

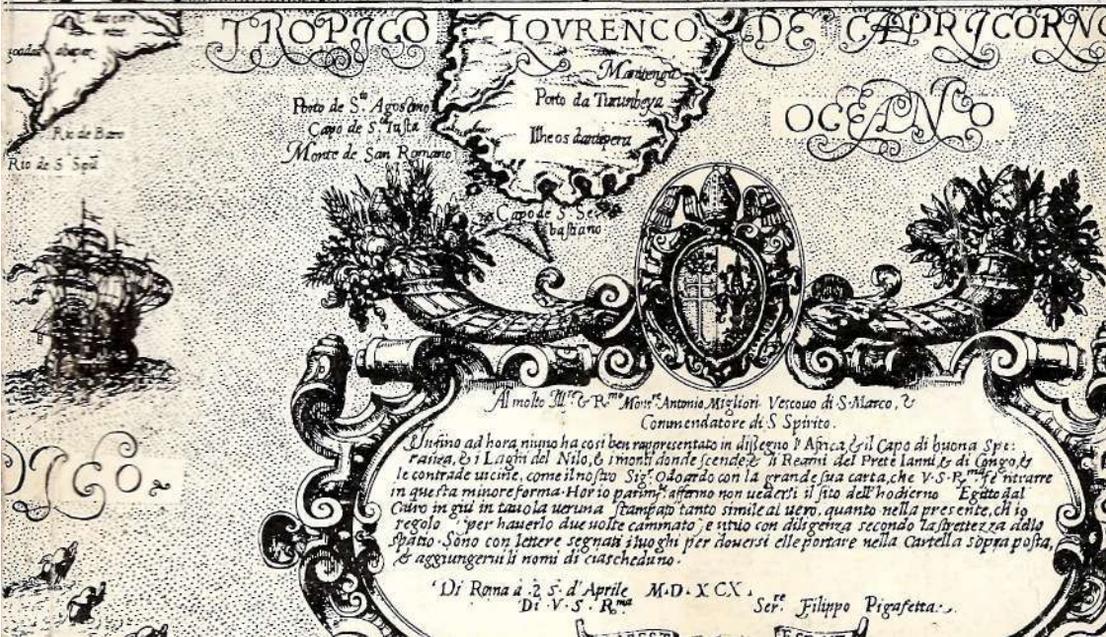
# RHODESIANA

PUBLICATION No. 20

JULY, 1969



- Dichiarazione dell'Egitto dal Cairo in giu.
- a. Cairo vecchio.
  - b. Macale.
  - c. Isola dove si prendela via nel Ramo di Damietta
  - d. Isola del Nilo quando entra x. Rosfa.
  - e. Sito delle Piramidi.
  - f. Mansura.
  - g. Gran Cairo.
  - h. Buda.
  - i. Fozza communiata amonico.
  - j. Babo.
  - k. Divisione del Nilo per congiungere i due mari.
  - l. Ramo di Rosset.
  - m. Salamen.
  - n. Foga.
  - o. Fozza d'Ala Bandira.
  - p. Ale Bandira.
  - q. Massa d'acqua per m. Lago Maria.
  - r. B. Egipto.
  - s. Castello alla bocca del N.
  - t. Altro castello all'altra bocca.
  - u. Bacher porto d'isfor.
  - v. Fozza.
  - w. Fozza.
  - x. Derenti.
  - y. Marmaria.
  - z. Mensula.
  - aa. Golfo di Doro.
  - ab. Massa d'acqua per m. Lago Maria.
  - ac. Derenti.
  - ad. Ramo del Nilo ascendente.
  - ae. Castello.
  - af. Damietta.
  - ag. Brullo Lago.
  - ah. Derenti.
  - ai. Marmaria.



Al molto Ill. e R. Mo. Antonio Mirafiori Vescovo di S. Marco, & Comendatore di S. Spirito.

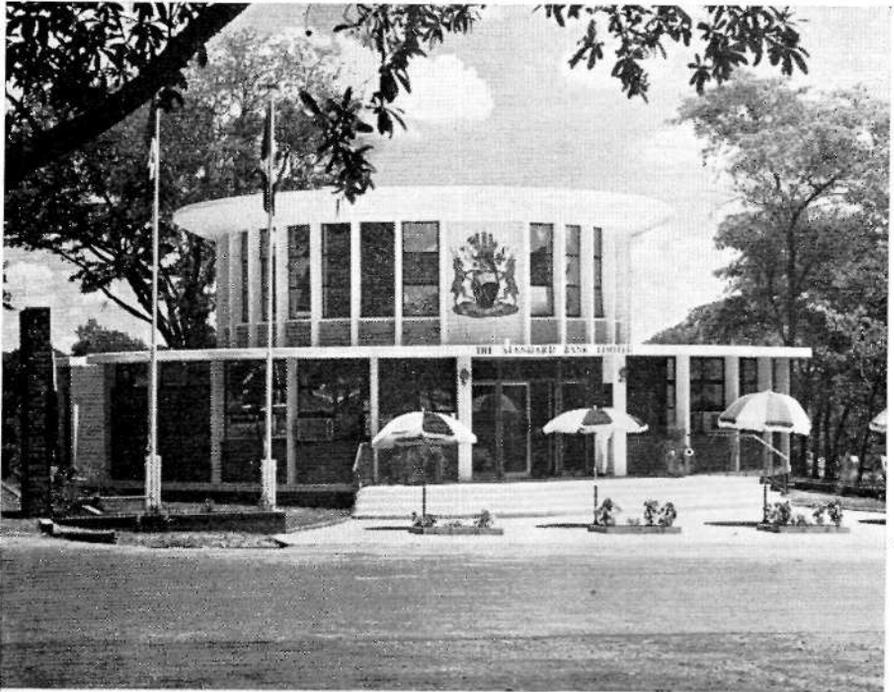
Unino ad hora niuno ha così ben rappresentato in disegno l'Africa & il Capo di buona Speranza, & i Luoghi del Nilo, & i monti donde scende, & li Reami del Prete Ianni, & di Congo, & le contrade uscite, come il nostro Sig. Odoardo con la grande sua carta, che V. S. R. m. ha in questa minore forma. Hor io parim, affirmo non ueda c'è il sito dell'odierno Egitto dal Cairo in giù in tavola ueruna stampata tanto simile al uero, quanto nella presente, ch'io regolo per haerlo due volte caminato, & uisito con diligenza secondo la fretta, & dalla spatio. Sono con lettere segnati i luoghi per donarsi alle portare nella Cartella sopra posta, & aggujnermi li nomi di ciascheduno.

Di Roma il 2. S. d'Aprile M.D. X.CX.  
Di V. S. R. m. Ser. Filippo Pigafetta.

1948



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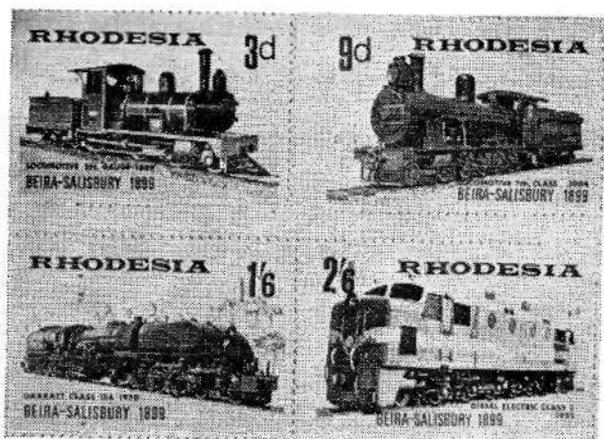


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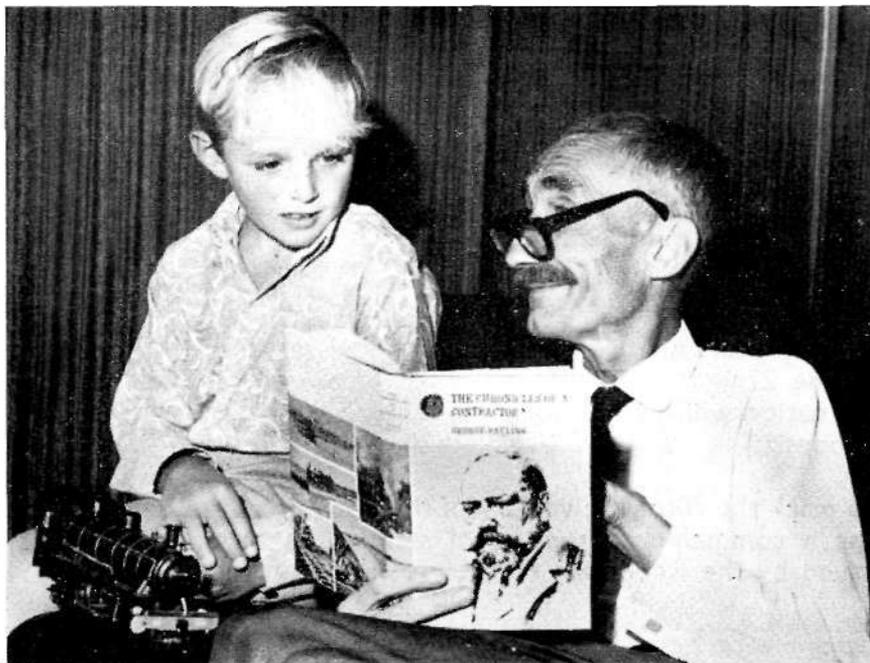


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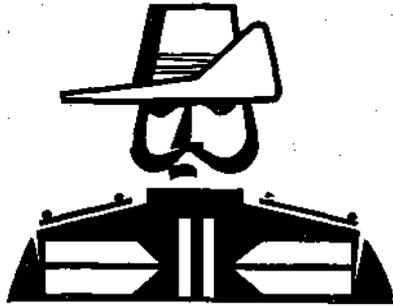
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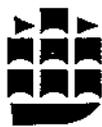
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# RHODESIANA

Publication No. 20 — July, 1969

THE RHODESIANA SOCIETY

Salisbury

Rhodesia

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*The cover picture is from a map of southern Africa of 1590, by Filippo Pigafetta. (National Archives)*



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The Society exists to promote Rhodesian historical studies and to encourage research. It also aims to unite all who wish to foster a wider appreciation and knowledge of the history of Rhodesia.

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# Colonel John Anthony Spreckley, C.M.G.

## A Short Biography by A. S. Hickman

*(This was the winning entry in the literary competition sponsored by P.E.N. International and the Rhodesiana Society. See under Notes.—Editor)*

"Jack" Spreckley was born in 1865 at Fulbeck, near Lincoln, a son of George Spreckley of Derby and his wife Emma Georgina, but I can not trace the actual date of his birth. His father was a well-known auctioneer and estate agent, a partner in the firm of Messrs. Ault & Spreckley of Bridge Street, Derby. Jack attended Derby School at the age of 13, was cox of the school boat, and a member of the football XI in 1880. He left in 1881 for South Africa to work for four years on an ostrich farm at Fish River, 28 miles from Grahamstown in Cape Colony, at the same age and in the same sort of employment as Henry Borrow, his close friend of later years. Then he went to the Transvaal and was on the Witwatersrand at the time of the famous discovery of "banket" gold.

In 1885 he joined the Bechuanaland Border Police but took his discharge the following year, when with four companions, Frank Johnson, Maurice Heany, Henry Borrow and Ted Burnett, he set out for Bulawayo to try for a concession from Lobengula, chief of the Matabele, to prospect for gold. On the way through Khama's country a concession was obtained for the same purpose and was eventually floated as the Bechuanaland Exploration Company.

It was in 1886 that the group began negotiations with Lobengula, who at first refused permission to go to Mashonaland because in Spreckley's own words ". . . we should all die. He, (Lobengula), added that when we were all dead he should receive a long letter from the white Queen (Victoria), asking where he had put the white men, and he should get into serious trouble which he wishes to avoid." When he was told that the party would carry effective medicines he was persuaded to let them go, and give them two guides, one of whom unfortunately died of malaria in spite of treatment and the other returned to Lobengula to report the incident.

There were conflicting views as to whether the party should go on to the Mazoe, as they believed had been agreed, and they consulted the famous hunter, Van Rooyen, who happened to be camped near them. He advised them to go on if they were assured that Lobengula had agreed. They had considerable trouble with the thirty Africans they had with them, who refused to carry on, and the white men were left to drive their wagons and livestock. When they had travelled about six miles, six of the servants came to join them and continued with them to the Hunyani River. Here they left the wagon and some Africans

and marched on foot for the Mazoe River with pack-donkeys. They worked in that area for about three weeks, and found some alluvial gold but not in quantity.

On their return to Bulawayo there was a great upset, and instead of being allowed to see Lobengula he delegated a council of twelve in effect to interrogate and try them for supposed misdemeanours. After much haggling and false accusations they got off by payment of £100 in gold sovereigns (which they had intended for a concession), and were allowed to keep their wagon and equipment, though at first it was said they could go only with their boots in order to walk out of the country!

Spreckley kept a diary in 1888 and told a reporter of the *Derbyshire Advertiser* who interviewed him in 1897 that he had it still.

When he came back from Bulawayo he was in Kimberley for about seven months and then went to Johannesburg where he stayed for two years. He was full of irrepressible high spirits, and one of his exploits is related in the *Birmingham Daily Argus* as follows: "So found his drunken Cape boy cabman in that budding city when he awoke from his slumbers on the box to find the devil driving him—whither? But it was only Jack Spreckley returning home from a fancy-dress ball as Mephistopheles. However the cabby yelled, and bolted terror-struck . . ."

Spreckley got a bad attack of fever on the goldfields and had to leave for a sea trip. He went to Durban partly by coach and partly by rail and then by sea to Cape Town. Here he met his companions who had been with him to Mashonaland and heard about the proposed expedition which was then being organised, which he joined and in which he served as paymaster-sergeant. He was one of the most popular, able and colourful members of the Pioneer Corps, commanded by Major Frank Johnson, and in which his friends all served as commissioned officers.

He was taken on the strength on 30th May, 1890, with no regimental number, but according to subsequent pay sheets served as No. 150. His number on the nominal roll is sandwiched between that of John Upington, an Irish Justice of the Peace who joined on 24th June, 1890, as a trooper, and was given the number 149, and William Fleming-King, who was promoted to Regimental-Sergeant-Major on the same day as he attested as No. 151.

So Spreckley was one of the later arrivals at a time when the Pioneer Corps was in training at Camp Cecil on the banks of the Limpopo in Bechuanaland under command of Capt. Maurice Heany. Frank Johnson took over towards the end of May and on the 27th of that month Heany assumed command of "A" Troop in which Spreckley was detailed to serve.

The Pioneer Corps marched north to the banks of the Macloutsie River to complete its training and to be passed as efficient for service by Major-General the Hon. Paul Methuen in June. Thereafter they linked up at Fort Tuli with troops of the British South Africa Company's Police, who were to be their military escort, and who had been stationed at the main base camp at Fort Matlaputla, 20 miles to the east.

The bulk of the expedition crossed the Shashi River on 11th July, 1890,

and so began a march of over 400 miles, which brought them to their destination on 12th September, and the establishment of Fort Salisbury.

The information I have gleaned about Spreckley during this period is that on 18th July he was temporarily transferred to "B" Troop (Capt. H. F. Hoste) for rations; there is no record that he ever returned to "A" Troop. In any case "B" Troop carried most of the headquarters personnel, and would have been more appropriate for the paymaster.

On 28th July the following entries appeared in Regimental Orders:

- I. Q.M.Sgt. Spreckley is appointed Market Master to the Column,
- II. In future no purchases are to be made from Natives without referring to the Market Master. A place will be fixed daily as a market, and all Natives bringing supplies etc. into camp will be directed to such place, and purchases made at rates determined by the Market Master."

The expedition was still in the low country, and it can be seen from photographs that the local Banyai, when they had got over their initial fear, used to bring pumpkins, eggs and poultry to barter with the troops.

The Pioneer Corps was disbanded at Fort Salisbury on 30th September and it is apparent that Spreckley, like most of his comrades, went prospecting for gold. In the diary of J. P. Walker he describes how on 7th November he pegged claims at dawn near Sinoia, and remarks that "Eyre, Spreckley and Beal came mooching along with pick etc. and were fearfully put out". Eyre and Beal were also ex-members of the Pioneer Corps.

In 1892 it is likely that Spreckley was back in Fort Salisbury, at least temporarily, because at that time it is recorded in the Anglican Church Notebook that he made a donation of £1. But it is definite that he was the Mining Commissioner for the Lomagundi District in June of the same year and stationed where Sinoia now stands. In fact he may have coined the name because he reported "as some misunderstanding seems to exist as to where the mining office is situated, do you not think it would be advisable to alter the name of the district to Sinoia District? A man left camp (Fort Salisbury) to come here the other day and asked to be taken to Lomaghonda's Kraal, thinking he was coming to the office when really he was 25 miles away." There is no reason to think that the Mining Commissioner deliberately hid himself, but, as J. A. Edwards remarks in "The Lomagundi District: An Historical Sketch" (*Rhodesiana* No. 7), "even if one managed to reach the office, one could not be sure of finding the Mining Commissioner in it. Spreckley was often out settling disputes here and there—in fact when he suggested changing the name of the district he had just come back from the Angwa after looking into a charge that one prospector was poaching on another's ground."

He says himself in an interview with the *Derbyshire Advertiser and North Staffordshire Journal* in September 1897 that he gave up the post at the end of 1892, and travelled back to Britain with Henry Borrow. No doubt it was during this holiday that he met Borrow's sister, Beatrice. He returned to Salisbury about June 1893, only four months before the Matabele War developed and was given command of "C" Troop of the Salisbury Horse for the march into Matabele-

land; Capt. Maurice Heany commanded "A" Troop and Spreckley's great friend Capt. H. J. Borrow "B" Troop.

The march began on 2nd October and the Salisbury Column linked up with the Victoria Column under Major Allan Wilson at Iron Mine Hill, Major P. W. Forbes being in command of the combined forces. On the afternoon of 24th October they crossed the Shangani River and laagered, following which patrols brought in 1,000 head of cattle and 900 sheep and goats, whilst Capt. Fitzgerald's men found a group of 30 Mashona women and children who had been captured by Matabele the previous year.

Spreckley's troop was not one of those then sent out, but next morning, after the Matabele had attacked the laager, in which were the friendlies and the refugee women, before dawn, "C" Troop, which was the inlying picquet to the main laager, saddled up their horses at the first alarm and Forbes sent out 20 of them under Spreckley, and he brought in a few friendlies who had scattered and had some shots fired at his patrol without harm.

Later, in broad daylight, Heany and Spreckley with 20 men each were sent out again to see if the enemy had retired. Spreckley covered the area east of Forbes's position, and found Matabele in the bush within half a mile; a sharp skirmish with both patrols resulted in the loss of four horses. Later still Spreckley and his men continued patrolling after the Matabele had been driven back a third time and found they had all retired, but Heany ran into some trouble. This battle of 'Shangani was the first time when most of the Rhodesians had been under fire, and Forbes reported they had been very steady with little wild shooting.

The Columns marched on 27th October at 6 a.m. Spreckley with his troop was on the right flank, when he was attacked by Matabele and drove them off near Zinyangene; one of his men was wounded and he lost a horse.

The march towards Bulawayo continued, and on 29th October Spreckley and one of the Victoria troops was sent out to try to draw the enemy, but they remained in the bush.

On 1st November laager was made near a deserted kraal, and the horses driven out to graze, when the Matabele made a most determined attack at about 1 p.m., the horses were driven in by brave action on the part of Sir John Willoughby, Capt. Borrow and a few others. The brunt of the attack was made against the Salisbury section of the laager, and there was a number of casualties, but the Matabele suffered most severe losses in their determined advance against machine-gun fire. An obelisk now marks the site, bearing in English and Sindebele tributes to the men of both sides.

In the vicinity of Ntabas Induna on 3rd November, Spreckley and his troop were sent out again to try to entice the Matabele to leave the bush. They had no success, but were subject to heavy rifle fire, and heard indunas urging their men to advance.

Bulawayo was occupied on 4th November; it had been set on fire and Lobengula had fled northwards. It was not until some days later that a pursuit column was organised to include 90 men from the Salisbury contingent with Captains Heany and Spreckley, and a mule-drawn maxim gun under Lieutenant

Tyndale-Biscoe. The rest of the column was made up of men from the Victoria contingent and the Southern Column (which had by now arrived at Bulawayo), in a total of 300 men, 4 maxims and a 7-pounder gun. This was quite a strong body of men and they carried three days' rations, but the horses, not having been specially selected, were not in good shape. North of Umhlangeni (Inyati) the rations had run out and there was discontent in the ranks; Captain Forbes had the troops paraded separately and asked who would go on regardless. Of the Salisbury men only 17 volunteered, and of these only 9 from "A" (Heany's) and "C" (Spreckley's) troops. Later their officers came to see Forbes and wanted to know why they had not been told the purpose of the parades, and were informed that the men were not to be influenced in any way. This resulted in great resentment against Forbes because these officers thought he feared they would counsel their men to turn back, whereas he had intended to convey the opposite. He returned to Umhlangeni with his troops and here received instructions in writing from Dr. Jameson. Next morning Capt. Borrow and 16 of his "B" Troop men rode in from Bulawayo.

The original expedition was now reinforced by 10 wagons carrying 12 days' rations and having 300 more men, but Forbes felt it was cumbersome, and for his return march trimmed down the numbers to 182 mounted men and 100 dismounted, sending back the remainder to Bulawayo in charge of Hearty. It is noted that he took on only 22 men of the Salisbury Horse under Borrow, probably a penalty for the others refusing to go on in the first place. Forbes asked Dr. Jameson to send Heany and Spreckley on the "main Mashonaland road" to the Shangani and then to work down that river to bring rations and to create a diversion. In the event this was not done, but Spreckley was sent to the Gwaai River, which flows to the west of Bulawayo, and without knowing the exact locality, seems to me to be away off the track in pursuit of Lobengula. This was the end of the campaign so far as Spreckley was concerned, but Forbes once again reduced his column to dispense with his wagons and dismounted men and to use those mounted only on the freshest horses to the number of 158.

On 4th December Capt. H. J. Borrow and his men of the Salisbury Horse were amongst the 34 who fell in action against the Matabele at Shangani River, Borrow having been sent to reinforce Allan Wilson, serving as his second-in-command and being probably the last to die.

This must have been a sad blow to Spreckley, who later joined with Frank Johnson in subscribing to a memorial, a very fine pulpit in the Victorian style at the Anglican Cathedral of St. Mary's and All Saints at Salisbury. I first took note of the inscription, recorded on a strip of brass around the base of this pulpit, in 1964, as follows, "To the Glory of God and in memory of Henry John Borrow. Killed at Shangani December 4th, 1893. *Tu quoque litoribus nostris aeternam moriens famam dedisti.*" This was translated by a university friend, a Latin scholar, to read, "You also by your death have given to our shores eternal fame" and is a quotation from the Aeneid of Virgil. But I was quite unable in spite of numerous enquiries, to find out the donor. Then, when alterations took place at the cathedral the pulpit was moved and I was able to read the last panel, "Erected by his friends F.J. and J.S."—Borrow's Pioneer companions

Johnson and Spreckley, had not forgotten him, and Spreckley must have realised that, but for the change of circumstances, he might well have been the battle casualty.

Of the Salisbury Horse who took part in the campaign no more than 67 returned to Salisbury with Spreckley, who led them from Bulawayo in January 1894. There had been the casualties at Shangani and elsewhere, some had joined the newly-formed Matabeleland Mounted Police, and some had remained to seek their fortunes in the new territory, looked upon as a "promised land" by many pioneers.

As the men returned they were met at Six-Mile-Spruit and beyond by Salisbury people in carts and on horseback, and as a final demonstration a celebration dinner was held, attended by the locals and the returning troops, over which A. H. F. Duncan, the Acting Administrator, presided.

Spreckley was then appointed as Magistrate at Fort Victoria where he remained for ten months. He then joined Sir John Willoughby at Bulawayo, and later became general manager of his gold mining company, Willoughby's Consolidated. This concern also owned the Bulawayo Waterworks and the Electric Light Installation, whilst an off-shoot was the Mashonaland Central Estate Company.

On 31st August, 1895, John Anthony Spreckley married at St. John the Baptist Church, Bulawayo, Beatrice Mary (born 1868), younger daughter of Rev. H. J. Borrow, of Lanivet, Cornwall, and Bekesborne, Kent. A photograph of that period shows that they lived in a large bungalow surrounded by wide verandahs—probably in the suburbs.

The proposed raid on the Transvaal was being planned at this time. Sir John Willoughby, who commanded the Rhodesia Horse, took a major part and was undoubtedly in close touch with some of the plotters at Cape Town. Before he left for Pitsani Pothlugo, the jumping off place in Bechuanaland, he left a number of sealed letters to be opened only by Spreckley and others if certain events should take place. Spreckley had been left in command of the Rhodesia Horse. On 29th December, he received a telegram from Dr. Jameson from Mafeking to hold himself in readiness to come to his assistance. This was followed on 1st January, 1896, by a message from Dr. Rutherford Harris at Cape Town, "Mr. Rhodes desires me to inform you that you are on no account to move the Rhodesia Horse." At that time Bulawayo was agog with rumours, and there was a strong feeling that her citizens should march to the assistance of Jameson and his men. The disaster which overtook them is well-known and for the subsequent enquiry Spreckley was called on to produce all documentary evidence he had. He did not appear at Cape Town in person, but the import of the telegrams was disclosed by J. A. Stevens, Acting Secretary of the British South Africa Company. This evidence can be read in the proceedings of the "Select Committee on the Jameson Raid" which sat at Cape Town in June and July 1896. Spreckley was fortunate not to have been more deeply involved.

The first moves of the Matabele Rising took place towards the end of March 1896 and F. C. Selous in *Sunshine and Storm in Rhodesia* relates how on the 25th, in view of unrest in the area around his homestead at Essexvale

he rode in to Bulawayo with his wife to take her to safety and handed her over "to the kind care of her good friend Mrs. Spreckley" and himself returned at once to Essexvale. Spreckley had at this time been appointed as a Colonel in the Bulawayo Field Force (which had absorbed the Rhodesia Horse) and was second in command to Col. William Napier. He took out a patrol to the south of Bulawayo on the main road to Filabusi about 26th March but had no encounter with the Matabele, reaching a police station from which the men had fled to join the rebels. On 25th March whilst both Spreckley and Selous were out on patrol a panic developed in Bulawayo, said to have been due to a drunken man creating the alarm by crying out that "The Matabele are here."

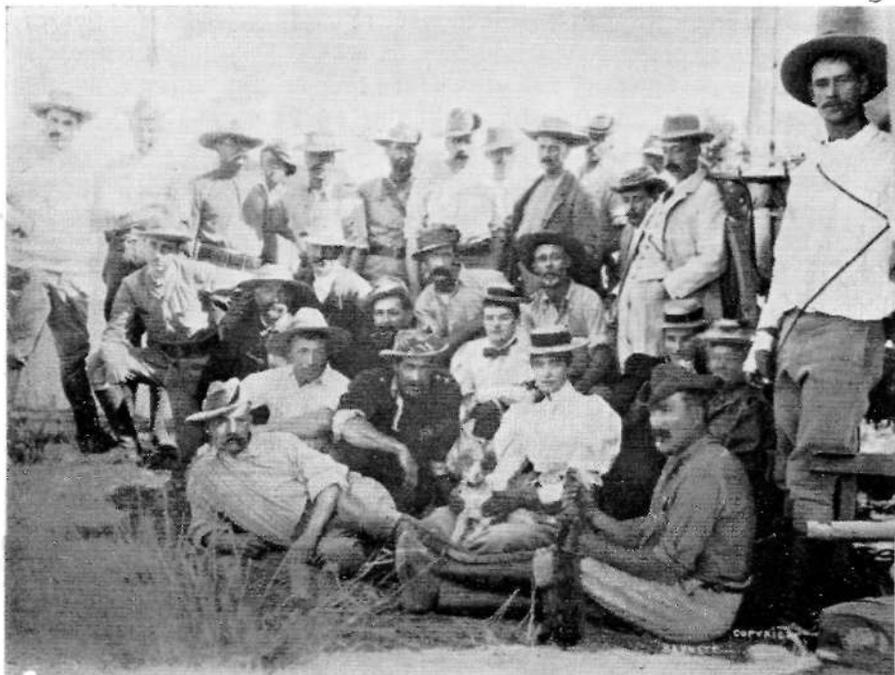
Selous goes on to relate how his wife was resting in Mrs. Spreckley's house at the time, "Being much fatigued by her long ride in the hot sun from Essexvale. However, she and her kind hostess, as well as all the other ladies living on the suburban stands, were hurried over to the new Club house nearly a mile distant in the centre of town. Here the large number of women and children in Bulawayo, many of them hastily summoned from their beds, and most of them terribly frightened, passed a miserable night all huddled up together, but getting neither rest nor sleep, as they were constantly kept on the 'qui vive' by fresh rumours, all equally groundless as happily at that time there was no force of hostile natives within 20 miles of Bulawayo."

All the hasty improvisation was soon to be altered when next day a laager was established around the Market Hall by Spreckley and Scott (the town Mayor) who put in a tremendous effort to establish order out of chaos.

Selous continues: "These two gentlemen deserve the utmost credit not only for getting the laager in good order, but also for keeping it in that condition for the next two months. Mayor Scott was indefatigable in looking after the sanitary arrangements, whilst Col. Spreckley, by his genial good nature, backed by great common sense and strength of character, kept all the various human elements shut up in that confined space not only in good order but in good humour. Nobody in Bulawayo, I think, could have performed the very difficult duties required from the chief officer in charge of the laager so ably as Col. Spreckley during the first 2 months of the insurrection, and his conduct was all the more admirable because he was carrying out a very arduous and harrassing duty against his inclination, or rather burning desire, to be out of town at the head of a patrol doing active work against the insurgents."

This was a tribute indeed from one brave and competent officer to another of the same calibre. In the meantime Col. Napier, Capt. Grey, Capt. Van Niekerk and others led the patrols around the Bulawayo and adjacent districts until on 11th May a larger body commanded by Napier, with Spreckley as his second in command—42 officers and 613 men—set out via Thabas Induna for Shangani, to meet the relief force from Salisbury commanded by Col. R. Real, and accompanied by Cecil Rhodes. After their junction Spreckley with 400 men branched off to their south to inflict punishment on a district where many murders had been committed, devastating the country and capturing 700 head of cattle; there were no engagements.

The Columns reunited on the Belingwe road on 27th May and shortly



**A Bulawayo group in 189-?** There is some doubt as to the identities of many of the people. Col. Spreckley is seated on the ground at the extreme right (front of the photo). Next to him, to the left, holding a dog is Mrs. Spreckley. To her right is Miss Borrow and above Miss Borrow to the right is the bearded F. C. Selous. On Selous' left, standing, with hands in pockets and leaning on the wagon wheel is Earl Grey. Immediately behind Selous, standing with open jacket is George Grey and on George Grey's right, standing, in white shirt and tipped up hat is Alex Boggie. (National Archives)

afterwards Beal led his men back to Salisbury due to the outbreak of the Mashona Rising.

On 6th June Spreckley was detailed to lead a patrol to Shiloh and Inyati to erect forts there, but, before he could go he was involved in the famous fight on the Umgusa River the next day, when about 1,000 Matabele let the Europeans advance unopposed across the river in the belief, asserted by a witchdoctor, that they would become blind after they had crossed. The result was a massacre of the Matabele and a heavy defeat. Spreckley then marched on to Shiloh area, rebels taking flight to their stronghold at Thabas-i-Mambo.

Spreckley's subsequent service until October, when peace was made with the Matabele, is not so well-known, but it is known that he was on terms of friendship with the new Chief of Staff, Lt.-Col. R. S. S. Baden-Powell, who in *The Matabele Campaign*, 1896 records in his diary under 26th June a cheery little dinner party at his hotel at which both Col. and Mrs. Spreckley, Capt. and Mrs. Selous and Capt. and Mrs. Colenbrander were present—all heroes and heroines of the rebellion. "How Spreckley made us laugh, fooling around the piano as if he were just about to sing!"

In the *London Gazette* dated 9th March, 1897, Spreckley is mentioned in

the following terms under citations concerning the local forces and immediately after the name of Col. Napier: "Col. Spreckley, B.F.F. late B.B.P. (Mining Company Manager) commanded early patrols. Did good service in the conduct of the successful engagement on the Umgusa, 6th June. Commanded successfully an important patrol to Shiloh and Inyati."

No mention is made of his outstanding work in the organisation of the defences of Bulawayo, but on 5th May, 1897, Her Majesty Queen Victoria gave directions for three appointments as Companions of the Order of St. Michael and St. George, namely Colonels William Napier, John Anthony Spreckley and Lt.-Col. Robert Beal, Spreckley being cited as "John Anthony Spreckley, Esq. Colonel of the Matabeleland Field Force."

At about this time Spreckley had gone to Britain on six months' leave from Willoughby's Consolidated and received his decoration at St. James' Palace at the hands of the Prince of Wales (later King Edward VII). There is no record that his wife accompanied him but in his interview with the reporter of the *Derby Advertiser* on 25th September, 1897, it was stated that he was staying at a local hotel at Derby with his mother.

He told the Press about his company's mining interests and mentioned Dunraven (Selukwe), that he had met a number of Derby men in South Africa, and that he wanted to be in Bulawayo in time for the opening of the railway from the Cape in November; therefore he was sailing back in the *Norman* on 29th October.

He also mentioned that he had been given a public dinner in Bulawayo and that the citizens had presented him with a cheque to buy a piece of presentation plate, which he had ordered in London. This his school magazine *The Derbeian* describes in May 1898 as having been ordered from the Goldsmiths and Silversmiths' Company and being a bowl for fruit or flowers, "having on one side a panel containing in finely executed relief work a faithful representation of the Bulawayo Laager as it appeared during the Rising. On the reverse side are trophies of Matabele arms and shields, one shield bearing the inscription UMGUSA (Umgusa), June, 1896, drawing attention to the two localities specially connected with Col. Spreckley's name and to his unselfish and valuable assistance to the community generally. Between these panels are ornamental shields surrounded by laurel and surmounted by an enraged African lion wounded by an assegai. Upon the pedestal are finely modelled statuettes of a trooper of the Bulawayo Field Force and a Matabele armed with assegais, shield and knobkerrie."

A trophy to be proud of indeed and I trust it still remains in the family.

