

**RHODESIA
BEFORE
1920**

Rhodesia is worldwide



L. S. Jameson, 1891 C. J. Rhodes,

THE OPENING ADDRESS BY THE PRESIDENT OF RHODESIA, THE HONOURABLE C. W. DUPONT, I.D., SEPTEMBER 12, 1975

The land to which the first Europeans came to make their homes between the Limpopo and Zambezi rivers was virtually untouched by the modern world.

The Pioneer Column arrived at the site of Salisbury 85 years ago in September 1890, and was followed by a small stream of settlers of various kinds and callings. The first arrivals found no roads, no towns, no farms, no mines, no industries or commerce. The indigenous peoples had their own social and cultural systems which had hardly changed for centuries. There were no written communications; no use was made of the wheel or the plough. In fact agriculture was designed merely to provide a basic subsistence.

The area now known as Rhodesia lay in the path

of the mass movements of people both southwards and northwards which characterised the earlier history of Southern and Central Africa. By the late nineteenth century the bulk of the people were of the various groupings known loosely as Shona with the warlike Matabele in the west, the latter being the dominant force.

It was only in the kingdom of the Matabele that there was any form of European settlement before 1890 — a handful of missionaries and traders whose numbers were supplemented from time to time by itinerant hunters, explorers and concession seekers.

The early European settlers of Rhodesia came into a land with wide horizons and great potential, but where almost all the essentials of a western way of life had to be created from scratch.

Transport was initially one of the main preoccupations of the pioneer administration and settlers. Until the rail links were created the pace of the ox and the capacity of the wagon were the factors which governed the introduction of the basic materials of civilisation into an empty land. Far from the coast and lacking the navigable waterways which have usually been the first highways of trade, Rhodesia is a product of the Railway Age. Distance and a difficult terrain were obstacles that animal-drawn transport alone could not have overcome economically.

Inevitably the early years were marked by a great deal of improvisation in all departments of life, but this bred a self-reliance which stood the early white Rhodesians in good stead in creating a new community.

It is against that background that I appreciate the invitation extended to me to open this Exhibition — an Exhibition designed to give us all who have followed those who pioneered our Rhodesia so splendidly and so courageously, an insight into the conditions under which our forebears lived and carved for themselves a home and a country, of which they were worthily proud and for which today we pay our respects, our tribute, our gratitude and our praise.

Improvisations there were, of course, as I have mentioned already, and some of these will be seen in some of the exhibits so carefully and meticulously presented in this Exhibition for our education and our admiration for the determination in which the conditions were accepted and ultimately overcome.

We know so much of our country's history in these latter years but there is much in the history of the early years that we have forgotten, and those who have recently come to our country may not even have heard of. This is something which should not be, and it is to the credit of the National Historical Association in association with the National Gallery that this splendid effort has been presented to enable us to conjure up in our minds what the early conditions and tribulations were, to see for ourselves the tremendously worthy developments which those who lived and toiled in the years before 1920 left as a heritage for Rhodesia and for all Rhodesians.

In my earlier remarks, dealing with the wide horizons which opened up to those who arrived in the early years, I mentioned that there were no roads, no towns — in fact, no development of any kind. There were, naturally also, no facilities for health or education, no means of communication by post or telegraph, no system of administration.

In this Exhibition depicting so pleasingly and artistically the developments in these fields we see the beginnings of the essentials of the civilised community in which we now live and to which we pay our homage and our gratitude to those wonderful people who pioneered and patterned the shape of our Rhodesia.

I am sure that Rhodesians — those born before 1920 as well as the many born after 1920 and those who have settled since then — will flock to see this Exhibition and will admire all that was planned so

carefully and executed so painstakingly to make Rhodesia the great land they now know and love. Indeed, I would go so far as to say that it is their duty to do so.

In the same way I have no doubt that visitors will wish to visit the Gallery to see for themselves how Rhodesia emerged, and how it was developed in the early years in spite of the tremendous challenges which faced those destined to build Rhodesia into the proud land we know. Let us thank God that their spirit and determination still inspire her people today.

Our visitors will also see and appreciate how the indigenous people played their noble and conspicuous part in all the progress and development which took place in the years before 1920.

Rhodesia's history is disappearing before our eyes and before long there will be little left to remind future generations of what went before, unless action is taken to preserve, protect and display those remaining articles of furniture, implements, paintings and other articles of historical value upon which so much of our tradition depends.

It is therefore most commendable that both the National Historical Association and the National Gallery, being conscious of the need for such positive action, have planned and designed this Exhibition, and I congratulate them most sincerely on the success of their efforts.

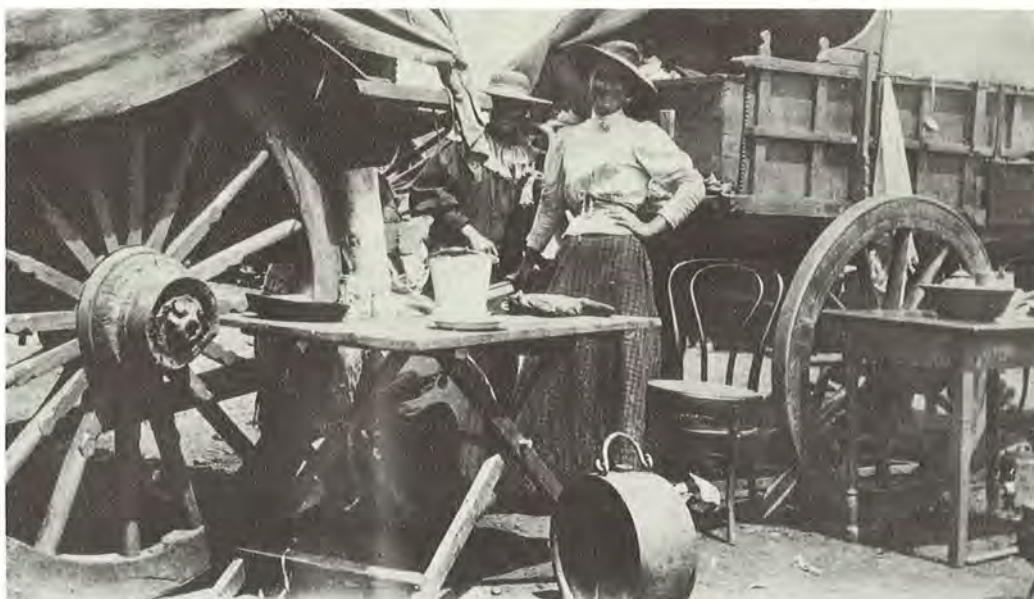
It is interesting for me to observe further that two other organisations, with similar objectives, are participating in this atmosphere of early Rhodesia which this Exhibition attempts to create and which will be found to permeate through its many facets in its many and varied exhibits.

There are to be a series of five lectures to be undertaken by members of the Rhodesiana Society. These are to be held within the Gallery and will be directed to the theme of the Exhibition and the exhibits which will be surrounding those in attendance.

Then too, I am delighted to know that the Heritage of Rhodesia, an organisation whose basic objective is to create an awareness among Rhodesians of the need to preserve buildings having an historical background of importance and value, propose to use the Exhibition as their focal point to launch their campaign to raise funds for their worthy purposes. Perhaps their most spectacular plan is the construction of a "Street of Memories" in which the buildings themselves, or their important facades, will be constructed and preserved as part again of our natural heritage — our history.

All this is timely and important and particularly significant as we celebrate Pioneers' Day today and recall with deep gratitude the fortitude and the perseverance of those great men and women who laid the foundations of the thriving Rhodesia we know today. It is with deep gratitude that we cherish the memory of all those who made their devoted and dedicated contributions in the early years before 1920.

I have no hesitation in commending to you this Exhibition — RHODESIA BEFORE 1920 — and I now declare it formally open.



Women in Laager

FOREWORD

Art comes in many forms, particularly in its applications. The art of the home—its effects, furniture, environment, decor, has continually played an important part in the cultural history of mankind. Perhaps the last important stimulus involving a creative and comfortable approach to the home and its application to art through daily life was the great Victorian Age, which sent out tentacles and influence to successive generations and caused the development of styles which ultimately seemed far removed from its own, but held, in fact, the Victorian imagination as its formulative base. Those born at the turn of the century must have lived through the most complete revolution of all times, moving as they did from gas into electricity and being present in a world which rapidly came to change with the advent of such things as the motor car and the aeroplane.

The First World War accounted for much disturbance, but the jazz age which formed itself afterwards and its accompanying 'Art Deco' was a logical reaction in style and form to the times which had preceded the holocaust.

The generative influence of the great Victorian Age must be remembered by many (and in some ways is felt by others who have no such memory) for Art in its everyday sense took a constant place in the individual homes of those times; family songs at the piano; samplers stitched and framed to mark a coming of age occasion; the genteel art of water colours which was approached in most sensitive forms by the amateurs of the day. Everyone in those days was at least an amateur, producing paintings of quite extraordinary average merit. No proper home was without the Monarch of the Glen, blue heather on the Scottish hills reflecting in the grey waters of lochs below.

The trinkets and ornaments mass-produced by factories in Birmingham filled cabinets and corners, although manufacturers still retained the elements of individual craftsmanship.

Furniture in a variety of styles owing its imagination and origins to the expanding world, was constructed with sympathy from a variety of woods and contained drawers which would open smoothly and did not have to be hammered out or did not come unstuck as many do these days. Carpets, tapestries, plates, ceramics, and the flow of garden and fernery from lawns and hot-houses outside into the pots and plants of the living room; all these things made an atmosphere where intense individual "livability" was created and allowed to expand. Home ingredients emphasised the thirst and necessity for art objects. People from that age, and further generations, had no option emanating from such a heritage but to continue, and in some sense to transform, the principles formerly laid down before them.

"Rhodesia Before 1920", the exhibition which is currently displayed at the National Gallery, cannot but reflect something of this fertile atmosphere, and the Gallery is happy to co-operate with all those organisations and individuals concerned who have supplied the objects which have made the exhibition possible.

It is necessary at certain times in life to look back and take account of the past. Such action is not mere sentiment but is the truly acknowledged way of strengthening and formulating new ideas to be incorporated in the "livability" of the present.

The idea of this exhibition is not therefore merely historic. It shows yet again the adaptability of art in all its ways to provide a suitable ambience for the human condition and its message is no mere museum presentation to be curiously remembered but is rather intended as insight into what previous generations attained in the midst of industrial revolution and commercial enterprise.

BRIAN BRADSHAW

Director, The National Gallery of Rhodesia

September 1975

INTRODUCTION



Springs Farm during 1890's



Outside first hotel in Manicaland

The exhibition "Rhodesia before 1920" being opened by the President of Rhodesia, the Hon. Clifford Dupont I.D. on the 12th September, 1975, Pioneers' Day, is something completely new in the Rhodesian calendar. The exhibition will close on the 26th October, 1975. No more appropriately historical occasion could have been chosen for its opening.

The exhibition has been organised by the National Historical Association of Rhodesia in collaboration with the National Gallery of Rhodesia. In presenting to the public the exhibits covering the period under review, every effort has been made within the limits of time and space to depict the Rhodesian scene, the land and its people on the widest possible canvas. There are approximately 1 500 items on exhibit which are displayed in a number of different sections. They represent the domestic scene (in six separate rooms); Agriculture; Mining; Transport (both animal and motorised); Railways; Telecommunications; Education; the Medical Profession; the Army and Police; African life; Journalism and Banking. There are of course many other miscellaneous items. Many of the exhibits will move to Bulawayo in November.

Too little is recorded of the early history of Rhodesia covering its first three decades and many of the colourful happenings of the time more particularly since the turn of the century, if recorded at all, are very sketchy. Thus the exhibition is an attempt to take its viewers along memory lane through those early days so that they may get a better idea of the ways and habits of its people, their customs, their modes of dress, their homes and their general way of living. To present in fact in visible form, their *modus vivendi* up to and beyond the historic period which saw the end of the First World War.

