. On 25 July 1842, King Mpande's military force attacked his subjects who had taken up residence near the mission station of Aldin Grout, so forcing the missionary to leave Zululand. King Mpande acted to secure his internal

position, because he feared that religious affinity is indistinguishable from political allegiance. Subsequently, Grout left Empangeni and set a mission station at Groutville next to Stanger (Cubbin, 1994).

In 1847, King Mpande violated the Anglo-Zulu treaty of 1843 which had established the Thukela and Mzinyathi rivers as the borders. Therefore, the most serious rupture occurred between the Zulu kingdom and the Colony of Natal. He violated the treaty by allowing a group of Boers to establish an independent republic under his overlordship in the Klip River district (Duminy and Guest, 1989).

By the early 1850s, King Mpande was at the height of his power. He fell ill reputedly with gout, and when the witch-doctors failed to heal him, he risked allowing the return of missionaries to Zululand, in the person of Reverend Hans Schreuder. Reverend Schreuder was recommended by King Mpande's subject, Mkhonto Ntuli as a person having good medicines. King Mpande, then offered Schreuder a place nearby, so that whenever he needed him he would be within easy reach (De V. Minnaar, 1984).

In the early 1850s, King Mpande began to favour Mbuyazi and his followers, Izigqoza, and hated and feared Cetshwayo and his followers, Usuthu. Both these men were his sons. Later in 1856, King Mpande instructed Mbuyazi and his followers to occupy the south-eastern corner of his

kingdom, and to solicit the assistance of Natal. Mbuyazi visited Joshua Walmesley, the Natal border agent, but he emerged only with the backing of John Dunn. But, this alliance was not strong enough to face Cetshwayo's Usuthu. Therefore, they were defeated at the battle of Ndondakusuka, near the mouth of Thukela. Mbuyazi and other five Mpande's sons died. Some died on the scene, and some people died in flight attempting to cross the swollen river (Guest and Sellers, 1985).

By 1865, King Mpande and Cetshwayo reconciled, for they both recognized the need to present a united front in the face of growing Boer encroachment in north-western Zululand. In two years later King Mpande accepted Cetshwayo as his lesser partner, but still performed the king's duties (Mael, 1974).

In 1872, King Mpande died. He was the first king in the Zulu kingdom to die of a natural death, and reigned thirty two years which was the longest period in the history of Zulu Kings. King Cetshwayo took over after his father's death. He had to cope with a number of problems of which the lingering Transvaal land dispute was the most urgent. His first act as a king was to invite Theophilus Shepstone to preside over his formal installation. He hoped to ensure Natal's support in the boundary dispute with the Boers. Theophilus Shepstone was the secretary for Native Affairs Natal (Ibid.).

The hunters and traders had a great impact on the lives of the Zulu people. These hunters and traders were attracted by the Zulu kingdom's resources of cattle and game. The trade with White people affected the Zulu economy, in such a way that it changed the traditional relations of production. ^T this trading even undermined the indigenous iron-working industry, because Zulu people ended up importing large number of hoes from Natal. However, this trading of cattle, especially, introduced and transmitted cattle diseases, for instance longsickness. By the late 1870s, King Cetshwayo himself was obliged to fund the purchase of firearms by allowing the recruitment of labourers drawn from Thonga tributary chiefdoms. He obtained in return a rake-off in capitation fees as well as a healthy proportion of the labourers' earnings. These developments marked the outbreak of the Zulu economy. It became more enmeshed in the capitalist system, thus, encouraging the ambitious of King Cetshwayo's subordinates (Duminy and Guest, 1989:110)

1.3 RECENT HISTORY

Empangeni developed from a simple rural area to a village, with Whites dominating the area. Traders built their stores and missionaries also continued their missions. Many Africans were employed by these Whites as labourers. Some White traders built cottages for these workers. Empangeni was officially declared a village on the 19th

June 1906. Today, Empangeni is a town. It can compete with modern and thriving commercial and industrial undertakings comparable to any other town of its size. Its growth was remarkable through the 1970s and into the 1980s with the development of large new housing areas and business centres. Subsequently, many African people moved into Empangeni in search of jobs (De V. Minnaar, 1989).

CHAPTER TWO

DEMOGRAPHIC CHARACTERISTICS OF MIGRANTS

2.1 INTRODUCTION

This chapter is dealing with the demographic characteristics of the migrants to Empangeni town. Thus, the statistical features of migrants are investigated.

2.2 DEMOGRAPHIC CHARACTERISTICS OF MIGRANTS

TABLE NO.1 AGES OF THE RESPONDENTS

AGE	NO. OF SUBJECTS	%
BELOW 30	7	28
31-40	15	60
41-50	1	4
51-60	2	8
61 AND ABOVE	-	-
TOTAL	25	100

Inspection of the numbers and percentages in table No. 1, above shows clearly that about 60% of the heads of families left the place of origin to urban area are between the ages of 31-40. The second high percentage is that of the

respondents whose ages are below 30 years. Those that are between 51-60 are only two in number, that gives 8%. The least percentage is that of 4% those are people who are between 41-50 years. From 61 years and over, the sample selected didn't give any number, therefore the percentage is nil.

TABLE NO. 2 FAMILY SIZE

NUMBER OF PERSONS IN THE FAMILY	NO. OF FAMILIES	%
1-4	15	60
5-8	10	40
9-12	-	-
12 AND ABOVE	-	-
TOTAL	25	100

From the Table No. 2 above, it is clear that the majority 60% of families have 1 to 4 persons in their households. Those families with 5 to 8 persons in their households are 40%. The table above shows clearly that, from the sample drawn there were no families with 9 and above number of persons.

TABLE NO. 3 COUNTRY OF ORIGIN

COUNTRY OF ORIGIN	NO. OF SUBJECTS	%
SOUTH AFRICA	22	88
SWAZILAND	2	8
ZIMBABWE	1	4
TOTAL	25	100

The inspection of numbers and percentages in the Table No.3, shows clearly that the overwhelming majority of migrants are South African citizens, with the percentage of 88. Therefore, their migration is taking place not across the borders. There are only 8% of the migrants from Swaziland and, only 4% from Zimbabwe.

TABLE NO. 4 THE PARTICULAR RURAL AREA

AREA OF ORIGIN	NO. OF SUBJECTS	%
MAPHUMULO	2	8
UMLALAZI	2	8
NONGOMA	4	16
MTUBATUBA	1	4
MBUMBULU	1	4
MPEMBENI	1	4
UBOMBO	2	8
NTUMENI	4	16
MATSHANE	2	8
PATANE	1	4
HLABISA	1	4
NSELENI RESERVE	1	4
NGWAVUMA	1	4
KWAMBONAMBI	2	8
TOTAL	25	100

The subjects were asked about their specific place of origin, i.e. their rural areas which they come from. From the Table No.4 above, the numbers and percentages show clearly that the majority of people (32%) from Ntumeni, a rural area next to Eshowe town, and Nongoma. The Table shows that there is 16% of people who migrated from these places, respectively. The places like Maphumulo, Umlalazi, Ubombo, Matshane and Kwambonambi share the same percentage

and number. From the sample drawn these five areas have a percentage of 8. The remaining areas also have a percentage of 4, respectively.

Another question was asked concerning the place of origin. The subjects were asked whether they settled in town right after they left their places of origin or not. 16 of the sample responded to the question by saying "yes". Therefore, 64% of the subjects said that they settled right in town after they left the place of origin. 36% of the people settled in Empangeni Town after, they had gone via other places.

TABLE NO. 5 LENGTH OF RESIDENCE IN EMPANGENI TOWN

LENGTH OF RESIDENCE	NO. OF SUBJECTS	%
LESS THAN 2 YEARS	13	52
2-3 YEARS	7	28
3-4 YEARS	-	4
4-5 YEARS	1	4
5-7 YEARS	1	4
7-10 YEARS	1	4
OVER 10 YEARS	2	8
TOTAL	25	100

About 52% of the respondents had spent less than 2 years in Empangeni Town. 28% of subjects had spent 2 to 3 years in town, and only 8% had spent over 10 years. Subjects who had spent 4 to 10 years are only 4%.

TABLE NO. 6 LEVEL OF EDUCATION OF THE HEAD OF THE FAMILY

LEVEL OF EDUCATION	NO. OF SUBJECTS	%
LESS THAN STANDARD 6	2	8
STANDARD 6	2	8
STANDARD 8	3	12
STANDARD 10	5	20
TERTIARY LEVEL	13	52
NEVER BEEN TO SCHOOL	-	-
TOTAL	25	100

The largest number is that of the subjects who have gone through the tertiary level of their education. Their percentage is 52. The second percentage is that of people who have matriculation, with 20%. 28% of the subjects are below standard 10.

TABLE NO. 7 MARITAL STATUS

MARITAL STATUS	NO. OF SUBJECTS	%
SINGLE	12	48
MARRIED	11	44
DIVORCED	-	-
SEPARATED	1	4
WIDOWED	1	4
TOTAL	25	100

48% of the respondents are single. They have no obligations to fulfil towards their families, and they are independent. 44% of subjects are married. They have the responsibility of taking care of their families. The rest separated and widowed are 4%, respectively. The above table shows no divorcees.

ARRIVAL IN SOUTH AFRICA

The subjects were requested to respond to the question of when did they come to South Africa. An overwhelming majority of subjects are South African born. There are only two subjects from Swaziland, and one subject from Zimbabwe. Therefore, 88% of the subjects are South African born, 8%, from Swaziland, and 4% from Zimbabwe.

TABLE NO. 8 OCCUPATIONAL STATUS

OCCUPATION	NO. OF SUBJECTS	%
RECEPTIONIST	1	4
DOMESTIC WORKER	2	8
BRICKLAYER	1	4
PSYCHOMETRIST	1	4
PUBLIC RELATIONS OFFICER	1	4
TEACHER	5	20
ATTORNEY	2	8
NURSE	2	8
SOCIAL WORKER	1	4
LECTURER	1	4
ACCOUNTANT	1	4
SALES MAN	1	4
ELECTRICIAN	3	12
OPERATOR	1	4
CLERK	1	4
DRIVER	1	4
TOTAL	25	100

From the above Table No. 8, it is clear that the majority of respondents are teachers, with 20%. The electricians can be ranked as the second large number, with 12%. The domestic work, Attorney and Nursing occupations are ranked as the third occupation with 8%, respectively. The remaining occupations have 4%.

TABLE NO. 9 PLACE OF WORK

PLACE OF WORK	NO. OF SUBJECTS	%
EMPANGENI	9	36
RICHARDS BAY	4	16
NYONI	1	4
NGWELEZANE	2	8
KWADLANGEZWA	4	16
ESIKHAWINI	2	8
FELIXTON	2	8
KWAMBONAMBI	1	4
TOTAL	25	100

Table No. 9 shows that there is a percentage of 36 subjects, who live and work at Empangeni town. Subjects who live at Empangeni, but work at KwaDlangezwa and Richards Bay are on 16%. In Ngwelezane, Esikhawini and Felixton are only 8%. The other two areas are Nyoni and KwaMbonambi. They have the least number of people living in Empangeni. They have only 4%, respectively.

TABLE NO. 10 LENGTH IN PRESENT JOB

LENGTH IN PRESENT JOB	NO. OF SUBJECTS	%
24 YEARS	1	4
22 YEARS	1	4
14 YEARS	1	4
10 YEARS	1	4
8 YEARS	1	4
7 YEARS	3	12
6 YEARS	1	4
5 YEARS	2	8
4 YEARS	2	8
3 YEARS	5	20
2 YEARS	2	8
1 AND 3 MONTHS	1	4
1 YEAR	1	4
8 MONTHS	2	8
TOTAL	25	100

From the Table No. 10 above, it is clearly indicated that 20% of the subjects have been in their jobs for a period of five years. Subjects who have worked a period of seven years are ranked as the second one in the Table No. 10, with 12%.

Subjects who have stayed in their present job for a period

of four years, eight months, five years and two years are only 8%, respectively. The rest are only 4%.

TABLE NO. 11 CHANGING OF THE JOB

CHANGE OF JOB	NO. OF SUBJECTS	%
YES, AFTER I LEFT	4	16
NO	21	84
TOTAL	25	100

Inspection of number and percentages in the above Table shows that 84% of subjects didn't change their jobs, after leaving their places of origin. Only 16% of the subjects, who changed their jobs, after leaving their places of origin to town. Another question was asked to investigate, whether was it difficult to find job in town or no. 16% of the subjects responded by saying yes, it was difficult, but 84% of the subjects answered "no" to the question.

TABLE NO. 12 BREADWINNERS IN THE FAMILY

BREADWINNERS IN THE FAMILY	NO. OF SUBJECTS	%
ONE	12	48
TWO	10	40
THREE	1	4
MORE THAN THREE	2	8
TOTAL	25	100

The large number and high percentage are the families with only one breadwinner. That is shown in the above table, they are 48%. The families with two breadwinners are 40%. Those with more than three breadwinners are 8%, and the least percentage is 4% of those with three breadwinners.

TABLE NO. 12 PEOPLE IN THE NEIGHBOURHOOD

RESPONSE	NO. OF SUBJECTS	%
YES	8	32
NO	15	60
DON'T KNOW	2	8
TOTAL	25	100

The above table indicates the responses of the subjects to

the question of, did the most people in neighbourhood of the same origin. The overwhelming majority of subjects responded by saying "no", i.e. 60% of them. 32% responded with "yes", and only 8% didn't know the origin of their neighbours.

2.3 CONCLUSION

To conclude, the sample is heterogeneous as regards to demographic characteristics. It has a high proportion of South-African born subjects, and a slightly small family size.

CHAPTER THREE

THE MIGRANTS IN THEIR FORMER RURAL AREA

3.1 INTRODUCTION

This chapter concerns itself with the behavioural patterns and characteristics of migrants, while there were in their places of origin.

3.2 INFORMATION ABOUT MIGRANTS IN THEIR FORMER RURAL AREA

TABLE NO. 13 LENGTH OF RESIDENCE IN THE PLACE OF ORIGIN

<u>LENGTH OF RESIDENCE IN PLACE OF ORIGIN</u>	<u>NO.OF SUBJECTS</u>	<u>%</u>
LESS THAN A YEAR	3	12
1-3 YEARS	2	8
3-5 YEARS	1	4
5-7 YEARS	1	4
7-10 YEARS	2	8
OVER 10 YEARS	16	64
TOTAL	25	100

The numbers and percentages shown in the above table, indicate that 64% of subjects had spent over 10 years in their former rural areas. There are only 36%, who had spent less than 10 years.

TABLE NO. 14 RELATIVES IN RURAL AREA

RESPONSE	NO. OF SUBJECTS	%
YES	22	88
NO	3	12
TOTAL	25	100

The subjects were asked the question, whether they did have relatives in the rural area or not. The overwhelming majority, i.e. 88% responded with yes. Only 12% said that they had no relatives. Furthermore, they were asked if their relatives left the rural area, where are they living now. There were 80% who maintained that their relatives are still in rural area, they have'nt move anywhere, 20% of subjects mentioned places like Esikhawini, Ngwelezane and, even Empangeni Town. They mentioned that some of their relatives had moved to places known as Black Township that surrounds Empangeni Town.

TABLE NO. 15 OCCUPATION IN THE RURAL AREA

OCCUPATION	NO. OF SUBJECTS	%
STUDENT	11	44
BRICKLAYER	1	4
TEACHER	3	12
NURSE	1	4
SOCIAL WORKER	1	4
UNEMPLOYED	6	24
DRIVER	2	8
TOTAL	25	100

The table shows that many subjects were students in their former rural area, until they came to the town and get employed. There is 64% of subjects who were not working in their places or origin. 44% were still students and 24% were unemployed. The remaining percentages were working in different sectors.