The Spreckleys had two daughters, one of whom, Mrs. Nancy Harris, of Sussex, I am proud to claim as a pen friend of some years standing; she was born in Bulawayo and would like to make another visit.

Spreckley served with distinction during the earlier stages of the Boer War, being second in command to Col. H. C. O. Plumer on his march from Tuli to the relief of Mafeking on 17th May, 1900. He was commanding the Rhodesian Regiment when he was killed in action at Pienaar's River, north of Pretoria,

on 20th August, 1900, and is buried at Hamman's Kraal. His Boer War exploits are another story which I shall be proud to relate when I have the opportunity. He was a Rhodesian of outstanding merit, both as a citizen and a soldier.

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## "ZAMBEZIA"

"Zambezia" is a new journal published from the University College of Rhodesia. Its primary object is to publish articles on "the life of human societies in countries on, or around, the Zambezi." It is intended to publish twice a year at 10s. per issue. This number is attractively produced, well illustrated and has 91 pages.

This first issue contains seven articles and two lengthy book reviews. The articles (shortened titles) are on Higher Education (I. Michael): Interest Groups in South African Politics (P. B. Harris): Model and Metaphor in Social Anthropology (D. H. Reader); Shona Religion (M. Gelfand): the Theatre in Rhodesia (C. J. Wortham): Writing in Shona (G. Fortune): and a Sociological Analysis of Ngomahuru Hospital (Sister Mary Aquina).

Although published at the University the editors hope that articles will be submitted also from other than U.C.R. sources. The scope is to be wide and varied. In addition to the subjects represented in the first issue it is hoped to include, in future issues, articles on history, literature, the arts and, indeed, on "all fields related to the study of society in Central and Southern Africa."

The journal is obtainable from the Librarian, Publications Department, University College of Rhodesia, P. Bag 167H, Salisbury.

# David Livingstone Tourist to Rhodesia

by G. L. Guy

Rhodesians today, both black and white, accept David Livingstone as a part of their history: they have named buildings, schools, mission, roads and streets after him, but in fact he set foot in what is now Rhodesia once and once only and then as a tourist, the second or third or fourth of many to gape at the majesty of the Victoria Falls from the Rain Forest.

True, he was the first white man to see the Falls and he gave them their present name, but when he did this in November 1855 he spent only two days there, seeing them from the central island of Kazeruka (which he named Garden Island after the seeds he planted there), and the Eastern Cataract, and the visit was made because the Falls were on his line of march.

There is a legend that Livingstone crossed the Zambezi at Kazungula, first carving his name on the sausage tree (*Kigelia pinnata*) there, but this is nowhere substantiated in his writings and he says that once only did he ever cut his initials on a tree, and that was on Garden Island itself.

His epic journey across Africa to Loanda and back down the Zambezi to Tete and to Quelimane really began at Linyanti on 11th November, 1853. He had left Cape Town, seeing his wife, Mary Moffat, and their four children, off to Britain and travelling via Kuruman and the desert country, he reached Linyanti for the second time in May that year. He explored some of the upper reaches of the Zambezi as far as the Kabompo, returning to Linyanti and then, with the blessing and active aid of Chief Sekeletu, set out to open a trade route to the west coast.

But let's see what Livingstone himself had to say;

"After leaving Linyanti the party embarked in canoes at Maunku's village and spent 42½ hours on the Chobe"

and he says in the "Journal" "one branch of the Chobe passes to the north, forming a large island, then another large branch comes out from the Leeambye (Zambezi) to meet the Chobe. Numerous branches pass out and in, forming large islands, I was not sure we had reached the junction till I found our canoes going against the stream westwards."

Of this stage of the journey he says in "Travels":

"After spending one night at the Makololo village on Mparira (the large island called Mparira stands at the confluence of the Chobe and the Leeambye) we left the Chobe and returning round began to ascend the Leeambye."

It is evident from the above that the party spent no time on the right bank of the Chobe where that sausage tree still stands.

Almost exactly two years later, on the return from Loanda on 9th November, 1855, Livingstone and his party left Linyanti again and set off down the Zambezi on their way to the east coast, still exploring trade routes.

Travelling via Sesheke they spent the night of 13th November on Mparira Island and down to Nampiri, Chondo and Kalai keeping to the left bank all the way as the right bank was depopulated because of fear of Matabele raids.

They stayed at the Falls for only two days, just long enough for the visit to Garden Island, to make a sketch from the Eastern Cataract (see frontispiece to "Missionary Travels") and to take astronomical observations to fix their position and then went on eastwards on the plateau towards Tete, meeting the Zambezi again below the Kafue junction.

From 1855 to 1860 when Livingstone paid his second visit to the Falls in the company of his brother Charles and John Kirk, only one white man had seen the Falls, and W. C. Baldwin had only just got there in August when the party arrived and he went to meet them.

Of the meeting Baldwin says (8th August):

"Dr. Livingstone is expected today and I am waiting to see him. (9th). I had the honour yesterday of cutting my initials on a tree on the island above the Falls, just below Dr. Livingstone's, as being the second European who has reached the Falls, and the first from the East Coast. Charles Livingstone says they far exceed Niagara in every respect and the Doctor tells me it is the only place, from the West coast to the East when he had the vanity to cut his initials."

Approaching the Falls, Livingstone says in the "Narrative":

"then on the 9th (August) marched eight miles to the Great Falls and spent the rest of the day in the fatiguing exercise of sightseeing."

And in a letter to Lord John Russell (8th September, 1860) he wrote:

"when we came to a point about twenty miles north of the Victoria Falls we could see the 'smoke' distinctly with the naked eye, and I could not resist the pleasure of shewing the wonderful scene to my companions, though by going down to it we added some forty miles to our tramp. The river was now very low and there was no danger in passing down to the island in the middle of the river and lip of the fizzle into which it falls. After a second visit I think the scene the most remarkable in the world and none but an artist in oils could convey a true idea."

(Was he thinking of Thomas Baines whom he had dismissed so unfairly a year previously? Fortunately for posterity "an artist in oils" did visit the Falls in 1863 and we have the beautiful Baines portfolio to illustrate the wonders of the Falls before the white man built there.)

The "Narrative" goes on to say:

"But as, at Niagara, one has to go over to the Canadian shore—so here we have to cross to Moselekatsi's side to the promontory of evergreens (the Rain Forest) for the best view of the principal Falls of Mosi-oa-Tunya. Beginning therefore at the base of this promontory and facing the Cataract at the west end of the chasm there is first a fall of thirty six yards in breadth, and, of course as they all are, upwards of 310 feet in depth. Then Boaruka, a small island,

intervenes and next comes a great fall with a breadth of 573 yards: a projecting rock separates this from a second grand fall of 325 yards broad in all, upwards of 900 yards of perennial falls. Further east stands Garden Island, then as the river was at its lowest came a good deal of the bare rock of its bed, with a score of narrow falls which, at the time of flood, constitute one enormous cascade of nearly another half mile. Near the east end of the chasm are two larger falls but they are nothing at low water compared to those between the islands."

It is obvious that Livingstone crossed the river, because it would have been impossible to make the above accurate measurements from anywhere but the right bank and the frontispiece in the "Narrative" could only have been sketched from "Moselekatsi's side".

Charles Livingstone was certainly the first person to be able to compare Niagara and Victoria Falls, but that unpleasant fellow does not seem to have left a record of his impressions other than the few remarks recorded by his brother and Baldwin.

Again on the journey downstream the party kept to the left bank and did not cross to Moselekatsi's side, so it is evident that David Livingstone visited Rhodesia only as a tourist "in the fatiguing exercise of sightseeing", to gape and peer and record his impressions and measurements of Rhodesia's greatest tourist attraction, the Victoria Falls, to which he gave their name "as a tribute of respect to the Royal Lady".

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## RHODESIANA'S COVER DESIGN

The cover of the Society's publication was changed in December 1963 from a simple grey to its present design. The virtues of the new cover are: it is eye-catching without being garish; the magazine almost demands to be picked up; it is for ever changing yet it has a pleasant uniformity. There is little doubt that much of the Society's success since 1963 was due to the new format.

The object of this note is to thank the designer of the cover. That he was not thanked six years ago was an unfortunate oversight which is much regretted. He is Mr. Bruce J. Brine of Salisbury to whom the Society is greatly indebted.

# Early Days on a Small Working

by H. J. Lucas

Gold mining in Rhodesia in the early days was a very interesting and at times a dangerous occupation.

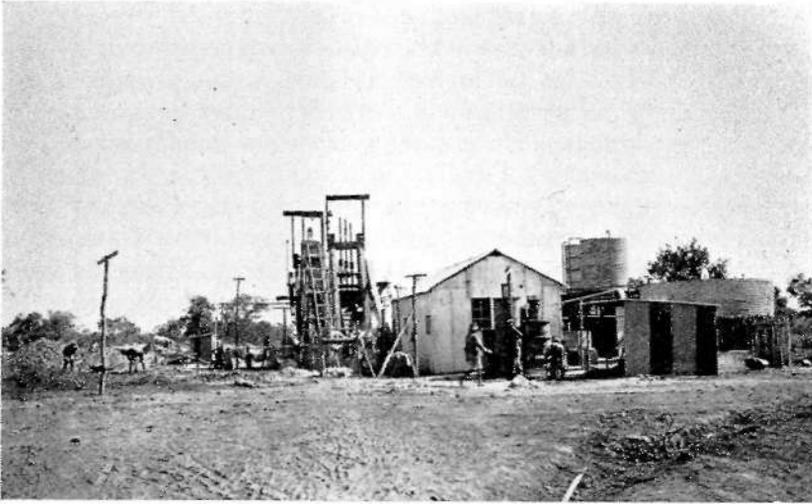
Looking back on it all I realise that we took great risks with machinery and underground works. The British South Africa Company's laws were very slack regarding mining operations. The laws were there but the Company had not the staff to enforce them. In the first place the outside districts were very thinly populated and the few mines and farms were widely scattered, many away out in the blue and in the most inaccessible spots, and the so-called roads were just sandy tracks across the veld. In the rainy season these tracks and the drifts across the rivers could not be used as the rivers would be in flood and there were no road bridges across the rivers at that early date. The drifts across the rivers were made by tipping big stones in the river-bed at the place of crossing. If there was only a few feet of water in the river the wagons could cross, but the running river was always displacing the stones leaving holes in the sand in which the wagon wheels would be stuck.

The mining and machinery inspectors and other Government servants all had very big districts. As an instance, in about 1904 to 1906 period the Mines Inspector with one assistant had to cover the whole of Matabeleland. There were only a few smallworkers in the country then and if there had been good roads and means of transportation or if the mines had been grouped within a small radius the inspectors could have coped easily enough. Motor-cars were not in use in Rhodesia at that time and if they had been could not have travelled on the dreadful roads of the period. The Government inspectors travelled in four-wheeled buckboards drawn by four mules, travelling at the rate of about six miles per hour if the roads were dry. In the rainy season the Government inspectors only visited the places they could get at by means of the railway or coach.

I lived in the depths of the wilderness in Belingwe, far from the coach road and further from the railway. All the transport was by mule cart or coach for light transport and by ox and mule wagon for the heavy stuff and our lives were governed by the weather and the state of the roads.

The Belingwe Police Camp and Magistrate's Office was the centre for the Belingwe District. The General Store was there as was the telephone from the Police Camp to the Railway Siding at Balla Balla. This phone was the only one in the district and was our only link with the outside world when the rivers were in flood and the roads impassable during the rains.

Many smallworkers did not employ an assistant and in the remote parts might not see a white man for a month or more at a stretch. A police patrol was supposed to visit each camp once a month but sometimes it was more than a



The author's Park-gate mine 1932-33. Twenty-five miles north of Que Que.

month between visits. The visit of the police chap was hailed with delight as he would have the news of the district and it was just fine to have someone to talk to. This was long before days of the wireless. The mail boy went in to the Police Camp for mail once each week and the weekly edition of the *Bulawayo Chronicle* was read from the first to the last page, including advertisements, and it did not matter that the news was at least a week old. In the rainy season we would often go weeks without mail, sometimes because the coach could not get through the flooded drifts and at other times because our post boy could not get through to the post office at the Police Camp. It was a lonely life for the white man. He could not sit and gossip with the Africans but often of an evening he would watch the boys laughing and gossiping around their fires and wish he could join in.

The mining laws were easy for the smallworkers under the Chartered Company. A prospecting licence cost £1 and entitled you to prospect on Crown lands and Gold Belt farms. Having located a gold-bearing reef you were allowed 30 days to prove your property by trenching or sinking a shaft on the reef. You then measured off your claim and put up a permanent beacon at each corner and registered your claim by paying a registration of £1. You were then the owner of the block of ten gold claims. You could be the owner of a gold mine for the sum of £2. The Mines Department had a whole flock of rules and regulations to protect the lands and buildings and other property of the farm owner.

A few smallworkers made good and took out plenty of gold but the majority lost money. One brainy chap, I forget who he was, said that if the gold won for a given year and sold at the price for gold ruling at the time—£4 2s. 6d. per ounce—the total gold won during that period would have cost £40 per ounce to produce if one took into account the money lost by all smallworkers during that period.

A Rhodesian smallworker had to be a Jack-of-all-trades. He often had to transport and erect his mill and machinery. It was generally a three- or five-stamp gravity mill, and he had to operate the whole outfit himself with only Africans to help. There were the mill and boilers, steam-engine and pumps. Often in a wet mine there was a steam-pump underground, indeed a nasty business as it is generally hot enough underground without a steam-pump. People who were doing well and had the capital would erect a small air-compressor to provide air to operate an underground pump. This was a very good stunt as the exhaust air from the pump helped to ventilate the mine workings and keep them cool. Suction gas and diesel engines were not in general use at this time and there were not many small mines with electric lights and electric power. Some years after this date diesel and suction gas engines came into general use and steam was not often used. The centrifugal pump was later perfected and came into use on the mines. I think one reason why electrical power was not used on the small mines was that the smaller sizes in electrical motors were hard to obtain and were very expensive.

I must describe the peculiar layout of a small mine. I did not see this particular one myself but it was described to me by a friend. The gold-bearing reef was at the top of a fairly high ridge. The mill, a five-stamp battery, was erected about half-way up the hill and water was pumped from a stream at the foot of the hill up to the battery. This meant that the ore from the mine was lowered half-way down the hill to the battery and the water was pumped half-way up the hill. This seemed a crazy layout but the owner, when questioned about it, had an explanation for it which smallworkers could understand. His first intention was to have the mill at the mine at the top and pump the water up, but when transporting the boiler up the hill the wagon overturned about half-way up and the boiler rolled off. He had no tackle handy to lift the boiler back on to the wagon so he decided to erect the mill at the spot where the boiler was.

I have always been able to get on well with my African helpers and had a small gang of really good key men, pump and timbermen, underground boss boys and hammer boys. I always paid them well and tried to be absolutely fair to them in every way and in return they gave me fair and honest service.

Our small mines were very tiny compared with the great mines of the Transvaal, America and Canada. We operated small mills of from three to ten stamps, but the man operating these tiny mines had problems peculiar to the job, problems unheard of on the big mines. For instance a man may be away out in the blue and miles from railway and main roads with maybe a hundred Africans under him and depending on him for everything. These Africans are all watching him and ready, at the least sign of weakness or indecision to take full advantage of any weakness. Every morning the Boss has a sick parade and has to prescribe for all sorts of ills, real and imaginary, and they all bring their family troubles for him to straighten out. One day when I was smallworking in the wilds of Belingwe, about 1905, one of my wagon drivers came to me and requested that I make his friend, who was another of my drivers, return his "wife" to him. The circumstances of the case were as follows: Driver No. 1 had

hired out his "wife" to Driver No. 2 for one month. At the end of the month Driver No. 2 was to return the "wife" to Driver No. 1 together with £1, for hire of the "wife". When the month was up Driver No. 2 refused to return the "wife" or to pay the £1 hire money. Driver No. 2 was not a very good driver so I sacked him on the spot and made my police boys see him off the property. The "wife" was very pleased to return to her lawful (?) husband and the husband seemed very glad to get her back but mourned the loss of the twenty shillings.

The Mines Department and Native Department were always demanding to have different forms and reports sent in duly filled in and this entailed a certain amount of office work, especially at month ends. Rations for the Africans of maize, meat and vegetables had to be arranged and the wood-cutting boys had to be visited. They worked away out in the veld and each boy had to cut and stack a cord of wood each day and if he did not cut and stack a full cord he got no ticket that day. I had to keep a book for the wood-cutting, number of cords stacked in the veld plus number of cords stacked at the mine minus the number of cords burned in the boilers for the month. That book was the bane of my existence, the darn thing never worked out properly.

It was necessary for the Boss to go down the mine each day, in the morning to inspect and see that the faces and roof of the drive were safe and that there were no loose pieces of rock waiting to fall and cause accidents. Another visit had to be made in the afternoon before blasting to see that the holes in which the charges were to be placed were drilled to the required depth and at the right angle for breaking the rock. Smallworkers very seldom had steam-hoists for hoisting the ore out of the mine, all the hauling being done by boys with a bucket at the end of a rope and lifted to the surface by a windlass. Worked by two boys, the hauling was done in stages of not more than 100 feet. On one property which my uncle and I worked in Belingwe in comparatively recent times (1910) we had oxen to haul the broken ore from the mine. Wooden sheer-legs were fixed over the shaft and two oxen were yoked to the end of a wire and at the signal they walked away along a pathway hauling up the bucket. The bucket was tipped at the surface and when empty was lowered by turning the oxen around and they walked back, steadying the descending bucket by the yoke. By this means we were able to use a larger bucket and pull a much bigger tonnage of ore per shift. The oxen, at first, had to be led and handled all the time, but after a few days they got the hang of it and the leader just walked beside them giving the order to start and stop. Indeed they did not need that as when the signal came from underground to haul they heard it and started off on their own, stopping at the right place at the end of the haul. I was astounded at the intelligence of the old trek oxen.

To go down a shaft in a bucket hanging from the end of a rope suspended from a windlass was quite a job and it took a lot of getting used to. The bucket was too small to take both feet and one stood with one foot in the bucket holding on to the rope with one hand, with a stick in the other hand to push against the shaft side to stop the bucket from spinning and swinging. Besides inspecting the faces of the shafts and drives the Boss had to see that the labourers engaged in clearing the broken rock from the faces after blasting and trammig

the rock to the shaft for hauling to the surface were at work. The timber boys at the loading boxes and stopes also needed watching. The faces of drives and stopes had to be sampled frequently to estimate the gold value of the rock being sent to the surface.

After coming up from underground it was necessary to visit the mill and cyanide works to see that the labourers there were pulling their weight. The boss boys were good and reliable. The mine could not have been run by only one white man without these boss boys, but they needed supervision. The mill and cyanide plants ran 24 hours a day including Sundays. The boys worked eight-hour shifts, the underground boys getting Sundays off. The underground morning shift for hammer boys, trammers and timber boys was from 7 a.m. to 3 p.m. There was no one underground from 3 p.m. to 11 p.m. as it was necessary to allow the smoke and dust from blasting to clear. From 11 p.m. to 7 a.m. the underground trammers cleaned the broken rock from the blasting face and trammed it to the shaft for hauling to the surface. The Boss often got up in the early hours of the morning and had a walk around as it was not possible to teach even the best of boys that it was dangerous to indulge in a little shut-eye at night when in charge of running machinery.

Rationing a large number of Africans out in the wilds was quite a job at times. Stuff like mealie meal and explosives was ordered in Bulawayo, our nearest town of any size. It was sent by train to Balla Balla Siding, our nearest point on the railway, and from there it was loaded on to ox or mule wagons for the trek of 110 miles to our mine. This trek by wagon took about five days in good weather, but in the rains if the rivers were in flood for any length of time it was not possible to say when the wagons would get through. It was only possible for people with plenty of money who could afford to lay in large stocks in advance for the rainy season. In addition to the heavy cost of the actual transport, there were the loading and forwarding costs at Balla Balla. We always tried to trade as much grain from the Africans as possible and ground it in a mill which we ran off the mill engine. We had a permit to shoot two big buck per week for meat for the boys. There was plenty of game of all sorts in Belingwe in those days. We got very tired of venison and occasionally I would buy an ox from the local Africans and shoot it. The boys loved cutting it up and handling the meat. It was served out when still hot and they would grill it over their fires and eat it half-raw. We, of course, got the best cuts but could not take much as it did not keep long in the hot weather and there were no refrigerators in those days. Vegetables were a problem. According to the mining regulations the boys were supposed to get vegetables twice a week, but fresh vegetables were not known in Belingwe. We used tinned vegetables, but at the price it was out of the question to buy tinned vegetables for the boys. They got wild spinach, pumpkins and kaffir melons, also a liberal supply of native tobacco.

There was a pay day for the boys every fortnight and the local storekeeper was always ready to cash a cheque and so get rid of his accumulated small change and cash. There were no banks in the country districts in those days, so



The author's wife and two sons outside the house at Park-gate mine. A typical small working dwelling, 1932-33.

at month ends our gold bars had to be taken to the post office in Belingwe and sent into Bulawayo by coach and train.

Kaffir beer in the compound had to be controlled. The law allowed the Africans to brew beer in their kraals but there were no laws to limit the amount brewed. If we had allowed unlimited beer in the compounds at all times there would not have been much work done, so beer was allowed to be sold in the compounds only at the weekends and from midday Saturday until midnight Sunday. The beer was sold at the price fixed by the Government and this allowed a very good profit to the brewers. A list was made of those wishing to brew beer and each week two or three, according to the number of boys in the compound, were allowed to brew and sell beer. The brewers were responsible for keeping order amongst the drinkers and if an undue amount of fighting took place the brewers for that week lost their turn when next it came round. This was indeed a hardship in view of the good profit made by the sale of beer.

A friend of mine who was not doing too well at his small mine said to me, "I wish my boys would form a syndicate and take over the mine and give me the sole right to brew beer in the compound at weekends. I could do much better at brewing than at mining."

If not watched the Africans sometimes put a certain root in with the beer, which raised the alcohol content of the beer away up. When drunk on this the boys seem to get mad, many have been gravely injured and quite a few murders have resulted from the use of this root in beer. I was running a small mine in the Queens Mine district in 1930 or thereabouts, I forget the exact year, and had a lot of trouble with the use of this root. The boys were quite mad and uncontrollable when drunk. The use of the root was prohibited by law but I found that

it was difficult to get the police to take action. The police sergeant told me that due to the extreme difficulty of proving the presence of the root in the beer quite often the case could not be proved. The natives in this district were mostly from the Queens' Kraal which was situated there in the days of Lobengula, the Matabele King. This kraal was the residence of Lobengula's wives. Most of the natives in this district were of pure Matabele descent and very proud of the fact. They did not like the whites and did not try to conceal their dislike.

In the early days, and right up to the start of the first World War it was recognised that on the small mines it was impossible for the white man in charge to do the blasting in all the faces of the mine, so he was allowed to train intelligent boss boys to charge the holes with explosives and light the fuses. These boys were carefully trained in all the points of loading and blasting and also in the rules and regulations for safety in avoiding accidents underground. The boy was then taken to the local Native Commissioner and Magistrate, both posts were held by the one man in the outside districts, for examination. The Magistrate, of course, had no knowledge of mining but he had a printed list of questions and answers supplied by the Mines Department. If the boy could answer the questions to the satisfaction of the Magistrate he was granted a blasting certificate.

I once had a friend staying with me on the Suffolk Mine, Belingwe, sometime about 1910. One cold evening I wished to visit the boys sinking a small prospect shaft near the house. This friend had worked on one of the Rand mines and was badly shocked at what he saw. When we arrived we found the boss boy was sitting close up against the fire-box of the boiler and making up his primers for blasting. He was nipping the detonator on to the fuse with his teeth and then pushing the detonator into the stick of gelignite used as the primer. I was alarmed to see him so near the fire with the explosives but as for the rest, we had no nippers for nipping the detonator on to the fuse and I had nipped many a detonator with my teeth. For fuse lighters we cut a stick of 40 per cent gelignite lengthways into four pieces and rolled the pieces between the palms of the hands until they were about eight or ten inches long. It was not until some years later that the Mines Inspector wished to see our fuse lighters and nippers for detonators.

When charging the holes for blasting underground it is necessary to use a wooden rod for the purpose of tamping in the sand or clay on top of the charge to make it airtight. Wooden tamping rods are supplied for the purpose, the use of a metal rod for tamping being strictly forbidden as there is great danger of the metal striking a spark from the rock and igniting the charge. This is a very real danger and could mean that the man doing the tamping and others who are near would be killed or injured. When working for my uncle on the L-reef, Belingwe, I had a young boy of 16 staying on the mine. As his guardian wished him to be employed usefully where he could learn all about mining, we had him making himself useful at different jobs underground. One afternoon I was down the mine at blasting time and was walking down the main drive to the face when I heard a loud rattling and the boss boy shouting. I ran along to the face and found the young white chap ramming a charge of gelignite, the primer and

detonator, into the hole, and the boss boy trying to stop him by hanging on to his arm. The good Lord only knows why the charge did not go off and blow them both to kingdom come, or wherever it is that Rhodesians go to. That boss boy was good. He appreciated the danger, but instead of running away he stayed to try and stop the youngster from using the pipe. This incident happened in 1908.

I once had a nasty experience whilst managing a small mine in the Sininombi district about 30 miles from Que Que on the road to the Zambezi. It happened in the year 1934 at the Park Gate Mine. The main shaft was 80 feet deep down to the first level. It followed the reef at a steep angle, ore was pulled in a bucket fitted with wooden runners running on rails and the bucket hauled by a windlass on the surface worked by two boys. There was a ladder way down the shaft for the use of the people working in the mine. One morning at about 7 o'clock I was called from my office by a boy shouting that Dabulamanzi had fallen down the mine and was killed. He was one of the hammer boys and had fallen on his way down to work. I went down to the bottom of the shaft and found the boy lying there in a terrible state, a large hole in the back of his head, right leg broken at the thigh and below the knee, and it felt as if most of the ribs on his right side were broken. My boss boy had started to put splints on the leg but the boy was not conscious and as far as I could see he was not breathing, and I could not detect any pulse or heartbeat. It seemed to me that the boy was dead so we strapped him on to a stretcher and sent him up to the surface. But, as we were taking him from the bucket at the surface, he came to life and began to mutter and moan. We hastily splinted the leg and bandaged him and I put him on the back of the light truck on two mattresses. I took two boys along to look after him on the trip to the hospital at G & P Mine, Que Que. Several days later I saw the doctor who said, "That boy is making a wonderful recovery but he has syphilis and I may have trouble in getting the bones of the leg to knit." The boy held his own for nearly two months but at the end he died of a form of blood-poisoning due to the syphilis.

This accident was reported to the Inspector of Mines by me at once and the Inspector had been out and held an enquiry. He examined the place where the accident happened and took evidence from the boss boys and other boys who were there at the time of the accident. The evidence was conflicting. Two of the brothers of deceased said the boy had fallen from near the top of the ladder near the top of the shaft, and two other boys said that he was more than half-way down when he fell. But when pressed by the Inspector they said, "Yes, we were mistaken, he fell from near the top." A boss boy said that he saw the boy sliding down on the rails just before he fell, and four of the hammer boys, who did not witness the accident, said that the boy Dabulamanzi was in the habit of sliding down on the rails and very seldom used the ladder way. He would grasp the rails by hands and toes and slip down on the rails, a very dangerous practice that was strictly forbidden.

When Dabulamanzi died I was summoned to attend the Magistrate's Court. The Magistrate later decided to hold the court at the mine in order to view the scene of the accident and to have all of the African witnesses near at hand. My office became the courtroom.

On the day appointed for the trial the Magistrate duly arrived accompanied by his interpreter and clerk and two African police boys. A white policeman followed the Magistrate's car on his motor bike. The Mine Inspector arrived about 30 minutes before the Magistrate did. I could see that the Magistrate took a very dim view of the mine and everything connected with it. He inspected the shaft, from the surface, and then started the proceedings. He examined the witnesses and seemed to pay great attention to those who said that the boy fell from the ladder but hardly listened to the ones who said that he was sliding down the rails.

He called me up and said that he felt that it was a grave case of negligence on my part. The Mining Inspector then rose and interrupted the Magistrate. He said, "Sir, I feel strongly that you should examine Mr. Lucas' witnesses before passing judgement in this case. If you do you will find, as I did at my enquiry into the cause of the accident, that the deceased was guilty of an infringement of the rules provided for the safety of the workers. If he had used the perfectly safe ladder way provided there would have been no accident."

The Magistrate then turned to me and said, "In view of what the Mining Inspector has just told me it seems that there is some doubt as to the cause of the accident. I therefore give you the benefit of the doubt and dismiss the case."

On reading over this article I find no mention of the fever—malarial fever and blackwater fever—both of which were prevalent in the outside districts in the good (?) old days.

The Medical Officer for the districts of Gwanda and Belingwe when I was first in Belingwe was Dr. Le Fever, who always called himself the telephone doctor.

During the rains when the roads were difficult, if anyone was seriously ill the Postmaster at Belingwe would call up the Postmaster at Balla Balla Siding who would get in touch with the doctor. A full description of the chap, his age and other particulars, were given the doctor and he would prescribe just what had to be done with the chap. Only simple remedies were prescribed which could be obtained locally as the nearest chemist shop was in Bulawayo about 110 miles distant. We all took quinine and epsom salts, a combination supposed to be excellent as a preventative of fever. We also, at times, took a wee spot of whisky, just to dissolve the quinine in our innards. A harrowing tale is told of the chap who was a total abstainer, drinking only lemonade and ginger beer. These soft drinks, as everyone knows, do not dissolve quinine and the quinine tablets accumulated in his innards and killed him. I do not guarantee the truth of this as I only got it at second hand. Anyway I myself have always been practically teetotal; I have swallowed many hundreds of quinine tablets in my time, and here I am at the age of 82 years and still going strong (more or less).

The name of Balla Balla Siding—this name was used in the early days. I think later it was known as Filabusi Siding.

In about 1907 this was all changed. They appointed additional medical officers and there was one for Gwanda and one for Belingwe. They were also gradually improving the roads and drifts and it was becoming easier to travel around in the district.

# John Norton-Griffiths : A Rhodesian Pioneer

by Dick Hobson

Sir John Norton-Griffiths, Bt., K.C.B., D.S.O., was a man remarkable in both character and achievement. Without formal qualification as an engineer, he yet carried out vast projects of construction and destruction which ranged in time and place from the building of the Benguela Railway to the mining of Messines Ridge. His abundant courage, self-confidence and energy were the typical resources of the pioneer, and the purpose of the present note is briefly to recall the part that Rhodesia played in the shaping of these qualities, the achievements they made possible, and the failures to which they contributed.

He was born at St. Audries, Somerset, on 13th July, 1871, the son of a Breconshire building contractor, John Griffiths. He was educated at St. Paul's School in London until he was 15 and then articled to Wetherby & Jones, a firm of architects. There followed two years later his first notable break with convention: giving a false age, he enlisted with the Life Guards. He was bought out and sent to Natal with Percy Kimber, one of the three sons of Sir Henry Kimber who emigrated to South Africa under the auspices of the Natal Land and Colonisation Co., of which Sir Henry was a director and later chairman.<sup>1</sup>

Natal was a brief interlude, for in the same year of 1888, Griffiths moved up to the Transvaal, where the discovery of the Witwatersrand had led to a gold rush two years before. Mining conditions were still on a small scale and somewhat primitive, and it must have amused Griffiths years later to be able to record that he obtained his first post in mining at the age of 17 as "sub-manager" of the Tharsis Gold Mining Company,<sup>2</sup> which briefly held part of the farm Paardekraal on the west Rand. Between 1889 and 1895, Griffiths moved on to the Ferreira and Crown Reef companies, working in the mine, mill and cyanide sections and in assay offices.

At the end of 1895, Dr. Jameson embarked on his disastrous raid, and it may have been involvement in this which caused Griffiths to move on. The opportunity arose with the formation of the Mashonaland Field Force, a column of mounted infantry under Lieut.-Colonel E. A. H. Alderson which was sent by the Imperial authorities to the relief of the Rhodesian settlers during the insurgencies of the Matabele and Mashona.<sup>3</sup>

As Gann<sup>4</sup> has noted, the force was fundamentally composed of men chosen for their suitability to the "commando" type of operation envisaged, but there were other regular troops and volunteers who brought the total to about 1,500 Europeans. Alderson's basic unit was the sub-section of four men which chose its own leader. Seven sub-sections made a section commanded by a subaltern,



Officers of the Mashonaland Field Force 1896.

*Standing l. to r.:* Lieut. Fox, Lieut. J. S. Brabant, Capt. MacQueen, Lieuts. Ash, Mundell, Norton-Griffiths, Money, E. Tyndale-Biscoe.

*Centre seated:* Capt. J. J. Roach, Maj. Gosling, Col. Des. Moleyns, Maj. Hopper, Capt. Walsh.

*Front:* Lieut. Elicot, Capt. Harding, Lieut. Godley.

*(Photo.: National Archives)*

and four sections made a company. The force moved from Cape Town into Mashonaland through Beira, and in July 1896, Griffiths joined it at Beira as a sergeant in Honey's Scouts, a group of 15 volunteers (recruited by Wilfred Honey, a former magistrate at Tuli) which moved ahead of the main bodies.

Alderson's force arrived in Salisbury in August 1896 after several actions, and in October, a strong element of it captured the headquarters of the Mashona spirit mediums, Matshayangombi's Kraal in the Hartley district. Of this period—29th September to 25th October—Griffiths left a rough diary which describes vividly some of his first experiences of war.

It begins with their departure from Charter towards Matshayangombi's on 6th October—a party of 120 troops, mounted infantry, the Natal troop and Scouts under Major Jenner. The Scouts' first task the next day was to find water, and this turned out to be three small pools which they shared with the horses and mules: "25 per cent mud, 15 per cent weeds and the other 60 per cent water." On 8th October, Griffiths found the deserted Beatrice Mine, where three men had been murdered earlier and thrown down a shaft. "We saw the blood marks where the men had been murdered . . ."<sup>5</sup>

On 9th October, a half-section of Scouts flanking on Griffiths' right was fired on from fortified kopjes. "All told we were about 50 men dismounted. We then charged up side of kopje, fighting hard, and a goodly hottish fire from the

enemy. We drove them out here and continued chasing across very rocky country—very woody and full of kopjes—killing a great number—bullets whizzing all round us . . . continued the chase till dark shooting and killing the whole time . . . three hours continuous climbing, rocky kopje fighting—hard work, I assure you—a very funny sensation—bullets whizzing around you, and they sound very peculiar . . ."

