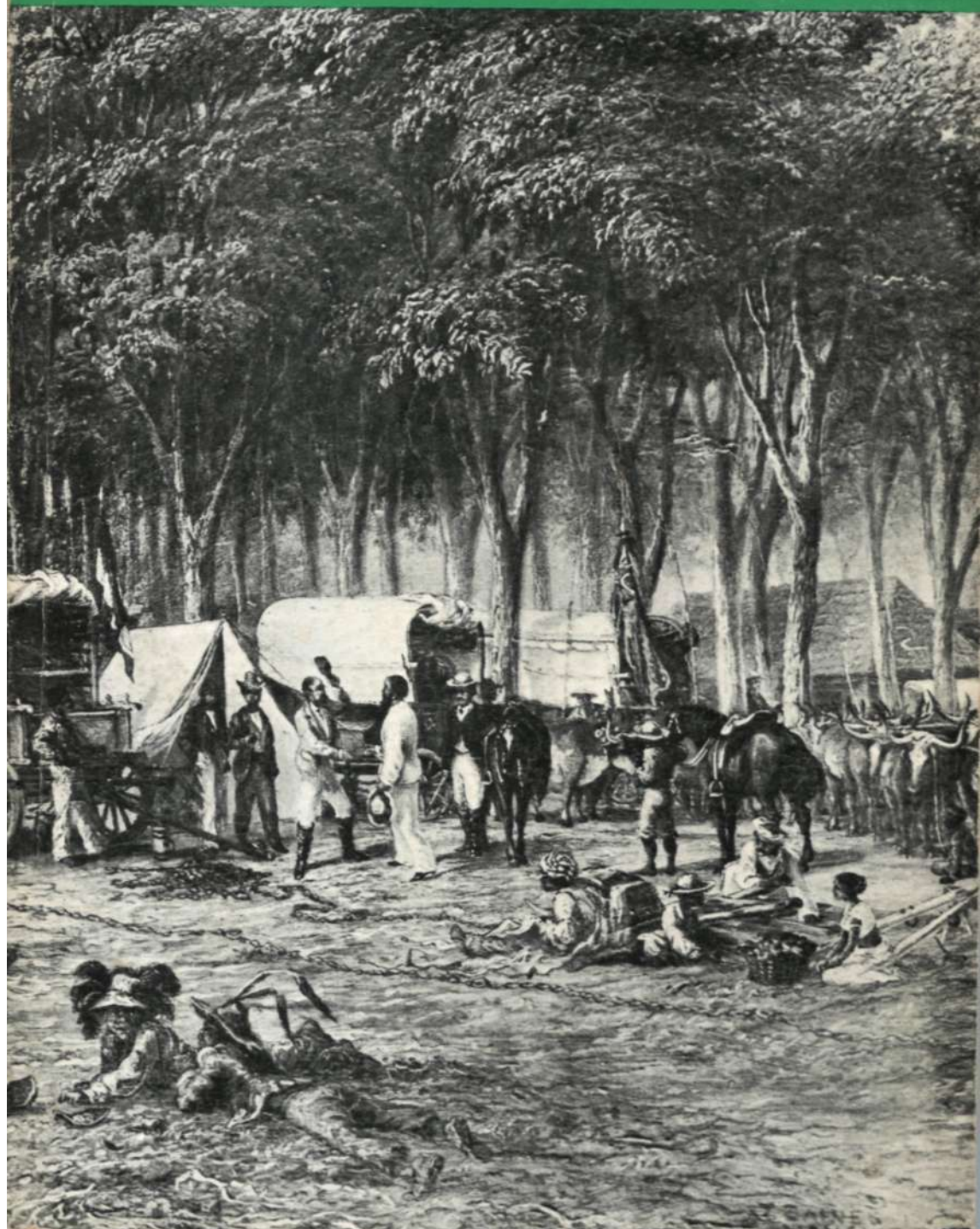


# RHODESIANA

PUBLICATION No. 30

JUNE, 1974





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*J. G. Millais*

*Facsimile reproduction of the first edition published by  
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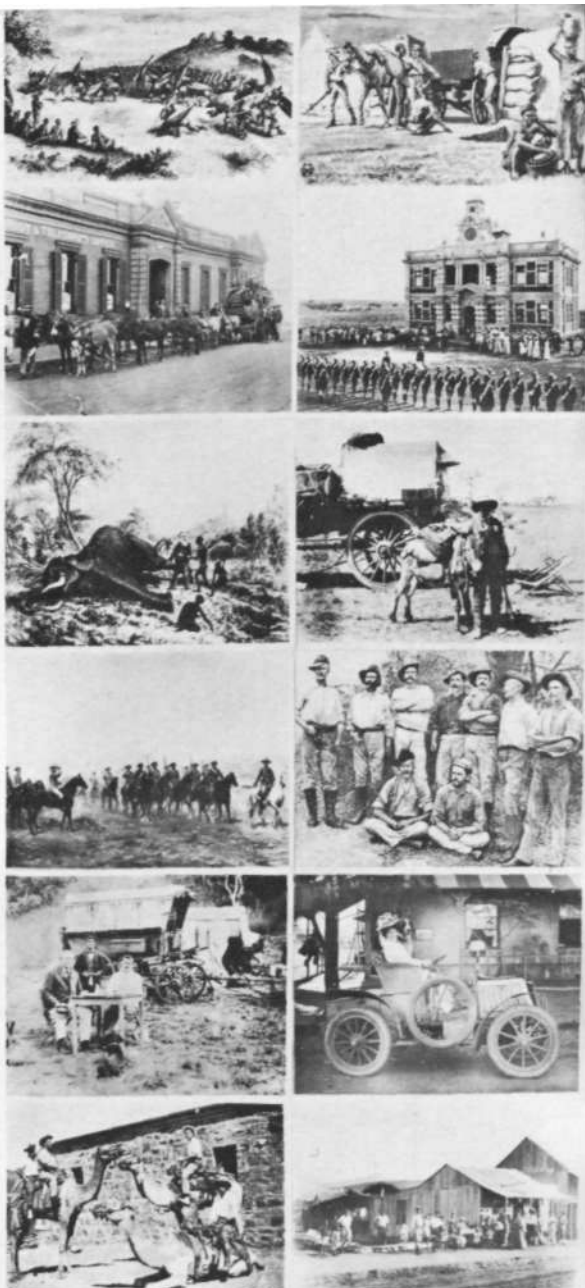


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*Left to right & top to bottom*

- |                        |                         |
|------------------------|-------------------------|
| Matabele War Dance     | Fort Charter            |
| Post Office, Salisbury | Queen Victoria Museum   |
| Hartley discovers gold | An early prospector     |
| Relief of Mafeking     | Allan Wilson and patrol |
| Rhodes on tour         | A motor-car, 1910       |
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# RHODESIANA

Publication No. 30 — June, 1974

THE RHODESIANA SOCIETY  
Salisbury  
Rhodesia

*Edited by*  
**W. V. BRELSFORD**

*Assisted by*  
**E. E. BURKE**

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*The cover picture is from a painting by T. Baines, showing his expedition on the market-square in Pietermaritzburg, 1869, prior to his departure for the Interior. An expedition by E. Mohr was there at the same time; the two explorers are seen greeting each other.*

# The Rhodesiana Society

*Founded 1953*

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

There is no entrance fee; the subscription is \$3.00 Rhodesian currency (\$5.00 U.S.A. or R3.30) a year, and this entitles paid-up members to those numbers of *Rhodesiana* issued during the year. There are two issues in each year, dated June and September.

For further information and particulars concerning membership please write to:

The Honorary National Secretary. Rhodesiana Society,  
P.O. Box 8268, Causeway. Salisbury. Rhodes'a.

For information about Branch activities please write to:

Matabeleland Branch, P.O. Box 1614. Bulawayo.

Manicaland Branch, P.O. Box 136, Umtali.

Mashonaland Branch, P.O. Box 3946, Salisbury.

Manuscripts will be welcomed by the Editor. They should preferably be typed in double spacing and be complete with any illustrations. Copies of published works for review will also be welcomed.

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Founder Member and first National  
Chairman, Rhodesiana Society.  
June 1953.



B. W. Lloyd.  
Founder Member and first Honorary  
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Society, June 1953.

## THE FOUNDERS

1953 - - - 1974

**THIS ISSUE COMMEMORATES THE  
21st ANNIVERSARY OF THE RHOD-  
ESIANA SOCIETY WITH AN ARTICLE  
ON ITS HISTORY.**

# The History of The Rhodesiana Society from June 2nd 1953 to June 2nd 1974

by G. H. Tanser

*Chairman of the National Executive Committee  
of the Rhodesiana Society.*

During the years 1949 to 1952 two men, Mr. Harry Archie Cripwell and Mr. Brendon Lloyd, living in Fort Victoria, found they shared a common interest in books on Rhodesian and South African history. The following year they were transferred to Salisbury where discussions on their interests were renewed. The possibility of founding a society on the lines of the Van Riebeeck Society was mooted and it was decided to obtain a copy of that Society's constitution for study.

In May 1953, Mr. Cripwell and Mr. Lloyd decided to take action. They sent out notes to those who they knew were interested in Rhodesian books, inviting them to a meeting in the Presbyterian Church Hall. The notice indicated that the meeting was being held to discuss the collection and preservation of Rhodesiana, and ended "Please come and bring a friend if you should know of anyone else interested."

As the invitations were delivered by a Native Department messenger (Mr. Cripwell was the Provincial Native Commissioner of Mashonaland) they were not spread over a very wide area. However, one was delivered to Mrs. Rhoda Ellis of the Education Department who took along with her to the meeting a friend, Mr. G. H. Tanser, also of the Education Department. Both were interested in books on Rhodesian history.

So Mr. Cripwell, Mrs. Ellis, Mr. and Mrs. Lloyd, and Mr. Tanser together with Father Hannan and Mr. Jan van Heerden were present at the meeting which decided to hold a meeting to establish a society at a venue to be found.

The venue was provided by Mr. Tanser who gave permission for the meeting to be held in the small Audio-Visual Theatre of the Ministry of Education, on June 2nd 1953. A small advertisement was placed in the "*Rhodesia Herald*".

At the meeting Father Hannan took the chair. Mr. Cripwell came in late. Those present were Father Hannan, Mrs. Rhoda Ellis, Mrs. Mary Lloyd,

Messrs. Aitken-Cade, Cawood, Cripwell, Lloyd, Packham. Tanser and Van Heerden. Of these, four. Father Hannan, Messrs. Cawood, Lloyd and Tanser have had continuous membership for twenty-one years, while Mr. Cripwell was a member until his death in 1970.

A resolution to form a Society was passed by those present. The resolution read, "The Rhodesian-Africana Society has been founded to further the interests of collectors of Rhodesiana, and to assist in the preservation of books and documents relating to the Rhodesias and Nyasaland in particular." An executive committee of H. A. Cripwell (Chairman), B. W. Lloyd (Honorary Secretary and Treasurer), Father Hannan, S.J., J. Van Heerden and G. H. Tanser was elected.

The Secretary was quick off the mark. On June 13th he issued the first notice of the Society. The constitution, consisting of ten short paragraphs, was to the point. The subscription was to be one guinea a year. This gave entitlement to a vote at the Annual General Meeting and the right to nominate any other member for election to the Committee.

During the remainder of the year the Society grew, having nineteen paid-up members. The collectors' interest of members was pre-eminent in the circular issued in November, 1953. Members, who wanted to dispose of duplicate or unwanted copies of books, were asked to advise the Secretary, giving prices and condition of the books.

It was early recognised that, if the Society were to grow, members would expect some service from their membership. So, the first indication of a publication appeared. Members were invited "to supply information regarding mss. which might be of interest when published at a later date."

The first Society activity was also recorded. Father Hannan had invited members and their friends to visit the Africana library at Chishawasha Seminary.

The next circular, issued on June 12th 1954, strangely headed "Africana Society," gave the names of booksellers who had become members and who would be only too willing to deal with the needs of any other member as a collector.

The circular, however, stressed that the Society had not been formed merely for the interests of collectors but with a view to publishing, when funds permitted, some suitable manuscript, and that, in order to achieve this purpose, savings must be invested.

The first Annual General Meeting was held on November 3rd 1954, in the Presbyterian Church Hall. Mr. W. V. Brelsford, Federal Information Officer, spoke on 'Northern Rhodesiana'.

The Executive Committee continued to strive for visits, and for speakers to maintain interest. This was singularly lacking. Attendance was poor, usually not reaching a dozen. Mrs. Goodall gave an illustrated lecture on 'Rhodesian Rock Paintings' and a visit to the National Archives was made.



Despite these efforts the Committee found it very difficult to stimulate, and to maintain interest. At the second Annual General Meeting, in November 1955. there were only four members and one guest!

A new feature was adopted in Circular Letter No. 4 when "Two members, selected for their intimate knowledge of Rhodesia and Rhodesian history reviewed three books." It was affirmed that "The Society does not accept any responsibility for the views expressed." Perhaps this was just as well, for two of the reviews are most damning of books, now accepted as being of very good standard.

At the second attempt to hold the Annual General Meeting there were sufficient members to appoint the Executive Committee. There was much discussion on ways and means of getting new members. It was accepted that a Rhodesiana publication would be the most satisfactory way of doing so.

A publication Committee of the Chairman and Mr. Tanser was given the task of finding authors and proceeding with a publication. Sir Robert Tredgold, K.C.M.G., Q.C., a descendant of Robert Moffat and an early member of the Society, as Acting Governor of Southern Rhodesia had unveiled the Mangwe Pass Memorial on July 18th 1954. There he had given an outstanding peroration. The Chairman approached him to ask whether his talk might be used, and Mr. Brelsford was asked if he would permit his talk on 'Northern Rhodesiana' to be published. They both agreed. So, it was decided to proceed.

Unfortunately, at this stage in the life of the Society, Mr. Lloyd who had worked so hard as Honorary Secretary was transferred from Salisbury. Mr. Van Heerden volunteered to act and the burden of arranging for the publication, in England, of the slim little volume of 22 pages, was undertaken by him.

Once again the Society was without a Secretary. Mr. van Heerden found the duties too time consuming and had to resign. Mr. Cripwell took over the work until a replacement could be found. The two members of the Publications Committee struggled on. During 1955, the draft manuscripts had been sent to London. It was six months before the galley-proofs were received. They were checked by Mr. Cripwell. Another long period passed and the booklets. No. 1, arrived from London in February 1957.

There were 75 copies specially bound in board and numbered. Because "It is recognised that members of the Society have, so far, not received any substantial service from the Society", these bound copies were sold at the same price as the unbound copies, seven shillings and sixpence.

An examination of the books revealed that the publishers had omitted two pages. A local printer was able to match the printing used and produced the necessary pages. Then they had to be put into the journal. It was not possible to put them into the bound copies except by tipping them in. In the paper-backed copies the staples were lifted in the middle of the book and the pages inserted. Mr. Cripwell did the job, and did it so well that there was never a single complaint, but the pages are really in the wrong place.



G. H. Tanser.



Rev. Fr. M. Hannan. S.J.



J. van Heerden.

Founder Members and first Committee Members, Rhodesiana Society, June 1953.

The Committee anxiously watched sales. £122.16.6 had been spent on printing. By the end of 1957 sales amounted to £76.4.1. It is not known who the member was who had paid the extra 4/1! In 1958 sales were only £14.2.6. The Society's creditors became pressing. Mr. Cripwell was asked whether he would reduce the price of the unsold copies. He refused and, with sublime confidence, began consideration of Rhodesiana No. 2.

Mr. G. B. da Graca volunteered to take over the duties of Secretary Treasurer. Mr. Tanser became Editor. He issued Circular Letter No. 5 again asking for names of books, with prices, members wished to sell.

For the next Rhodesiana, Colonel A. S. Hickman, who has served the Society so well, gave permission for an article written by him to be used. This was the first of the ten articles Colonel Hickman has written for Rhodesiana, a most valuable contribution. Mr. Cripwell, using his pseudonym 'Regulus', provided an article on Rhodesia's first winner of the Victoria Cross, Frank William Baxter. A report by Hugh Pollett on the Mazoe Patrol completed the volume.

At the fourth Annual General Meeting held on July 24th 1957, the speaker was Col. Hickman. By this time the Society had begun to establish itself and there was a good attendance. There was still a dearth of mss. This led the Editor to obtain an article on 'Rhodesian Poets'. This was criticised by members, who considered such matters should be left to another cultural society.

There were now 61 members, but 35 more joined before the end of the year. Now that it had nearly a hundred members the Society could consider that it had been firmly established and was beginning to play an important part in awakening Rhodesians to take an interest in their history. The words of the Earl of Dalhousie, His Excellency the Governor General of the Federation of Rhodesia and Nyasaland, expressed this need in his foreword to Rhodesiana No. 2. "All who love their country will realise the value of presenting its story to the modern generation. This the Society seeks to do."

Mr. da Graca continued as Secretary and in his circular letter of March 1958 jubilantly declared, "The Society has now one hundred members." The Committee was hoping to publish an annual journal and appealed to members for articles to fill the pages.

Circular letters were written by Mr. da Graca, Mr. Cripwell and Mr. Tanser to keep members in touch with the Society's activities.

At the A.G.M. on October 3rd, 1958 a proposal was made that the name of the Society should be the 'Rhodesiana Society'. There was a feeling that there was sufficient historical content in Rhodesia to interest members. The resolution was adopted. At the meeting, Mrs. Jess Honey, a strong supporter of the Society, traced her family's connection with Rhodesia's story.

The Society was at last financially sound. It had a credit of £212.3.6 in the

Post Office Savings Bank. Another important matter of significance was that the National Archives had become a member.

At the A.G.M. of 1959, Mr. Cripwell was again elected Chairman. He had been Chairman ever since the inception of the Society and had worked strenuously on its behalf. Members were asked 'to beat the drum'. "It is certain many more people would join if they knew our objects. There is, in the Federation, a noticeably increased interest in the historical past of our country." The Society could well claim that, even at this stage, this was due in no small measure to its activities.

Rhodesiana No. 3, published in 1958, carried 'Rhodesiana', the new name of the Society. Despite the critics the following newsletter announced "it seems generally to have been well received". There were now 150 members. The impact of the Society was being felt. No less than eleven libraries, including those of the School of African and Oriental Studies of the Commonwealth Relations Office, and of the Northwestern University in Illinois, had become members. The first donation, ten guineas from the London and Rhodesian Mining and Land Company (Lonrho), had been received.

Once again there were problems regarding the post of Secretary. Mr. da Graca resigned and Mr. H. J. Mason took over. The Society broke new ground with Rhodesiana No. 4, when the whole publication was devoted to the 'Diaries of the Jesuit Missionaries at Bulawayo, 1879-1881'. The book received most favourable newspaper comment and Father Rea, S.J. was invited to speak on the radio about it. The Work of the Society was receiving recognition outside the circle of its own members. In view of the present costs of printing it is interesting to note that No. 4 cost £158.14s. As new members joined there was a steady demand for the earlier numbers of 'Rhodesiana'.

Unfortunately, during this period of the Society's history records are inadequate, but progress was maintained, with an increase in the number of members and a spread of membership not only within the Federation but to the United Kingdom, the United States, the Netherlands, Sicily, Nigeria and Uganda.

The Society was undoubtedly suffering because no Secretary could be found. That stalwart, Mr. Cripwell, again carried the burden of acting Secretary/Treasurer until Mrs. Patricia Haddon volunteered to take over as Secretary, while Mr. Mills was prepared to act as Treasurer. The indefatigable Chairman continued his series of newsletters, keeping members up-to-date with notes on books likely to be of interest to members. At this stage Father Hannan, when transferred to Kutama, resigned from the Committee, but Mr. Lloyd, again in Salisbury, was co-opted in his place.

The search for a devoted Honorary Secretary/Treasurer came to an end when Mr. M. J. Kimberley, who had joined the Society in 1955, replied to an appeal made in a circular letter for someone to undertake this onerous task. Even before he was officially appointed, Mr. Kimberley re-organised the

secretarial duties and brought the Treasurer's figures up-to-date. The Chairman expressed the hope that he would find the job interesting, with a prayer that he would long continue in the post.

In order to lessen the work of editing 'Rhodesiana', an Editorial Board with Mr. E. E. Burke as Editor, and Messrs. Cripwell, Hickman and Tanser as readers was set up. Manuscripts were circularised among the members of the Board. Then a meeting was called and a decision made regarding inclusion or rejection. Mr. Burke, edited *Rhodesiana* Nos. 9 to 16, setting the pattern of the publication to this day.

No. 9 *Rhodesiana*, under the influence of Mr. R. W. S. Turner, appeared with a cover picture and a bright green band. The designer of the cover was Mr. Bruce J. Brine of Salisbury. No. 10 with a royal blue band, and No. 11 with a red one, followed, both published in 1964, marking the decision to publish two journals a year.

From about this time the National Monuments of Rhodesia began assisting the Society in an increasing number of ways, for example, by providing accommodation for functions and meetings.

The increase in membership, the activity of the new Secretary and of several new members on the Committee led to fresh developments in the Society. It was considered a new constitution setting out the fresh objects of the Society, which had developed since its inception, was needed. There was much discussion before the final document was accepted.

At the same time, Mr. Turner felt that not enough was being done to enlist new members. He suggested setting up a membership sub-committee, with a target of one thousand members, and a more colourful and distinguishable format for 'Rhodesiana'. Mrs. Kane, Messrs. Lloyd, Kimberley under the Chairmanship of Mr. Turner were appointed to the new Committee and immediately set to work. Mr. Turner was also put in charge of advertising, and he has sold all the advertisements from 1964 to this present day.

His Excellency, the Governor of Southern Rhodesia, Sir Humphrey Gibbs and Lady Gibbs, graciously accepted the invitation to become Patrons of the Society.

Within a year from August 1963 to August 1964, the membership increased from 300 to 480.

The news that Mr. Robert Isaacson, a member of the Committee, had discovered that Viscountess 'Billie' de la Panouse was still alive, but living in a penurious condition, led to the appointment of a sub-committee which undertook to make an appeal for funds for the benefit of the Viscountess. 'Billie' had accompanied the Viscount to Salisbury immediately after the occupation in 1890. A substantial sum was collected and forwarded to the Viscountess through the French Consul.

The following year came the bumper volume of 120 pages, double the usual size, to commemorate the 75th anniversary of the occupation of the country in 1890. with a dedication to all Pioneers. It was fitting that the cover picture should show the Pioneers passing through the Shashi River.

The leavening brought by Mr. Kimberley and by new members into the Committee (in 1965 only two foundation members. Mr. Cripwell who had continued as Chairman and Mr. Tanser, were still serving) engendered numerous proposals — the seeking of a Society crest, the establishment of branches in Bulawayo, Umtali and Gwelo, consideration of an increase in subscription rates, the appointment of a sub-committee to arrange a panel of speakers, the appointment of a Deputy Chairman, the payment of honoraria to the Editor and Secretary Treasurer and a proposal to alter the name of the Society.

The protagonist for the change of name set out his opinions. "Rhodesiana, as a word, smacks too much of a Society of bibliophiles and booksellers," he declared. There was an assertion that a more broadly based 'Rhodesian Historical Society' would gain wider membership and wield more influence.

It was agreed that the objects of the Society had changed during the years since its inception and that the objects of the Society should be laid down as (a) "To promote the study of the history of Rhodesia and to encourage research; (b) to unite all who wish to foster a wider appreciation of Rhodesian history."

The proposals were debated. The conservative stalwarts agreed that the name 'Rhodesiana' did not, perhaps, indicate the extended scope of the Society, but the ten year struggle to establish it had been made under such a title. The name had become well-known and respected.

When taken to a vote at the Annual General Meeting, the majority voted 'No change'.

In due course a crest was produced, honoraria paid, a Deputy Chairman, Colonel Hickman, appointed. New ideas were that the Society should organize some social function for its members and should lay a wreath at Rhodes Statue on 26th March, and at Cecil Square on 12th September.

The idea of holding an Annual Dinner was put forward by Mr. Kimberley. The first Dinner, attended by 135 members and their guests, was held on 2nd June, 1967. In the same year the Chairman of the Society, Mr. H. A. Cripwell. laid a wreath at the hoisting of the Union Jack in Cecil Square. The Matabeleland Branch of the Society was formed. The Committee consisted of Mr. Peter Gibbs, Chairman, Mr. D. T. Low, Secretary and Treasurer, Mr. C. W. D. Pagden and Dr. O. Ransford.

At the Annual General Meetings of the National Committee arrangements were made for talks by members and for the showing of films. In this connection Dr. Ronald Howland, a member of the national committee, produced several excellent historical films.



G. H. Tanser addressing gathering at Queen Elizabeth School, May, 1969. Dr. Howland is displaying the photograph of the first Public School, now Queen Elizabeth School Library.

Mr. Brelsford had taken over the onerous task of Editor from 'Rhodesiana' No. 17. and has served the Society in this capacity to the present time.

It was proposed that the Society should arrange excursions to places of interest in Mashonaland. A Sub-Committee of Dr. Howland, Messrs. Kimberley and Tanser was appointed to proceed with arrangements for a pilot excursion tour. On Sunday, 21st April, 1968. the first conducted tour, a visit to buildings of historical interest and significance in Salisbury, with talks by Dr. Howland and Mr. Tanser. was held. One hundred and eighty people took part. The tour was so successful that a second one was requested by members.

As the Matabeleland Branch was now in being, and was being enthusiastically supported by its members, it was decided that the second annual dinner should be held in Bulawayo. It was a happy coincidence that Bulawayo's seventy-fifth anniversary should be commemorated by the dinner and by a special edition of Rhodesiana No. 18.