It is hoped that the exhibition will revive many memories with older Rhodesians and that it will stimulate interest in our history not only in our newer residents, but also, and more particularly, in the younger generation of school-going age.

Cicero said that memory is the treasury and guardian of all things and to quote a 19th Century poet and author "a land without memories is a land without history." History and memory will always travel in double harness.

The promoters of the exhibition feel that the thought, the effort and the care which has gone into the preparation and presentation of the exhibition is well worth commemorating by being preserved in this souvenir brochure. They also hope that in a small way this brochure will constitute a lasting contribution towards the preservation and recording of the history of the period.

Grateful thanks must be expressed to all those dedicated workers whose time, effort and forethought have made the exhibition possible, to those who have kindly loaned items for exhibition and last, but by no means least, to our generous sponsors for their support.

A.R.W. STUMBLES

President

The National Historical Association
of Rhodesia

BRITISH SOUTH AFRICA COMPANY

In March 1888 Cecil Rhodes, recognising money was needed to forward his political schemes for Southern Africa, obtained the registration of De Beers Consolidated Mines entitling the Company to mine not only diamonds but also authorising the acquisition by concession, grant, purchase, barter, lease, licence or otherwise, of any tracts of country in Africa or elsewhere and the expenditure of moneys on railways, telegraphs, wharfs and harbours.

A few months later Rhodes sent Rudd, Maguire and Thompson to Lobengula with the object of obtaining a mining concession. They were successful and on October 30 Lobengula granted them complete and exclusive charge over all metals and minerals situated in his Kingdom together with full permission to do all they might deem necessary to win and procure them.

In April 1889 a scheme was submitted by an amalgamation of several financial groups to the Imperial Government for the formation of a company to develop the Bechuanaland Protectorate and the territories lying to the north of that country. The objects of the proposed company were to extend the railways and telegraph systems northwards in the direction of the Zambezi; to encourage emigration and colonisation; to promote trade and commerce; and to develop and work mineral and other concessions.

The proposals were well received. The Imperial Government under the Prime Minister Lord Salisbury, was undoubtedly swayed by the consideration that such a Company would relieve the Government from diplomatic difficulties and heavy expenditure. The Secretary of State for the Colonies indicated that, "such a Company as that proposed . . . if well conducted, would render still more valuable assistance to Her Majesty's Government in South Africa", remarking that "as at present nothing could be more unsatisfactory than the conditions in that quarter."

Shortly afterwards the formal petition of Rhodes and his associates for a Charter was submitted to the Crown. The petitioners said they sought to promote trade, commerce, civilisation and good government (including the regulation of liquor traffic with the natives) in the territories of their operations.

The Charter, dated October 29, 1889, announced that the Crown, "being satisfied that the intentions of the petitioners are praiseworthy and deserve encouragement, and that the enterprise in the petition may be productive of the benefits set therein", incorporated the British South Africa Company.

The Company was floated with an original capital of £1 000 000. Its first Board of eight directors included two royal dukes and a lord, as well as Rhodes and Beit.

Rhodes lost no time in making effective the terms of the Charter by organising a force consisting of the Pioneer Corps and a body of Police to proceed to Mashonaland. On September 12, 1890 the Pioneer Column made its last camp at the foot of the Kopje. The following day the Union Jack was raised in what is now Cecil Square and they named the place Fort Salisbury.

To retain what had been acquired needed as much hardihood as its acquisition. Dr. Jameson, who had paid three visits to Lobengula on behalf of Rhodes, accompanied the Pioneer Column on its march to Salisbury as Rhodes' personal representative and succeeded Colquhoun as Administrator. There was opposition to the B.S.A. Company from Portugal and the Transvaal but the Company made good its claim to Mashonaland. The nucleus of a civilised government for the pioneers and the Africans surrounding them was established. Roads were cut for the use of wagons and the coach services. A small hospital and a school were started and a weekly newspaper appeared.

In 1891 the B.S.A. Company took over the ownership of the land and sold or leased it as they wished.

The task of supplying the small white community, and providing government and protection in the middle of Africa at a vast distance from the sea, strained the financial resources of the British South Africa Company to the utmost, but somehow the work was done.

Then, in 1893, came the Matabele War. The Matabele practice of raiding the Shona dragged Lobengula into war with the Company. Jameson raised a force of volunteers who defeated the Matabele impis and, on November 4, 1893, took Lobengula's kraal at Bulawayo, driving the Chief to exile and death.

Matabeleland and Mashonaland were now united to form one territory, administered by the B.S.A. Company. In 1895 the country was given the name "Rhodesia."

The foundations of the Company's government were badly shaken by several natural disasters which caused deep discontent among the Matabele. There was drought, extensive locust invasion and rinderpest. The disastrous Jameson Raid was followed by the Matabele and Mashona Rebellions.

For a period it seemed the Charter might be revoked, but a Resident Commissioner was appointed by the British Government and a new constitution was introduced. An Executive Council of four members nominated by the Company, and the Resident Commissioner, and a Legislative Council of these five nominated members and four elected members, was set up. The Administrator, Mr. (later Sir) William Milton, brought civil servants from the Cape to establish a more effective administration.

Between 1897 and 1914 the railways of the country were extended and the line continued over the Victoria Falls bridge to the Belgian Congo.

In mining the introduction of the payment of royalties led to an increased number of gold mines. In 1914 £3½-million worth of gold was produced. Deposits of the basic minerals coal, asbestos and chrome were discovered and soon these were being mined.

The farmers found that Rhodesia could grow tobacco and the first auction sales were held in Salisbury. The amount of tobacco leaf grown soon outstripped the market and led to a collapse of the industry.

Following the First World War the question of the ownership of the land was reviewed. A Judicial Committee declared, in 1918, that the land belonged not to the Company but the Crown. This decision, and the continued dissatisfaction of the settlers with Company rule, led to a desire of the Company to give up its administrative functions. A referendum was held to decide whether there should be Responsible Government or union with South Africa. The electorate chose Responsible Government, and in September 1923 the British South Africa Company relinquished its powers of government and became a commercial corporation only.



Engine No. 1 "C. J. Rhodes"



Car outside Empire Hotel in Second Street, 1910

BRITISH SOUTH AFRICA POLICE

Rhodesia's police force, the British South Africa Police, counts its history from 1889, the year in which the Charter was granted to the British South Africa Company and recruiting began for the British South Africa Company's Police.

The police force so established numbered 500 men, under the command of Lt. Col. L. G. Pennefather of the Inniskilling Dragoons and they trained in the role of mounted infantry at Macloutsie in what was then Bechuanaland.

The Pioneer Column was formed and trained at much the same time and at the end of June 1890 the column, led by Frederick Courtney Selous and escorted by the majority of the Company's police, set out for Mashonaland, crossing into Matabeleland on July 6. Ten weeks after leaving Macloutsie the column reached the site of what is now the city of Salisbury, capital of Rhodesia, and here the column raised the Union Jack at what is now called Cecil Square.

The Pioneer Column was disbanded in October that same year but the task of the British South Africa Company's Police was not done, in fact it had barely started. The duties for which the force had been raised were not only to protect the Pioneer Column but also to introduce a system of law, and maintain it, in country which up to then had known no law but the arbitrary will of the Mashona and Matabele Chiefs.

During 1891 the strength of the Company's police was reduced and a new force came into being, the Mashonaland Mounted Police.

In the early years of settlement the Matabele continued to raid into Mashonaland for slaves, wives and cattle, in defiance of the Company's administrators. These raids became more and more daring and culminated in an attack on the settlement at Fort Victoria. It was this attack which decided the Company to occupy Matabeleland and three columns, one each from Salisbury, Fort Victoria and Bechuanaland, converged upon the royal kraal at Bulawayo. Lobengula, the then king of the Matabele nation, on the approach of the columns set fire to his capital and fled northwards, pursued by Major Allan Wilson and thirty-two men.

There then followed the epic of the Shangani Patrol when Major Allan Wilson and his men fought some 7 000 Matabele warriors. Wilson was unable to retreat owing to the rising waters of the Shangani River and before reinforcements could be sent to his aid he and his men perished at the hands of the Matabele but not before they had put up a brave fight which so impressed the Matabele that as a mark of respect and admiration they refrained from their usual practice of mutilating the bodies.

Lobengula himself died shortly afterwards and the occupation of Matabeleland was complete. The Company took over the administration of the territory and a further police force, the Matabeleland Mounted Police, was formed.

In 1895 Dr. Jameson took an armed party of 511 men on the ill-fated Jameson Raid into the Transvaal. Most of the force was made up of men from the Mashonaland and Matabeleland Mounted Police and it was during the absence of these, the only fully trained body of armed men in the country, that the Matabele seized the opportunity to rebel.

It is estimated that 17 000 Matabele, armed with 2 000 Martini Henry rifles, joined the rebellion and at this time the strength of the police in Matabeleland numbered 48, many of whom were scattered in small groups in the settlement surrounding Bulawayo. A relief column was raised in Mafeking and raced to the assistance of the beleaguered inhabitants of Bulawayo and Gwelo. The rebels were forced to retreat into the Matopos Hills, where they engaged in a guerilla campaign and avoided a direct confrontation with the forces ranged against them. The rebellion was brought to an end when Rhodes himself went unarmed into the Matopos Hills and negotiated a settlement with the chiefs and indunas.

It was not until 1897 that a successful attempt was made to form an African police force. In that year 300 men were recruited, all from territories beyond the borders of Rhodesia. This was necessary

as an earlier attempt to form the Matabeleland Native Police had resulted in most of them joining the forces of the rebels during the rebellion.

The Matabele Rebellion was followed almost immediately by a similar uprising in Mashonaland and the massacre of 119 Europeans and many loyal Africans. Again the administration was caught unprepared and during the initial stages of the rebellion the police confined their activities to defence and rescue operations. One of the most notable rescues carried out at this time was performed by Lieut. R. Nesbitt of the Mashonaland Mounted Police who, with twelve men, rescued the inhabitants of the Alice Mine at Mazoe, escorting them through rebel-held country to the safety of Fort Salisbury. For the part he played in the rescue Lieut. Nesbitt was awarded the Victoria Cross and so became the first member of the force to achieve this distinction.