On 10th October, the Scouts moved ahead of the column and met the main Salisbury column under Lieut.-Colonel Alderson, of which some 200 men were by then attacking Matshayangombi's Kraal. The following day, Griffith's party of scouts led Major Jenner's column into Matshayangombi's country, and on 12th October there was "a day of hard fighting" at Chena's Kraal during which Jenner's force was ordered to attack the rear of the enemy position, involving a gallop between two enemy-held kopjes in which three of the horses were shot dead.

Then, calling Griffiths to his side ("he has formed a very high opinion of me") Jenner led his men in skirmishing order across some 300 yards of enfiladed open ground under cover of three rounds of 7-pdr. fire. They took cover behind rocks at the foot of the kopje, where a 19-year-old scout, P. J. Botha, who was close enough to touch Griffiths, was shot dead before Jenner and Griffiths could lead the charge up the kopje and into the kraal, which cost another two dead<sup>6</sup> and several wounded.

Griffith's bearing during this period was brought by Major Jenner to the attention of Lieut.-Colonel Alderson. Before leaving for Salisbury to meet Rhodes, Alderson told Griffiths he would recommend him for a commission in "the new Police Force".<sup>7</sup> Griffiths replied that he would join if he got a commission, but otherwise "I should like to remain with the troops while in the country and when they went should like to go with them."

Subsequently, Griffiths was mentioned in the despatches of the Deputy Commissioner and Commandant-General in Rhodesia, Sir Richard Martin.<sup>8</sup>

Griffiths accepted the offer of a commission in the B.S.A.P., and in March 1897 he was a lieutenant and second-in-command of Fort Martin under Captain R. C. Nesbitt, v. c., when the post was attacked by several hundred of Matshayangombi's people and three of the garrison killed. Griffiths made an excellent sketch of Fort Martin for Nesbitt which is now in Rhodesia's National Archives.<sup>9</sup> Griffiths was later captain and commanding officer at the Hartley and Lomagundi posts, but resigned his commission to take up mining claims in Matabeleland and to establish himself with the important-sounding titles of consulting engineer and managing director of the Rhodesian Mining and Development Company.<sup>10</sup> Early in 1899, however, he returned to England on the death of his father. He missed his ship at Beira, and went on to Zanzibar by coaster to await another ship, thinking, as his widow recalls, that "Zanzibar was the most amusing place to stay in." By this mischance, he met there his future wife, Gwladys Wood, a gifted singer and musician who was on her way home from a visit to her brother in Johannesburg.

In England he persuaded the Chartered Company to back him in the

development of his claims, and returned to Africa without, however, taking Miss Wood, to whom he was now engaged.

On 11th October, 1899, the British representative in Pretoria rejected the ultimatum presented by the Transvaal Republic, and the South African War began with a miserable succession of failures for the British forces.

Griffiths abandoned his mining interests, and like many hundreds of his compatriots<sup>11</sup> set off for Gape Town, where he had been offered command of a squadron of a colonial unit, Brabant's Horse, raised by the Captain (now Colonel) John Brabant who had been slightly wounded in the attack on Matshayan-gombi's kraal.<sup>12</sup> By this time, however, Field-Marshal Lord Roberts had been recalled from semi-retirement as Commander-in-Chief, Ireland, to retrieve the situation in South Africa. Immediately after Roberts landed at Cape Town on 10th January, 1900, he promoted Colonel Brabant to brigadier-general and sent his Colonial Division to the centre sector "where his men's aptitude for guerilla warfare and living hard would be seen to the best advantage".<sup>13</sup>

Griffiths did not remain long under Brabant's command, however. Roberts also formed a personal bodyguard composed of men selected from all the colonies, and Griffiths was chosen by Roberts himself as its captain and adjutant.<sup>14</sup> In this position, Griffiths accompanied Lord Roberts on his swift and brilliant campaign that culminated in the relief of Kimberley by Major-General John French on 15th February, and the surrender of Cronje at Paardeberg on 26th February, 1900. He was mentioned in despatches three times.

At this time, the "amateur" bodyguard was disbanded, and Griffiths returned to England to further his career in mining engineering.<sup>15</sup> On 22nd May, 1900, he called at the Institution of Mining and Metallurgy in New Broad Street and completed a form of application for membership, describing himself (incorrectly) as being over 30 years of age (in order to qualify for full membership) and, correctly, as having had more than the required minimum five years' practical mining experience in responsible positions in South Africa and Rhodesia. He gave his own address as the Salisbury Club and a City address for his company, whose new title was "Griffiths Rhodesian Mining and Development Company". He added that he was a member of the Salisbury Chamber of Mines and a Justice of the Peace for Mashonaland, and "late Captain and adj.: Lord Roberts Body Guard S. African F. Force". At about the same time, Griffiths successfully applied for membership of the American Institute of Mining Engineers.<sup>16</sup>

Nevertheless, 18 disappointing months went by before there was a taker for his talents on the English market. It was not until August 1901 that he was given a commission by Herbert Stoneham to survey an alluvial gold project in West Africa. He married Miss Wood in September and took her to America, where he went to study dredging machinery, before spending a year (at £5,000 a year) on the Ivory Coast as resident managing director of the Grand Bassam field near Abidjan.

He returned to England to set himself up as a consulting mining engineer, and in this position was introduced to a group of financiers (Frank Hilder, Atholl Thorne and Temple Paterson) for whom he prepared an unfavourable report on

a mining scheme in the Nile Valley. This led to a discussion of the building of the projected Benguela Railway, the brainchild of Robert Williams and his Tanganyika Concessions. Political, engineering and economic problems were considerable, and the first contractor, George Pauling, builder of the Rhodesian railway system, had backed out after completing a wooden jetty and a few miles of light line out of Benguela.

Griffiths had seen something of Pauling's construction work on the Beira-Umtali line, and believed the contract was within his abilities, although (as his wife pointed out) he was an engineer rather than a contractor. It says a good deal for Griffiths' personality that despite his slender qualifications, his offer was accepted. As he found on a visit to Angola soon afterwards, the problems were daunting enough. The proposed terminus at the seventeenth-century Portuguese settlement of Benguela was, he considered, dangerous and unsuitable. With the aplomb for which he later became famous, Griffiths bribed the ship's captain with £100 to put into the then almost uninhabited Lobito, where there was a superb natural harbour, and on the basis of this inspection, he returned to London and put in a confident report.

By May 1905, when he and his wife sailed out to begin work, the concession for the first section of the line had only 18 months to run, and in this time, he had to build 160 kilometers of permanent way—including a 3,000-foot escarpment—to Katengue. It says a good deal for Griffiths' abilities that he completed the contract with three days to spare. By that time, he had a labour force of over 10,000 men, had used camels to carry water, had laid up to three kilometers of track a day—and had over 1,000 miles to go to Katanga.

In 1908, Griffiths returned to Angola and completed a further 250 miles of the line before the slump in copper shares hit Tanganyika Concessions and the syndicate stopped work. (In the ultimate, the line did not reach the Congo border until 1929, and the five-mile rack and pinion section which Griffiths laid over the steepest escarpment—to avoid a 40-mile detour—was not converted to normal track until 1948.)

With this undoubted triumph behind him, Griffiths was able to attract all the capital he needed, and with £100,000 from Lord Howard de Walden, he formed Griffiths & Company at Griffiths House, London Wall. He built the longest section—500 miles— of the 2,000-mile longitudinal railway in Chile, and with a Yorkshire contractor, Sir John Jackson, he built the 285-mile railway from Arica in Chile to La Paz in Bolivia. These enterprises took him to South America for half of each year from 1909 to 1914, and in the remaining half of these years he took drainage contracts in London and Manchester, built an aqueduct of 105 miles in Baku, bought land in Calgary to set up a model colony, and won contracts for a harbour in New Brunswick and the first skyscraper in Vancouver. The First World War began as negotiations broke down on the building of a railway from Sydney to the Queensland border.

Not satisfied with these activities, he accepted Dudley Docker's suggestion and stood successfully for the Conservatives at Wednesbury in January 1910, rapidly gaining the nickname of "Empire Jack". His widow recalls that "his political programme was always an Imperial Parliament and Imperial Preference,



John Norton-Griffiths.

*(Vandyk, London)*

and he always accompanied his electioneering speeches with a large map of the Empire. A cable from Sir Robert Borden, Prime Minister of Canada, addressed to 'Empire Jack', London, was delivered without delay, and I believe the cable is still in the Savage Club ..."

One of his biographers<sup>17</sup> has described Griffiths at this time as a typical

pioneer, prospector and wildcatter—self-confident, reckless, with an ungovernable temper, with no humility and no understanding of it in others. He was tall and powerful, handsome and attractive, over-generous, extremely popular, lacked business ability, was bad at choosing subordinates, and backed with his own money a number of disastrous schemes.<sup>18</sup> For the time being, however, his qualities carried him from triumph to triumph: the account for his faults was yet to be rendered.

In the *Pall Mall Gazette* of 21st July, 1914, Griffiths advertised that "all Africans, Australians, Canadians and other Britishers who served in either Matabeleland, Mashonaland, the South African War . . . should apply to Mr. John Norton-Griffiths MP". After 4th August, from the several thousand volunteers who came to his office, he chose 500 to form the Second King Edward's Horse, the only force of irregulars to achieve official blessing.

When the war bogged down into trenches, however, Griffiths sought an application of his engineering experience, and suggested to a sceptical War Office that his Manchester sewer navvies could apply their technique of working in heavy clay to tunnelling beneath the German lines. The scepticism faded when just before Christmas, an Indian unit was blown up at Festubert. Lying on the floor of Lord Kitchener's office, Griffiths demonstrated "clay kicking"—digging with a long light spade held in front of the feet to save space and prevent falls.

Between Givenchy and Festubert, Griffiths found the right conditions, and brought 66 miners to France a week before the 16th Lancers were blown up at Ypres. On 17th April, Hill 60 in front of the British lines disappeared in an enormous explosion, and from this success, Griffiths turned his attention to the Messines Ridge. Promoted lieutenant-colonel, he started work in April 1916, and after setting the machinery into motion, took two months' leave to settle his contracting business, and was then attached to the Ministry of Munitions. On 17th June, 1917, nearly a million pounds of ammonal were exploded, and the Canadians advanced over some 10,000 German dead and took over 7,000 prisoners. The tunnelling companies of the Royal Engineers eventually totalled 35,000 men. Deservedly, Griffiths was awarded a D.S.O.<sup>19</sup>

His most extraordinary exploit was still to come. Late in 1916, the Director of British Military Intelligence, General McDonough, had outlined the prize likely to fall into German hands if they overran Rumania—chiefly 7,500,000 tons of grain and 1,500,000 tons of fuel from the Ploesti oil field, much of which was British-owned. The Russian revolution of February 1917 led to a collapse of the Rumanian front, and the situation became daily more serious. The Allies had purchased the 1916 harvest, but Rumanian reluctance to destroy their oil wells seemed to have left it too late.

Griffiths was asked if he would attempt the destruction of the oil industry single-handed. Travelling with his batman through Sweden and Russia to Rumania, Griffiths found the Rumanians more inclined to hand over the industry to the Germans than to ruin it. Aided by the prevailing chaos, Griffiths set about his task, to destroy everything within a 20-mile radius. With flaming petrol, with blocked drill-holes, with acid to rot boilers, with smashed machinery, Griffiths

carried out an orgy of destruction over 200 square miles. Keith Middlemass estimates that he achieved £50,000,000 worth of damage in a few sleepless days and nights—more than the might of the U.S. Air Force in 1944. The oil industry went out of production for months.

On his return to England, Griffiths was knighted (K.C.B.), and his First World War honours included three further mentions in despatches, the Legion of Honour (1918), the Order of St. Vladimir (1917)<sup>20</sup> and the Grand Star of Rumania (1917).

In 1917, Griffiths adopted by deed poll the name of Norton-Griffiths, and as Governing Director of Sir John Norton-Griffiths & Co. Ltd., set about the reconstruction of his firm. By the end of the war, he had built slipways at Middlesborough, a dry dock at Dublin, enlarged the Tyne shipyards, and built Catterick aerodrome. In the first days of peace, he formed the "Comrades of the Great War" to help restore the morale of unemployed ex-servicemen, but left in 1920 when it fell into the control of politicians.

He retired from his Wednesbury seat in November 1918, but won Central Wandsworth the following month and remained in that seat until 1924. In 1922 he was created baronet.<sup>21</sup>

Norton-Griffiths was now apparently at the peak of success, with many and powerful friends, with wealth and social position at his command. But the complexities of business and finance now began to tell against the brusque pioneering methods: he was becoming an anachronism. Poor administration, badly-chosen subordinates and unfortunate investments were followed by a contract for the second heightening of the Aswan Dam in Egypt, in which cumulative errors and misfortunes brought him to the brink of ruin. In a last ruthless gesture he took his own life with a pistol.

He was brought back from Egypt to be buried at Mickleham, near Dorking, where he spent the first years of his married life. He left a widow, who is now 96 and lives in London; two sons of whom the younger was killed at Dunkirk, and the elder, the second baronet, Sir Peter, is a former managing director of Belgian Shell; and two daughters, one of whom is the mother of Jeremy Thorpe, the leader of the Liberal Party in the House of Commons. Sir Peter's two sons, John and Michael, are both in Africa—John as a chartered accountant in Zambia Michael as a zoologist in Tanzania.

The last word may be left to Keith Middlemass: "He was the expression of all that characterised the empire builders of the Edwardian era . . . In an ideal world Norton-Griffiths should have been a condottiere, a guerilla general; it was his fate to blunt his energies in the service of a hard master, international finance, and to emerge disillusioned and drained by the circumstances of his life, with customs and habits which the world had made archaic."

#### NOTES

1. Sir Henry Kimber, Bart, founder of a London legal firm. First M.P. (C) for Wandsworth 1885-1913—a constituency Griffiths himself was to hold 1918-1924. The Natal Land and Colonization Company was founded in 1861 to colonize Natal with English settlers, and many distinguished Natal families are descended from it. The most famous recruit, however, was Cecil Rhodes who came to the company's cotton plantation in the Umkomaas Valley in 1870-72 before leaving for Kimberley. The company lost heavily on its agri-

cultural enterprises and turning to urban property, was at one time the largest land-owning concern in Durban. Two of Sir Henry Kimber's sons remained in South Africa, Walter as a Durban lawyer, Percy as a farmer near Howick, where two great-grandsons of Sir Henry continue to farm. There are a number of other Kimber descendants in South Africa.

2. Subsidiary of the Tharsis Sulphur and Copper Company of Glasgow, whose fascinating history has been related by Professor S. G. Checkland of the University of Glasgow in "The Mines of Tharsis" (Allen and Unwin, 1967). Of interest here is the story of J. S. MacArthur, a Tharsis chemist who with the brothers Forrest patented in 1887 the cyanide process of gold extraction which made the exploitation of the low-grade Witwatersrand ores possible. The heavy royalties exacted by the owners of the patent (Cassel Gold Extracting Company) led to the South African mine owners' refusal to pay and a classical legal case which the company lost.
3. Later Major-General Alderson in World War I. For a full account see Alderson, Lieut. Col. E. A. H., "*With the mounted infantry and the Mashonaland Field Force, 1896.*" (Methuen, 1898.)
4. Gann, L. H., "*A History of Southern Rhodesia.*" (Chatto and Windus, 1965, p. 138.)
5. The official accounts take note only of the murders of Koefoed, a prospector, and W. J. Tate, a mining engineer, on June 16. Griffiths refers to "two white men and a Cape boy".
6. The other two dead were Tpr. John Selby Coryndon and Pte. Charles Grapes. Coryndon was a brother of Sir Robert Coryndon, who was later successively governor of Uganda and Kenya.
7. Alderson by no means completed the destruction of Matshayangombi, and it was left to Lieut.-Col. the Hon. F. R. W. E. de Moleyns, commandant of the Mashonaland Division, B.S.A. Police, to achieve this in July, 1897.
8. Article in *Home Chat*, 13th October, 1900. His widow recalls that Griffiths also made a lasting impression on a young staff officer at this time. In the 1920s, General Sir Alexander Godley was delighted to find that the famous Norton-Griffiths was his "old scalliwag from Rhodesia".
9. See Hickman, A. S., "*Norton District in the Mashona Rebellion.*" (*Rhodesiana* No. 3, 1958, pp. 14-28.)
10. No company of this name was registered until 1910 and neither its directors nor shareholders show any obvious connection with Norton-Griffiths or the B.S.A. Company.
11. Gann, L. H., *A History of Southern Rhodesia.* (Chatto and Windus, 1965, p. 151.)
12. Brabant, a son of General Sir E. Brabant, joined the B.S.A. Company's police on January 11, 1890. See Hickman, A. S., "*Men Who Made Rhodesia.*" (B.S.A. Company, 1960, pp. 233-8.)
13. James, D., "*The Life of Lord Roberts.*" (Hollis and Carter, 1954, p. 282.)
14. David James (op. cit., p. 301) quotes from the reminiscences of an Australian private a scene in which "down from behind the stone cattle kraal to our left a group of Staff Officers rode at a walk. Behind them came a bodyguard of bearded Cape Colonists and Uitlanders. At their head rode a little old man . . ."
15. In his widow's recollection, Griffiths was acting on the advice of Rhodes, who he had probably met at Kimberley. This information, and the earlier reference to Griffiths' employment on the Rand, was provided by the I.M.M. (who sent a photo copy of the original application for membership form) and the A.I.M.E. On the application for the I.M.M., Griffiths' proposer is shown as Sidney H. Farrar, and his seconders were Charles J. Alford, Arthur C. Claudet and A. G. Charleton. He was elected a metallurgical member on May 30, 1900, and resigned in 1925.
16. Middlemass, K., *The Master Builders.* (Hutchinson, 1963.)
17. Gwladys Lady Norton-Griffiths writes: "He never bought a share which had nothing to do with his work, and he never speculated in the usual way. It was always a joke that he never made a penny except by the sweat of his brow. One of his schemes was a motor scooter, which never did well, but the main one was the Latifah Iraq Estates which he and his friends underwrote. They were left with 90 per cent. He supported the market with everything he had in vain, although several years later a good deal of money came to me."
18. The full story of the "Tunnellers" is told in *War Underground*, by Alexander Barrie (Frederick Muller, 1962). The author says there is some possibility of the book being made the subject of a film.
19. Lady Norton-Griffiths relates that he was the last officer personally decorated by the Czar.
20. He took as his arms a combination of the crests and quarterings of the Norton and Griffiths families, but the motto and supporters were characteristically his own contribution: "*Dexter*, a Colonial soldier in the uniform of a trooper of the Second Regiment King Edward's Horse, resting the exterior hand upon a terrestrial globe in frame environed with a meridian; *sinister*, a labourer holding in the exterior hand a Jackhammer drill all proper." The motto is "Pro Rege et Imperio"—for King and Empire.

## ACKNOWLEDGEMENTS

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## REPRINTS FROM FRANK CASS

One of the latest, 1968, reprints from Frank Cass & Co. Ltd., of 67 Great Russell Street, London W.C.1, is Hugh Marshall Hole's "Old Rhodesian Days", at 42s. First published in 1928 it has long been out-of-print. It is a welcome addition to the growing list of Rhodesian reprints. It gathers together all those stories and incidents of the days immediately following the arrival of the Pioneer Column and recaptures the atmosphere of those exciting and adventurous days.

The Complete Frank Cass Catalogue (1969) contains details of 1,200 reprints, covering the world, all of which will be in print this year. There are about 400 titles covering Africa as a whole with only six specific to Rhodesia and another dozen or so covering the neighbouring territories of Zambia, Malawi and Bechuanaland.

Cass Ltd. will send the complete catalogue to any member of Rhodesiana on request.

# The Diaries of Harold Cookson

by W. D. Gale

## Part II

*(Mr. Harold Cookson, who as a young man helped open up the copper riches of Katanga, died in Salisbury on 17th March, 1969, at the age of 92. During his long life he earned distinction in several fields, notably in lepidoptery, in which he enjoyed an international reputation, with large collections in both the British and Transvaal Museums. Besides giving his name to butterflies, he also has a type of wildebeest named after him and he was the discoverer of Cookson's Falls in Uganda in 1902. This grand old man had lived life to the full and achieved much.—Editor.)*

The year 1905 opened with Harold Cookson, still prospecting on the Lualaba in the Katanga area of the Congo and somewhat weary of working on his own in fierce heat with scanty results. His main preoccupation on New Year's Day was an economic exercise—trading hippo meat for meal. He had shot two hippo the previous day.

"I had sent my boys over the yesterday afternoon to build a kitchen and huts, so I was able to start cutting up the hippos at once. Several of Mbebe's boys came over and helped. (Mbebe was the local chief.) There was the usual mess and noise and the Baluba were continually hiding some of the meat in the grass so as to return to it and steal it, but I soon stopped that. I had got all the meat cut in strips and put on sticks under a roof by 3 p.m. To dry the meat I made a table of sticks about three feet high and lit fires under it, burning only good dry wood. After that I gave what was over to my own boys and the Baluba, who seemed very pleased."

Hippo were plentiful in the river. "The night before last", he recorded on 2nd January, "I was woken up by shouts on the other bank of the Lualaba. A Baluba was shouting at a hippo which was crashing about in the grass trying to get at the mealies in his garden, and he was making wierd noises to scare it away. He shouted: 'Kuno, kerengi, wafwa'—'Come here, sir, I am dead.' "

Food was still a problem. "Mbebe says if I stay here tomorrow (at his village) I'll be able to buy about 15 bags of meal, so I will stay one day and then return to Vundavyabu. I am eating goat meat now and it is horrid after game. I am camped inside the stockade of the village. There are some big huts here, as big as I have seen in this country. They are rectangular in shape and about 15 ft. high, and on the top are three short spires of grass about three feet long. The walls are mudded but not thatched."

He had sent his boys to Ruwe, the headquarters of the company's mining operations, to fetch his rations and was anxiously awaiting their return. "I have been without flour for some time now and am dying for some bread." He also

expected to hear from Adams, the manager, that he could join the surveyor, Hayden, and help him in his work at the south end of the Nyilo Gorge. "I hope to goodness I can go as I have been over 15 months on the West Lualaba and am thoroughly tired of it."

Confirmation of his new job reached him on 5th January and he set out the next day for Ruwe after making arrangements for the sale of the hippo meat for meal, some of which he sent to other company representatives working in the area. On the way he got a further insight into the way of life of the pagan bush people.

"At lunch time a woman from Vundavyabu came in, having followed my capitao, Safili, and wants to be his wife. I questioned her and she says that she was captured some time ago by the Batelela near Kyumbu, which was her home. The Batelela sold her for calico to the Wambundu, from whom she escaped and ran to Vundavyabu. She doesn't like the chief and says she wants to be under a white man's protection. I told her she could come, and gave her a cloth."

On the trek he developed a sore foot. "This evening (Jan. 6) I looked at it and saw that it was a big jigger. I got Kulukulu, my boy, to take it out for me. Natives are very good at taking them out, and it is always advisable for a white man to let his boy take them out, for if the bag bursts in the skin the place is likely to fester. I have often seen niggers in villages here who have been too lazy to take the jiggers out, and in consequence their feet have got so sore and in such a raw, inflamed state that they could scarcely walk. Unless the bag of eggs is taken out the eggs hatch and the new jiggers lay new eggs."

He relieved the tedium of the march by pursuing his hobby as a lepidopterist and noting strange plants. 9th January: "I caught a butterfly today which I have not seen before, a medium sized yellow with black tips to its wings. Near the Mabuya River and again near the Luila River I passed through some regular beds of a lovely purple-blue iris of good size. They looked most beautiful. I also found an extraordinarily shaped red flower which I have not seen before. It was a wonderful shape and would puzzle a botanist to describe."

He found Ruwe suffering from a labour shortage, but the food difficulty seemed to be over. He spent only one day there and then set out to join Hayden, whom he tracked down four days later in hilly country. "I got a most glorious view to the west over the Lualaba valley and hills with clouds lying in the valley, like an October day in Scotland", he recorded on 14th January. The next day he climbed on to the Manika Plateau, about 5,000 feet above sea-level. "The plateau is a fine undulating plain with clumps of trees and small valleys like Salisbury Plain. It is an enormous plateau extending about 90 miles east and a long way to the north-east."

Harold Cookson's days were now filled with survey work, and arduous work it was, too, climbing up and down hills through all sorts of vegetation. The long grass was sharp and cut his legs badly. "My dress is always a pair of khaki shorts cut about four inches above the knee, and a khaki flannel shirt. I also wear for the sake of its pockets a light khaki coat with the sleeves cut off at the shoulders."



Chimurule copper mine, Congo. (Developing photographs, 1906.)

(Photo.: National Archives)

Snakes were a hazard. On 12th February, "as I was walking through the bush I almost went on to a big black mamba which came towards me with its head up for about a yard and then went away. It gave me a great start". The small mopani bees were a nuisance when he was observing. "I could hardly keep still." On several occasions he records that he was nearly driven mad by them, especially when he was working in a deep gorge through which the Luvali River ran. By 20th February he had completed his work in the rough country and found himself back on the Lualaba.

He was entranced by the bird life and the little veld creatures. "I saw a most beautiful silver green frog, or rather a green frog with a lovely silver shine on it. There are some little black birds along the Lualaba with a very long tail and a red stripe on the throat. I also saw several beautiful grey bitterns, the colour of a kitta wake gull."

He built beacons at various points in a wide semi-circle which led him back to Ruwe, which he reached early in March. He did a round of the beacons in the vicinity and had another encounter with a black mamba. "It was lying coiled up but on hearing or seeing me it quickly and noiselessly glided away into the grass."

He was critical of the work of two of the company's prospectors who had reported a gold discovery to Ruwe in somewhat extravagant language. "Rogers wrote that he did not like to say much yet about his discovery, but he would say that it was larger than Ruwe! Cowper wrote that he can't yet realise the

enormity of the find. 'It is marvellous and will certainly be an eye-opener to the world.' They are camped in 'Kangaroo Valley' and are apparently surrounded by gold-bearing mountains. They wrote other sentences like these—yet it appears that they only get five or six colours per pan in the surface soil over a large area, but nothing payable."

Cookson did not allow the monotony of his work or the isolation of his surroundings to dull his mind. As he tramped from beacon to beacon he kept his eyes open for anything unusual, such as the nest of a warbler which was suspended in long grass with two eggs in it. "The nest was made of grass and was ornamented on the outside with the shiny scales of a snake!" On 17th March he shot "a large black and white stork with a tremendously long beak, coloured black and red and with a yellow sort of comb near the base of the upper mandible."

He also kept abreast of world affairs as and when the mail reached him. In early March he learnt from the *Bulawayo Chronicle* that Port Arthur had fallen to the Japanese in their war with Russia, and later in the month he records that he was reading "Pickwick Papers" for the first time, and finding them "amusing".

And, of course, he was always looking for butterflies, especially types he had not seen before. He was delighted when he learnt on 5th April that an expert in England had found "ten new species among the first three boxes of my butterflies, which is very good". Two days later he caught two more butterflies that were new to him.

He was no admirer of the new Belgian administration which was trying to bring a semblance of law and order to the Katanga region. He thought their methods were unduly repressive. His entry for 8th April contains the note: "On April 5, when I was at Mwamvi's village, I noticed that all their sweet potatoes had been dug up, and asked why. They told me that the Belgian askari who had passed through a few days before to form the new post out west had stolen them all, and yet they were in the charge of two Belgian officers! The Belgians have no control over their men, and I believe are frightened of them."

Cookson's present contract with Tanganyika Concessions Limited was drawing to a close. He cleared up his surveying work and then set out southwards for Northern Rhodesia where he had been given the right to explore the company's concession area and peg anything promising on his own account. On his way out he came upon a village on the Luapula River whose inhabitants were adept at hunting hippo by canoe. "They stalk up very quietly in their light canoes," he recorded on 26th May, "and stab the hippo with a spear. The metal part is made of iron. To the butt end of the spear they tie a rope and insert it into a big piece of very light wood. When the spear is pulled by the hippo it leaves the float but still remains tied to it by the rope. The complete spear is about 6 ft. 6 in. long. The natives generally go after the hippo in several canoes at once so that if one is upset the others come to their rescue. The hippo gets excited and rushes wildly about and gets tired."

He carried two valuable items of equipment with him. One was a gramophone and he gave recitals at the various villages near which he camped for the

night. He always had large audiences of excited and awe-struck Africans. The other item was his camera and a developing box in which he developed the film. In those early days of photography both camera and box must have been rudimentary, but he obtained excellent results with them, as the illustrations to these excerpts show.

At the end of May he learnt from his friend, Harrington, at Fort Rosebery, that good hunting was to be had in the area, particularly sitatunga and lechwe, both red and black. Cookson was a first-class shot. With a new .30 Savage rifle he shot a reedbuck ram and then a lechwe ram, the latter at 250 yards. "On my shooting the lechwe a large spur-winged goose got up and I shot it flying", he writes. He spent some time in the marshes of Lake Bangweulu, but the vegetation was too dense and he had little luck. He roamed over a large area and on 21st June found himself camped at Chongola on the east bank of the Luapula.

"The whole march was through an enormous plain with trees on it every here and there. In places it was marshy, especially at the Bansa (?) River, where the water came up to my middle. At this river I saw some lechwe, but as we had meat and their heads were not good I didn't bother them.

"Seven canoes came to take me and my loads across the Luapula. The boys were really good canoe men, by far the best I've seen yet. They all stood up to row and, without seeming to put any strength into their paddling, went very quickly.

"Where I camped is at the edge of another large plain which stretches far away to the east. The natives told me that there were a lot of tsessebe on this plain, so I went out at about 3.30 p.m. After going a short way I saw a cow and a calf, which spotted me and ran off. I can quite believe that the tsessebe is one of the fleetest of African antelopes after seeing this one run away. It ran without any awkwardness, as one would expect from its shape, and it seemed to run very quickly without exertion."

Two days later he shot a fine tsessebe bull with horns 16½ inches long. He celebrated his success that evening with a pint of champagne, the first he had had since Christmas, 1903.

As he moved from village to village he was struck by the ignorance of the natives of the country around them. "They know only the villages within about 10 miles, and beyond that is a blank to them. I spent a long time today (June 25) trying to find out about game and the villages and water to the east and north-east, but with no result beyond the first nine miles."

On 28th June he saw a rare sight. "Just as I was turning in I saw the most beautiful meteorite I have ever seen in my life. It was towards the north and when I first caught sight of it it was about 45 degrees above the horizon. It continued straight towards the earth till it was about seven degrees above the horizon, when I lost sight of it on account of trees. It was intensely bright, of a greenish white colour, and it had a long tail which looked like smoke and dull red sparks."

He reached Mpika on 11th July and spent two bitterly cold days there hiring fresh carriers and stocking up with provisions and ammunition. His route to Fort Jameson lay through the Muchinga Hills and his first day's trek

was 18 miles to the Lubalashi River, a tributary of the Lubenene which flowed into the Luangwa, "so I am now on the Zambezi watershed after having been on the Congo watershed for about two years".

At Nawalia the boma was on a hill "overlooking the wide and flat Luangwa Valley which stretches away as far as one can see. There are some hot springs about a mile off called Chongo. Hall (the N.C.) told me that just where the Mpa-mazi River leaves the Muchingas there is a forest of petrified trees. He showed me a piece of one." The Luangwa in that area was a fair-sized river running between walls of sand about 10 ft. high.

"The river is not more than two feet deep and 40 ft. wide and runs slowly. The water is good. I pitched camp and afterwards went out shooting. I got a waterbuck and a cow, the kind with a white ring on the rump. This is the first time I have seen or shot the common waterbuck; all those I have seen till now have been Crawshay's waterbuck."

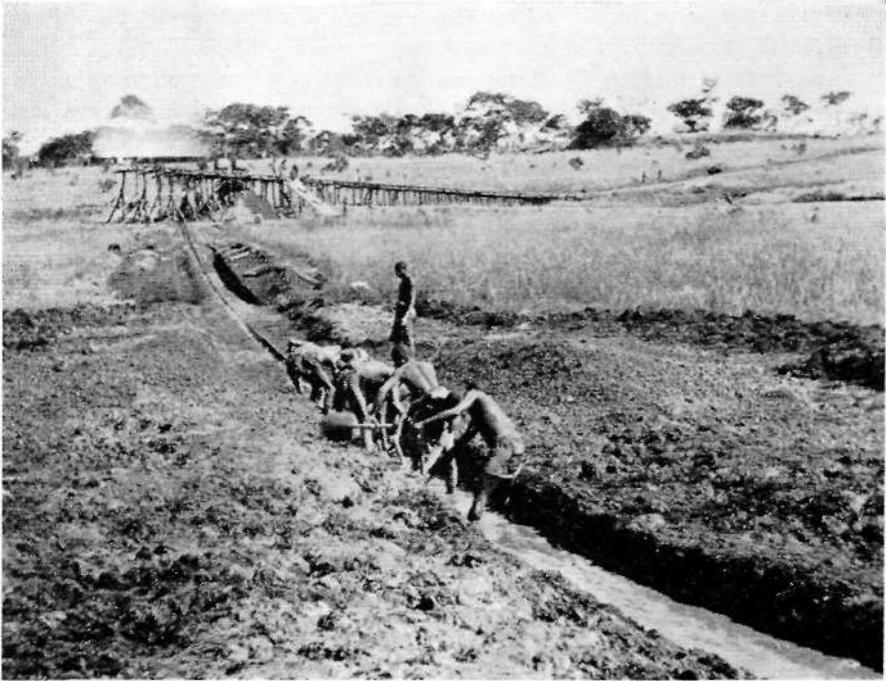
At a village on the Luangwa he noted that all the women wore quantities of large blue and white beads round their necks in long necklaces. "They also have a metal disc in their upper lip which makes it very long and project forward. They also put a piece of thin iron rod about four inches long below their lower lip." He photographed one of them.

On 23rd July he saw two small buck he had not seen before. "Both are very small. One is called kasangula and is smaller than a duiker, rather redder in colour, and the buck, according to the natives, has horns about two inches long. The other is very small also, and the natives say it feeds only at night and that neither the buck nor the doe have horns."