TABLE NO. 16 COMPARISON BETWEEN STANDARD OF LIVING IN
RURAL AND URBAN AREAS

STANDARD OF LIVING	NO. OF SUBJECTS	%
HIGHER IN THE RURAL AREA	2	8
THE SAME THAN AS NOW	6	24
LOWER IN THE RURAL AREA	14	56
DON'T KNOW	3	12
TOTAL	25	100

Inspection of Table No. 16 seems to confirm the notion that the standard of living in the rural area is lower than the standard of living in the urban area. The numbers and percentages show clearly that most subjects from the sample drawn also believe in the afore-mentioned notion. The overwhelming majority said explicitly during interview that the standard of living is lower in the rural area, 56% of subjects. Only 8% who said it is higher in the rural area, 24% who said it is the same both in urban and rural. 12% of the subjects responded by saying they don't know.

TABLE NO. 17 COMPARISON BETWEEN PRESENT INCOME AND
PREVIOUS INCOME

COMPARISON	NO. OF SUBJECTS	%
PRESENT INCOME	10	40
PREVIOUS INCOME	-	-
SAME	3	12
UNEMPLOYED IN RURAL AREA	12	48
TOTAL	25	100

Most of the respondents were unemployed in the rural areas. The main reason is that most of them were still at school by that time. They moved to urban area to secure employment. 48% of the respondents said that they were still at school, when they were living in the rural areas. People, who were employed in their rural areas and still employed in the urban area, 40% of them said the present income in the urban area is much better than in the rural area. Only 12% said it is the same.

TABLE NO. 18 PUBLIC OFFICE IN THE RURAL AREA

RESPONSE	NO. OF RESPONDENTS	%
YES	2	8
NO	23	92
TOTAL	25	100

Table No. 18 shows that 92% of respondents said that they held no public office in their rural areas. Only 8% of the respondents agreed that they held public office in their rural areas. Those, who held public office were further asked that were they satisfied with the activities of the last committee. Both of them said that they were satisfied with the activities of the last committee.

TABLE NO. 19 NUMBER OF ROOMS IN THE RURAL AREA

NUMBER OF ROOMS	NO. OF SUBJECTS	%
1 ROOM	-	-
2 ROOMS	1	4
3 ROOMS	2	1
4 ROOMS	7	28
MORE THAN 4 ROOMS	15	60
TOTAL	25	100

Many people in their rural areas lived in more than 4

rooms, that is indicated by the percentage (60%) from the above Table No. 19. Respondents, who lived in 4 rooms are only 28%, and those, who lived in 3 rooms are only 8%. The least percentage (4%) is that of the respondents who lived in 2 rooms. No one said that he/she was living the one room.

TABLE NO. 20 NUMBER OF PEOPLE IN THE FAMILY

NO. OF PEOPLE IN THE FAMILY	NO. OF RESPONDENTS	%
32	1	4
20	1	4
17	2	8
15	1	4
12	1	4
10	2	8
9	1	4
8	2	8
7	2	8
6	1	4
5	1	4
4	8	32
3	2	8
TOTAL	25	100

The respondents were asked the number of people in their

families, as the numbers and percentages are shown in the above Table No. 20. The majority of subjects are those with 32%, those subjects with four people in their families, 8% of the subjects had 3,7,8,10 and 17 people in their families. The rest of subjects with 4% had 5,6,9,12,15,20 and 32 people in their families. Therefore, many subjects had an average number of people in their families.

THE DIFFERENCE IN SPENDING LEISURE IN TOWN AND IN RURAL AREA

The subjects asked about the difference between the way they spend leisure time in town and the way they spent it in the rural area. Various subjects responded with various reasons to the question. Some said that they see no difference, others said that they go out with friends to the movies and to watch soccer games in the stadium. They also mentioned that they go out more often in town, because they are no longer under the control of their parents. In rural areas, some could not go out because, they were still children.

Window shopping, baking, swimming and jogging are the things they do in town, because in rural areas there are no swimming pools, no shopping centres and no stadiums. The most striking thing is that, there are other subjects who see no difference in spending their leisure time, and some preferred to be in rural areas, for the reason that in town

everything is money. They say the cost of living is very high. Whatever step one takes, one has to pay.

3.3 CONCLUSION

Although the study is one-dimensional in the sense that, it studies migration from rural area to urban area, and no comparative data were collected on the permanent rural population. but the impression given by the above respects examined, shows that migrants differed from the population in the area of origin, to some extent.

CHAPTER FOUR

THE MIGRATION PROCESS

4.1 INTRODUCTION

It is generally accepted by those engaged in migration research that various factors influence this process. One other explanation is that of the Push-Pull Theory, which states that there are two groups of factors that have influence in this process. On one hand, there are "Push" factors which influence the migrant's decision to leave his/her place of origin. On the other hand, the "Pull" factors which assist the migrant in deciding upon the locality of his/her destination.

In this chapter I attempt to diagnose these push (away from the rural area) and pull (towards the town) factors.

4.2 PUSH-PULL FACTORS CAUSING MIGRATION FROM THE RURAL AREA

This chapter examines the personal motives which the migrant considers influenced his/her decision to leave the place of origin. The reasons for leaving are varied, but two dominant motives are discernible: economic and personal-family. None of the subjects interviewed claimed that they had left because they did not like the way of life there or on account of lack of recreational

facilities. The emphasis laid on push and pull factors should not be construed as attempts to support the push-pull theory, since push and pull factors are not mutually exclusive for the individual and should be seen in relation to one another. It is believed that push-pull theory has some validity in its conceptual form (Kok:1985). This chapter attempts to emphasize its manifestation in the reasons given for migration. Reasons are shown in the below Table No. 21:-

TABLE NO. 21 REASONS FOR LEAVING THE AREA OF ORIGIN

MOTIVES/REASONS GIVEN BY RESPONDENTS	NO. OF SUBJECTS	%
REASONS RELATED TO EMPLOYMENT AND ECONOMIC CONDITIONS:		
- scarcity of jobs/looking for a job	5	20
- come here to take up a job (which had been already secured)	2	8
- was transferred here/employer moved to here	2	8
- unfavourable working conditions in area of origin	2	8
FAMILY CONSIDERATIONS		
- was influenced by family to come here	3	12
- moved here after a break in family ties (due to death, divorce, etc.)	1	4
- came here because relatives/friends were already living here	3	12

MOTIVES/REASONS GIVEN BY RESPONDENTS	NO. OF SUBJECTS	%
HOUSING CONSIDERATIONS		
- wanted a house here/better housing here	1	4
EDUCATIONAL CONSIDERATIONS		
- Availability of schools	2	8
- came here to further studies	2	8
REASONS RELATED TO COMFORT		
- Come here because of higher wages	1	4
- better living conditions here	1	4
TOTAL	25	100

4.3 A GENERAL DESCRIPTION OF THE REASONS

From the Table No. 21 above, the majority of migrants (44%) gave employment and economic considerations as their principal motives for leaving the area of origin. 20% of whom indicated that they left in the hope of finding a job. Only 8% indicated that they were transferred or the employer moved to Empangeni Town. About 8% of the migrants indicated that they had secured a job in town before moving there, while about 8% moved because of unfavourable working conditions in the area of origin.

The second most important reason for African migration to Empangeni Town in particular, was the fact that relatives or friends of the migrants were already settled in the town. About 28% of the migrants indicated family considerations as the second most important reason for migration. This could, to certain extent, explain the migrants willingness to move to the town although they were generally "unprepared" for town life because, many of them know that their relatives and friends would assist them during the initial stages while searching for a job. These findings confirm those of Brown, et al. (1970) and Choldin (1973): "In chain migration, migrants are aided materially and with information from the inception of the process at the community of origin. Many migrants travel within a family unit and many join kinfolk in the community of settlement. Those they join, assist the migrants in confronting the problems of settlement and adjustment: in providing material necessities, in establishing new social connections, and in maintaining morale" (Choldin 1973:175).

4.4 THE CLASSIFICATION OF REASONS FOR LEAVING THE AREA OF ORIGIN

The problem of classification of the reasons in this chapter, is partly overcome by adopting the classification of De Jong and Fawcett (1981).

After reviewing the literature on migration research concerning the reasons for migration intensively, these authors identified seven categories of values or needs often cited as reasons for migration, namely: (1) wealth; (2) status; (3) comfort; (4) stimulation; (5) autonomy; (6) affiliation, and (7) morality.

De Jong and Fawcett (1981:49-51) defined and described these categories as follows:-

- (1) "Wealth includes the wide range of factors related to the individual economic reward. Factors contributing to wealth can take various forms and would include at least the following: higher wages, good income, low cost of living, low taxes, good fringe benefits, good welfare provisions, stability of employment, availability of jobs, and ownership of property. Wealth can be viewed as an end in itself, but is also a means by which other goals may be satisfied."

- (2) "Status encompasses a number of factors connected with social standing or prestige. Occupation and education are important aspect of status; these are also related to income, of course, so the values of status and wealth are closely linked. Status alone, however, can also be an important factor in migration. For example, higher status can be achieved by living a more modern or sophisticated life, holding a white

collar job, or having a diploma. The move from a rural area to the city is itself often regarded as a form of social mobility, regardless of economic consequences."

- (3) "Comfort may be seen as the goal of achieving better living or working conditions. This can include improved housing, a more pleasant residential environment, easier work, shorter or more regular work hours, a healthier or less stressful setting, and so on. By comfort, we mean essentially physical and psychological comfort".

- (4) "Stimulation means exposure to pleasurable activity (in contrast to relief from an unpleasant situation). Included here are such valued activities as entertainment and recreation. The relevant descriptive terms include variety, change, fun, excitement, adventure, or simply new experiences (including a change of roles). Stimulation may also be seen as relief from boredom, a benefit frequently cited for rural-urban migration."

- (5) "Autonomy has many dimensions but refers generally to personal freedom, the ability to live one's own life. The wakening or absence of traditional family obligations may be especially important. In some settings, autonomy may also imply political freedom."

(6) "Affiliation refers to the value of being with other persons, in connection with or as a result of migration. 'Broadly, it can refer to joining friends or family' as a reason for migration. In many cases this reason may disguise other values, i.e. affiliation with others may be a facilitating factor in migration to satisfy different personal goals. In some cases, though, affiliation is the main motive for migration: to get married, to accompany a spouse, to join close friends or relatives who had migrated earlier."

(7) "Morality is related to deeply held values and belief systems that prescribe good and bad ways of living, such as religious belief systems. Moral values may have a pervasive influence on behaviour, depending upon the degree of the individual's commitment. The morality dimension in connection with migration is often expressed negatively, as in the corrupting or sinful influence of city life. But the seeking of a favourable moral climate can also be important, as exemplified historically in the migration of certain religious groups."

The reasons obtained in this study were classified more or less in line with the categories of De Jong and Fawcett, with the following exceptions: (a) The category "Morality" and (b) The category "Stimulation", because of

no responses, they were omitted. For the fact that there were an insufficient number of responses some of categories were combined.

Therefore, this study has the following classification:

- (1) "Wealth/Employment";
- (2) "Status/Education";
- (3) "Affiliation/Autonomy";
- (4) "Comfort/Housing".

Each subject could give more than one reason for leaving the area of origin. These responses had to be combined in order to be able to form a single dependent variable.

4.5 CONCLUSION

From the above discussion of the reasons for migrating, the perceived availability of jobs in town for the rural potential migrant was an overwhelmingly important cause for migration. The presence of relatives in town determines, to a significant extent, the destination of the potential migrant in the rural area who might be on the lookout for better opportunities elsewhere. The frequent visiting of the respondents to the town has a tremendous influence in the choice of the destination of the migrant. Many respondents indicated that they of want to stayon in town, they stated explicitly that they are in town due to work. On the other hand, there were others who had not made their minds about staying in town, or going back to the area of origin.

CHAPTER FIVE

INTEGRATION IN TOWN

5.1 INTRODUCTION

It is said that many investigators of rural-urban migration in developing countries have noted the phenomenon which S.N. Eisenstadt terms 'structural duality', meaning the existence of the traditional rural structure on the margins of the urban modern structure, without any link between them. Lack of integration of rural migrants is reflected in various ways. In this chapter, however, the attempt is made to determine the integration of migrants in town, by using certain indicators, such as economic, social status, educational aspects and ecological variables, as measures.

5.2 DETERMINANTS OF INTEGRATION IN TOWN

5.2.1 ECONOMIC INTEGRATION

It is observed that 44% of subjects left the area of origin for economic reasons, such as looking for a job and unfavourable working conditions in area of origin (see chapter four). Changes involved in their move included the following:-

- New Occupation

The findings in chapter two, show that only 16% of the subjects changed their jobs after they left the area of origin. An overwhelming majority did not change their occupations, but some of them were still students in their areas of origin.

- Place of Work

In chapter two, Table No. 9, it is indicated that 36% of the subjects actually work in town (Empangeni), where they migrated to. Only 16% work in adjacent town (Richards Bay), and also 16% of subjects work in KwaDlangezwa, a nearby area. Only 24%, work in places such as, Esikhawini, Ngwelezane, Felixton, while 4% work in KwaMbonambi and Nyoni, respectively.

- Difficulties in Finding Work in Town

Although 16% of the subjects had difficulty in finding a job, but on contrary 84% encountered none. Those subjects who encountered problems ascribed those difficulties to the two main reasons; age problems and lack of occupational skills.

- Number of Wage Earners in the Family

The findings indicated that 48% of the families had only one wage earner, 40% two, 8% more than three, while 4% (one family) had three wage earners.

5.2.2 SOCIAL STATUS

The position of migrants on the social stratification was assessed in one way: by comparing the migrants' present status with their own former status in the area of origin. The method of tackling this problem was based on a hypothesis of Lipset and Bendix: that migration and urbanization are prime factors in social mobility, since outmigration from the small rural community to the city generally involves a change in the migrant's social status. The hypothesis sees outmigrants as possessing higher status than those who stay behind in the area of origin and I related to this hypothesis by comparing principally the migrants' status in town with his/her previous status in the area of origin. My comparison was based partly on the subjective perception of change in status.

- Relationship Between Migration and Standard of Living

Respondents were asked to compare their previous and

present standard of living in chapter three, Table No. 16. The numbers and percentages show that a higher proportion (56%) of migrants consider their standard of living to be lower in the area of origin. 24% of subjects consider their standard of living the same in town and area of origin, while 12% of subjects don't know, i.e. they can't compare their standard of living. Therefore, majority of subjects believe that their standard of living had changed, most of them for the better.

5.2.3 SOCIAL INTEGRATION

Some variables affecting the social integration of migrants in town are examined.

- Relatives Ties

The below table presents data on the role of relative ties in determining not only general destination but, also specific destination within the town.

TABLE NO. 22 RELATIVES TIES

RELATIVES LIVE	NO. OF SUBJECTS	%
ALL NEAR THE SUBJECTS (SAME ROOM)	3	12
SOME NEAR THE SUBJECTS	4	16
ALL IN A NEARBY NEIGHBOURHOOD	2	8
ALL FAR AWAY	3	12
NO RELATIVES	13	52
TOTAL	25	100

Consequently, 48% of the migrants had relatives in town they moved to, and about 36% of them chose to live close to their relatives. Most of the relatives (16%) had been living in the town for a period of four to five years, hence the migrants relied undoubtedly on their relatives to assist them in their own integration. But, for those who already had an alternative foothold (a job or an apartment), the presence of relatives was no longer the main reason for migration to town.

Some other migrants had relatives in their former places, those relatives left but, few left for the same place. Thus, it seems that there is no chain migration of kinship groups. The presence of relatives is only significant as a 'pull factor' if they are already established in town.