The feeling of togetherness of members led to a request for a visual sign of membership of the Society. The manufacture and sale of a tie bearing the crest was agreed upon.

Efforts were being made to establish a Manicaland Branch of the Society. On 6th November, 1968 this was accomplished. Mr. Gordon Deedes was the Acting Secretary and became the first Chairman.



The first historical tour outside Salisbury was arranged for Sunday, 17th November, 1968. It was proposed to visit Norton, Fort Martin and Old Hartley. Unfortunately the tour had to be cancelled owing to heavy rain and it was decided to postpone country excursions to the drier months.

The publicity given to the tour, the efforts made by the Membership Committee, and the setting up of the Matabeleland and Manicaland Branches increased the membership, by the end of 1968, to 962.

Mr. Turner, whose bright ideas had much to do with the rejuvenation of the Society, proposed the striking of gold medals for award to the persons who had rendered outstanding service to the Society, or to Rhodesian history; and bronze medals for sale to members of the Society every ten years, commencing in 1970.

Another historical tour of Salisbury's buildings was made in May, 1969. During the year the Society was approached by the Hartley Historical Society to support the celebrations it was arranging for the 100th Anniversary of the naming of Hartley Hill by Thomas Baines. The opportunity of learning about the history of the area was enthusiastically welcomed. Three buses, carrying 107 people, journeyed to Hartley on 28th September, 1969. The organisation at the Hill by the Hartley Historical Society was excellent. The Rhodesiana Society benefited from its experience.

During the year the Mashonaland Branch of the Society was established by the National Executive Committee. At the first meeting, Mr. Tanser was elected Chairman and Mrs. Rhoda Barker Honorary Secretary and Treasurer.

It was decided that the Society's third Annual Dinner should be held in Umtali. The Manicaland Branch, under its Chairman, The Rev. E. Sells and Secretary, Miss Angela Cripps, organised tours for those members who attended the function.

At the Annual General Meeting in 1970, Mr. Cripwell requested that owing to ill health, he should not be considered for the post of Chairman, an office he had occupied since the formation of the Society. His wise counsel, his encyclopaedic knowledge of Rhodesian and South African history, his depth of reading and his precise information on books on Rhodesia had been most important factors in the development of the Society, and his withdrawal from office was accepted with great regret.

Colonel Selwyn Hickman, the Deputy Chairman, was elected National Chairman.

During 1970, the Mashonaland Branch organised a tour of Fort Martin and Matshayangombi's stronghold. The Rhodesian Breweries very generously initiated the printing of a brochure, adding greatly to the success of the venture. In accordance with the policy of holding the Society's annual dinner at a different branch each year the fourth function was held in Salisbury.

The Matabeleland Branch with its energetic Honorary Secretary, Mr. Balfour Lovemore, was very active, organising numerous visits to sites of battles and places of historic interest. The Manicaland Branch continued in its efforts to keep its members interested in the work of the Society.

It had been accepted that Rhodesiana Society gold medals should be awarded. The first recipients were Mr. Harry Archie Cripwell, Colonel Selwyn Hickman and Viscount Malvern. The awards to Mr. Cripwell and Colonel Hickman were for outstanding contributions towards the aims and objects of the Society, that to Viscount Malvern for a major contribution to Rhodesian history, the medals to Mr. Cripwell and Viscount Malvern were awarded posthumously, the presentation ceremony taking place at the National Archives.

The double burden of one person serving as Honorary Secretary and Treasurer was lightened when a firm of Chartered Accountants undertook the collection of subscriptions and the financial affairs.

At the A.G.M. of 1971 Colonel Hickman was again elected chairman. At the end of the meeting two excellent films, produced by Dr. Howland, of the members' visits to Old Hartley in 1967 and to Fort Martin in 1970, were shown.

In 1972, Mr. Kimberley, who had taken over the post of Honorary Secretary and Treasurer ten years previously, retired from the post. During his long period of office he had given unstintingly of his time on behalf of the Society. He had indeed been the king-pin of the Executive Committee with wise advice on problems of procedure, and a determination to see improvements in the organisation of Rhodesiana. Mr. Colin Loades took over the post of Honorary Secretary.

In 1971 there were no medal awards, but the following year gold medals were given to Mr. G. H. Tanser and Dr. O. N. Ransford for their outstanding contributions towards furthering the aims and objects of the Society.

The Matabeleland Branch kept up great activity during 1971 with visits to mines, missions and places of historical interest, including a successful pilgrimage to Tuli. As a result the membership of the Society in the Bulawayo area increased considerably.

To celebrate the 75th anniversary of the Mazoe Patrol, the Mashonaland Branch organised a tour of the Mazoe Valley.

Again in 1972 the branches were active. Matabeleland members visited Fonseca's Farm, a rebellion site of 1896, and the adjoining area. The Mashonaland Branch organised a "Farewell to Steam", a railway journey, with members in the costumes of the early Rhodesia period, to Glendale.

At the 1972 Annual General Meeting an amendment to the Constitution was made that, with effect from March 1972, no person should hold office as National Chairman for more than two years in succession. This ruling became

effective in 1973 when Colonel Hickman gave up the post of National Chairman. Mr. Tanser, the Deputy Chairman, was elected to replace him.

During the current year the National Executive has endeavoured to establish a closer liaison among the three branches. An outing organised jointly by the Mashonaland and Manicaland Branches visited the site of the Fort Haynes and Makoni's stronghold near Rusapi. Branches have agreed to send details of their proposed activities to the other Branches in the hope that distance and cost will not always prevent participation by members not resident in the area of activity. The Branches nominate representatives to the National Executive and the cost of travel to meetings is met from National funds.

The Society is acutely aware of the tremendous increases in the cost of printing affecting the cost of producing the two annual volumes of Rhodesiana. The financial difficulties can be overcome by increased membership, and a drive to enrol new members is contemplated.

As the Society reaches its twenty-first birthday on 2nd June, 1972, there are just over 1 300 members. Membership is world-wide, from Japan to the Middle East, from Europe to America. Among our members, all of whom are imbued to foster a wider appreciation of Rhodesian history, are distinguished professional men, lawyers, accountants, doctors and professors. Many institutions and libraries recognise the value of the work of the Society and have become members.

Since its inception, in 1953, the Society had done much to influence the learning of our history in a pleasurable way. Visits to places of historic interest has made its members keenly aware of the problems and the difficulties their forefathers and foremothers had to overcome. The heroism of the men and women who participated in the events has become appreciated.

The National Executive Committee has given consideration to the possibility of some method of celebration of the Society's coming-of-age, but it may well be that its size and its wide-spread character may prevent this.

However it is hoped that this article will serve to record for members the story of the infancy and adolescence of the Rhodesiana Society.

# The Early European Settlement of the South Western Districts of Rhodesia

by Alison Shinn

## PART 1

The South Western Region of Rhodesia is the area enclosed by a group of granite hills south of the Matopos with which the ridge of serpentine ends the northern and eastern fringe of the Filabusi Gold Belt. The region stretches south to the valleys of the Shangani and Limpopo Rivers, and is bordered by the Buby River on the east and south east, stretching west to beyond the Tuli River. In all, the area extends from Balla Balla in the north to Beit Bridge, including such settlements as Filabusi, Gwanda, Colleen Bawn and West Nicholson.

It is an area of low relief, sloping gently towards the Limpopo valley; an undulating plain broken abruptly in places by ridges of hills. Balla Balla, lying among *dwalas* east of the main Matopos range, is 3 600 feet above sea level. Forty miles south is Gwanda, which is 3 235 feet above sea level, and even further south, a hundred and twenty miles to Beit Bridge, which drops to 1 640 feet above sea level.

The predominating rock formation is granite, which characterises two different types of landscape: a mass of rugged kopjes of the Matopos hills, which rise several hundred feet above the plain to the south, continuing east across the Umzingwane River in the Shasha Hills. Contrasting strongly with this, an almost level sandveld plain stretches south and south west from the foot of these hills, interrupted only in certain areas, where granite of different ages gives rise to clusters of rugged hills of more resistant, younger granite.

The main drainage is from north to south; the Tuli, Mchabesi, Umzingwane Rivers, and many of their tributaries have their sources in the Matopos hills. Most of these rivers have rather mysterious, if not forbidding names; Tuli River means the river of dust, the Umzingwane means the river that drives people away. Another translation is "the river of small beginnings", and Nuanetsi, a corruption of Munetsi, means troublesome. The only other river of any considerable size is the Buby, on the eastern edge of the district. All these carry a large volume of storm water to the Limpopo during the rainy season, and as the region is one of mature drainage, all the rivers are fed by a system of well-defined tributaries.

Two distinct soil types occur throughout most of the area, derived from granite and schistose rocks. The granites are all covered by a sandy detritus, while the schists break down into a fairly fertile red soil.

Rainfall lessens from north to south. The seasonal rainfall, not very high, has varied from 9,2 inches to 45,92 inches in a year. In spite of the heat experienced especially in October, the district is fairly healthy, and is not humid. The lack of surface water most of the year round is one of the main reasons that there is very little malaria in the wet seasons.

The whole region is well wooded, with a fairly good grass cover beneath the trees in most areas. Much of the granite country is covered by mopani woodland, although there are mixed wooded stretches including such trees as syringa, acacias, knobby thorn and Rhodesian mahogany. The baobab is found in the southern half of the area below 3 000 ft. above sea level. Patches of thorn scrub occur where the primary growth has been cut out in the schists. The msasa and mountain acacia occur on the higher granite kopjes around Balla Balla. It is only in the vleis that there are stretches of open grassland.

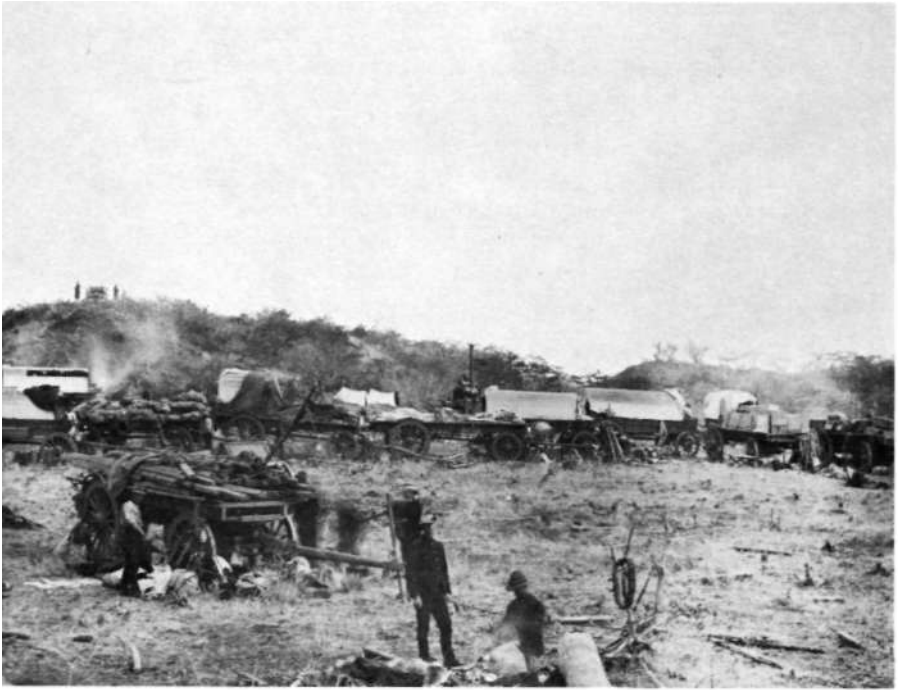
The African tribes in the area were at the time of the European settlement, a fairly mixed group, especially further south. The Matabele living in the Balla-Balla-Filabusi area originated from one of the two sections into which the tribe divided on its arrival in Matabeleland, which they called *Elinzi la ga Mambo*. By 1899, when native administration had been for some years under the control of H. J. Taylor, the sub district of Filabusi became the domain of Mabamba, an induna appointed by the government, at a salary of two pounds a month.

Further south were people said to be more peaceful and timid, including the Shangaans, Bavendas and Banyai. The Shangaans generally inhabited the Limpopo River area, and were described as a timid, but appallingly degenerate tribe, who lived the greater part of their lives under the influence of a very potent *lata* wine, made from the sap of the *lala* palm found in the region.

Across the Mchabesi is the rocky hill country of the Banyai, a tribe content to till the land and herd their cattle, but who lived in constant dread of the raiding Matabele. To protect themselves, they had built their meagre villages on the summits of high granite kopjes, and had made them almost inaccessible from the plains. At the time of the coming of the Pioneer Column, the male population of the tribe had been seriously depleted, and their sheep and goats had almost vanished entirely, as a result of Matabele raids.

Further north and east, in the area of the Setoutsie River, was the domain of the Makalakas. They too had their villages perched on hilltops, as a protection from the Matabele.

Fort Madzikiti, a stronghold erected by an old native of the Kalanga tribe named Madzikiti, stands on the top of a hill about two miles from the Tuli Police Station overlooking the Shashi River.



**The Laager—Tuli River, 1890.** (Photo: National Archives)



**Police tents—Tuli River, 1890.** (Photo: National Archives)

Madzikiti was not a native of authority in the area, but his kraal, which was a fairly large one, was on the banks of the Matombazana River, between the Fort and the Police Camp. It had been built as a protection against the Matabele, and was there long before the Fort was built.

At one time there was a crocodile infested pool near the Fort, and it was used by suicides, or as a place of punishment—the guilty person being thrown into it. Its strategic position was good, for if the Fort had been attacked, the invaders could have been thrown unawares into the pool. Madzikiti died many years later, without ever having to combat an attack.

Generally the natives of the south western area were a peaceful people. Their lands were not fertile, so they were not wealthy, and being of a timid disposition, these peoples kept to themselves, and were very wary of strangers.

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#### ACKNOWLEDGEMENTS

British South Africa Police, Tuli. 1967.  
Mr. Waldon Edwards.  
My father.  
Mr. R. C. Piggott

### **Tuli**

The Tuli River in the African language means the "river of dust". Fort Tuli was a misnomer, for the fort was not on the Tuli, but on the Shashi River.

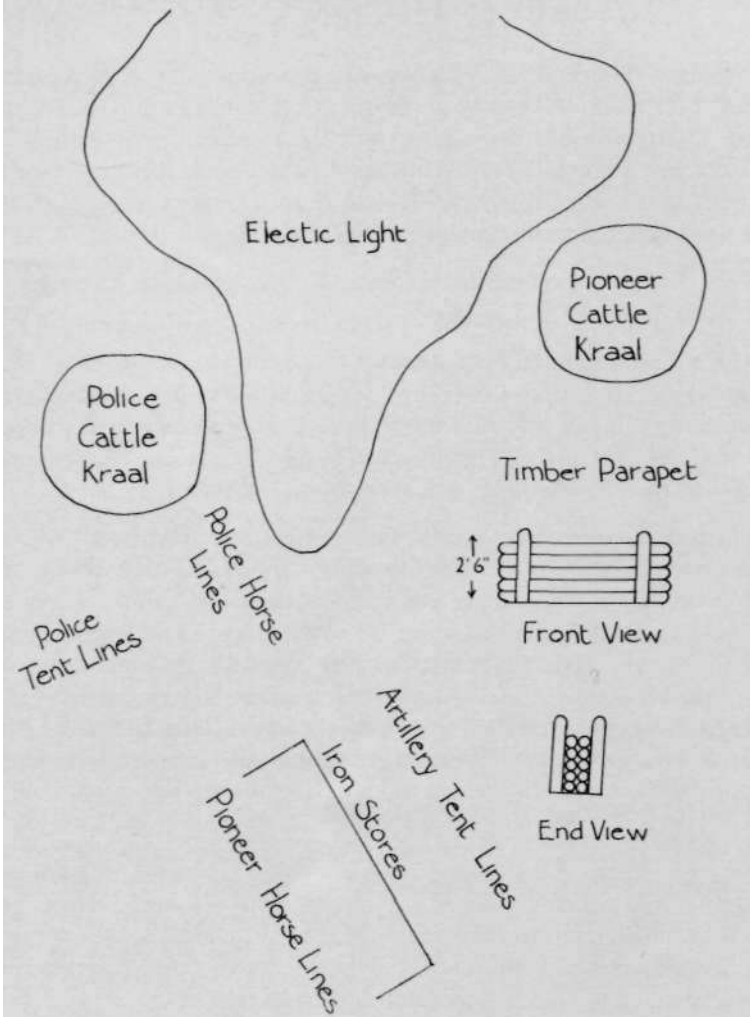
"Cecil John Rhodes received the Royal Assent to the Charter of the British South Africa Company on 29th October, 1889, as a result of the concession granted to him by King Lobengula of the Matabele. He was permitted to search for gold in Mashonaland, but was on no account to enter Matabeleland. In any case, this would have been unpolitic, because the concession was unpopular with the Matabele warriors in general, and there would have been armed opposition at the slightest pretext."

Frank Johnson was put in control of the organisation of the Expedition, and Frederick Courteney Selous planned the route. The first recruits joined in November, 1889, and were young men from all walks of life. A good percentage of them came from well-to-do Cape families. "If," insisted Rhodes to Johnson, "you find yourselves up against the Matabele, who will be the first to send you aid, but the influential fathers of your young men?"

The original plan had been that the expedition would comprise two hundred and fifty men, but the British High Commissioner refused to let them leave without an additional protective force of five hundred men, who would maintain communication lines with the south, thus conceiving the British South Africa Police. These men were recruited in Kimberley, and trained in Mafeking.



POSITION OF FORCES' SETTLEMENT.



In about April, 1890, the Pioneer Corps established Camp Cecil on the Macloutsie River in Bechuanaland, and the Police moved to Fort Matlaputla on the same river, for their final training.

In May of the same year, the Police, and in June, the Pioneer Corps were inspected by General the Hon. Paul Methuen, and passed as fit for service. On 1st July, the Pioneer Corps reached the Shashi River, and was joined by A Troop of the Police, which was charged with the duty of establishing a fort which would form the advance base from Macloutsie, and this was named Fort Tuli.

In supreme command of the Pioneer Column was Lt. Col. E. G. Pennefather, who also commanded the Police. The column crossed the Shashi River at Fort Tuli on 11th July, 1890, and the march to Mashonaland had begun. The Pioneer Corps was accompanied by A and B Troops of a hundred men each of the Police. C Troop remained at Fort Tuli, and came on later, whilst D and E Troops were left as a garrison at Macloutsie. together with a strong force of the

Bechuanaland Police. Fort Victoria was established on 13th August, and C Troop left for there, to keep open the lines of communication. A Troop was left at Fort Charter on 3rd September, and the Pioneer Corps with B Troop of Police reached Fort Salisbury. Throughout the march there had not been one fatality. The Pioneer Corps was disbanded at the end of September, whilst the Police were detailed to do garrison duties and despatch riding.

Fort Tuli now became the gateway to Mashonaland, through which all traffic from the south had to pass.

The hill on which the Fort stands is in a hollow surrounded by higher hills, a siting very vulnerable to long range guns, and even rifles. Another criticism of the choice of this hill was that its perimeter was too extensive to be properly garrisoned. (*A plan of Fort Tuli appeared in Rhodesiana No. 12, September, 1965 in an article by P. S. Garlake on Pioneer Forts.—Editor.*)

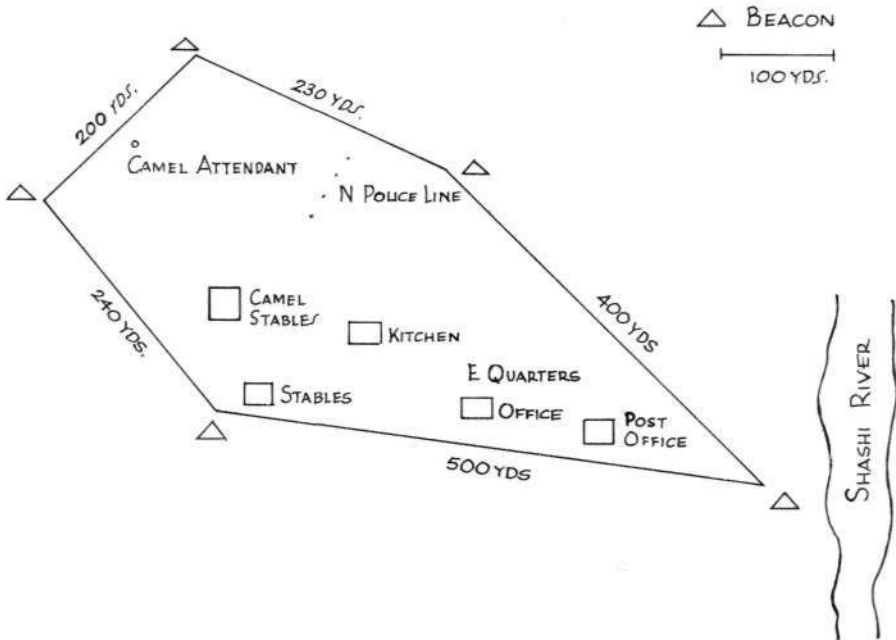
In his book, *Bid Time Return*, Basil Fuller described Fort Tuli, and mentioned the engine with its tall pipe like a funnel, standing high above the tops of the surrounding wagons. This was the ten thousand candle-power spotlight, which had been brought to keep the Matabele away. The Africans considered it bewitched, a magic eye, and reacted as was intended. Throughout the night, the beam of the lamp swept the countryside for a minute's duration every two hours. The engine stood on the floor of a sideless wagon, and had a large flywheel, connected by a belt, with a dynamo accommodated in an adjacent vehicle.

The living quarters and offices were below the Fort; small wood and iron buildings about forty feet by fifty feet in size. The Fort itself had an odd but probably quite logical enclosure, a six foot wall of boxes, containing tins of bully beef, from which emanated a foul odour, if any were pierced by bullets. There were gun emplacements at the four most prominent angles of the hill, and down one side was a white mound of mealie meal, riddled with termites and weavils, intended for the troops entering Matabeleland.

The prison, the only partly remaining building at present, stands about two hundred yards east of the eastern angle of the Fort. Rectangular in shape, it had outer walls of rough dressed stone, mainly diorite, and comprised two cells, which could each house five prisoners. The doors were made of concrete. Should there be too many prisoners for the accommodation available, they would be sent to Gwanda. There also were offices attached to the building, and verandahs on the north and south faces. Nobody ever escaped, although one prisoner did try to bolt when outside. Apparently the only reference to any prisoner was of a person convicted for stealing a bottle of pickles and a tin of sausages from the East Bank Store. He was sentenced to seven days hard labour. There was one European jailer, and four African guards, who lived nearby.

A little distance from these quarters, were the corrugated iron stores, one for the commissariat, and the other for the quartermaster. The former was between the prison and the Fort.

# BSAP CAMP TULI 1914



From 1890 to 1893, Tuli was the main entry to Rhodesia and a small town grew rapidly at the foot of the Fort. It was the discharge depot for the Police, who left Rhodesia, and a training depot for new recruits, and the headquarters of the telegraph service, which was installed on 28th March, 1891. The first hospital in Rhodesia was here too. It was started by Rev. Mother Patrick and her Dominican Sisters on 1st April, 1891. This band of well-loved women arrived at Fort Tuli to find that the hospital was a little square pole and dagga hut. They themselves had had huts built for them, but they arranged for tents to be erected, and lived in these, using the huts to house patients.

The first edition of the *Tuli Times* was issued on 16th July, 1891. An extract written by Major Arthur Glyn Leonard described Fort Tuli as it was at the time ". . . This out-of-the-way corner in a great continent, this tiny speck of clearing in a dense bushveld, which only a year ago was the haunt of all kinds of game, is growing quite into the dignity of a little township, out of the mushroom growth of a shanty village.

"On this side of the river, and right under the guns of the Fort, we have our own large corrugated iron stores, one for the commissariat and the other for the quartermaster's stores. Between them and the river, the Tuli Trading Association has a store, also of iron and Homan, Weil's agent, has another, while further on are a barber's shop, with the traditional pole, tenanted by an Indian coolie, a confectionery and baking establishment, in course of construction, Campbell's and Drummond's Tuli Restaurant, Corrouth's billiard room, and a soda water manufactory. There is also the office of the *Tuli Times*, and close to the drift, a blacksmith's and wheelwright's concern. On the other

bank, Homan has opened a hotel, with a liquor license and a bar without a barmaid, and there are two small trading stores, an opposition smithy, while our old and energetic friend Campbell is also building a hotel.

"Then, when you consider that we have a telegraph office, which in a few hours connected us with the Home Country, at the not exorbitant rate of eight shillings and ninepence a word, you must allow that rapid progress has been made.

"The issue of the first copy of the *Tuli Times* on this 16th day of July marks an event in the steady progress and advancement we are making . . . if nothing more, it is a journalistic curio, but an effort in the right direction, as a means of advertisement, and as a ventilation of local facts and news. . . ."

One especially notable advertisement in the *Times* "No more Dop to be obtained at the Commissariat—Try Comaths Aerated Waters. No more sore heads! No more pack drills!" Others, more mundane however, show the nature of the various concerns. "H. E. Homan—General Merchant, Receiving and Forwarding Agent, Main Street, Shashi R.E.; Phipps and Clarke General dealer, receiving and forwarding agents; Geo Lynn and Co.—Blacksmiths and Farriers, Building and Contracting; Tuli Restaurant—Campbell and Drummond; Charlie—Indian professional hairdresser; John Lawrence and Coy.—Coach, Cart and Waggon Builders, local Manager, J. Hoare; C. F. Courath and Co.—General dealers."

The *Tuli Times* died a natural death, and there is no record to show when it stopped publication.