He was immensely interested in the bird life along the river. "There is the white-headed fish eagle which one can hear a long way off, two sorts of king-fisher, some herons, spur-winged plovers, Egyptian geese, crested cranes and the big red-billed black and white stork. Among the small birds are a green parakeet with a red head and a larger green one, rollers, hoopoes, wheatears, doves, etc. There is one velvety black bird with a longish forked tail, the size of an English hawfinch though not the shape, which is always to be seen near the grass fires. They settle low down on bushes close to the fire, so close sometimes that one wonders that they aren't scorched, and as the grasshoppers and insects fly away from the fire they dart down and catch them."

Impala fascinated him. "While I was out this morning I heard a roaring like that of a lion but not such a volume of sound. It was only an impala, courting and dancing before his wives. Later on I heard a noise like the bark of a hunting dog which my boys said was an impala. Impala is a most graceful buck. The way they jump when they run away is good to see. At a pool I watched some buck impala round the edge and drinking in company with a large herd of baboons. The baboons always gave way to the impala; if an impala was walking along and passed close to a baboon the latter would get out of its way."

On 2nd August he shot a gnu (wildebeest) which was to enshrine his name. "I was surprised at two things about this gnu. Firstly, its large size and then its colour and markings. Its colour was a sort of blue-grey on its back, and on its legs and stomach a lightish red or fawn colour. But what I was most astonished



Alluvial gold, Ruwe, Congo, 1907.

at were five distinct reddish bars on its sides." It was indeed a new species that had not previously been identified, and became known as Cookson's Wildebeest.

Four days later he was camped on the Luangwa "close to a creek of hot water which comes from a spring where the water bubbles up very hot and in great volume. I can just bear my hand in the water at the edge of the spring. It is at the south end of a long, narrow outcrop of sandstone running about north and south, and on either side of this outcrop, which rises above the flat surrounding country about 30 or 40 ft., is marshy ground. The natives get salt from the long grass growing in the marsh. They first cut the green grass, dry it and then burn it. The ashes they boil in water in clay pots, run off the water and boil it down and get a poor, dirty salt from it."

He was using his camera freely to record the wealth of bird and animal life, and unusual aspects of human life, along the river. 17th August: "I developed the spool of films which I took yesterday in the Kodak machine and they came out splendidly. I developed a dozen half-plates in it and they also came out well. It is a great boon to be able to develop films, or rather to sit in one's tent during the hottest and brightest time of the day and watch your boy turning the machine. Kodak certainly have done more to simplify photography than all the other firms put together. I have my developer in powder ready weighed and only to be dissolved in a certain quantity of water; the same with the fixing. All I do is to sit and look at my watch till five minutes are up, when I change the

developer, put some fresh water in the machine and then the hypo. The boy does all the turning!"

He roamed through the Luangwa Valley (now a game reserve) heading steadily in the direction of Fort Jameson. The area teemed with game and he shot good specimens of widebeest and other antelope. He preserved the skins of the best specimens for presentation to the British Museum.

He reached Fort Jameson on 8th September, 1905. "I went to the A.L.C. (African Lakes Corporation) and arranged to feed with them and sleep at the hotel. I will go to the coast by way of Blantyre as the Zambezi below Tete is so low now that the steamers cannot sail. There are boats sailing from Chinde on October 8 and 22; on the former date an intermediate steamer and on the latter a good regular mail boat which arrives at Naples only a week after the intermediate boat.

"Several new houses have been built since I was here two years ago. And Miss Codrington has married Goode, the secretary of the B.S.A. Company. Miss Beaufort has married Dr. Spillane and several more white children have been born. Several more have died, some from dysentery, consumption and typhoid.

"The B.S.A. Company and the A.L.C. seem to be at loggerheads. The B.S.A. men are very annoyed with the A.L.C. because the latter refuse to allow a credit now and ask for payment of accounts of three figures and over. Officials of the B.S.A. Company with salaries of £200 and £250 run up accounts with the A.L.C. and Schinard, and naturally the stores don't like it as some accounts hang on for years."

Cookson left Fort Jameson on 22nd September to catch his ship, going by way of Dedza, Fort Mlangeni and Ncheu to Blantyre. He did not loiter—in the first 6½ days he covered 130 miles, "not bad going, foot-slogging the whole way". He disdained the machila, the most popular form of transport, which in his view took all the fun and interest out of a trip. He found that people who used machilas had little knowledge of the distances involved and where the water points were located, and thus were unreliable in the information they were able to give.

He reached Blantyre on 28th September and got a room at James's Central Hotel, "a nice clean place with good food", and he stayed there until 11th October. A bad outbreak of plague had been reported at Chinde, where in the course of the next week 44 cases were reported, with 23 deaths. From Chiromo he travelled by train to Port Herald, 30 miles down the Shire, and from there went down river in a houseboat until they met the *Scott* on the 15th which took them further down to join the *Princess*. The captain of the latter, Cookson records, "was a bit drunk and had a scrap with the engineer, who knocked him down". They stayed on board at Chinde because of the plague until they were able to join the *Kadett*, which took them to Beira, and there on 20th October he boarded the *Burgomeister*, which took him to Naples. He then travelled by train via Paris to Boulogne and arrived in London on 18th November for a spell of well-earned leave.

He returned to the Congo in the following May, 1906, and resumed his

work for the company. His life quickly reverted to the customary pattern—seeking minerals, panning the rivers, moving from village to village in the never-ending quest for food supplies, hunting game to feed his carriers, becoming involved in the lives of the primitive people of the region. He learnt of the slavery that was prevalent among them when he was prospecting along the Munyangashi River in October.

"A woman came to me alone with a child on her back and said that she was the slave of Tchinka and was beaten very badly by him every day and she was afraid to return to him lest he should kill her. She was caught as a child with her mother and comes from the Luangwa and belongs to the Asenga. I told her she could come with me to the Belgian at Kavalu and I would ask him if she and her mother, whom I will pick up tomorrow, can return to their home on the Luangwa."

The mother joined the daughter the next day and Cookson kept them with him for several days until they reached the Kavalu Boma and he handed them over to the Belgian official. "I dined at the boma tonight," he records, "and had a miserable dinner."

A few days later he found himself on the Nkulungwi River a few miles south of the Bwana Mkubwa mine. He went over to have a look at it.

"The copper runs as malachite in a well-defined lode averaging five feet and running along the outcrop, the strike of which is about 310 degrees magnetic. There are six shafts and about 5,000 ft. of driving, etc. There are two working levels, one at 100 ft. and the other at 150 ft. In one place they sank 33 ft. at the 250 ft. level, and came to water and stopped there at 283 ft. At 100 ft. there is 300 ft. of the lode averaging 17 per cent copper, five feet in width, and at the 200 ft. level there is 418 ft. averaging 18 per cent copper and five feet wide.

"In one shaft sunk through 30 ft. of soil at the north-west end of the outcrop they came on an extremely rich deposit of pure malachite and also on a sort of cave with pure malachite walls, extraordinarily rich. The reef itself lies between quartzite walls and is nearly vertical. The walls themselves contain very little copper. All through the lode there is a quantity of manganese. This mine differs from those of the Tanganyika Concessions that I have seen in that it is a true fissure with well-defined walls. There are two men sampling this mine for the B.S.A. Company.

"I heard today that Bracken, who was making a wagon road to take up some boilers for the T.C.L., was killed by a leopard which he had wounded. All his boys ran away when the leopard caught him and he remained there for an hour or two before a B.S.A. man luckily passed and brought him into Bwana Mkubwa, where he died."

At the end of October he received a letter from a colleague, Caley, saying that he (Caley) "has received a cablegram from (Sir Robert) Williams to say that he has raised two millions for the Benguella Railway and has formed a company with £400,000 capital to work the Katanga mines".

On 7th November he spent an hour looking at the Star of the Congo mine. "It is a fine big mine with extensive native workings on it. It is the ordinary type of mine, laminated sandstone impregnated with malachite between walls of

porous quartzite. The sandstone dips about 70 degrees to the south-west and the mine runs north-west and south-east. There is also a good deal of manganese about."

The following day he heard of an unexpected threat to their operations. At the Kfumazi River he met another T.C.L. man, Sandham, who was on his way to develop the Star of the Congo. Sandham told him that the company doctor had found sleeping sickness among the askari of the Belgian post on the Lualaba and that the sleeping sickness fly had reached the Mazanguli crossing on the Lualaba 14 miles north of Ruwe, their headquarters. "So it doesn't look well."

Cookson was on his way to Ruwe to take over the post of local manager, from 15th November, 1906, until 27th October, 1907. To his later regret he did not keep a diary of this period, and so we have no record of what it was like managing a gold mine in the heart of Katanga over 60 years ago. But the sleeping sickness threat does not seem to have interfered with their operations.

He resumed his work in the field as a surveyor and soon came upon more evidence of the tyrannical behaviour of the askari under Belgian control towards the local population. He was unable to obtain food in a wide area around Kipushi. "Since I left Kansanshi all the villages have been deserted because of the Belgian askari who take the women and the food and give nothing in return. They are the curse of this country."

And then again, his entry on 2nd January, 1908, reads:

"I questioned my guide from Katete about the Belgian askari and he told me some really dreadful things about them, especially in reference to women. It makes my blood boil. Of course, they steal all they can and *never* pay for anything. They catch all the marriageable girls and take them to Luhafu and only return them when their husbands take enough cloth, etc., to ransom them. Other horrors are putting excreta in meal and making the natives eat it; public incest and copulation; tying up women with their legs apart and inserting cassava roots until blood comes. And the Belgians don't know it, or pretend they don't. Any native, no matter who he is, if given *carte blanche*, will commit such atrocities and if the Belgians don't know it it is all the more to their shame."

On 5th January he and his "boys" passed Kalasa's village. "Kalasa himself showed me the way and told me that 'Chunyuchunyu', the Belgian at Musopi, had killed five of his men and four of a chief called Kanhondi near the Lualaba. They had not taken enough food to the boma and were put in prison. Both Chunyuchunyu and his askari continually beat them and all nine died."

While he was busy on his survey work he came on his first yellow-backed duiker. It was a female. "It had a fine skin, so I kept the skin, scalp and skull. The cream rump, or rather back, was very prominent and easily seen. The stomach was full of mahobohobo fruit and the leaves of trees. It had four teats and had a nearly fully-grown young one in it. Its horns were about 3 1/4 inches long. The face glands were very large and its ears inside were bare of hairs and very greasy. Altogether it was a most peculiar animal and I am sure cannot be a true duiker. All the carriers were very interested in it and laughed at its peculiarities. It ran with its head low down and held out in front of it, and its

back was arched." The native name for the animal was chikundi, and he shot another specimen about a month later.

Lions gave him some excitement while he was camped near the Luswishi River in April 1908, near the end of his time with T.C.L. He was awakened at about two o'clock in the morning by lions roaring some 300 yards away. "Soon I heard something sniff behind my tent and then a rustle in the grass quite close. I ran out of my tent with my rifle and heard a lion run away in the grass only eight or ten yards off. I shouted to the boys to make up their fires. The lion then roared about 50 yards away and truly shook the earth. By this time half the boys were up trees and the other half were round my fire in front of the tent. We then heard a lion walking about 30 yards off and I was inclined to fire, but thought it would do no good. Soon afterwards we heard both lions, probably a lion and lioness, roaring about 300 yards away on the other side of the Luswishi, and that was the last we heard of them. It was quite exciting for about three minutes. In the morning we found the lion's spoor only about six yards behind my tent."

His last contract with T.C.L. had expired and on 9th May he started on his long journey from Katanga to the rail-head at Broken Hill on his way home to England. He was near the border when he encountered the Belgian administration for the last time.

"I was camped by a small village. I met Pardow, the chef de poste of Kalonga, who is on his rounds, and as usual all the natives run away. He sent four askari to pitch his tent at a village two miles from here, and while I was at lunch they passed me. I found them later in the village, going in and out of the huts looking for something to steal. They make the men and women of the village clear the ground and build huts for them, and are generally dreaded and hated by all the natives. All the young women, of course, at once run into the bush and hide."

He reached Broken Hill on 25th May and left by train two days later. They stopped at Chirongwe for the night, he records, and next day while in the hilly country around the Kafue River, they saw some hartebeeste "and the engine driver stopped to shoot at them. We went on about 140 miles and stopped at Choma for the night."

He arrived at Cape Town on 3rd June and boarded the *Saxon* for the voyage home. His final entry reads: "Have a cabin to myself. Very rough—couldn't eat dinner!"

*(Concluded)*

# Buildings of Historic Interest

## No. 2.

### The Old Salisbury Hospital

*{This article was compiled by Dr. R. C. Rowland from material in Professor Gelfand's book "Tropical Victory".—Editor.}*

The first hospital in Salisbury consisted of three mud-huts and a few tents situated near the present day Meikles Hotel. The windows and doors were covered with calico, and the beds were made of poles hewn from the veld. Dr. Frank Rand was the Surgeon in Charge.

With the arrival of Mother Patrick and her Dominican Sisters in 1891, a more substantial structure of wattle and daub was erected in Fourth Street. The Sisters had brought with them blankets, pillows and mattresses and they soon made the patients more comfortable. The Sisters slept in a canvas house. During the first few months of 1892, 308 patients were admitted, mostly suffering from malaria.

The need for a larger and more substantial brick building was obvious. In July 1893 Mother Patrick, assisted by some of the townships leading women, Mrs. Caldecott, Mrs. Dreary, Mrs. Marshall-Hole and Miss Drake (as Mrs. Jackson, she is still living), organised a bazaar at which £636 was collected. Further donations were received and in June 1894 Mr. Boscowen Wright was asked to draw up plans and work began immediately. In ten months it was ready for occupation. The total cost was £4,000 and the British South Africa Company contributed £1,000 towards furniture. The building was not as elaborate and pretentious as the Bulawayo Memorial Hospital, but the aim was to provide the greatest amount of space at the least cost. There were two main wards, each for eight patients, five smaller wards, a kitchen, pantry and scullery, a consulting room and bedrooms for the doctor and secretary. A special room with a small high window was set aside for cases of delirium tremens and others of a similar nature. An eight-foot verandah enclosed the building which boasted 900 window-panes.

The grounds were fenced and, as gifts from Cecil John Rhodes and Dr. Jameson, two sets of gates were erected.

The former Resident Surgeon of Kimberley Hospital, Dr. Andrew Milroy Fleming, arrived in October 1894 to assume the post of Resident Surgeon of Salisbury Hospital. The nursing staff consisted of Mother Patrick and five Dominican Sisters. Mr. Malcolm Scott was the Dispenser.

In January 1895 Dr. Fleming and a Dr. Stewart held a Public School dinner at which £40 was collected towards the building of a mortuary.

The small number of Africans who arrived at the hospital for treatment



Salisbury Hospital in 1896.



The original mortuary.

*(R. C. Howland)*



Composite picture (continued below) of front of Old Salisbury Hospital taken in 1968.  
(Left-hand side.)

*(R. C. Howland)*



(Right-hand side.) This picture overlaps slightly with the one above.

*(R. C. Howland)*



Old Salisbury Hospital taken in 1968. Back view of one of the wards with the towering Agricultural building in the background.

*(R. C. Howland)*

were housed in a tent in the hospital grounds. The majority were dubious of European medicine at this stage.

On 31st July, 1900, Mother Patrick died of tuberculosis at the early age of 35 years. Her death was a sore loss to the whole Colony. The Salisbury Hospital was the last pioneer hospital to obtain certified nurses. After the death of Mother Patrick, Miss Georgina Ronaldson (the writer's great-aunt), formerly of Kimberley and Bulawayo Hospitals, assumed the post of Matron. Since 1895, nothing of importance in the way of building had occurred apart from the addition of a large four-bedded ward and an operating theatre.

In 1908 there was accommodation for 43 European and 24 African patients. The staff consisted of Dr. Fleming, a junior resident medical officer, a secretary-dispenser, the Matron, six qualified nurses and four probationers. The expenditure was £3,600 and the revenue only £2,359.

By 1911 it was obvious that the hospital was inadequate to cope with the growth in population in the town itself and the surrounding districts. Dr. Fleming was in favour of the building being demolished and a new one being built on the seven-acre site. The citizens demanded new and more spacious grounds. They were supported in their request by Dr. Godfrey Huggins (Lord Malvern), who at that time was Acting Medical Officer of Health. A meeting was held at the Drill Hall attended by 500 people. The Government eventually

acceded to their request and granted 25 acres in North Avenue. (Some years later the area was increased to its present size.)

The new hospital was completed in 1913 and occupied in March the following year.

For a time part of the old hospital was used as a native hospital, but duplication of staff made this arrangement unsatisfactory. It was not until 1922 that a native hospital was opened adjacent to the European hospital and all the patients were moved.

For many years the old hospital was being used by the Department of Agriculture and Lands. Now a multi-storey building stands in the grounds in front of the old hospital.

During her lifetime Mother Patrick planted many trees in and around Salisbury, and in the grounds of the hospital are two magnificent cypresses. In June 1950 they were declared a National Monument. Both over 90 feet tall, they are very high-quality trees and are cared for by the Forestry Department.

At the rear of the hospital is a grape vine planted by Cecil John Rhodes which is preserved by a wire enclosure.

# Rev. Paul Nel A Rhodesian Pioneer

by Janie Malherbe

## *Part I*

My late father, Rev. Paul Nel, was a Rhodesian pioneer in 1893. He was the first descendant of the Voortrekker pioneers of South Africa to take Holy Orders, and the first minister of the Dutch Reformed Church of South Africa to be appointed by the Synod of the Dutch Reformed Church of the Cape Colony in 1893 specifically to minister to the Afrikaners who had followed in the wake of the Pioneer Column to settle in what was then called Mashonaland.

Paul was born in 1867 and reared on the farm near Greytown in Natal, of his father, Louis Jacobus Nel who, as a boy of 3, accompanied his parents on the Great Trek to Natal. Paul's grandfather, Gert Cornelius, was killed with Piet and Dirkie Uys in the Battle of Italeni against the Zulus in 1838. At 6 years, young Paul started his schooling under 18-year-old Robert Muirhead on the family farm where he had already learned to care for the young calves and lambs, and had to take his turn as a *touleier* (leader) of a span of oxen when a wagon had to go to Greytown.

Young Paul's education ended ten years and five schoolmasters later with a total period of actual schooling of some seven years.

It was now early in 1883, and at 16 he settled down to full-time farming. A visit to Greytown of Prof. Hofmeyr of the Theological Seminary at Stellenbosch, however, decided him to become a Dutch Reformed Church Minister, and his father approved. On 5th November, 1883, he still ploughed a strip of land for the planting of wattles, and the next day he left with his father for Pietermaritzburg, and thence by train for Durban. Here he boarded the Union Mail ship *Anglican*, 2,000 tons, which was too large to cross the notorious "Bar" at the entrance to the Bay so the passengers had to be transported on a heaving barge from which they boarded their ship by a swaying rope-ladder.

In those days the voyage from Durban to Cape Town took ten days, and there was excitement at Port Elizabeth when Chief Mankorane of Bechuanaland, escorted by a Missionary, came on board. They were on their way to go and interview the British High Commissioner in Cape Town, and this probably led to the Warren Expedition of 1884 to Bechuanaland.

Arrived in Cape Town on 17th November, young Paul put up at Mr. Peter Haylett's White House Hotel in Strand Street, grateful for sanctuary from a howling south-easter which blew clouds of fine, stinging sand on board when the *Anglican* was still some miles from shore!

The next day, Sunday, 18th November, 1883, Paul attended Divine Service in the historic "Groote Kerk" in Adderley Street, Cape Town, and was tremendously impressed with its domed ceiling and large floor space uncluttered with pillars. The beautifully-carved old Anreith pulpit resting on crouching lions

awed and entranced him for it was his first introduction to an artistic creation of this kind.

In the "Groote Kerk" at that time, and for many years after, Dutch services were held at 9.30 a.m. and 6.30 p.m., and English services at 11 a.m. and 8 p.m. The English services were also conducted by the bilingually-trained Dutch Reformed Ministers of those days.

Paul left for Stellenbosch the next day by train. As he had never been to the Drakensberg in Natal, the grandeur of Table Mountain and the lofty Stellenbosch Mountains amazed him, but he did not admire the scrubby little bushes which carpeted the ground instead of the lush green grass to which he was accustomed, and he thought the vines were luxuriant crops of green beans.

Paul started his eight years' sojourn at Stellenbosch on 20th November, 1883, and was mortified to find that it would require five years for him to reach the matriculation level as his patchy education had left him sadly lacking in the sciences and the classics. In addition, it embarrassed him to be so much older than the other boys in his class at "The Gymnasium". He set to with grim determination, however, and succeeded in completing Classes 3, 2 and 1 (Standards 6, 7 and 8) in 1½ years, and was now 17½ years old. In those days the present-day equivalents of Forms IV and V formed the first and second years of college education, and entrance examination to college was known as "Little Go". In his final year at school, Paul had reached the head of his class, and he also passed "Little Go" with honours. He had managed to complete a three-years' course in 18 months.

After two years he passed matriculation with honours, and at the top of the Stellenbosch list of passes.

On 6th November, 1888, two years after the Victoria College—present-day University of Stellenbosch—was founded, and exactly five years since he had left home Paul entered the Theological Seminary and passed his final examinations four years later.

Among the prominent men who studied at Stellenbosch at various periods during Paul's eight-year stay there, were the following: Generals Hertzog and Smuts; Judge N. J. de Wet, later Chief Justice of South Africa, a member of the Botha-Smuts Cabinet, and Acting Governor-General during the second world war; Rev. Nicol Theunissen, famous tennis, rugby and cricket star of his time; Chief Justice Jacob de Villiers; F. S. Malan, also a Minister of the Botha-Smuts regime; the famous Prof. John du Plessis, and Daniel Malan, also destined to become a South African Prime Minister.

Gen. Louis Botha, incidentally, the first Prime Minister of the Union of South Africa, was Paul Nel's cousin, and also hailed from the Umvoti district in Natal.

Because Paul's efforts to catch up in his studies required so much time, he only started playing rugby in 1887, but he made such good progress that he became Captain of the Stellenbosch first team in 1891 and 1892.

Monday, 7th September, 1891, was a great day, for on that day Paul led his team to Bosman's Crossing near Stellenbosch to meet the manager and members of the British rugby team which had come to play in South Africa.



Rev. Paul Nel, 1910.

*(National Archives)*

The Stellenbosch and British teams then went to Mr. Basie Roux's beautiful farm where they were entertained lavishly with tea, home-made cakes, melk tart, koesisters, oblitjies and Cape wine. After that the visitors were taken on a tour of Stellenbosch, followed by a sumptuous lunch in the hall of Victoria College. The long looked-forward-to match started at 3.45 p.m. and no less than 6,000

spectators turned up. The Stellenbosch team did not feel too optimistic because the British team had to date won all their matches against South African teams. Paul's team, however, were determined to do their best, and it was soon clear that the British team would not have a walk-over. Shortly after half-time, however, the British were leading 6—0. Just then Paul, as scrum-half, managed to clear the ball neatly from the scrum, and sent it plumb into the hands of three-quarter Tinnie Daneel who flew clear through his opponents to cross the line between the goal posts. Instead of immediately touching down he glanced around and like a flash one of the British pursuers landed on top of him and a gold and historic opportunity was gone. If the try had been made it would have been an easy conversion and, according to the scoring then in vogue, Stellenbosch would have won.

At Stellenbosch Paul was also a member of the Stellenbosch Cadet Corps which won the Cape Colony's Challenge Cup for marksmanship three years in succession. After that the Stellenbosch Cadet Corps became a full-fledged Volunteer Corps, "The Victoria College Volunteer Rifles", and Paul cut an elegant figure in his bright scarlet officer's tunic and gold-braided black cloth cap and trousers. In the second Anglo-Boer war, Paul was a chaplain to the Boer Commandos under General Piet Joubert, and other members of the Victoria College Rifles who became well-known for their prowess in that war were General (the Rev.) Paul Roux of Senekal, O.F.S., General Christian Beyers and Commandant W. H. Buhrmann of Ermelo.

The very first officer commanding the Victoria College Volunteer Corps was the Rev. Hilgard Muller. He was a lovable and popular man, and died at a youthful age while minister to the Dutch Reformed congregation at Burghersdorp in the Cape. An English clergyman said of him that he had "an angelic face". I should imagine that he must have been related to South Africa's present Minister of External Affairs, Dr. Hilgard Muller.

There were two girls' schools at Stellenbosch in those days, Rhenish, and the Bloemhof Seminary. At the latter in 1892 there was a senior, Mabel Taylor, who had come from Hoopstad in the Orange Free State. She was a great granddaughter of the Rev. John Taylor of Cradock, who had christened the baby destined to become President Paul Kruger. The Bloemhof Seminary young ladies were permitted to attend local rugby matches and each of the senior girls had to have in her care one of the juniors. When Mabel Taylor attended her first rugby match, her young charge walked along expectantly and said: "Mabel, today I shall show you a young man who looks like a lion." When Paul Nel, bearded and moustached, led his team on to the field, Mabel's little charge excitedly pointed to Paul and said: "See, Mabel, there he is, and doesn't he look *just like a lion?*" And that was 17-year-old Mabel's introduction to the man who became her husband two years later.

In those years at the Theological Seminary at Stellenbosch, future Dutch Reformed ministers received bilingual instruction, and completed their course with two test services, one of which was in Dutch, and the other in English, and they were allowed to send formal printed invitations to outside friends. Shortly after Paul had completed this final requirement as a student of theology, inspired

no doubt by young Mabel Taylor's shyly admiring and earnest attention at both sessions, he was asked by the Moderator of the Dutch Reformed Church at the Cape to go to Mashonaland to minister to the spiritual needs of the Afrikaans people who had settled in that country. Before leaving for Rhodesia, Paul was permitted to travel to distant Natal to visit his relations and friends for the first time in nine years. When the time came to leave, Paul preached farewell sermons in the Dutch Reformed Church in Greytown in both English and Afrikaans, and eventually left Natal in February 1893, via the Orange Free State for the Cape. There Paul concluded his preparations for his trip to Mashonaland, including a visit to Cecil Rhodes, then Prime Minister of the Cape Colony, and Chairman of the Chartered Company. Paul was given a cordial reception, and furnished with letters of introduction to the commanding officers at Fort Tuli and Fort Victoria, and to Dr. Starr Jameson, then resident at Salisbury.

Just before leaving, Paul was ordained at Stellenbosch in the presence of 15 theological professors and ministers, one of them being the Rev. James Turnbull of Grey town who had christened and confirmed him.

## *Part II*

Immediately after his ordination in Cape Town, Rev. Nel started on his long trip to distant Mashonaland. He travelled by train to Pretoria. The journey lasted three full days and nights in those days, but Rev. Nel broke his journey in the Orange Free State to say good-bye to family and friends. This included a visit to Miss Mabel Taylor at Hoopstad in order to seek her father's permission to ask her hand in marriage.

Rev. Nel arrived in Pretoria in time to attend President Paul Kruger's third inauguration. The induction took place on the balcony of the Raadsaal but this time Kruger had been elected in the face of violent opposition from the Joubert party and feelings were anything but cordial. The Rustenburgers attended the ceremony armed to the teeth, and there was even talk of shooting. But General Joubert calmly admonished the assembled burgers, saying: "Not a single drop of blood of any burger must be shed for Piet Joubert." This was greeted with warm applause and ruffled feelings were soothed.

Rev. Nel left Pretoria on Thursday, 18th May, 1893, as a passenger on Zeederburg's passenger and mail coach en route for Salisbury, the recently established capital of the Chartered Company's territory of Mashonaland. It was amazing to think what such a coach could carry over the rough tracks that served for roads at the time. Apart from the driver and his assistant, there were 14 passengers in addition to the heavy mail bags and luggage. It was all most uncomfortable, but Rev. Nel was relieved to find that his fellow passengers were very pleasant, and there were no heavy drinkers among them.

The journey to Pietersburg lasted two full days travelling from dawn till well into the night. They tarried at Pietersburg from Friday afternoon to Saturday afternoon, and were put up by jovial Oom Koos Grobler, well-known and loved by all in those parts. He was nearly a hundred years old when he died in the thirties.

Saturday night, 20th May, was spent on the farm Kalkbank of Commandant Barend Vorster, who had died just a short while previously.

The coach left at 3 o'clock on Sunday morning and stopped overnight at Tatshana named after a lone kopje in the adjoining veld. From there they left again at 2 o'clock the next morning, and arrived at the Limpopo River—or Crocodile River as it was also called—at 2 o'clock in the afternoon. From here the coach had to travel 15 miles down the river to Rhodes Drift, where the coach had to ford the river. After the heavy rains of the previous summer, the river was still running very strongly. In addition, darkness had already set in, and the river was crocodile-infested.

There was nothing for it, however, but to continue, and the driver urged the leading mules into the stream. They had advanced about 20 yards when they were caught in the swiftly-flowing current and started drifting downstream. Struggling desperately, they managed to slew round into the calm water in the lee of the coach. No amount of urging, however, could persuade them to take the lead again. What to do now? The only plan would be to lead the mules through, and the driver decided to call for two volunteers. There were two or three lady passengers and most of the men were newly arrived from England and totally unaccustomed to primitive pioneer conditions. So Rev. Nel and a young Smalberger from Riversdale in the Cape decided to give it a go.

It was as well that it was dark, otherwise the presence of the ladies would have been an embarrassment to the two young men who had to divest themselves of their clothes. Rev. Nel stipulated that all the people on the coach should make as much noise as possible to help scare the crocodiles away. So, with cat-calls, screams, and blood-curdling howls rending the night air, the leading mules, with Rev. Nel on the one side and young Smalberger on the other, were coaxed into the torrent. There were some very anxious moments when mules and men were swept down by the stream but both the young Afrikaners were strong swimmers and they managed to calm the mules and regain shallow water from where the coach was at last pulled to the safety of the opposite bank. One of the passengers was a Mr. Sawyer, a geologist who had previously been to Mashonaland, and as a precautionary measure he made each young man take a dose of quinine and brandy.

At 9 o'clock the next morning the coach arrived at Fort Tuli commanded by Commandant Pieter Raaff with his Rangers who had mostly been recruited in Johannesburg. Rev. Nel handed him the letter of introduction from Cecil Rhodes. Commandant Raaff accommodated the young minister in one of his rondavels and showed him great kindness and hospitality.

Rev. Nel remained at Fort Tuli for a week as several Afrikaners had settled in the area and he wished to visit them and minister to their spiritual needs. On Sunday, 28th May, 1893, he conducted a service for 40 people at Fort Tuli. Amongst his audience on that day were: Mrs. Greeff, the wife of one of the big game hunters of the day, Mr. and Mrs. Lamprecht, a Mrs. Smit, two Messrs. Bezuidenhout, and Messrs. Hattingh and Swartz. Later Rev. Nel also met a Mr. Vermaak who had just lost his wife, a Mr. Van Heerden, and a Mr. Van Rooyen. He also met two young Van Niekerks whose father, Mr. J. W. Van

Niekerk, had settled at Fort Charter, but was temporarily living in Salisbury because of the pending Matabele war. Mr. J. W. Van Niekerk was a son of old Mr. Izak Van Niekerk of Ficksburg, in the Orange Free State. His nickname was Izak Leeubout (Izak Lion Bottom) because, as a young man on the Great Trek, he had been bitten on the backside by a lion. When Rev. Nel passed through Ficksburg on his way from Natal to the Cape in March, he had visited the old man on his farm in order to receive messages for the family in Mashonaland.

All the Afrikaans names of the people Paul Nel met, except one, are to be found in the present Salisbury telephone directory.

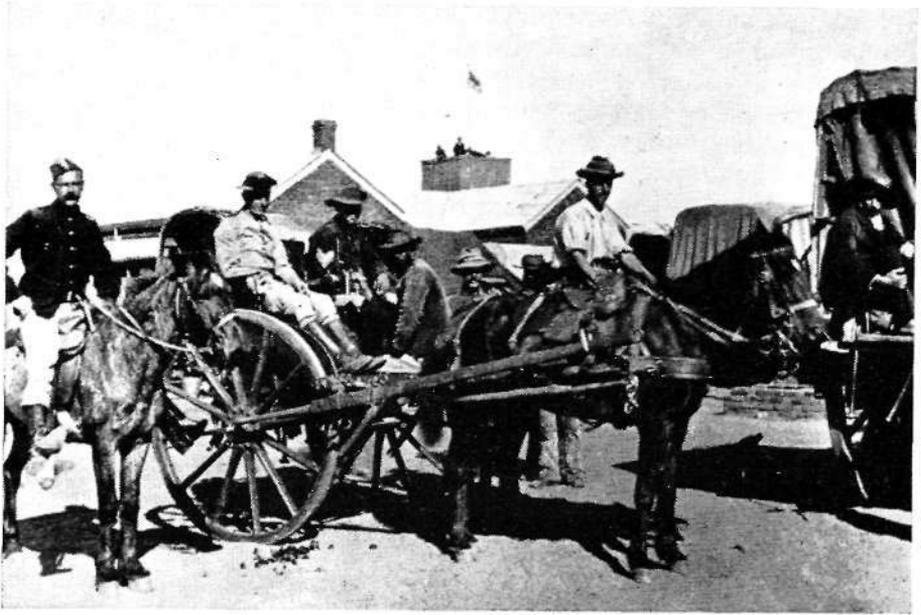
Rev. Nel left Fort Tuli for Fort Victoria on Tuesday, 30th May, by a mail wagon drawn by oxen. Horse sickness was so rampant about Fort Tuli that it was hazardous to use horses or mules for transport. Sometimes, however, an attempt *was* made to use the more rapid form of animal transport, but often with disastrous results. On one occasion, for instance, when the mail wagon arrived at one of the depots for the changing of mules, the 14 mules tethered in readiness at their crib in the stable were all found lying dead.

Rev. Nel found the trip to Fort Victoria to be a real ordeal. The track led through densely-wooded low veld territory, and all that could be seen besides the all-enveloping bush were glimpses of sky by day and stars by night, for the journey continued night and day. Rev. Nel's travelling companions this time consisted of a group of gay swashbucklers who bought and consumed liquor at every roadside canteen or "hotel". Eventually only the driver, his assistant, and Rev. Nel were sober. The inebriates indulged in all kinds of fantastic pranks. "By day," wrote Rev. Nel in his memoirs, "it was not too bad, but the onset of darkness was liberally accompanied by deeds of darkness, and soon loaded guns would be flung madly back and forth with terrifying sightings at all and sundry".