- Friendship Ties

TABLE NO. 23 FRIENDSHIP TIES

WHERE FRIENDS LIVE	NO. OF SUBJECTS	%
ALL LIVE NEARBY	3	12
SOME LIVE NEARBY	9	36
ALL LIVE IN AN ADJACENT NEIGHBOURHOOD	4	16
ALL LIVE FAR AWAY	3	12
NO FRIENDS IN THE TOWN	6	24
TOTAL	25	100

The inspection of number and percentages from the above table, show that only about 24% of the subjects had no friends in town. This 76% had friends in town, many living near them. The presence of friends in town is mainly appreciated for social integration, but is not one of the original motivating factors.

The frequency of contact with friends was also examined:-

TABLE NO. 24 FREQUENCY OF CONTACT WITH FRIENDS

FREQUENCY OF CONTACT	NO. OF SUBJECTS	%
DAILY	8	22
ONCE A WEEK OR MORE	6	24
ONCE A MONTH	5	20
2-3 TIMES A MONTH	-	-
NO FRIENDS	24	24
TOTAL	25	100

The data in Table No. 24, indicate that 32% of subjects visit their friends on daily basis. They usually visit friends after working hours or during working intervals. 24% visit friends once or more a week, while 20% visit friends once a month.

Formal and Informal Social Activity

Synagogue attendance:

TABLE NO. 25 SYNAGOGUE ATTENDANCE

SYNAGOGUE ATTENDANCE	NO. OF SUBJECTS	%
EVERYDAY	2	16
EVERY SABBATH	6	24
ON HOLIDAYS	3	12
NOT AT ALL	2	8
OTHER	10	40
TOTAL	25	100

It is clear that 16% of the subjects attended synagogue everyday, 24% every Sabbath, 12% only on holidays, 8% not at all, while 40% had other reasons, like going to synagogue only on Sundays or only when they were free from work. About 40% of the subjects, those who attended everyday and every Sabbath, had an extra channel for communication with their new environment.

Entertainment: The frequency of outings in town and area of origin was compared, without detailing the type of outing, like cinema, theatre, to mention the few. Thus 64% went out more in town than in the area of origin, 16% to some extent, 12% less in town than in the former place, while 8% never went out at all,

whether in town or area of origin. Relatives and friendship ties from the area of origin were not preserved. They influenced the social integration of migrants in their new environment, to a certain extent.

5.2.4 ECOLOGICAL VARIABLES

Previous investigations of rural-urban migration demonstrate that newcomers to the town tend to concentrate in slums/ghettoes in the town centre. One indicator was used to assess the change in housing conditions: number of rooms.

TABLE NO. 26 NUMBER OF ROOMS

NUMBER OF ROOMS	NO. OF FAMILIES	%
1 ROOM	4	16
2 ROOMS	2	8
3 ROOMS	-	-
4 ROOMS	4	16
MORE THAN 4 ROOMS	15	60
TOTAL	25	100

The distribution of number and percentages in the above table show that, 60% of the subjects are living

in more than 4 rooms in town, those living in one room and four rooms are 16%, respectively, while 8% are those living in two rooms. None was living in three from the sample.

When compared with the number of rooms in the area of origin in chapter three, Table No. 19, families living in more than 4 rooms have still the same percentage (60%). On one hand, there were no families living in one room in the area of origin, but on contrary, in town (16%) live in one room or apartment. On the other hand, (28%) of subjects lived in four rooms in the area of origin, but in town only (16%) live in four rooms. Thus, the living conditions deteriorate in town.

5.2.5 EDUCATIONAL ASPECTS

One of the motives for leaving the rural area to urban is the parents' desire to assure their children's future, giving them access to more extensive educational facilities in town. One indicator was used to assess the parent's desire to assure their children's future: Parental Aspirations.

Parental Aspirations: Subjects were asked that what occupation did they expect their children to

take up after finishing school (Matriculation). That was concerning the career of the child. Few parents responded to the question by giving the child freedom of choice. Many of the parents chose the white collar occupations, such as Medical Doctors Engineers, Teachers, to name but a few. No one incited the unskilled work, most preferred the professional occupations.

5.3 CONCLUSION

The findings indicate that many subjects were well-integrated in town, i.e. economical, socially, ecologically and educationally. In an ecological viewpoint, migrants were integrated because most of them owned their houses some lived in rent house, but not in slums or ghettos. 16% of migrants indicated that they were living in roomed house, but those were rent house or just dwelling places provided by their companies.

The data also reveal that the phenomenon of structural duality, meaning the migrants remain on the periphery of

urban society and are not integrated within it, did not apply to the case of migrants to Empangeni Town. The opposite was the case.

From an economical view point migrants were wee-integrated, because data show that only 16% encountered problems finding work in town but 84% encountered none. In addition, 36% of subjects actually worked in town.

The data also show that most of migrants had no relatives in town, who assisted them in familiarising themselves with their new environment, but most of them said that their living conditions had improved from that of the area of origin. Many of the migrants (56%) consider their standard of living in town to be higher than they were accustomed to in the area of origin.

CHAPTER SIX

DESIRE TO RETURN TO THE PLACE OF ORIGIN

6.1 INTRODUCTION

Desire to return to area of origin is one of the best indicators of the lack of integration in town. 52% of the migrants interviewed stated clearly that they wanted to stay on in town. Only 16% of migrants, who intended to go back to their areas or origin, because of reasons such as; (i) the cost of living in town is too high, whatever step one makes, one pays for it; (ii) Apartheid is still existing, to a certain extent, i.e. the relationship between Whites and Africans is not good. 32% of respondents indicated that they had not made their minds, by then.

6.2 VARIABLES AFFECTING READINESS TO RETURN TO THE AREA OF ORIGIN

6.2.1 AVAILABILITY OF MEDICAL FACILITIES

During the interview the subjects were asked to compare availability of medical facilities in town and area of origin. 80% of the subjects indicated clearly that the availability of medical facilities in town is better than in area of origin. 16% of subjects

preferred the former availability of medical facilities, while 4% (one subject) perceived the two to be the same, 84% of those subjects consulted the Doctors when they and their families are sick. 12% consulted the Faith Healers, while 4% consulted the Traditional Healer.

6.2.2 FARMING AREA

Subjects were asked whether they did have farming area in their places of origin or not. 52% of the subjects stated that they had no farming areas, while 40% of migrants had farming areas. 44% of the subjects regarded their farming areas as the same as others, but 8% regarded their farming areas as better than the others. Many subjects (40%) of those having farming areas had not planned their farming areas, while only 8% had planned their farming areas.

At the time of the interview, subjects were asked to respond to the question of, is it important that rural farming be organized. 60% of the subjects agreed that they should be organized because, there are various reasons that an organized farm has. These subject put forward such reasons as; (i) to improve productivity; (ii) an organized would make profit; (iii) to acquaint people with farming skills; (iv) to get food like vegetables free and easy; (v) to

provide unemployed people with basic foods and also create jobs for them; (vi) if rural farming can be organized it can also contribute to the market extensively. Only 40% of the subjects stated that it didn't matter to them.

6.2.3 SECURITY

When subjects asked about the state of security in town and in area of origin, i.e. to compare it, 72% of subjects preferred the state security in town then in rural area. They indicated that it is better in town than area of origin, some even said it is excellent because, there are South African Police Services and electricity lights in town. There are no police stations in the rural areas. 20% stated that it is the same in town and rural area, while 8% indicated that it was more secured in the rural areas.

6.3 SUBJECTIVE STATUS OF DIFFERENT OCCUPATIONS

During the interview, subjects were asked to rank seven occupations in relation to each other, so that a picture of their subjective occupational rating can be obtained. The following ranking order was obtained:

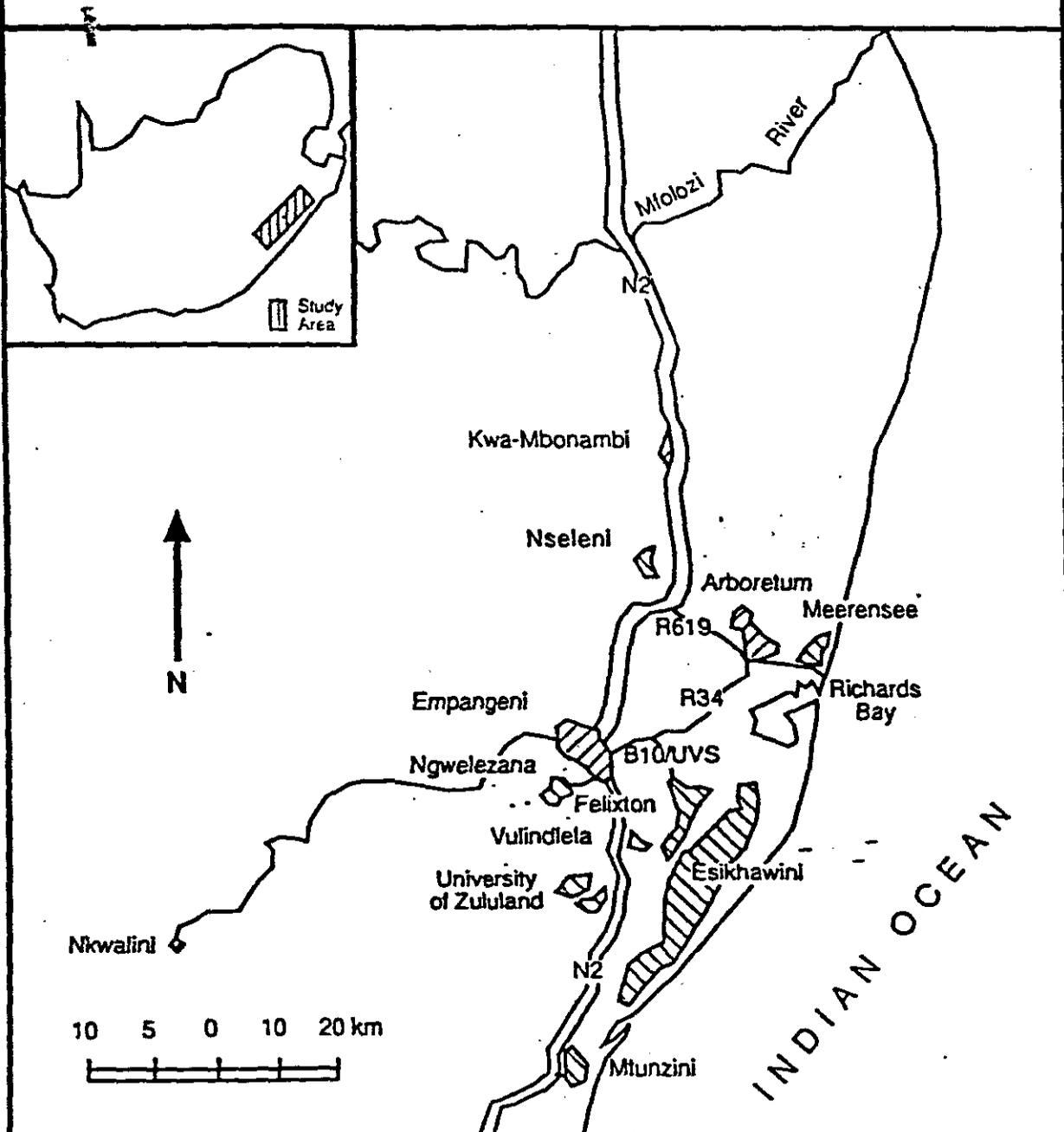
NUMBER	OCCUPATION	RANKING
1	TEACHER	1
2	LAWYER	2
3	DOCTOR	3
4	CLERK	4
5	PRIVATE FARMER	5
6	DRIVER	6
7	MERCHANT	7

From the findings, it is clear that white-collar jobs were ranked higher than the manual occupations, due to the influence of education.

6.4 CONCLUSION

The findings show the reason why most of the migrants intended to stay on in town. Most of them did not own farming areas in former areas, they also felt unsecured in rural areas because findings show that security has collapsed in the rural area. Concerning health status, they preferred to be in town than rural area, due to the availability of medical facilities.

PART TWO: RICHARDS BAY REGION



Source: 1:50 000 Topographical map of Empangeni and Richards Bay

CHAPTER ONE

HISTORICAL BACKGROUND AND DEVELOPMENT OF RICHARDS BAY AREA

1.1 INTRODUCTION

Richards Bay on the Mhlathuze Lagoon has through the years been intimately connected with Empangeni. In early days it was used as a place of recreation by the residents of Empangeni. It was also Empangeni that benefited most from the development of the harbour there. The two centres, barely twenty kilometres apart, complement and serve each other's needs and together have become the main growth point in Zululand.

1.2 EARLY HISTORY

Historically Richards Bay was visited by Portuguese mariners long before the British occupation of Natal and it was just a rural area where people of the Mandlanzini clan lived, especially in the area known as Meerensee, today. The Portuguese mariners named Richards Bay, the Rio-dos-Peixes, meaning the River of many fish. From the fifteenth century the only White men to visit the Bay were those from the numerous shipwrecks along the Zululand coast, trekking past on their way to Delagoa Bay in the north.

In January 1827 the Union Jack was hoisted at the Umlalazi River mouth, known as Mtunzini, by Nathaniel Isaacs on behalf of Lt James Saunders King, who had been granted permission to take possession of the area by the Zulu King Shaka. King and Isaacs were interested in the possibilities of the Mhlathuze Lagoon as a harbour to serve the profitable Zululand trade, but nothing constructive appears to have been undertaken by them in this regard. Before the Zulu War of 1879 the area was lucrative for hippopotamus and crocodile hunters. It is known that it was one of the favourite hunting sports of John Dunn, the White Zulu chief of the 1880's.

During the Zulu War of 1879 the problem of supplying the British forces had given the military authorities some concern. The Royal Navy undertook to investigate the Zululand coast to try to discover a suitable landing point. Accordingly, on 5 January 1879, HMS Active and HMS Tenedos had cruised along the coast, under the command of Commodore Sullivan. They explored the whole coastal area as far as the mouth of Lake St Lucia. Later, in April and May that year, an official survey of the Zululand coast was carried out by the 455 ton gunboat, HMS Forester, under the command of Lieut-Commander Sidney Smith. The actual survey was done by Sub-Lieutenant J H W Theed. As a result of this survey the indentation at the mouth of the Mhlathuze River was named Richards Bay. The name Richards Bay first appeared on Admiralty Chart No. 2089 which was published in

December 1879. The significant thing about this survey is the endorsement of the original survey to the effect that it was done "by directions of Commodore F W Richards" and consequently, it has been accepted that the Bay was named after him.

Frederick William Richards, son of Captain Edwin Richards, R.N, of country Wexford, Ireland. He was born on the 30th November 1833, and was educated at the naval school, New Cross. He entered the Royal Navy at the age of fifteen and saw service in Australia, the Pacific, the west coast of Africa, and in the Mediterranean. In October 1878 he was appointed commander for the west coast of Africa based at Simonstown. He hoisted his flag on HMS Boadicea and on arrival at the Cape, hearing of the defeat of the British at Isandlwana in Zululand, he took his ship up the east coast (which was outside his limits of command) and landed with 250 men at Port Durnford to reinforce the small British army. He was present at the Battle of Gingindlovu and the relief of Eshowe. He was awarded the K.C.B. in 1881 and terminated his service in the Cape in 1882 with the rank of rear admiral. From 1882 onwards he saw service in Burma, China and elsewhere and became first Naval Lord 1893. By special order of the Privy Council he was created "admiral of the fleet" so that it could be retained on the active list to the age of 70. He died in 1912 at Horton Court, Gloucestershire, in September at the age of 79 years. In later years, after he had become Sir Frederick

Richards, the bay was sometimes known as Port Sir Richards.