Unlike many pioneer settlements, Tuli began in a tradition of law and order, perhaps because it started as a police post. Accompanied by Sir Fred Carrington and Sir Alfred Beit, Lord Randolph Churchill visited the Fort in 1891, and from his speech, seemed very impressed with all he saw. It began thus: "Officers and men of the Bechuanaland and Matabeleland Forces, I have travelled over many portions of the Queen's Dominions, and I have never seen—and I say it without any fulsome flattery—I have never seen a body of men with whom I would sooner trust myself in the hour of peril, and if you are ever called upon, I am certain that you will prove yourselves worthy of the greatest possession you are guarding, and the great Empire to which we all have the honour to belong." He concluded by saying "I can only say that you are making a great name for yourselves, and that you are, unknown to yourselves, making history."

Captain A. G. Leonard of the E Troop Police was in control of the Fort. His duty was to organise a centre of defence system with posts along the Shashi and Limpopo Rivers to resist the threatened Boer attacks.

Soon afterwards, the Police Camp moved to its present site on the Rhodesian bank. The Police Member in Charge, responsible for the move, was a man known to the Africans as Captain *Lenzana*, because his one leg was shorter than the other. Having established the new station, he left Tuli and opened a store on the way to Gwanda called the *Zezeni Store*.



Flint's camels. In 1903 Lt.-Col. J. Flint brought camels from India to S. Rhodesia. The experiment was a failure as the animals could not be acclimatized.

*(Photo: National Archives)*

Rhodesia's first rugby match was played at Fort Tuli in 1890, between the Police and the Pioneer Corps, the field being the dry river bed of the Shashi. Both teams wore their heavy military boots, and slogged and sweated themselves to near exhaustion in the thick sand. One of the players, Trooper "Jock" Carruthers Smith, described the match as the hardest game he had ever played. A cricket match was played in the same year, on Queen Victoria's birthday.

By 1891 traders and prospectors were pouring in, and by February, the first coach arrived—none other than Zeederberg's Transport Service, operating between Rhodesia and the Transvaal. Fort Tuli was its northern headquarters, serving the Transvaal via Pietersburg to Pretoria. The agency of C. H. Zeederberg Ltd. was the East Bank Hotel. Twenty-five mules could be accommodated in the iron roofed stables built of poles. In the two years that had passed, it had become an important stage coaching centre. Here fast vehicles for the Bechuanaland Exploration Company departed every Saturday with mail for Vryburg in the Cape, via Macloutsie, Palapye, Gaborones and Mafeking.

In June of 1891, the first magistrate for the Fort Tuli area was appointed. His home was on the long kopje where the troopers were settled. It was then that the Tuli Circle was created. Bechuana ruler, King Khama, on whose territory the Fort was, granted a concession to Rhodesia, ensuring that native cattle would be kept away from the semi-circle of a ten mile radius. This was a protective measure to prevent the spreading of lung sickness from the stricken Bamangwato herds to the Fort's animals.

Buildings were numerous. The hotel and store were originally owned by a Mr. Brown, the hotel being very popular, because the Tuli Restaurant did not sell liquor. It is believed that the hotel comprised a drinking house, measuring about sixty-six feet by twenty-seven feet, and two or three rondavels, in which travellers slept. Mr. Brown later sold the hotel to Mr. Macheil and Mr. Rodgers, and went to Gwanda. Mr. Rodgers had abandoned farming to form this partnership. The scattered foundations of the hotel are still to be seen, about a mile from the camp, between the present airstrip and the river, on the left of the road. A multitude of broken bottles, including pieces of earthenware, stone ginger beer bottles, Eno's Fruit Salt bottles, and Johnny Walker whisky bottles still remain. Relics, such as a small rusted soda syphon bulb, and a shattered teapot, have been found, amongst others.

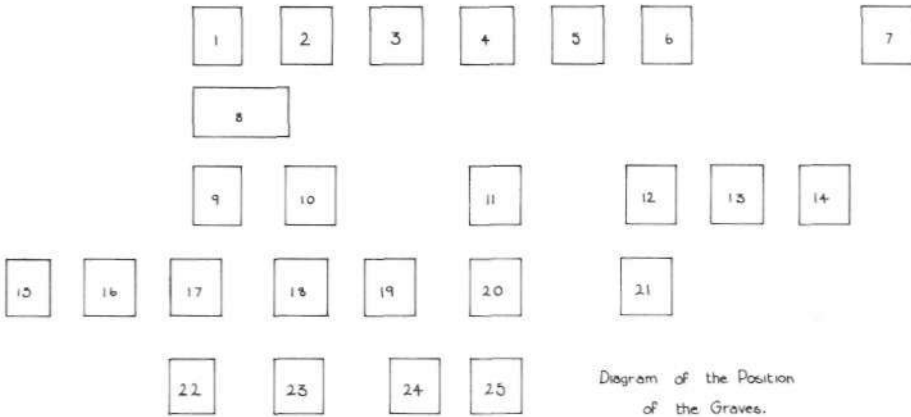
Every Saturday at six in the evening, the Derby Sweep was drawn at the East Bank Hotel. Fourteen miles from Tuli was the Ipage Hotel, and another, the Umshabetsi Hotel, was beside the Selous Trail, about fifty miles north east of the township. The plaque on the front wall of the hotel read "Under the distinguished patronage of H.E. Sir Henry Loch, K.C.M.G., Sir Frederick Carrington, K.C.M.G. and officers of the B.S.A.C.P."

Between 1890 and 1891 there was a constant stream of people coming into Rhodesia. During one period of three months, over a thousand settlers are said to have passed through Tuli, taking with them about 1 600 oxen and possibly 100 horses. The garrison and village consisting of artillery, pioneers and police probably owned a hundred horses and one hundred and fifty head of oxen, as well as mules. At times there were three to four thousand animals being grazed for indefinite periods, although the grazing area was limited for fear of lions.

Major A. G. Leonard referred to the disastrous effect horse sickness was having on the post's horses. About ninety-nine per cent of their animals had died in 1891, and as yet the cause of the disease was not known. The general theory was that it was caused by eating moistened grass, but it was the rule at the Fort that the horses were not to graze as long as the dew was on the ground, thus contradicting the theory. Major Leonard's conclusion was that the infection was inhaled, especially when there were heavy morning mists.

The concentration of European owned animals remained the same until 1894, when the route to Bulawayo was opened, and Tuli either as a fort or village was no longer needed. After the Matabele War, the road from Bulawayo to Palapye superseded the Pioneer Trail, and Fort Tuli became increasingly redundant. Nevertheless, until the railway from Mafeking reached Bulawayo in 1897, the quickest route to Mashonaland from the south lay through the Transvaal, along the road followed by the fast stage coaches of C. H. Zeederberg, still using the station at Tuli. After this date, Tuli was gradually forgotten. However, the Police remained in decreasing numbers, and when the Station was closed in 1939, there were about thirty members of the Force. It was re-established as a Station in 1956, with a force of two men.

Between 1911 and 1913, a Border Guard was posted along the southern



### TULI CEMETERY

Grave No.	NAME	FORCE	REMARKS
1.	GEORGE HUBERT HEPPER	B.B.P.	Died 27.10.91.
2.	S. D. PULLEN	Assistant Native Commissioner	Died 12.3.99.
3.	ERNEST KAYS PRENTICE (7 months old)	—	Died 18.3.91.
4.	TROOPER C. C. AGAR	B.S.A.C. Police	Died 8.3.91.
5.	TROOPER E. RILE	B.S.A. Police	Died 1898.
6.	Particulars unknown	—	—
7.	TROOPER F. WOENESTROUN	R.R.	Died 11.12.99.
8.	TROOPER A. W. KING	B.S.A. Police	Died 27.11.98.
9.	Particulars unknown	—	—
10.	TROOPER MURPHY	B.S.A. Police	Died 15.5.98.
11.	SERGEANT T. SEARLE	B.S.A. Police	Died 1899.
12.	TROOPER G. COOK	R.R.	Died 18.11.98.
13.	TROOPER C. H. PERRITT	R.R.	Died 18.11.98.
14.	Particulars unknown	—	—
15.	TROOPER G. P. COOK	R.R.	Died 18.11.98.
16.	TROOPER L. McSHERRY	R.R.	Died 28.10.99.
17.	Particulars unknown	—	—
18.	CAPTAIN LESLIE DEWING BLACKBURN	Scottish Rifles	Youngest son of Robert Blackburn, Advocate, Edinburgh, and grandson of John Blackburn, Killearn, Stirlingshire, born 29.6.1865. Died, 23rd October, 1899 of wound received in action with the Boers near Pont Drift, whilst serving with the Rhodesia Regiment Frontier Force.
19.	Particulars unknown	—	—
20.	Particulars unknown	—	—
21.	TROOPER H. V. REIS	B.S.A. Police	Died 23.5.99.
22.	CORPORAL A. SHEPPARD	R.R.	Died 13.9.00.
23.	MRS. E. NELL	—	Died 6.9.94.
24.	TROOPER THEODORE CUMBERLEGE FENTON	B.S.A. Police	Son of Major Fenton. Mauled by a lion and died 11.11.99. Aged 29 years.
25.	PATRICK BROWN RUSSELL	70th Co. Imperial Yeomanry Scottish Sharp Shooters	Died at Fort Tuli 2.13.00, aged 43 of enteric fever.

border of Rhodesia, to prevent the illegal entry of cattle from Bechuanaland and the Transvaal. This guard, men of the G Troop, had a lieutenant, eight troopers and a considerable "black watch", and patrolled the border for six or seven months in the year. At this time a Post and Telegraph office and store were still in existence.

Today, all that remains of the Fort is a solitary flagpole, erect on the summit of the hill; the gun emplacements and positions of several of the original lines are signposted. The area is strewn with rusty, flattened bully beef tins, spent

cartridge cases and shattered coloured glass bottles. Apparently at one time there were innumerable horseshoes too, but these have since disappeared. One rare find was an enormous spanner, probably used on the wagons.

Half a mile west of the Fort is the cemetery, where there are twenty-five graves. It was once enclosed by a chain fence, but elephant persisted in breaking down the enclosure and trampling the graves. Now there is a four feet wide trench in place of the fence, and the elephant will not cross this.

A stone memorial stands in one corner of the cemetery, and locked in a small compartment within it, is a scroll giving details of the graves.

The first death recorded in Fort Tuli was that of the Rev. Trusted, chaplain to the Bechuanaland Border Police. Trooper Fenton, who is buried in the cemetery died a rather tragic death. He came home one night from a good party, very much the worse for wear. During the night he got up, and tripped over what he thought was his dog. He kicked and cursed it. His "dog" was a lion, and Trooper Fenton was no more.

Graves are scattered throughout the area. There are two more about two hundred yards from the Police Camp, on the bottom slopes of the Tuli kopje, facing the camp. They are of Alexander T. Maguire of Malane, who died in 1907, and Captain Woods of the Native Mounted Troopers, who died in the early 1900s.

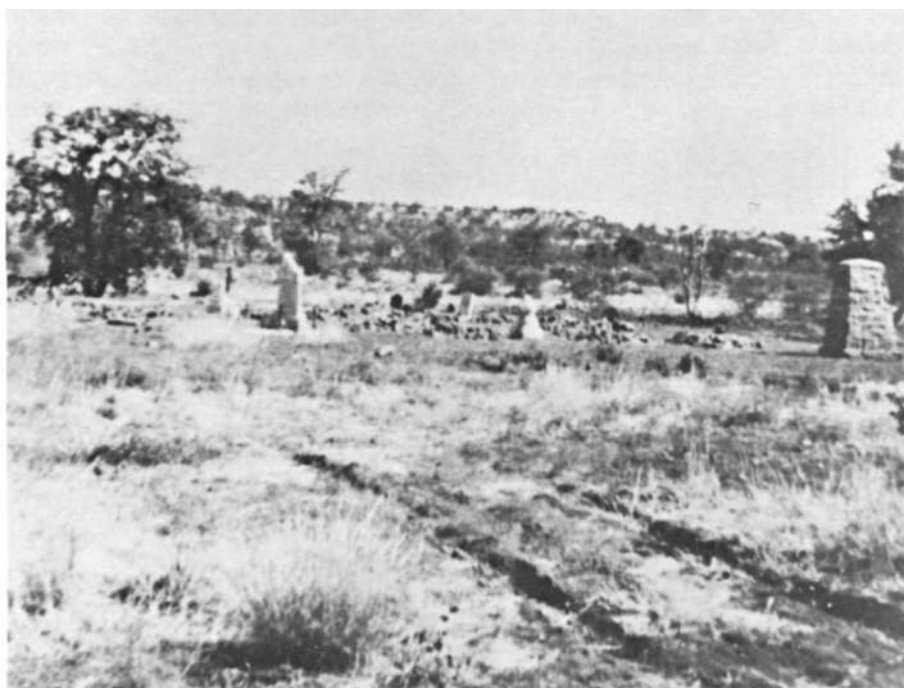
On the west bank of the Tuli River, about one hundred and fifty yards from its junction with the Shashi, there is the Munje Tree, in which is set a marble memorial tablet, with the inscription "As I walk through the wilderness of this world IN MEMORY OF Arthur de M. W. Vickers". Arthur de M. W. Vickers died, with one hundred and fifty-three others in the *Galway Castle*, when it was torpedoed in the English Channel. The plaque was erected by his brother Harold in 1919. Harold Vickers was a prospector, who spent many happy days in the Tuli-Shashi junction area, with his partner Farrier.

A little known fact is that there were two Fort Tulis; the one used in the 1890s and the Boer War Fort. The Boer War Fort is 1,970 feet north east of the original frontier Post, and had very extensive fortifications, along the whole of the top of the western faces of the hill. The rubbish dump is 400 yards south west of Fort Tuli, adjacent to the Pioneer Road.

Within the Tuli Circle, about seven miles west of the Fort, there is the famous Baobab Tree from which the nearby spruit takes its name. On the tree are carved about fifty-one decipherable names, as well as many more which are quite illegible, due in one part to a portion of bark having been torn off by elephant. Some of the names have been imprinted with cartridge cases, which of course, are still embedded in the trunk. A signal station was in use in 1890 and 1891 on the site near the spruit, which was used extensively as a watering place for game.

The eight hundred yard wide Pioneer Drift, running diagonally across the





**The Cemetery—Tuli.** (Photo: National Archives)



**Foundations of the hotel—Tuli.** (Photo: National Archives)

sandy Shashi is commemorated by an obelisk above the left bank. It was erected by the Gwanda MOTHS in memory of the Pioneers of 1890 and 1893. On the right bank still stands the scarred tree which it is believed was the point from which the wagons descended into the river bed to cross to Rhodesia.

Today Tuli Fort lingers on as something of the past, just a name without a face to most people. It is difficult to visualise that this was once the gateway to Rhodesia, a bustling, striving settlement, just over seventy years ago. A settlement without a society, it offered only heat, fever, snakes and whisky. Nearly every man who remained there any length of time lost the better part of what virtues he had come with. Now so little remains, apart from broken tins and bottles, and very fortunately written records, of an almost forgotten decade.

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### Gwanda

The origin of the name "Gwanda", the African words being *Zhahunda* or *Jahunda*, is derived from two small kopjes eight miles south of the township. Gwanda is situated on the slope of an eastward facing ridge. The ridge drops steeply on its western face to the Mchabesi River, so called after the strangers, *Abenzini*, who settled there.

Gwanda, like most of the early district settlements, was developed as a central post and supply depot for the outlying farms and mines. The Gwanda district was a prosperous mining area in the days of the early settlers, and the town flourished.

At the time of the Matabele Rebellion, a fort was built there, first near the Mansenyama River, but this was not a healthy site, and it was transferred to a site higher up, to where the town's water supply tanks are now. Trenches were dug, and the fort was quite well armed, but it was never attacked. For years afterwards however, a bell in the fort was rung at nine o'clock each night. It was a curfew for the Africans, who had to be in their township by that time. Today the bell no longer rings, but the Electricity Supply Commission siren is heard every night at 9 o'clock. The wells of the former fort are still to be seen in the bed of the Mansenyama.

Gwanda was established as such in September 1898, and the first sale of stands took place on 22nd August, 1899. Originally the site had been on Cleveland Block, adjacent to the area of greatest activity between Farvic Mine and West Nicholson. This was abandoned, however, and a police post was established about three quarters of a mile south east of the present site on the south bank of the Mansenyama River, and on the old main road to West Nicholson. The Police Station was moved in due course, to where it stands today.

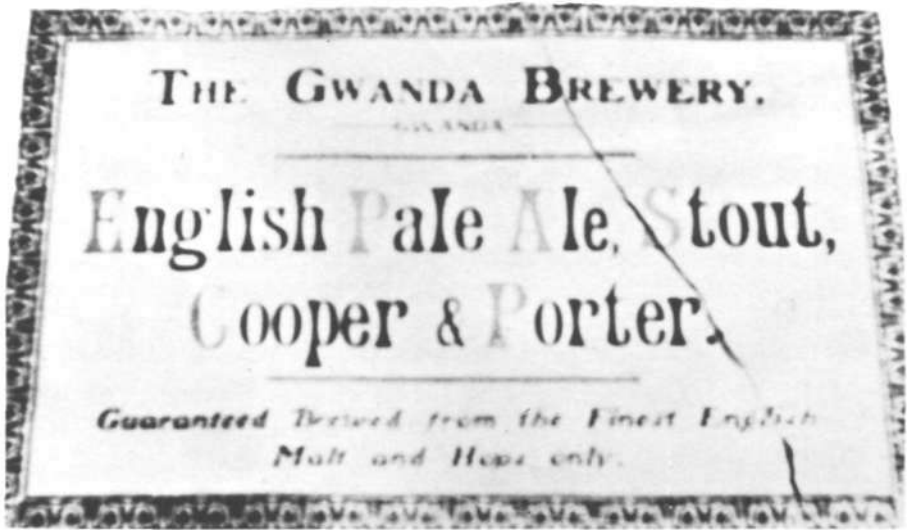
The township grew rapidly, and soon boasted two hotels, one of which was the Mount Cazalet, which has been rebuilt and modernised, and is still in use today. Both hotels were wood and iron buildings, as were the rest of the buildings in Gwanda. "Doughy" Sutton ran the bakery, which was combined with the bottle store. There was a Bank, and the Native Commissioner's office was a mile out of town; the Native Commissioner's headquarters had been transferred from Fort Tuli to Gwanda in 1900.

An outstanding feature of the early Gwanda was the Brewery and Mineral Water Works on the Mchebesi River. The water in the river was noted for its mineral content, and ideally suited to the manufacture of mineral waters. Hops were imported from Britain. There were no rubber stoppers then, so marbles were put in the bottles, which, when the bottle filled with gas, rose to the top and sealed it. Sutton, Alexander and Noakes ran a transport system in the district, and it was by means of this that the business distributed its wares to the mines and farms.

Also dependent on Cape cart for his business was Gwanda's Indian barber. He was the only barber in the district, so he travelled throughout it.

Most of Gwanda's life revolved around the Anterior Mine, which is about five miles away. The original Gwanda hospital, at first only a rondavel, was at Anterior, but later the actual hospital buildings, a long wood and iron building, stacked on piles, was shifted to Gwanda. Dr. Roscoe was the first doctor in the district, and he lived next to the hospital at Anterior. One New Year's Eve he was disturbed by a band of potential merrymakers, armed with bottles of whisky. They had decided his house was the best for a party, and shouted and banged on his door. Thinking that the tumult which he knew would start once the party was on, would disturb his patients, he refused. The men were determined to have their party, and so they threatened to tear the door off. The doctor capitulated, and the party proceeded.

By 1926 there was only one sedan car in Gwanda, and it was owned by the local storekeeper. The second was bought by Mr. G. W. Peirce not long afterwards. As was general throughout Rhodesia, the cape cart was the chief means of transport, but it was by no means ideal, especially in the wet months. The Native Commissioner and the Magistrate had open riding cars, but the Dip Inspector, who had to travel hundreds of slow miles, used a cape cart. The roads were gravel, and the main road through Gwanda to Bulawayo was only a road until seven miles out of the town; from there onwards it was a track,



Poster advertising the Gwanda Brewery.

(Photo: National Archives)

which, if not kept to in the wet season, could land vehicle and driver in thick mud on the verges.

Horse racing was a regular feature of the district life. The course used mostly was at Anterior, until one was made in Gwanda, where the Mount Cazalet Coloured School is now built. A notable gymkhana was once held, which included riders from Fort Rixon, Fort Usher and Belingwe, as well as from nearer home. From far and wide farmers, miners, and policemen brought their mounts, and held a magnificent gymkhana. The problem after it, was where to hold a dance for such a large crowd. Eventually the railways goods shed was cleared, and the entire building scrubbed and polished, and a very adequate dance hall it was.

Mount Cazalet, a large hill behind Gwanda, was named after the first police captain, whose name was Cazalet, and the story goes that he was able to run from the Police Station to the top of the hill in ten minutes. Gwanda had a large police force: a captain, a sergeant in charge of the camp, three or four corporals, and about fifteen men, excluding the African Police. There was a saddler and farrier too, for there was no mechanical transport in the service.

After one exceptionally bad bout of horse sickness, camels were imported to Gwanda by Col. Flint, to use on patrols. They were almost useless, because the ground was too hard for their feet, and they were soon done away with.

Rhodesia's first policeman to own a motor bicycle was G. W. Peirce in Gwanda. He was sent everywhere on it, but it was a belt type of machine, having a rubber belt fitted, which, when wet, came off. There were no bridges across the rivers then, so to ford a river either meant carrying the machine

across, or riding or pushing it through, and waiting on the other side while it dried. This means of transport too, was soon returned to its source of origin.

Once motor traffic became more common, the only person qualified to mend motor cars was Horace A. Holmes. He had originally been the chief mechanic for Rolls Royce in Britain. Eventually he was persuaded to establish his own garage in Gwanda, which prospered; he sold it later, and moved to Bulawayo.

The magistrate employed a governess, Miss Holt, to teach his children. When they had grown up, she opened her own school, although she was an uncertificated teacher, in about 1915, for the Gwanda children. She took over the library and converted it into her classroom. Three teachers later, Miss Nora Hunt, who lives in Gwanda today, took the school over. She had been posted in Somabula, but had been at home near Gwanda for Christmas, and the seasonal rains had been heavy that year, and had washed away the bridge on the Gwanda to Bulawayo railway line. The only solution was to remain in Gwanda, where she taught, and Miss Bradwell, the teacher intended for Gwanda taught in Bulawayo in the meantime. She did eventually come to Gwanda, and stayed for a year.

Miss Hunt took over from Miss Bradwell, and again became the head-mistress. There were only a few desks by this time, and scanty equipment. A new school was built, a thatched two-roomed building, and there were about twenty pupils of assorted ages. In 1945 an assistant teacher, Mrs. McKenzie, was appointed. Her classroom was a wood and iron building on stilts, which had formerly been a hotel. It had no ceiling and was very hot. Not long afterwards, St. Christopher's School was built, which today is used only for the Infant classes, and a new and modern school and hostel were built further away.

In 1938 the Electricity Supply Commission in Gwanda undertook to supply electricity to the districts of Gwanda, Filabusi, Tuli, Antelope, Colleen Bawn, West Nicholson and Vubachikwe. The total length of power lines in the area amounted to 316,65 miles.

Gwanda was the last district in Southern Rhodesia to have one person as Civil Commissioner, as well as Magistrate. Mr. Odendaal was the last person to hold this position.

Since 1900 Gwanda has been the administrative centre of the South Western Districts. It has dwindled in size since then, as a result of the closing of many gold mines, on what was at one time believed to be the richest gold reef in the country.

However, Gwanda is still the administrative centre, and numbers civil servants amongst its population, as well as traders, both European and Indian, and the establishing of a Chibuku Brewery in the town has given a fillip to the town's industry.

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### **The Balla Balla—Filabusi Area**

Balla Balla lies in the foothills of the Mulungwane Range, and is surrounded by three large *dwalas* of varying height, the most prominent of which is the Balla Balla Peak. The name Balla Balla means "Big Mountain", the repetition of "Balla" signifying unusual size. Another interpretation of the name, according to a very early resident, was that it meant the place of many colours, referring to the beautiful hues the trees in the region take on in Spring. A third meaning however, was thought to be that Balla Balla signified the place where Selous used to count the cattle of the district, when African owned cattle were restricted in number after the 1893 rising. Another possibility is a reference to kudu, Balla Balla being supposedly the Sindebele name for them.

From Balla Balla one branches east to Filabusi, the centre of the Filabusi Gold Belt. In the Mambo dialect, it is Mfulabuso, and Emfelbuso in Sindebele, which literally translated means, "to manufacture a face". The name suggests that a man was struck in the face by a manufactured weapon, probably an arrow. The current name is a mispronunciation, which led some to believe that it means "dead goat".

Both centres had stores, hotels and police posts for the surrounding mines, and were convenient overnight stops for people en route to the Gwanda and Belingwe Gold Belts. By 1890 both centres were well established and flourishing.

The Christmas celebrations of 1897 in Balla Balla were described in an article in the *Bulawayo Chronicle* by Bill Pagden. The festive season appears to have been celebrated to its full in all the pioneer settlements no matter how small; in fact, the smaller the crowd, the more sport was enjoyed, it seems. At Balla Balla the evening entertainment started with a violin solo, followed by religious songs, "Hark my Soul", "Ave Maria" and "There is a Green Hill", sung by Miss Amy Fuller. Other entertainment was mostly events, which included shooting at suspended bottles, from a distance of 100 yards. Despite the ever-hungry crocodiles in the Umzingwane River, there was swimming, and of course, ordinary flat races. A highlight of the programme was the 200 yard race for a bag of sweets, run by twelve ladies from Umlugulu's kraal.