One evening one of the unsteady merrymakers missed his footing as he was using the "disselboom" for a walking-the-plank exhibition, and fell between the two back oxen. Everybody thought he would be trodden to death, but the oxen immediately stopped dead in their tracks and the completely sobered adventurer was dragged forth unhurt.

On another evening one of the young men clambered up the front of the wagon and started walking along the top of the wagon's tent. He trod the supporting ribs into splinters and eventually re-entered the wagon from the back. The wagon's tent canvases were always thickly smeared with grease to make them waterproof, and this, combined with the fine red dust of the route, resulted in a messy paste which completely bedaubed the young man's fine marine-blue suit. When he woke from a drunken stupor next morning he asked in dismay what had happened, and felt a proper fool when told of his escapade.

When the mail wagon arrived at the Lundi River, young Rev. Nel saw a sight that moved him deeply, namely 70 graves of young pioneers who had been buried there. According to Rev. Nel one of the pioneer groups arrived at the Lundi River when it was full, and while waiting for the waters to subside many



Captain C. F. Lendy, R.A., Resident magistrate, mounted on left, with Fort Victoria Police about June, 1893. The Rev. Nel, bearded, is fourth from left seated on platform of cart. *(National Archives)*

succumbed to malaria. There were crosses on the graves with the names of the victims, many of whom were Afrikaners.

The mail wagon arrived at Fort Victoria on 5th June, 1893, the trip having lasted six days. On the way to Fort Victoria Rev. Nel had met some more Afrikaners, the Pretorius and Eliot families. Mrs. Eliot gave him an ample supply of delicious home-made bread and butter which he shared with his fellow travellers.

At Fort Victoria Capt. Lendy was in charge, and to him Rev. Nel also had a letter of introduction from Cecil Rhodes. Capt. Lendy was just as hospitable and friendly as Commandant Raaff had been at Fort Tuli, and the young minister greatly admired this handsome, finely-built man. He was saddened to learn later that both these fine officers, Comdt. Raaff and Capt. Lendy, had died before the end of 1893 as a result of the grim rigours of the Matabele War in which both had participated with selfless devotion.

At Fort Victoria Rev. Nel also met Rev. Euvrard who assisted Revs. Helm and A. A. Louw at the Dutch Reformed Church's Mission for the Mashona people at Morgenster. A few Afrikaans families were camped near Fort Victoria and Rev. Nel ministered to them during his stay there. He also visited the patients in the little hospital and the members of a small trek which had arrived under the leadership of a Mr. Hamman. At Fort Victoria Rev. Nel struck up a warm friendship with Rev. Sylvester of the Anglican Church.

At 7 p.m. on 15th June, Rev. Nel left Fort Victoria with Mr. Bezuidenhout by cart and horses for Salisbury. They travelled till 10 p.m. and then just dossed

down in the veld. Rev. Nel was thankful for a large karross which had been given him as a farewell gift, because it was so cold that night in the veld that he woke to find the karross frozen stiff and covering him like a do-it-yourself tent.

They reached Mr. Bezuidenhout's farm, 70 miles from Fort Victoria, on the Saturday and on the Sunday Rev. Nel conducted a service for the Afrikaners in that vicinity. One of the prominent settlers in the neighbourhood was a Mr. Ignatius Maritz who was later murdered by a Mashona boy.

In the meantime the wagons of the Beyers and Van Niekerk families had also reached the Bezuidenhout farm and Rev. Nel continued the journey to Salisbury with them. The long trip by ox-wagon was monotonous but the tedium was enlivened by periodical deviations in search of game for the pot. Early in July the trek reached Salisbury, and Rev. Nel was asked to stay at the home of Mr. J. W. Van Niekerk. In those days the whole area around Salisbury was still practically uninhabited and the town itself "was still in its infancy", wrote Rev. Nel to his people in South Africa. "It was divided into two sections. On the one side was the 'Kopje'—a name given by the British settlers themselves—with a laager on its top, and below it were business establishments and other buildings bordering a single street. Further east were situated the government buildings and dwellings."

The Melsetter Trek under Thomas Moodie had already established itself in the Eastern Highlands, but, on account of the Matabele unrest, Rev. Nel could not get someone to take him there. In Salisbury itself he did, however, meet some members of the Moodie Trek to whom tracts of land had been assigned near Charter, and who had temporarily come to live at Salisbury for safety's sake.

On Sundays Rev. Nel conducted Divine Service in the Magistrate's Court, which had readily been made available for the purpose, and the number present usually averaged about thirty. As the court house was not furnished with lights, there could be no evening service. On Sunday afternoons the young minister provided Sunday School for the children, and instruction in catechism for the young people.

At Salisbury Rev. Nel also met Mr. Malcolm Moodie who later retired to Balmoral in the Transvaal, and at Mr. Moodie's request instructed him in catechism and confirmed him. Rev. Nel also met Mr. Moodie's sister, Mrs. Bucknall, and her family in Salisbury and she treated him like a son. She left Salisbury in that same year and settled near Alberton in the Transvaal. Rev. Nel often spoke with nostalgic appreciation of the great friendship shown him by the Moodie family.

Dr. Starr Jameson was the then Administrator at Salisbury, and to him, too, Rev. Nel had a letter of introduction from Cecil Rhodes, with the result that Dr. Jameson gave him a comfortably furnished rondavel for the duration of his stay.—He then took his meals with a Salisbury pioneer family, the Pieter Bothas. When Pieter Botha retired in later years he moved to Rev. Nel's congregation at Ermelo in the Transvaal, and both he and his wife were eventually laid to rest by the man they had treated as their own son in his pioneer days in Salisbury.

When young Rev. Nel settled in Salisbury there were some South African English settlers who had played rugby against his team in the Cape, so they invited him to join the Salisbury rugby club. Paul was thrilled and asked when practices took place. When told Sunday afternoons, he reluctantly had to ask to be excused!

Rev. Nel had been barely two months in Salisbury when the Matabele attacked Fort Victoria. They did not touch a white man, but killed every non-white on whom they could lay their hands. As a result a large number of white settlers left Mashonaland, and Rev. Nel could not organise transport to visit those who were still left in the country. This left him practically without work, so he wired to the Moderature of the Dutch Reformed Church in the Cape for instructions. The reply was that he should wait, and see Rhodes. But there was not a sign of Rhodes. So Rev. Nel returned to Fort Victoria by post-cart. Facing page 49 of Colonel Hickman's "Men Who Made Rhodesia", there is a picture of the post-cart with Rev. Nel on it. He is seated on the platform of the cart wearing a slouch hat and looking towards the camera. At the time he wore a dark moustache and beard. *{Reproduced on p. 56.—Editor.}*

About 30 miles from Fort Victoria the men on the post-cart saw a Matabele impi about 300 strong bearing down on them with the obvious intention of cutting them off. When they were about 200 yards away Rev. Nel and his companions brought their rifles to the ready. (Rev. Nel had received his rifle together with a supply of ammunition at Fort Tuli on command from Cecil Rhodes.) When the Matabele impi saw the guns they turned and disappeared. Rev. Nel and his fellow passengers arrived at Fort Victoria in the late afternoon, and he was warmly welcomed by his friend, Rev. Sylvester, who offered him accommodation in his small dwelling.

Rev. Nel was so exhausted that his friend made him go to bed immediately in his own bedroom, explaining that he would himself shake down for the night in the small sitting-room. When Paul was in bed, Mr. Sylvester came and sat by him and told him about the Matabele raid shortly before on Fort Victoria. He described how his terrified young Mashona houseboy would not listen to reason and had tried to seek safety by jumping over the palings of the enclosure, with the result that he was immediately stabbed to death. The next day Rev. Sylvester ventured forth to see if he could find any trace of his houseboy, but marauding lions had taken over where the Matabele had left off, and all that remained was the jawbone of his young retainer. "And", concluded Rev. Sylvester, "there it is above your bed." Paul craned his neck over and, sure enough, there hung a ghastly grinning human jawbone! Paul said to himself "that old jawbone can hang there and try to haunt me if it likes, I'll jolly well *sleep!*" And that is exactly what he did.

Rev. Nel visited the remnants left of his Mashonaland congregation and held a service for them. To his delight he ran into Mr. Robert Muirhead who, at 18 years, had been his young schoolmaster on the old family farm in far away Natal. He had emigrated to Mashonaland and taken a job with Mr. Meikle who had started at Fort Victoria the first of his stores which today spread through the length and breadth of Rhodesia.

After this Rev. Nel spent about two months helping Revs. Louw and Helm at Morgenster, his job consisting of visiting Mashona families in their kraals.

He now also had the opportunity of visiting the Zimbabwe ruins and was deeply impressed when he visited the Temple and from there walked up the ancient trail to the Acropolis. At that time there was a swift-running clear stream just below the Round Tower from which, by sifting, Rev. Nel recovered a large number of pure gold articles—gold wire, foil, beads, nails. As prospectors were at that time to be found in the vicinity of the ruins, Rev. Nel felt convinced that the lure for the search for gold had led to the founding of the ancient city of Zimbabwe.

Shortly after this a messenger came to tell Rev. Louw at Morgenster that there were two white men at Zimbabwe, and one of them was dying. Rev. Louw took Paul with him and they found the sick man, an Australian called Bailey, dying in a grass enclosure against the outside wall near the Round Tower. He expired almost immediately, and they buried him right there. His companion then left for Fort Victoria. About 50 years later the dead man's bones were exhumed when excavations were taking place, and newspapers reported that this was probably the skeleton of one of the builders of Zimbabwe!

Shortly after this, Rev. Paul Nel returned to Natal and while he was there he received a call to Wolmaransstad in the Transvaal. He accepted, and left for Hoopstad where he married Mabel Taylor and with her left for his new sphere of work. He had meant to return to Rhodesia, but severe bouts of malaria made this impossible. After three years at Wolmaransstad he was in charge of the congregation of Jeppe, Johannesburg, for ten years. From there he moved to Ermelo, where he remained for 26 years, during which he served nearly a quarter of a century as Moderator of the Dutch Reformed Church of the Transvaal, and a member of the supreme council of the Dutch Reformed Churches in South Africa. He died on 7th October, 1943, and lies buried in the old graveyard at Ermelo in the Eastern Transvaal.

# Rhodesia's First Petrol Driven Tractor: Ivel Agricultural Motor No: 140.

by G. L. Guy and R. H. H. Orchard

## *History*

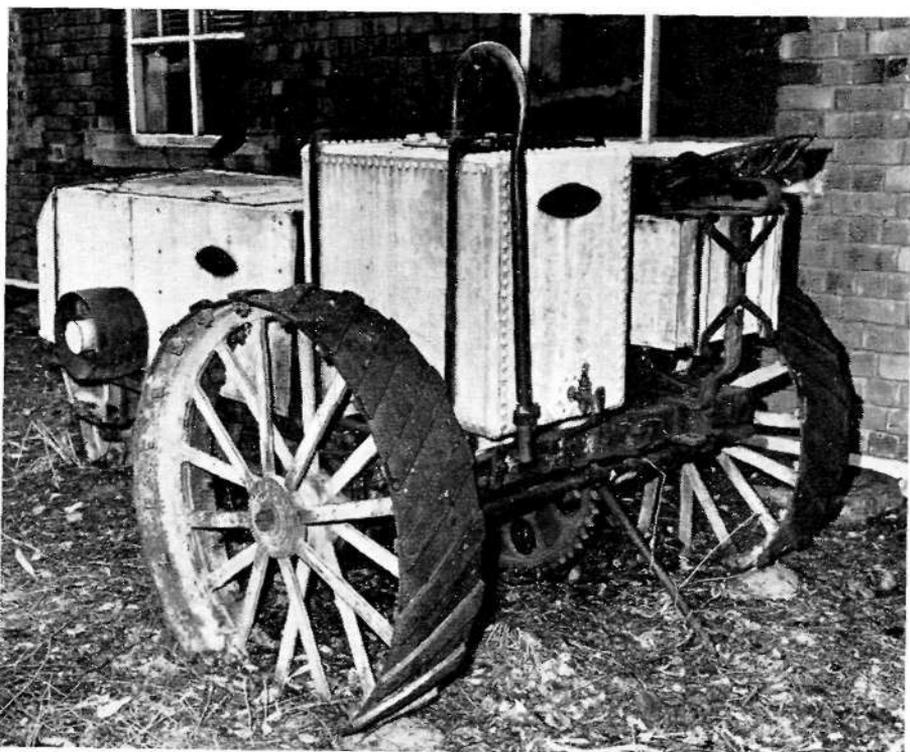
"Mr. E. H. South on the Hunyani river is getting out an Ivel Motor for ploughing and for other farm work. This motor has proved a great success wherever tried in the Transvaal." (*Rhodesia Herald*, Thursday, 19th May, 1904.)

"Mr. South is obtaining most satisfactory results with the far-famed Ivel Motor. The end of the season must be awaited before reliable figures can be secured as to the relative costs of the work, but everything would seem to point to the probability of mechanical traction largely superseding the employment of draught animals in the near future. The great obstacle at present to the use of light motors driven by petrol is the high local cost of the explosive. A scheme has, however, already been projected by the railway administration for overcoming this difficulty by direct importation from the sources of supply, which should effect a saving of at least 50 per cent of the landed cost. The merits and adaptability of the 'Ivel' to both traction and stationary work have already been discussed and the field trials have more than justified our expectations. Given cheaper petrol we hope to see this useful little engine on many propositions where size does not warrant the purchase of the larger outfits. The 'Ivel' can be landed, with all spare parts, at Salisbury for £343." (*Rhodesia Agricultural Journal*, January 1905.)

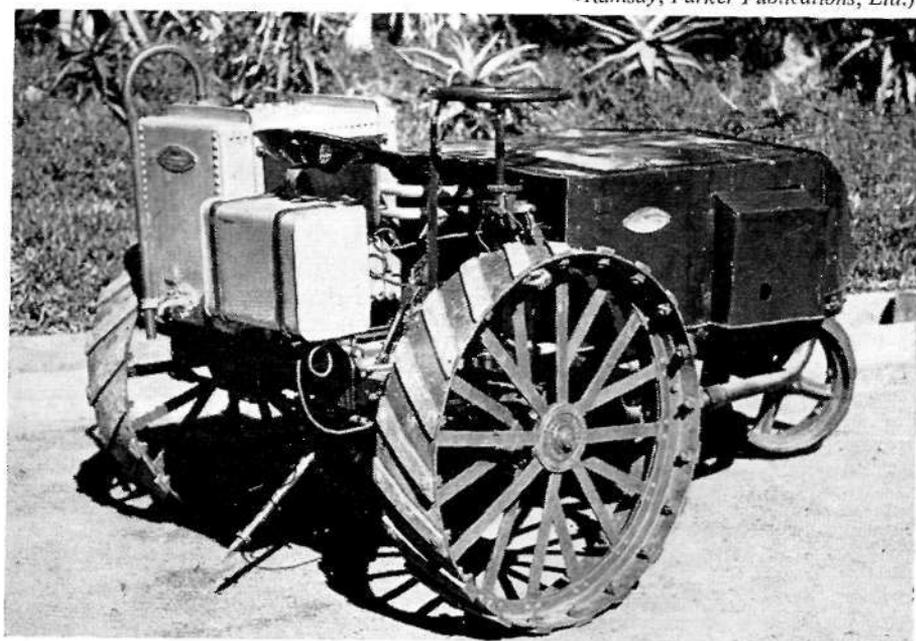
These are the earliest records of the use of a petrol-driven tractor in Rhodesia, and it is interesting to note that the first successful gasoline (petrol) powered tractor used in the United States of America was developed by C. H. Hart and C. H. Parr of Iowa in 1906. In passing, pictures of the Hart/Parr tractor show it to resemble closely the Ivel Motor, even to the three wheels, convection cooling tank, vertical steering wheel and power take-off pulley.

Mr. South lived most of his life on Kent Estate and Warwick Farm near Salisbury and used the Ivel Motor, in his own words, "till the late 1920's when it started using oil". Then it was left under a Msasa tree (*Brachystegia spiciformis*) next to a workshop where it stayed until 1964 when it was discovered by Colonel Wemyss of the nearby farm Carrick Creagh and Mr. Roger Bull, a staff reporter of *Modern Farming in Central Africa*, who wrote an article about it and took pictures.

Colonel Wemyss thought it of sufficient interest to inform the Curator of the Queen Victoria Museum about it and shortly thereafter the Curator and



The Rhodesian tractor No. 140 on Mr. Souths farm before being moved.  
(Ramsay, Parker Publications, Ltd.)



The Rhodesian tractor No. 140 restored to working order.  
(B. Mac Donald)

Mr. J. P. Horsfield of the Museum went out to Warwick Farm where they interviewed Mr. South and made arrangements to take the motor into Salisbury for restoration and preservation: Mr. South made a free gift of it to the Museum provided that it be preserved.

### *Restoration*

As soon as it arrived in Salisbury the engineering section of the Salisbury Polytechnic was called to view it and Mr. R. H. Orchard accepted the challenge of putting it into running order again. In Mr. Orchard's words:

"As the 28 cwt. of rusted metal on three wheels was off-loaded by crane from a 3-ton truck outside the Motor Workshops of the Salisbury Polytechnic, the task of restoring this tractor to working order seemed large indeed.

"The engine cover was removed, exposing an oily but not too rusty horizontally opposed twin cylinder engine. The inverted tooth drive chain was removed, and the engine turned over with the starting handle. Despite all the years of standing (we think it was last used in the late '20's), the compression was good and the engine in remarkably good condition.

"Before stripping, we had a good look around to find out how it worked. The engine has an exposed flywheel, which must weigh all of 180 lbs., into which goes a leather friction cone clutch; this drives an inverted tooth chain attached to a countershaft in turn driving a 1.5" roller chain to the rear axle, which has a differential. On an extension shaft from the flywheel is another leather cone clutch attached to a spur gear which can also be made to drive the countershaft, but of course now in the reverse direction, thus giving reverse. So simple—just pull the gear lever forward, and the cone clutch drive to the inverted tooth chain gives forward drive, pull the lever to the rear and one cone clutch goes out then the other engages, driving the spur gear, and gives reverse drive. The mid-way position, of course, gives neutral.

"The countershaft and the rear axle are mounted on plumber blocks lubricated by screw type grease cups. The chains are adjusted by moving the countershaft and rear axles on these plumber blocks..

"The inverted tooth primary chain was removed and de-rusted by soaking in diesel oil for a couple of weeks and then examined. To the great delight of the local Senior Representative of Renolds Chains Limited, who were responsible for its manufacture, remarkably little wear was found.

"It was decided that no further work was needed on the chain, and it still had a good lease of life. It is interesting to note that when Ivel Tractor No. 288 was renovated by Phillip H. Smith, A.M.I. Mech. E., in the U.K. the Renolds Chain Factory undertook the renovation of their inverted tooth chain, reamering out each link and fitting oversize pins, a mammoth task indeed when one considers that there are 305 links in the chain.

"As the secondary chain (rear driving chain) was missing. Messrs. Hubert Davies and Company kindly presented us with a replacement from stock, this being a standard roller type of chain still extensively used today.

"To get rid of the largest item first, we removed the galvanised iron 35



Brass name plate on the Rhodesian tractor No. 140.

(B. MacDonald)

gallon cooling water tank which measured 2' x 2' x 1' 10", and it was found to be quite clean inside. Attached to the side of the water tank was the 2 gallon oil tank made of brass, in this were the remains of many long since dead insects, lizards and mice, and it had to be unsoldered and taken apart to be cleaned properly.

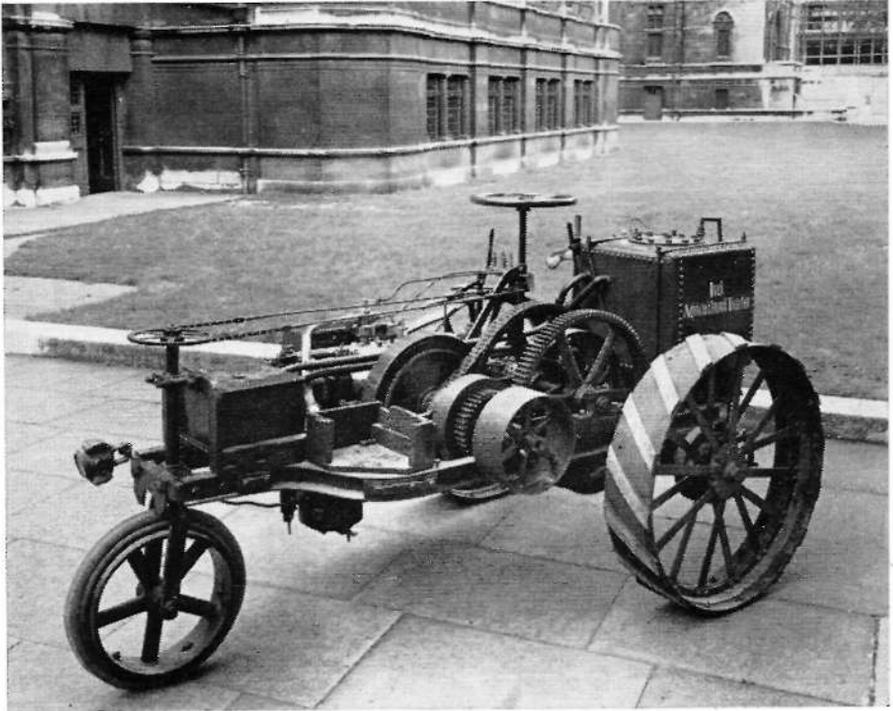
"The petrol tank was rusted away, but enough was left to be able to copy it, a new one was made, using the original brass taps and plugs.

"Next came the removal of the engine complete with clutch shaft and the two cone clutches.

"The rear axle was removed by merely splitting the plumber blocks and wheeling it away from the chassis on its 3'6" x 9" massive steel wheels. The front wheel came away complete with its fork from two vertically-mounted plumber blocks. This left the chassis, which is made of 3" x 2" channel iron 8' long and 3' 6" wide, bolted together with whitworth bolts and nuts; as all the bolts had been hammered over at their ends, it was not considered necessary to strip further.

"All the steel parts except the engine and tanks were sent off to have the rust removed by sand blasting and were given a coat of yellow chromite paint. The front wheel had a new solid rubber tyre 1½" square and 1' 8" in diameter vulcanised on it.

"Enthusiastic students made short work of stripping the engine, and were delighted at the quaint engineering that had been used in its manufacture. Every part had been carefully numbered by the manufacturers, for ease of



The Prototype Ivel at the Science Museum, London. Brackets for the galvanised iron bonnet are clearly visible.

*(The Science Museum, London)*

stripping and reassembly. There was remarkable little wear on the 6" pistons and all that was needed here was a good clean. The main bearings and big ends showed signs of wear so they were recast and bored, and the crankshaft was reground. Decarbonising and regrinding the valves completed the job and the engine was reassembled. The clutches were still serviceable and only needed cleaning.

"As the engine is a 4-stroke, it is interesting to note that the exhaust valves only are opened by a cam, the inlet valves being opened by the suction of the engine and closed on compression with the aid of a light spring. All parts having been cleaned and painted, the tractor was reassembled, and looks very smart indeed.

"At this point the Ivel tractor was exhibited at the Royal Salisbury Agricultural Show, and later returned to the Polytechnic so that work could continue.

"For the ignition system, two Ford type trembler coils were obtained, and a box made to resemble the original. Spark plugs were replaced with standard modern 18 mm plugs and rewiring carried out, the original switch (the same as a domestic light switch used in the early 1900's) and spark gaps used. A commutator distributes the spark to each cylinder in turn, and has a lever attached to advance or retard the spark as required.

"A hose pipe fed 35 gallons of water into the water tank, and the cooling system was checked for leaks. All the pipes are original, and made from a conventional 1 1/4" water piping and elbows.

"The exhaust system consists of 2 1/2" water pipes and elbows, feeding exhaust into a silencer, and is as solid as the day it was made. There is a tapping on one side of the exhaust to enable a heat exchange to be fitted if it is required to run the engine from paraffin instead of petrol. We still have the paraffin vapouriser, which may be fitted instead of the carburettor."

The carburettor was missing when the tractor was received: there was, however, a diagram of it in the original instruction book and correspondence with the editor of *Old Motor* and *Old Motors and Vintage Commercial* magazines brought some very helpful letters from Phillip H. Smith, who restored Ivel Motor No. 288 to working order, D. C. Hackett, the present owner of No. 288, T. F. Cusack (who worked at the Ivel factory in Biggleswade) and G. Goldring of Brighton.

With these details, Mr. Orchard and his students were able to build a carburettor which must be very close to the original because it works, and using it they were able to drive the Ivel motor to the Q.V.M. under its own power.

#### *Provenance*

While the motor was still being repaired, a protracted and voluminous overseas correspondence started in an effort to establish its age.

It appears that the prototype Ivel Motor at the Science Museum in London is the oldest, No. 140 next, No. 288 third: Mr. Hackett, who has a large collection of old tractors and has made a study of their history, says that the water tank from No. 131 was fitted to No. 288 in 1910; why he does not know.

The Science Museum has the original tractor built by Dan Albone in 1902 before the tractor went into production and this is therefore unnumbered.

Dan Albone must have been one of the mechanical geniuses of his time. Born in 1860 he took up cycle racing and by the age of 20 he owned his own cycle works, The Ivel Cycle Works, at Biggleswade. With the development of internal combustion engines, he turned to motor cycles and in the then predominantly farming community of Biggleswade, he began to think 'of a "mechanical horse". His first tractor was built in 1897 and on the experience gained with this, he was able to design and build the prototype "Ivel" in 1902. Hans Renold, the Swiss inventor of the Renold Roller Chain, first supplied drive chains to Albone in 1897 and he was a personal friend of his.

The Ivel Motor could well be used today! About the only improvement on it would be a "3 point linkage" and a radiator system; cooling the "Ivel" engine was done by a 35 gallon convection tank which is prominent in all the early photos of the machines. A variation on No. 140 is the addition of the large "Chimney" on the tank of the English machines, while No. 140 has merely an overflow pipe.

But the power take-off is still an essential of the farm tractor of today, the wide cleated wheels are as good for rough work as today's tyres, and the Ivel spark-plug had a gap which could be adjusted in the field by a screw-head.



Ivel No. 288 in its pristine glory. Taken in 1906 this photograph shows Mr. Tinneswood, its first owner, giving a demonstration.



A photograph taken about 1950. Mr. Robert Davidson, who owned Ivel No. 288, for a total of 37 years active service. No. 288 is at present owned by Mr. D. C. Hackett.

The prototype was obviously satisfactory and shortly thereafter a company "Ivel Agricultural Motors Limited" came into being, the directors being the Hon. John Scott Montague, Charles H. Jarrott and S. F. Edge, all famous sporting characters of their time.

An early Ivel tractor said to be No. 288 was exhibited at the Park Royal Show in 1903 and the Journal of the Royal Agricultural Society for that year has this to say:

*"Motors with Internal Combustion Engines*—There can be no doubt that these are of much interest at the present time *and may become a great factor in the agriculture of the future* (italics author's). It was somewhat surprising therefore to find so poor an exhibit in view of the capabilities that have been shown by motor cars and still more surprising to find how little those who do exhibit in this class (and in that of motor-driven agricultural implements) have profited by the experience of makers of pleasure vehicles. One can be said to be worthy of favourable mention in this Report, viz. the 'Ivel' Agricultural Motor."

The price is given at "300L" and the Journal goes on to give technical details and concludes by saying "The question of insurance must be considered. Those who have had experience with 'petrol', i.e. petroleum spirit, will appreciate the great risks they must incur by using such a dangerously inflammable liquid in or about the farmyard: the farmers will appreciate the amount of confidence he can place in his farm hands who may, by his permission or otherwise, come in contact with the spirit. The insurance companies will certainly be alive to their interests. It behoves, therefore, the would-be user of a petrol engine to satisfy himself on these points."

We are not all that apprehensive of petrol 65 years later but it still behoves us to exercise more care than most of us do!

Ten years later Ivel tractors had become fairly well established in Britain (but not in Rhodesia where the cost of the "explosive" was still high) but both horse and oxen were still in common use in that country and the *Book of the Motor Car* (1912) says:

"The cost of ploughing with the (Ivel) agricultural motor varies somewhat on account of the different conditions prevailing such as the nature of soil and condition of field, etc. By actual trials made in the vicinity of Biggleswade, it was found that the motor hauling a three furrow plough on medium soil to a depth of 7 ins. is able to plough about six acres in nine hours, the cost of doing this work being as follows:

	£	s.	d.
20 gallons of Kerosene or paraffin 4d. . . . .	..	..	..
½ gallon of lubricating oil . . . . .	..	..	..
Driver's wages . . . . .	..	..	..
Plough man's wages . . . . .	..	..	..
Depreciation, interest on monthly renewals etc. . . . .	..	..	..
	£1	2	2"

## **SPECIAL INSTRUCTIONS.**

### **IMPORTANT TO DRIVERS.**

The engine must never be allowed to run above 900 revolutions per minute. It is set at this speed at the works when running light, and when at heavy work such as ploughing, etc., this speed considerably decreases. It is therefore quite obvious that when going very light work or when on the road a speed of even less than 750 is ample, and this speed at all times should be regulated through the governors. N.B.—It is most important that these instructions as regards speed at different kinds of work should be strictly observed.

#### **Big End Bearings.**

It is advisable to take off the crank case cover periodically and see if any adjustment of the bearings is necessary.

#### **Lubrication.**

The lubrication of the crank case and the main bearings of the motor is of the greatest importance, and a charge of oil should be pumped into the crank case every ten minutes, and the staufer lubricators be screwed down frequently. If this is not attended to the bearings may overheat and cause endless trouble. The differential gear box should always be kept full of grease.

#### **It Cold Weather, etc.**

The water should on no account be left in the motor in cold weather, especially if there is any likelihood of frost. The result of failing to attend to this may end in fracturing a cylinder jacket.

Fuller instructions as regards this matter see page 6.

A page from the original instruction book.

The fuel used is actually hard to identify; kerosene is probably what is usually called paraffin in Rhodesia, but paraffin in England then and now is a "white transparent crystalline substance". Paraffin-oil is "a mineral burning oil associated with the manufacture of paraffin" (Chambers 20th Century Dictionary 1901), so it might be paraffin oil.

In his notes on the restoration of No. 288, Mr. Smith says that "it was built in 1903 and shown at the Park Royal exhibition of that year, being then used as a work demonstration model for a further two years prior to beginning its long working life in Cumberland".

Thus it is possible that Mr. South was actually inspired to buy No. 140 by a demonstration by the other survivor, No. 288.

The reasons that no other early Ivells can be found lie in the scrap hungry furnaces of two world wars; in Rhodesia there was never the same urgency for steel and there must be many old machines of all sorts lying forgotten.

Mr. South was obviously a far-seeing man, because according to the *Rhodesian Agricultural Journal* he "introduced a second new feature to our growing tobacco industry in the shape of a transplanting machine, which is drawn by the motor. The two planters are accommodated with seats at the back

of this ingenious contrivance which are fixed just above ground-level. An open spar hollows a trench in the soil into which the planter alternately inserts a tobacco seedling; a jet of water from a tank above is automatically directed around the roots, followed by a small quantity of fertiliser and the soil pressed round the plant by a pair of curiously shaped tractors which carry the weight of the two operators. With a little practice four thousand plants can thus be set in an hour as the pace is only limited by the speed at which the planters can handle the Seedlings."

Mr. South died on the 4th June, 1965, at the age of 92 years and this belated tribute will, I hope, give him his rightful place among the farming pioneers of this country.

#### ACKNOWLEDGEMENTS

Mr. R. H. H. Orchard, A.M.I.M.I., took a very personal interest in the Ivel Motor and he and his students spent many hours restoring it. Thanks are also due to the Principal, Salisbury Polytechnic, for permission for his staff to do the work.

Thanks are due to the following firms: Walter McNaughton (Pvt.) Ltd. (paint), Thermal & Corrosion Contractors (sandblasting), Hubert Davies & Co. (Rhodesia) (Pvt.) Ltd. (carburettor parts), Auto Electric (Pvt.) Ltd. (coil), Renolds Chains Ltd. (photographs and advice).

British correspondents who helped with the identification and rebuilding the machine are: Philip H. Smith, A.M.I.Mech.E. of Ilkley, Yorks.; T. F. Cusack, Yeovil, Somerset; G. Goldring, Brighton, Sussex; Prince Marshall, editor *Old Motor* magazine; D. C. Hackett, Ross-on-Wye, Hereford, who owns No. 288. Mrs. L. A. West, Science Museum, South Kensington, London.

The Do All Company, Des. Plaines, Illinois, also helped with notes about the Parr/Hart tractor.

More detailed notes on Ivel motors in Britain can be found in the following magazines: *Vintage Commercial*, March 1963, *Old Motor & Vintage Commercial*, September 1963 and February 1964, and *The Veteran & Vintage Magazine*. April 1961, *Modern Farming in Central Africa*, January 1965, "A look at Rhodesia's pioneer tractor", gives notes on the history and mechanism.

*The Royal Agricultural Society of England Journal* for 1903 has been quoted extensively.

# Recent additions to the Library of National Archives

Compiled by C. Coggin

*(It has been felt for some time that readers of Rhodesiana might like to know of new publications on Africa which have been added to the National Archives Library. To fill this need the Librarian, Mr. C. Coggin, has offered to contribute a short list of such accessions for inclusion with each issue of the journal.*

*Entries are accompanied by annotations, which are given when elucidation is considered necessary; such notes are not intended as critical reviews in any way. All books listed are new editions and, for the benefit of those readers who may wish to acquire them, are therefore available through booksellers. And, of course, they may all be consulted at the National Archives.—Editor.)*

*Africa on maps dating from the twelfth to the eighteenth century . . . (Leipzig), Edition Leipzig, 1968.*

For anyone interested in the cartography of Africa this is a must. It is a lavishly produced work consisting of 77 facsimile maps plus an accompanying booklet by Egon Klemp of the Deutsche Staatsbibliothek describing them in some detail. Many of the maps are in colour, and the standard of reproduction is high.

ALLISON, PHILIP. *African stone sculpture*. London: Lund Humphries, 1968. vii, 71 pages, plates. 58s. 6d.

From the title, one might be forgiven for thinking that this is another example of the many books on contemporary African art which have appeared during the last few years, and which still are appearing. In fact, Allison's work is a serious review of ancient African cultures as reflected in their stone sculpture. The section on Rhodesian ruin cultures is particularly interesting; especially when viewed against the cultures in other parts of the continent which are illustrated in this book.