For many years Richards Bay was ignored by the authorities but after the discovery of coal deposits on the banks of the Ntambanana River, at Somkhele, and in the vicinity of Nsimbakazi (Umzingazi) Lake near the Mhlathuze Lagoon in the 1890's it assumed new importance. However, the Nsimbakazi coal deposits were never really developed. These coal beds were in fact pointed out to John Maxwell and Sigurd Sivertson by local Africans. Maxwell then wrote to the government asking them to recognise him as the discoverer but the government refused to recognise his claim and reserved the coal for government use.

During February and March 1896 coal was mined at Nsimbakazi (Umzingazi) on an experimental basis. It was transported by wagon to Eshowe by T.M. Loftheim and R.B. McAlister and used in the brickyards there. But it proved to have inferior firing qualities while the labour and transportation were also too costly : so mining was stopped. This did not deter various hopeful prospectors from applying on the 24th February 1897 for mineral leases in the area west of the Umzingazi Lake and along the shore of the Mhlathuze Lagoon (Richards Bay). So optimistic about the future was S. Gielink that he applied and was given the permission on the 10th April 1897 to erect a store, with accommodation for travellers, near the Umzingazi mineral leases. But nothing ever developed from

these leases although at the time there were plans for Richards Bay.

The lack of a good Zululand harbour had long vexed the government and Port Dunford was at best a poor substitute where goods were landed by means of rowing boats through the surf. There were those who favoured developing the Mhlathuze Lagoon as a harbour, with the railway line from the Somkhele coalfield ending there. The idea was to construct a first class naval cooling station in the Lagoon, and in July, August and September 1897, a detailed hydrological and marine survey was made of the lagoon and bar of the Mhlathuze mouth by L.B. Denham, assisted by L.M. Altern, the government surveyor for the Lower Umfolozi district. Denham and his party were enthusiastic at the results of the survey, but the plan was shelved by the Imperial government's decision to hand Zululand over to Natal. The Natalians were more concerned with developing Durban than funding a rival harbour elsewhere.

The idea of a harbour was once revived during the Second Anglo-Boer War (1899-1902) especially when the absorption of the two Boer republics seemed to be the likely result of the war. The plan was considered attractive as it was felt that the harbour and rail facilities of Durban would prove inadequate for the coming demand. The work of the Delimitation Commission in opening Zululand for settlers also led to high hopes of future economic expansion. The

Mhlathuze Lagoon, with its great expanse of water, also seemed the most likely place for a harbour as, from a railway point of view, it presented the shortest straight line from the coast to Volksrust and the Transvaal. Accordingly, a Zululand Port Survey was set up in 1902 under Cathcart W. Methuen, the harbour engineer of the Natal government. In August that year the surveyors visited the Mhlathuze Lagoon. The actual survey was undertaken by N. Brockbank while in October the tug Richard Kent made the detailed soundings off the mouth of the Mhlathuze River. Methuen preliminary report of the Mhlathuze Lagoon survey came out on the 25th November 1902. He was much impressed by the potential of the lagoon. He found that it was nearly double the size of the Durban Lagoon and considered that it could certainly be made into a port at an estimated cost of 800 000. He felt that the existing 2,4 metres channels could be dredged and that there was an excellent site for township on the high ground overlooking the lagoon.

In 1903 the MLA for Zululand, E.A. Brunner, had put forward the motion in the Natal legislative Assembly that a port be developed at Richards Bay. This project was still under consideration by the natal government in 1906 and for this reason A. Moore was not granted a commercial fishing licence to fish in the Mhlathuze Lagoon until proper civil authority was established over the area. But the economic depression of 1907 and the uncertainty as to the political

future of Southern Africa led to the plan's being shelved once more. Besides the surveying activities over the years at Richards Bay the only other activity was the opening of a Native trading store by H. Ash some time in 1897 between the Mbonambi Mission Station and the Mhlathuze river mouth. On 10 April 1897, S.Gielink had applied and was given permission to erect a store with accommodation for travellers near the Umzingazi mineral leases. But when the prospectors moved away he closed down. Except for the most ardent fishermen Richards Bay was rarely visited even though it was a fisherman's paradise and oysters were so plentiful that one was able to purchase them by the sugar pocket if one so wished. In late 1906, G. Higgs founded the Zululand Fisheries and two employees, living on Pelican Island, caught and dried fish which was sold to the local Africans. Some five years later, in 1911, an enterprise calling itself the Zululand Fisheries Syndicate started to catch fish in the Mhlathuze Lagoon, using a giant fish kraal, and supplied Zululand commercially with fresh seafood. They were so optimistic of the enterprise that the old idea of a harbour, even if only a small fishing one, was once again revived.

By 1926, the fishing rights at Richards Bay were held by Major J.E.F Gage and it was not uncommon for him to haul in 300 to 400 kilograms of fish in one day. Most of this catch was dried and sold to the Indians at the two mills at Felixton and Empangeni. But declining yields in the lagoon

saw the fisheries catch dwindling and when Fred Ashby took over the Richards Bay Fisheries in the 1930's. He concentrated more on supplying bait to the fishermen than on commercial fishing. He ran the bait shop until the mid-1940's when the Natal Parks Board took over. The first Parks Board ranger at Richards Bay was W. Cooper who served from 1944 - 1960.

An early incident which brought the name of Richards Bay into the news was the Newark Castle incident. The ship, the Newark Castle, under Captain Nathaniel Ross Nielsen, left Durban at 10h30 on 12 March 1908 bound for Delagoa Bay and Mauritius. There were 115 people on board including a crew of 69 and military draftees for the garrison on Mauritius. About six hours after leaving Durban, she ran aground about five kilometres north of Port Dunford. Life boats were lowered and the ship was finally abandoned at about 18h30. Two life boats cruised near the wreck while others set out on their own courses. The steamer drifted about eleven kilometres up the coast and grounded on a sandbank outside the Mhlathuze Lagoon at about 20h00. At 20h00 the third mate, Windsor, decided to board the vessel as it was well above the water and there was no imminent danger. He fired flares and left the vessel after being on board for twenty minutes. At 02h00, finding that the vessel had not capsized, he returned and dropped both anchors in the hope that she would remain in the position in which she had struck.

His hope was not realised for the steamer was gradually turned around by the stern, with the bow pointing towards Durban, thus presenting her broadside on the incoming sea. He continued firing flares and after two or three had been fired a second class passenger, who had slept throughout the confusion, appeared, quite unaware of the predicament. At 05h00 the trawler Evelyn arrived and rescued Captain Nielsen and his boat's crew. The captain then reboarded the steamer. Eventually all the occupants of the boat, except the boat in charge of Major Boyes were rescued and taken to Durban. Major Boyes's crew had attempted to land on the coast but had been swamped with the result that Mrs Boyes, a steward, Horne, and a cabin boy, Matsell, were drowned. Mrs Boyes's body was temporarily buried near the beach. The survivors, after taking refuge in a Zulu kraal, made a weary tramp to the railhead at Empangeni, some 50 kilometres away.

Some time after the Evelyn had left a wind rose and the wave broke against the steamer, smashing up everything on the port side, which lay seaward. Crew members thought it impracticable to launch boats and were forced to remain on board. A tug, the Harry Escombe, arrived on the Sunday morning and the crew were taken off the Newark Castle and to Durban.

The wreck was bought for 575 by the Johnstone Syndicate. Part of the cargo was 750 000 five rupee notes being

conveyed to Mauritius in steel boxes. Two of these boxes had broken up in the wreck and the beach was littered with 250 000 of the notes. The syndicate salvaged the other four boxes with 33 000 pound sterling worth of notes. The British government, however, demonetised the banknote issue and the money had no value. The wreck of the Neward Castle was later found off Richards Bay when the new harbour channel was being dredged in the 1970's.

Road communications with Richards Bay were always difficult owing to the nature of the terrain that had to be traversed. In 1907 G. Higgs had pioneered the first wagon track from Empangeni to the Bay. The residents of Empangeni set up a Richards Bay Road Fund which helped finance the road built by C.F.M. Hibberd in 1922 along the original wagon track. During wet weather cars stuck in the mud and it was a familiar sight to see people pushing their cars and then bedecked with mud, clambering back into them and proceeding on their journey. Some travellers, if the water was high at Double Drift (Outlet of Insezi Lake), would send a message ahead that a span of oxen could be provided to pull the cars through. Other travellers provided themselves with an iron standard and a block and tackle set. They would knock the standard into the ground and then pull the car through with the block and tackle. The first bridge, a simple wooden affair, was built at Double Drift by F.T. Poynton in 1932, the cost of 45-16-3 being borne by the Richards Bay Road Fund.

Early accommodation was provided by the Richards Bay Hotel which was established in 1922 by C.F.M. Hibberd. In the early days this was merely a wood and iron building combining a Native trading store and a bar. Weekend fishermen used to sleep on the verandah where most of the night was spent fighting off the mosquitoes.

In 1922 at the instigation of the local member of parliament, G. Heaten-Nicholls, the prime minister, General J.C. Smuts, together with the minister of lands, Colonel Donys Reitz and other member of parliament, toured Zululand and spent a day at Richards Bay investigating its potential as a port. But nothing came of this visit and Richards Bay continued as a small fisherman's resort for many years. In 1928 the Richards Bay Hotel premises were taken over by Edward Brimson and in 1929 the manager of the hotel was John Howells. The Hotel was supplied from the 1920's till 1960 with butter, milk, eggs and vegetables by Charles Edmund Anderson who had settled on the farm Green Valley about eleven kilometres from the Bay. Anderson was an ardent fisherman and went fishing at least twice a week. It was his favourite fishing spot which later became known as Anderson's Channel. In the late 1930's a handful of people began retiring to the Bay. Among the first of these permanent residents were Mr and Mrs Carl Rosenhahn in 1938.

During World War II, the ten kilometre long Lake Mzingazi was used as a Catalina flying boat base. After World War

II, the Natal Parks Board established a caravan and camping site adjacent to a nature reserve that boasted pelicans, flamingoes, crocodiles and hippopotami. In the holiday season this quiet little fishing hamlet was invaded by as many as 4 000 holiday-makers who came to boat, swim, watch the birds, and to fish.

In 1954, on the initiative taken by E.J. Butler, Richards Bay obtained a health committee under the chairmanship of J.G. Davidson. In the same year certain local residents, especially the owner of the hotel, Bill Reid, became aware of an increase in the silting up of the lagoon. This silting process had been increased by the draining of the reed marshes round the entrance of the Mhlathuze River into the lagoon. The draining was done via new canals, to provide new ground for sugar plantations. Originally, these reed marshes had acted as a sponge and stainer of silt but with the draining of them and the increased soil erosion in the catchment area of the Mhlathuze River the lagoon was rapidly became a depository for mud. Reid proposed the cutting of a new lagoon mouth 400 metre north of the present one, maintaining that this would create a better flow helping to scour some of the silt from the lagoon. Nothing materialised from Reid's proposed plan and the quiet life continued at Richards Bay until 15 April 1965 when the minister of Transport, Ben Schoeman, announced that a new harbour was to be built at Richards Bay.

Rapid development soon took place and in June 1969 a town board under the chairmanship of P. Pretorius superseded the health committee. At that time there were only 49 cottages, a hotel with a one-room post office, a small general store, a bait station, and a camping site at Richards Bay. There were a mere 100 inhabitants but within five years the little fishing village had grown to a town with a population of 3 000.

1.3 THE DEVELOPMENT OF THE TOWN AND THE HARBOUR

The first industrial concern to be established at Richards Bay was the Alusaf aluminium smelter. In June 1967, at the opening of the Zululand show the prime minister, B.J. Vorster, had announced the establishment of this smelter at Richards Bay. By 6 May 1971 the reduction plant of the smelter was put into operation and the smelter itself came on line of the 7th June. The smelter plant was officially opened by the Alusaf smelter, set its bobbins spinning and started production of aluminium overhead conductors. Another early development was the 45 centimetre oil pipeline to the Transvaal via Empangeni and Richards which had come on stream on 9 June 1969.

The infrastructure of the town grew at a furious pace. In 1970 the first water purification works were completed;

the first suburb, Meerensee, was laid out ; an automatic telephone exchange was installed, and the first primary school was completed. The population (including construction workers) was estimated at 800 whites. A start was made on the John Ross highway between Empangeni and Richards Bay. On 19 January 1971 a nursery school and sportsground were taken into use. In memory of A.J. Fabricius of the Richards Bay Town Board, this sports and recreation complex at the Bay was named A.J. Fabricius Park. Also in 1971 the airstrip at the Bay was built while terminal buildings at the airport were officially opened in November 1975.

In October 1973 the Richards Bay High School was officially opened, while in September 1973 the Rev. D.C. Veysie of the Methodist Church dedicated the first house of worship to be established in the Richards Bay area. On 24 November 1976 a new hotel, the Hotel Richards, owned by Karos Hotels, was opened.

Work on the harbour itself had got under way in earnest with the start of dredging operation in September 1972. The developers of Richards Bay took heed of the environment in their planning of new harbour. This decision led to the fact that as much as possible of the estuary was to remain free of interference and pollution and was concerned as a habitat for wildlife as well as providing recreation for people. An essential step towards saving part of the bay

was the creation of a physical barrier between developed and undeveloped areas. This was achieved by the building of a berm wall in 1974 right across the bay which effectively divided it into northern and southern sections. Hydraulic flood gates were built into the wall for the control of water levels and a completely new estuary mouth was dredged for the southern half. At the end of January 1975, the dredger, Beveruijk 31, broke through the final sandbank and opened the harbour moth between the two breakwaters. The natural bay moth had already been filled by the dredger, Mascaret.

The first commercial ship to sail into Richards Bay was the 4 000 ton coaster, Marike Smit, on 30 November 1975. The vessel was transporting auxiliary equipment for the cutter-suction dredger, Tramontane. The new harbour was officially opened on 1 April 1976 when S.A. Vaal, with the prime minister, B.J. Vorster, on board entered Richards Bay.

The harbour was essentially designed as a bulk exporting harbour and the coal terminal section started the export of coal in 1976. The first export of phosphoric acid from the new Richards Bay by the Triumph fertilizer factory took place in February 1977. This had been achieved within two years of the commencement of the plant and exactly two months after the first shipment of sulphur had arrived at the harbour. Development of a clean cargo berth and

extensions to the coal terminal were also undertaken. In 1983 the construction of an effluent pipeline into the sea and of the third-phase expansion of the coal terminal from 26 million tons of coal per year to 44 million tons neared completion. 1983 Also saw the erection of the Mondi Pulp mill. On the 1st August 1981, Richards Bay has provided a tremendous boost for the region and the Empangeni-Richards Bay area has been declared an industrial growth area.

1.4 GEOGRAPHICAL SITUATION OF RICHARDS BAY

Richards Bay is ideally situated on the border of Kwa-Zulu and consequently has a large potential African labour force. Empangeni Town is the nearest town, which is about 21 km to Richards Bay. The University of Zululand is situated approximately 30 km from Richards Bay and serves as an important link in professional training. Richards Bay is about 185 km north-east of Durban. It is situated in the North Coast of Natal/KwaZulu region, and 660 km south-east of the Pretoria - Witwatersrand - Vereeniging metropolitan area.

1.5 ADVANTAGES OF ESTABLISHING INDUSTRIES IN RICHARDS BAY

Every industrial development point wishes to draw industries to its town - Richards Bay is no exception.

1.5.1 Incentives for Industrial Development

Richards Bay enjoys "industrial development point" status in terms of the Government's Regional Development Strategy for Southern Africa. This implies that manufacturers who establish at Richards Bay qualify for very favourable incentives from the Decentralisation Board. The incentive package consists of the following :

1.5.1.1 Long Term Incentives

- A transport rebate of 50 % on manufactured goods transported from the factory to clients within the Republic of South Africa.
- An interest, or exceptional cases, a rental subsidy on housing for key personnel of 50 % of the building society interest rate on housing loans to a maximum of R68 000 for one housing unit out of ten, and R59 000 for nine housing units of ten.
- A training rebate, payable as non-taxable cash grant, in respect of training schemes and centres approved by the Department of Manpower.
- A 5 % price preference on Government, Provincial

and Local Authority tenders.