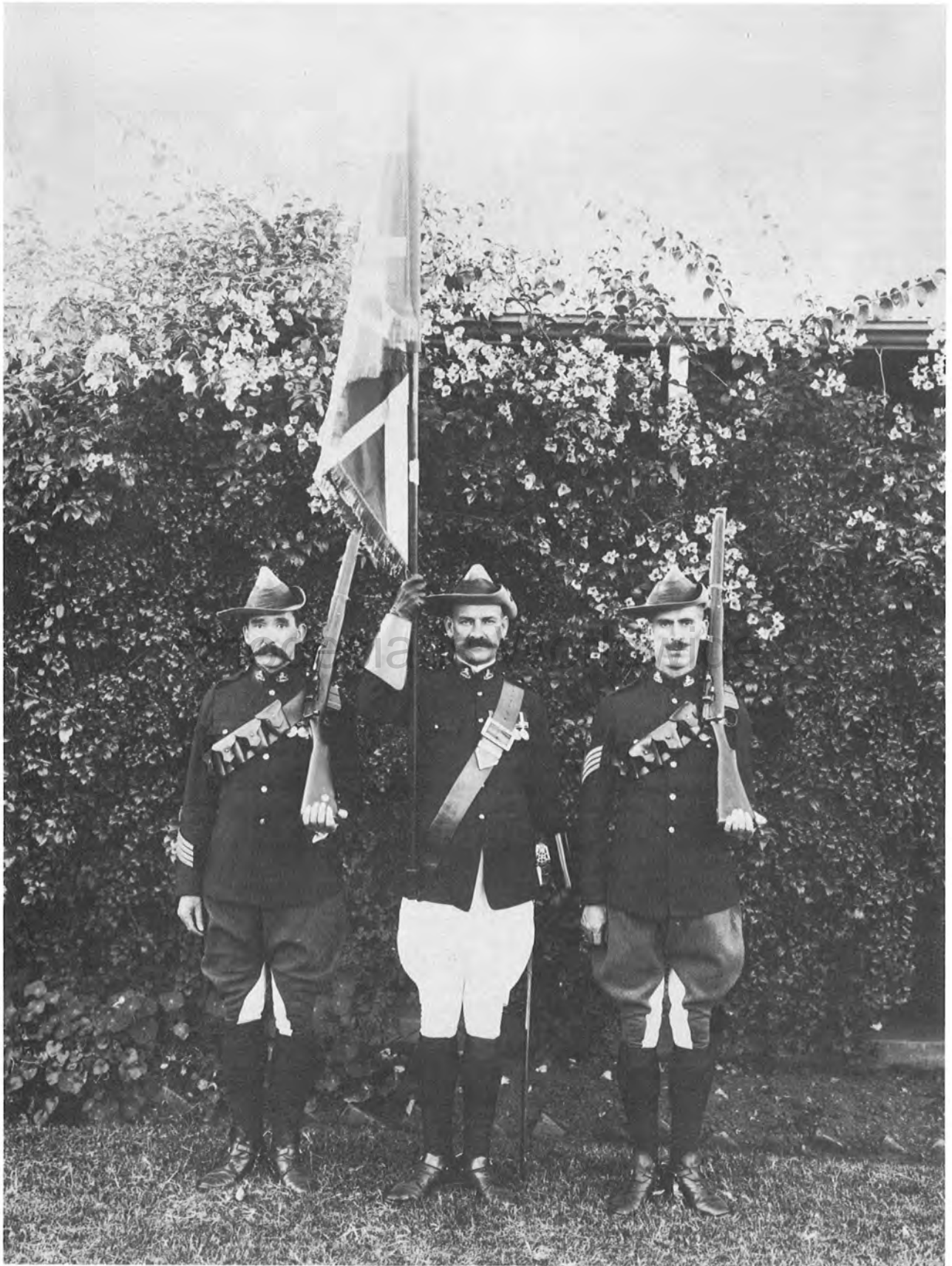
Great strides were made in the years following the Mashona Rebellion. The force extended the stabilising influence of the law over the whole country, while its members doubled as surveyors, road builders, telegraph operators, linesmen, veterinary inspectors and, indeed, founders of numerous tiny settlements which today remain as the centres of thriving agricultural and mining districts.

In 1896 the name of the force was changed when the word "Company's" was dropped from the title and further reorganisation of the force in 1903 led to local Africans being recruited up to an establishment of 500. In 1909 all the police forces established in Rhodesia, the Mashonaland and Matabeleland Mounted Police, the municipal forces which had been formed in Salisbury and Bulawayo known as the Southern Rhodesia Constabulary, the Bechuanaland Border Police and the British South Africa Police, were amalgamated into a single force under the command of Major C. V. Drury as Commissioner.

From 1899 to 1901 the force took part with the Imperial Forces in the Boer War. A strong force of B.S.A. Police under Colonel Plumer was stationed at Fort Tuli and prevented an invasion of Rhodesia by the Boer commando led by Sarel Eloff, a nephew of President Kruger, and the German artillery officer Von Dalwig. Contingents of the force provided crews for the armoured trains protecting communications with the South and one contingent under Colonel Bodle was present at the relief of Mafeking.

During the First World War members of the British South Africa Police entered the conflict early when a small party marched along the Caprivi Strip and captured the small German post of Schucksmannsberg. Members of the force were also seconded to the Southern Rhodesia Service Column under the command of Colonel Murray and served with distinction in East Africa against the German General Von Lettow Vorbeck. It was during one of these campaigns that a flag, which is still preserved in the regimental mess, was captured.

A member of the force, Lieut. F. C. Booth, on secondment to the Rhodesia Native Regiment also operating in East Africa, was awarded the Victoria Cross for his gallantry in rallying his men and rescuing a wounded comrade under heavy enemy fire.



B.S.A.P. Colour Party, 1904

MILITARY FORCES

When the Pioneers entered Mashonaland in 1890 they had as their military escort the British South Africa Company's Police and this force for a number of years thereafter remained the first line of defence of Southern Rhodesia.

After reaching Salisbury the Pioneer Corps was disbanded and the men spread over Mashonaland to start mining and farming and to engage in commercial activities. One of their first acts was to form themselves into volunteer units, the first of which was the Mashonaland Horse. Later, but before the Matabele War of 1893, this was replaced by local volunteer units such as the Victoria Rangers, the Salisbury Horse and Raaff's Rangers (from Tuli).

The Matabele War over, the defence of Matabeleland was entrusted to a new permanent military force—the Matabeleland Mounted Police—but this force went on the Jameson Raid and ceased to exist as a unit. A new force—the Bulawayo Field Force—was formed for the suppression of the Matabele Rebellion of 1896. Two V.C.s were awarded to members of this force.

Other volunteer units were raised in 1896 (the Rhodesia Horse Volunteers, Salisbury Rifles and Umtali Rifles) to deal with the Mashona Rebellion. All of these local units were combined into the Southern Rhodesia Volunteers (S.R.V.) in 1898 and this remained in being until eight years after the First World War.

The first unit to bear the name The Rhodesia Regiment was formed for service in the South African War, 1899—1902. Col. Robert Baden-Powell, who held the title of Commander-in-Chief, Rhodesian Frontier Force, gave Lt. Col. Plumer the task of raising and commanding this regiment. These two officers went on to become world figures—the first as Lord Baden-Powell, Chief Scout of the World, and the latter as Field Marshal the Viscount Plumer of Messines. This Rhodesia regiment took part in a number of engagements under Lt. Col. Plumer, including the Relief of Mafeking and the Battle of Elands River.

Thanks largely to training given by the S.R.V., Rhodesia was able to supply an infantry unit (The 1st Rhodesia Regiment) for service in German South West Africa within days of the outbreak of the First World War. Bugler Harris, of this regiment, sick of the long, hot and dusty marches in this campaign, resolved to keep his feet off the ground and joined the Royal Flying Corps to become Marshal of the Royal Air Force Sir Arthur ("Bomber") Harris.

The 2nd Rhodesia Regiment was raised for service in German East Africa and went into the field early in 1915 and distinguished itself in a number of actions. In two years battle casualties and illness (mainly malaria, blackwater, dysentery and enteric) so reduced its strength that the regiment ceased to be battleworthy and those fit enough to travel were sent back to Rhodesia to recuperate. These numbered roughly a quarter of the 1 038 men who had served



Capt. G. Brand's troop of the Bulawayo Field Force parade previous to the attack at 6 Mile Spruit

in East Africa. Many were left in East Africa until they were sufficiently recovered to undertake the journey home. The regiment, after three months leave in Rhodesia, entrained for service overseas and was finally disbanded in England in October 1917. Members then joined other units in order to continue to serve.

Battle Honours "The Great War 1914—1918", "South West Africa 1914—1915", "Kilimanjaro", "Behobeho", "East Africa 1915—1917", were awarded to the 1st and 2nd Rhodesia Regiments.

Two African regiments (1st and 2nd Rhodesia Native Regiments) were raised and went to German East Africa where they rendered outstanding service. Apart from the fighting involved, they covered exceptional distances on foot in pursuit of General von Lettow Vorbeck's forces. For these services the two regiments were awarded the Battle Honours "The Great War 1914—1918", "East Africa 1916—1918" and "East Africa 1917—1918".



Grinding Corn



African Life

AFRICAN LIFE

When the pioneers arrived in 1890 a variety of African peoples inhabited Rhodesia. This variety is still apparent today and the display shows some of the important aspects of tribal life, emphasising certain aspects which were unique, and others which were common to most tribes.

NDEBELE

The Ndebele came into western Rhodesia in 1938 as a breakaway from Tsaka's Zulu Army. The Ndebele assimilated a number of tribes on their northward march, and by 1890 they were amalgamated into a military confederacy with three sections: Abezanzi—original Ndebele, Abendhla—mostly Sotho, and Amahole—mostly Kalanga. Each section had its own regiments, distinguished by ox-hide shields with different colours.

The warrior in the display is equipped with the standard weapons: a *knobkerrie*, a long *throwing spear*, a *stabbing spear* and a *short stabbing spear*. The latter was known as the "King's spear" and had to be returned after every battle. The warrior is wearing a *headdress* of feathers, a cat-tail *kilt*, *armlets* and *garters* of ox-tails, and cow-hide *sandals*.

The common name "Matabele" has come down to us from the Tswana word "Madebele", a name which early European missionaries in Botswana changed to Matabele.

BUSHMEN

Before the birth of Christ, Rhodesia was populated by Late Stone Age hunters/gatherers, and the Bushmen of today are probably descendants of those people. A few small groups of Bushmen live along the north-western boundary of Rhodesia, still retaining a distinct language and race. The men hunt with small bows and poisoned *arrows* carried in *quivers* made from tree roots. The women collect wild fruits and tubers with a wooden *digging stick* weighted with a stone; water is stored in an *ostrich egg*, and cosmetics are carried in a *tortoise shell*.

TONGA

The Tonga (or Batonga) are a group of Bantu Negroes who have lived in the Middle Zambezi Valley for several centuries. Only a small portion of the Tonga live in Rhodesia, and most of the group are found in Zambia.

Before 1900 the Tonga cultivated fields that were annually flooded by the Zambezi River. These valley Tonga did not raise cattle because the area was infested with tsetse fly, and they were one of the few people in Rhodesia to supplement their diet with a large proportion of fish. The fish were caught in reed *traps* or with *barbed spears*.

Even though most villages had to be moved before Lake Kariba was formed, life for the Tonga has remained virtually unchanged. Tonga women can still be seen smoking their characteristic 'hubbly-bubbly' *pipes* and wearing traditional bark fibre *skirts* and beaded *aprons*, beaded *belts* and *girdles*, brass *bangles*, metal *ear rings*, and *nose plugs*.

SHONA

Prior to 1920 most of Rhodesia's Bantu population spoke some form of Shona: Korekore in the north,

Manyika in the east, Zezuru in the centre, Ndaui in the south-east, Karanga in the south and Kalanga in the west.

Shona economy was largely based on cattle and subsistence farming. Cattle were of major importance in measuring a man's wealth, and they were also essential as sacrifices on ritual occasions. Cattle herding was accompanied by the cultivation of *millet*, *sorghum*, *maize* and a variety of beans and peas.

Traditionally, men and women had different agricultural tasks. New lands were cleared with iron *axes* by the men, and the women burnt the brush. Both sexes assisted with the sowing, but only women weeded the fields, usually with short-handled *hoes*. Everyone helped during the harvest. The grain was threshed by the women on a bare rock, then pounded in a wooden *mortar* and ground into a flour on a stone *quern*.

A variety of clay *pots* were used to store liquids and cook foods: beer and water were stored in large vessels but drunk from smaller ones; while porridge, meat and vegetables were cooked in different sized bowls and served separately.

NJANJA

At the turn of the century the Njanja in the upper Sabi district were famous for their iron work, using ore from Mount Wedza. The *ore* was smelted in clay *furnaces* which were heated with *charcoal*, fanned by air from goatskin *bellows* and clay *tuyeres*. The iron was later forged into *hoes*, *knives*, *spears* and the keys for *thumb pianos*.

The Njanja originally lived in the Tete district of Mozambique and came into Rhodesia about 1700 A.D.