BAINES, THOMAS. *Explorations in south-west Africa, being an account of a journey in the years 1861 and 1862 from Walvisch Bay, on the western coast, to Lake Ngami and the Victoria Falls*. London, Longman, Roberts and Green, 1864. (Farnborough, Gregg International, 1968.) xiv, 535 pages, illustrated, plates, folding maps. £7 10s.

A facsimile reprint. It was the publication of this work which was largely responsible for the rift which occurred between Baines and Chapman. The latter accused Baines of breaking faith in publishing the book before his own account of the expedition, which appeared later, in 1868.

BOXER, C. R. *Further selections from the tragic history of the sea 1559-1565 . . .*

Cambridge, University Press, for the Hakluyt Society, 1968. x, 170 pages, plates, folding maps, facsimiles. 46s. 6d.

This is a companion to the Hakluyt Society's *The tragic history of the sea ...* published eight years ago. It contains three narratives, translated from the Portuguese, of the voyages and vicissitudes of sixteenth-century Portuguese chroniclers, two of whom were shipwrecked on the Mozambique coast.

FREWER, LOUIS B. *Manuscript collections of Africana in Rhodes House Library*. Oxford: Bodleian Library, 1968. 100 pages.

Since its inception in 1928, Rhodes House Library has built up a significant collection of historical manuscripts. Its efforts in this direction were boosted by the birth, in 1963, of the Oxford Colonial Records project, "designed to discover papers in private possession and to preserve them for use in research into the history of the British colonial period". Rhodesia and South Africa are well represented in its collections.

KAPLAN, ALEC. *Catalogue of the coins of South Africa. Fifth ed.* (Germiston: the author, 1968.) 68 pages, illustrated.

A revised edition of a work that has already proved its value to numismatists. New features include a section on the pattern coinage of South Africa.

MITFORD-BARBERTON, IVAN, AND WHITE, VIOLET. *Some frontier families: biographical sketches of 100 Eastern Province families before 1840*. Cape Town, Human and Rousseau, 1968. v, 303 pages, illustrated. 59s. 6d.

An invaluable work for anyone interested in the English settlement of the Cape. It should also be useful as a genealogical tool.

MOODIE, DUNCAN CAMPBELL FRANCIS. *The history of the battles and adventures of the British, the Boers, and the Zulus in southern Africa from the time of Pharaoh Nicho to 1880 with copious chronology*. London, Frank Cass, 1968. 2 volumes, illustrated, endpaper maps. £16 2s. 6d.

Facsimile reprint of a work which first appeared in 1888. According to Mendelssohn it "contains particulars of every disturbance in South Africa down to the end of the Zulu War (and includes) the essence of the best works on the subject". It is notable for a very full chronology of South African history.

OOSTUIZEN, G. C. *Post-Christianity in Africa: a theological and anthropological study*. London, C. Hurst, 1968. 273 pages, plates. 65s.

An examination of the beliefs and practices of the independent indigenous churches of Africa.

PORTER, BERNARD. *Critics of Empire: British Radical attitudes to colonialism in Africa, 1895-1914*. London, Macmillan, 1968. xvi, 369 pages, illustrated, plates. 76s.

A selective survey of dissentient opinion concerning British colonial policy.

ROSENTHAL, ERIC. *On 'change through the years: a history of share dealing in South Africa*. Johannesburg, Flesch Financial Publications, 1968. 271 pages, illustrated. 90s.

A comprehensive work showing to what extent the story of the stock exchange is interwoven in the tapestry of South African history.

SPOHR, OTTO H. *German Africana: German publications on South and South West Africa*; compiled by Otto H. Spohr, assisted by Manfred R. Poller. Pretoria: State Library, 1968. xxii, 332 pages. £5 15s. 6d.

This is a mine of source material, containing nearly 3,500 entries culled from both books and periodicals. The index is very comprehensive and brings to light the existence of many articles and books in German, dealing with Rhodesian themes as well as South African ones.

# Periodicals and Articles of Interest

## A survey compiled by Alison McHarg

### *Stamp Collecting (London)*

P. Mavros has an article in the issue of *Stamp Collecting* dated 16th May, 1968, entitled "Mining post marks of Rhodesia". He lists a number of early mines with descriptions and illustrations of cancellations used, together with background information and anecdotes.

He writes, "The early post marks of these mines recall in fascinating manner the old gold-mining era, and together they reflect a romantic and fast-vanishing aspect of the early history and postal history of this country."

### *Rhodesian Dogs (Salisbury)*

Following the success of *Rhodesian Horses*, vol. 1, Philip Jonsson has produced *Rhodesian Dogs*, vol. 1, on similar lines. Many internationally popular breeds are featured, with photographs of champions, and there is a noteworthy article on "The Rhodesian Ridgeback" by Hylde L. Arsensis.

### *Rhodesian Horses (Salisbury!)*

The second annual volume of *Rhodesian Horses* includes an article "A top amateur rider", by the Prime Minister, the Hon. Ian Smith, on his father, J. D. Smith, who was an early horse racing personality.

Lt.-Col. J. B. Lombard has contributed a detailed historical survey, "The horses of the British South African Police", from their use by the Pioneer corps in 1890 to the part they play in the force today, which is a useful supplement to the source material on the history of the British South Africa Police.

### *St. Paul's Printer (Oregon)*

The June 1968 issue of *St. Paul's Printer* is called "Mashonaland Extra", and is devoted to the work of the Diocese of Mashonaland, covered in a series of short illustrated articles.

### *Nada (Salisbury)*

Collectors of Rhodesiana will have made a point of acquiring the 1969 edition of *Nada*, published by the Ministry of Internal Affairs. The theme is "agriculture and the conservation of natural resources in the Tribal Trust Lands and African Purchase Areas", and there are contributions from experienced government officials and subject specialists.

### *Illustrated Life Rhodesia (Salisbury)*

A number of short articles of historical interest have appeared in recent issues of *Illustrated Life Rhodesia*, including two by G. H. Tanser, "King of the

railroads", on George Pauling (12th March, 1969), and "The young Dr. Jim" (23rd April, 1969). There is an article on Louis Susman and the Masonic Hotel, Salisbury, entitled "The first taste of honey" (26th March, 1969), the author of which is not named, and an article by Charles Weston, "Military Memories", on the Drill Hall, Salisbury (26th January, 1969).

#### *Rhodesia Calls (Salisbury)*

The last issue of *Rhodesiana* noted the series of articles on "Rhodesia in Books of the past" by R. W. S. Turner which have been appearing in *Rhodesia Calls*. This series was concluded in the March/April 1969 issue with an article entitled "Country's more recent past", covering a selection of books published since 1923.

In the January/February 1969 issue of *Rhodesia Calls*, E. E. Burke, editor of the recently published *Journals of Carl Mauch 1869-1872*, gives the background to the translation and publication of these journals and summarises the career of this German explorer who was "the first chronicler of Zimbabwe".

#### *Rhodesian Property and Finance (Salisbury)*

This monthly journal frequently publishes supplements and special features on Rhodesian towns and enterprises, including the historical background. The October 1968 issue included a supplement on Bulawayo, and the February 1969 issue one on Umtali, while the March 1969 issue featured Bindura. The latter is of particular interest as little has been published on the history of this district.

#### *Mitteilungen der Handelskammer Hamburg*

On the 9th September, 1968, this Hamburg journal published an article on Alfred Beit who was born in that city in 1853. The article, by Dr. Werner Cohn of Bulawayo, himself a native of Hamburg, coincided with the issuing in Rhodesia of a commemorative 1s. 6d. postage stamp featuring Beit.

#### *Rhodesian Enterprise (Salisbury)*

Published quarterly for the National Export Council of Rhodesia, *Rhodesian Enterprise* has been described by the Council's Chairman as "a harbinger of Rhodesian progress in all material fields". It included historical articles on Bulawayo (in the June 1968 issue, coinciding with the city's 75th anniversary celebrations) and Salisbury (in the December 1968 issue).

#### *La Revue Francaise (Paris)*

In *Rhodesiana* No. 19, December 1968, mention was made of a special issue of *La Revue Francaise* devoted to Rhodesia. In November 1968 an English edition of this special issue was published, which will be welcomed by a still wider audience.

# The Annual General Meeting, 1969

The Annual General Meeting of Members of The Rhodesiana Society was held at the University College of Rhodesia, Salisbury, on 19th March, 1969, at 8 p.m.

*Present:* Colonel A. S. Hickman (Deputy Chairman—in the Chair), Mr. M. J. Kimberley (Honorary Secretary), and 48 members.

*Apologies:* Apologies were received from 18 members.

*Business:*

1. *Minutes of Previous Annual General Meeting:*

The minutes of the Annual General Meeting of Members of The Rhodesiana Society held on the 23rd November, 1967, which had been published in *Rhodesiana* No. 17 (December 1967) were confirmed.

2. *Chairman's Report:*

The Chairman's Report on the activities of The Rhodesiana Society during the period 1st October, 1967, to 31st December, 1968, was read and adopted.

3. *Financial Statement:*

The Audited Financial Statement covering the transactions of The Rhodesiana Society during the year 1st January to 31st December, 1968, was adopted.

4. *New Constitution:*

The proposed new Constitution, copies of which had been circulated to all members, was adopted after being amended in several minor respects.

5. *Election of National Executive Committee for 1969-70:*

The following members were elected to the National Executive Committee for the year 1969-70:

Mr. H. A. Cripwell, National Chairman  
Col. A. S. Hickman, National Deputy Chairman  
Mr. M. J. Kimberley, National Honorary Secretary  
Miss C. von Memerty, National Honorary Treasurer  
Mr. W. V. Brelsford  
Mr. E. E. Burke  
Mr. B. J. M. Foggin  
Dr. R. C. Howland  
Mr. R. Isaacson  
Mr. D. T. Low, Matabeleland Branch Representative  
Rev. E. Sells, Manicaland Branch Representative  
Mr. G. H. Tanser  
Mr. R. W. S. Turner

6. *National Association for the Arts:*

It was resolved that The Rhodesiana Society should affiliate to The National Association for the Arts.

# Report of the Chairman

## FOR THE PERIOD 1st OCTOBER, 1967, TO 31st DECEMBER, 1968

1. *Committee.* The names are to be found in the report published in issue No. 17 (December 1967) of our publication *Rhodesiana* and repeated in the two subsequent issues; I do not think it necessary to repeat them here apart from the acceptance by Mr. F. A. Staunton of the divided office of Honorary Treasurer shortly after the holding of the last Annual General Meeting; he carried on until shortly before he went off on holiday towards the end of 1968 when Miss C. von Memerty took over from him. Three meetings of the Committee were held during the period under review.

So far as I am aware all members are prepared to carry on for another spell; I thank them for their whole-hearted support of the aims of the Society.

2. *Constitution.* This matter is on your Agenda for the coming Annual General Meeting; the draft prepared by Messrs. Isaacson, Lloyd, Burke and the Honorary Secretary was discussed in Committee and you will be asked to consider what has been circulated to you.

In anticipation of what is now proposed branches of the Society have been established at Bulawayo and Umtali for Matabeleland and Manicaland respectively; I am sure all up here will wish them all success; in fact, the Society's Second Annual Dinner was held in Bulawayo to the great satisfaction of all concerned. A report is in our publication No. 19, recently distributed to you.

3. *Publications.* Since the last Annual General Meeting there have been three issues of *Rhodesiana* and the Editor is to be praised for his untiring efforts to be up to date with a most interesting collection of historical material; issue No. 18 was especially concerned with the Seventy-fifth Anniversary of the Occupation of Matabeleland. But it must not be thought he will not welcome manuscripts from those interested enough to sit down and write their memories, their observations and conclusions on what has gone before in the country's history.

4. *Membership.* There has been a satisfactory increase from 789 at 31st March, 1968, to 962 paid up on 31st December, 1968. I notice several names in the last list which had dropped out previously. It is clear the formation of the two new branches has brought many new members.

5. *Finance.* The Society's financial position is extremely sound. As at the 31st December, 1968, the following amounts were standing to the Society's credit:

	£	s.	d.
Current Account	1,379	15	3
Fixed Deposit, Building Society 5 1/4% .. ..	500	0	0

£1,879 15 3

6. *Back Numbers of Our Publications.* All issues up to and including No. 9 are out of print. So the idea that the Honorary Secretary prepare a consolidated author and subject list or index up to the latest issue should prove praiseworthy

and useful. So far as I know no interest has been shown in my suggestion in my last report that members prepared to meet the cost of copying any particular out-of-print issue should contact the Honorary Secretary.

The matter of storage of back numbers can become a problem as the recent advertisement in respect of our sister publication, *Nada*, has emphasised.

7. *Society's Tie*. The introduction of a crest for the Society has been followed by the idea that it might be used on a tie; however, a minimum number must be ordered originally and you have been asked to advise the Honorary Secretary in writing if you want a tie, or not.

8. *Expeditions*. A very enjoyable morning's outing was arranged in Salisbury on 21st April, 1968, when nearly 200 people travelled by bus to eight of the local historical points, the arrangements being in the hands of Doctor Howland, Mr. Tanser and the Honorary Secretary; in turn the Doctor and Mr. Tanser spoke on places being visited; a happy thought was the tea-party at the one-time Residency, by kind courtesy of Lord and Lady Graham (described in our issue No. 19). Another expedition to Norton, Fort Martin and Hartley Hill had to be abandoned owing to a wet spell falling on us.

At the southern end of the country I am told there have been numerous successful trips to places of historical interest.

9. *Pen Centre of Rhodesia* associated itself with the Society in promoting a competition inviting articles on local events of the past or what could be associated with them; a certain proportion of the prize-money was made available by us. There is a short report in the last issue of *Rhodesiana*.

## After the A.G.M.

The serious matter of Society business, constitutional issues and election of committee members left those who attended the annual general meeting somewhat limp. Thus the two short films that followed by way of entertainment were doubly welcome.

The first, *The Story of Kingsley Fairbridge*, produced by Dr. R. C. Howland, the well-known 8 mm. enthusiast, was in colour with synchronised commentary on tape. Fairbridge the poet, the dreamer and the father of the child emigration scheme, is a Rhodesian hero of great stature. Certainly, his autobiography is an outstanding book. But to tell his story on the screen with the limited resources of an amateur is no easy task. Dr. Howland is, therefore, to be congratulated on the way he handled his self-imposed assignment by combining early photographs, contemporary drawings as well as on the sight shots. Members of the Society are grateful for his labours on their behalf.

The second film, by the Ministry of Information, *No Mean City*, had been produced to commemorate the 75th anniversary of the founding of Bulawayo. Mr. Ian Dixon, the producer, drew to a large extent on early photographs and films in the collection of the National Archives. Bulawayo is a friendly city that is full of enthusiasm. Every visit by Royalty, every important anniversary and every national celebration is tackled with boundless energy and the utmost goodwill. The Prince of Wales's visit in 1924, the King's in 1947, the Queen Mother's in 1953, the 40th, 50th and 60th anniversaries, the end of wars, the centenary of the birth of Rhodes all brought back a flood of memories and recollections. The Matabele could have settled where they wished but they chose Bulawayo because it was the best spot in what is today Rhodesia. The present inhabitants are very much of the same opinion. *No Mean City* captures this confident outlook and colours it with a nostalgic glow.

R. W. S. TURNER

# Notes

## ORAL HISTORY PROJECT

The National Archives is anxious to contact possible informants in connection with the above project. The memorandum below sketches the approach that will be adopted. If you know of anyone who has first-hand experience of events that shaped the history of this country and who might be willing to record them on tape, could you write to:

The Director,  
The National Archives of Rhodesia,  
P.O. Box 8043,  
Causeway

or telephone the Historian at Salisbury 29101. Although the first interviews will probably be confined to the period before 1914, the names of possible persons for interview on later developments will be very welcome for future reference. For later periods it will be necessary to confine interviewing to those who held key positions or who have special knowledge of important developments or events.

The Historian would like to talk to *Rhodesiana* members who are conducting research into any aspect of Rhodesian history with the aim of becoming more familiar with the present and probable future requirements of writers in the field of Rhodesian history. Such discussions would obviously help the Historian to choose informants and plan interviews and to seek out material for acquisition by the National Archives. However, they could also help Rhodesian writers for the Historian is anxious to tie in his work with current research and would be able to act on their suggestions and make contacts and follow up leads in different parts of the country.

### *Approach to the Oral History Project*

1. When a list of possible informants has been compiled a period, area, subject (e.g. agriculture, education, mining) and sphere (e.g. social, government, commercial) is chosen and a short list of informants made for preliminary interviewing. At present, only Europeans or Africans with a good command of English can be interviewed, but the names of African contacts will be appreciated.
2. Background research is conducted, and a list of other sources of information drawn up.
3. At the preliminary interviews the interviewer and informant discuss an approach to the interview and decide in general terms on the ground to be covered.
4. The full interview is tape-recorded and is unhurried in nature. A minimum of leading questions are asked and the informant may choose his own approach.
5. The interview is transcribed and edited and the informant has an opportunity to make further comments or corrections.

6. The typed transcript is catalogued and retained at the National Archives for reference and the informant receives a copy himself.

### **FORMATION OF THE MANICALAND BRANCH OF THE RHODESIANA SOCIETY**

The Rev. E. L. Sells reports:

For many years it has been the concern of the members of the Rhodesiana Society in the Eastern Districts of Rhodesia, in that we have not shown the interest or undertaken a part in the joint historical work of the National Committee, to more effectively participate. After corresponding with the members of the area it was decided, by those concerned, to organise the Manicaland Branch of the Rhodesiana Society. This was done with the encouragement and assistance of the National Committee and was welcomed in Umtali.

A called meeting of the members of the area was held on the 6th November, 1968, in the Beit Gallery of the Umtali Museum. The officers and committee members of the Branch were elected. They are:

Chairman: Rev. E. L. Sells

Secretary/Treasurer: Miss A. Cripps

Committee members: Mr. P. G. Deedes

Dr. D. G. Broadley

Mr. F. O. Bernhard

Mr. P. Hutchinson

The Committee has met monthly and undertaken a large number of projects. Many of these have been in co-operation with other interested organisations. The membership in Manicaland has increased 100 per cent since the organisation of the Branch.

The area has a very interesting history, most of which has never been recorded. We believe that extensive research work be continued and that it is essential that the public become acquainted with their heritage as a background for understanding and future achievements. Every effort is being made to increase the membership of the branch of the Society, so that more will be informed and participate in the historical research and activities of the area and Rhodesia.

### **ACTIVITIES OF THE MATABELELAND BRANCH**

On Sunday, 18th May, the branch arranged an excursion to the Khami ruins.

Further activities arranged for the future are:

Sunday, 27th July: A visit to Inyati Mission.

Tuesday, 9th September: Showing of films of national historic interest at the National Museum theatre.

Friday, 7th November: The branch dinner.

Saturday, 8th November: A visit to Mzilikazi's grave.

Well ahead, into 1970, the annual general meeting of the branch was fixed for the afternoon of Sunday, 1st February, following a visit to Laing's Battlefield.

## JOHN KAPUYA—AN EXPEDITION TO THE LAND OF THE CROCODILE-EATERS

(As told to Jean Farrant by John Kapuya)

*(John Kapuya was a disciple and convert of Bernard Mizeki the African martyr who met his death in the rebellion of 1896. There is a great deal about him in Mrs. Farrant's book "Mashonaland Martyr (Published by O.U.P., 1966). John Kapuya died on 15th October, 1968, at an age that could have been as much as 102. He was buried in the Altar enclosure at the Bernard Mizeki Shrine.—Editor.)*

In 1899, Raymond Wata and I returned from Isandhlwana College in Natal, and went by sea from Durban to Beira. In Beira we met a priest, the Reverend Robinson, who was interested in us because we had been to College. He asked us to wait while he wrote to Bishop Gaul requesting permission to borrow us to accompany him on an expedition to Chief Makombi's country in Portuguese territory. We waited for some time and then came the Bishop's reply that we could go with Baba Robinson. He had with him about ten Portuguese Natives as carriers, and he, himself, was carried in a machila.

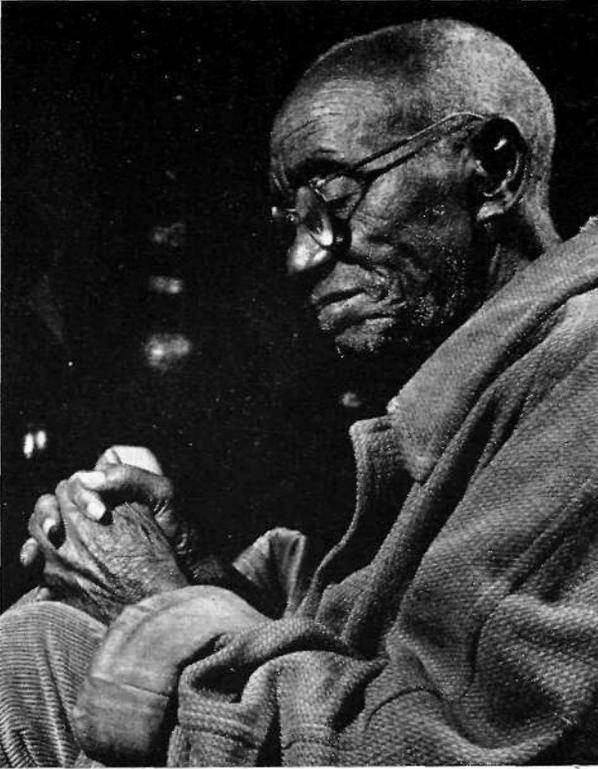
We went by train to the Pungwe and then on foot to Mpanda's. We spent the night with the Portuguese Commandant, and during the night we heard a great noise of argument, and when we investigated we found the Commandant accusing our carriers of having stolen goods from his store. He tied up our carriers against the wall of a hut and beat them until they could not stand. Baba Robinson protested and promised the Commandant that if he would let us go on our way with our carriers, he would recompense him for any losses when he returned to Umtali. We left next morning but were followed by the Commandant's messengers, who stopped us, and searched us and our carriers for stolen goods. They did not find anything.

We were making for a very high hill called Gorongozi. We stayed at a kraal there for two days, resting, and then reached Makosa's. Makosa was the son of Mkombi. We told him that we wished to visit his father but he said we must wait. His Council met together and decided that Baba Robinson was Portuguese.

"No Englishman" they said, "would be carried in a machila. Englishmen always walk and carry guns."

These people hated the Portuguese and decided to kill us. An aged woman in that kraal came to my cousin, Raymond, and warned him that Makosa intended to kill us all. Raymond came to me and told me these things. He said we must run away. I said "We cannot leave Baba Robinson. What shall I say to the Bishop in Umtali if I run away and leave the European entrusted to our charge? No—you can go, but I shall stay with Baba Robinson and be killed with him."

Raymond then cried. I went to Baba Robinson and told him that we were alleged to be spies of the Portuguese, trying to bring war to Mkombi's people. The carriers had heard these things, too, and were very solemn and miserable. We waited all day. At sunset, a man came and counted us with his eyes, and then we knew that the time had come for us to be killed. Baba Robinson was sleeping alone in his tent and I moved my blankets to be with him. Early next



John Kapuya as a guest of honour at the dedication of the extension to the Cathedral in Salisbury, December, 1964. (*Sunday Mail*)

morning there was a big feast and dancing for the spirits, and we heard the people shouting and arguing among themselves. They were saying:

"We must be mistaken. Although this white man is carried in a machila, he cannot be Portuguese because he has two Mashona people with him, and the Portuguese and the Mashonas hate each other! These two Mashonas wear trousers, boots, and hats! The Portuguese do not allow their servants to wear clothes! We have made a mistake. This man is an Englishman, as he says, and if we kill him, the English will make war with Mkombi's people. We shall let them go!"

So, next morning we left Makosa's kraal, and Makosa, with some of his men and women, came with us for part of the way. When we reached the river Nyaduwi, we found people fishing. They had caught a crocodile and were roasting it on a fire to remove the scales. When it was cooked, they cut it into pieces and distributed the meat among those present. We were astonished.

"Surely" we said, "you do not eat this meat! It is unclean." They told us that they did eat crocodile meat with their sadza. They told us that when crocodile meat is cooked, the water will never boil! It will only simmer.

At this place, Baba Robinson became very sick with malaria, and we were not able to go on. He wished to do so but I persuaded him to return, saying that if he died, I would have no coffin for him, and the people in Mashonaland would think that Raymond and I had killed him. We set out for Inyanga, but had to

find our own road because these people refused to show us the way because we had no present to give them in return. The hills were very steep and Baba Robinson failed to climb them because he was sick. I took his hand and pulled him up all the steep hills. Then the other side of the way was very steep too, going down, and if a man fell he would be killed. I put Baba Robinson on my back and carried him down all the steep places, feeling my way with a stick. When it was level, I set him down. When it was steep, I lifted him again. Then we came to the Garezi River, which was the boundary, and we crossed to the Inyanga side. There were many kraals of expatriated people. We slept at a deserted kraal, and next morning climbed the very high Onyama Hill. In some places it was so steep that the people had made ladders of plaited grass, and, as we climbed, our cooking-pots fell and we could hear them bouncing and thundering to the foot of the gorge below. The wind was so strong that we couldn't stand. Finally we reached the post at Inyanga, where Mr. Hulley was the Native Commissioner. We rested there and then made our way to St. Augustine's Mission where we stayed with Baba Hezekiah Mtobi. I never saw or heard of Baba Robinson again.

*(Who was Baba Robinson? His name does not appear among the Anglican clergy of the Diocese as listed by St. John Evans in The Church in Southern Rhodesia. There was a priest, William Henry Robins, 1897-1901. Did Robins sound like Robinson to the ear of an African who had heard English spoken for only about eight years?—J.C.F.)*

#### **BUILDINGS OF HISTORIC INTEREST: ERRATA**

In the last issue, No. 19, the article, "Buildings of Historic Interest. No. 1—The Residency, Salisbury", was credited to Dr. R. C. Howland. In a covering note Dr. Howland stated that the article had been written by staff of the National Archives and not by himself. The editor unfortunately omitted to make use of this acknowledgement. The omission is very much regretted.

#### **"RHODESIA CALLS": ERRATA**

Also in the last issue, No. 19, another error occurred in the contribution "Periodicals and Articles of Interest". Under the heading of "Rhodesia Calls" it is stated that the journal of that name is produced by the Rhodesia National Tourist Board. This is incorrect. The editor of *Rhodesia Calls* says: "Whilst the journal is the official magazine of the Board, with whom naturally we have a close association, it is produced and owned by a private company, Rhodesia Calls (Pvt.) Ltd., of which Mr. A. Gerrard Aberman is editor and publisher." The mistake is very much regretted.

#### **NOTES ON NEW CONTRIBUTORS**

*H. J. Lucas* was born in Kimberley, South Africa, in May 1886 and educated at St. Cyrian's Grammar School and the Christian Brothers' College, Kimberley. He lived in Kimberley through the Boer War and the Siege of Kimberley, coming to Rhodesia in 1904 at the age of 18.

In 1904-05 he had a small working in the Belingwe district. He then returned

to South Africa but returned to Rhodesia in 1906 and trained as a gold assayer and metallurgical chemist. After a few years he gave up laboratory work and went back to small-working.

He was on active service for 4½ years during the first world war serving with the I.L.H. in South-West Africa then with the 2nd Rhodesia Regiment in British East Africa and German East Africa. Invalided home from East Africa he recovered and went to France with the 1st South African Infantry. He was wounded and captured at Marriers Wood in March 1918.

After the war he was reduction officer on the Phoenix Prince Mine at Bindura for 17 years, latterly being acting manager. He then became group reduction officer for the Globe and Phoenix Group of mines with headquarters in Que Que. He retired to Natal in 1960.

*R. H. (Dick) Hobson* was born in London in 1924 and educated at Sutton Valence School, Kent, and later at St. George's College, Salisbury, Rhodesia. He came to Rhodesia in 1937. During the second world war he served with the Rhodesian and South African Artillery.

He joined the Rhodesia Printing and Publishing Co. in 1946 and worked as reporter and sub-editor in Bulawayo, Umtali and Gwelo. In 1954 he joined the Federal Information Department as an Information Officer and served in Lusaka and Salisbury. In 1962 he joined Roan Selection Trust Group of Companies in Salisbury as a public relations officer, and since 1964 has lived in Lusaka.

He contributed occasional articles to the *Northern Rhodesia Journal*, and a brief history of the wild rubber trade in Northern Rhodesia was published as an occasional paper of the Livingstone Museum.

*R. H. H. Orchard*, A.M.I.M.I., was born in Britain during world war one. He joined the British Army in 1935 and served in Palestine during the "troubles" that began in 1936. He continued in the army throughout the war as an Armament Artificer of the R.E.M.E. He was Technical Adviser to the Turkish Army for 3½ years. He came to Rhodesia in 1958 and has been Lecturer in Motor Engineering at the Salisbury Polytechnic ever since. His hobby is wine-making, on which he has done a TV series and he is well-known as a judge of amateur wine-making competitions.

*Mrs. Janie Malherbe*, who writes about her father, the Rev. Paul Nel, in this number, is wife of Dr. E. G. Malherbe, once Principal and Vice-Chancellor of the University of Natal. She was born in 1897 in South Africa and educated at Ermelo and Victoria College (forerunner of Stellenbosch University) graduating as a teacher. She married in 1922 and accompanied her husband to New York where he had a post at Columbia University. She also taught English and Latin at Foxwood School, Long Island. On returning to South Africa she was in charge of Afrikaans practice teaching at the University of Cape Town, 1924-25. She worked with her husband on several sociological and educational books. During 1936-39 she was women's editor of *Die Volkstem* and cookery editor of *Die Brandwag*. From 1940-45 Mrs. Malherbe served with the Union Defence Force starting as a private in Transport and ending as a captain in Military Intelligence (Propaganda and Publicity Section). She has written the

history of the Malherbe family in Afrikaans, the history of Durban, numerous articles in Afrikaans and English on historical subjects and is at present engaged on research for a history of Pietermaritzberg. She has three sons, one daughter and ten grandchildren.

### "THE PIONEER", VOLUME I, NOVEMBER 1968

M. J. Kimberley reports:

*The Pioneer, Volume I, November 1968*

The Rhodesia Pioneers' and Early Settlers' Society, with headquarters in Bulawayo and branches in Mashonaland, Matabeleland and the Midlands, have entered the journal publishing field by producing volume I of *The Pioneer*.

This first volume, dated November 1968, but only recently on sale, deals with "People, Places and Items of Historical Interest in and around Bulawayo" and is yet another publication commemorating Bulawayo's 75th Anniversary.

In the Introduction, the editor, the Hon. Sir Robert Tredgold, P.C., K.C.M.G., who is Honorary President of The Rhodesia Pioneers' and Early Settlers' Society, states, *inter alia*—

"These papers here reproduced are very varied. They have one feature in common in that they all have association with the Rhodesia Pioneers' and Early Settlers' Society, its work and its objectives.

"Some are intended to assist those who wish to visit the many historic places near Bulawayo. Some give hitherto unpublished accounts of historic events by men who participated in those events. Some present old material in a new and more accessible form."

Volume I (97 pages) contains ten chapters including chapters entitled: Historic Places near Bulawayo; The Mangwe Pass; Fort Tuli and Alison Shinn; Rhodesia's First V.C.; Early Days, 1894-95; Two Years Later, 1895-97; The 1893 Campaign; and The Railways.

This very interesting and most worthwhile publication is available to members of the Rhodesiana Society at the special price of 7s. 6d. per copy plus 4d. postage and bank exchange where applicable. Orders should be addressed to the Secretary, The Rhodesia Pioneers' and Early Settlers' Society, P.O. Box 100, Bulawayo.

# Correspondence

## J. S. MARITZ AND CHIEF UMTASSA

Sir,

I was very interested in Miss Stephanie Maritz's account of her father's visit to Chief Umtassa during the Mashona Rebellion.

She related that owing to the seriousness of the situation in Old Umtali at the time, Mr. Maritz had been asked by the Magistrate, Major Scott Turner to interview Umtassa and find out if he intended to take up arms against the whites.

At a later date to the consternation of the sparse population of Old Umtali, Chief Umtassa gathered his followers in full force on the banks of the Umtali River.

Owing to the gravity of the situation and the chief's apparent indecision Major Scott Turner asked my father to ascertain Umtassa's intentions towards the whites.

My father was third Native Commissioner of the Umtali district, known as "Tambudza", by Umtassa and all local Africans. He was also Captain of the forces during the rebellion for which he received medal and clasp. He was also a close friend of Major Scott Turner, so much so that he gave my father his favourite polo pony when he left New Umtali to join the forces during the Boer War. Therefore it was understandable that my father should undertake the other mission to Chief Umtassa.

He did so accompanied by Mary-Jane. This rather frivolous name belonged to a very reliable African who remained head messenger in the Native Department until his retirement, which took place a few years ago, in New Umtali.

My book *Where Lions Once Roamed*, broadcast by the R.B.C. last year, and now in the final stages of being published, gives a detailed description of my father's meeting with Umtassa on this occasion, and also later on, when Umtassa conferred on him the honour of Chiefmanship.

Mr. Maritz, a fine pioneer, and a most courageous man, and my father, combined to avert disaster to the small settlement, both being influential men and greatly respected by the Africans.

Yours, etc.,

CECIL M. HULLEY.

## H. J. LUCAS COMMENTS

Sir,

I am addressing these notes to you. They are in connection with a few points I have noted whilst going over some back numbers of *Rhodesiana*. They might be of interest to you or to some of your readers.

Whilst reading the book *Rhodesian Epic* I saw a picture of Grey's Scouts charging a Matabele Impi in thick bush during the Matabele Rebellion of 1896.

This reminded me of an incident in 1907. I was driving into Bulawayo with my uncle, J. A. Warwick, who had been a Lieutenant in Grey's Scouts in the 1896 Rebellion. As we neared Thabas Induna Mountain which was on the right of the road and some distance back from the road, my uncle said he would have a look at the spot where his unit had cornered a Matabele Impi during the Rebellion and killed a lot of them. It was in the bush just around the corner of the hill. When we got there not very much was to be seen as the bush was very thick. I was afterwards told by a friend who had a farm just beyond the bush near the old Queens Road that people often found bones and skulls in the bush, also old assegais and parts of old guns.

My uncle said that the column to which he was attached was sent to clean up around Insiza and try to catch the Matabele Impi which had been operating there. They fell in with the party which was busy gathering the remains of the whites who had been murdered there and they saw some of the remains, battered skulls of women and little children. The sight made them mad and they swore to kill as many Matabele as possible.