To crown the day, came Christmas Dinner. "The tables were decorated with green sprigs and scarlet plums. The turkey was missing, but two enormous puddings supplied the traditional atmosphere."

Boxing Day of the previous year had been celebrated with a gymkhana at the Turf Club. An ox and great quantities of whiskey were also enjoyed that day.



Crossing the Umzingwane, 1890.

*(Photo: National Archives)*

The mud walls of the old 1896 Rebellion fort can still be traced in front of the Bapaume House kopje. Chief Maduna was the instigator of the rebellion in Filabusi, and it was Patsy Carroll who rode bareback to warn Selous in Essexvale of the uprising.

The original road from Bulawayo to Belingwe, through Filabusi and to the Confidence and Killarney, did not pass through Balla Balla, but through Mosenthal's farm. Mr. Mosenthal also owned a store near Filabusi. Balla Balla station seems to have been called Filabusi at one time, as there is a letter to Peter Falk, Clifton Store, Belingwe, with the Filabusi postmark on it, dated 1905. The station appears to have been in operation in 1904. The stables of Mr. C. H. Zeederberg's Transport Services are still standing, and even to-day, there is an African Post Office Messenger, who retired recently, who can remember the days when the stables were in use.

The Post Office was built about sixty-two years ago; it is a long narrow wood and iron building, which served as a hotel office as well as a bar and post office. Only in 1950 did the telephone exchange become part of the postal services. Calls were at one time booked to one's store account, until horrified authorities put a stop to it. Mr. Sanderson, an earlier postmaster, was once wounded in the shoulder when a parcel amongst the mail exploded. The parcel contained a loaded gun.

A store run by Benny Rubenstein was on the site of what is now St. Stephen's College Compound. The mill was on the hill behind the church, where there is also a dip tank hewn in the solid granite. The Police Station was where the water tanks now stand.

Malaria was prevalent throughout the area, and it was in 1900 that the British South Africa Company issued mosquito nets to Filabusi, to find out whether mosquitoes were the cause of malaria.

Balla Balla, like every settlement, has its treasury of tales about its people. There was a cattle buyer, Salis, who shot a zebra in self defence, and in 1909 there is the story of the Filabusi road engineer, who became very ill, and had to wait for the doctor to come from Bulawayo before he could have proper treatment. Having arrived at Balla Balla siding by train, the doctor had another twenty miles of dirt road to cover, and two rivers to cross, before he could help his patient. Filabusi's first District Surgeon arrived in 1915. The Transvaal and Rhodesian Estates, and other mining companies guaranteed £500 per year for the appointment, and the government agreed to add another £100. After arranging the salary, the next problem was to find a suitable man. The Great War being on at the time, this was not easy. However, Dr. J. R. Kerr took up the appointment in 1919, and lived on the Fred Mine. He stayed for only one year, and was replaced by Dr. P. Wallace.

Mr. Harry Filmer was an auctioneer at a fete held at the first Fred Mine Club, a thatched building. He, the Hon. H. U. Moffat, one time Prime Minister, Mr. Lanagan O'keefe, Mr. W. T. Longden, and Mr. Tottie Hay, spoke at the first meetings before the Referendum in 1922/23.

In his book, "Reefs of Fortune", Mr. Filmer tells of some of the events of his life in the area. His wife died in Filabusi as a result of a tragic illness, and during the War his home was burnt by the Robertson murderers. All his furniture, including twenty cases of wedding presents, which had never been opened, were destroyed.

He once bought a £1,000 bull from Glass Block for ration meat! This prize animal had broken its leg, and therefore had to be shot, and was sold to Mr. Filmer for £5.

The Brest brothers were wood contractors in the district, and denuded the countryside. Bapaume was being farmed by Wilson and Stoddart, and with the help of Baird, were farming the Lancaster. During the late 1920's and early thirties, tobacco was grown on at least two farms, Strathmore and Irisvale, probably one of the earliest ventures into this crop in the area.

As late as the 1930's, aided farm schools were quite usual, and were the only means by which children of the people in the area could be educated. Early in 1917 however, Mrs. F. Norbal of the Fernando Mine, Filabusi, offered to start a private school. Her scheme was approved by the Administrator, and was granted a subsidy of £1 per pupil, monthly. Shortly afterwards, an inspector



visited the school, and found eight children with "happy hearts and happy faces, working in a small thatched room, with sacking on the floor, and curtains at the windows". The school had to be closed in 1919, but when it was reopened, the headmistress was Mrs. J. van der Spey. In August that year, the school was moved from the Fernando Mine to the Fred, where there were more children. However numbers dwindled until it was eventually closed down altogether, two years later.

To-day both Balla Balla and Filabusi serve probably the same purpose as they did in the Pioneer days, although with improvements in communications and transport, they are not as important. The number of inhabitants has probably decreased, although the establishment of St. Stephen's College at Balla Balla has brought an influx of teaching staff to the area.

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### THE BUNDU SERIES

The latest in this popular series of local natural history books, published by Longman Rhodesia Ltd., is *Butterflies of Rhodesia* by Richard Cooper.

There are more than 14 000 species of butterflies in the world and well over 400, in 9 families, represented in Rhodesia. New species are added annually and even in Rhodesia there is a good chance of collecting rare or an unknown species. As a rule, "the more luxuriant the vegetation and the greater the rainfall, the larger, brighter and more numerous are the butterflies" and, because of the relatively warm winter in Rhodesia many butterflies are on the wing somewhere all the year round.

After general, scientific chapters with hints on collecting, 152 Rhodesian butterflies are described, with notes on habits, and all are illustrated, some severally in different forms and sexes, in 22 full page colour plates.

Priced at \$3,25, limp cover, this handy size book is a most attractive addition to the series.

# Arms and The Monomatapa

by J. G. Storry

The adoption in Salisbury by the Southern Sun Corporation's Monomatapa Hotel, (opened early in 1974) of a stylized rendering of a seal impression attributed to a seventeenth century Monomatapa (Fig. 1) emphasises once again the oft quoted comment that heraldry provides footnotes to history.

The seal itself has long since disappeared, but the impression it left on a document, now in the Biblioteca Nacional in Lisbon, leaves no room to doubt that it is genuine. The origins of the seal are obscure and would be impossible to determine were it not for the fact that the document to which it is affixed extols the missionary labours of the Dominican Order, among the subjects of the Monomatapa in the last half of the seventeenth century.

It may be recalled that after the murder of Father Gonzalo da Silveira, S.J., in 1561, the Jesuits had little further missionary success among the Makaranga and the cause of Christianity was, in the next century, promoted by the Dominicans. Their labours were rewarded by the baptism of Mavura, christened Dom Filippe, and when, a few years later, Mavura built a church, the Order's chronicler remarked with understandable satisfaction that it was a great day for the sons of Saint Dominic. There followed a great many conversions, brought to an abrupt halt by Mavura's death. Determined that their labours should not be in vain, the Dominicans converted his successor, Dom Domingos, and his wife, Dona Luiza, on 4th August, 1652. In the next twenty years the success of the missionaries was phenomenal, and the rumblings of their deeds spread throughout Christendom. The Superior-General of the Order of Preachers had an engraved, bronze tablet erected, to commemorate their work in "Ethiopia Inferior", and King John IV attended devout Catholic celebrations at the Dominican Convent in Lisbon. The height of their glory came in 1670, when the Monomatapa's son, christened Dom Miguel, entered the Order and gained his diploma of Master in Theology. He moved to Goa, and later became the widely respected Vicar of the Mission of Santa Barbara.

It is not surprising, therefore, to find that the document over the seal refers to the good work done by the Dominicans in the service of the Monomatapa.

Searches conducted by the Director of the *Arquivo Historico Ultramarino* and the *Instituto Portugues De Heraldica* have failed to reveal the origin of the seal, and it is suggested the inference may properly be drawn that the Dominicans themselves made it, in much the same way as, just over two hundred years later, the artist Baines carved one for the use of Lobengula. Noblemen of the period were often illiterate and there would be nothing irregular in the Monomatapa setting his seal to a document drawn up by a scribe on his instructions.



Fig. 1.

Monomatapa's Seal

The seal impression is, unfortunately, badly flattened, (although it can be seen that the seal was engraved rather than embossed, and limbs broadened and coarsened and there appear to be several air bubbles in the wax, that distort the true impression of the seal. A close examination has revealed, however, that this is a hybrid beast, having a leonine body, with three ferociously clawed paws, a cloven hoof, and a canine snout and ears. The arrow, about to be discharged into the breast of this monster, postulates the speculative theory, attractive perhaps to the Dominicans, that it is a representation of good triumphing over evil, or man over beast.

Monsters, as such hybrid beasts are termed, are fairly common in heraldry. They have been known from earliest times — the sphinx is one — and seem to have reached the peak of popularity in the sixteenth century. They range from such conglomerates as the griffin (or gryphon) which is, basically, a lion with an eagle's head, wings and claws, to a bizarre creature known as a calgreyhound, which had "the head of a wild cat with an upright pair of horns curiously tufted or sprouting, a tufted body with hind limbs and tufted tail of a lion or poodle, and forelimbs ending in a bird's or dragon's claws." A very recent

hybridization in the same vein is the beast shown as supporters to arms granted in 1971, where a unicorn dimidiates a lion rampant. There would thus be nothing either abnormal or unusual in creating a unique monster for use on the seal of an African chief such as the Monomatapa.

Interesting though the seal may be, of greater importance heraldically is the realization that an earlier Monomatapa boasted a perfectly genuine coat of arms. The date of the grant of these arms which, in the circumstances prevailing at the time can only have been made by the King of Portugal, may be traced fairly positively to the year 1569, when Francisco Barretto set sail from Lisbon with the highblown title of "Governor and Conqueror of the Mines of Monomatapa".

By the middle of the sixteenth century Portugal was agog with the wonder of immeasurable riches reputed to lie in the hinterland of South East Africa. The Monomatapa had attained the status of an illustrious Eastern Emperor, to be courted for the gold lying within his domains.

Barratto's expedition, charged with locating the source of the gold, was the largest sent to explore the African interior, and volunteers thronged to join it. There is no doubt that a visit to the Monomatapa was contemplated, even though the precise route into the interior was not decided upon until the expedition arrived at Mozambique. In these circumstances, it is inconceivable that Barretto would have neglected to furnish his baggage with suitable and original presents for the Monomatapa. What better gift could there be from the King of Portugal to his brother the "Emperor Monomatapa" than a suit of armour, complete with emblazoned shield! (Fig. 2).

The peculiar position held in the organization of this expedition by the Jesuit, Father Monclaro, was to ensure that its first task was in fact to make contact with the Monomatapa. And although it cannot be shown with absolute certainty that a gift of armour and/or coat of arms for the paramount chief did form part of Barretto's baggage, it seems very probable that this was so.

The publication in 1595 of Botero's *Relations of the Most Famous Kingdoms and Commonweals Through the World*, which was translated, and published in English, in 1611, by Robert Johnson who, in his Dedication, modestly claimed that he "with an unskilled hand taught this Booke to speak Englishe", lends weight to the above theory. For Botero noted that the Emperor Monomatapa: ". . . beareth in his Coat of arms a certain little spade, with an ivory handle, and two small darts."

It is apparent, therefore, that while the grant of these arms was prior to 1595, it is unlikely to have been before 1569. At the very least, it may be said that the date of the grant was in the intervening period. The existence of the arms is confirmed in a sketch, of a highly imaginative portrait of the Monomatapa, published in the seventeenth century. Appended to the bottom of the frame is the shield, correctly hatched, surmounted by an Eastern Crown. The head and shoulders portrait shows the Monomatapa robed in befitting style and wearing the crown.



Fig. 2. (Photo: National Archives)  
 Reproduced courtesy Rhodesia Heraldry and Genealogy Society. Monomatapa's coat of arms.  
 Blazon: Gules, between two arrows points upward Argent, an African hoe barwise, bladed  
 Argent, handled Or. The shield surmounted by an Eastern Crown.

Botero's "little spade" is clearly an African hoe of the type still in use. In the illustrated version, the handle is depicted *argent* and the blade *or*, and this is undoubtedly correct. Contrary to Botero's assertion, ivory is not a term known to heraldry and the well balanced, professional looking design is of the high standard that might be expected from Portuguese heralds of the period. Moreover, the significance of using both gold and silver in such a charge is readily apparent. The "two small darts" are obviously arrows, weapons the Portuguese would know Africans of the interior used extensively. The colour of the field (red) relates to the rank of the "Emperor" and the crown appears in keeping with the image in Europe of this, surely the first African to be truly armigerous.

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# The Manica Frontier Dispute: Major Sapte's Mission

by R. R. Langham-Carter

When Herbert Langton Sapte died in London he was a director of many city companies and quite a wealthy man. But his greatest moment had been more than forty years earlier when he had stopped a war in Africa which could have become a war in Europe. The story of Sapte's mission to Manicaland in 1891 is briefly alluded to in most standard Rhodesian histories and is fairly fully documented in the National Archives in Salisbury. The papers include his instructions from the British High Commissioner, his detailed diary, a memorandum of his negotiations with Portuguese officials, notes on places visited and sketch maps.

Sapte was born in July 1853. Nothing in his early life suggested that he would become a successful diplomat or a London financier. The likelihood was rather that he would always be an infantry officer and not an outstanding one at that. His birth may have given him a little advantage but not a great deal. His father, John Henry Sapte (1821-1906), was rector of Cranleigh in Surrey from 1846 and later Archdeacon of Surrey and a Canon of Windsor. Caroline his mother was a daughter of the first Baron Gifford. Sapte was not educated at Eton or any of the other old foundations of great prestige where a boy with good family connections could make influential friends but at the small and recently founded Bradfield College in Berkshire. Despite the comparative lack of competition at Bradfield Sapte's six years there were entirely undistinguished. He never reached the top form or became a prefect or played for the school's cricket or football elevens. If there had been an examination to enter the Army he might not have passed it. But, fortunately for Sapte, it was still possible to buy a commission. Purchase was abolished soon after and Sapte has a small place in history as the last officer ever to enter the British Army by purchase. His commissions are preserved in the Archives and show him as a subaltern in the 35th Foot (the Royal Sussex) from 1st January, 1873 and a lieutenant a year later. At first he performed normal regimental duties. He took part in Sir Garnet Wolseley's campaign against Arabi Pasha in Egypt and was severely wounded in September, 1882. This seeming misfortune proved a turning point in Sapte's life for, owing to his injuries, he was given an appointment as an aide-de-camp (to Sir Robert Biddulph the High Commissioner for Cyprus) and never returned to active service.

Sapte evidently did well as he was promoted in July, 1889 to the post of Military Secretary to Sir Henry Loch who was about to go to Cape Town as Governor of Cape Colony and British High Commissioner for Southern Africa.

Sapte reached the Cape in November about a month ahead of his chief who at once became involved in the British South Africa Company's plans to occupy Mashonaland and in the actual occupation in the following year. Soon after the arrival of the pioneer column at Salisbury. Loch and Sapte left Cape Town on 2nd October, 1890 and travelled through Bechuanaland to the Mashonaland frontier at Macloutsie, arriving back in Cape Town on 20th November.

One reason for the journey had been to investigate occupation difficulties which had arisen with the Transvaal Republic. These still persisted when Sapte went on his trip to Mashonaland a few months later and a report on them was requested in his mission instructions from Loch. But the principal and immediate reason for the mission was the serious situation which had arisen in the disputed Manica territory which lay between Mashonaland's eastern borders and Portuguese Mozambique.

Space here does not permit of an exhaustive account of the frontier claims and counter-claims which are, in any event, already well known to Rhodesian scholars. Very briefly one can say that the Portuguese held that from 1575 to 1832 they had effectively occupied not only the whole area from Mashonaland to the east coast but even Mashonaland itself. If they were not entitled to Mashonaland they felt they were at any rate the lawful rulers of all the land east of the Mashonaland boundary at the Sabi River. The Chartered Company, on the other hand, alleged that Portugal had never been in effective occupation of any of the area between Mashonaland and the coast and that, by virtue of treaties recently made with African chiefs, it was entitled to occupy the whole area down to the sea—or at any rate as much as the British Government would allow.

The Company brought mounted police forward to Umtali and Portuguese troops advanced to Macequece about eighteen miles short of Umtali.<sup>1</sup> The Conservative Government in Britain was not averse to an extension of British sovereignty here or in any other region involved in the "Scramble for Africa" which was then going on. But France and Germany in particular among the grabbing European nations were strongly supporting the Portuguese case and, fearful of international complications, the British Government told Loch that there must be no further clashes and the boundary must be settled by peaceful means. Pending settlement the Company must not advance further towards the coast. The Company refused to accept this decision and gave its frontier officers confidential orders to press forward whenever opportunity should arise.

Loch decided that Sapte was the man to see that Whitehall's orders were carried out. He issued him with general instructions and also with separate confidential instructions on 29th April, 1891 and with a letter, specifically forbidding any advance beyond Umtali, which Sapte was to deliver to the officer commanding the Company police in that area. Sapte left Cape Town in the *Dunottar Castle* on 30th April, reached Durban on 6th May and stayed the

<sup>1</sup> Several mileages are on record. I imagine that measurement of distances along bush paths in 1891 could not be very exact.



night at the Durban Club. Next day he sailed in the *Norseman* of the Union Line (Captain Charles Forder). He had an uncomfortable voyage for the ship was over-crowded with people hoping to take the sea route to Mashonaland. And, although built only in the previous year, she was already infested with cockroaches. One of Sapte's fellow passengers needs to be mentioned as he was to play an important role in the drama that lay ahead of them. This was G. W. H. Knight-Bruce, Bishop of Bloemfontein, who was on his way to establish the Anglican Church in Mashonaland. The bishop was already well known for his nine-month trek to Buluwayo and the Zambesi in 1888. He now had with him five African catechists who were to staff his first mission stations. Knight-Bruce would play an important role in the drama that lay ahead.

They all landed at the new Portuguese port of Beira on 12th May. Sapte held discussions with the local officials (who were unexpectedly friendly and co-operative), delivered a letter to the British Consul for transmission to Umtali and sent off an interim report to Loch on the 14th. Owing to the strained relations with the Company the Portuguese had hitherto refused to allow anyone to proceed to Mashonaland from Beira but the first convoy was able to set sail up the river Pungwe on the afternoon of the 15th May. It consisted of the small launches *Agnes* (Captain C. A. Andrews) and *Shark* (Captain Ewing) and some lighters carrying goods. Sapte was accompanied by a Portuguese officer. Soon after their arrival at Nueves Ferreira four days later Portuguese troops began entering the village. They brought some highly unwelcome news. There had been a battle near Macequece on 11th May and the Portuguese had been defeated and were retiring to Beira, pursued by the Company's men.



The local civil and military officers continued to act correctly towards Sapte but inevitably they were less helpful than before. And, with skirmishing and disorder probably prevailing ahead, they were justified in refusing to let Sapte go on. But Sapte realised that his only chance was to move forward as quickly as possible to halt the Company's invasion. The launches could go no further upstream than M'panda's kraal and there the passengers landed. In the meanwhile at Sapte's insistence his request to travel on had been referred to the Commander in Beira. After some delay his ruling was received. Sapte could go on but none of the others who were bound for Mashonaland.

The next move, unfortunately, was easier said than done. Owing to tsetse fly no animals could be used to carry baggage along the bush paths towards Macequece and everything had to be borne by African porters. There were rumours of fighting and invasion: most of the carriers had fled and the remainder were unwilling to go forward. With the help of the Portuguese officials a minimum number were at last collected and Sapte set out with a Portuguese officer and escort on the 21st. The porters continued to be jumpy. From time to time men deserted and time was wasted in replacing them. It took till the 25th to cover the forty miles to Sarmento.

Two mornings later Sapte was astonished to be confronted by Knight-Bruce. The bishop was not the sort of man to take no for an answer. At Buluwayo three years before Lobengula had declined to let him pass on into Mashonaland but had had to capitulate after a fortnight's pressure. The resolute bishop had broken down the Portuguese prohibition in only four days, the officials giving way with the warning that if the bishop and his party were killed it would be solely his fault and responsibility. As no carriers at all were available Knight-Bruce and his Africans had simply set off into the bush, carrying as much as they could, and abandoning the rest of their belongings at M'panda's. Travelling more speedily than Sapte's unwieldy and unwilling procession they reached Sarmento on the 26th. Knight-Bruce caught up with Sapte on the next day and they travelled the whole of the 27th together. No doubt they discussed how best the Company's troops could be halted and it seems likely that Sapte gave Knight-Bruce a written or a verbal message to be delivered to the advance guard. Knight-Bruce, at any rate, pushed on ahead on the 28th. He reached Chimoio's kraal on the 29th and while he was there a Portuguese soldier came in with the news that some of the Company's men were approaching: they had in fact deprived him of his rifle.

These proved to be a very small advance party consisting only of Lieutenant the Hon. Eustace Fiennes and not more than seventeen<sup>2</sup> mounted troopers of the Company's police. Fiennes had arrived that morning and made camp a few miles west of Chimoio. He himself and three or four men rode forward to reconnoitre the village. The Portuguese troops there were few and too disorganised after their defeat to be able to make much resistance. He decided to

<sup>2</sup> The number of men is given very differently in various sources. I did not see any official report by Fiennes or Heyman. With reinforcements joining Fiennes and the party being split up the number naturally varied.

storm Chimoio the following morning. While resting they heard a party approaching through the bush and, on guard against a possible Portuguese attack, were about to open fire when Knight-Bruce emerged. The bishop told Fiennes that Sapte was following close behind and that the advance on Beira would have to be called off. He went on with Fiennes to the camp and spent the night there.

Sapte reached Chimoio on the evening of the 29th May, left early next morning and soon met Fiennes whom he gave firm orders to retire. Fiennes at once accepted the position and withdrew the fifty miles to Macequece, Knight-Bruce having gone ahead.

The main body of Company men under Captain Heyman had meanwhile retired to Umtali and when Sapte arrived there on the afternoon of 2nd June he was able to deliver Loch's letter forbidding any eastward advance.<sup>3</sup> Not long afterwards the Portuguese finally abandoned their claim to the country east of the Sabi and Britain its claim to Macequece and the Manica Mountains were recognised as the boundary, a decision which has never been disputed since.

After this, the most urgent part of Sapte's mission had been accomplished he had other tasks to perform in accordance with Loch's instructions which need not detain us here. He had injured a foot on his travels and was glad to leave Salisbury on the 11th in a light spring wagon drawn by eight oxen. He had hoped to visit Zimbabwe but had to omit this as his foot was still painful. He spent eight days at Fort Tuli, partly to make arrangements to prevent any crossing of Boer treks from the Transvaal into Mashonaland and partly to await the Zeederberg coach for Pretoria. On his way he met Lord Randolph Churchill on his African tour and was able to give the statesman an up-to-date account of the situation in Mashonaland. From Pretoria Sapte went on to Johannesburg and Vryburg where he caught the train and was back in Cape Town on 19th July.

Cecil Rhodes was furious at the foiling of his ambitions and told Heyman that he should have paid no attention to Sapte: if need be, charge him with being drunk and disorderly, clap him in irons and advance resolutely on Beira. Most other people appreciated Sapte's achievement in averting a possible war. On 21st July Sapte submitted a report to Loch and on 9th August Loch sent a copy of this or a later report to the Colonial Secretary, opining that Sapte had done very well, the Colonial Secretary replying on 1st September that he fully agreed. When Sapte finally left Cape Town Loch again expressed his high opinion of Sapte in a letter to the Colonial Secretary on 9th August, 1893.

Loch had recommended that Sapte be made a C.M.G. This did not come about. But another important person had come to realise Sapte's merits and this was Cecil Rhodes. After a short spell on the staff of his old friend Biddulph (now Governor of Gibraltar) Sapte resigned from the Army and became a manager in Rhodes' company. Consolidated Goldfields of South Africa, and later

<sup>3</sup>The letter Sapte had sent forward from Beira either never arrived or arrived too late to have any effect.

its joint secretary and its managing director<sup>4</sup>. Sapte subsequently joined the boards of a number of other companies. He died at Morpeth Mansions, Westminster on 6th December 1923 and was cremated at Golders Green on the 10th. He left £55 416 which was a fairly good sum in those days. He was married in 1903 but had no children.

Apart from the Sapte papers I have used other sources and add a list of some of them. I could not stay long enough in Salisbury to study the Sapte papers as fully as I would have wished and may have missed other contemporary material which would have amplified the narrative or corrected wrong impressions. Perhaps Rhodesian scholars could fill in the gaps.

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<sup>4</sup> The fact that Sapte's first cousin the third Lord Gifford was a colleague of Rhodes on the board of the Chartered Company may also have been relevant.

#### THE SOCIETY OF MALAWI JOURNAL

The July 1973 issue of this journal contains two Rhodesian contributions, the texts of addresses given to the Malawi Medical Association in Blantyre in October 1972.

Professor Michael Gelfand of the University of Rhodesia spoke on "The Shona Ng'anga as I know him" and Dr. G. L. Chavunduka, also of the University of Rhodesia, on "Paths to Medical Care in Highfield, Rhodesia."

Other articles are on wild life and birds. There is an obituary of Sir Malcolm Barrow who was a founder member of the Society in 1946 and its first Chairman, an office which he held until his death, although latterly he lived in Rhodesia.