RELIGION

Most Africans in Rhodesia before 1920 believed in an all-powerful God—the Mwari of the Shona and the Nkulunkulu of the Ndebele—but other lesser spirits were of much greater importance in day to day life. Ancestral spirits looked after the welfare of their immediate descendants, while tribal spirits were concerned with the wider interests of the community, particularly rain.

Music and dancing were important parts of religious ceremonies such as spirit possessions. *Drums*, *rattles*, *horns*, *trumpets*, *thumb pianos* and *musical bows* were common instruments.

Except among the young and aged, disease and misfortune were thought to be caused by an angered spirit or a malicious person, and diviners/healers ("witchdoctors") were the only ones who had the power to combat such misfortune. Strictly speaking, the diviner interceded with the spirit world to determine the cause of illness, and the healer used herbs and magic potions to cure the patient. In many cases, however, one person performed both functions.

The healer in the display is wearing a skin *headdress*, and a *necklet* made from such things as snake vertebrae and baboon teeth. He is sitting on a reed *mat* with the important tools of his trade in front of him: three sets of *divining bones*, a *fly whisk*, *gourd*, and *horn medicine containers*, various bark and root *medicines* and three *cupping horns* for sucking blood.

RAILWAYS



First train arriving at Bulawayo

Cecil Rhodes realised that railways were essential for the development of the vast enterprises which he was instrumental in founding. Plans for these lines were laid in 1891. Thereafter construction on the Beira to Umtali line began in September 1892, and was followed by the Vryburg to Bulawayo line which started eight months later.

In order to facilitate the financing of the various sections, seven companies were formed, though the system all came under one management. The names of the various companies were:

Beira Railway Co. Ltd.	July 1892
Bechuanaland Railway Co.	May 1893
(became Rhodesia Railways Ltd.	June 1899)
Beira Junction Railway Co.	April 1895
Mashonaland Railway Co. Ltd.	April 1897
Rhodesia-Katanga Junction Railway Co.	1908
Blinkwater Railway Co. Ltd.	1914
Shabani Railway Co. Ltd.	1929

George Pauling, who had an extensive engineering company, contracted for all these works and as a result became one of the best known personalities in Central Africa in those days. Sir Charles Metcalfe was responsible for the overall design of the works required by Rhodes, and to be carried out by Pauling.

Construction northwards from Vryburg commenced on May 10, 1893, and reached Mafeking on October 3, 1894.

In 1896, due to an epidemic of rinderpest and the Matabele Rebellion, there was a great urgency to complete the plans to extend the line to Bulawayo. It was during this period of construction from Mafeking to Bulawayo that Pauling made his famous

promise to Rhodes to complete 400 miles of line in as many days. This he achieved and the railway was opened to Bulawayo on October 19, 1897. The line was officially opened on November 4, by Sir Alfred Milner, with the arrival of four special trains carrying V.I.Ps. from South Africa, Britain and Portugal.

The line was then worked by the Cape Government Railway and subsequently the South African Railways, until 1966.

Almost at the same time, in terms of an Anglo-Portuguese treaty of 1891, the Portuguese Government undertook to build a railway from Fontesvilla, 35 miles from Beira, to the Rhodesian border. The rights to build this line were ceded to the Mozambique Company which subsequently ceded them to the B.S.A. Company which was instrumental in forming the Beira Railway Company. Thus it was that A. L. Lawley on behalf of Pauling began construction of a 2-ft. gauge railway in September 1892.

The difficulties were very great and it took five years to complete the 205 miles, with a very high loss of life.

Fontesvilla was found unsuitable as a terminus and the line was extended to Beira, reaching the port in October 1896. The railway finally reached Umtali in February 1898, fourteen months after the arrival of the first train in Bulawayo. The line was very light and it was not long before the gauge was altered to the present 3 ft. 6 in., the work being completed in 1900.

In the meantime the Mashonaland Railway Company had been formed to build a 3 ft. 6 in. gauge line on to Salisbury, which was reached in



Ayrshire Railway narrow gauge train of ex Beira rolling stock at El Dorado in 1912

May 1899. A month later the name of the Bechuana-land Railway Company was changed to Rhodesia Railways Limited and work started on the extension of the line from Bulawayo towards Gwelo.

When this extension reached Insiza in October the Boer War broke out and the supply of permanent way materials ceased, causing the work to come to a standstill. As a result it was decided to bring the materials via Beira and continue the work from Salisbury towards Gwelo. This section of 180 miles was opened on June 1, 1902, and was followed in October by the link-up at Insiza. The whole line from Bulawayo to Salisbury was officially opened for traffic on December 1, 1902.

For its part in Rhodes' famous dream of a Cape to Cairo railway, the railway in Rhodesia was supposed to have continued from Gwelo to Mafungabusi and then to Lake Tanganyika. However, this proved to be a very difficult route and in the meantime coal had been found at Wankie, with the result that the railway continued northwards on the route we know today, and reached the coalfield in September 1903. Eight months later, on April 25, 1904, the line reached Victoria Falls, and was officially opened on June 20.

To continue further north construction materials and rolling stock were ferried over the Zambezi until the Victoria Falls Bridge had been completed, which was on September 12, 1905, though the railway had already reached Kalomo in July 1904.

The next major obstacle was the Kafue River. This was spanned by a 1 400 ft. bridge, so that the line reached Broken Hill (Kabwe) on January 11, 1906, and was officially opened on September 1.

To tap the rich mineral resources of Katanga the line was finally extended into the Congo and was opened to the border on December 11, 1909. This represented the completion of the main lines in Northern and Southern Rhodesia, but it left many important areas unserved, particularly those areas rich in minerals. Thus a series of branch lines was built, beginning with the Ayrshire narrow gauge railway from Salisbury to the Ayrshire mine in the Sinoia district. Construction started in 1901 using former Beira railway narrow gauge materials and rolling stock. It was completed in November 1902. The gauge was finally widened to 3ft. 6 in. by August 1913.

Further branch lines were constructed before 1920 and opened as follows:

Gwelo—Selukwe	August 1903
Heany Junction—Gwanda	August 1903
Westaave—Matopos	November 1903
Gwanda—West Nicholson	March 1905
Lyndhurst—Umvuma	June 1909
Gatooma—Eiffel Flats	May 1912
Mount Hampden—Shamva	April 1913
Umvuma—Fort Victoria	July 1914

The line to Matopos was rather an exception because it was not built for mining purposes but was built in accordance with a provision in Rhodes' will "that the people of Bulawayo may enjoy the glory of the Matopos from Saturday to Monday".

Up to 1927 the whole system was operated by the Mashonaland Railway Company under the title of the Beira and Mashonaland and Rhodesia Railways.

POSTS AND TELECOMMUNICATIONS



Ericsson phone, c.1900



Mazoe mail coach outside the Salisbury Post Office, 1912

The first recognised postal service in Rhodesia commenced on August 21, 1888 and was operated by the Rev. John Smith Moffat from what was then known as Gubulawayo—"Gu" the prefix, meaning "at the", and Bulawayo, "place of slaughter". This was a runner route between Mafeking and Gubulawayo and Bechuanaland Protectorate (now Botswana); postage stamps were used.

Two years later in July 1890 the Pioneer Column crossed the Shashi River and a more reliable horse postal service was established. Huts were erected every 40 miles to serve as postal relay stations where horses could be changed and watered. This service was operated by the British South Africa Company's Police under Col. Pennefather.

In December 1890 the first British South Africa Company postage stamps were forwarded from

London and were issued for internal postage on January 2, 1892. (Note the time lapse of 13 months between despatch and issue date!)

ZEEDERBERG MAIL COACH SERVICE

In 1893 the contract for carrying mails was awarded to Doel Zeederberg and a regular service ran between Salisbury and Pietersburg and Bulawayo and Mafeking. The coaches were pulled by a team of ten mules and in addition to mail carried passengers and their luggage. The coaches ran for a number of years before being superseded by the railway.

TELEGRAPH SERVICE

Early in 1890 construction of a telegraph line commenced from Vryburg in South Africa running northwards via Mafeking, Ramoutsa, Gaberones and

Palla. It reached Palapye on October 12, 1890 and continued into Rhodesia via Macloutsie, Fort Tuli, Nuanetsi, Fort Victoria and Charter, eventually reaching Salisbury on February 16, 1892. A second line from Macloutsie to Bulawayo via Mangwe and Figtree was completed on July 9, 1894.

It was Mr. Rhodes' desire that a telegraph line should extend from Cape Town to Cairo and thence through to London, thus greatly reducing telegraph charges. This was to be known as the Africa Trans-Continental Telegraph line and the cost of construction from Salisbury to Cairo was estimated at not more than £300 000. At first construction proceeded rapidly but scarcity of native labour north of Mount Darwin together with shortage of water due to a prolonged drought caused numerous delays. However, a temporary line reached Tete, in Mozambique, on October 22, 1894.

It was then decided to abandon the Mazoe—Mount Darwin—Luia route and endeavour to complete the Tete link from Umtali via Inyanga and Mount Bismarck. By the turn of the century South Africa, the Rhodesias, Nyasaland and Mozambique were linked up to the Africa Trans-Continental telegraph line. In 1902 the line had reached Abercorn on the northern border of Northern Rhodesia—over 2 500 miles from Cape Town. It was at Abercorn that the whole project was abandoned for a variety of reasons and so Rhodes' dream of a Cape to Cairo route never materialised.

Some sections of the original line still remain in Mozambique and Malawi to this day.

REBELLION

The Mashonaland Rebellion broke out in June 1896 and Dan Judson, Inspector of Telegraphs, was appointed Captain in the Rhodesia Horse. On June 17 reports of native uprisings were being received from all quarters and it was known that a number of men and women were being attacked by rebels at Mazoe.

John Lionel Blakiston, Judson's clerk, requested and was granted permission to lead a party to Mazoe to rescue the women. Travelling through the night the party reached the Alice Mine by sunrise where they were given breakfast by Mrs. Salthouse. Meanwhile Mr. Salthouse had instructed all Europeans in the Mazoe area to gather at the mine. By nine o'clock Blakiston had rounded up the women and telegraphed from Mazoe Post Office to Salisbury informing Judson of his safe arrival and proposed return to Salisbury with the women as soon as they had breakfasted.

Judson ordered that the Mazoe office close down and Routledge, the Mazoe telegraphist, returned with Blakiston to Alice Mine. Here they found the mine being attacked by rebels, making their return to Salisbury impossible. It was obvious that the mine defenders would not be able to contain the rebels and Routledge and Blakiston volunteered to return to the Mazoe office two miles away and telegraph to Salisbury for assistance. They set off with Blakiston riding the only horse on the mine and Routledge running alongside holding on to the stirrup strap. The rebels sniped at them from vantage points but fortunately they reached the post office

unscathed. The following message was received by the Salisbury Telegraph Office: "Blakiston to Inspector Judson. Three men killed. Alice Mine surrounded. Send help at once. Our only chance. Goodbye".

Three minutes after the instrument ceased clicking in the Salisbury office the heroic pair were lying dead on the grass in the Mazoe Valley.

Judson then set out on June 18 with an armed party of seven men and arriving at Alice Mine the following day found the gallant defenders exhausted but holding out against impossible odds. Reinforced, the beleaguered garrison fought with renewed strength pouring volley after volley into the attackers.

A plucky Cape boy named Hendricks was induced to ride to Salisbury for further assistance and was fortunate enough to meet Police Inspector Nesbitt on the Gwebi Flats with a patrol of 12 men. They returned with all haste to Alice Mine, arriving just before dawn on June 20, and shooting their way through bands of rebels, reached the laager amidst shouts of joy.

The party now numbered 30 men and three women and it was decided to load up a wagonette, place the women and wounded on board and fight their way through the rebels to Salisbury, 17 miles distant. This they did but not without further deaths and injuries. The agonised and exhausted party finally reached the Salisbury laager and received an indescribable ovation, it having been reported earlier that all had been killed.