They followed in the tracks of the Impi and at last came up with them at Intabas Induna Mountain. The Matabele took up a position in the thick bush, Grey's Scouts charged them and they broke and fled, with the Scouts in hot pursuit. Many Matabele were shot down.

My uncle said that almost without exception when the Matabele were overtaken and could not get away they turned round and faced the pursuers so as to get the bullet in front instead of in the back.

\* \* \*

In *Rhodesiana*, September 1965, on page 54 is a note in reference to Inspector J. A. Warwick, Commanding officer Matabeleland Mounted Police. The article was written by Mr. Garlake and is in connection with the building of a fort near Rixon Farm.

I think that a mistake has been made. (Jack) J. A. Warwick served throughout the Rebellion in Grey's Scouts, first as a trooper and then as a lieutenant. I do not think that he was ever in the Police.

\* \* \*

On reading in *Rhodesiana*, July 1967, an article about Troop Sergeant - Major F. R. W. Montgomery, I note that he resigned his commission as Lieutenant and Adjutant of the Diamond Fields Horse in Kimberley to join the Police as Troop Sergeant-Major. When I was a boy in Kimberley in 1895 the Adjutant of the Diamond Fields Horse was Captain Brand. My father was Captain of "A" troop Diamond Fields Horse at the time.

Capt. Brand was a nephew of President Brand, President of the Orange Free State up to the time of the Boer War. Capt. Brand's son is Sir Quentin Brand who partnered Sir Pierre Van Rhyneveld in the pioneer flight from England to Cape Town in 1920.

In the December 1964 copy of *Rhodesiana*, in Notes by A. S. Hickman, is a note *re* Captain W. J. MacQueen, an old police officer, and I am wondering

if it is the Capt. MacQueen who served as Transport Officer with the Second Rhodesia Regiment in East Africa 1914-17?

The MacQueen in the Second Rhodesia Regiment had been an elephant hunter and had lost an arm. I cannot now recall which arm it was though I knew him quite well. He died in East Africa of malaria and complications towards the end of the Campaign.

Yours, etc.,

HECTOR LUCAS.

*(The Capt. MacQueen in the Second Rhodesia Regiment was James MacQueen who died in 1917. He was never resident in Rhodesia.—Editor.)*

# Reviews

*The Matabele War* by Stafford Glass. (Longmans, Green and Company Ltd., London, 1968. xvii, 308 pages, illustrated, price 45s.)

The Matabele War is to the Rhodesian what the Battle of Hastings is to the Englishman in that all have heard of it but very few know anything of the background and details of the campaign. This is a pity because the war is one of the military, political and constitutional cornerstones of Rhodesian history.

Every book on Rhodesia's past or early personalities, of course, mentions the Matabele War, but even Dr. L. H. Gann's detailed *A History of Southern Rhodesia* only devotes some 12 pages to the defeat of the Matabele; while books like the *Downfall of Lobengula*, 1894, by W. A. Wills and L. T. Collingridge are obviously too close to the smoke of battle to be able to present a balanced account. Dr. Glass has therefore dealt in depth with a well-known subject that has been under-researched; indeed, for all practical purposes, Dr. Glass is researching in virtually virgin field. This fact alone results in the publication of a work of unique significance.

The main weaknesses or rather limitations of *Matabele War* stem from the title of the book. It is too broad. Surely one would expect some description of the battles, the number of casualties and so on. How brave were the Matabele? Had they become soft as a result of bullying tactics practiced for half a century on weak Mashona neighbours? How unsuitable is the rolling grass-clad highveld for guerrilla tactics? Dr. Glass, however, does not attempt to answer this type of question.

Another limitation is that the attitudes of the Matabele have been largely ignored. To be fair to the author he acknowledges this in his preface for he refers to the conflicts within the Matabele Kingdom "Such matters have long been neglected by historians and it is only recently that their significance has been realised . . . but it will be some time before the full story of the Matabele role in the war of 1893 can be told." In other words the book has another blind spot. Again he observes "Many stories of Lobengula's cruelty have been told, but there is no need to dwell on these here." Surely discipline within the Matabele military machine was based to a large extent on cruelty which makes it relevant to the conduct of the war. Furthermore, why go into detail of Lendy's cruelty in the Ngomo affair and not Lobengula's? Fortunately, this is not a blatant example of "narrow liberalism" that plagues so much of modern scholarship. Certainly the outlook of the Matabele is relevant to the question why did one of the three great leaders in south-central Africa - Khama, Lobengula and Lewanika - fail to come to terms with advancing civilisation?

Dr. Glass lays himself open to criticism in his preface and in his concluding remarks. His statement that "the administrative records of the first forty years of Southern Rhodesian history were *totally* destroyed" is not in accordance with the facts indicated in *A guide to the Public Records of Southern Rhodesia under the Regime of the British South Africa Company, 1890-1923*, 1956. While his

attempt to compress all the major events of Rhodesian history into his concluding remarks and relate them in some mysterious way to the Matabele War is as unjustified as it is unsound. In particular, his last sentence in the book referring to a last-ditch stand by whites south of the Zambezi River is in the opinion of this reviewer totally irrelevant to the thesis, and nothing more than journalistic, for it must be remembered the *Matabele War* does not deal with the military factor as such.

But if the book has its limitations and some minor weaknesses it also has a very great deal in its favour. To understand the work it is well to bear in mind that *The Matabele War* results from the combination of two of the author's theses: *The background of the Matabele War, 1859*, and *Sir Henry Loch and the Matabele War: a study of the war of 1893 against Lobengula, with particular reference to the policy of Sir Henry Loch and the Imperial Contribution, 1964*. The welding together of these two studies is further reinforced by a certain amount of hind-sight on the part of Dr. Glass. As the titles of the theses imply, the book is, first and foremost, a study of the diplomacy of the three central characters—Administrator Jameson, King Lobengula and High Commissioner Loch. These players are supported by Managing Director Rhodes and Colonial Secretary Lord Ripon. There are many other characters all of whom play parts that are backed up by documentation based on meticulous research.

The strength, and indeed charm, of the main body of Dr. Glass's work is that it is overwhelmingly factual. The reader gains the general impression that the author sets off down the middle of the road and from this position he refuses to budge. Dr. Glass's work deserves a wide readership.

R. W. S. TURNER.

*The Rulers of Rhodesia; from Earliest Times to the Referendum* by Oliver Ransford. (John Murray, 1968. 345 pages, illustrations and maps, price 45s.)

Dr. Ransford's book is not just another history of Rhodesia. It is selective to some extent in that it has a theme—that Rhodesia, during its historical past, has always been governed by a minority of *elites*.

Monomatapa and his warrior aristocracy preceded the Portuguese who ruled, at least in Manicaland, for over a hundred years up to about 1667. Their conquest of Monomatapa must, says the author, "be considered as one of the most remarkable achievements of Europe in Africa" in the light of the smallness of Portuguese numbers and resources and of the difficulties of the terrain. Yet the Portuguese failed in the end both as colonists and as evangelists. In spite of the hundred years of occupation when other European missionaries came into Rhodesia in 1859 there was not one Christian there to welcome them.

The rule of "the enigmatic Rozwi theocrats" followed that of the Portuguese. Then came Mzilikazi and his Ndebele.

Dr. Robert Moffat with his influence over Mzilikazi, and even those "cantankerous" and "uncharitable" founders of Inyati mission, particularly the Rev. Thomas Morgan Thomas, all again established a European *elite* in the country. Finally, along came Cecil Rhodes and the Pioneers to complete the pattern of minority rule.

Having covered the theme fairly thoroughly up to the Rebellion of 1896 the book rather fades away into a scrappy chapter on the Referendum of 1923 and an even scrappier epilogue about the terrorist incursions of the last two years which, says Dr. Ransford, are the attempts of another *elite*, the Communists, to take over the country.

However, that is a minor criticism of a most readable book. This is a literary history, not a textbook and it is written in a graphic, even racy, style.

He paints the Bushman period as the golden age of Rhodesia. It lasted for 5,000 years until the Bantu, "strong, fecund and militant" erupted from the north and overran this docile people. He compares the Ndebele to the Normans of 1066 and says their power saved Rhodesia from the horrors of the slave trade. He points out that the 10 per cent of the European *elite* that was killed during the 1896 Rebellion was a loss exceeding the proportion of French colonists killed during the Algerian revolt or of British during the Mau Mau rising. He says that the Matabele campaign ended in a draw; the African's pride was not humbled and each side thought the other had asked for an armistice.

He makes some impressionistic remarks about later characters. He likens Jameson to a Regency buck and Colquhoun is described as that "paper bound fuss pot" who stopped Forbes from taking Beira. And he expresses a medical man's opinion that Rhodes did not suffer, or die, from tuberculosis but from what is now known as a "hole in the heart".

This is a lively book full of ebullient descriptions and individual opinions.

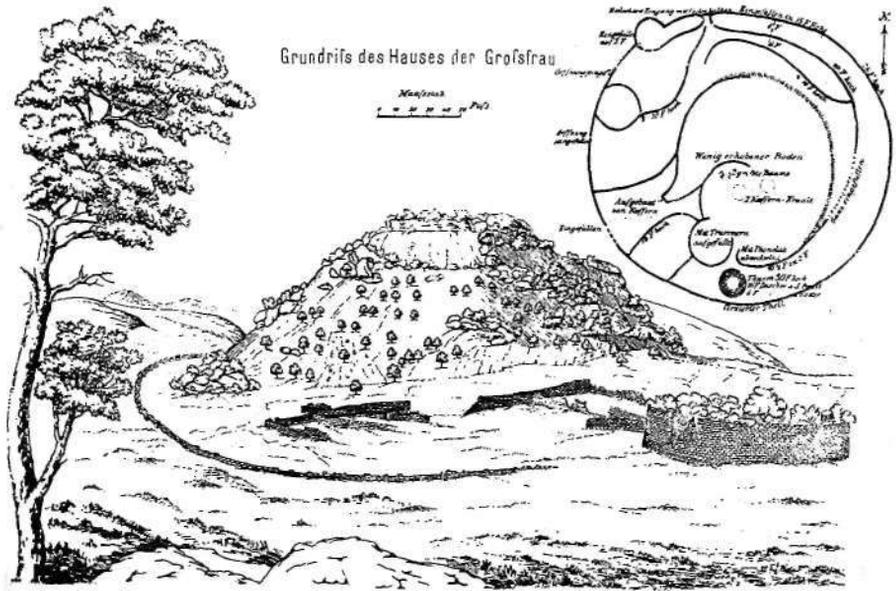
W. V. BRELSFORD.

*The Journals of Carl Mauch 1869-1872.* Transcribed by Mrs. E. Bernhard. Translated from the German by F. O. Bernhard. Edited by E. E. Burke. (Published by National Archives, Salisbury, 1969. 314 pages, coloured and black and white illustrations, maps, price 63s.)

Carl Mauch has a twofold claim to be a pioneer of Rhodesia. Firstly, in the course of his second journey into what is now Rhodesia, together with Henry Hartley and on information supplied by Hartley, he was the first geologist to verify the existence of gold at Hartley Hills and elsewhere in the country. Secondly, Mauch also provided the first written description of Zimbabwe.

In 1871 he fell ill, north of the Limpopo, and became almost a prisoner of the Makaranga. He was rescued by a fellow German, Adam Render, hunter and trader, who was living with the daughter of a local chief. Render told Mauch of the ruins of Zimbabwe and the two men visited them in September 1871. It is presumed that Render had visited them before. This point is not clear in the book. Mauch's description of Zimbabwe and a drawing are contained in this volume.

Carl Mauch had studied geology, natural history and astronomy in Germany and London in preparation for his explorations in Africa so his discoveries and observations are meticulously and knowledgeably recorded. His coloured sketches of flowers and plants are delicately pleasant. His descriptions of the life and characteristics of the Africans are also detailed, with great emphasis



Sketch of Zimbabwe by Carl Mauch in 1871 (from Vorläufige Notiz ubar die Ruinen von Zimbabwe (in *Verhandlungen der Berlin Gesellschaft für Anthropologie*, 1876). Contributed in 1873 by C. Mauch.

(*Journals of Carl Mauch*)

being laid on what he considers the unpleasant habits and customs of the "bestial race" that he almost came to hate.

As regards Zimbabwe, Mauch propounded the theory that this was the Ophir of the ancients, that the Queen of S(h)eba was the Queen of Zimbae and that "the ruins are copies of Salomo(n)'s temple and palace". Nevertheless, his descriptions are lengthy and interesting as being the first written record by an eyewitness.

The journals are very readable and reveal the courage of a man who was determined to explore the unknown in spite of danger, hardship, sickness and near starvation.

\* \* \*

The story of how this book came to be published is a fascinating one. In 1955, Mr. H. H. J. Fricke, then German Consul-General in the Federation of Rhodesia and Nyasaland, drew the attention of the National Archives to the existence of the journals, diaries and maps of Carl Mauch in the museum at Linden in Germany. At the instigation of Mr. Fricke the museum generously presented a microfilm of the documents to National Archives and granted permission for the publication of an English translation. It was difficult to decipher the text from a microfilm so, again with the assistance of Mr. Fricke, a photographic facsimile was made in 1957 and presented by the Government of Western Germany.

For many years publication was held up because the diaries were written in the old gothic script and it was not until 1965 that Archives was able to

interest Mr. and Mrs. F. O. Bernhard of Umtali in preparing a translation. Mrs. Bernhard had a personal knowledge of the gothic script and of the idiom used by Mauch and so was able to translate the text into modern German. Mr. Bernhard then translated the German into English.

This volume includes the diaries of Mauch's travels in South Africa and Mozambique as well as in Rhodesia. The maps to illustrate the journeys were specially drawn by Mr. A. E. Phaup; Professor Wild of the University College contributes an appendix on the botany of Mauch's journals; and Mr. E. E. Burke of Archives has added a bibliography as well as editing.

The result is a most valuable addition to Rhodesiana and a credit to the list of publications of National Archives.

*Full Many A Glorious Morning* by Lawrence G. Green. (Howard Timmins, 1968. Illustrated, 238 pages, 25s.)

Lawrence Green's latest book is a characteristic *melange* of tales, memories and descriptions of a wide variety of people, places and events in four countries of southern Africa—Rhodesia, Zambia, Botswana and the North-west Cape Province of South Africa.

He discusses the origin of the Bushmen; he gives the history of the peach and how the famous Kakamas species was developed; he tells of the rare Teita Falcon at the Victoria Falls; and he discourses learnedly on crocodiles, driver ants and baobabs.

Mr. Green's facile pen, although wielded for so long and at such length, can still write something new about some part of Africa.

He gives what he calls "cameos" of Livingstone, Salisbury and Bulawayo which includes their history, yarns of famous characters and opinions about their current character. For example, he thinks that Bulawayo has more atmosphere, is more African than sophisticated Salisbury. He considers at length the question as to who was the first European to discover Zimbabwe and he relates the legends surrounding the Sinoia Caves.

There is a good deal about the north-south railway through Botswana and Rhodesia. There are fascinating stories of the building of the line, explanations of the meaning of names of sidings are given and some incidents are described. When the Shashi bridge was washed away about the end of last century a train was made up equal in length to the width of the river and an engine at the rear pushed it across the river. On the far side another engine was coupled to the train and hauled it out of the water.

A hitherto neglected, but vital, part of railway history is dealt with at some length; food, menus and railway chefs. Some of the chefs were as original as the food they served up.

The author has drawn on published works for much of his material, in some cases dressing up dull history in lively costume, but he also introduces the memories of many an old-timer he has met on his travels. Coloured by his own wide knowledge of Africa the book is written in Lawrence Green's usual lively, easy-to-read style.

*A History of Rhodesian Entertainment 1890-1930* by C. T. C. Taylor. (Published by M. O. Collins (Pvt.) Ltd., Salisbury. 185 pages, 44 illustrations, price 35s.)

With a comprehensive title *A History of Rhodesian Entertainment 1890-1930* a much bulkier volume than the book published by M. O. Collins (Pvt.) Ltd., and written by C. T. C. Taylor might have been expected. It would seem that the term "Entertainment" has been used in its secondary sense of "public performance", and it is on this basis that the work should be examined.

The author has most carefully gone through the newspapers to provide a 40-page appendix listing all stage performances in the period about which he is writing.

The first chapters are most interesting with the story of the Regimental Sergeant-Major, whose Thespian ambitions were so strong that, even before the Pioneer Column had reached Salisbury, a request for a licence to open a theatre had been made. The opening of the stage-dining halls in the Masonic and Hatfield hotels, the playing of women's parts by men and the effects of malarial fever on casts are dealt with. Despite laagers and rebellions the shows went on.

At this point Mr. Taylor appears to lose the thread of his story and embarks on an account of the layout of Salisbury, before he reverts to the arrival of the professionals, the Nelstones and Searelles.

The advent of the popular concerts of Charles Rodney; the visits of other professionals, who liking Rhodesia, stayed after their original companies had left; the enterprise of the pioneer theatre-builder, Alfred Wilson; and the introduction of the cinematograph are recorded. But again Mr. Taylor is led astray into a chapter on early motoring and rickshas until he returns with his references to the Sass and Nelson Musical Company and the arrival of the famous (possibly notorious) Mr. and Mrs. Pagel and their circus.

The rivalry between Walter Paterson and "Joe" Wheeler receives a considerable amount of attention, highlighting the work both did for the theatre. Meanwhile skating-rinks and Indian club-swingers provided other diversions.

The resentment of amateur performers at criticisms in the newspapers is dealt with, when once again the theatrical antagonists Paterson and Wheeler appear in a wordy quarrel over the use of the Salisbury Drill Hall, until one is quite pleased to read, "Joe Wheeler left with his family for South Africa".

But Joe returned and gave excellent service as the manager of the Palace in Salisbury and as a trainer of actors and actresses for the production of amateur performances.

The later chapters, with the exception of the last one, in which the author attempts to bridge the gap in time since 1930, are an account of the theatrical world of Salisbury with little reference to other centres. There is a detailed account of the accidental shooting of Bert Ralton and while there is a promise of "deaths of some prominent people" these do not appear.

Unfortunately the book gives the impression of hasty editing with wrong references to the illustrations and one example of misleading information, with photograph, of the hall of the Masonic Hotel.

Mr. Taylor undoubtedly undertook a difficult task when he decided to write

the history of the live theatre in Rhodesia. There is much in the "History" which is of consequence to those interested in the social life of our country and the ways in which past Rhodesians entertained themselves despite the many difficulties which they had to overcome, and for this reason it should be given a place on Rhodesian bookshelves.

*Chirimo: A thrice yearly review of Rhodesian and International Poetry.* Edited by C. T. E. Style and K. O. Style; published by the Berry Trust Company (Pvt.) Ltd.

This, the second issue of this lively and outward-looking Rhodesian poetry-magazine keeps up the excellent standard of the first one. As before, alongside the work of overseas poets of the stature of Thorn Gunn, Norman Nicholson, Lawrence Ferlinghetti, one finds that of our own N. H. Brettell; and the comparison does not automatically favour the overseas poet. Perhaps the most vivid poem, even the best in the collection, is that of Douglas Livingstone (lately Rhodesian, now living in South Africa, and a poet of international repute); namely, "My Restless Dragons", his witty, taut, yet sensitive allegory of the way in which his poems decide to write themselves. "The Elvers", by Norman Nicholson, is more than an evocative description of the five-inch eels pumped up by chance from the undersea workings of a Cumberland mine; it is a model of how to write, successfully and unashamedly, a nature-poem.. Ferlinghetti's wry elegy for a dead fellow-poet shows how moving can be the supposedly tough beat-poetry of the Ginsberg school. Brettell's "Crowned Cranes" and Crossley-Holland's "The Roman" share the same classically-trained colour of thought, the same regard for the urbane courtesies of verse; but the cranes inhabit a far better poem, in sound and image and balance of movement, in feeling, too, than the Roman soldier in Alderney. Of the several poems by African writers, perhaps the most readily appealing is Julius Chingono's brief and funny, "My Old Shoe", where the open toe-cap "swallows volumes of air like a fish" as its owner walks. To the translations from French and German, it is harder to say much; they are sensitive, very often, and poems in their own right less often—but then, how often has a good poem translated into a good poem in another language? A successful translation of some of the poems in this issue, together with others, is into the form of a forthcoming L.P. recording, "Poets in Rhodesia", sponsored by "Chirimo"—an imaginative step.

An interesting extra is the first of a series of brief "Rhodesian Poets in Profile", on the late Wilson Chivaura. By common consent the father of modern Shona poetry, his death was a great loss to Rhodesian poetry.

H.L.F.

*Malawi: A Political and Economic History* by John G. Pike. (Pall Mall Library of African Affairs, 1968. 248 pages, maps, price 45s.)

The author spent 12 years in Malawi as a hydrologist and is co-author of an earlier book—"Malawi—A Geographical Study".

In this volume he deals with the land and the people, prehistory, pre-

colonial history and the colonial era before coming on to the rise of nationalism, Federation and the economy.

In view of some mild current propaganda it is interesting to note that in the pre-colonial era Malawian tribes did occupy much territory that was later allocated to Zambia and Mozambique. But throughout Africa many tribes were divided in the same way between different countries and it would be impossible now to make tribal boundaries coincide with national boundaries.

The author stresses the great influence that missionaries had in the country in pre-colonial days and how in 1877 they joined in with their own commercial company, the African Lakes Company, in an unsuccessful attempt to obtain a Charter over the country similar to that later obtained by the B.S.A. Co. over Rhodesia. The missionaries often criticised and obstructed the administration since those days and "built up a tradition of opposition to autocratic colonial rule" which was very evident during the days of Federation.

The author deals very fairly and calmly with the rise of nationalism, the disturbances of the 1950's and with the imposition and break-up of Federation. The rise of nationalism came early in Malawi, with the 1914 rebellion of John Chilembwe. It was not a sudden reaction to Federation.

The author concludes this section of the book with an appreciation of the life and influence of Dr. Banda and his policies.

The policies have led to an upsurge in the economy of Malawi but, he says, it is dangerous to prophesy that improvement will continue at the same high level. Malawi is dependent upon outside assistance. She ranks third in the amount of aid received from Britain. And there is no doubt that the improvement began in the days of Federation when federal money was injected into Malawi. The economic reason for federation was sound, says Pike.

The economy of Malawi depends upon agriculture yet only one-third of the land area is suitable. There is terrific population pressure on this land and a high birthrate. Population densities are some of the highest in Africa rising to 1,000 per square mile in the Blantyre-Limbe region. Soils and rainfall are good but primitive farming practices and a traditional system of subdivision at death make the gross domestic product from agriculture one of the lowest *per capita* in Africa. The development of the fisheries of the lake is hindered by lack of scientific knowledge of the movement of the fish and by the poor communications to markets.

A depressing picture perhaps but efforts are being made to improve farming methods, to develop still further crops such as tea, tobacco and cotton that have been proved over the years as valuable export crops. The author thinks there is hope of improvement particularly because Dr. Banda is displaying a dynamic attitude to the problem and is determined "to overcome his country's inherent economic handicaps, to the extent of enforcing unpopular economics at home and alienating himself and the country from some other African countries".

W. V. BRELSFORD.

*Social Change and the Individual: A Study of the Social and Religious Responses to Innovation in a Zambian Rural Community* by Norman Long. (Published

for the Institute of Social Research, University of Zambia, by Manchester University Press, 1968. 257 pages, illustrations, maps and diagrams, 55s.)

The author studies the effects of agricultural innovations in a small parish of Lala people in the Serenje District of the Central Province of Zambia.

In pre-colonial days the Lala lived in large villages as a means of protection against slavers and raids by outsiders. In the peaceful days of the colonial era villages became smaller although government insisted, for ease of administration, that a village must contain at least ten taxpayers. But, with the growth of population and the steady deterioration of land near the villages following the usual axe-based system of slash and burn agriculture, the villagers had to walk farther away to their gardens. So many people slept in garden huts, not in the village, for a great part of the year.

Then came the introduction of "peasant farming" schemes in which blocks of small contiguous cultivated plots were laid out, the farmer living on his farm with ploughs and other machinery being used communally within the scheme. In addition to these set schemes individual farms were allowed. So with the break-up of the traditional village government introduced the "parish system" during the late 1940's. There was no focal village, only a natural area which might contain a few small villages but also family settlements and perhaps some peasant farmers also.

The author aims to show how these developments have changed social categories both within and beyond the family and also traditional attitudes towards land and inheritance.

Within the parish the village headman is no longer a man of importance, both the successful peasant farmer and the agricultural assistant ranking higher in status. Owning a farm instead of working a subsistence plot usually means hiring labour and, in the beginning, a farmer will build up a most complicated and awkward network of responsibilities to those of his kin who help him with their labour. But as soon as he can afford to hire, paid, non-relative labour he does so in order to escape these obligations. His view of family land rights changes. The Lala are matrilineal but now men want to leave the farm they have built up to their sons.

The most prosperous farmers in the area belong to the religious sect, Jehovah's Witnesses. Although Lala, they do not believe in matriliney or polygamy. As Christians the nuclear family of man, wife and children is the basis of their social life so that their network of social responsibilities is simpler although they can call upon fellow Witnesses as well as direct kin for assistance on their farms. Their Protestant ethic is of "getting on"; their ambition is not dampened by the factors usually found in Bantu society; many of them are artisans as well as farmers; and, as a sect, they believe in being well-clothed and well-fed. (Since the publication of this book there have been reports of physical, mob attacks on the Witnesses in the Serenje District. The overt cause was political, refusal to join any political party, but jealousy of the higher economic status of the Witnesses and resentments at their break-away from traditional tribal mores may also have had some influence on the attacks.) So religion as well as agricultural change has affected the social basis of the parish system.

This study of how new patterns of social life are emerging as a result of agricultural innovation is one that could, with benefit, be followed in other areas, for example in the new irrigation schemes of Rhodesia.

W. V. BRELSFORD.

#### GENERAL

*Balfour and the British Empire: a study in Imperial evolution, 1874-1932*, by D. Judd. (London, Macmillan, 1968. 70s.)

Balfour's career was one that could justifiably have been predicted for the son of a Cecil. On his father's side he traced his descent to Robert the Bruce; his mother was a daughter of the second Marquis of Salisbury and his uncle was that third Marquis, three times Prime Minister to Queen Victoria, after whom Rhodesia's capital is named.

Balfour was tough in arduous offices—as Chief Secretary for Ireland from 1887 to 1891, as First Lord of the Treasury for two periods between 1891 and 1902, as Prime Minister from 1902 to 1905, as First Lord of the Admiralty and Secretary for Foreign Affairs during World War I, and as Lord President of the Council after it. But in spite of being efficient he was far from universally appreciated; Churchill once described him as "A languid, lazy, lackadaisical cynic, the unmonumental head of the Conservative Party", and he undoubtedly suffered from an inherent philosophical ability to see both sides of an argument.

His periods in office covered the years when the British Empire was at its most influential and effective but he foresaw the changes that would come. The author takes his analysis from Balfour's entry to the House of Commons to the Ottawa Conference of 1932, two years after Balfour's death, and his work, which has grown out of a doctoral thesis, has the advantage of access to the family papers at Whittinghame.

But it is surprising how remarkably little he makes of Rhodesia and, more so considering his sub-title, of Rhodes's wide ambitions; both appear as very minor characters, holding mere walking-on parts, on the author's broad stage. This is in part because Balfour had very little personally to do with either and this would be reflected in his papers. But his career had in it the elements of grandeur, for example he pressed for the completion of the Singapore naval base as a bastion in the East for an Empire which would be a unity giving mutual defence. It is indicative of a certain superficiality in the author's approach that he dismisses it with the comment "Ironically, despite the millions of pounds poured into the construction of the base at Singapore, it capitulated to the Japanese in 1942 after only a brief resistance." There was rather more to it than that.

The author is a Lecturer in Commonwealth History at the North-Western Polytechnic, London. The work will be valuable for a general library, but I do not recommend it as essential to the specialist in African affairs.

E. E. BURKE.

*Elgin and Churchill at the Colonial Office 1905-1908* by Ronald Hyam. (Macmillan, 1968. 574 pages, illustrated, price 120s.)

This is a study of the colonial policy of the Liberal Government in which the Earl of Elgin was Colonial Secretary and Winston Churchill was in his first Ministerial post as Parliamentary Under-Secretary of State for the Colonies. It is based on new information gleaned from the Elgin papers.

There is a fascinating picture of the young Churchill at work but the main interest for readers in this part of the world lies in the consideration of such matters as the granting of self-government to the ex-Boer republics in South Africa and the adoption of the policy of Indirect Rule in the African colonies.

Although Lugard has always been regarded as the originator of Indirect Rule, in Northern Nigeria, the policy was being worked out by men on the spot in various parts of Africa. Elgin saw little difference between what was happening in Northern Nigeria and what had already become settled policy, for example in Basutoland where a successful Basutoland Council had been established in 1903.

In 1907, Lord Selbourne, High Commissioner for South Africa, made a suggestion that Barotseland should be made into a Native Reserve on the lines of Basutoland and that all the rest of what is now Zambia should be amalgamated, with Southern Rhodesia. Elgin turned down the suggestion on the grounds that Barotseland could not support itself so that the British tax payer would have to subsidise it. This was unnecessary as the B.S.A. Company was already administering Barotseland at no cost to the tax payer. Furthermore, Elgin went on—"Southern Rhodesia already suffers from an excess of black as compared to white population: and the addition of even a slice of North-western Rhodesia would be to increase the disproportion, and to add to the difficulty of including the territory as a constituent member of a South African federation."

The intention to include Southern Rhodesia as a part of the Union had been foreshadowed as early as 1906 by Winston Churchill in a despatch "characteristic of Churchill's rhetorical enthusiasm for a romantic venture". He wrote of a colonisation scheme for Southern Rhodesia to which the Salvation Army would be a party—"It is very easy to choke a scheme like this. But Rhodesia with its British population may ultimately be the weight which swings the balance in South Africa decisively on the side of the British . . . The difficulties of the wilderness, its loneliness and inaccessibility are not perhaps to be surmounted without the aid of some super-economic influence."

This is a valuable contribution to our knowledge of a period the author describes in his sub-title as "The Watershed of Empire-Commonwealth".

*The Kalahari and Its Lost City* by A. J. Clement. (Longmans, 1957. 214 pages, maps, illustrations, price 55s.)

In 1885 an American showman, Farini, made a trip through the Kalahari. In his lecture to the Royal Geographical Society the following year he reported, almost casually, the discovery of the ruins of a city built of stone.

For years no-one paid much attention although an occasional fancy theory was produced. One linked the "city" with the Great Zimbabwe complex and suggested that the ruins formed a link in an extensive, transcontinental, pre-historic chain of forts stretching from Sofala to Zimbabwe, then on to the "city" and so to Walfish Bay.

But since 1932 there have been 26 expeditions searching for the city. This number included one in 1962 of Boy Scouts from Southern and Northern Rhodesia and another one, in 1964, of Scouts from Northern Rhodesia alone. Also in 1964 the author of this book, a member of the Kalahari Research Committee of the University of the Witwatersrand, discovered a natural geological formation which he claims is the basis for Farini's ruined city.

What Farini took to be walls are merely outcrops of dolomite weathered into fairly regular cracks and formations. The cracks that give the impression of stonework are caused by stresses set up by diurnal temperature changes.

The author quotes Farini's description of his journey, reviews all the considerable literature commenting on the "Lost City" and describes the many expeditions. All this adds much to our knowledge of the Kalahari.

The illustrations of dolomite outcrops are disappointing both in quantity and quality. There have been better illustrations in recent magazine articles.

Nevertheless, this is a fascinating story, a sad one because it destroys a legend. So it seems, although the author says "like all legends, that of the Lost City will be a long time a-dying".

*The Growth of African Civilisation. A History of West Africa, 1000-1800* by Basil Davidson. In collaboration with F. K. Buah and the advice of J. F. A. Ajayi. (Longmans, new and expanded edition, 1967. Limp cover, 320 pages, illustrations and maps, price 12s. 6d.)

For a long time it was held that black Africa had no history, no civilisation until the Europeans came. It is the object of this book (and companion volumes) to show that the history of Africa is as long, if not longer, than that of some other continents.

Serious research is now revealing that in pre-colonial days there were in fact large states, big cities and empires in West Africa. Arabic writers were referring to the ancient kingdom of Ghana as early as A.D.770. (This kingdom has no connection with the modern country which merely took the name. The ancient Ghana existed far away to the north-west, more in present-day Mauritania.)

By A.D. 1047 the Ghana empire had been brought down by Berber attacks from North Africa. Then came the rise of the even bigger empire of Mali which by A.D. 1337 was one of the largest empires in the world. It was too large to hold together and broke up soon after 1400. Mali was followed by the Songhay empire of the sixteenth century which was based on the famous city of Timbuktu.

These empires were founded on two things—Islam and trade. The big cities were the market places and the centres of the caravan routes that ran across the Sahara from Egypt and from North Africa. Salt and trade goods came into the west and gold went out. These states had organised governments, they had a religion and their arts were advanced. The sculptures of Benin and Ife, the brass and bronze heads, are sought after today. By A.D. 1300 the Yoruba had evolved one of the greatest schools of sculpture the world has ever known, says the author.

But from the sixteenth century onwards Portuguese, Dutch and other

European traders began to use the sea routes to West Africa and ports and harbours became more important than caravan routes. So the inland empires ceased to exist, Moroccans plundered the weakening cities and the slave trade completed the demoralisation of peoples descended from ancient, civilised kingdoms.

It is a fascinating story. The title perhaps ought to be "The Growth and Decline of African Civilisation".

*Snakes of Africa* by R. M. Isemonger. (Books of Africa, Cape Town, 1968. 263 pages, colour-plates, line drawings.)

An excellent book by a well-known Rhodesian herpetologist. It is also the first book to be written about the snakes of the whole continent. Nearly 300 species and sub-species are described with their distribution habits and food. There are general chapters on myths and superstitions, evolution, how different snakes catch their prey and interesting anatomical details. Of the 75 species and sub-species recorded in Rhodesia only about 12 give a bite that could prove fatal.

*Spiders of Southern Africa* by J. H. Yates. (Books of Africa, Cape Town, 1968. 200 pages, colour and black and white plates, line drawings.)

Although many of the spiders described and illustrated here do occur in Rhodesia the country is only occasionally mentioned and there is no check-list showing distribution. Nevertheless it is of interest for anyone interested in the subject because the habits, food and eccentricities of the same species are the same here as in South Africa. Its chatty, reminiscing style make it eminently readable.