# The Flying Mapmakers:

## Some Notes on Early Development of Air Survey in Central and Southern Africa

by J. McAdam

In January, 1912 a Salisbury resident, Mr. C. F. Webb, B.A.,<sup>1</sup> a member of the Aeronautical Society of Great Britain and late Honorary Secretary of the Aero Club of South Africa, wrote a cogent and well-informed article entitled "The Aeroplane in Rhodesia—Its Practical Utility". In this essay, which was published in three parts in the *Rhodesia Herald* of 18th, 19th and 26th January, Webb wrote: "No aeronautical feats . . . rivalling or even approaching European standards had been done . . . (in southern Africa) until a couple of months ago, when Messrs. Compton (-Patterson) and Driver arrived in Cape Town. The latter broke all South African records by rising to a height of 4 000 feet. The aeronautical world of southern Africa should now enter upon a new and more practical phase of its history".

"Similar conditions . . . to those in Rhodesia are found in . . . Russian Siberia and South America. In constructional and survey work . . . the Lake Baikal section of the Trans-Siberian railway and the Trans-Andean railway the respective Governments are employing the aeroplane".

"Some parts of Rhodesia are practically unknown . . . other parts are imperfectly surveyed, and here is a field for the employment of aeroplanes . . . huge tracts of country could be surveyed and rivers accurately mapped in one tenth the time and not half the expense involved at present . . .

Exhaustive geological survey and prospecting of mineral deposits (could be undertaken)".

Not many years were to elapse before the accuracy of Webb's predictions became evident, for towards the end of July, 1925 two D.H.9 aircraft of the Union (of South Africa) Defence Force circled the town of Bulawayo prior to landing on the race course to refuel. These machines, flown by Capt. C. W. (now Air Vice-Marshal Sir Charles) Meredith and Lieut. L. Tasker, were en route from Pretoria to Livingstone for the purpose of conducting an air survey of the Okavango Swamp area, some 250 miles south-west of the latter town.

Circumstances surrounding the decision to undertake this survey (which must have been one of the first of its kind in southern Africa—if not the entire continent) are considered to be of sufficient interest to warrant a brief review of the concept.

In 1919 Professor E. H. L. Schwarz, Professor of Geology at Rhodes University College, Grahamstown, published a book entitled *The Kalahari*

or *Thirstland Redemption* in which he advocated a diversion of the waters of the Chobe and Kunene Rivers so as to flow southwards to create a large lake or lakes in the central Kalahari, and thus (he believed) materially to improve the rainfall in South and South-West Africa.

The general theme may be gathered from the following summary which appeared in the Union-Castle Co.'s *South and East African Yearbook* of 1937:

"The frequent recurrence during the present century of seasons of insufficient rainfall has culminated in the last few years in a succession of droughts of great severity. As a result increasing interest is being evinced in the above Professor's scheme for the redemption, in the first place, of the Kalahari Desert, which should eventually restore the climate over the greater part of South Africa to what it is believed to have been in the not distant past.

"His book deals first with the physical changes which have profoundly affected the climate of almost the whole of Africa. In his opinion the Congo and Niger both at one time ran into the Mediterranean, and their divergence explains the arid nature today of regions which in ancient times appear to have been amongst the most fertile and populous of the known world.

"He points to the immediate cause of desiccation as the evaporation of moisture amounting to several times the rainfall, a phenomenon, at least in South Africa, of comparatively recent incidence and one which tends to increase; and he attributes it to the deflection of the Kunene, Chobe and Zambesi<sup>2</sup> Rivers and the consequent drying up of the great lakes which at one time covered within the Kalahari many thousand square miles of what is now little better than a sandy waste.

"The above rivers, with the Okavango, formerly flowed southward and, after filling the lakes, continued their course down the great bed, now dry, of the Malopo River to the Orange. The former lakes are feebly represented today by the Etosha Pan on the west, the so-called Lake Ngami, and the occasionally marshy expanse of the Makarikari Pan.

"The open water, observed less than a hundred years ago by Livingstone and others, insignificant as it then was compared with what had been, has continued to shrink rapidly and today little remains except under abnormal rainy conditions. The loss of water surface has led to extreme dryness of the air, which not only directly affects plant life but produces conditions unfavourable to rainfall and thus acts in a vicious circle over an area extending even to the Angola highlands. The Congo River itself is said to be diminishing in volume

"Dr. Schwarz, leaving outside of his scheme the Zambesi River, proposed to dam the Kunene above the small cataracts, and the Chobe just before it reaches the Zambesi (the former, however, would seem to present political difficulties with the Portuguese).

"The Kunene would be deflected into the Etosha Pan through numerous spillways, which are already operative under heavy rains, and the outflow of the

lake of 5 000 sq. miles thus formed would pass to the Okavango. This once great river now dissipates its waters in a hundred channels, through one of which, the Thamalakane, in times of flood, water still finds its way into the Makarikari Pan via the Botletle River. With its volume of waters increased by the outflow from Lake Etosha, it should aid materially in filling the great central depression in which are Lake Ngami and the Makarikari Pan.

"The Chobe, whose waters now run to waste down the Zambesi channel, would also flow southwards for the same purpose, and the combined waters of the three rivers would in time bring again into being the great central lake of 15 000 sq. miles, the outflow finding its way through the bed of the Malopo to the Orange River.

"Just as drought reacts to still further lessen rainfall, so evaporation from this immense water surface would tend to increase precipitation and Dr. Schwarz looked to the establishment of a beneficent circle, instead of the present vicious one, to progressively advance the desired climatic changes."

Such was the interest—and controversy—engendered by the concept of this scheme that the Government of South Africa decided to undertake a thorough investigation and in mid-1925 an expedition headed by Dr. A. L. du Toit was sent to the area for an on-the-spot examination. Later, as a result of this survey. Dr. Schwarz' scheme in full was declared to be impracticable, but certain developments, more particularly in respect of the Okavango might, it was reported, prove to be of advantage.

However, it would appear that the authorities came to the conclusion that the outlay of the considerable sums involved would be unwarranted in view of the doubt as to its success, and nothing came of the matter. But, be that as it may, the aerial work carried out by the two abovementioned aircraft played an important part in Dr. du Toit's investigation.

Little more than a year later—in August, 1926—it was revealed that an extensive air survey was to be undertaken in Northern Rhodesia on behalf of the Rhodesia Congo Border Concessions Company (R.C.B.C.) and on 21st December a news item in the *Bulawayo Chronicle* (dated London, 6th December) stated that "personnel and equipment are due to leave Southampton in the "Kenilworth Castle" on 11th December. The pilots are Messrs. Cochran-Patrick and Blake, and photographer W. D. Corse".

The party landed at Cape Town early in January 1927 and passed through Bulawayo by train on the 24th en route to their base at Nchanga. The group's correct title was the Rhodesian Expedition of the Aircraft Operating Co.—hereinafter referred to as A.O.C.—formed a year or two earlier by two personalities prominent in British aviation. Major H. Hemming and Mr. Alan S. Butler, for the purpose of specialising in air survey, a relatively new branch of aeronautical technology.



**Two D.H.9 aircraft of the Union Defence Force at Bulawayo en route to Livingstone for Okavango survey, July 1925.**

*(Photo: National Archives)*



**A.O.C.'S Gloster AS 31 survey aircraft at Broken Hill, April 1930.**

*(Photo: National Archives)*

The Director and Chief Pilot of the expedition, Major C. K. Cochran-Patrick, had gained considerable experience as an air survey pilot, having recently worked on contracts in such remote areas as the deltas of the Orinoco and of the Irrawaddy, where he had proved himself to be a man of great capability and versatility.

The object of the survey commissioned by the R.C.B.C. was, as a report in the *Bulawayo Chronicle* of 21st January, 1927 quoted, "to trace out copper deposits on the land held by the company. It is believed that the presence of copper could be detected from the differences in vegetation".

*The Aeroplane*—an aeronautical monthly journal published in London—wrote on 31st August, 1927: "Besides getting a general idea of the nature of the country supported by aerial photographs, the geologists hope to find indications of ancient mine workings, as such will warrant development with modern methods and machinery".

Certain preparatory work undertaken by the R.C.B.C. before the arrival of the expedition included construction of roads and preparation of landing grounds. *The Aeroplane* wrote ". . . the nature of the country obviously called for the use of a specially-designed aeroplane, so that flying operations could be done safely without the risk of having to make forced landings in the bush. Unfortunately no such machine was in existence, and although the designs already existed, it would have taken some time to build. As time was a very important factor in the making of the survey, the directors of the Concessions Company decided to make emergency landing grounds in the bush each twenty miles from the next".

"The area owned by the R.C.B.C. covers some 52 000 sq. miles and consists entirely of bush country, intersected by rivers and streams, and also a few motor roads and native tracks. The country is almost entirely unmapped, except for the survey of the boundary between Northern Rhodesia and the Belgian Congo, which was done by the Anglo-Belgian Boundary Commission".

"The first (of two) operations calls for a photographic reconnaissance of some 20 000 sq. miles and vertical photography of some 1 000 sq. miles. The second entails a reconnaissance of the balance of the area—some 30 000 sq. miles".

Some months after the expedition had "dug itself in" the *Bulawayo Chronicle* (of 21st May, 1927) published the following account of activities at the air surveyors' base: "At Nchanga, in the wilds of the Rhodesia/Congo border, is situated one of the most efficiently-equipped scientific institutions in the world. It is the camp of Major Cochran-Patrick and a little company of aviators who are making an aerial survey of the district. In the opinion of Col. Hoare, Technical Advisor on Air Equipment to the Union Air Force, they are working with the most advanced apparatus of its kind in existence. They are improving their instruments and their technique every day, and have beautifully-equipped workshops where they can manufacture instruments to meet special needs.



They have . . . already done very valuable development work in the science of aerial survey, and . . . there is no knowing what further improvements they may introduce, for they are all enthusiastic and their work comes before anything else. These fellows are so keen on their work that they have no time for amusement. They number eight all told including Major Cochran-Patrick and Mr. W. D. Corse and all seem to be enjoying themselves throughly".

From time to time during mid-1927 the *Bulawayo Chronicle* published notes by Major Cochran-Patrick concerning the expedition's work. In the first of these, on 21st May, he describes the task of moving equipment from the railway siding to their base: "Transport difficulties have not been serious—with the help of a Ford lorry, converted for the purpose, . . . we have transported all gear without mishap. Considering the difficulties of keeping a bush road passable in the rainy season, the roads (specially constructed for the purpose by R.C.B.C., Ltd.) round Nchanga are extremely good".

"The only difficulty consisted in balancing the Ford lorry so that the front wheels remained on the ground. The parts of our machines (the two D.H.9 aircraft) were in themselves quite light, but were so bulky that even when brought right forward against the steering wheel, the centre of weight was behind the back axle. The worst load was the crate containing the eight (*sic*) (main?) planes, and to balance this it was necessary to lay long planks on the front mudguards with a cross plank in front of the radiator. On this plank sat three members of the expedition, and so weighted the Ford was driven in without further trouble".

On 24th May some technical notes were provided, followed by a description of the layout of the units comprising the base: "For air survey photographs it is necessary to use panchromatic film in order to get every possible fraction of detail which is visible on the ground below. These, being supersensitive, have to be handled in complete darkness and the erection of a suitable darkroom has often caused us much difficulty. To enumerate the building necessary at one of our main bases:—first, a hangar with engine shop and carpenters' shop attached or near at hand; and store for spare parts and carefully-seasoned wood for repair of mainplanes; also watchmakers' tools for repair and adjustment of the delicate instruments. Secondly, a photographic section, divided into six parts: (1) Camera store and repair shop. The cameras, incidentally are fed by magazines carrying films 65 feet long by 9 inches wide, with 100 exposures per magazine. Next (2) the developing room, where the unwieldy films are developed and fixed in complete darkness before being passed to the (3) washing and drying room preparatory to printing, which is done in the (4) enlarging and printing room".

"There is also (5) a chemical store and mixing room where films and chemicals are kept and developers weighed out and mixed. Then (6) a room for a special lighting set designed to supply a constant and unfluctuating light for the high candle-power lamps of the printing equipment".



Some members of the A.O.C. survey team at Nchanga in mid-1927. Left to right: Watts, S. Millyard, W. D. Corse, Major C. K. Cochran-Patrick, Capt. B. Roxburgh-Smith, G. Button and Best.

*(Photo: National Archives)*

"Lastly, the drawing office where the thousands of individual photographs are sorted and fitted together to form a photographic map, from which is extracted the data to make a map of more conventional form".

In the last of his series of notes, published on 30th July, Major Cochran-Patrick described the flying technique employed by an air survey pilot: "In this present survey, the area is bounded on the north by the international boundary between Rhodesia and the Congo, which has been accurately surveyed by the Anglo-Belgian Boundary Commission. Our survey will extend south from the maps produced by this Commission. Also, many of the principal streams and rivers have been mapped by the Survey Dept. of the R.C.B.C., and these serve as a guide to help the pilots in finding their way in the air. Nevertheless . . . there are still large sections of country which appear as blank spaces on the map, and here pilots have to rely on compass and navigating (drift) sight.

"When mapping with the camera the general procedure is to fly backwards and forwards over the area to be mapped in a succession of parallel lines, taking photographs (vertically downwards) at regular intervals. These intervals are so arranged that a portion of each photograph covers ground which appears in the next, and by joining these parts of each photograph to its neighbour, a consecutive strip, showing the country over which the aeroplane has flown, can be made up.

"The pilot then turns and flies back on a parallel strip, so guiding his machine that the side of one strip of photographs just overlaps the side of the

adjacent strip, and by joining these strips together a complete representation of the entire country is made up. This is called a "mosaic".

"In theory this sounds very simple, but in practice it is very much the reverse, and to complete the photography of an area without gaps and yet in the most economical manner requires a high standard of (flying) skill which can only be attained after long training and the assistance of numerous accurate navigating equipment".

Early in June 1927 Captain B. Roxburgh-Smith<sup>3</sup> was offered, and accepted, the post of second pilot to the expedition on condition that he first qualify for his class "B" commercial flying licence. After World War I, during which he had gained a considerable amount of military flying experience, he had come to Rhodesia and farmed for some years near Bulawayo; and was on the point of purchasing a farm when he received the offer referred to above.

He went immediately to Pretoria, the only centre in southern Africa (perhaps in Africa) where a flying licence could be obtained and, after the necessary tests, was awarded his commercial "ticket". Since the Aviation Act, which required the licensing of all aircraft, pilots and engineers, had only recently been promulgated, he was first to pass the tests and was, accordingly, issued with South African "B" pilot's licence No. 1.

"Roxie" (as he was usually named by friends and acquaintances) joined the expedition at the end of June, and it was not long before he became involved in some mild drama, which he describes in some notes written early in 1928:—

"I had been back to Main Base at Nchanga from our camp at Solwezi, having taken films to be developed, and was returning with sundry stores and equipment. I was almost in sight of Solwezi when my engine showed signs of distress; the water temperature indicator showed abnormal reading, and almost at once the temperature of the oil indicated that something serious had happened. I throttled back and the engine stopped; I was within reach of four dambos (open spaces in the bush from which streams and rivers start), three of which looked very rough, but the fourth appeared to be all right. . . and I brought the machine down on it without any damage.

"As I had stores in the aircraft I was not short of food, and had with me a mosquito net, a galvanised iron bath<sup>4</sup> and a hurricane lamp. It rained that night and I was able to protect myself by inverting the bath over the cockpit of the machine and by placing the mosquito net over the bath I kept the insects at bay.

"I had been told that if I made a forced landing natives would soon come along and render assistance, but this landing was made at about 4.30 in the afternoon, and it was not until about the same time next day that one arrived, and from him I learned that I was about 30 miles south of the copper mine known as Kansanshi.

"I decided to walk through the night, and the native and I left the machine at about half past five; the native path we used was very narrow and winding and our progress through the darkness was slow. At about 5 a.m. we reached a large native village, where my guide was well known; the old induna was very good. . . had food cooked for us and offered us beer, then insisted upon sending one of his sons to accompany us the rest of the way. We pushed on until we reached Kansanshi at about 8.30, where I found that the only available car had a broken fan-belt, so I found and riveted a piece of hide and made an improvised one.

"After breakfast we set out for Solwezi, a distance of 14 miles, and reached there to find a search for me and my aircraft in progress. I was able to direct Major Cochran-Patrick to the position of my aircraft and advise him where he might land safely. An engineer flew over with him and they discovered that a clip had broken, allowing the water from the cooling system to escape with the result that the engine had overheated and seized up.

"The necessary spares were flown over and the engine was repaired in the field. When all was in readiness Major Cochran-Patrick flew me over and I flew the machine back to base."

Meanwhile Cochran-Patrick, envisaging the day when this contract would have been completed, decided to "drum up some business". The *Bulawayo Chronicle*, on 9th September, reported that the Major flew from Nchanga to Livingstone (then capital of Northern Rhodesia) to discuss with the Governor, Sir James Maxwell, the possibilities of an air survey of the upper reaches of the nambezi, with the object of establishing whether these waters could be made Zavigable and, if so, whether Barotse-land could be brought into communication with the Lobito Bay railway.

Evidently these negotiations were not fruitless, for about a fortnight later came the announcement that it had been decided to go ahead with this survey, which would commence towards the end of the year; and that one of the aircraft would be equipped with floats so that it could alight on the Zambezi, and thus eliminate the need to construct landing grounds throughout Barotse-land.

Then, in mid-November, as the R.C.B.C. contract was nearing completion, Roxburgh-Smith made another forced landing, this time south-west of Kasempa, in terrain considerably more remote and inhospitable than the scene of his previous adventure. Later he wrote: ". . . we reached a point on the Dongwe River where some copper prospects had been located. It had been arranged that this point should be closely examined by a geologist (named Dr. Rieber) who was flying as my passenger. Major Cochran-Patrick and Mr. Corse were in the other machine and were responsible for navigation. I had dropped to 2 000 feet so that the geologist could see the ground below as clearly as possible. Then suddenly clouds began to gather, and a storm broke between us and Kasempa; so we decided not to tarry longer—I gave C-P the "wash-out" signal and he took the lead towards home.

"The only landmark near the aerodrome at our Kasempa base was the Solwezi-Kasempa road, and according to our calculations we should have crossed this road in less than a hour, as the distance was only 76 miles. After 1½ hours, having found no trace of the road, Major Cochran-Patrick altered course to the north, being under the impression that we had crossed the road without seeing it, whereas in fact a strong south-easterly wind had driven us to the north.

"By this time I had only two gallons of petrol left, and I decided to land on a large dambo just ahead. I could see antheps scattered over the dambo but believed that, with luck, I would get down without any damage. However, as my wheels touched the ground the axle struck a half-hidden antheap, wrenching the undercarriage sideways, and as the machine settled one of the wheels penetrated the lower wing. Such damage was caused that we could not hope to repair it in the field.

"After I had scrambled from the machine, I cut a piece of fabric from a wing and ran with it to a clear space in the dambo to guide Major Cochran-Patrick as I thought that he would be landing too, but as I was doing this I saw a note dropped from his machine by Mr. Corse. In it I found the message: "We have found ourselves, are going home. Will bring you petrol—mark landing place".<sup>5</sup> Their machine then flew off and Dr. Rieber and I prepared for the night. Rain was threatening so we made a rough shelter with boughs and branches. We then prepared a meal from the emergency rations which we always carried on our machines. These proved to be very inadequate, but enabled us to carry on until we were later able to purchase mealie-meal, eggs and chickens from the natives.

"We waited for four days expecting Major Cochran-Patrick to return, but evidently he thought there was too much risk in trying to land in a dambo where I had come to grief, and had instead sent an engineer with spares and about 18 carriers to find us, but they took a wrong path and missed us.

"Then we found, at a village about six miles from the wrecked machine, a native who could understand our "kitchen-kaffir" and learned that the distance to Kasempa was about 70 miles. We engaged this native and one of his brothers to carry our kit and guide us to Kasempa, and Dr. Rieber and I walked there in 3½ days.

"About a day's journey from Kasempa we were fortunate enough to meet Mr. Bruce Miller, Native (*sic*) (District?) Commissioner and his wife, and about 80 carriers trekking through to Mwinilunga. They were very good to us, and it was a delight to speak to white people again. We had not shaved for a week and our clothing was rather the worse for wear, so we were not very presentable.

"On arrival at Kasempa we found that the rest of the survey party had left for Nchanga, with the exception of the engineer, who was still looking for us in the bush. We sent a runner after him to tell him the exact location of the wrecked machine. Then I went by lorry to Nchanga, a distance of 250 miles. It

was decided not to repair the aircraft in the field, but that I was to return and dismantle it and bring it in piecemeal. While we could transport the salvaged material by road from Kasempa to Nchanga, everything would have to be borne by carriers over the 70 miles from the site to Kasempa.

"In going out this time I travelled in comparative comfort—I took a bicycle, a tent and plenty of stores, and 15 carriers. I realised that I would require about 40 carriers in addition to those taken out earlier by the engineer, and the Native Commissioner at Kasempa gave me a Government messenger with authority to recruit carriers in the villages near the machine, but this did not prove easy as, with the onset of the rains, the natives were very busy in their gardens.

"However, we managed to persuade women in the village near the machine to carry the smaller loads to the next village and so, by getting others in the villages where we camped each night to relieve those arriving, we were not held up anywhere. Our 140-mile journey to and from the machine took eight days, and an additional two days to dismantle the machine.

"The rains had now set in in earnest and the Kasempa-Nchanga road had become very soft. The journey was anything but pleasant—time and again we had to dig the wheels out of ruts, and my relief may well be imagined when we finally reached Nchanga on Christmas Eve".

In mid-December, while Roxburgh-Smith was busy trudging to and fro between the Dongwe River and Nchanga, Major Cochran-Patrick flew the other D.H.9 to Livingstone, where it was to be converted from a land- to a sea-plane (the first such type to operate in Central Africa<sup>6</sup>) preparatory to the commencement of the Upper Zambezi contract. Also, with the near-completion of the R.C.B.C. survey, he was planning to move the headquarters of the expedition further south to some centre where the supply and communications position would be more favourable; and on 29th December it was announced that the new base might be established at Livingstone. However, a news item in the *Bulawayo Chronicle* of 23rd January 1928 noted that Bulawayo had been selected as A.O.C.'s temporary headquarters, and that it might later be made permanent.

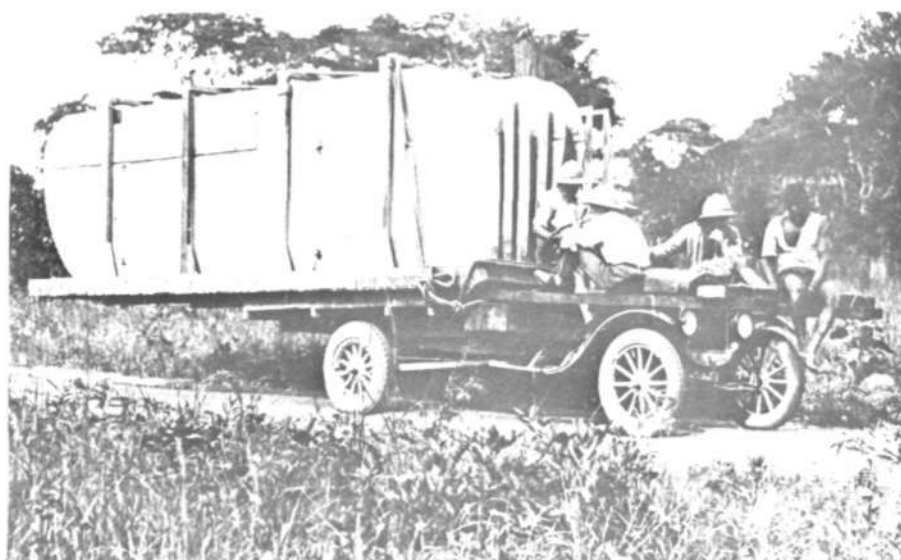
Work on the Upper Zambezi survey did not commence, as planned, in December (not, in fact, until September 1928) and it seems probable that several factors contributed to this delay. Firstly, as A.O.C.'s 'fleet' was now reduced to one aircraft, Cochran-Patrick very likely considered that this should remain in the land-plane configuration to be available to put the finishing touches to the R.C.B.C. survey, which would have had priority over other work. (Another D.H.9—a replacement for that written off after the Dongwe River forced landing—had been ordered from the U.K., but did not arrive in Bulawayo until July, 1928).

Secondly, the operation of a float-plane called for personnel with specialised knowledge and experience; thus, Captain G. N. Trace<sup>7</sup>, who had flown sea-



Fuselage of one of A.O.C.'s two D.H.9 aircraft being transported from railway to Nchanga base, February 1927.

*(Photo: National Archives)*



D.H.9 mainplanes being transported from railway to A.O.C.'s Nchanga base, February 1927.

*(Photo: National Archives)*

planes in British Guiana, and Mr. R. T. 'Steve' Launder<sup>8</sup>, an aeronautical engineer with experience in the maintenance of sea-plane floats, were engaged by A.O.C., but did not arrive in the country until mid-1928.

Thirdly, by the time the specialists arrived, the Barotse plains would have been inundated by the annual floods, completely obliterating the normal course of the Zambezi and the usual confluences of many of its tributaries, thus rendering an aerial survey at that time valueless.

In March, 1928 Major Cochran-Patrick handed over responsibility for the company's affairs to his second-in-command, Major R. A. Logan, as he (C-P) had an assignment in Baghdad. (It was later reported that "all ships were full, so he went to Cairo by lorry, which took seven weeks, including two weeks in Nairobi on discussions". This was surely a unique experience, and one which serves to highlight the determination and resourcefulness of the man).

At about this time Captain Roxburgh-Smith resigned from A.O.C.—perhaps he had had a surfeit of walking through the bush after forced landings—and returned to England. The post vacated by his resignation was filled by Captain J. Douglas Mail, A.F.C.<sup>9</sup>, who hitherto had been flying with the Rhodesian Aviation Syndicate of Bulawayo.