The story of the Mazoe Patrol and the three post office officials who played such a prominent role in the tragic events of those few days will long be remembered with pride in the annals of Rhodesian history.

TELEPHONE SERVICE

Rhodesia's first telephone exchange—a 50 line magneto earth return system—opened in Salisbury on August 15, 1898. Others followed rapidly in Bulawayo and Umtali and in the years that followed all towns were linked by an improved telecommunications service.

In 1903 Gwelo was the first exchange to use two wires per subscriber, thus avoiding the inductive effects of the earth return system. It was also from Gwelo that the first trunk telephone route was connected to the neighbouring town of Selukwe.

By 1912 the Party Line system was introduced, giving outlying farms direct communications with town.

1914—1918 WAR

Martial law was proclaimed on October 30, 1914 and with it came the censorship of alien mail. Mr. Guy French of the post office staff was appointed Chief Censoring Officer for the Colony. Fifteen members of staff were granted long leave to go on active service and a further nine resigned for the same purpose. In all, 53 post office staff joined the armed forces, including Dan Judson of Mazoe Patrol fame.

During the war little major development was possible owing to the scarcity of materials and the shortage of staff.

TRANSPORT



Zeederberg coach, c.1895

Rhodesia's story is the story of its communications. When the petitioners were seeking to obtain a Charter from the Imperial Government they mentioned it was their intention to extend the Cape railway system to the north in the direction of the Zambezi, so from the start it was anticipated there would be railway development. This was to be of great benefit to Rhodesia with its long distances from the sea and from other developed countries.

When Rudd and his companions visited Lobengula in Bulawayo they had to travel 600 miles by mule transport. Though they travelled hard their journey took them thirty-five days. The first settlement of the Pioneers in Mashonaland put them into a country where they were cut off from the civilised world. The long track cut by the Pioneers, passing through Tuli, became the one link by which the slow-moving oxen hauled the heavily-laden wagons.

In order to provide a more rapid form of transport, coaches (imported from America) began to appear on the road. These vehicles, drawn by teams of six mules, shortened the time of the journeys but added to the discomfort of the passengers. A regular coach service was established between Mashonaland and the south. Doel Zeederberg extended his services to cover transport to the main centres but, as the railways were laid, the coaching system was withdrawn. It became evident that an effort must be made to reach the sea at Beira by the shortest possible route from Mashonaland. The first attempt to open the route by road failed owing to the presence of tsetse fly, which attacked the oxen.

Bicycles were the most convenient way of moving from one place to another. At first the machines, without a free-wheel and with hard, rubber tyres, were heavy, but the introduction of the free-wheel and pneumatic tyres at the turn of the century made them much more serviceable.

A commercial rickshaw service was the first type of public transport operated in Salisbury in 1904 by a Mr. Craster. For a short time camels were introduced into Rhodesia but they failed to fulfil the transport needs.

The traction engine was also a fairly common sight in those days and this was used generally for heavy haulage operations over short distances. The Ayrshire Mine was using this method for hauling firewood to the mine at the turn of the century. One of these traction engines had actually battled its way to the Eastern Districts under its own steam and over extremely rough ground all the way from

the Mozambique coast. Today a photograph exists of this same engine standing at Mount Selinda Mission.

A 1902 French $6\frac{1}{2}$ h.p. "Gladiator" was probably the first motor car to enter Rhodesia. It was imported by Major Charles Duly, who had a cycle agency in Bulawayo. Mrs. Winifred Tolbutt, who was the first woman to own a taxi, operated a service in Bulawayo in 1920 using a Buick car in which she would take a family of four on Sunday outings to the Matopos for a fee of £5 per head. It should be borne in mind that at the time petrol was 7s 6d per gallon!

Before 1920 the only "roads" in Rhodesia were mere tracks between major centres and these were essentially for dry weather use. During the rains small streams became torrents, the dust of winter turned into the mud of summer and the drifts through rivers became feet-deep floods. These cross-country tracks usually took the line of least resistance. It was easier to wander round a swamp than go through it. If the track came to a big tree or an ant-hill it went round it. There were no bridges, of course, and no one expected any. No one, if it could be avoided, travelled in the wet season when there was a probability of being cut off by swollen rivers. Fairly wide roads were built in Salisbury itself but drivers were wont to meander all over the place to avoid the inevitable potholes. To prevent this a "boulevarding" technique was introduced by simply planting gum trees on the sides of the roads. It was only after costly experiment and the cartage of large quantities of broken stone that the roads became capable of carrying motor-cars.

Although there were only eleven motor cycles and six motor cars actually licensed in Salisbury by 1908, law and order was apparently strict in those times. It was in the following year that a Mr. Longinotto, in his 1909 Panhard, after a $6\frac{1}{2}$ day trip from Bulawayo, roared into Salisbury and parked outside the Commercial Hotel in First Street, to be subsequently fined in the Magistrate's Court for "driving on the wrong side of the road."

The possibility of electric tramways in Salisbury and Bulawayo was frequently discussed but these were never installed. Umtali, with its long straight street, had an animal-drawn system.

The development of aeroplanes during the First World War led to their introduction into Rhodesia shortly after peace came. On February 4, 1920, the "Silver Queen" landed at Bulawayo.

HEALTH SERVICES

In the very early days of Rhodesia doctors were few and far between, nurses were scarce and dental surgeons scarcer. However, pharmacies were set up very early.

The doctors before 1920 often also served as District Surgeon thus being not only in private practice, but also responsible for Government patients as well, e.g. the African population, social welfare cases, prisoners and so on. The rules and regulations governing the District Surgeon make interesting reading.

The exhibit illustrates a doctor's consulting room of the time, furnished with his books and many of his instruments. Of particular interest is a book of prescriptions, the St. Thomas Hospital Pharmacopeia, which was donated by the late Lord Malvern (Dr. Godfrey Martin Huggins being the name by which he was known to his patients at the time). The inscription on the inside cover is of interest: 'I carried this in my pocket for fifty years'.

A similar book on display belonged to Dr. Alexander Milroy Fleming, who held the post of Medical Director for many years. An interesting box of microscope slides is also on show, belonging to an early doctor, Richard Frank Rand, dated 1881. Rand used these slides when working for his M.D. which he obtained in Edinburgh in 1889.

The monaural stethoscope is of interest.

The desk calendar probably belonged to Dr. Fleming.

The books are typical of the time, among them several first editions, many signed by our early doctors.

The hammered-out nail is in fact a vaccinating device used at Ndanga for many years by Dr. T. J. Williams. The photograph nearby is of the early Ndanga Hospital and shows Dr. Williams.

Malaria was a very great problem (it was not until 1897 that Ronald Ross determined the role of the mosquito in the malaria cycle). A collection of early anti-malarial drugs is shown.

There is on display a bottle containing the famous 'Livingstone Rouser', the formula for which is attributed to Dr. Livingstone, a little quinine and a lot of purgative, which doubtlessly accounts for the title of the pill. Tinct. Warburgi contains over thirty ingredients and took three days to prepare.

Because of the shortage of doctors many early Rhodesians relied on their own resources; a book such as the Home Physician or Home Doctor was commonly found. Two examples can be seen in the Town & Country House section, along with some patent medicines and Government issue quinine obtainable from the Post Offices.

The medicine chest on show came into Rhodesia by the famous Salvation Army ox-wagon, red in colour and styled the Enterprise.

In those days most doctors also performed surgery, Huggins (who had his F.R.C.S.) saying that patients thought little of doctors who did no surgery.

The operating theatre shows a collection of instruments used for surgical purposes. The model is wearing a replica of the uniform worn by Miss Ronaldson, one of our early hospital matrons.



Livingstone Rouser

Because of the comparative lack of specific medicines, the early pharmacist carried a wide range of galenicals. Specimens of containers, scales, pill-making machines, mortars and pestles, paper folders for powders, cachet machines, are displayed. Examples of early prescription ledgers can be seen. The initials beneath each prescription identify the doctor who prescribed it. e.g. P.L.M. = Percy Lyndon Moore, T.S. = Tom Stewart. These ledgers give a great insight into the social and medical history of the times.

Before 1900 the need for a registering body for dental surgeons did not exist. The "chemist" commonly acted as local dentist. The dental section, however, shows some of the portable equipment carried by some of our early dental surgeons.

The dental instruments in the box were still in use until recently and are believed to have been first used during the Boer War.

Photographs around the walls of the exhibit show various doctors, nurses and medical history of the times.

To the modern onlooker, much on exhibition may evoke pitying smiles or even amusement. Our early medical services used what they had. Perhaps the onlooker of 2075 may look at our work today with the same emotions.

MINING

The discovery of gold by early explorers in Central Africa was undoubtedly the catalyst which actuated the founders of Rhodesia in their desire to occupy and develop the eastern half of the country now known as the provinces of Mashonaland and Manicaland.

Much of the knowledge at the time of the inception of the British South Africa Company in 1889 proved eventually to be, to some not inconsiderable degree, exaggerated and for that reason misleading for as far as reef gold is concerned this country has not come up to the early expectations. However, in subsequent decades the total mineral output has shown considerable increase through the developing of discoveries of many mineral deposits other than gold.

Mining has been carried on in this country and the neighbouring territories for many centuries. In the beginning commercial production was mainly confined to gold, copper and a little silver. Iron was also produced in a few localities by the indigenous people but this was generally for domestic purposes. It was mostly used for the fabrication of farming implements and weapons of war.

This section of the exhibition is designed to illustrate the types of mining tools, machinery, and devices and appliances in use in the country up to the year 1920. They are of course extremely numerous and to show more than a small selection of them is beyond the capacity of the space allocated and the ability of the exhibitors to obtain many of the very large items. For these reasons it has been necessary to resort to a large extent to photography. Many of the objects on display are now, of course, obsolete but in their day played a vital part in the development and exploitation of the mineral deposits of Rhodesia. They include as far as possible machines and equipment in use during the first two decades of the century for the initial extraction of the ore from the ground, its haulage to the surface and delivery to the crushing and extraction plants where the final winning of the minerals was accomplished.

For reasons of planning and economics the two branches of mining technology, sampling and surveying, became more and more precursors to prospecting, development and the exploitation of ore bodies and mineral occurrences. Some of the instruments used in such activities are on display and today, compared to their modern counterparts, are unwieldy and coarse in action. Such obstacles were overcome by constant careful concentration, and considerable repetition of a single operation. By such methods a sufficiently high consistency could be obtained between the series of results to permit the data so gathered to be used in calculating a final result.

Two of the exhibits represent tools and equipment used from very early times when minerals were extracted from either alluvial or eluvial deposits. These are the spear shaped badza or hoe and the wooden panning dish. The former was used for the



3-stamp hand-operated battery brought into Rhodesia before the turn of the century from Mozambique by Count Rezende to crush gold-ore near Penhalonga

digging of the gravels of river beds and beds of mineral-bearing gravels in the vicinity of ore outcrops, and the latter was used after crushing or otherwise, depending on the fineness of the material containing the mineral, for washing away waste or deleterious matter. In some cases where water was not easily come by it was used for crushed ore in a method of winnowing the waste away from the heavier mineral particles.

The older of the two geological maps of Rhodesia is a copy of the first produced of the whole country and is based on data collected over many years prior to 1920. The survey has been brought up to date from time to time since then and maps showing increasing amounts of information have been published at comparatively frequent intervals. The latest geological map of the country is also displayed for comparison. The very great amount of information



Pioneer prospector Hans Schroder, 1893

which has been added since 1920 is clearly apparent. Geological surveys and the maps compiled from them are now of prime importance to any well organised and progressive mining industry.