*Geology of Southern Africa* by Edgar D. Mountain. (Books of Africa, Cape Town, 1968. 249 pages, colour and black and white plates, maps and diagrams.)

In this book Professor Mountain of Rhodes University takes Southern Africa as the area below 15 degrees south, the parallel that runs through Lusaka, so the whole of Rhodesia is included. One of the most striking events in the geological history of Southern Africa was the intrusion or formation of the Great Dyke of Rhodesia which was probably accompanied by volcanic eruptions. This "dramatic" feature runs for 350 miles north-south through the country and is sometimes up to seven miles wide. The author also describes many other Rhodesian geological features such as the Victoria Falls, the Chimanimani Mountains and the Sinoia caves. Besides examining the nature and distribution of the principal geological formations of Southern Africa he also discusses the more theoretical issues concerning the formation of the earth, continental drift and the early ages of man. More practically he relates geology to the search for minerals, water, for petroleum and gemstones and emphasises the importance of engineering geology in the building of large dams such as Kariba.

This wealth of knowledge and information is conveyed in a clarity of style that the interested layman can easily and pleasurably follow. The colour-plates of geological formations and of gemstones are particularly good.

*A Field Guide to the National Parks of East Africa* by John G. Williams. (Collins. 352 pages, 16 colour plates, 16 black and white plates, maps, price 42s.)

This excellent book will be of interest to all Rhodesians who are keen on natural history. Apart from the general interest in such a book, many of the mammals and birds described and illustrated are found in this country also and, in the case of birds, some are migrants to this part of Africa from East Africa.

We have no similar guide to the National Parks of this country and this volume could serve as a model of comprehension and attractiveness.

It is avowedly aimed at the tourist and it covers the 60 National Parks in the three countries of East Africa—Kenya, Uganda and Tanzania. Although the main emphasis is on the faunal parks there is mention of those that are of historical or archaeological interest and of any animals and birds occurring in them. It is remarkable how much information has been packed into a book that the tourist can yet handle easily.

There is a general introduction to each park, a plan of it and then a list of the mammals and birds recorded in it. More than half the book comprises descriptive lists of the mammals and of the rarer birds found in the parks. Since the purpose of the guide is to assist the user in identifying the creatures in the field the only characteristics described refer to external appearance, not to scientific classification. Without going into details, the scope of the illustrations is shown by the fact that 343 mammals and birds are illustrated, 191 of them in colour and, in addition, there are 20 line drawings of smaller creatures such as shrews, bats and rodents.

Altogether this is a most useful and pleasing addition for any library of natural history.

*Salaga: The Struggle for Power* by J. A. Braimah and J. R. Goody. (Longmans, 1967. 222 pages, illustrations, map, price 48s.)

Salaga is a famous market town in the Gonja area of north Ghana.

The first portion of this study is a family history by J. A. Braimah, himself a member of the ruling dynasty of the area. It also tells of the long civil war, culminating in 1892, between two segments of the chieftainship, a war sparked off by disagreements on the way the system of chiefly succession had been applied. One section was being gradually squeezed out of the traditional, alternating or circulating method of obtaining the right to the paramountcy. Two other versions of the civil war both by Muslims are given. One claims that, it lasted 12 years. The other tells the story in verse.

Other portions of the book deal at great length with the struggle for power over the area between the two colonial powers, Germany and Britain, which culminated in Britain's success.

This is not a book for the general reader. It is detailed, heavily documented and annotated; it is a textbook for students of pre-colonial history; and an excellent example of collaboration between an indigenous and a professional historian.

*The Origins of Modern African Thought* by Robert W. July. (Faber & Faber, 1968. 512 pages, illustrations, maps, price 70s.)

The sub-title of the book is "Its development in West Africa during the 19th and 20th century". Although its scope is restricted to the former British and French colonies of West Africa, and Liberia, readers in central Africa can compare trends, note differences and ponder as to whether there is a common racial phenomenon that can be referred to specifically as "African Thought".

The author develops his themes by tracing the life history of individuals—black writers, churchmen, newspaper men, merchants and politicians whose writings and life have influenced African public opinion and thought.

Although Europeans have been in touch with West Africa for 500 years it was only following the abolition of slavery and the establishment of particular settlements of freed slaves, West Indians and negroes educated in America and Britain, in Liberian and Sierra Leone towns at the end of the eighteenth century that contact became continuous and colonial rule and commerce took the place of slavery.

The early nineteenth-century negro writers tended to press for the whole-hearted imposition of pure Christianity and of absolute western standards in all walks of life, typified by the slogan "the bible and the plough". Bishop Crowther, once a slave, released in Freetown, Sierra Leone, in 1822, became a Bishop and one of West Africa's most influential leaders. He asserted roundly "Africa for the Africans alone is . . . ignorance". Later in the century came the first demands for a greater share in government and for a relaxation in the dogmas of Christianity so as to allow for the differences between western and African cultures. These culminated eventually into outright demands for political freedom and in the establishment of indigenous, break-away churches during the course of the twentieth century.

The present situation is ambivalent. There is a growing body of educated, sophisticated Africans who look to Europe for much of their inspiration and philosophy of action. Nkrumah of Ghana insisted that if African countries were to develop then all outdated social and economic customs would have to go and the countries embrace western modernism absolutely. Such a policy led, inevitably, to a political struggle for power between the *elites* or *evolues* and the traditional chiefs, which the *elites* won. Now, they support the chiefs but only as advisers. There is no doubt as to who are the rulers of emergent Africa.

Unlike Nkrumah the image of Africa propounded by Leopold Senghor of Senegal is that of African socialism or negritude, an amalgam of European and African cultures which could "fashion a civilisation more perfect than that which lies within the power of either world alone".

The same contrasting philosophy has been expressed by two other modern leaders. The late Sir Abubakar Tafana Balewa of Nigeria once said "I do not believe in African personality, but in human personality", whereas Sekou Toure of Guinea believes that there is such a thing as an African personality and that it is the main object of African leaders to seek, first among all things, this identity.

It is perhaps politically significant that the leaders of former British colonies

support complete acceptance of a western outlook whilst those of former French colonies support a synthesis of African and European sources of inspiration.

So after a hundred years of debate, discussion and argument the patterns of West African thought still shows a divided design. Which is best—to turn completely westwards or to try and embrace the best of Africa and the West? There is no third choice because it is impossible to return to the old, completely African pattern.

*Frontier Flames* by F. C. Metrowich. (Books of Africa, Cape Town, 1968. 286 pages, line drawings by Penny Miller, price 45s.)

The writer is a well-known historian, particularly of the Eastern Cape and in this book he has gathered together a wealth of stories about little-known incidents and unusual characters of the eighteenth and nineteenth centuries in that area. There are tales of rebels, freebooters, horse and cattle thieves and of a pretty varied selection of scoundrels and rogues including a picturesque woman gun-runner called Helen. The heroes of the age are also included.

There is the story of Coenraad de Buys, seven-foot tall, a rebel who, in the eighteenth century, became a Xhosa chief and founded a coloured clan that is, even today, a distinct social entity. There are stories of that famous but eccentric hunter, Gordon Cumming, and of John Jervis, perhaps the most celebrated of the frontier fighters of the Eastern Cape.

The author tells of the settlement of the Eastern Cape by the 1820 Settlers and of the crazy cultivation by the "cockney farmers" in that group. There is a good deal about the Kaffir Wars.

For the first time in 1772 white man and black man faced each other across the Great Fish River. A clash was inevitable—a clash that was to last a hundred year. The Kaffir Wars were mainly against the Xhosa and the author paints some vivid pictures of the incidents, the battles and the personalities, both white and black, of that long century of struggle. Although most of the yarns are light-hearted the seriousness of the conflict is fully depicted. In 1810 European civilisation in the Eastern Cape was very nearly wiped out by the Xhosa.

This book makes fascinating reading. It is lively, human history.

*Ostrich Country* by Fay Goldie. (Books of Africa, Cape Town, 1968. Colour photographs by T. V. Bulpin. Line drawings by Penny Miller. 80 pages, price 20s.)

"The world's largest and strangest bird, the ostrich trails a colourful and fascinating history behind it which goes back to antiquity", says the author. In fact the ostrich is a relic that has survived since the days of the dinosaurs.

In this most interesting and readable monograph Fay Goldie covers every aspect of ostrich lore—its habits and behaviour, strange incidents involving the bird, the ostrich in folklore and ostrich farming. The value and uses of the body of the ostrich are described from the days of the Bushmen, to the heyday of the ostrich feather in the 1880's down to present times when a flourishing industry is founded on ostrich biltong and sausages (nearly 500 birds slaughtered most weeks), feather dusters and leather handbags and travel goods.

Woven into the story of the bird is the history of the human settlement of the Little Karroo and of the development of Oudtshoorn, "A small, unique metropolis built on feathers."

#### **Also Received**

*Die Groot Gryse* by Anna M. Louw. (Cape Town, Tafelberg, 1968. Price 24s.)

The literal translation of this title is "The Big Grey One". In terms of excitement and colour, however, Paul Kruger's life was far from grey, as this important biographical novel shows.

All the stages of the great Afrikaner's life are viewed through the eyes of the tired, self-exiled statesman at Clarens, Switzerland, who periodically drops the chronological narrative of events in order to examine them in the light of his age, experience and hindsight. The gentle fun Anna Louw pokes at his piousness, sense of justice, and bluntness is typified on one such occasion, when the old Kruger interrupts his narrative to make amends for an intolerant opinion expressed by a younger Kruger about Rhodes:

"He is the sort of man referred to in Chapter 6 of Proverbs: a rascal, an evil-doer who walks around with a treacherous mouth, winks his eyes, points with his feet, makes signs with his fingers, in whose heart there are artificial streaks, who always causes disaster and sows disunity."

"He is already dead," warned the old man, "you must have respect for the dead."

"May God have mercy on his undying soul, amen," said President Kruger.

The author's approach to her subject is objective at all times, but is never lacking in feeling and perception because of this. She highlights Kruger's victories with restrained warmth, and evinces no bitterness at his failures. She shows admiration for the qualities which endeared him to his people; and displays understanding of his human weaknesses while, at the same time, humorously chiding him for them.

Historical detail is followed faithfully, but the man himself is the canvas that Anna Louw is painting: the robust, sensitive boy, the intrepid young warrior and hunter, the relentless fighter for his people's rights, the venerated statesman and, above all, the dogmatic calvinistic Christian hiding gentleness, kindness and a puckish sense of humour beneath a gruff exterior.

As history, this is a thought-provoking book for anyone wishing to know more about the man who guided the destiny of the South African Republic during Rhodesia's formative years. As literature, it will undoubtedly find a permanent place in the genre of the Afrikaans novel, and deservedly so.

C. COGGIN.

*Bedoelde Land* by F. A. Venter. (Tafelberg-Uitgewers, Cape Town, 1968. Price 24s.)

This is the fifth in Venter's series of novels about the Dreyer family and the Trekkers. He deals here with the years 1840-48, when the Dreyers are in Natal, the Trekboers' "Promised Land". Six years after they began their escape from

British rule, the Trekkers settle down to self-government. Unfortunately they find that freedom is still beyond their grasp; the British administration continues to follow them, and the dispersed Zulus await revenge for the defeat of their nation at the Battle of Bloodriver. Rudolf Dreyer's hopes of peace are disappointed and he finds that he has to endure still greater suffering.

D.M.R.

*Shelfmark. Bulletin of the National Free Library of Rhodesia.* No. 15, February 1969. (Bi-monthly, 5s. per annum. P.O. Box 1773, Bulawayo.)

This issue of *Shelfmark* contains a long and valuable article: "How Libraries Developed in Rhodesia".

The first library was founded in Bulawayo in 1896, only three years after the occupation of Matabeleland, with financial assistance and a gift of books from Cecil Rhodes himself. In the following year, 1897, a second public library was opened in Gwelo. The High Court of Matabeleland, established in 1898, founded Rhodesia's oldest law library and the present-day Parliamentary Library traces its origin to the setting up of the first Legislative Council in Salisbury in 1899. The story is carried on right through federal days right up to 1968 with the opening of an African reference library in Salisbury's Harare Township.

It is an interesting and impressive story of development.

#### **Publications of the National Museums of Rhodesia**

Since our last issue 16 issues of *ARNOLDIA*, the series of miscellaneous publications, have been published. They comprise Nos. 1-16 of Volume 4. Sample issues are:

- No. 1. "Subspeciation in the Southern Population of the Chestnut-Backed Finchlark" by P. A. Clancey.
2. "A Revision of *Aspidelaps Scutatus* (A. Smith) (Serpentes: Elapinae)" by Donald G. Broadley.
3. "A Record of Insect Parasites of *Glossina Morsitans Orientalis* Vanderplank (Diptera) in Rhodesia" by R. C. Heaversedge.
7. "A Re-examination of the 'Middle Stone Age' industries of Rhodesia" by C. K. Cooke.
11. "Rain-Tree Bugs (Hemiptera: Cercopidae)" by Elliot Pinhey.
13. "The Large Mammals of the Matopos National Park" by Vivian J. Wilson.

Two *OCCASIONAL PAPERS* have been received:

Vol. 4, No. 28B. "Tandem Linkage in Dichoptic and other Anisoptera (Odonata)" by Elliot Pinhey.

29B. "A Revision of the Genus *Chlorocnemis Selys* (Odonata)" by Elliot Pinhey.

There is also a printed pamphlet *OBITUARY* by Elliot Pinhey of the well-known Rhodesian naturalist Capt. R. H. R. Stevenson who died at Selukwe in April 1968 at the age of 90. He was one of the first lepidopterists to "put some order in Rhodesian butterflies" and he started up the first fish hatcheries in Rhodesia.

# The Rhodesiana Society

## Constitution

### **Name**

1. The name of the Society shall be "The Rhodesiana Society" (hereinafter referred to as "the Society").

### **Objects**

2. (1) The objects of the Society shall be—
  - (a) to unite all who wish to foster a wider appreciation and knowledge of Rhodesian history;
  - (b) to publish a journal or other similar publication to further this aim;
  - (c) to hold meetings, to arrange field expeditions and to take part in any other kind of relevant activity;
  - (d) to co-operate with the National Archives or any other society or organisation with similar objects to those of the Society;
  - (e) to promote and further the interests of collectors of books and items of historical interest relating to Rhodesia;
  - (f) to give support to any proposals for the preservation of buildings of historical significance.
- (2) These objects shall not exclude interest in the history of those neighbouring countries with which Rhodesia has an historical association.

### **Membership**

3. (1) Membership of the Society shall be open to all persons and institutions interested in furthering the objects of the Society.
- (2) All members shall pay an annual subscription of one pound, ten shillings (£1 10s. 0d.), which annual subscription shall become due and payable on the first day of January in each year.
- (3) Should any member fail to pay such annual subscription before the 1st June in any year, he shall be deemed to have resigned his membership of the Society.
- (4) Notwithstanding the provisions of subclauses (2) and (3), members shall be entitled to obtain Life Membership of the Society for a sum to be determined by the Committee but not exceeding £50.
- (5) Any institution which is a member of the Society may appoint any person to represent it at any meetings of members of the Society and attend, vote and speak on its behalf.
- (6) Such representative may be elected as an office-bearer as if he himself were a member of the Society.

### **Headquarters**

4. The headquarters of the Society shall be in Salisbury or such other place in Rhodesia as may be decided at the Annual General Meeting.

### **Management**

5. (1) The Management of the affairs of the Society shall be vested in a National Executive Committee (hereinafter called "the Committee") consisting of—
  - (a) a National Chairman; and
  - (b) a National Deputy Chairman; and
  - (c) a National Honorary Secretary; and
  - (d) a National Honorary Treasurer; and
  - (e) nine members.
- (2) The Committee shall be elected to office annually at the Annual General Meeting and shall hold office until the conclusion of the next Annual General Meeting.
- (3) The nine members referred to in paragraph (e) of subclause (1) shall include at least one representative of each Branch of the Society.
- (4) The quorum of Committee meetings shall be four and in the case of an equality of voting the Chairman shall have a casting vote.
- (5) The Committee shall have the power—
  - (a) to convene General Meetings;
  - (b) to control the funds of the Society;
  - (c) to appoint an Auditor to audit the accounts of the Society;
  - (d) to appoint an Editor to edit the publications of the Society;
  - (e) to co-opt any member as a member of the Committee provided that a co-opted member shall only remain a member of the Committee until the next Annual General Meeting;
  - (f) to form sub-committees and determine the terms of reference of such sub-committees;
  - (g) to establish Branches of the Society in any area of Rhodesia and to define the powers of such Branches;
  - (h) generally to do all such things as may in the opinion of the Committee be necessary and expedient to further the objects of the Society,
- (6) The Chairman shall submit to every Annual General Meeting of members a report on the activities of the Society since the date of the previous Annual General Meeting.
- (7) The Committee shall meet at least twice in every year for the despatch of business.

### **Honorary President, Honorary Vice-President and Honorary Members**

6. Two Patrons and an Honorary President and an Honorary Vice-President and Honorary Members of the Society may be elected by members at an Annual General Meeting.

## Meetings

7. (1) There shall be held not later than the thirty-first day of March in each year a meeting of members which shall be known as the Annual General Meeting.
- (2) Other meetings of members, which shall be known as Special General Meetings, may be called at any time by the Committee and the Committee shall call a Special General Meeting if requested to do so in writing by not less than five members of the Society.
- (3) A Special General Meeting shall be held within one month of the request being received by the Committee.
- (4) Notice of all Annual and Special General Meetings of members shall be given to all members of the Society in writing and shall be posted to all members not less than twenty-one days before the date of the meeting.
- (5) Notices of meetings shall state the business to be transacted at the meeting.
- (6) The Chairman of the Society, or failing him, the Deputy Chairman shall take the Chair at all General meetings of members of the Society, provided that if neither are present, the members present at the meeting shall elect one of their number as Chairman of the meeting.
- (7) The quorum for an Annual or Special General Meeting of members shall be twelve members personally present.

## Voting

8. (1) Each member of the Society shall be entitled to vote at all Annual and Special General Meetings of members of the Society and each member shall have one vote on any resolutions which may be placed before such meeting.
- (2) At all meetings of members of the Society, the Chairman of the meeting shall have a casting vote.
- (3) Voting shall be by show of hands by members present in person, providing that if five members present in person at the meeting demand a poll, a poll shall be taken in such manner as the Chairman of the meeting may decide.

## Accounts

9. (1) The financial year of the Society shall be from 1st January to 31st December in each year.
- (2) The Honorary Treasurer, under the supervision of the Committee, shall maintain proper financial records which shall at all times show a true and fair view of the finances of the Society.
- (3) An audited statement of accounts in respect of the previous financial year shall be placed before each Annual General Meeting of members, and a copy of such statement shall be posted to each member at least 21 days before the date of such meeting.

### **Publications**

10. Each member of the Society, having paid his subscription, shall be entitled to receive one copy of all publications by the Society during the financial year and shall receive such copy without payment, unless the Committee decides that payment shall be made therefor.

### **Amendments to the Constitution**

11. This Constitution may at any time be amended by a majority of the members present and voting at an Annual General Meeting or Special General Meeting of members, provided that notice of the proposed amendment has been posted to members at least 21 days before the date of the meeting.

*ADOPTED BY MEMBERS AT THE ANNUAL GENERAL MEETING  
HELD IN SALISBURY ON THE 21<sup>st</sup> MARCH, 1969.*

# Publications of the Rhodesiana Society

## **Rhodesiana No. 1, 1956** (out of print)

SIR ROBERT TREDGOLD. Address on the occasion of the unveiling of the memorial at the Mangwe Pass on 18th July, 1954.

Extracts from the Matabele journals of Robert Moffat, 1829-1860.

W. V. BRELSFORD. Northern Rhodesiana.

## **Rhodesiana No. 2, 1957** (out of print)

R. HOWMAN. The effect of history on the African.

A. S. HICKMAN. Some notes on police pioneer doctors and others.

"REGULUS". Frank William Baxter, V.C.

H. POLLETT. The Mazoe Patrol.

## **Rhodesiana No. 3, 1958** (out of print)

F. BERGHEGGE. Account of a journey in Central Africa.

A. S. HICKMAN. Norton District in the Mashona Rebellion.

N. M. BRETTELL. Three Rhodesian poets.

## **Rhodesiana No. 4, 1959** (out of print)

Diaries of the Jesuit missionaries at Bulawayo, 1879-1881; translated from the French by Mrs. M. Lloyd.

## **Rhodesiana No. 5, 1960** (out of print)

A. S. HICKMAN. The Mashonaland Irish.

E. C. TABLER. Impressions of Hendrik's Pass.

MRS. MARY BLACKWOOD LEWIS'S letters about Mashonaland, 1897-1901.

W. F. REA. Rhodesian pioneer.

E. C. TABLER. Rare or little known Rhodesiana relating to the pre-pioneer period.

## **Rhodesiana No. 6, 1961** (out of print)

W. F. REA. Rhodesia's first martyr.

## **Rhodesiana No. 7, 1962** (out of print)

J. A. EDWARDS. The Lomagundi District, a historical sketch.

H. W. SMART. Early days in Bulawayo, 1896-1900.

D. E. FINN. "Kambandakoto", a study of A. S. Cripps, 1869-1952.

## **Rhodesiana No. 8, 1963** (out of print)

E. E. BURKE. William Hartley's grave.

E. CAMPBELL. A young lady's journey to Umtali in 1895.

R. C. HOWLAND. The Mazoe Patrol.

## **Rhodesiana No. 9, 1963** (out of print)

J. A. EDWARDS. Colquhoun in Mashonaland: a portrait of failure.

A. S. HICKMAN. The siege of the Abercorn Store.

B. M. E. and K. E. O'MAHONEY. The southern column's fight at Singuesi, 2nd November, 1893.

R. C. HOWLAND. The Market Hall—Salisbury's oldest building.  
"Shifts and expedients": extracts from the book by W. B. Lord and T. Baines.

MRS. M. CRIPPS. Umtali during the Rebellion, 1896.

**Rhodesiana No. 10, July 1964** (out of print)

The British South Africa Company's Central Settlement Farm, Marandellas, 1907-1910; from the papers of H. K. Scorrer, edited by R. Reynolds.

C. T. C. TAYLOR. Lomagundi.

R. W. DICKINSON. Sofala.

H. A. CRIPWELL. Operations round Mpepo, German East Africa, 1917.

**Rhodesiana No. 11, December 1964** (out of print)

J. ELLENBERGER. The Bechuanaland Protectorate and the Boer War.

F. O. BERNHARD. Notes on the Pre-Ruin Ziwa culture of Inyanga.

L. S. GLOVER. Memories of the Mashonaland Mounted Police, 1896-1897.

R. C. HOWLAND. Salisbury, old and new, contrasted in photographs.

**Rhodesiana No. 12, September 1965** (*Special issue. 75th anniversary of formal establishment of our country: 1890.*)

H. F. HOSTE. Rhodesia in 1890.

R. W. S. TURNER. Henry Hartley, 1815-1876.

P. S. GARLAKE. Pioneer forts in Rhodesia, 1890-1897.

K. MAUCH. The Makalaka; translated from the German by F. O. Bernhard.

H. D. RAWSON. Diary of a journey from Southampton to Salisbury, 1895.

A. S. HICKMAN. The death of Charles Annelly.

J. MCADAM. An early enthusiast for Rhodesian aviation: Mr. C. F. Webb, in 1912.

**Rhodesiana No. 13, December 1965** (out of print)

EXTRACTS from the South African letters and diaries of Victor Morier, 1890-1891.

J. MCADAM. Early birds in Central Africa.

P. BERLYN. Of women who left their mark.

A. H. CROXTON. Rhodesia's light railways.

**Rhodesiana No. 14, July 1966** (out of print)

P. S. GARLAKE. The Mashona Rebellion east of Salisbury.

R. ISAACSON. The Countess de la Panouse.

M. O. COLLINS. The start of geodetic survey in Rhodesia.

S. GLASS. The outbreak of the Matabele War (1893) in the light of recent research.

The second visitor to the Victoria Falls: extracts from W. C. Baldwin's *African hunting and adventure* . . . 1852-1860.

D. DOYLE. "The rise and fall of the Matabele nation" (1893).

**Rhodesiana No. 15, December 1966**

M. W. BARNARD. The battle of Imbembesi.

G. M. CALVERT. The Zambesi Saw Mills Railway.

- The Diary of Alfred Cross at Old Bulawayo and to the Victoria Falls, 1875.  
 J. RICHMOND. Wheels in the bush.  
 W. F. REA. Bernard Mizeki: The Devil's Advocate puts his case.  
 A. S. HICKMAN. Reginald Bray: Police pioneer.  
 D. K. PARKINSON. Chief Chibi, 1890.  
 P. BERLYN. On Ethel Colquhoun Tawse Jollie.  
 Kopje and Causeway: extracted from C. E. Finlayson, *A Nobody in Mashonaland*, 1893.

**Rhodesiana No. 16, July 1967**

- J. MCADAM. Pat Judson: First Rhodesian Born Airman.  
 G. L. GUY. Notes on Some Historic Baobabs.  
 R. HODDER-WILLIAMS. Marandellas and the Mashona Rebellion.  
 O- N. RANSFORD. An Historical Sketch of Bulawayo.  
 L. D. S. GLASS. James Dawson: Rhodesian Pioneer.  
 A. S. HICKMAN. Reginald Bray: An Addendum.

**Rhodesiana No. 17, December 1968**

- R. BLAIR. Selous: A Reassessment.  
 A. S. HICKMAN. Ballyhooly Hotel.  
 Memoirs of D. G. Gisborne: 1893 Column.  
 L. A. RUSSELL. The Last Phase of the East African Campaign, 1914-18.  
 Annotated by H. A. Cripwell.  
 R. F. H. SUMMERS and C. W. D. PAGDEN. Notes on the Battlefields at Shangani and Bembesi.  
 E. E. BURKE. Archives and Archaeology.  
 P. C. D. EATON. A Modern Historical Safari.

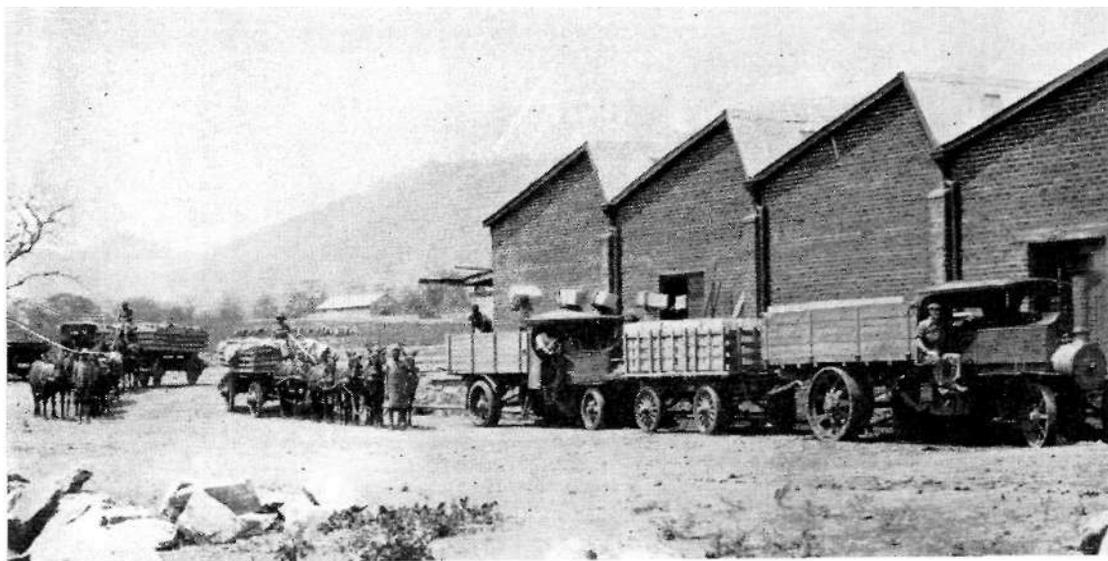
**Rhodesiana No. 18, June 1968** (*Special Issue. 15th Anniversary of Occupation of Matabeleland*)

- Memoirs of D. G. Gisborne: Occupation of Matabeleland, 1893.  
 O. N. RANSFORD. "White Man's Camp", Bulawayo.  
 D. HARTRIDGE. Henry Borrow: Pioneer and Hero.  
 J. CHARLES SHEE. The Burial of Cecil Rhodes.  
 Louis W. BOLZE. The Railway Comes to Bulawayo.  
 ROGER SUMMERS. Museum Buildings in Bulawayo, 1900 to 1968.  
 G. L. GUY. The Trees of Old Bulawayo.  
 R. L. MOFFAT. A Further Note on the Battle of Shangani.

**Rhodesiana No. 19, 1968**

- HUGH TRACEY. Antonio Fernandes: Rhodesia's First Pioneer.  
 W. F. REA. Goncalo da Silveira's Journey to the Monomatapa in 1560.  
 R. W. DICKINSON. Sofala: Gateway to the Gold of Monomatapa.  
 G. H. TANSER. Notes on the Mazoe Patrol and Salisbury Laager Photographs.  
 H. A. CRIPWELL. Some Banking Characters.  
 D. K. PARKINSON. The Fort at Naka Pass.  
 D. HARTRIDGE. "A Time to Die": A Review of Robert Cary's Book.

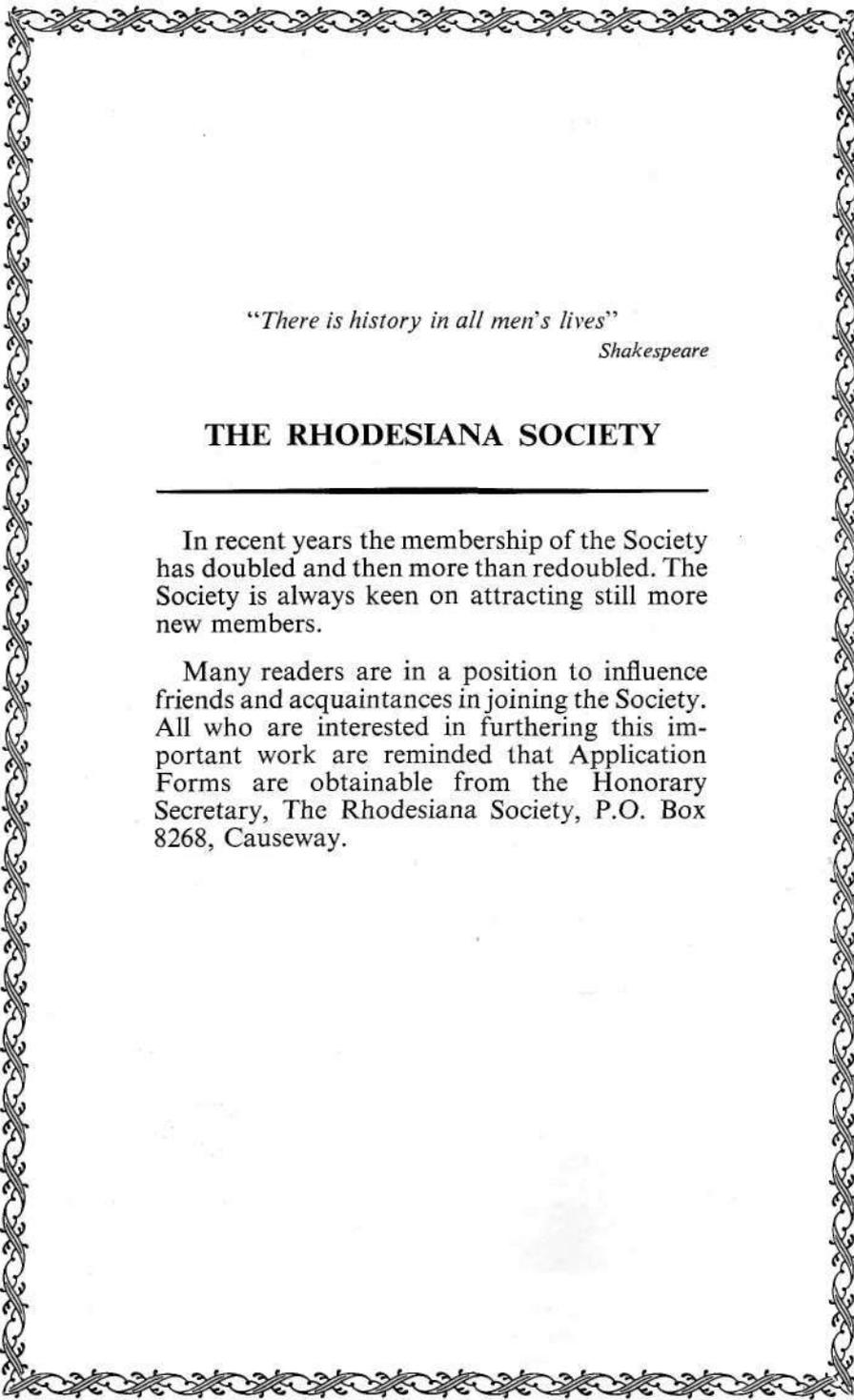
Buildings of Historic Interest. No. 1. The Residency, Salisbury.  
W. D. GALE. The Diaries of Harold Cookson. Part I.: Discovering the  
Riches of the Congo.



Mule drawn wagons and steam tractors being loaded with cases of oranges at the Mazoe citrus estate in 1922. The estate, established by The British South Africa Company, is now administered by Anglo American Corporation of Rhodesia, which also manages the Simoona Estate in the Mazoe Valley.



Today, by contrast with the methods of 47 years ago, oranges are transported at Mazoe citrus estate in wagons drawn by diesel-powered tractors. One of these wagons is tipping fruit into the bins at the factory where orange and lemon concentrates are produced. Other products of the estate include concentrated lime juice, citrus oils, avocado pears, grapes, maize, cotton, cattle, and even fish from the Dam.



*"There is history in all men's lives"*

*Shakespeare*

## THE RHODESIANA SOCIETY

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In recent years the membership of the Society has doubled and then more than redoubled. The Society is always keen on attracting still more new members.

Many readers are in a position to influence friends and acquaintances in joining the Society. All who are interested in furthering this important work are reminded that Application Forms are obtainable from the Honorary Secretary, The Rhodesiana Society, P.O. Box 8268, Causeway.

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People are minds  
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the market you must  
first get your share  
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