Early in July A.O.C. announced its intention to establish the permanent base of its African Expedition at Bulawayo, and that it "has leased a piece of ground on the Bulawayo aerodrome on which to build a hangar".

Upon delivery of the replacement D.H.9 in July it was at last possible to convert the other aircraft to a sea-plane and to prepare for the commencement of work on the Upper Zambezi survey. Captain Trace, in a letter to the author in June, 1963, recounted some of his adventures with this aircraft:

"As I had just completed four years with a sea-plane (Fairey HID) up the rivers of British Guiana, I was brought out specially for this job, though in fact things turned out differently and six months after my arrival (in mid-1928) I took over the management of the African Expedition of A.O.C.

"The D.H.9s were designed as aeroplanes pure and simple, but the fitting of floats presented no difficulties; the aeroplane rode on them in the water horizontally instead of its tail-down attitude at rest as a land-plane.

"Having been used to sea-planes designed as such I was a little horrified during initial taxiing trials at the abnormal twisting of the fuselage when taxiing across my own wash. However, apart from that she handled as well as could be expected, and I decided to take off. Her run would have gone on for ever, I think, as she reached the 'hump' speed and there stuck. After one or two runs I decided that something more was required if we were to aviate that day. Accordingly I took the bit between my teeth and the joy-stick in both hands and gave a sharp yank. There was a distinct 'plonk', like a champagne cork coming out, and she left the water practically stalling and it took me at least two miles at nought feet to coax her into a climbing attitude. And so it always was, except



on a stretch where I could turn her at about 40 m.p.h. and then bounce her into the air over the wash. Luckily there is quite a lot of air space over the bed of the Zambesi.

"After giving H.E. the Governor a flip over the Victoria Falls next day, we left the following day (15th September). We had already established a camp and petrol dump at the confluence of the Zambesi and Lungwebungu Rivers (some 65 statute air miles north of Mongu) and we merely had to get there. It was within our range, but did not permit of idle sight-seeing en route. My map was that in the back of the (Union-Castle) *South and East African Guide Book* which, excellent as it was on the steamer routes round the continent, was not so hot on the rivers of the interior and showed the Zambesi, after being joined by two tributaries almost its own size on its left bank, making a 90-degree turn to the north. Accompanied by my highly efficient engineer and friend, Steve Launder, we sped happily upstream until the perishing Zambesi itself fizzled out in the sand."

(They were, in fact, in the swamp area miles up the Chobe River, having assumed that the right turn in the Zambezi, west of Katombora, was a tributary instead of its being the main course).

Captain Trace continues: "However, turning 90 degrees to starboard, we flew through one of the worst storms I have come across and finally hit a fairish river running more or less in the right direction, which I decided must be the Zambesi, and indeed it was. By this time, after these frolics, the petrol supply was causing concern, and after some anxious peering ahead I saw in the distance what I thought must be the confluence at our destination. My sigh of relief was accompanied by a nasty cough in the engine, and I instinctively turned back to what looked like a nice stretch of water suitable for a forced landing. On the way down the motor 'packed up' but I alighted safely and finished the run with consummate artistry on a nice stretch of sandy bank; and there we stayed for *THREE WEEKS.*"

Not long before his death Mr. Launder related that, if his memory served him right—after more than 40 years—the site of this forced landing would probably have been some twenty or thirty miles south of the company's base at the Zambezi/Lungwebungu confluence, and recalled that all the tribesfolk in the vicinity deserted their huts in fear of the aircraft and its crew. This presented a problem, as they required food, and a runner to convey a message to the base camp—also labour to manipulate the aircraft off the sandbank to refloat her. Eventually their saviour turned out to be a man who, having worked in a European area, spoke good English, and had some influence among the locals. In no time they were provided with chickens, eggs and milk, and a runner was on his way.

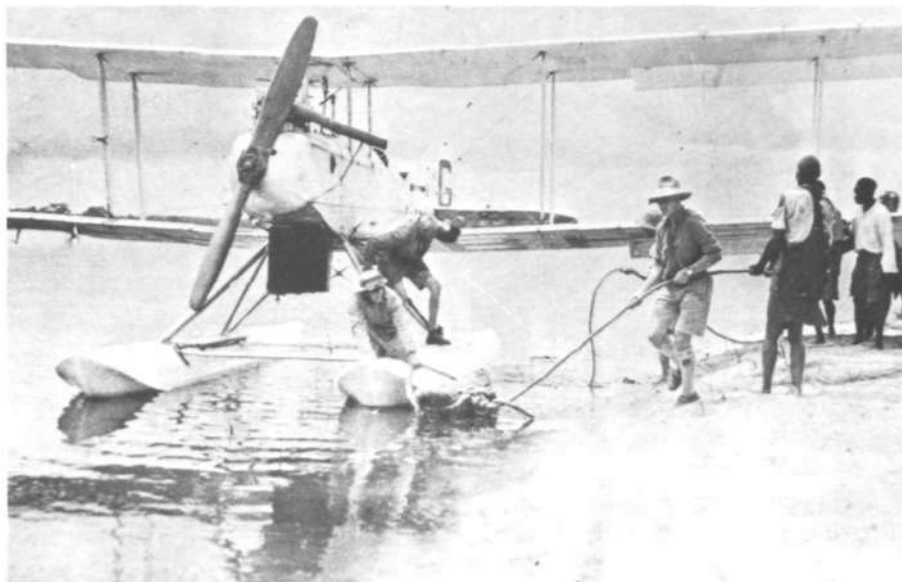
Captain Trace continues the story. "... 72 hours later petrol and food arrived by barge. Next morning we fuelled and reloaded the aircraft and were all set to fly on to the base and all its luxuries. However, while taxiing and

warming up I noticed a strong list taking shape to starboard, and hurriedly returned to the sandbank. On opening the ridiculously small manholes we found a lot of loose rivets inside the float (which was now full of water). This was indeed serious and called for a dry-dock, which we had to make in the sand with our bare hands. Then we had to make two semicircles of dural sheeting, which luckily we were carrying, drill about eighty or ninety holes in each, and bolt them together.

"Finally, three weeks after the forced landing, the job was done, and I decided that if—repeat IF— we got air-borne, I was flying straight back to Livingstone to arrange for aerodromes to be made and the job to be done by land-plane".

The improvised repair was successful; Captain Trace did manage to get the machine airborne and safely to base. He concludes his letter: "I will not enlarge upon the human side of those three weeks except to say that at their end Launder and I emerged greater friends than when we started, and that says a lot. I went back and made several landing grounds, and as I then had to take over the management and hang around Bulawayo, my old friend Duggie Mail did the survey with a land-plane". (The land-plane to which Captain Trace refers being the same machine re-converted from a sea-plane to its original configuration).

In view of the foregoing, it seems that it would not be unreasonable to regard the sea-plane experiment as a rather dismal failure.



A.O.C.'s D.H.9 sea-plane at Livingstone, September 1928. Kneeling on float: Capt. Garth Trace  
Standing on float: Mr. R. T. Launder. Holding rope: Mr. W. D. Corse.

*(Photo National Archives)*

It goes without saying that aerial photographic survey work is strictly a clear-weather occupation, quite out of the question in rainy or even in partly cloudy conditions, since not only the clouds themselves, but also their shadows on the ground, render the photographs valueless, and A.O.C. must have regretted the wastage of time incurred by the float-plane experiment. Nevertheless, despite the onset of the 1928/29 rains, once operations commenced on the Upper Zambezi contract, fairly steady progress was achieved; this would have entailed all personnel and equipment being at constant "stand-by" for immediate action should there be a break in the weather. During this period, too, the company found time to produce "mosaic" maps of Livingstone, Mazabuka, Broken Hill and Lusaka townships.

Saturday, 16th February, 1929 marked the commencement of a strike of employees of Rhodesia Railways, Ltd., which continued until 8th March. During this period A.O.C. made numerous flights between Livingstone and Bulawayo conveying company mail and stores and also, when space permitted, passengers (including stranded tourists) and Post Office mails. One American tourist, Mr. John Adams, who arrived in Bulawayo by train from the south on 21st February (presumably the train was operated by South African Railways personnel) was so determined to view the Victoria Falls that he chartered one of A.O.C.'s aircraft for a return fare of £80. On 6th March the *Bulawayo Chronicle* commented in an editorial: ". . . One beneficial effect of the strike has been to emphasize the real utility of aircraft as a means of rapid communication independent of bad roads and trains. Mails have been conveyed over large distances, tourists rescued, and the leader of one of the (disputing) parties was enabled to move between Salisbury and Bulawayo when the need for speed was most urgent".

The annual flooding of the Barotse plains during the early part of 1929 would have hampered the progress of the Upper Zambezi contract, but work was resumed in July. On the 20th of that month it was reported in the *Bulawayo Chronicle*: "On the 16th Capt. Mail flew Mr. Justice Logan from Livingstone to Mongu, where he was met by the Provincial Commissioner, Mr. Rennie. Capt. Mail then continued to Balovale to finish off the Zambesi survey".

With the completion of the Zambezi survey in sight, A.O.C. was in the market for further contracts, and in August the company undertook its first operation (albeit a small one) in the Union of South Africa. On the 20th Capt. Mail photographed an area of 100 square miles on behalf of the Messina (Tvl.) Development Co. at Messina in the Northern Transvaal, about 8 miles south of the Limpopo. The aerodrome at that township was constructed specifically for this operation.

It seems possible that, as 1929 drew to a close, the company may have been contemplating a move to the south, or even of disbanding the team. Little or no work offered in Southern Rhodesia, and South Africa would almost certainly have held more promise. On 9th November the *Bulawayo Chronicle* reported: ". . . A.O.C. is still based in Bulawayo. The strip mosaic to a scale of 4 inches to

the mile, for the purpose of exploring the possibility of navigation on the upper Zambesi, is nearly completed".

Only four days of the new year had passed, however, when from London came an announcement which would have allayed any misgivings that might have plagued the party. The company had secured a contract for the survey of an area of no less than 63 000 square miles in the western region of Northern Rhodesia and the Chairman of A.O.C., Mr. Alan Butler, had authorised the construction of a Gloster AD 31 aircraft<sup>10</sup>, a twin-engined machine designed specifically for this type of aerial work. "Major Cochran-Patrick may return to Africa as Director of Operations" concluded the announcement.

The Gloster AS 31, it was reported ". . . is unique among aircraft. It has two Bristol Jupiter engines, totalling 1 000 h.p. . . . and can climb to 10 000 feet on one engine, and to 21 000 feet on both. It is equipped with three Williamson 'Eagle' air cameras, one of which takes vertical photographs, while simultaneously the others take 'oblique' pictures, one to the right, the other to the left".

The area in question was bounded to the north by the Belgian Congo border and to the west by the Angola border; the eastern boundary was parallel with, and to the east of the railway (which runs north from Livingstone to the district known as the Copperbelt), while the southern limit was approximately latitude 14 degrees 30 minutes south.

"The area will be covered by parallel strips of vertical overlapping photographs taken from a height of 15 000 feet. These strips will be 25 miles apart, and the areas between them will be covered by 'oblique' photographs, which will later be brought into perspective, to the correct scale, by means of a suitable grid. From these photographs reconnaissance maps to a scale of 1/250 000 (4 miles to the inch) will be made". These facts were revealed in a news item in the *Bulawayo Chronicle* of 22nd February, 1930.

Things soon began to move: while awaiting the arrival of the new aircraft more staff were recruited and Capt. C. R. Robbins, M.C., D.F.C., M.A., a geologist by profession with considerable practical and executive experience, gained in Burma, was appointed manager of the team. Eventually the European staff totalled 23, including Major Cochran-Patrick, director and chief pilot; Capt. Robbins, manager, assisted by pilots Bourne, Mail and Trace; Chief Photographer, W. D. Corse, photographers Williamson, Baron, Best and Fuller; surveyors Costigan, Henry and Mullins; and engineers Launder and Millyard.

Construction of the Gloster aircraft was completed by mid-March, and on the 20th it left Heston aerodrome flown by Mr. Butler, accompanied by his wife and aeronautical engineer Mr. S. Millyard.<sup>11</sup> The party arrived in Northern Rhodesia during the first week of April and, after a day or two at Broken Hill for discussions with Capt. Robbins, flew south en route to the Cape, whence Mr. and Mrs. Butler were to return by sea to the United Kingdom. They were joined at Bulawayo by Major Cochran-Patrick, who had recently returned to

Rhodesia, and left for the Cape on 12th April. After leaving the Butlers at Cape Town, Major Cochran-Patrick and Mr. Millyard flew the Gloster back to Broken Hill, arriving there during the last week of April. The two D.H.9 aircraft, which were to be used on the less remote areas of the new project, and for communications purposes, were flown from Bulawayo to Broken Hill on 26th April.

Work commenced in earnest early in May and, operating from bases at Broken Hill, Ndola and Kasempa, proceeded so smoothly that the job was completed by the end of August, when it was reported that the three aircraft had flown about 250 hours covering some 40 000 air miles, and that approximately 20 000 aerial photographs had been taken. The latter were to be sent to the United Kingdom, where the maps would be completed and would be delivered by June, 1931.

The sole untoward incident which appears to have been recorded during the course of this exercise was that surveyor Humphrey Mullins was clawed by an angry leopard at Kasempa and had to be flown to Broken Hill for treatment.

After the completion of the mammoth Northern Rhodesia survey, since the prospect of further contracts in the Rhodesias seemed somewhat remote, A.O.C.'s African Expedition was disbanded and the aircraft sold to the South African Air Force. Major Cochran-Patrick moved to South Africa, where he purchased a D.H.80a Puss Moth and, in July, 1931, established the Aircraft Operating Co. of Africa, Ltd. which through the years went from strength to strength and was later joined by several erstwhile members of the African Expedition. Somewhat ironically, a few years after its formation the new A.O.C. undertook a considerable amount of work in Southern Rhodesia (which will be referred to later) compared with almost none at all while based at Bulawayo.

In November 1931 it was reported that Capt. R. E. Costigan, formerly a surveyor with A.O.C. had been awarded a Government contract for what was termed "... a test air survey in Matabeleland and Mashonaland" and on the 11th he tested an air survey camera over Bulawayo in an aircraft of the Rhodesian Aviation Co., flown by Mr. Miles Bowker. The same team carried out some air survey work over Gwelo on 1st December.

Then, on 5th February, 1932 the *Bulawayo Chronicle* reported that "... Captain R. E. Costigan of Rhodesian Air Surveys has given a quotation for a survey of Bulawayo". This does not appear to have materialised and, since the Office of the Registrar of Companies and Patents in Salisbury has no record of the establishment of a concern with any such title, and there was apparently no further mention of his activities in the press, it seems probable that Capt. Costigan's aspirations in this field came to nothing.

On 25th February, 1932 the Beit Trustees—in line with their policy towards the betterment of communications in general in southern Africa—announced their intention to allocate the sum of £50 000 for the purpose of providing improved aeronautical facilities in the Rhodesias. Since the air route

between Broken Hill and the East African border was, to say the least, not well charted, the provision of accurate maps in this area was one of the priorities.

A.O.C. was commissioned to undertake this work and in July, 1933 Major Cochran-Patrick, with Messrs. Corse and Millyard, carried out a photographic survey of the sector Broken Hill-Tunduma, on the Tanganyika border. Their base of operations was Shiwa Ngandu, the estate of Col. Gore-Browne, situated some 50 statute air miles north of Mpika, and the aircraft used was the company's brand-new D.H.84 Dragon, which had been in operation for no more than a month. (Two months later, on 26th September, Major Cochran-Patrick took off from Baragwanath aerodrome, Johannesburg in this aircraft en route for Salisbury, with Sir Michael Oppenheimer as his passenger. He made one circuit before flying low over the field to wave adieu to his wife on the ground below, then put the aircraft into a fairly steep turn in which flying speed was lost; the aircraft stalled and fell uncontrollably to the ground, being completely demolished, and both men lost their lives. Major William John Charles Kennedy-Cochran-Patrick, D.S.O., M.C., F.R.G.S., A.F.R.Ae.S. was but 37 years of age when he died).

During 1934 the Government of Southern Rhodesia decided to allocate annually a sum of £3 000 to allow for the aerial survey of an equivalent number of square miles of terrain (at £1 per sq. mile), and from 1935 until the outbreak of war in 1939 a contract was put out for tender. While another company capable of undertaking small air surveys existed in South Africa, it was almost a foregone conclusion that A.O.C. with its extensive experience in Northern Rhodesia and elsewhere, would be awarded the contract. And so it was that in May/June, 1935 the "Lomagundi" area was photographed by the company, and in April/June, 1936 the "Gwanda/Belingwe" area. In the former case the films, after completion of air photography, were (in accordance with usual practice) railed or air-mailed to the company's headquarters in Johannesburg for processing. In 1936, however, a small laboratory was established at the field base in Bulawayo, from which the "Gwanda/Belingwe" area was flown, and development, printing and trimming of the photographs were completed on the spot. The cost of setting up this base would, it was hoped, more than offset the expense and delay involved in the journey to and from Johannesburg.

A similar base was established in Salisbury in July, 1937 when the "Um-vukwes" area was photographed. Mr. T. Williamson, a veteran of the Northern Rhodesia survey and now the company's chief photographer, was appointed Field Manager of the team. (Former chief photographer Mr. Corse was now Manager of A.O.C, and Capt. Robbins had been appointed managing director after Major Cochran-Patrick's death).

The author had joined the staff of A.O.C. two months earlier and after learning the technique of air survey flying, was detailed to participate in this expedition using the Puss Moth, registration ZS-ADK, with which Major Cochran-Patrick had formed the South African company six years earlier.

Two rooms were rented in Puzey's Chambers, at the corner of Manica Road and First St., in which were set up the equipment necessary for the processing of the unwieldy 65-foot-long films. The procedure was to fly for four or five hours each morning, return for lunch, and then to develop the films in the afternoon. While pilot and photographer were busy in the air during the morning, the dark-room assistant would take prints from the previous day's films. Finally, these prints, after having dried and been trimmed, would be delivered to the offices of the Surveyor-General, then in Vintcent Building, Jameson Avenue.

The system of "on-the-spot" processing was not repeated; while it appeared to have operated quite successfully, the company presumably came to the conclusion that it was not the most practical method.

In June, 1938 the "Matopos" area, south of Bulawayo, was completed (again the author was responsible for the flying), and in June/July, 1939, the "Shabani" area. The latter contract was destined to be the last of A.O.C.'s pre-war commitments in Rhodesia; upon the outbreak of war in September the company's staff and aircraft were absorbed into the South African Air Force.

On 1st February, 1940 Rhodesia's national airline, RANA, (Rhodesian and Nyasaland Airways<sup>12</sup>)—whose staff the author had joined in mid-1939—was taken over by the Government of Southern Rhodesia to form a combined Communications Squadron and airline (the latter entitled Southern Rhodesia Air Services). At this period the Empire-wide organization known as the Empire Air Training Scheme was getting into full swing. The local cog in that gigantic wheel, the Rhodesian Air Training Group<sup>13</sup>, intended to establish three or more air stations in the vicinity of each of the towns of Salisbury, Bulawayo and Gwelo, and it was decided that, to facilitate the planning of these, aerial photography would be advantageous.

The Southern Rhodesia Air Force possessed two or three Hawker Hart open-cockpit bi-plane obsolescent fighter aircraft, one of which was equipped with a survey camera. Flight Sergeant F. M. Moss, R.A.F.,<sup>14</sup> based at Cranborne Air Station, had gained some experience in air photography in India, and Someone in Very High Authority felt sure that the author (now wearing the uniform of a Flying Officer, a rank equivalent to an army Lieutenant), with his background in the field of air survey, "would be delighted to volunteer for this highly important and interesting project".

Since the Hart was not designed, nor in any way modified, for extensive survey work conditions were more than primitive; in the early stages several maps, etc., were blown out of the open cockpit. Nevertheless, so successful were the results that the news reached the ears of the Surveyor-General,<sup>15</sup> and hard on the heels of those small local surveys came another in the 3 000-square-mile series; this one, flown in June, 1940, was known as the "Salisbury" area. Then, in September, the team (joined by Corporal R. H. Parry, in charge of aircraft maintenance) flew an area of approximately 500 square miles in the

Bulawayo region. Finally, in November this now well-knit group was detailed to survey the "Gwelo" area, operating from the newly-established air station at Guinea Fowl, between Gwelo and Selukwe.

Thus, in 1940 several thousand square miles were flown in an aircraft anything but suited to the task; this also marked the termination of the pre-war type of operation and, indeed, of all air survey work in Rhodesia for the duration of hostilities.

Upon the resumption of normal civil flying activities after the war the newly-formed Central African Airways Corporation established an air survey department at its headquarters in Salisbury and various operators from beyond the country's borders became active in this field. Modern methods of air navigation and up-to-date equipment were introduced, so heralding the dawn of a new era in air survey in southern Africa.

#### NOTES

The author is indebted to Mrs. D. Roxburgh-Smith for material used in this article.

1. For further details of Mr. Webb's activities, refer to *Rhodesiana* No. 12.
2. Nowadays the generally accepted spelling is 'Zambezi', but formerly the penultimate letter was usually 's'. In this chronicle the current spelling is employed except when quoting from sources which have used the earlier version.
3. Further details of Capt. Roxburgh-Smith's flying career will be found in the articles 'Pat Judson' and 'Birth of An Airline' in *Rhodesiana* Nos. 16 and 21, respectively.
4. The author was rather proud of the fact that in 1942 he conveyed a dismantled wheelbarrow from Fort Jameson to Salisbury in a D.H. Leopard Moth, the cabin of which was somewhat less spacious than that of a small saloon motor car; but a tin bath in the cockpit of a D.H.9 takes the cake.
5. This note, dropped in November 1927, is in the author's possession.
6. Some ten months earlier the Swiss airman, Walter Mittelholzer, flying from Europe to the Cape in a Dornier 'Mercury' sea-plane, alighted at Fort Johnston on Lake Nyasa. Thence he flew to Beira—arriving on 6th February, 1927—almost certainly the first aircraft ever seen there.
7. In 1933 Capt. Garth Trace was appointed Manager, Southern Africa Area, of Imperial Airways, Ltd. (which later became B.O.A.C.), and as such he was automatically a member of the Board of Directors of Rhodesian & Nyasaland Airways. He died at his home at Dullstroom, Eastern Transvaal in June, 1965.
8. Richard Thomas ('Steve') Launder, who died in Salisbury on 11th October, 1972, joined the staff of the Rhodesian Aviation Co. some while after the disbandment of A.O.C.'s African Expedition. He became Chief Engineer of that company and then of its successor, RANA. Afterwards he was appointed Inspector of Aircraft in the Department of Civil Aviation, Southern Rhodesia.
9. For further details of Capt. Mail's flying activities refer to 'Birth of an Airline' in *Rhodesiana* No. 21.
10. This was the first twin-engined aircraft to operate from a base in Central Africa. Seven years earlier, in February/March 1920, the 'Silver Queen II', a twin-engined Vickers Vimy en route from England to the Cape, landed at Abercorn, Ndola, Broken Hill, Livingstone and Bulawayo. The story of that adventure is related in the articles 'Early Birds . . .' and 'Sir Quintin Brand' in *Rhodesiana* No. 13 and No. 22, respectively.
11. Mr. Sidney Millyard, who had been with the Expedition since its earliest days at Nchanga, had returned to the United Kingdom to become conversant with the new Gloster during its construction.
12. A short history of RANA will be found in *Rhodesiana* No. 21 ('Birth of An Airline').
13. The story of the R.A.T.G. is related in *Rhodesiana* No. 28.
14. Frederick Moss died at Bulawayo in January, 1969 as the result of a motor accident.
15. Col. L. M. McBean was Surveyor-General at the time.



# Tex Long

by A. N. Ewing

*William Arnold Long*, who in Rhodesia was generally known as Texas or Tex Long, was almost certainly born somewhere in the State of Texas though his parentage is unknown. Research in the State Archives in Dallas and Austin, Texas has produced nothing and no birth certificate can be found. It is possible that he may have been a son of *William A. Long* (name A not known) who was a Confederate soldier, born in 1838, just 20 years before *Texas*. It is worth mentioning that *Texas's* son was called *William A.(rnold) Long* and so is his grandson.

He was born on 29th June, 1858 and from the little we know of him does not appear to have had a happy childhood. In later life he seems never to have discussed his parents and his childhood, but admitted to having run away from home at the early age of 10. He probably worked on a farm in Texas as a farm hand learning to be a cowboy or cowpuncher because all the stories he would ever tell his children were cowboy stories — he never mentioned his parents. He became very proficient with the lasso (lariat) and was a fantastic shot with the revolver, or colt as he called it.

He spent some time in Mexico where he worked on the silver mines before he moved north where he did a bit of bison hunting. A bison herd once located would be pursued until the whole herd had been shot out when the hunters would then retrace their steps skinning the carcasses as they went. These were usually frozen stiff, it being winter, and the skinning was no easy job; immensely strong wrists and arms were needed to cut away the valuable hides. He then moved right up into Canada, probably still hunting, and then westwards into Alaska. From there he crossed the Baring Strait into Siberia on a journey that was to take him right across Russia, a country that he liked very much, probably because he viewed it through the eyes of a prospector and miner. His route through Europe is not known though possibly he passed through Poland, Germany and France before reaching England. This "trek" took place between 1886 and 1888 and all that is known of his stay in England was that while visiting Madame Tussaud's Wax Works in Baker Street, London his wallet containing £200 was stolen by a pickpocket!

He then took a boat and landed at Port Elizabeth in South Africa about 1888/9 where he worked for a year or two before setting off for Mashonaland in the wake of the Pioneers. On his arrival in Fort Victoria in 1891 he found at least three other Longs, George, Henry and Ernest, and it was probably here that he became known as Texas or plain Tex Long. George and Henry Long were also prospectors and had pegged claims on 25th October, 1891.