The primary source of power of the times was steam and every mine had its own private supply from its own steam plant. This was used to drive prime moving machinery such as mill engines, hoists, and, in large mines, an electric power plant, wood fuel being used on mines situated far from rail. Later on suction or producer gas began to replace steam in engines designed to operate on such fuel. These engines were used to drive electric power units which, as mines were developed deeper, were much more practicable and safer than either of the other two sources of power. When it became increasingly apparent that the consistent use of the local timber resources as fuel was rapidly denuding

the country of its extremely valuable timber reserves, which played such an important part in protecting the land, the local coal reserves began to be increasingly exploited and eventually provided a major contribution to railway transport and a nationwide electricity supply.

Until electricity became more readily available illumination in mines, in particular for the individual use of mine personnel, was provided by the use of carbide lamps and candles. Hurricane lamps using paraffin were not popular on account of their fragility and general unhandiness. Some examples of these lighting units are on exhibition. Safety apparel was almost unknown except for the use of the reinforced papier mâché "hard hat". The main reinforcing agent in these was shellac. The aluminium "jelly mould" type of hat was just coming into use at the end of the period under review.

BANKING

By the end of 1891 it was obvious that the European settlers of Mashonaland were firmly established, after having survived the critical period, November 1890—April 1891, with its heavy rains, shortage of food, virtual collapse of the transport system, and disease; and there had been no attacks or threats from the African population. The transport system was now operating more efficiently, and the isolation of the settlers was further reduced when the telegraph reached Salisbury in February 1892.

For these reasons, the Standard Bank of South Africa responded to Rhodes' call for an extension of banking services to Mashonaland; Rhodes had earlier considered inviting the African Banking Corporation (itself only established in 1890) to become the pioneer banking institution there. It was largely the friendship of Lewis (later Sir Lewis) Michell with Rhodes which ensured that the Standard Bank would be first in the field—Michell being at that time general manager of the Bank. The African Banking Corporation did later become involved in Rhodesia; it is listed in the 1895/6 *Bulawayo Directory* with G. Cripps as its manager, and according to the *Rhodesia Directory* had a branch in Salisbury in 1912. The Standard Bank absorbed the African Banking Corporation in 1921.

The Standard Bank opened in rooms provided by the B.S.A. Company in Salisbury on July 20, 1892, and was run by John Boyne, who had come up from Kimberley, and Wilfred Honey from the Cape. Honey had been persuaded by Rhodes to come to Mashonaland in 1891; he had joined the British South Africa Company's Police and later returned to Cape Town before being selected by the bank to serve with Boyne in the first branch in Mashonaland. A primary function of the Bank was to supply currency to replace the B.S.A. Company cheques, which had been the chief and not completely satisfactory medium of exchange in the period 1890—1892.

The Bank established a branch at Bulawayo on May 4, 1894; the first office was in the form of a tent in the police camp. The Standard Bank's early establishment in Mashonaland and Matabeleland was important in easing the shortage of cash and capital, but during the early years of the country there was no consistent progress, due largely to the rebellions, the Anglo-Boer War, and the fact that gold-mining was not as rewarding as had been expected. The commercial potential of Rhodesia was, however, enhanced by the completion of the main lines of rail across the country by the year 1905.

The Standard Bank opened other branches at the main centres as follows:

Umtali	1895
Gwelo	1896
Selukwe	c.1900
Hartley	1901
Gatooma	1908
Fort Victoria	1911
Que Que	1911

The bank also extended its operations to Nyasaland (Blantyre, 1901) and Northern Rhodesia (Kalamo, 1906).

The Bank of Africa, which was strongest in the Cape Colony, also saw Rhodesia as a commercial and financial extension of South Africa. In 1895 it sent George Mitchell (who became Prime Minister of Southern Rhodesia for a few months in 1933) from Johannesburg to Bulawayo to open its first branch there. By 1897 it had another branch in Salisbury. In 1912, when the Bank of Africa amalgamated with the National Bank of South Africa, it had four branches in Rhodesia. The latter bank was incorporated in 1890 in the South African Republic, and before the amalgamation had two branches of its own in Rhodesia. The N.B.S.A. itself amalgamated with two British-based banks in 1926 to form Barclays Bank, D.C.O. (Dominion, Colonial and Overseas).

During the First World War large numbers of men left work to join the armed forces, causing the banks to employ women staff.

Up till 1920 English and South African coins were the only legal tender in the country. The first Rhodesian coins were minted in 1932. Currency notes used were those of the Standard Bank and, later, Barclays Bank. They ceased to be legal tender in 1942, the first Rhodesian notes having been issued in 1940. At the time of the Matabele Rebellion a quantity of currency notes were printed in Salisbury; another emergency occasion arose during the Anglo-Boer War when, due to the shortage of currency, the "Marshall Hole notes" were issued, their value being that of the postage stamps affixed to them.



Bank of Africa, Bulawayo



Standard Bank, Bulawayo, 1894

EDUCATION



Girls of Chishawasha Mission



Boys of St. George's

It seems a little remarkable that, less than two years after the hoisting of the Union Jack, there was in Fort Salisbury a sufficient number of children of school-going age to warrant the establishment of a school. Despite her commitment to the laborious task of running a makeshift hospital, Rev. Mother Patrick yielded to the pleas of parents and, on October 18, 1892, opened Rhodesia's first school. The classroom was a pole-and-dagga hut erected on the site where Salisbury's Dominican Convent

now stands. When Dr. Jameson visited the little school on November 17 of the same year the number of pupils attending was already fifteen.

Most of the schools opened before the turn of the century were started by the churches. The Anglican Church opened a school in Sinoia Street in 1894, and in 1895 the Jesuit Fathers started the school which was to become St. George's College and later to move from Bulawayo to Salisbury.

In the same year the Dominican Sisters established a Convent in Bulawayo and the American Methodist Episcopalians provided a school for the settlement at Umtali.

When the first Education Ordinance, passed by the Legislative Council in 1899, instituted a system of grants on the pound-for-pound principle to all schools with an enrolment of twenty-five pupils, eight qualified to receive this aid. Of these only one was a non-church school and it had been started in 1898 by Salisbury Town Council in conjunction with the Government and the parents. Salisbury Public School, as it was called, was to develop later into Prince Edward School and the Girls High School.

In 1908, when grants-in-aid were available for "farm" schools wherever a minimum of eight children could be gathered together, no less than ten of the twenty schools in existence were in this category.

A committee appointed by the Legislative Council in 1908 recommended the confining of Government aid to undenominational schools, one in each centre. The recommendation was not hastily implemented, but within three years the number of private schools fell from fourteen to five. Small schools in the rural areas continued to proliferate, however, and a regular feature of the system was the repeated closing and re-opening of schools on farms and mines as the number of children fell or rose.

The recommendation that European education should be compulsory was made at frequent intervals during the next twenty years but could not be implemented because the funds required to build central primary schools with hostels were not available; the Chartered Company was not permitted to raise loans for capital expenditure upon the security of the public revenue of the Territory. Nevertheless, the number of children for whom boarding facilities were provided by one means or another had by 1908 risen to 143. From that time on, the proportion of boarders remained at between a quarter and a third of the total school population—a proportion not equalled anywhere else in the Empire.

In 1906 the Administration received invaluable assistance from the magnificent bequest of Alfred Beit, and during the course of the next few years over £50 000 was made available for school hostels. By the end of 1910 public secondary schools, already known as high schools, had been established in Salisbury and Bulawayo, separate schools being provided for boys and girls. The Beit Scholarships, which had been instituted in 1907, provided a valuable incentive to pupils to continue and complete the course of secondary education in Rhodesia.

In 1911, when the total enrolment of the schools was 1 327, the Director, Mr. George Duthie, estimated that as many as 785 children (i.e. 34.7% of the school-age population) were still not receiving any education at all. The situation steadily improved, however, and in 1920 Mr. L. M. Fogg, who had joined the Department as Inspector of Schools in 1907 and had been appointed Director in 1917, was

able to report that the proportion of children not attending school had been reduced to about 15%.

A feature of Rhodesian education has always been the active involvement of parents and the public generally. By 1910 eight Advisory Committees were functioning. Bulawayo Committee earned the distinction in 1910 of being the first to raise funds for the purchase of school pictures and the assistance of games.

The outbreak of the First World War checked the rapid development which had followed the Legislative Committee's report of 1908. By 1914 total enrolment of the schools was 3 101, of which number 704 were boarders.

Plumtree School, which had been started in 1902 for the children of railway workers, was taken over by the Government in 1914.

Only 280 children over the age of fifteen were attending schools but five candidates passed the matriculation examination of the University of the Cape of Good Hope in that year and twenty-eight obtained the Junior Certificate. There were three schools for Coloured children—Salisbury with 34 pupils, Bulawayo with 33 and Gwelo with 19.

By 1915 the Department had to face the fact that a very large proportion of its teachers and administrative staff wished to proceed on active service. During the year, 246 boys who had passed through Rhodesian schools enlisted, and fifteen of the fifty-five men employed in the Department were also in the field. Schools organised themselves to assist in various ways. The total number of pupils enrolled rose from 3 231 in 1915 to 3 733 in 1916.

Twenty-eight members of the Department, including twenty teachers, served in the Forces and five Rhodesian schoolmasters gave their lives in the cause. The total number of Rhodes Scholars who lost their lives was nine, an extraordinarily large number considering that not more than thirty Rhodes Scholarships had been granted to Rhodesia since the inception of the scheme in 1903.

The year 1919 saw the return to duty of a large number of teachers and administrative officers and the arrival of the first batch of masters recruited from England. This naturally provided a great stimulus and marked the beginning of a new era of prosperity for the schools.

By 1920 total school enrolment rose to 5 056 (including 1 259 boarders) as compared with 4 674 in the previous year. None of the schools showed any serious decrease in numbers, but "Melsetter and Victoria continued to languish". The total amount spent during the year on buildings was £6 735. Some of this money was spent on the purchase from the Eldorado Gold Mining Company of a large wood-and-iron building which was brought into Salisbury for division into two sections and re-erected as annexes to the boarding houses at the two high schools.

These additions, it was estimated, would accommodate forty more boarders. Writing of the work of

the School Advisory Committees, the Director had this to say: "The Department has shared the disappointment of the Committees in the small amount of success which has attended their efforts to obtain new buildings and additions. The facts, however, are well-known and need not be recapitulated at any length. Educational buildings are costly and the ordinary revenue of the country is insufficient to provide them." For anybody who has been associated with education in Rhodesia since those days, the words have a familiar ring.

There were, however, encouraging features. Never before had the schools been so fully staffed with well-qualified teachers. Of the 339 teachers employed by Government, 172 held professional certificates and 32 were graduates.

Compulsory education had not yet been introduced and it was estimated that about 800 children were not receiving education, but few of those attending school left before the age of fifteen. Fifty-two passed the Junior Certificate examination and twenty gained matriculation.

Government expenditure on education in 1920 amounted to £171 831 of which £51 241 was collected from parents in the form of tuition and boarding fees. Devaluation renders direct comparison difficult but some indication of the development of Rhodesia since those days may be gained from the figures for 1973 when the education of some 70 000 European, Asian and Coloured pupils cost the country nearly \$22 000 000.

AFRICAN EDUCATION

In any organised community there are always educative influences, and this was certainly true among the Africans of this country in the early years of this century. The major influences were the family with its tribal traditions and ceremonies and religious practices mainly connected with spiritism.

In the early years of the occupation following the arrival of the Pioneers there was little dispute over land. The demands for labour were not very great and much of the demand was met by migrant labour, some of which came into the country with the Europeans. The local Africans were not particularly interested in the activities of the Europeans or working for them and were content to continue their old and traditional way of life.

The introduction of a poll tax and desire for some of the trade goods, etc. brought in by Europeans did begin to stimulate a desire for money. This, however, at first did not greatly disturb the African way of life. They sought work for short periods until the immediate desire was met and then returned to their villages.