1.5.1.2 Short Term Incentives

- An employment incentive of 80 %, with a current maximum of R80,00 per worker per month, of the salary/wage bill per month, of all personnel employed at the manufacturing plant. This incentive is payable quarterly for seven financial years as a non-taxable cash grant.

- An interest subsidy of 45 %, paid quarterly as taxable cash grant, for ten years, on 100 % of the investment in industrial land and buildings in respect of a project with a total investment not exceeding R7 million. The rental subsidy is, as in the case of the interest rate fixed by the Regional Industrial Development / Authority.

- Relocation costs, to a maximum of R500 000, in respect of approved items, plus 20 % towards unquantifiable costs in respect of going concerns relocating their factories in Richards Bay from the P.W.V., Durban - Pinetown Area and other countries.

1.5.2 AVAILABILITY OF WATER

Richards Bay has abundant fresh water. It is in the fortunate position of having a perennial fresh water lake with a circumference of 28 kilometres within a municipal area. This lake is fed by a subterranean source and provides water of high quality. In the entire history of Richards Bay it has never been necessary for the Town Council to enforce water restrictions.

Richards Bay can also supplement its water supply from the Goedertrouwdam which was specifically contracted to supply Richards Bay with water, should it become necessary. The Mhlathuze Water Board manages bulk water supply in Richards Bay area.

1.5.3 HARBOUR FORCE

There are three African residential townships in the vicinity of Richards Bay, approximately 13 kilometres from the general industrial areas. Coloured, White workers and Indian are also readily available. They reside in townships such as Arboretum predominantly, Whites, Brackenham predominantly Indians and Aquadene which is predominantly Coloureds.

Richards Bay has its own Technical College namely :

The Richards Bay Technical College whilst the University of Zululand is situated approximately 30 kilometres from Richards Bay and serves as an important link in the professional training of Africans.

1.5.4 AVAILABILITY OF LAND

Richards Bay possesses 1 200 hectares of industrial land. The ideal topography of Richards Bay makes industrial establishment possible at low cost.

1.5.5 PUBLIC TRANSPORT

A well established and reliable private bus company undertakes the coordinated transportation of workers to and from townships at reasonable tariffs.

1.5.6 ELECTRICITY

A consistent and extensive electricity supply is ensured from two sources by the Electricity Supply Commission.

1.5.7 LOCAL GOVERNMENT

The Local Authority is the only township developer -

land can be purchased directly from it. The Local Authority employs professional personnel, who appreciate the time value of money and who will go out of their way to assist you. All enquiries are treated in strict confidence.

1.5.8 ROAD LINKS

A R60 million highway (the N2) between Richards Bay and Durban, is currently under construction towards improving the road link to Durban. Richards Bay is also connected to all other national roads.

1.5.9 RAIL CONNECTIONS

Richards Bay has direct rail links with Durban and via Vryheid with the P.W.V area. A railway line to the Eastern Transvaal, via Swaziland, is currently under construction.

1.5.10 AIR CONNECTIONS

The Richards Bay airport has a 1,3 kilometre tarred runway. Daily scheduled return flights are undertaken from Richards Bay to Jan Smuts Airport in Johannesburg and Louis Botha Airport in Durban. Other scheduled flights between Richards Bay, Pietermaritzburg and Vryheid also exist.

1.5.11 TELECOMMUNICATION

A reliable telecommunication system to all major centres in operation.

1.5.12 MARINE EFFLUENT DISPOSAL PIPELINE

The Mhlathuze Water Board operates a marine effluent disposal pipeline which stretches from the industrial area of Richards Bay 5 kilometres into the Indian Ocean. The costly disposal of industrial effluent, which constitutes a major problem to many industries, is no longer a problem in Richards Bay.

Industries can now be linked to the marine effluent disposal pipeline, subject to certain conditions and payment of a consumer's tariff.

1.5.13 SUPPORTING FACILITIES

Successful industrial establishment demands service industrial, commercial, educational, cultural, professional, residential and recreational back-up facilities. This is Richards Bay's strong point. It has designed to suite employers and employees.

1.5.14 SEA CONNECTIONS

A direct link to the world's sea lanes through the port of Richards Bay, for the exporter and/or importer.

1.6 RICHARDS BAY IN RELATION TO WORLD TRADE ROUTES

Richards Bay possesses the newest and most modern deep water harbour in Southern Africa. The underlying reason for the development of Richards Bay was South Africa's need for a deep water port which could accommodate large vessels and stimulate the handling of bulk commodities.

Although the port of Richards Bay is synonymous with a large scale coal export operation, the South African Transport Services own multipurpose bulk handling facility is perhaps even more interesting in terms of its versatility and continual diversification. The Richards Bay Harbour multipurpose bulk handling has, over the last number of years, developed into one of the largest of its kind and these facilities are in fact unique in the world. A wide range of products are handles via conveyor belts. The conveyor network, which consists of well over 26 kilometres of continuous belting (part of which is situated underground) is fully computerised and controlled from a central control room.

Industries in Richards Bay export products to nearly every country in the world. Richards Bay is ideally located in respect of world trade routes, especially the Far East, Middle East and Australia whilst it is conveniently situated for trade with other countries.

1.7 RICHARDS BAY IN RELATION TO SOUTH AFRICAN MARKETS

Richards Bay is situated on the North Coast of Natal, approximately 180 km North East of Durban and 660 km South East of the Pretoria - Witwatersrand - Vereeniging (P.W.V) metropolitan area. Richards Bay is well served by road, rail and air links from the P.W.V area and from Durban and surrounding areas.

1.8 INDUSTRIES IN RICHARDS BAY

Richards Bay has many industries in its vicinity, some are small industries and other are big. Alton is an industrial township, which consists of 164 lots, 95 % of which have already been sold. Alton is situated favourably in respect of the port, city centre, residential and main road system. Industries like Bell Equipment Company (Pty) Ltd., Fondarge, Suncrush Limited, Clover Dairies, Genrec Natal (Pty), Richards Bay Milling Company (Pty) Ltd., Syncat (Pty) Ltd., Rowley Morgan and Dorbyl have already established themselves in Alton.

1.9 THE SEVEN BIG INDUSTRIES IN RICHARDS BAY

Richards Bay has seven big industries whose status is not only known within the boundaries of this country (S.A), but also internationally recognised. These are : Alusaf, Bell Equipment Company, Indian Ocean Fertiliser, Mondi, Richards Bay Bulk Storage (Pty) Ltd, Richards Bay Coal Terminal Company (Pty) Ltd and Richards Bay Minerals.

1.9.1 ALUSAF (PTY) LIMITED

Alusaf (Pty) Limited is South Africa's sole producer of primary aluminium.

The impressive Alusaf smelter was the first major industry to be established in Richards Bay and formed a nucleus of this new industrial growth area.

Construction started in 1969 and the first metal was tapped in May 1971. The plant had an initial annual capacity of 52 000 metric tons which increased to 85 000 metric tons by 1978.

A major plant was completed in 1983 which involved the transfer of an existing smelter from Japan to Richards Bay site. Alusaf currently produces 170 000 metric tons of aluminium a year.

Alusaf produces high quality of primary aluminium which is casted into various alloys and shapes. These include melting ingot, extrusion ingot, rolling ingot and T-bar, all produced to more than 480 different customer specifications.

Alusaf (Pty) Limited, an associated company of Alusaf, produces electrical grade redraw rod and solid aluminium conductor and is situated on the Alusaf premises.

A substantial portion of Alusaf's production is exported, thus generating vital foreign exchange earnings for the country. Alusaf employs some 3 000 people.

One of Alusaf's most significant contributions to the fast developing region has been in the field of labour relations. The company has played a vital role in the training and upgrading of the skills of the local work force. In its short history, Alusaf has earned an international reputation in the fields of human relations, training, safety, quality of its products and as a reliable suppliers.

1.9.2

BELL EQUIPMENT COMPANY

Bell Equipment Company manufactures strong reliable

haulage and materials handling equipment for the sugar, forestry, mining, construction and related industries. Its roots are firmly entrenched in Richards Bay.

Founded by a local Zululand family by the name of Bell, the company moved its premises to Alton in early 1984. Since then its growth has been phenomenal both in output and in providing employment opportunities. Today the Bell factory occupies some more than 36 000 m² of floor space and produces a range of equipment that requires over 1 000 employees on site to keep it operational.

But this is not where the story ends. Today more than half of these machines produced in the Richards Bay factory find their way to overseas destinations in more than 30 countries around the world. Proof that a wholly owned South African company can successfully compete in the international arena. One such example is that of the Bell Tree Harvesting machine, the Feller Buncher which is currently market leader in the timber growing states of America.

At Bell, they believe that the process of building better machines starts with an idea and a good idea is the foundation for progress, not only for their company but, also for their people. They also believe

that they are committed to playing a part in its development. Furthermore, they regard themselves as the first to admit that if one has a good idea, the sky's the limit.

1.9.3 INDIAN OCEAN FERTILISER

At a modern factory in Richards Bay, Indian Ocean Fertiliser annually manufactures 800 000 physical metric tons phosphoric acid. These tonnages are exclusively shipped with tankers to various countries. The phosphoric acid plant has an estimated replacement value of R400 million and is thus a powerful world giant. There is only one other single unit plant in the world that can compare with Indian Ocean, one plant in the USSR.

Since Indian Ocean Fertilizer concentrates only on the export market, the South African public is not so aware of the leading role that this organization plays in the South African export activities.

Indian Ocean Fertilizer also produces high quality granulated fertilizers (DAP/MAP/Super Phosphate) for the export market. Therefore, the South African Agriculture industry will have to take note of Indian Ocean Fertilizer in future.

Raw material is processed for higher value export. The company spends millions on nature conservation. It is operated on a high level of technical efficiency which is accentuated by its profitability.

At Indian Ocean Fertilizer it is company policy to offer equal opportunity to all and to avoid discrimination on social as well as work related matters.

1.9.4 MONDI RICHARDS BAY

The Mondi Richards Bay kraft pulp and linerboard mill is one of the most advanced in the world and has the special capability to produce simultaneously, or alternatively, softwood or hard wood pulp as well as varieties of liner board.

The mill was built to the highest possible technical specifications, making full use of the most advanced technology available to the industry. Special attention was paid to safety measures, environmental controls, production systems and the most efficient use of power and water resources.

The first earthmoving and civils contract was awarded in February 1982 and, despite the huge size and complexity of the project, it was constructed and

commissioned in a remarkable short period. The first commercial pulp being produced on 12 November 1984. The mill uses more than 2,5 million tons of raw materials a year, including timber at up to 6 000 tons a day.

Both bleached and unbleached pulp is produced at Richards Bay, either for export or for use in Mondi Paper Company's five machine paper mill at Merebank, Durban, and in its five board mills situated in Natal the Cape and Transvaal. The mill also supplies its own pulp requirements for the large linerboard machine at Richards Bay itself.

The hydropulping plant enables Mondi Richards Bay to recycle waste paper and local or imported pulp, as well as reject board generated by the mill itself during normal operations. Wood fibres reclaimed from the effluent waste disposal system, are also used in the recycling process.

1.9.5 RICHARDS BAY BULK STORAGE (PTY) LTD (RBBS)

Richards Bay Bulk storage (Pty) Limited was formed in 1981 after South African Transport Services issued a tender calling for interested parties to submit bids for an area of land in Richards Bay harbour to be used for the bulk storage of chemicals.

Richards Bay Bulk Storage has a quay for the discharge of chemicals which will accommodate even the largest tankers passing Richards bay. The site is also served by a complex rail system linking Richards Bay bulk Storage to the reef.

The site has developed to the point where RBBS is recognised a major player in the liquified gas terminalling market, offering its services to more than sic of the largest chemical producing and using companies in South Africa, as well as clients outside South Africa. Approximately 27 hectares is available for future expansion.

RBBS is situated in the South Dunes area of the harbour opposite the Richards Bay Coal Terminal. The very remoteness of this area makes it an ideal site for the storage of bulk hazardous chemicals.

The company has adopted three key concepts for professionalism, safety, service and efficiency which it believes is paramount for the nature of the business.

1.9.6 RICHARDS BAY COAL TERMINAL COMPANY LTD (RBCT)

Situated within the port of Richards Bay Coal Terminal Company Limited, the worlds largest coal terminal,

exporting to countries around the world.

As a privately owned company, RBCT, since opening in 1976, has established a reputation for providing an effective, efficient and consistent services to the South African coal export industry and is committed to maintaining this goal. 24 Hours a day, 365 days a year RBCT exports coal efficiently, effectively and reliably.

1.9.7 RICHARDS BAY MINERALS (RBM)

1.9.7.1 A brief company profile

Richards Bay Minerals (RBM) was established in 1976 to mine, process and market the heavy minerals occurring naturally in the sand dunes along a 17km strip of coastline north of Richards Bay.

The company is an equal opportunity employer with a staff complement of some 2 500 people. RBM has three mining plants currently in operation of the dunes, and sophisticated processing and smelting plants adjacent to its Richards Bay office complex.\

Environmental planning has been an integral part of RBM's mining operation from the start. The company implements successful ongoing dune rehabilitation

programme and has recently won the EPPIC (Environmental Planning Professions Interdisciplinary Committee) award for integrated environmental management.

1.9.7.2 The Mining Process

The mining process is simple and environmentally benign, no chemicals or reagents are used. Dredge ponds are created in the ore-bearing dunes and the minerals are removed by pumping sand/water through gravity separation equipment.

The vegetation in advance of the pond is cleared before mining and the topsoil is removed for later use. As the mine moves through the dunes the clean sand is deposited behind the mine and reformed to resemble as closely as possible the shape of the original dunes. The seed-bearing topsoil from the front of the mine is spread over the recreated dunes and with five years dense indigenous bush covers the dunes.

RBM's oldest recreated forests are now 13 years old. Already they contain 80% of the original diversity of indigenous flora and it is hard to tell the difference between the new vegetation and the adjacent untouched forest.

1.9.7.3 Products

The heavy mineral concentrate extracted from the dunes contains ilmenite, zircon and rutile. After separation, the ilmenite is processed to form titanium slag and high purity iron. The rutile and zircon are sold in their natural form.

The company's major product, titanium slag is an essential ingredient for the production of titanium dioxide, a brilliant white pigment which brightens and whitens the surface finishes of numerous commercial products. It is mainly used in the worldwide manufacture of paints, plastics and paper-products used in everyday life by millions of people all over the world.

Rutile is used as a raw material in the production of pigments and titanium metal. It is also used as a flux coating on welding electrodes.

The major applications of zircon are as an pacifier in ceramic glazes, as a moulding sand in foundries, and in refractories, for the production of steel and glass.

1.10 EDUCATION

Richards Bay is known as a young, dynamic town and also comprises of 7 Pre-Primary Schools, 7 Primary Schools, 3 High Schools and 1 Technical College. Some of which are dual-medium and in others the medium of instruction is either English or Afrikaans only. There is only one Public Library and Brackenham Library.

1.11 RESIDENTIAL AREAS

In the planning and development of residential suburbs, great care has been taken to preserve indigenous trees, which do not grow as fast as the exotic species. In residential suburbs valleys have been utilised to form walkways which enable residents and children to go from their homes to school and shopping centres without having to cross a busy street.

The streets in Meerensee are named after fish, while those in Arboretum have been named after trees. Veldenvlei street names reflect the beauty of the natural shrubs. Street names in the other suburbs, Wildenveide, Birdswood, Brackenham and Aquadene are named after animals, birds, ferns, and water plants respectively.