Texas Long took out a prospecting licence No. 2952 on the 8th April, 1892, this is the earliest record of his presence in Rhodesia. Six months later he pegged the "Texas" No. 359 which was described as being about 6 m E of the Shashi River and 2 m E of Reg. No. 230 which is 30 m W of Victoria and 4 m E of Shashi. This claim was quite promising and is on record as having been inspected by the Mining Commissioner on 17th December, 1892, whereas the claims pegged by H. and G. Long were described as "abandoned". However, Texas soon felt this was not "pay-dirt" and gave up his claim though the "Texas" Mine was later to produce just over 25 000 ounces of gold!

In 1893 war with Lobengula seemed inevitable and Texas joined the Victoria Column and became one of "Matabele" Wilson's "Victoria Scouts".

The Victoria and Salisbury Columns met up at Iron Mine Hill and marched southwards towards Bulawayo. At the battle of Shangani "he was one of the outlying scouts on the 25th of October when the Matabele attacked before dawn — most of the Scouts had their horses assailed, but Texas Long was the only man to bring his old charger into the laager." He was in the battle of Bembesi and a week later accompanied Allan Wilson and the Victoria Column when, under the overall command of Major Forbes, they went in pursuit of Lobengula who had fled north. However, he went only as far as Shiloh and did not accompany Forbes to the Shangani. It was at about this time that Major Allan Wilson said to Tex, as he was usually called, "Look here Tex, that wild horse of yours won't stand fire, I'll give you another one" to which Tex replied in a flash, "That horse will stand fire as well as I do!"

On the 27th July, 1894 he pegged the St. Antonio Reg. No. B 1155 and these claims were described as being two miles West of Reg. No. 436 and four miles North North East of Dunraveen. These claims mean that in 1894 some of his time at least was spent in the Gwelo area.

Tex was still in this area or the Bulawayo area in 1896 and took part in the Matabele Rebellion as a member of Grey's Scouts. F. C. Selous in his *Sunshine and Storm* (see page 164) recounts how Trooper Baxter in an encounter with the Matabele near the Umguza very gallantly gave his horse to Trooper Wise, who was badly wounded, only to find himself soon in very serious trouble. "Texas Long, a well-known member of the Scouts then went to Baxter's assistance, and was helping him along when a bullet struck the dismounted man in the side and he at once let go of Long's stirrup and fell to the ground. No further assistance was then possible, and poor Baxter was killed by the Kaffirs immediately afterwards."

His participation in the 1893 Matabele War and the 1896 Rebellion earned him two medals as well as a Land Grant (Matabeleland Right) of 3 000 morgen. The Grant was signed by J. Vintcent on behalf of the B.S.A. Company and dated 20 January 1896 at Salisbury. He obviously had no intention of farming and promptly sold his "right" to Charles George Glass, the transfer of the above taking place on 11th day of February 1896. C. G. Glass



**Tex Long.**

bought up several of these "rights" and they were subsequently cancelled by the issue of Deed of Grant No. 2108 dated the 2nd October, 1905 in respect of Glass Block situated in the District of Bulawayo near Filabusi. This area is now known as the Glass Block Tribal Trust Land and is situated in the Insiza District and quite close to Filabusi. The years 1897 and 1898 were probably spent prospecting though nothing worthwhile appears to have been found.

In 1899 he went off to the South African War and his obituary states that he was an independent Scout for the British Forces. For this he was awarded the Queen's South Africa War medal with three clasps.

During this war he appears to have taken time off to get married to a widow, Mrs. Sarah Elizabeth Caldecott (nee Lusse), in 1901 in Pretoria. Mrs. Caldecott had previously had a son (b. 1894) and a girl (b. 1896) by her first husband who was a taxidermist and had died about 1899 or 1900. These two children lived with their grandmother, a German woman in Port Elizabeth. Mrs. Caldecott, at the time of her marriage to Tex, was working in Pikes Boarding House in Pretoria.

Tex returned to Rhodesia in 1902 bringing his bride up with him. He soon found employment with either the Charter Company or the Bechuanaland Exploration Company as a prospector for all minerals in the Sanyati River area. He was accompanied on this trip by his wife and a Mr. Lewis from the Head Office of his Company, who, unfortunately, died soon after of fever. Tex sent an African to the nearest Police Camp to report this death while he buried Lewis under a large tree on which he carved a cross in much the same way as Dawson had done at the Shangani. This prospecting trip lasted about six months before Tex and his wife returned to Bulawayo where on the 16th of May, 1902 she gave birth to their first child, Victoria. The next three children, Margaret, William Arnold and Frances were born on 3rd March, 1905, 16th August, 1907 and 5th November, 1909 respectively.

Tex continued to prospect and on 12th August, 1904 took out several licences. A few months later, while prospecting in the Bembesi and Inkwekwesi river area he stumbled on two ancient workings which he pegged and registered.

These were (1) The Samuels No. 11670 and (2) the Lina No. 11671 —and they were both registered on 24th November, 1904. The Samuels (see Mines Register in Archives) is described as having its NE corner peg adjacent to the W bank of the Bembesi river, and being 4 miles N of the junction of the Bembesi and Inkwekwesi rivers. The Lina is described as being about 1 mile SE of the Charles No. 11670 and 300 yards E of the Bembesi river.

On the 24th March, 1905 he registered the Mona, described as being on Braemar farm (ranch) on the road about 15 miles South of Queen's Kraal (Inkosi-gasi, where Lobengula's queen(s) Losekayi lived in later years). On the 18th March, 1907 he registered his last block of claims, the Charles No. 12290 (same area) about 300 yards North West of Registered No: 11670 beacon about 50 yards from the Bembezi river.

In 1905 Tex Long started work on his two ancient workings, the Samuels and the Lina, and produced —

in 1905 127 ozs. of gold from 590 tons of ore	}	.. from all 4 mines
in 1906 136 ozs. of gold from 516 tons of ore		
in 1907 180 ozs. of gold from 932 tons of ore		
in 1908 172 ozs. of gold from 881 tons of ore		
in 1908 17 ozs. of gold from 98 tons of ore	}	..
in 1909 224 ozs. of gold from 1137 tons of ore		
in 1910 52 ozs. of gold from 287 tons of ore	}	.. from the Samuels
in 1911 264 ozs. of gold from 330 tons of ore		
in 1912 390 ozs. of gold from 240 tons of ore		
in 1913 303 ozs. of gold from 625 tons of ore	}	.. from all 4 mines.
		.. Some of this was
		.. from the cyaniding
		of old Sands.

The mines then closed down, but Tex Long was able, however, to keep ownership of the Lina until 1922 as he had done sufficient "protection" work

on the mine to enable him to "declare" this work from time to time, thus allowing him to keep these claims. However, in 1922 the Lina was about to be forfeited when V. M. Ewing sent Tex Long (who had now gone to live in German South West Africa) a cheque for \$25 offering to buy the claims, which he stood to lose anyway, and if he agreed to this sale, asking him to sign a "transfer" form which was enclosed in the letter. V. M. Ewing and E. W. Bosomworth, a well known local small worker, formed the Lina Syndicate and produced 750 ozs. of gold during 1923 and 1924. It produced another 300 ozs. during 1925-26 when it closed for good. It is interesting to note that Tex's farm Glen Karney was only about four or five miles from the site of the ancient working discovered on 24th September, 1906 by Jacob Palca. This became the Lonely mine which proved to be worth a fortune and one wonders how close Tex ever got to finding it himself especially in view of the fact that he was in the area two years before it was discovered.

Sometime between 1905 and 1908 Tex took time off from his mining activities to build his "house on stilts" close to the Umgusa in the suburb of Orange Grove in Bulawayo. He lived here until 1914 with his family which now included the two Caldecott children fetched by him from Port Elizabeth in 1903. Mr. S. J. Hayler, who, according to the *Bulawayo Directory* was an early photographer in Bulawayo, bought the house in 1914.

It would seem that Tex made a little money on his mines because on the 27th April, 1914 he registered a cattle brand 2JQ (J over 2 Q) giving his name as William A. Long and his address as Glen Karney Farm — Lonely Mine. Besides cattle, he bred donkeys and mules and during the First World War had a contract to supply the Government (I think) with mules. He also raised a few horses which he used to sell as salted animals if they were able to survive a season on Glen Karney. I know that he sold my father a horse and a mule which both lived to a ripe old age. His own favourite riding animal was a mule called Pete that wore blinkers.

The farm Glen Karney lies adjacent to Braemar Ranch on which were situated Tex's four mines — about five miles from his homestead on Glen Karney. He appears to have squatted on Glen Karney for several years. He started off by building a pole and dagga thatched house and later, possibly in 1918, he built a couple of brick rooms with thatch, one of which is still standing. His homestead overlooked a stream called the Simezi which was usually dry though Tex did sink a well on its bank in order to provide a household water supply. A story is told of this well: Mrs. Long was nagging Tex about the smelly water coming up from the well and after much nagging he decided to clean it out. He was going to put in a charge or two (of explosives) in order to deepen it and get better water — but when he went down to clean it out he found one of his missing Native Labour Bureau boys who he thought had deserted. Tex, being a "Southerner" was a bit hard on his African labour and had difficulty getting "boys" to work for him.

In 1918 and 1919 and possibly for the following two years Tex, now on 60, worked as a handyman on the Lonely Mine. My brother John and I can remember Tex around this time, when he often visited my parents on Braemar from his farm Glen Karney, and was called upon many a time to lasso our donkeys which were a bit wild for us. Then in 1922 he left to join his wife who had returned Jate in 1919 to her parents, the Lusse's, at Grootfontein in the northern part of S.W. Africa. He left behind Walter Caldecott who, according to the Rhodesia Directories, worked as a 'Banksman' on the Lonely Mine from 1918 to 1924, and his sister who worked in the same place as a nurse from 1918 to 1921. In 1921 she married Mr. C. W. Adams, a well known farmer and small worker who was an 1894 pioneer.

The Lusse's of Grootfontein were reasonably well off and I think they gave or sold Tex a small farm of 307 hectares very cheaply. The farm, No. 347, Grootfontein, was called "Texas" and was worked by him for about eight years while his two youngest children attended school.

About 1931 Tex decided to return to Rhodesia and inspanning his six donkeys to his cart he set off south for Usakos. Mr. Dennis Wilson, a retired poultry farmer now living in Hatfield, Salisbury, can well remember, as can his wife, Tex arriving one day about 1930 or 1931 on the Wilson farm at Usakos in the Karibib district of South West Africa. He had come to Usakos from Grootfontein by way of Otavi, Otjiwarongo, Kalkveld, Omagette, Okombane Native Reserve and the Erongo Mountain range on the edge of the Namib desert. It is probable that this journey took him through the Herero Native reserve to Omagette in the district of Omaruru in July 1931. At Usakos he asked permission to stay a short while, pitch his camp, and graze his donkeys



'Matabile' Wilson, Andrew Main, Tex Long Bob and Jack Carruthers, Billy Lynch  
Duncan Dollar. Bulawayo, November 4th, 1933.

— he eventually stayed about six months. He spent his time prospecting in the area for base metals but found nothing of note. Mr. Wilson can remember Texas, when he wanted firewood for his camp, taking his lasso and donkey, riding up to a dead tree along the dried-up river bed where he had pitched his tent, and either lassoing a branch and pulling it down or pulling out the whole tree and taking it back to his camp. Mrs. Wilson, a bride just arrived from England, will always remember Texas for his khaki shorts and his brown sunburnt legs and knees which were like polished oak!

One day he calmly announced that he was moving on and going back to Rhodesia. He left the Karibib area going south to Okahanja and Windhoek and then on through the desert country to Rehoboth and Mariental. From there he went to Gibeon and on to Keetmanshoop, his trail leading him through ruin and desolation caused by drought; he saw dead sheep and cattle everywhere. He then turned South East and continued on to Uppington before going east towards the railway at Vryburg. He then more or less followed the railway to Palapye, arriving there about a week before the 40th Anniversary Celebrations of Matabeleland were to be held. Tex decided to proceed immediately to Bulawayo by train and left his donkeys and cart to be brought on by train later. His trek across the desert covered some 1 500 miles and had taken him the best part of 24 months, his only companions throughout this trek being his small fox terrier and a Hottentot youngster. His feat was an incredible one for an old man of 75.

In Bulawayo Tex met many of his old Pioneer friends, and he was probably the most photographed man at the Celebrations on 4th November. 1934. At the Celebrations he met other "Victoria Scouts" like "Matabele Wilson", Andrew Main, Bob and Jack Carruthers. Billy Lynch and Duncan Dollar. Frederick Burnham was in America but others like Harry Lloyd. Attie Cumming. Bob Bain, Billy Reid and Piet Ingram had died by that date.

Few people can really remember Mrs. Long who appears always to have been at home and never with Tex. I can remember seeing her once only and that was at Glen Karney in about 1917 when I went there with my father. She returned to Southern Rhodesia in about 1934 and stayed with her daughter Frances in Bulawayo for two or three years. She finally joined her elder son. Walter Caldecott, in Gwelo where she lived the rest of her life, except for another short visit to Frances in Bulawayo. She died in Gwelo about 1942 aged about 72-73.

Tex in the meantime had returned to the Inyati-Lonely Mine area, his old prospecting territory of earlier days. He prospected up and down the Bembezi and Inkwekwesi rivers, but never found anything worthwhile. He often came over to the Lonely where we worked, and had lunch with our family. He used to draw his Pioneer (or old age) pension, leave all but a few pounds with my mother, and then go off to the bush complete with donkeys, cart and prospecting kit. In about 1939 he managed to purchase an old Ford half-ton truck, which was probably the only motor vehicle he ever owned and

which had to be driven by an African driver as Tex certainly never had a driver's licence. However the truck soon came to grief because, as he said to a friend who found him and the van upside down, "the damned car went and turned itself over!!"

Tex Long was not a big man measuring no more than about 5'10", but he certainly attracted attention as he always wore a stetson hat in boy scout fashion with three dents in the crown. He was also well known for his American saddle with its high horn and lariat which was sent to him by Capt. Riddel, a friend in America. Unfortunately this saddle was ruined on his return journey to Rhodesia in 1934 when it came loose from under his wagon and dragged for some considerable distance on the ground. It was on this trip also that one of his long barrelled colts was stolen, possibly by the Hottentot that accompanied him.

He was a good tempered man who did not harbour a grudge against people, even those that he had had occasion to disagree with. He spoke slowly and quietly with a Southern drawl and was a great chewer of tobacco. A fact that accounted for the yellow-brown stain on his small beard. The older Matabele in the Lonely Mine area knew him as *Tsingnongno*, the Sindebele word *then* for the Bataleur eagle, because of his bushy eyebrows, his blue eyes and his extraordinary good eye-sight. He was a non-smoker and drank only in moderation though poverty was possibly the main reason for this.

On the many occasions when I met Tex in 1935 and 1936 he always brought up the subject of the war that was coming to Europe. While living in South West Africa he had heard how the Germans were persecuting the Jews and he was convinced that war would be the result. I did not realise then how right he was to prove to be.

Tex spent the remaining years of his life after about 1936 with his daughter Margaret in various houses along the Khami Road. His legs grew weak in this time but his eyesight and his hearing remained good. He died on his 83rd birthday, the 29th June, 1941 in the Bulawayo Hospital.

## **HISTORY OF WOMEN'S INSTITUTES**

*A History of the Federation of Women's Institutes of Southern Rhodesia 1925-1958* by the late Winifred Jane Needham is available at 50 cents a copy from the National Hon. Secretary, National Federation of Women's Institutes, P.O. Box 8263, Causeway, Salisbury.

The 72 page printed booklet is a full and detailed history starting with the part played by women in the development of the country right from immediate post-Occupation days. It contains a number of pictures of founders, of personalities in the movement and of committees.



# Sir Ernest Lucas Guest: A Tribute

by The Rt. Hon. Sir Hugh Beadle

*(On Wednesday September 21th, 1972, in the High Court of Rhodesia and before the Judges of the Appellate Division and the General Division, Salisbury, the Right Honourable Sir Hugh Beadle, the Chief Justice, gave the following tribute to the late Colonel the Honourable Sir Ernest Lucas Guest, K.B.E., C.M.G., C.V.O., LL.D. Sir Ernest had died on 21st September. Mr. E. J. Whitaker, Q.C., is Leader of the Bar. — Editor.)*

**The Chief Justice:** Mr. Whitaker, this special sitting of both Divisions of the High Court has been convened to pay tribute to the late Colonel the Honourable Sir Ernest Lucas Guest, who was perhaps the oldest surviving officer of this court.

Ernest Lucas Guest had one of the most colourful careers of any contemporary Rhodesian, distinguished soldier, statesman and lawyer that he was.

Born in Grahamstown some 90 years ago, he received his earlier education in that town, but moved as a small boy along with his family to Klerksdorp in the Transvaal where his father acquired the local newspaper which he afterwards ran.

With the outbreak of the Anglo-Boer War the Guest family, being English nationals, could not remain in the Transvaal and they moved down to Cape Town. Ernest Guest at that time was only 16 years of age, but he was a big youth who easily passed for 18. The minimum age for enlistment at that time was 18 years. He misrepresented his age to the military authorities and joined the British forces. He was instrumental in the early capture of Klerksdorp from the Boers. Being completely bi-lingual and being familiar with Klerksdorp and its environs, he was chosen to go with one Captain Lambert to try and persuade the Klerksdorp garrison to surrender. They parleyed with the Boer Commandant and told him that there was a large British force under Lord Roberts approaching Klerksdorp and in the interests of the town and the community of the town it would be as well if he surrendered before there were any active hostilities. This was a complete bluff. There was no such force, but the Boer commandant was deceived and he surrendered. Ernest Guest was stationed at Klerksdorp as part of the British garrison. Later, it was recaptured by the Boers and Ernest Guest with the garrison was recaptured along with the town. Because he had been a resident in Klerksdorp before the war and no doubt partly because of the part he had played in inducing the surrender, the Boers decided that he should be executed and he was sent with a number of

others by wagon to Pietersburg where the execution was due to take place. In the dark one night when the wagon was approaching Warmbaths, Ernest Guest succeeded in removing the lynch pin from the front wheel axle of the wagon. The wheel came off and in the general confusion when the wagon collapsed Ernest Guest, then a boy of 16, managed to escape. He subsequently joined Kitchener's Fighting Scouts and saw through the Boer War serving in that unit. He was promoted to the rank of lieutenant in the Scouts.

At the end of the Boer War he was demobilised, a man of 18 who had been an officer in a tough fighting unit. He had no qualifications and for a year or so he did what can only be called odd clerical jobs in Klerksdorp, but he then decided that he would like to become an attorney, but he could not even study for the examination for admission as an attorney because he had not matriculated. He then made the decision that, mature man though he was, he would go back to school and arrangements were made for St. Andrews College, Grahamstown to take him back as a pupil. He passed his matriculation without difficulty, subsequently passed his law examinations and was admitted as an attorney in the Transvaal.

By pure coincidence at an Old Andean dinner in Pretoria, he happened to be seated next to Fred Hopley, who was an attorney practising in Bulawayo. Fred Hopley told him that an attorney in Bulawayo, one Champion, wished to go on leave for six months and wanted a qualified man to look after his practice while he was away and suggested that Ernest Guest might apply for this position. He did and he got it and that is how he came to Rhodesia. He came in 1910 to look after Champion's practice in Bulawayo. When Champion returned he left him and joined Bryce Hendrie. While he was with Bryce Hendrie he was engaged in a mining dispute before the mining commissioner. His opponent was Charles Coghlan. He won the case, but in the course of it he had a relatively serious tiff with Charles Coghlan, and it is recorded that at the hearing Charles Coghlan called him a young whippersnapper. Charles Coghlan was a shrewd lawyer and a shrewd judge of men. He realised that even though Ernest Guest had made him extremely angry, Ernest Guest was a very able young man and not long afterwards he himself offered Ernest Guest a partnership in his firm in Salisbury, so in 1912 Ernest Guest came to Salisbury as a partner of Charles Coghlan.

At the outbreak of the first World War, as was only to be expected of him, Ernest Guest joined the Rhodesia Regiment and saw service with that regiment in the South West African campaign. When the Rhodesian Regiment was demobilised at the conclusion of that campaign, he made up his mind that he wanted to go where the real fighting was, and the real fighting was then on the western front in Europe. So he paid his own passage to England and enlisted in England with the South Lancashire Regiment. He was posted almost immediately to the firing line. Later he was wounded in the battle of Ypres and when he recovered from his wound as he was not considered fit for further active service, he joined a group of British officers who were sent to America to deliver pro-

paganda lectures in order to try to persuade the Americans to enter the war on the side of the Allies. It is said that in the course of the tour he delivered some 160 lectures to audiences totalling well over a quarter of a million people.

At the end of the war he returned to his practice as a partner with Charles Coghlan in Salisbury and then he decided to enter into public life. He was immediately elected as a member of the Salisbury Town Council. Two years later he was elected Deputy Mayor and for a long portion of his time as Deputy Mayor he acted as Mayor while the Mayor was away. He was Chairman of the Salisbury Tree-planting Committee and it is largely due to his inspiration on that committee that we see today the shady streets of Salisbury lined by pleasant trees. Those trees may almost be regarded as a monument to Ernest Guest.

In 1922 came the Referendum to decide whether Rhodesia should have responsible Government or enter the Union of South Africa. His senior partner, Charles Coghlan, had been the leader in the Legislative Council and he had been the prime mover for responsible government and he was the leader in that bitter campaign of those days. But despite the fact that his senior partner was the leader campaigning for responsible government, Ernest Guest thought that that was the wrong decision and such was his strength of character that he campaigned actively on the other side for entry instead into the Union of South Africa. The result of that referendum is well known. It was one of Charles Coghlan's characteristics that he never bore malice. He recognised Ernest Guest's ability as a politician, as he recognised the ability of Robert Hudson, the then relatively young barrister, and he persuaded both of them to join his Rhodesian Party, the first political party to enter the arena after Rhodesia achieved responsible government.

The Charter District was regarded as a tough district. It was largely Afrikaans in character, a district which had been bitterly opposed to responsible government and ardently in favour of joining the Union of South Africa, a constituency which was regarded as a border line constituency and a difficult one for the Rhodesian Party to win. Ernest Lucas Guest was the obvious choice to contest such a constituency. He won the election hands down, as he did every succeeding election. Throughout his political career he retained the confidence of the Afrikaans speaking people in that area.

In 1938 the Rhodesia Party was defeated by Huggins's Reform Party, who took over the government with a tenuous majority in the House. It seemed obvious Huggin's government could not survive. In the interests of the country it was essential that the two parties, the Rhodesia Party and the Reform Party, should compose their differences. Feelings run high in politics. Members of opposing parties are not easily reconciled to each other, but it was essential that this be done. There were a number of people on each side who worked hard for such an amalgamation. One of the most enthusiastic workers on the side of the Rhodesian Party was Ernest Lucas Guest.

I, myself, at that time was a junior member of the Rhodesia Party and I well remember the congress which met at Gwelo at the time to decide whether



**Sir Ernest Lucas Guest, 1946.**

*(Photo: National Archives)*

or not the Rhodesia Party should lose its identity and merge with the Reform Party and form the United Party. There were many die-hards in the Rhodesia Party and the debate at times was an acrimonious one. One of the chief speakers for amalgamation was Ernest Guest and I remember the persuasiveness of his argument and the genuineness of his approach, and I am sure it was his obvious genuineness rather than his advocacy that eventually swayed — and I use the word advisedly — the majority of the responsible members of the Rhodesia Party to join with Huggins and form the United Party. A splinter group of the Rhodesia Party remained and did contest the next general election, but only succeeded in winning one seat and ultimately disappeared from the political scene.

Huggins, although Guest had been one of his opponents in the opposition, recognised his ability and immediately appointed him a cabinet minister in the first United Party government. He was appointed then as Minister of Mines and Works and he remained a minister until the end of the forties.

It is perhaps his work as a Minister of State where Ernest Lucas Guest gave Rhodesia his best services. This is not the time to catalogue all his achievements as a Minister of State. I mention only three of the major developments in Rhodesia in our time which it is fair to say were largely due to the inspiration and the foresight of Ernest Guest, projects which were brought about with some opposition at the time and had it not been for Ernest Guest they may never have materialised. I mention, as I say, but three of the major projects in which he was involved. These are the Electricity Supply Commission, the Kariba Dam and the Rhodesian steel works, now known as Risco.

With the outbreak of the Second World War the new portfolio of Ministry of Air was created and Ernest Guest was appointed Rhodesia's first Minister of Air, and here again he was largely responsible for the conduct of what has come to be known as the Rhodesia Air Training scheme, and the value that that scheme was not only to the Allied war effort but ultimately to Rhodesia itself is too well-known to require emphasis.

Ernest Guest left politics at the end of the forties and returned to practice. A few years ago when he was well in his eighties he retired from active practice, but right up to the end such was his energy and drive that he regularly attended his office to look after the affairs of some of his old clients.

Ernest Lucas Guest never lost touch with the Army. As I have said, he was a great soldier. He was at one time commander of the territorial regiments and in the end was an Honorary Colonel of the Rhodesia Regiment.

At the time of the coronation of King George VI he commanded and took over 100 Rhodesians who formed what was known as a Rhodesian coronation contingent. In all that glittering parade, it was widely recognised that there was no better drilled or behaved unit than the Rhodesian contingent, and be it remembered that that parade included such famous regiments as the Brigade of Guards. The behaviour of that contingent was also commented upon by many who came into contact with them and there is little doubt that that contingent had a big impact on the British people and brought to their attention that there was such a country as Rhodesia and it drew their attention to what Rhodesians were like. Ernest Guest as the leader of that contingent, I would be so bold as to say, was responsible for the fine reputation that contingent built up.