Some missionaries arrived before the Pioneers, and others with them. In order that their missionary work might be effective, the advantages of some of the basic educational skills with which they were familiar were quickly recognised. Teaching to read

in the vernacular started with reading the scriptures; they also taught writing and numberwork. Such skills as were required for garden work, the making and mending of clothes, etc., were introduced. The development at any one place depended on the initiative and interest of the missionaries concerned. At some centres Africans and Europeans attended the same classes of instruction.

So until 1920 the work of direct African education was carried out entirely by Christian missions, the government often assisting in the early years with grants of land.

With increasing evangelisation the training of African pastors and evangelists became necessary, and a more formal education developed. These were, with the missionaries, the first teachers in formal schools. Some simple industrial training was also given, not only to help with the building of mission stations, schools, better homes and to improve farming methods, but also because of its character-training values. There was quite a range of policies practised by the different missions. All, however, were directed to the Africans becoming Christian.

A demand gradually grew up for the products of these schools in the towns which began to develop.

The first educational law was the Education Ordinance, published in 1899. This provided for the appointment of an Inspector of Education and assistants, and dealt with the whole field of education. Order B of that Ordinance set out the conditions for grants-in-aid to mission schools. If the conditions were met a grant of £50 was available.

This Ordinance was repealed in 1903 and subsequently the Order D which replaced it was amended, first of all in 1907 and subsequently in 1910, 1914, 1917 and 1921, each time with improvements in size of grant and field. No grant was made for purely academic teaching, though grants were made of increasing magnitude for teachers of industrial subjects and qualified teacher trainers.

Order D, published in 1921, remained substantially in force till 1928 when the Department of Native Development was set up as an integral part of the Department of Native Affairs.

Previously the supervision of the schools had been under the Department of Education and only the first-class schools were inspected, supervision of the others being left to approved mission superintendents or managers.

Attendance was voluntary. The schools were required to follow "the Southern Rhodesia code for Native Schools". Even in 1924 the total government expenditure on African education was only £27 175. The number of schools of all grades was 1 216; enrolment was 77 610, with a total of 1 519 teachers of whom 129 were European. 1 076 of these schools were Kraal Schools (third-class) which catered for 66 733 pupils, averaging 57 pupils per teacher, though the average attendance was only 36 per teacher. These were simply vernacular schools.

AGRICULTURE



Traction engine plough

Soon after the occupation of the country the British South Africa Company made grants of land to pioneers and early settlers to encourage the production of food for the rest of the community and to take occupation of the land. Naturally the farming methods were elementary as few of the early settlers had had experience of crop production and the implements they possessed were primitive. The draught animal was the ox, and in a few cases the mule or donkey.

In 1896 rinderpest swept through the country annihilating almost all the cattle and most of the game, and a few years later when the cattle population had been re-established a disease known as East Coast fever again decimated the herds. In an effort to control the disease cattle in affected areas were placed in quarantine, thus seriously disrupting the transport of goods to the market. When it was discovered that this was a tick-borne disease compulsory dipping was introduced and in a comparatively short space of time the disease was brought under control.

In 1903 an Agricultural Research and Experimental Station was established at the Matopos, near Bulawayo, and in 1909 similar stations were set up in Salisbury and Inyanga.

The British South Africa Company did much to encourage settlers to come and occupy the land. In 1907 the company engaged a Mr. Wise as a land settlement and development officer and under his direction settlement schemes were established, one of them being at Wedza where encouragement was given for the growing of tobacco and other crops.

As a result of the knowledge gained from these stations agricultural production increased, so much so that in 1910 a considerable quantity of maize was exported to Europe. The first tobacco crop was planted in 1905 and in the following year the first cigarettes and pipe mixtures were placed on the local market. Two of the brand names were "Souths" and "United". This crop proved so successful that in a few years tobacco was being exported to South Africa and to the United Kingdom. Gifts of cigarettes were sent to troops serving in the 1914—18 war, a packet of which is on display in this exhibition.

Implements suitable for working the recently cleared land were not readily available and of those that were, most were designed to work the moist soils of Britain which had been cultivated for centuries. The Rhodesian farmer, being noted for his ability to improvise, had made many of the land tillage implements out of local materials. Replicas of these can be seen in this exhibit. Unfortunately very few of the old implements have survived, it being common practice that, when a replacement was available, the old implement was broken down and the materials used for other purposes on the farm.

Experiments were carried out with the steam plough but these proved very expensive and not satisfactory. The first internal combustion engine tractor was imported by Mr. E. H. South in 1905 but this also proved to be underpowered for the conditions. This machine is now on display at the National Museum at Umtali. It was not until about 1930 that tractors were in general use.

DOMESTIC

INTRODUCTION

It was a characteristic of interior design in the early part of this century that reaction gathered strength against the overcrowded fussy rooms of the Victorians. However it is doubtful if this spread far in Colonial circles and contemporary photographs show a perpetuation of the English Victorian well into the Edwardian reign.

There were several strains to be observed—the English, the South African English and the South African Dutch. An analysis was given to the Rhodesia Scientific Association in a paper by J. D. Robertson, read in Bulawayo on February 18, 1914, entitled *The Building and Furnishing of*

Rhodesian Homes in which he appealed for originality and simplicity — “In the Colonies, as elsewhere, the best decoration of a dining room is a well-cooked dinner.”

Thus styles varied with tradition, with the social stratum, between town and country. No one room could be visualised as completely “typical”.

Here an attempt has been made to recreate such rooms from the wealth of material carefully preserved in Rhodesian homes. A sitting room (the word “lounge” was, and is, more appropriate to use in a hotel), a dining room, a study, a bedroom and a kitchen, as they might have been in town, have been suggested, together with the main living room of a farm house.



The interior of the living room of “The Bungalow”, Bulawayo, the home of Mr. & Mrs. E. B. S. Mercer, 1897

THE TOWN HOUSE

A SITTING ROOM

This is for general social activity, recreation and hospitality—in the larger houses a “reception” room. The main furniture is a suite of a settee with two armchairs, upholstered in red brocade and dating from 1902 to 1906 (Mrs. R. P. Ellis). It was a result of transport conditions in the early years of the 20th century that only very small furniture, capable of standing the knocks, could be brought into the country. There are three Victorian folding chairs (Mrs. M. L. Goddard) and a rocking chair with padded back and seat, of about 1900 (Mrs. G. Rosenhahn).

The table “what-not” (Mrs. R. L. Coom) came from Ireland in the early 1900s; it unscrews for easier transportation. A “what-not” (the word dates from 1800) is defined as an open stand with shelves one above another for displaying objects. The occasional table, or tea table, is of approximately 1908 (Mrs. G. Rosenhahn). The two large vases are cloisonné enamel on copper (Mr. J. G. Thurlow).

Amongst the other material on display are:

A china aspidistra pot (Mrs. R. P. Ellis), a silver tea set (The Hon. Mr. Justice J. V. R. Lewis) with a silver cake dish, tea cloth and tea cosy (Mrs. M. L. Goddard). Other silver items include a cigarette box, inscribed “With best wishes to D. S. McLachlan Esq. from the Staff of the Tobacco Company”, 1920 (Mrs. E. Petty) and a silver cup presented by the visiting Directors of the British South Africa Company in 1907 for competition by Ladies’ Rifle Clubs (National Archives). It was last awarded, and then to Salisbury, in 1941. Two associated items are a silver card case brought to Rhodesia in 1897 and a programme for a dance at Gwelo on August 3, 1900 (Mrs. L. D. M. Condy). The bronze statuette is *Faneur*, the Reaper (Mrs. V. A. Lovemore).

An upright piano, brought to this country by the late Mr. R. W. Stumbles. (Mrs. John McCarthy).

Exhibits on the walls include a cross-stitched sampler worked in 1833 (Mrs. G. Rosenhahn). The water colour of Hope Fountain Mission Homestead dates from 1893 or 1894 (Mrs. F. V. Collins).



Salisbury Club dining room suite

A DINING ROOM

The dining room suite of table and eight chairs is lent by the Salisbury Club to whom it was presented by Leander Starr Jameson in 1899; Jameson was a Foundation Member of the Club in 1893. The two Victoria chairs are also lent by the Club. The room has been equipped from many sources:

A canteen of cutlery—wedding present to Mr. & Mrs. W. Honey from the Civil Service in Bulawayo, where he was Assistant Civil Commissioner, in 1901. (Mrs. J. Honey).

Candelabra (Mrs. R. P. Ellis)

Soup tureen and ladle (Mrs. M. L. Goddard).

Fruit set, brought into Rhodesia in 1906 (G. W. M. Hunt).

A christening bowl, a gift from Dr. L. S. Jameson. (Hon. Justice J. V. R. Lewis).

A christening mug, with spoon and fork, dated 1907 (Mrs. P. E. du Toit).

Tableware (Salisbury Club)

Vegetable dish, with three sections and lid; Princess plate by Mappin & Webb, about 1908 (Mrs. G. Rosenhahn).

Silver tray (Mrs. H. M. Strover).

Silver hot water jug 1906, cake basket 1906, and and porringer 1910 (Mrs. J. Swire Thompson).

A baby's pusher and rattle (Mrs. E. Johnstone).

A silver crumb tray (Mrs. V. Tomlinson).

A cruet, with six bottles, and silver entrée dishes (Mr. J. G. Thurlow).

Pink cup and saucer and a beaded soup ladle, brought into Matabeleland by the Rev. & Mrs. C. D. Helm in 1875 (Mrs. E. R. Collins).

Two table napkins with the date 1743 woven into the corner, from the home of Mrs. Helm, in Pomerania (Mr. & Mrs. H. W. Driver).

Amongst the pictures is a water colour of the first house to be built on the Kopje, on Skipper Hoste Drive (National Archives).



Office accommodation, c.1920

A STUDY

Here the major pieces of furniture have interesting associations. The desk once belonged to Cecil Rhodes (Parliament); a chair is one used by the Administrator of Rhodesia up to 1923 (Mrs. R. P.

Ellis); another chair belonged to Marshall Hole, at one time Secretary in the Department of the Administrator (Q.V.M. Museum). Three armchairs are from the Salisbury Club; the three sundowner stools were originally made for Sir Charles Coghlan (Mrs. D. S. Tomlinson).



Grand Hotel bedroom, c.1920

A BEDROOM

The iron bedstead (Mrs. R. P. Ellis) is completely typical of its period and goes with the dressing table (Mrs. R. L. Coom) and the washstand with its china basin, chamber and tooth mug (Mrs. R. P. Ellis). The chest of drawers is made from ammunition boxes (Mrs. Ellis).

A commode (Granny's Attic, Bulawayo), a nursing chair (Mrs. Heald) and a treadle sewing machine of about 1910 (Mrs. E. Petty) complete the general effect.

A KITCHEN

The essential feature here to the modern eye is that there was no electricity and very few labour-saving devices. Everything had to be done the hard way. Refrigeration was elementary, consisting of an ice box (Mrs. R. P. Ellis) used with ice purchased commercially.

Appropriately here is a *Bulawayo Cookery Book and Household Guide*, issued in Bulawayo in 1909 in aid of the building of the new Anglican Church and now extremely rare. Most prominent residents contributed their favourite recipes.