1.12 SOCIAL AND CULTURAL ACTIVITIES

Various social, cultural, religious and charitable organisations have been quick to establish themselves at Richards Bay. These organisations render a vital service to the growing community and have contributed substantially towards establishing an "esprit de corp" amongst members of the community.

1.13 MEDICAL SERVICES

Doctors, Opticians and Dentists have practices in the Central Business District as well as in the suburbs of Meerensee and Arboretum.

The Municipality renders the following health services to residents: Aquadene Clinic; Arboretum Clinic; Brackenham Clinic and Meerensee Clinic.

The new Bay Hospital is situated in Krugerrand, Central Business District and accommodates 70 beds at the moment. This hospital also embraces the most up-to-date technology.

1.14 RECREATION

Richards Bay has the climate and the facilities to cater for the needs of most sportsmen. There is a beautiful sports complex on the banks of Lake Mzingazi, providing

facilities for cricket, hockey, golf, bowls, rugby, tennis, soccer and squash. The suburb of Veldenvlei also has a community centre where, in addition to badminton and tennis, residents participate in jukskei and basketball. The competition sized swimming pool in Arboretum is something to be experienced. The water sportsman the yacht club and boating clubs cater for yachting, power-boating, water skiing, ski-boating, and canoeing while two fishing clubs cater for fishermen along the coast, recognised as the best fishing grounds in south Africa.

1.15 FOR THE VISITOR

For the visitor, Richards Bay offers an unspoiled environment, friendly people and a host of interesting things to do and sights to see. To name a few, there are fascinating tours of the harbour area, a beautifully developed beach, attractive sports facilities (including water sports) and a sanctuary for viewing exotic birdlife and crocodiles in their natural habitat.

For those who enjoy being well cared for during their stay, the hotel accommodation is excellent, and for the outdoor type there are beautiful camping sites and a caravan park with all facilities including a modern shopping complex nearby.

Richards Bay is also within easy reach of some of

Zululand's famous wild game parks and historical sites.

1.16 COMMERCE

The central area, embracing zones for civic, retail and service industry functions, is enclosed by for arterial roads. Developments in this area have led to the establishment of full and comprehensive shopping facilities, including national chain stores to cater the residents, visitors and tourists. A feature of the central business area is the open pace planning which facilitates pleasant pedestrian circulation.

1.17 FUTURE PROJECTS/VISION OF RICHARDS BAY

The Town Richards Bay is a progressive seaport which has an attractive and sensitive environment, functioning as the major industrial/employment growth centre in the region. The development vision is to perpetuate and expand its present role and to extend its function as a tourism centre and gateway to the Zululand and Maputoland tourist region and as an international seaport, whilst simultaneously ensuring that the balanced needs of all its residents, both present and future, can be met within the town.

1.17.1 PROJECTS UNDERWAY

< Alusaf Hillside Smelter	R 7 billion
< Boardwald Shopping Centre	R 54 million
< office Block in CBD	R 2,5 million
< paper shed in the Port	R 13 million
< Richards Bay Storage, 5 export chemical tanks for SASOL	R23,5 million
< AECI, first project of many, plus	R 28 million
< Escom Power Lines (Eastern Tvl to Richards Bay)	
< Flats: 18 sites for flats/simplexes/ duplexes (708 dwelling units) are presently under construction	
< Stabilization of Bayside	R 10 million
< Plaza (CBD hake)	R 3,3 million
< Beach facilities building	R 3,5 million
< Central Sports Complex/First Phase	R 3,6 million
< Richards Bay Taxi Town: Upgrading of existing bus and taxi rank	R22,1 million

1.17.2 PROJECTS BEING INVESTIGATED/FEASIBILITY BEING
DETERMINED

< Coalex - new coal exporting facility	R200 million
< New quay for PORTNET	R220 million
< Chemical Plant project	
< Chemical group negotiating with	

	ALUSAF to establish feedstock plant	R100 million
<	Option on 68 ha site for major industrial group. Potential investment	R800 million
<	Central Municipal Complex-sketches approved after architectural competition	
<	Residential Marina	R100 million
<	Water orientated hotel complex	
	Bayside	R 80 million
<	Law/affordable housing	R 36 million

1.17.3 REASONS FOR RAPID EXPANSION OF RICHARDS BAY

Strategic locality of town, modern deep sea harbour, availability of water, abundant labour force, availability of land, good transportation links (road, rail, air, sea and telecommunications), sea effluent pipeline, good supporting infrastructure and social facilities.

1.17.4 INCENTIVES TO LOCATE IN RICHARDS BAY

Borough offers no financial incentives. RIDP incentives apply. Member of KwaNatal Marketing Initiative.

1.17.5 ROAD NETWORK EXPANSIONS

In progress-Allumina Allee extension (Alton Industrial Area) R8,6 million, portion of West Central Arterial (CBD-Harbour) R8,8 million and Premium Promenade/Lira Link (CBD) R2,8 million.

1.17.6 POPULATION OF RICHARDS BAY

<u>Year</u>	<u>Population</u>
1988	21 000
1993	29 000
2010	62 000

Investigations presently underway to establish low income housing areas, further assisted housing areas and middle income housing areas. The effects of the establishment of these areas are not fully included in the above projected figures as they cannot be quantified at present.

Also excluded is the effect of any additional new large industries establishing in Richards Bay. The projected figure includes present normal growth, "Alusaf's" growth and its related spinoff growth only.

1.17.7 SERVICED LAND

Adequate small (0,5 ha) to medium (1-2 ha) industrial lots available. Larger pieces of land can be made available upon demand. Residential land is adequate at present and further areas are soon to be serviced (Birdswood - Phases 2 + 3). Needs of low income (none at present in Richards Bay) and assisted housing sector being addressed.

The influx of people into Richards Bay is not only related to Alusaf Hillside Project, but also to commercial, industrial and other expansions taking place. The construction camp for the Hillside Smelter accommodates up to 4 500 workers.

1.17.8 TYPES OF INDUSTRY

Presently capital intensive and related service industries predominate. Pollution levels are monitored continuously and investigations are presently underway into optional siting of future industries.

1.17.9 TYPES OF INDUSTRIES TO ATTRACT

Richards Bay would like to attract all acceptable types of industry. Particularly suited for secondary

and labour intensive industries, as well as bonification and export orientated industries.

1.17.10 OTHER ISSUES

Richards Bay is well poised to take advantage of the "New" post-sanctions South Africa. Its role in international trade and manufacturing will be strengthened. Negotiations are currently taking place with other major industrialists wanting to locate in Richards Bay. It is expected that enabling legislation will be passed shortly which will allow an Export Processing Zone (EPZ) to be established in the area and the possibilities are being explored.

CHAPTER TWO

DEMOGRAPHIC CHARACTERISTICS OF MIGRANTS

2.1 INTRODUCTION

The demographic characteristics of migrants are investigated in this chapter. This implies that the statistical features of migrants which describe their characters are studied.

2.2 DEMOGRAPHIC CHARACTERISTICS OF MIGRANTS

TABLE NO. 27 AGE OF THE HEAD OF THE FAMILY

AGE	NO. OF SUBJECTS	%
BELOW 30	7	28
31-40	14	56
41-50	1	4
51-60	3	12
61 AND ABOVE	-	-
TOTAL	25	100

As can be seen from the above Table No. 27, about 84% of the heads of the families left the area of origin to Richards Bay were below the age of 41. About 16% of the subject were between 41 and 60. The sample

selected shows no one from 61 and above.

TABLE NO. 28 FAMILY SIZE

NUMBER OF PERSONS IN THE FAMILY	NO. OF FAMILIES	%
1-4	16	64
5-8	7	28
9-12	-	-
12 AND ABOVE	2	8
TOTAL	25	100

The inspection of numbers and percentages in Table No. 28, above show clearly that 64% of families have 1 to 4 persons in their families. 28% of families have 5-8 persons in their households, while 8% of families have 12 and above persons in their households. During the interview, no family indicated that it has 9 to 12 persons in it's household.

TABLE NO. 29 COUNTRY OF ORIGIN

COUNTRY OF ORIGIN	NO. OF SUBJECTS	%
SOUTH AFRICA	23	92
ZAMBIA	2	8
TOTAL	25	100

As can be seen from the Table No. 29, above, figures show that about 92% of subjects are South African citizens. The numbers and percentages indicate that only 8% are foreigners. They crossed the boundaries to South Africa from Zambia.

TABLE NO. 30 AREA OF ORIGIN

AREA OF ORIGIN	NO. OF SUBJECTS	%
LUSAKA	2	8
PAUL PIETERSBURG	3	12
MTUBATUBA	3	12
NONGOMA	5	20
KWAMBONAMBI	5	20
ESHOWE	6	24
HAMMARSDALE	1	4
TOTAL	25	100

The majority of migrants were from the surrounding

areas, like Eshowe, KwaMbonambi and Mtubatuba, about 36% of the subjects. About 36% of the subjects were from far away areas, like Hammarsdale, Paulpietersburg and Nongoma. Only 8% of migrants from foreign country, i.e. Zambia, but their area of origin is Lusaka. About 68% of the migrants settled at Richards Bay right after they left their areas of origin, while only 32% settled at Richards Bay after they had gone to other places.

TABLE NO. 31 LENGTH OF RESIDENCE IN RICHARDS BAY

LENGTH OF RESIDENCE	NO. OF SUBJECTS	%
LESS THAN 2 YEARS	7	28
2-3 YEARS	7	28
3-4 YEARS	-	-
4-5 YEARS	9	36
5-7 YEARS	2	8
7-10 YEARS	-	-
OVER 10 YEARS	-	-
TOTAL	25	100

From the above Table No. 31, it is clearly indicated that the majority (56%) of migrants have been in Richards Bay for a period of less than four years. 44% are the migrants, who have been in Richards Bay for a period of four to seven years. During the time

of an interview no migrant had stayed a period of years above seven.

TABLE NO. 32 LEVEL OF EDUCATION OF THE HEAD OF THE FAMILY

LEVEL OF EDUCATION	NO. OF SUBJECTS	%
LESS THAN STANDARD 6	1	4
STANDARD 6	4	16
STANDARD 8	3	12
STANDARD 10	10	40
TERTIARY LEVEL	7	28
NEVER BEEN TO SCHOOL	-	-
TOTAL	25	100

Migrants with standard ten, have a high percentage than others. About 40% of subjects have matriculation, 28% of migrants have undergone a tertiary education, while 32% are subjects below standard 10 in their education. The data is indicated in the above Table No. 32.

TABLE NO. 33 MARITAL STATUS

MARITAL STATUS	NO. OF SUBJECTS	%
SINGLE	13	52
MARRIED	12	48
DIVORCED	-	-
SEPARATED	-	-
WIDOWED	-	-
TOTAL	25	100

During the interview, migrants to Richards Bay were mostly the people who were married and single, no divorcees, no widowed and separated. The percentages from Table No. 33, above indicate clearly that 52% of migrants were single and, 48% of subjects were married.

ARRIVAL IN SOUTH AFRICA

Subjects were asked when did they come to South Africa. From their responses it was clear that the overwhelming majority were South African born. About 92% of the subjects were South African born, during the interview. Only 8% of the subjects were from Lusaka in Zambia.

TABLE NO. 34 OCCUPATIONAL STATUS

OCCUPATION	NO. OF SUBJECTS	%
ENGINEER	2	8
OPERATOR	7	28
DRIVER	4	16
ELECTRICIAN	4	16
TEACHER	-	12
DOMESTIC WORKER	3	4
ATTORNEY	1	4
SOCIAL WORKER	1	4
CLERK	2	8
TOTAL	25	100

The data from the above Table No. 34, show that the majority of subjects (28%) are operators. They work in industries operating machines. 32% of the subjects are drivers and electricians. About 12% teachers, 16% are engineers and clerks, while the remaining occupations have 4% respectively.

TABLE NO. 35 PLACE OF WORK

PLACE OF WORK	NO. OF SUBJECTS	%
RICHARDS BAY	19	76
EMPANGENI	4	16
KWAMBONAMBI	1	4
ESIKHAWINI	1	4
TOTAL	25	100

The overwhelming majority of migrants (76%) are working at different industries or sectors, but in Richards Bay. About 16% of migrants work at Empangeni town, i.e. the adjacent town to Richards Bay. The rest 8% of subjects work at Esikhawini, the nearby African township and Kwambonambi, the rural area near Richards Bay town.

TABLE NO. 36 LENGTH IN PRESENT JOB

LENGTH IN PRESENT JOB	NO. OF SUBJECTS	%
1 YEAR	1	4
2 YEARS	1	4
3 YEARS	5	20
4 YEARS	2	8
5 YEARS	1	4
6 YEARS	2	8
7 YEARS	7	28
8 YEARS	2	8
10 YEARS	3	12
15 YEARS	1	4
TOTAL	25	100

Table No. 36 show clearly that 60% of the subjects have been to their present job for a period of seven to fifteen years. About 40% of the subjects have been to the present job from one year to six years. The majority of migrants did not change their jobs, after they left their areas of origin, i.e. 76% of subjects, while only 24% did change their jobs, after they left their areas of origin. About 92% of these migrants did not find any difficulty in getting job. Only 8% encountered some difficulties in finding jobs.

TABLE NO. 37 WAGE EARNERS IN THE FAMILY

BREADWINNERS	NO. OF SUBJECTS	%
ONE	18	72
TWO	6	24
THREE	1	4
TOTAL	25	100

The data in the above Table No. 37, indicate that the overwhelming majority (72%) of subjects have only one wage earner in the family, 24% of subjects have only two wage earners, and 4% of subjects (one person) has three breadwinners.

ORIGIN OF NEIGHBOURS

During the interview, subjects were asked whether the most people of their neighbourhood are of the same origin as them or not. 40% of the subjects answered no, 52% said that the most people in their neighbourhood are of the same origin, while about 8% of the subjects said that they do not know.

2.3 CONCLUSION

The sample is heterogeneous as regards to the demographic characteristics. The migrants are heterogeneous in origin

and educational level. Although the majority are South African born, but a few of the subjects are foreigners - people who crossed the borders.

CHAPTER THREE

THE MIGRANTS IN THEIR FORMER RURAL AREA

3.1 INTRODUCTION

The behavioural patterns and social life of the migrants in their areas of origin are examined in this chapter.

3.2 THE MIGRANTS IN THEIR AREA OF ORIGIN

TABLE NO. 38 LENGTH OF RESIDENCE IN THE ARE OF ORIGIN

LENGTH OF RESIDENCE	NO. OF SUBJECTS	%
LESS THAN A YEAR	-	-
1-3 YEARS	-	-
3-5 YEARS	-	-
5-7 YEARS	-	-
7-10 YEARS	1	4
OVER 10 YEARS	24	96
TOTAL	25	100

96% of the sample families had spent over 10 years in the area of origin, and only 4% had spent between seven to ten years of residence. 100% of these families had relatives in the area of origin. The majority of subjects (80%) have their relatives still living in the area of origin, while

20% of subjects have their relatives moved either to town (Richards Bay), or to rural areas like Mtubatuba and, also to African townships like Esikhawini.

TABLE NO. 39 COMPARISON OF INCOME

COMPARISON	NO. OF SUBJECTS	%
PRESENT INCOME	11	44
PREVIOUS INCOME	-	-
SAME	3	12
TOTAL	25	100

As seen in the Table No. 39, when the present income is compared with the previous income, 44% of migrants said that the present income is better than the previous one. Only 12% of subjects indicated that it is the same, while 44% were still as school in their areas of origin. The comparison of income also encompasses their occupation in the area of origin.

PUBLIC OFFICE

During the interview subjects were asked the question of did they hold a public office in the rural area, for example a committee member. About 88% had not involved themselves in any committee, and only 12% held public offices. Those migrants involved in committee, were also

satisfied by the activities of their committees.

TABLE NO. 40 NUMBER OF ROOMS IN AREA OF ORIGIN

NUMBER OF ROOMS	NO. OF SUBJECTS	%
1 ROOM	-	-
2 ROOMS	-	-
3 ROOMS	3	12
4 ROOMS	7	28
MORE THAN 4 ROOMS	15	60
TOTAL	25	100

Table No. 40 shows numbers and percentages that migrants lived in more than four rooms were 60%. About 28% of the subjects were living in four rooms in their rural areas, and only 12% had lived in three rooms. From the sample drawn, no subject lived in one and two rooms.

NUMBER OF PEOPLE IN THE FAMILY BEFORE COMING TO TOWN

The subjects were asked to give the number of people in their families before they came to town. The number of people vary from two to seventeen. The majority of subjects (24%) had seventeen people, 20% had twelve people, 16% had thirteen people. Those subjects with four, nine and two people in their families, are 96%, while 4% of the

subjects with seven people in their families.

THE DIFFERENCE IN SPENDING LEISURE TIME

The subjects were asked the difference between the way they spend leisure time in town and the way they spent it in the area of origin. Majority of subjects recognized the difference, because they mentioned that they spend their leisure time by going to cinema, doing window shopping, swimming in swimming pools, going to sports grounds to watch soccer or rugby, and visiting friends and relatives. Some of the subjects didn't see any difference, because they spend leisure time by visiting friends as they did in rural areas. A few of the subjects said that it is costing to spend leisure time by visiting friends as they did in rural areas. A few of the subjects said that it is costing to spend leisure time in town. Many things in town mean money, even when one is getting into a stadium to watch soccer. On the other side, in rural areas sports grounds were not fenced, so they allow anyone to watch soccer.

3.2 CONCLUSION

From the respects examined above, the impression is that the migrants differed from those who remained in the area of origin. This is advocated by the responses to the question of comparing the standard of living. 56% of subjects mentioned that it was lower in the rural area. Although no comparative data were collected on the permanent rural population.

CHAPTER FOUR

THE MIGRATION PROCESS

4.1 INTRODUCTION

E.G. Ravenstein (1885) is one of the investigators who advocates that migration is influenced by two groups of factors. One group is comprised of "push" factors which influence the migrant's decision to leave his/her place of origin. The other group consists of "pull" factors which assist the migrant in deciding upon the area of destination. This chapter attempts to diagnose these push (away from the area of origin) and pull (towards the town) factors.

4.2 PUSH-PULL FACTORS CAUSING MIGRATION FROM AREA OF ORIGIN TO TOWN

An attempt is made to examine the personal motives which the migrant considers influenced his/her decision to leave the area of origin. The various reasons for leaving are also examined, but two motives are discernible: economic and personal-family. During the interview, none of the subjects claimed that they had left the area of origin because, they did not like the way of life there or on account of lack of recreational facilities. The data is shown in the below table.

4.3 THE DESCRIPTION OF THE REASONS

TABLE NO. 41 MAIN REASON WHY LEAVING THE AREA OF ORIGIN

REASON	NO. OF SUBJECTS	%
REASONS RELATING TO ECONOMIC AND EMPLOYMENT CONDITIONS: - Looking for a job	13	52
REASONS RELATING TO FAMILY/FRIENDS: -Moved here because relatives/friends were already living here	8	32
HOUSING CONSIDERATIONS - Better housing in town	1	4
REASONS RELATED TO EDUCATION - Availability of schools	1	4
REASONS RELATED TO COMFORT - Come here because of higher wages	2	8
TOTAL	25	100

From Table No. 41, the data shows that the presence of

relatives and job opportunities were thus the main "pull" forces, indicating a search for either economic security or family backing. The other reasons are related to comfort also held a considerable way. About 52% of migrants left their areas or origin due to economic and employment considerations. Only 8% of the migrants came to town having secured a job before moving. They only moved due to higher wages in town. About 52% were searching for a job, and they considered coming to town a short time before they left the areas of origin.

The second most significant reason for migration to Richards Bay was the fact that relatives or friends of the migrants were already settled ^{together} ~~in the city~~. This could, to a certain extent, explain the migrants' willingness to move ~~to the town~~ ^{country} although they were generally unprepared for ~~town life~~ ^{their country}, because most of them know that their relatives and friends would assist them during the initial stages while searching for a job. These findings confirm those of Brown, et al. (1970) and Choldin (1973): "In chain migration, migrants are aided materially and with information from the inception of the process at the ~~community of origin~~ ^{people of origin}. Many migrants travel ^{with} ~~within~~ a family unit and join kinsfolk in the community of settlement. Those they join, assist the migrants in confronting the problems of settlement and adjustment: ⁱⁿ ~~in~~ providing material necessities, in establishing new social

(1973:175).

Reasons related to comfort form a third category, when rated with their importance. About 8% of subjects moved to town due to higher wages. Reasons related to education, and housing considerations, have 4% of subjects, respectively.

TABLE NO. 42 FREQUENCY OF VISITS TO RICHARDS BAY

FREQUENCY OF VISITS	NO. OF SUBJECTS	%
YES	20	80
NO	5	20
TOTAL	25	100

The frequency of visits to town had a tremendous influence to the migrant in making a decision of which particular town to settle. The subjects were asked whether they did visit the town frequently or not. About 80% agreed that they visited Richards Bay frequently, before moving to it. Some visited because, they had relatives, while others the town is nearer to their rural areas. Thus, the majority of migrants knew the town they had chosen from previous periodic visits. Only about 20% of the subjects seemed to have a problem in knowing the town prior to their settlement.

4.4 THE CLASSIFICATION OF REASONS FOR LEAVING THE AREA OF ORIGIN

In this chapter the problem of classification of reasons is partly overcome by adopting the classification of De Jong and Sawcett (1981). After reviewing the literature on migration research concerning the reasons for migration intensively, these authors identified seven categories of values or needs often cited as reasons for migration, namely: (1) wealth; (2) status; (3) comfort; (4) stimulation; (5) autonomy; (6) affiliation, and (7) morality.

These categories of reasons are defined and described as follows by De Jong and Fawcett (1981:49-51):

- (1) "Wealth includes the wide range of factors related to individual economic reward. Factors contributing to wealth can take various forms and would include at least the following: higher wages, good income, low cost of living, low taxes, good fringe benefits, good welfare provisions, stability of employment, availability of jobs, and ownership of property. Wealth can be viewed as an end in itself, but it is also a means by which other goals may be satisfied."

- (2) Status encompasses a number of factors connected with social standing or prestige. Occupation and education

are important aspects of status; these are also related to income, of course, so the values of status and wealth are closely linked. 'Status' alone, however, can also be an important factor in migration. For example, higher status can be achieved by living a more modern or sophisticated life, holding a white-collar job, or having a diploma. The move from a rural area to the city is itself often regarded as a form of social mobility, regardless of economic consequences."

- (3) "Comfort may be seen as a goal of achieving a better living or working conditions. This can include improved housing, a more pleasant residential environment, easier work, shorter or more regular work hours, a healthier or less stressful setting, and so on. By 'comfort', we mean essentially physically and psychological comfort."
- (4) "Stimulation means exposure to pleasurable activity (in contrast to relief from an unpleasant situation). Included here are such valued activities as entertainment and recreation. The relevant descriptive terms include variety, change, fun, excitement, adventure, or simply new experiences (including a change of roles). Stimulation may also be seen as relief from boredom, a benefit frequently cited for movement of people rural-urban migration".

- (5) "Autonomy has many dimensions but refers generally to personal freedom, the ability to live one's own life. The weakening or absence of traditional family obligations may be especially important. In some settings, autonomy may also imply political freedom."
- (6) "Affiliation refers to the value of being with other persons, in connection with or as a result of migration. Broadly, it can refer to 'joining friends or family' as a reason for migration. In many cases this reason may disguise other values, i.e. affiliation with others may be a facilitating factor in migration to satisfy different personal goals. In some cases, though, affiliation is the main motive for migration: to get married, to accompany a spouse, to join close friends or relatives who had migrated earlier."
- (7) "Morality is related to deeply held values and belief systems that prescribe good and bad ways of living, such as religious belief systems. Moral values may have a pervasive influence on behaviour, depending upon the degree of the individual's commitment. The morality dimension in connection with migration is often expressed negatively, as in the corrupting or sinful influence of city life. But the seeking of a favourable moral climate can also be important, as exemplified historically in the migration of certain

religious groups."

The respondent's reasons obtained during the interview were classified more or less in line with the categories of De Jong and Fawcett, with the following exceptions: (i) Stimulation; (ii) Autonomy, and (iii) Morality. There were excluded because no responses obtained from the respondents.

Therefore, in this chapter the investigator was left with the following classification: (1) "Wealth/Employment"; (2) "Status/education"; (3) "Comfort"; (4) "Affiliation".

4.5 CONCLUSION

In concluding this chapter, the presence of two main factors, i.e. job availability and the presence of relatives served as 'pull factors' to the migrants. These two factors attracted migrants to town. The familiarity with the town also served as the facilitating factor for migration.

CHAPTER FIVE

INTEGRATION IN TOWN

5.1 INTRODUCTION

The previous investigators of rural-urban migration in developing countries have noted the phenomenon which S.N. Eisenstadt terms 'structural duality', i.e. the existence of the traditional rural structure on the margins of the urban modern structure, without contact between them.

This chapter attempts to examine the extent to which migrants are integrated to their new environment. This is done by employing various indicators as measures. Indicators such as social status; ecological variables; economic integration; educational aspects, and social integration.

5.2 DETERMINANTS OF INTEGRATION

5.2.1 ECONOMIC INTEGRATION

From the preceding chapter (chapter four; Table No. 41, it is clearly indicted that 52% of the subjects left the area of origin for economic reasons. Most of them looking for a job.

- Place of Work

In town it is different from the rural area, where subjects worked outside their rural areas. In Richards Bay, an overwhelming majority (76%) work in Richards Bay, where they had moved to. 16% of the subjects work in Empangeni, the adjacent town. Only 8% of subjects work outside Richards Bay, in nearby areas such as KwaMbonambi and Esikhawini.

- Difficulties in Finding Work in Town

An overwhelming majority of 92% of the subjects didn't encounter any problem in finding jobs in town. Only about 8% encountered difficulties in finding jobs. Those subjects, who had difficulties in finding jobs ascribed these difficulties to the lack of occupational skills.

- Number of Wage Earners in the Family

When interviewed, the findings showed that the majority (72%) of families had one breadwinner, 24% of the families had two breadwinners, while 4% (one family) indicated that it had three breadwinners.

5.2.2 SOCIAL STATUS

In this regard, the position of migrants on the social stratification scale is assessed in one way; by comparing their standard of living in town, and the former one.

- Relationship Between Migration and Standard of Living

In chapter three; Table No. 38, subjects were asked to compare their present and previous standards of living. About 56% of the subjects indicated that it was lower in the rural area, 24% of the subjects stated that it was higher in the rural area, only 16% of the subjects indicated that it is the same, while 4% (one subject stated that the standard of living to him is incomparable.

5.2.3 ECOLOGICAL VARIABLES

From the previous investigations, it is found that migrants to towns tend to concentrate in slums in the town centre or on the periphery. On the contrary, in Richards Bay migrants tend to move into regular apartment or have their houses.

- Number of Rooms

In the area of origin, about 60% of the subjects had been living in more than four rooms, 28% lived in four rooms, and only 12% of the subjects lived in three rooms. In town about 44% of the subjects live in more than four rooms, 32% of the subjects live in four rooms, only 4% live in three rooms, 12% live in two rooms, while only 8% live in one room. The below table shows the numbers and percentages:

TABLE NO. 43 NUMBER AND PERCENTAGES OF ROOMS IN AREA OF ORIGIN

NUMBER OF ROOMS	NO. OF SUBJECTS	%
1 ROOM	2	8
2 ROOMS	3	12
3 ROOMS	1	4
4 ROOMS	8	32
MORE THAN 4 ROOMS	11	44
TOTAL	25	100

5.2.4 EDUCATIONAL ASPECTS

The educational aspect is one of the common motives for the migrants to leave the rural area to town. Many parents leave the area of origin with the desire to assure their children's future, by giving them

access to more extensive educational facilities in town. Education, however, was not a major motive in the migration of migrants to Richards Bay, for only 4% left for this reason.

- During the interview, parents were asked question: "What occupation would you like your eldest child to take up after finishing school?". Many various responses elicited this question. Many parents preferred the white-collar occupations, but some of them left the decision to their children, or otherwise they had no definite opinion concerning that question. Surprisingly, most of the subjects' education had no influence to their aspirations for their children.

5.2.5 SOCIAL INTEGRATION

Some variables affecting social integration of migrants to Richards Bay are examined.

- Family Ties

TABLE NO. 44 RELATIVES TIES

RESPONSES	NO. OF SUBJECTS	%
ALL NEAR THE SUBJECT	1	4
SOME NEAR THE SUBJECT	5	20
ALL IN A NEARBY NEIGHBOURHOOD	4	16
ALL FAR AWAY	5	20
NO RELATIVES	10	40
TOTAL	25	100

The inspection of numbers and percentages from the above Table No. 44, show that 60% of the subjects have relatives in town, while 40% of them had no relatives. Only 20% of the subjects live far away from their relatives.

About 28% of the subjects have been living in Richards Bay for a period of one to four years. Only 16% have been in town over five years. Thus, migrants relied on their relatives to assist them in their integration. The below table shows the distribution of numbers and percentages.

TABLE NO. 45 LENGTH OF RESIDENCE OF RELATIVES IN TOWN

LENGTH OF RESIDENCE	NO. OF SUBJECTS	%
LESS THAN A YEAR	2	8
1-2 YEARS	3	8
2-3 YEARS	4	12
3-4 YEARS	2	8
4-5 YEARS	2	8
OVER 5 YEARS	4	16
NO RELATIVES	10	40
TOTAL	25	100

- Friendship Ties

TABLE NO. 46 FRIENDSHIP TIES

RESPONSES	NO. OF SUBJECTS	%
YES	18	72
NO	7	28
TOTAL	25	100

An overwhelming majority, 72% of the migrants have friends in town, while only 28% of the migrants have no friends in town. Some the friends live nearby the migrants, and other live in a adjacent neighbourhood.

About 52% of subjects visit their friends on daily basis, 8% see their friends once a week or more, and 12% visit their friends once a month. Data is shown in below table.

TABLE NO. 47 VISITING OF FRIENDS IN TOWN

RESPONSES	NO. OF SUBJECTS	%
DAILY	13	52
ONCE A WEEK OR MORE	2	8
ONCE A MONTH	3	12
2-3 TIMES A MONTH	-	-
NO FRIENDS	7	28
TOTAL	25	100

Formal and Informal Social Activity

This aspect of formal and informal social activity will assist the kinship and friendship ties to provide a clear indication of the degree of integration into the town.

TABLE NO. 48 SYNAGOGUE ATTENDANCE

FREQUENCY IN SYNAGOGUE	NO. OF SUBJECTS	%
EVERYDAY	2	8
EVERY SABBATH	11	44
ON HOLIDAYS	8	32
NOT AT ALL	3	12
OTHER (ONCE A MONTH)	1	4
TOTAL	25	100

The data from the above Table No. 48, indicate that about 44% of the migrants attend synagogue every Sabbath, 32% attend synagogue only on holidays, only 8% attend synagogue everyday, while only 4% attend synagogue once a month, but 12% of the subjects do not attend synagogue at all. Most of the subjects attend synagogue every Sabbath due to the influence of the Nazareth Church. The majority of migrants around Richards Bay are greatly influenced by the teachings of this church.