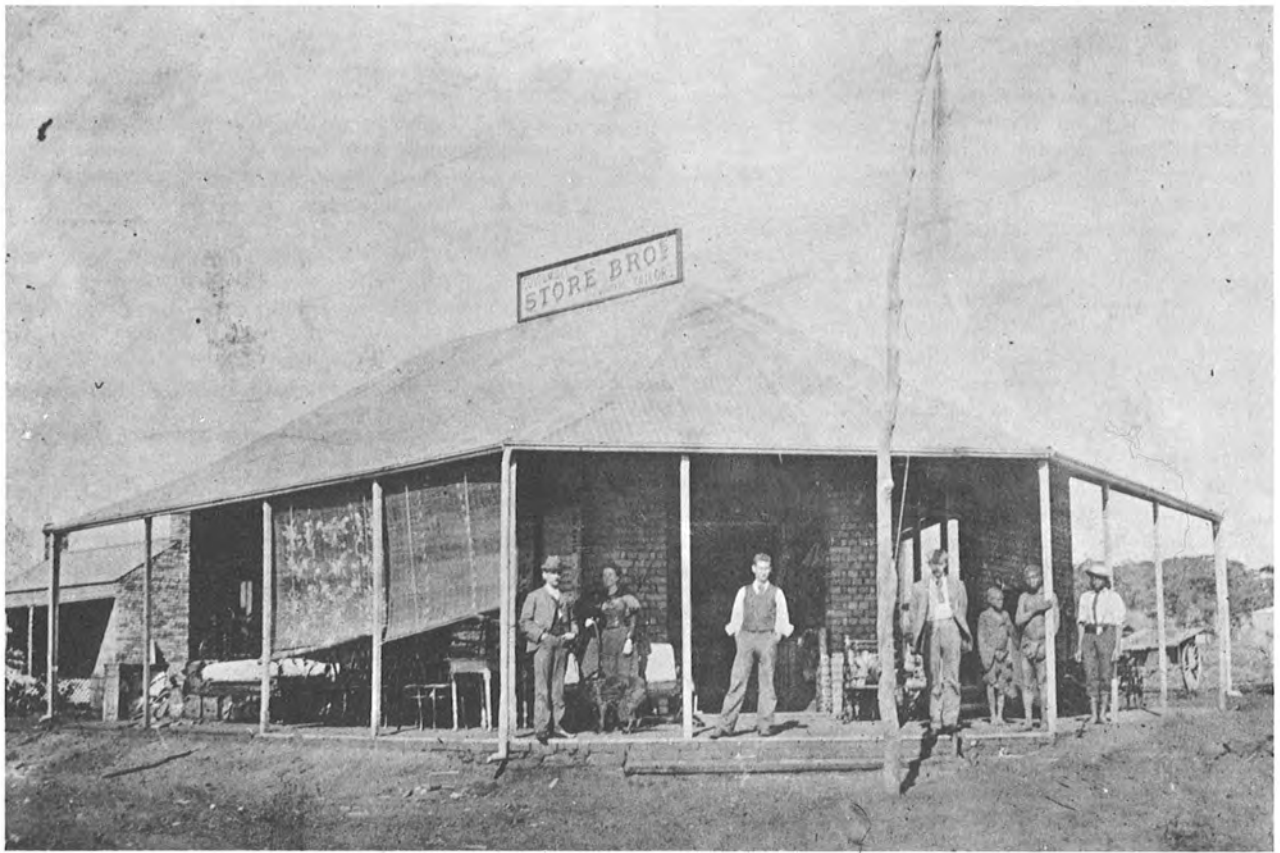
Parents of scholars at St. George's

A COUNTRY OR FARM HOUSE

The Rhodesian farm house followed the development of the farm. When the area was first beaconsed and the farmer moved on to his land the earliest habitation was usually a tent or a pole and dagga hut, eked out with bucksails. In time, as he burned bricks, it would become possible to move to something more spacious, self designed but comfortable and generally with wide deep verandahs which kept the interior rooms dark but cool. Thereafter, as the farm prospered and the family grew, further additions, sometimes added rather haphazardly, would

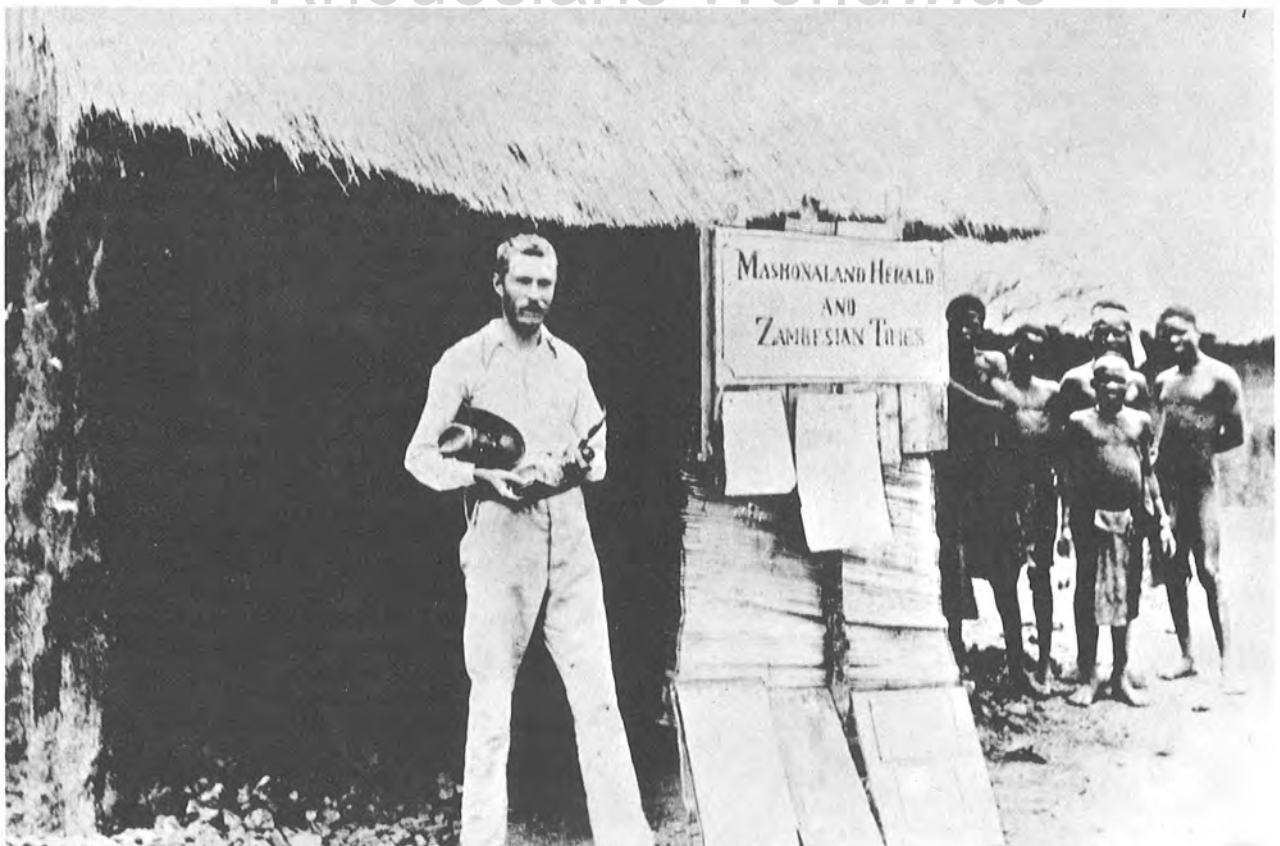
produce the rambling dwellings so many of which survive today.

Furniture was usually not so sophisticated as in town, as this general living room shows. There is a mahogany dining table with two carver chairs, which will extend to seat twelve persons. At one end there is a rope burn, the result of its once being badly tied on a wagon (Mrs. R. L. Coom). There is an oak extension table, a small gate-leg table and stool and, by contrast, a sideboard made from the boxes used to contain 4-gallon paraffin tins—two to a box (all from Mrs. R. P. Ellis).



Store Bros, Salisbury, 1896, cor. Manica Road and Victoria Street

Rhodesians Worldwide



W. E. Fairbridge standing in front of his editorial office

CONTRIBUTORS

Mr. Ashburner
Mrs. G. M. Aust

J. C. Barnes
Mrs. M. G. Bartlett
T. Bayley
Miss R. Beadle
W. C. Beauchamp
Mrs. D. M. Blair
Mrs. F. J. Brooks
J. S. Brown
Mrs. H. Browne

Mrs. D. Carter
Mrs. M. F. Cary
M. Chilcote
Mrs. S. Clark
Mrs. F. V. Collins
Mrs. L. D. M. Condry
Mrs. R. L. Coom

Mr. and Mrs. H. W. Driver
Mrs. P. E. du Toit

Mrs. R. P. Ellis
Mrs. J. Evans

S. G. Flegg
D. R. Forbes

Mrs. M. L. Goddard

Mrs. M. G. Hampton
Mrs. D. Hickman
Mrs. P. Hill
Mrs. J. Hoar
Mr. and Mrs. C. J. Honey
Mrs. V. Hosking
Mrs. J. Howard
G. W. M. Hunt

G. V. Jackson
Mrs. E. Johnstone

G. Krikler

R. R. Langham-Carter
The Hon. Mr. Justice J. V. R. Lewis
H. Lovemore
Mrs. V. A. Lovemore
Mrs. J. McCarthy

B. H. Meyerson (Henwood & Co. (Pvt.) Ltd.)
Mrs. D. Moodie
Mrs. D. M. Murray

Mrs. C. Newmarch
H. Newmarch

Mrs. I. Parry
Mrs. E. Petty
Mrs. F. C. Rendle
Mrs. G. Rosenhahn
Dr. D. A. W. Rittey

Mrs. J. Sanders
I. H. R. Shand, DSO, MBE, DFC
C. C. Stirling

Mr. and Mrs. N. R. Strathon
Mrs. E. C. Strover
Mrs. J. Swire-Thompson
Mrs. K. Sykes

T. G. Taylor
J. G. Thurlow
Mr. and Mrs. D. S. Tomlinson
C. G. Tracey, ICD
Mrs. R. Tyndale-Biscoe

D. Wesseik
Mrs. L. E. Westrop
Dr. C. Whaites

The Anglican Cathedral (by kind permission of
Bishop Paul Burrough)

Ministry of Agriculture

Barclays Bank International Limited

British South Africa Police

Cairns Motors

Dominican Convent

Ministry of Education

Department of Geological Survey

Government House (by kind permission of the
President and Mrs. Dupont)

"Granny's Attic"

Ministry of Health

Ministry of Internal Affairs

National Historical Association (Matabeleland
Branch)

Ministry of Mines

National Museum, Bulawayo

National Archives

Parliament of Rhodesia

Posts and Telecommunications Corporation

Queen Victoria Museum

Rhodesian Army

Rhodesian Breweries Ltd.

Rhodesia Pioneers' and Early Settlers' Society

Rhodesia Railways

Salisbury Club

St. George's College

Tobacco Auctions Holdings Co.

The Mining Antiquaria Society

The Rhodesia Nurses Association

The Standard Bank Limited

University of Rhodesia Library

University of Rhodesia Medical Archives

Ministry of Agriculture

Ministry of Information (Photographic Section)

Cover:

Taken from "The Falls by Sunrise" by T. Baines per
kind permission of Mr. L. W. Bolze, Books of Rhodesia
Publishing Co. (Pvt.) Ltd.

Note:

Because additional suitable items have been received
right up to the opening date of the Exhibition, a further
list of contributors will be found in the annexure
hereto.

SPONSORS

The National Gallery of Rhodesia and The National Historical Association of Rhodesia wish to express their gratitude to the following for their generous financial support:—

National Arts Foundation of Rhodesia.
Anglo American Corporation of South Africa Ltd.
Thomas Meikle Trust & Investment Company (Pvt) Ltd.
Barclays Bank International Ltd.
Standard Bank.
Rhodesian Banking Corporation Ltd.
Grindlays Bank Ltd.
Beverley Building Society
Central Africa Building Society
Founders Building Society.
B.A.T. Rhodesia Ltd.
Rothmans of Pall Mall (Rhodesia) Ltd.
Rhodesian Printing and Publishing Co. Ltd.
The Rhodesia Pioneers' and Early Settlers' Society.
Johnson & Fletcher Ltd.
Messrs. W. J. & R. L. Gulliver (Pvt) Ltd.
George Elcombe (Pvt.) Ltd.
Rhodesian Breweries Ltd.

Rhodesians Worldwide

Rhodesians Worldwide





Rhodesians Worldwide