5.3 CONCLUSION

The findings show that the majority of migrants are well-integrated into town. The phenomenon of structural duality, i.e., the migrants remain on the periphery of urban society and are not integrated within it, is no

applicable to the case of migration to Richards Bay. The data also show that most of the migrants looking for jobs were able to get them. This implies that there are well-integrated economically in the town. Although, some of the migrants had changed their occupations after they moved to town, but they were able to get employment. Many of the migrants were assisted by their relatives at the time of their move. Even the migrants themselves confirm their integration, when asked to compare their standard of living in town and in their former areas. Many of them said that it was lower in the rural area.

CHAPTER SIX

DESIRE TO RETURN TO THE AREA OF ORIGIN

6.1 INTRODUCTION

This chapter examines the factors that can contribute to the migrants' desire to return to the area of origin. But, it is clear that the lack of integration in town is one of the best indicators of a desire to return to the area of origin.

6.2 THE CONTRIBUTORY FACTORS TO THE DESIRE OF RETURNING TO FORMER AREA

6.2.1 FARMING AREA

During the interview, subjects were asked four questions concerning the farming area. They were asked whether, they did own any farming area or not. About 84% of the subjects stated that they had farming areas. Those responded by saying that, they did possessed farming areas, were further asked to compare their farms with the other people in the rural area. 60% of the subjects said that their farming areas were same as other, and only 24% said they had better farming areas than others. All of these subjects didn't plan their farms.

Subjects were further asked, "Is it important that rural farming be organized?" Two types of responses elicited that question. Responses such as; "Yes, it is important to be organized" and "It doesn't matter to me." Those that stated that it should be organized, came up with various reasons, namely: to improve productivity, to acquaint people with farming skills, to provide job opportunities for the people in the rural areas, to assist people in rural areas to use their farms profitable by getting into the markets for selling their products and to help people to be able to get vegetables free and easy without going to shopping centres.

6.2.2 AVAILABILITY OF MEDICAL FACILITIES

TABLE NO. 49 AVAILABILITY OF MEDICAL FACILITIES

MEDICAL CONSULTANTS	NO. OF SUBJECTS	%
DOCTOR	13	52
FAITH HEALER	10	40
TRADITIONAL HEALER, e.g.		
SANGOMA	3	8
TOTAL	25	100

The data from the above Table No. 49, show that 52% of the

subjects consult doctors when they are sick, 40% consult faith healers, and only 8% consult traditional healers, like sangoma. Subjects were asked to compare the availability of medical facilities in town and in rural area. About 80% of the subjects preferred the present one, while 20% said that the previous one was better. No one said it is the same.

6.2.3 SECURITY

All subjects responded by saying that the South African Police Services (S.A.P.S.) provide security to all people in town. When subjects asked to compare the state of security in the rural area and in the urban area, many subjects said that security is better in town than in the rural area. The subjects mentioned that the police patrol day and night, and police stations are nearer to their places of residence. On the other hand, in the rural areas security is mostly provided by the members of the community themselves, no police stations available, no police patrol which is taking place there. In addition to that, no electricity lights in rural areas. The few electricity lights available are only centred to the individual families, not in the streets.

6.2.4

SUBJECTIVE STATUS OF DIFFERENT OCCUPATIONS

To obtain a picture of the subjects' subjective occupational rating, subjects were asked to rank seven occupations in relation to each other. The following rating was obtained:

1. Doctor
2. Teacher
3. Lawyer
4. Private Farmer
5. Merchant
6. Clerk
7. Driver

It is clear that white-collar occupations were ranked higher than blue-collar occupations.

6.2.5

CONCLUSION

Although the majority of migrants had farming areas in their areas of origin, but most of them have no desire to return to their areas of origin. Most of the migrants feel that they are well-integrated in town. That can be caused by the availability of medical facilities in town, and the sense of insecurity in rural areas.

SUMMARY, CONCLUSIONS, RECOMMENDATIONS AND SUGGESTIONS

The research findings presented in the preceding two parties result from a descriptive study amongst Africans in South Africa, with particular reference to Empangeni - Richards Bay Area. South Africa, like every open society, is characterised to certain extent, by internal migration, i.e. migration within the boundaries of South Africa. However, there is no rural exodus, meaning that no mass movement of people from rural areas to urban areas. This due to the fact that many migrants are moving from rural areas to urban areas as a result of poverty. Many migrants wish to discourage the whole process of migration, because it has a number of side-effects to the population left in the rural areas. For instance, migration, to some extent destabilise the relationship of the family, but this one needs more investigation.

SUMMARY

CAUSES OF MIGRATION

Various reasons for migration were investigated in this study. It is obviously impossible to enumerate every single factor, where so many people are concerned, the specific motives that induced individuals to leave their areas of origin are certainly have been very numerous and diverse. Therefore, all I can do is to indicate what seem to be the more general sets of causes underlying migration, given by migrants.

- Economic Necessity

The various causes or reasons for migration were indicated during an interview, but a far more universal cause, and certainly the most important of all, is the economic necessity. During an interview, many migrants (both in Empangeni and Richards Bay) indicated that the economic considerations and employment considerations are the most significant reasons for their migrants. They were driven away from their areas of origin by poverty, i.e. lack of any other source of income.

- Family/Friends Considerations

Relatives and friends considerations served as the second most important reason for migration in both towns. Migrants to both Empangeni and Richards Bay, stated explicitly that, this reason was not the primary one, but it served as a facilitating factor to their migration. All migrants referred to the economic considerations as the primary causal factor.

- Educational Considerations

With regard to this cause, a slightly difference existed. Migrants to Empangeni Town mentioned it as the third category of reasons for leaving the area of origin. About 16% of migrants regarded it as the third most important

causal factor. On the other side, migrants to Richards Bay, regarded it as the fourth important causal factor. Only 4% of migrants referred to it as one of the reasons. Thus, there exist a sharp contrast between the views of migrants to Empangeni and Richards Bay with regard to educational considerations as one of the main causal factor.

- Comfort Related Reasons

At the time of survey, migrants also mentioned above category as one of the causal factors for migration to both Empangeni and Richards Bay areas. The most striking point, is that migrants to Empangeni regarded this category as the fourth important one, while migrants to Richards Bay referred to it as the third category, when ranking them with their importance. Migrants to both towns share the common percentage, i.e. 8%.

- Housing Considerations

Only one subject (4%) considered this category as one of the motives for migration. That particular subject was from the sample drawn from the Empangeni population. The sample drawn from the Richards Bay population did not consider this category as the one of the causal factors.

CONCLUSIONS

To conclude, migration to Empangeni - Richards Bay Area is not a rural exodus. This implies that, there is no mass movement of people from rural areas to urban areas. From the findings to this study, it is clear that the type of migration, is the seasonal migration. Most of the migrants move from rural areas during the beginning of the year, and go back on holidays, i.e. Winter holidays and Summer holidays. Furthermore, migrants to these two towns are not yet permanent residents of these towns. A number of them have'nt destroyed their rural ares. Some of them still have homes in their areas of origin, while they are living in town. They have two homes. They live in town to be nearer to their work places, and some for job opportunities, i.e. looking for work, and at the end they are committed to stay in town. Finally, its my hope that this study will provide some insight into the circumstances under which African migration within South Africa's principal urban agglomeration takes place.

RECOMMENDATIONS AND SUGGESTIONS

As this study was done for the masters programme, it should not be seen as the last word on the subject. Further surveys on this subject are suggested, and that does not mean that this one is underrated. The further surveys where specific attempts are made to include such aims, as the destabilisation of the family due to the migration of the member of it. That survey of this nature will also include the migration of people from urban areas to

rural areas. It is my opinion that the investigation of that nature can be of vital importance to obtain a clearer understanding of the processes involved in the migration of Africans and of the needs and aspirations of the individual migrants themselves.

SOME POSSIBLE REMEDIES

The following are some of the recommended ways and means to alleviate problems encountered by migrants:

- Improvement of Conditions in the Rural Area

I believe that the most useful approach to the problem of migration is to counteract as far as possible the influences that cause people to leave the rural areas. Conditions at their rural areas should be made sufficiently attractive to keep them there, and to make it worth while their remaining behind. The decentralisation of industries is one way, i.e. taking away of industries from urban areas to rural areas, like Isithebe Industrial Estate. Another way is to improve rural agriculture by extending the opportunities for wage labour.

- Improvement of Conditions in Town

Once migrants are already in town, the conditions of living in town should be improved. Providing housing for migrants

is another way of alleviating the problem of the lack of housing facilities. The urban economy and infrastructure should be made also suitable for the needs of the African migrants.

APPENDICES

QUESTIONNAIRE TO MIGRANTS

SECTION A: DEMOGRAPHIC CHARACTERISTICS OF MIGRANTS

1.1 Age of the head of the family

- _____ Below 30
- _____
- _____ 31-40
- _____
- _____ 41-50
- _____
- _____ 51-60
- _____
- _____ 61 and over
- _____

1.2 How many people are there in your family at the present time?

- _____ 1-4
- _____
- _____ 5-8
- _____
- _____ 9-12
- _____
- _____ 12 and above
- _____

1.3 Where did the head of the family live before coming to S.A.?

_____ South Africa-born

_____ Don't know

_____ Somewhere else, state:

.....
.....

+ 1.4 Which rural area did you come from?

.....

1.5 Did you settle here right after you left the rural area?

_____ Yes

_____ No

1.6 How long have you been living in this town?

_____ Less than 2 years

_____ 2-3 years

_____ 4-5 years

_____ 5-7 years

_____ 7-10 years

_____ Over 10 years

1.7 Level of education of heads of the family.

- _____ Less than standard 6
- _____ Standard 6
- _____ Standard 8
- _____ Standard 10
- _____ Tertiary level
- _____ Never been to school

1.8 Marital status of the head of the family

- _____ Single
- _____ Married
- _____ Divorced
- _____ Separated
- _____ Widowed

1.9 When did you come to S.A.?

.....

1.10 What is your main occupation?

.....

1.11 Where is your present place of work:

.....

1.12 How long have you been in your present job?

.....

1.13 Did you change your job on or after leaving the rural area?

No

Yes, after I left

Yes, at the same time that I left

1.14 Did you find it difficult finding work in town?

Yes

No

1.15 How many breadwinners are there in the family?

One

Two

Three

More than three

1.16 Are the most people in your neighbourhood of the same origin as you?

Yes

No

SECTION B: THE MIGRANTS IN THEIR FORMER RURAL AREA

2.1 How long did you live in the rural area mentioned 1.4 above?

- _____ Less than a years
- _____
- _____ 1-3 years
- _____
- _____ 3-5 years
- _____
- _____ 5-7 years
- _____
- _____ 7-10 years
- _____
- _____ Over 10 years
- _____

2.2 did you have any relatives in the rural area you were living in?

- _____ Yes
- _____
- _____ No
- _____

2.3 If your relatives left the rural area, where are they living now?

.....
.....

2.4 What was your occupation in the rural area?

.....
.....

2.5 How did your standard of living in the rural area compare with your present standard of living?

- _____ Higher in the rural area
- _____
- _____ The same than as now
- _____
- _____ Lower in the rural area
- _____
- _____ Don't know
- _____

2.6 Compare your present income and previous income, which one is better?

- _____ Present income
- _____
- _____ Previous income
- _____
- _____ Same
- _____

2.7 Did you hold a public office in the rural area, e.g. committee member?

- _____ Yes
- _____
- _____ No
- _____

2.8 Were you satisfied with the activities of the last committee?

- _____ Yes
- _____
- _____ No
- _____

2.9 In how many rooms did you and your family live in the place of origin?

- _____ 1 room
- _____
- _____ 2 rooms
- _____
- _____ 3 rooms
- _____
- _____ 4 rooms
- _____
- _____ More than 4 rooms
- _____

2.10 How many people were there in your family before you came here?

2.11 What is the difference between the way you spend your leisure time in town and the way you spent it in the rural area?

.....
.....
.....

SECTION C: THE MIGRATION PROCESS

3.1 When did you start thinking about leaving your place of origin?

_____ A long time before I left

_____ A short time before I left

3.2 State the main reason, why you left your place of origin.

.
.
.

3.3 Did you visit this town frequently before you came to live here?

.
.
.

3.4 Why did you come to this town in particular?

.
.
.

3.5 Do you intend to stay on in this town?

Yes

Have not made up my mind yet

No. State why:

.
.

SECTION D: INTEGRATION IN TOWN

4.1 Do you have any relatives in this town?

_____ Yes

_____ No

4.2 If yes, where do they live?

.....
.....

4.3 How long have your relatives been living here?

_____ Less than a years

_____ 1-2 years

_____ 2-3 years

_____ 3-4 years

_____ 4-5 years

_____ Over 5 years

4.4 Do you have friends in town?

_____ Yes

_____ No

4.5 How often do you see your friends in town?

_____ Daily

_____ Once a week or more

_____ Once a month

_____ 2-3 times a month

_____ No friends

4.6 Do you go out more in town than you did at the place of origin?

.....
.....

4.7 Do you have children?

_____ Yes

_____ No

4.8 If yes, how many are at school?

.....
.....

4.9 What occupation would you like your eldest child to take up after finishing school?

.....
.....

4.10 In how many rooms are you and your family living now?

_____ 1 room
_____ 2 rooms
_____ 3 rooms
_____ 4 rooms
_____ More than 4 rooms

4.11 Where do you stay?

_____ Home
_____ Ghetto/Settlement
_____ Rent House

4.12 How often do you go to Church/Synagogue?

_____ Everyday
_____ Every Sabbath

_____ On holidays

_____ Not at all

_____ Other. State when:

.....
.....

4.13 Compared with other in the rural area, were you:

_____ More religious

_____ Same as others

_____ Less religious

SECTION E: DESIRE TO RETURN TO THE PLACE OF ORIGIN

5.1 Who do you normally consult when you and your family are sick?

- _____ Doctor
- _____ Faith Healer
- _____ Traditional Healer, e.g. Sangoma

5.2 Compare the present availability of medical facilities and the previous one, which one is better?

- _____ Previous
- _____ Present

5.3 Who provide security, e.g. police?

.....
.....

5.4 How would you compare the state of security in the rural area and in the urban area?

.....
.....
.....

5.5 Did you own any farming area in your place of origin?

_____ Yes

_____ No

5.6 Was your farming better or worse than other farms in the rural area?

_____ Better than the other

_____ Worse than others

_____ Same as other

_____ Do'nt know

5.7 Did you plan your own farm?

_____ Yes

_____ No

5.8 Is it important that rural farming be organised?

_____ Yes

.....
.....

No. Indicate why?

.....
.....

It does'nt matter to me

SECTION F: OTHER

6.1 Please rank the following seven occupations in the order of importance you attach to them, placing "1" next to the one you think is most important, "2" next to the one you think is second important, and so on, until you get to the one you think is of the least importance, which you mark with "7".

OCCUPATION	RANKING
Driver	
Lawyer	
Private farmer	
doctor	
Clerk	
Teacher	
Merchant	

12. Cubbin, Tony _____
13. de V. Minnaar _____ Umanyano
_____sburg.
14. de V. Minnaar _____
_____search; 3rd
_____ress; New
15. de Villiers,
Johan (March _____)
_____ of Growth;
_____cks; New
_____ Monthly Review
16. Drakakis-Smit _____
D. (ed.) _____ In Africa:
_____ Future;
_____niversity;
17. Duminy, A.H.
18. Duminy, A.H.
and Guest, B.
(eds.) _____
_____tion
_____velopment:
_____ Empirical
_____ Michigan
_____nigan.
19. Empangeni; _____
_____th
_____al Labour
20. Empangeni hunc _____
21. Evers, G.I.C. _____
_____ Class
_____ Europe,
_____ London
22. Ezintoti; Vc _____
_____ onial hand
_____s, Durban:
_____ S.S.A.
23. Finnemore, M. _____
der Merwe, R. _____
_____ the Zulu
_____assessment,
_____iversity of
24. Ginsberg, Yona _____
_____s of the 19
_____ 100 years)
_____ Empangeni;

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