His services to the State and to the Empire were deservedly recognised from time to time. In 1938 he was appointed an Officer of the Order of the British Empire. In 1944 he was knighted and in 1947 on the occasion of the King and Queen visiting Rhodesia at a private personal investiture he was decorated by the King with the Companionship of the Royal Victorian Order.

So much as a bird's eye view of the career of Ernest Lucas Guest. But what of the man himself? Unhappily, as the years roll by and time takes its toll, I find all too often that on occasions such as this I am speaking not only about a distinguished and honoured officer of this court but also of a close and beloved

personal friend, and so it is with Ernest Guest. I was happy to enjoy a long and close friendship with him and this being so I know I will be forgiven if I allow a personal note now to intrude. My first close association with Ernest Guest was in the early forties when I became a junior member of the government of which he was a cabinet minister. He became almost a father confessor to me. I mention the advice that he give me from time to time to show what a valuable friend he was. In 1950 I had to make one of the most important decisions of my life. I had to decide whether I would remain in politics or go back to the law. I went to Sir Ernest Guest for advice and I took this advice. A few years later in the peculiar circumstances which were existing in the political world of Rhodesia at that time many people tried to persuade me to return to politics, and I was sorely tempted to do so, but Ernest Guest, to whom I again went for advice, advised me against it. Again, I took his advice. His advice was always so generously given, it was obviously always so wise and right that it was invariably taken.

Ernest Guest's characteristics of service to his fellow men and devotion to duty are well known, but I shall always regard his most outstanding characteristic as his devoted loyalty to his friends, a loyalty which at times almost approached fanaticism. I am going to tell you one story which I think will show this. It is a story which involved politicians and it is a story of an occasion where he might well have been justified in coming to a different decision from the one he did. You will remember that when Ernest Guest came into the Huggins government, he came into the government as an opposition member. He was never what was called at the time "a Huggins man." That must not be lost sight of. After the last war, the Huggins government was returned to power with a minority in the House. They governed unstably for a matter of some two years. The Government was then defeated on a vote of confidence and Huggins resigned. Who was to form the next government? What was its composition to be? That was the problem that was worrying all Rhodesians interested in the political future of the country. There was a strong movement amongst those who were concerned to see if it would not be possible to get Huggin's United Party and the Liberal Party, then the opposition party, to compose their differences as the Reform and the Rhodesia Party had done in 1938. After a lot of parleying, it was eventually arranged that six of the leading members of the Liberal Party and six of the leading members of the United Party would meet under the chairmanship of Ernest Guest to see whether it was possible to work out some scheme under which we could work together. I was a member of the six representing the United Party. We duly met and right at the very outset, in the first five minutes, it became abundantly clear that while the Liberal Party were prepared to agree to various arrangements for working together, they would in no circumstances work under Huggins as Prime Minister. It was well-known at the time, and Ernest Guest certainly knew it, that there was a large body of influential political opinion that thought that Ernest Guest should take over the leadership of the Government. I have not the slightest doubt, knowing the temper of the day, that Ernest Guest could

then have formed a government drawn from both groups and I have equally not the slightest doubt that he knew that that was so. But such was his loyalty to Huggins, his leader, that he never contemplated the idea for one moment. That meeting never lasted longer than ten minutes. As soon as it was made plain that the Liberal Party would not serve under Huggins, Guest said: "Well, in that case, gentlemen, if you are not prepared to accept my leader, there is no purpose in carrying on the meeting," and the meeting broke up. Such a man was Ernest Lucas Guest.

The three original senior partners of Coghlan, Welsh and Guest were three remarkable Rhodesians. Each in his turn played a prominent and a leading part in the formative years of this country, in the development of this country. They were all in their turn knighted for their services to the State. What Charles Coghlan did is history. I will not dwell on it. I would remind you, however, that other than Cecil John Rhodes himself, there are only two other men interred in the Matopos in the "View of the World" the burial place of those who deserve well of their country, and Charles Coghlan is one of those two. That, therefore, is the measure of the esteem in which this country held Charles Coghlan. Such, however, is the measure of my esteem for Ernest Lucas Guest that if it was necessary to rank these two great men, I would rank Ernest Guest ahead of Charles Coghlan. Of three great Rhodesians, I do not consider it is an over-statement to say that he was the greatest of them all.

We who have known him and loved him realise what a grievous blow his passing must be to his family. We know that at times such as this words of condolence are really of very little consolation, but we do hope that his family along with us who were privileged to be his friends will take comfort from the fact that they lived in association with such a man as he and they will draw comfort from their memories of this great Rhodesian.

To his wife, Edie, to his daughters Gwen and Maureen, and to all the members of his family, this court extends its heartfelt sympathy.

**Mr. Whitaker:** My lords, the members of the Bar and Side Bar ask respectfully to be associated with the tribute which your lordship the Chief Justice has paid to the late Colonel Sir Ernest Lucas Guest. It is a matter of regret that not many of today's practitioners knew Sir Ernest personally. This, my lords, is their undoubted loss. I count myself as one of the privileged few who did know him. I well remember meeting him for the first time when I was a boy of 15 at school here in Salisbury. At that time Sir Ernest had served with distinction in two wars. He had further served his community as a City Councillor and Deputy Mayor and he had served his country long and well as a member of Parliament. Indeed, at that time he had been appointed to the Cabinet. He had already won a reputation as a statesman and as a lawyer. The years that have passed since that meeting have not diminished the esteem in which Sir Ernest was held by his colleagues. Indeed, if this is possible, those years have brought added lustre.

Apart from his distinguished record of service to his country and the profession, Sir Ernest will be remembered by his colleagues particularly for his kindness and sympathy for the troubles of others. His partners recall that after he had made known his desire to come back to practice, at the end of the war certain of the junior members of the firm received the news with trepidation. Only one of the junior members at that time had served with Sir Ernest and he as a lad of some 17 years of age shortly before the war. They soon discovered, however, my lords, that the disparity in ages was no bar to mutual understanding, trust and friendship. Sir Ernest had been brought up in the Victorian age and he had the charm and the graces of a Victorian. To these attributes he combined also an ever youthful outlook and an ever readiness to assist others. There can be no doubt at all that the members of the firm benefited enormously from their association with him. The firm that he helped to found and has so loyally served for some 60 years has indeed lost a distinguished member and a true friend.

The members of the profession deeply regret the passing of their illustrious colleague. They do look back, however, in gratitude to the contribution which he made to the country and the profession.

My lords, we join with your lordships in expressing our deepest sympathy to his widow and to the other members of his family.

**The Chief Justice:** The court will now adjourn as a mark of respect to the memory of the late Ernest Lucas Guest.

## "ZAMBEZIA"

The latest issue of *Zambezia, a Journal of Social Studies in Southern and Central Africa*, published by the University of Rhodesia, is dated Vol. 2. No. 2 December 1972.

It contains six, widely diversified articles. D. M. A. F. Middleton, Freiherr Von der Valkenstein, writes on "Roy Campbell: The effect of his Political Ideas on his Poetry"; M. A. Stocking on "Aspects of the Role of Man in Erosion in Rhodesia"; and P. S. Harris on "Government Policy and African Wages in Rhodesia". Other articles are on "South Africa and the Nation State" by A. J. Christopher and on Shona literature and African education.

There are three Research Reports, two on aspects of urban life in African townships and notes, news, essay reviews and book reviews.



# Society Activities

## **Matabeleland Branch—Outing to Amalundu African Craft Village and Fort Umlugulu Sunday, 28/10/1973.**

Under cool cloudy skies about 150 members met at Miss Isobel MacCaiman's "Amalundu African Craft Village" some 17 miles from Bulawayo in the Essexvale District at 9.30 a.m. and after an inspection of the extensive museum of African craft exhibits of wood, fibre, sisal thread, bead work, dyes, perfumes, clay work, traditional foodstuffs, relishes, etc. members moved on to the equally interesting display of stones and artifacts.

Miss MacCalman then led the party to the village where some 25 African women greeted our arrival with traditional ululating, chanting and singing.

In a most interesting talk Miss MacCalman told of the history of the area from the earliest times and then described the trees, bushes and shrubs which provided the African population with their needs before the advent of the white men.

Chief Mtonzima Gwebu of the Mzinyatini T.T.L. then spoke of early African times and this was followed by a demonstration of "Praise Calling" by Praise Maker Hadfield Mpofu.

Traditional tribal dances and singing followed led by Chief Mtonzima in full Matabele warrior regalia and finally numbers of African women demonstrated the methods of making baskets, hats, floor mats, etc., whilst others showed how various herbs were prepared as relishes and foods.

The talks, exhibits, displays, demonstrations, dancing and singing were greatly enjoyed by all members and the Society is indeed grateful to Miss MacCalman and her helpers for a most interesting and informative morning.

The party then motored the 13 miles to Fort Umlugulu where, after a picnic lunch, Mr. E. T. Hepburn gave a talk on Chief Umlugulu who had held the rank of "High Priest of Ceremonies" in Lobengula's court and was later to wield great influence amongst his people during the rebellion. On the termination of hostilities he became Chief of the Gwanda district. A fine man who was described by Selous as "gentle mannered and always most courteous and polite."

Following the talk members visited the remains of the fort and the nearby cemetery.

This was a most successful outing and a fitting close to the branch activities of a very energetic and satisfactory 1973.

### **Matabeleland Branch—A.G.M. and Outing to Criterion Water Reticulation Plant and Criterion Mine, Sunday, 10th February, 1974.**

The Annual General Meeting was a very lively affair lasting from 9.30 a.m. to 10.50 a.m. and attended by 70 members.

Following the meeting 130 members in two buses travelled the short distance to the Municipal Criterion Water Reticulation Plant where the City's Water Engineer, Mr. G. Hewson, gave a very interesting talk on the Bulawayo water supply from 1895, when Dr. Jameson turned the first sod of the Hillside Dam, to the building of the giant Mayfair dam at present under construction. His talk covered every aspect of water supply and he dealt with the City's progress in the building of the Khami, Upper and Lower Ncema, Umzingwane, Inyankuni and Mayfair dams.

He told of how in the early days most property owners augmented their water requirements with private wells and of the Municipal "Jonah" well which had been used extensively for the city supply at the turn of the century, and was brought into commission again in last year's drought.

He also dealt with the extensive use of re-claimed water by all the local schools and clubs for their playing fields and by the Municipality for its beautiful gardens and lawns.

The party then travelled the seven miles to the Criterion Mine, and after a picnic lunch Mr. Lovemore told of how his father, Hector Lovemore, guided by the writings of F. C. Selous, searched for and found some ancient workings and pegged the Criterion, Algoa and Matabele claims registered Nos. 1, 2, and 3 in Matabeleland on 26th December, 1893.

Mr. F. W. Hallam, the Mine Manager of the present Criterion mine, then spoke tracing the history of the mine from the pre-European era of ancient workings to the present day. He showed members a most interesting collection of ancient, old and fairly modern articles found in the area and old shafts. Following this he led the party on a walk of a couple of miles to the old workings and finally to the "dolly holes" used by the ancients in the crushing of the gold bearing ore.

The Society is indeed grateful to Mr. Hallam for his interest and for cutting hundreds of metres of pathway for the convenience of the members.

### **Matabeleland Branch—Outing to 'Royal' Kraals: Sunday, 20th March, 1974.**

The outing to three of the Matabele 'Royal' Kraal sites, which was attended by 140 members, started at "Old Bulawayo" on the Criterion Mine Road where members roamed over the wide and well marked area studying the remains of hut floors, the remains of Lobengula's Wagon Shed and house and the excellent display of photographs and drawings set up by the National Monuments Board. Mr. Tom Hepburn was on hand to answer questions.

The party then moved to the site of one of Mzilikazi's first Kraals, "Mhlahandlela" where the monument of Mzilikazi now stands.

Here Mr. Hepburn gave an excellent talk on the history of the Matabele nation.

Another move was then made to the old Terminus of the Matopos Railway line as it was in this vicinity that Mzilikazi had one of his favourite Kraals Emanxiweni (Uqamini) and it was at this Kraal that he died in 1868.

Unfortunately due to the recent heavy rains the buses could not leave the main roads in order to reach the actual site and the party gathered on the "Terminus" platform to hear Mr. Tom Hepburn give a splendid talk on the day to day life of the Matabele people (foods, customs, religious beliefs, habits, etc.) before the advent of the white man.

Thanks to perfect weather and the "homework" done by Mr. Tom Hepburn, the day was a great success.

The Society owes a debt of gratitude to the National Museums and Monuments Board for their consistent kind interest in our outings and for their labours in grass cutting for our comfort.

### NADA 1974

There are ten articles in the latest issue of the *Ministry of Internal Affairs Annual*.

C. J. K. Latham concludes his study of the social organisation of the Shona and there are three other Shona articles. Two are by M. F. C. Bourdillon on Shona court procedures and on "Spirit Mediums in Shona Belief and Practice" and another by G. P. Kahari on "Tradition and Innovation in Shona Literature." There are other articles on the Vagarwe tribe of Melsetter (J. R. Peters), on the Mhondoro Cult among the Manyika (Michael Gelfand) and on the "Queens and Families of Mzilikazi and Lobengula" (J. D. White).

C. J. W. Fleming writes on "Systems of Land Tenure" and Noel Robertson evokes some memories of driving on Tribal Trust Land roads.

# Some Recent Additions to the Library of the National Archives

Compiled by C. Coggin

(Does not include books reviewed in this issue.—Editor.)

*Colonialism in Africa, 1870-1960. Volume 5: a bibliographical guide to colonialism in sub-Saharan Africa*, by Peter Duignan and L. H. Gann. London: Cambridge University Press, 1973. 564 pages. \$18,90.

The Africana expert, Denis Godfrey, has described bibliographies as "the signposts that give direction and purpose to the crazy paperchase" of book collecting. This work is the most significant addition to the bibliography of African history to have appeared in recent years. There is a lengthy introduction describing the range of sources and institutions that owe their existence to colonization of Africa; followed by over 2 500 fully annotated references to Africana divided by form, subject and country.

A comprehensive index adds to the book's value.

*Lobengula: Schwarze Herrscher, weisse Millionäre*, by Werner Schmidt. Graz und Stuttgart: Leopold Stocker, 1970. 401 pages. Illus. \$10,80.

This is a lengthy novel based on the life of Lobengula. In presentation it is similar to some of Bulpin's works: its easy narrative pace is backed by factual interpretation. The illustrations take the form of good whole plate photographs, and the volume is an unusual item for any collector specializing in historical fiction as a genre of Africana collecting. The same author wrote a travel book on the Federation of Rhodesia and Nyasaland in 1959.

*The man who ruled with a whip*. North Shields: Preston Grange County Primary School, 1974. 50 pages. Illus., map.

This is a booklet on the life of John Edward (Chirupula) Stephenson, based on a project carried out by pupils of the school mentioned above. It includes reproductions of a number of Stephenson's reminiscences and letters, and, as one of those "fugitive" publications that soon become difficult to acquire, is an interesting little item of Africana.

*Meet me at the Carlton: the story of Johannesburg's old Carlton hotel*, by Eric Rosenthal. 156 pages. Illus. \$7,59.

Eric Rosenthal turns his hand to writing the entertaining and true story of the Carlton Hotel which was not only the social centre of Johannesburg for three generations, but the scene of many dramatic events—political, financial,

and theatrical. His guests included many who played a significant part in the history of southern Africa, including a number of individuals associated with Rhodesia. At a time when interest has been focused on the demise of what was perhaps Salisbury's equivalent of the Carlton, this attractive book takes on a special kind of interest.

*The missionaries*, by Geoffrey Moorhouse. London: Eyre Methuen, 1973. 368 pages. Plates. \$7,41.

This is a very readable assessment of the part played by the missionary movement in Africa, with particular emphasis on the Protestant contribution. In dealing with his subject, the author asks such questions as, what sort of people were the missionaries? Why did so many of them go to Africa? Were their proselytizing motives complicated by personal ambition and by the interest of the countries from which they came? Appropriately, Livingstone's efforts are dealt with in some detail.

Although this is a history, it comes "a full and ironic circle right up to the present day, with an African indigenous church establishing a missionary outpost in London".

*Old and new in southern Shona independent churches. Volume I: background and rise of major movements*. The Hague: Mouton, 1971. 574 pages. Illus., maps. \$27,72.

This, the first volume in a series of four concerned with the growth of Shona Christian churches, is an historic account of the development of Shona separatist movements. Based on two and-a-half years fieldwork, it includes a comprehensive account of the Shona High-God and other cults, and shows the position of separatism in the political, social and religious context of present day Rhodesia.

*The pictorial history of South Africa*, by Brian Aldridge. Cape Town: Struik, 1973. 183 pages. Illustrated, map. \$8,50.

In scope and presentation this volume could be regarded as a South African counterpart to *Rhodesian epic*. A panoramic view of South African history in the 334 well-captioned pictures that form the body of the book. An index map shows where each of the events illustrated took place, and an appendix gives the source of each picture or the whereabouts of original works, where these have been used. While the majority of pictures are in black and white, there are a number of full-page coloured reproductions. The high standard of printing and the stout binding help to make this in an attractive item of Africana.

*Studies in African politics*, by P. B. Harris. London: Hutchinson, 1970. 120 pages. \$2,82.

Democracy, the one-party state, federalism, and white nationalism are some of the themes developed in this useful work by a past Professor of political science in the University of Rhodesia. Included are in-depth studies of Rhodesia

and South Africa which take into account both their political and sociological structure.

*Friends and influence: the diplomacy of private enterprise*, by Louis Gerber. Cape Town: Purnell, 1973. 180 pages. Plates. \$5,55.

The South African Foundation was formed in 1960 to promote international understanding of South Africa and advance the welfare of all its peoples. This book, written by the Director-General of the non-partisan organization, describes the methods and achievements of the Foundation in working towards its goal. Its pages are filled with illuminating glimpses of numerous world personalities and puts South Africa's present position in the world in clear perspective.

*Heaven's command: an imperial progress*, by James Morris. London: Faber and Faber. 1973. 554 pages. Illus. \$10,40.

It is over five years since *Pax Britannica*, by the same author, appeared. This described, in a bold, colourful sweep, the British Empire in 1897. The racy, witty narrative, based on perceptive research, made the book a bestseller. *Heaven's command* is actually the opening volume of a trilogy of which, chronologically, *Pax Britannica* was the second. Again it deals with the British Empire, this time from Queen Victoria's accession in 1837 to the Diamond Jubilee in 1897. Again the canvas is a wide one, encompassing virtually every outpost of Empire: Fiji, Zululand, Tasmania, Natal, Canada, and Matabeleland, to name a few. Like *Pax Britannica*, the work captures the spirit of a bygone age, and will undoubtedly be just as popular.

*The Kaffir wars, 1779-1877*, by A. J. Smithers. London: Leo Cooper, 1973. 287 pages. Illus. \$11,55.

The wars of the title refer to those fought between the Boers and the Bantu and the British and the Bantu in the Cape from the time when the Fish River was declared the frontier between the Dutch settlers and the Xhosa. This is a useful yet concise account for anyone wishing to acquire an understanding of some of the earliest military campaigns in southern Africa involving the white settlers.

## "TALES OF THE RHODESIAN BUSH"

A small, limp cover booklet by Douglas D. Robertson, published by the Mambo Press, Gwelo, at 80 cents.

There are hunting yarns, tales of the outstations, of witchcraft, of mysteries of the veld and of "lost cities of gold" hidden in the Rhodesian bush. It is pleasantly written and is illustrated with line drawings by Helena Tormey.

# Periodicals and Articles of Interest

## A Survey by Dorothea Rowse

(Does not include items mentioned elsewhere in this issue.—Editor.)

### **Africana Notes and News** (*Johannesburg*)

A study of travellers accounts of visits to South Africa invariably produces a host of Afrikaans type words not always instantly intelligible to the modern reader. The series of articles entitled *Africanderisms* by M. D. W. Jeffreys, No. V of which appears in Vol. 20, No. 7, are of immense value in providing the first noted appearance of South African words, together with the quote in which they appear, thus bringing out the full meaning of the word. The series of articles has appeared from time to time since June, 1964, supplementing *Africanderisms: a glossary of South African colloquial words and phrases . . .* by Charles Pettman (London, Longman Green and Co., 1913).

### **Assegai** (*Salisbury*)

Vol. 13, No. 9, January, 1974 contains a short, informative contribution on the R.A.R. by Maj.-General S. Garlake. Entitled *Early days of the Rhodesian African Rifles*, the article traces the formation of the Regiment and its successes during World War II in East Africa and Burma and later during the Suez crisis in 1951. The various camps used by the Regiment are enumerated and described and notable dates are given. While clearly not to be compared with *The Rhodesian African Rifles* by Christopher Owen (London, Leo Cooper, 1970) this article will provide a useful reference source for enquiries about the Regiment.

### **Chamber of Mines Journal** (*Salisbury*)

Vol. 15, No. 12, December 1973 contains *Reminiscences of the Gatooma gold boom* as related by Mrs. Phoebe Stanley. She describes the mines and some of the more unusual characters of the Gatooma area, especially on the mines at Chakari on which she lived. The article provides a delightfully evocative picture of Rhodesian mining life and the resourcefulness of the miners in the early years of this century.

### **Geographical Journal** (*London*)

*David Livingstone 1813-1873: a centenary assessment* (Vol. 139, Pt. 2) is the text of a lecture by Prof. George Shepperson in 7th May, 1973 commemorating the centenary of Livingstone's Scottish background and his philosophy of "Christianity and Commerce" in Africa are examined against the context of his times. Contemporary and later criticism of his work is highlighted, with an

appeal being made for an integrated scholarly approach to Livingstone bibliography and publications. Above all, Livingstone's achievement as a geographer as well as a missionary are described and evaluated.

**International Journal of African Historical Studies** (*Boston*)

Vol. 6, No. 1 of this journal contains an article entitled *Portuguese priests and soldiers in Zimbabwe, 1560-1572: the interplay between evangelism and trade* by J. M. Chirenje. The aims of the Portuguese explorers as expressed by Vasco Da Gama were to gain "Christians and spices". Mr. Chirenje sets out to demonstrate the close association between evangelism and trade in the Portuguese contacts with the empire of the Mwenemutapa. Anxious for their share of the profitable Arab/Shona trade and spurred on by the accounts of explorers such as Antonio Fernandes, the first approach made by the Portuguese was a religious one. However, following the murder of Fr. Silveira, the punitive Portuguese expedition sent against the Mwenemutapa was more concerned with booty than souls. The dual motives of the Portuguese are clearly set out in this article which adds considerably to an understanding of the empire of Mwenemutapa and its relations with the wider world.

**Journal of African History** (*London*)

Vol. XIV, No. 3 contains an article entitled *Madzi-manga, Mhondoro and the use of oral traditions—a chapter in Barue religious and political history* by Dr. A. Isaacman. *Madzi-manga* was superficially just the holy water used for the rite of "baptism" in the investiture of the Barue king, the rite being concerned with the King's protection of the commercial system in the Sena area. However, in this article, the author seeks to re-define the function of this rite, while at the same time examining the role of the senior *Mhondoro* in Barue society and the extent of Barue/Portuguese relationships. The Barue having been an important offshoot of the Mwenemutapa empire, this analysis of their religious and political systems casts considerable light on more specifically Rhodesian institutions, in particular the role of the *mhondoro*. *Territorial cults in the history of Central Africa* is the title of an article by Dr. T. Ranger in Vol. XIV No. 4 which defines the existing state of knowledge on religious cults in central Africa. The article is in fact a brief synthesis of the papers and subsequent discussions on territorial cults at the Conference on the History of Central African Religious Systems in Lusaka in 1972.

**Rhodesia Calls** (*Salisbury*)

*Rhodes and Inyanga* is the title of an interesting and well illustrated article by Tony Tanser in the January/February 1974 issue. The visits to Inyanga paid by Rhodes and Jameson are described and present day hotels and pleasure spots are related to places they owned or occupied. Of particular interest is the origins of names, an example being "Juliasdale" which is named after Julia Grey Brown, John Moodie's mother in law.



### **Rhodesia Science News (Salisbury)**

Vol. 7, Nos. 10 and 11, October and November 1973 contain several fascinating articles on the history and functions of the Rhodesian museums. *The History of the Queen Victoria Museum* by Mrs. R. Whyte (No. 11) gives a detailed account of the history of the museum, its early curators and the difficulties involved in keeping it running. The descriptions of the activities of the various departments of the museum service provide an excellent indication of the value to Rhodesia of the work they do.

### **Rhodesian Prehistory (Salisbury)**

The issue No. 11 of December, 1973 contains two articles of considerable interest. *Radiocarbon dates and bibliography of the Rhodesian Iron Age* by Dr. T. N. Huffman provides an immensely useful table of Rhodesian radiocarbon dates usually only obtainable by scanning tables for larger geographical areas. The bibliography will be an invaluable point of departure for anyone wishing to know more about the Rhodesian Iron Age.

*Great Zimbabwe as a Mwari-cult centre* by Dr. D. N. Beach describes the various theories as to Zimbabwe as a religious centre and evaluates the evidence for and against the possibility that Zimbabwe was at one time a centre for the Mwari-cult.

### **South African Library Quarterly Bulletin (Cape Town)**

A further contribution to the recent "literature explosion" on David Livingstone is to be found in Frank Bradlow's article *Some of the variants of The Life and Explorations of David Livingstone LL.D.* (Vol. XXVIII, No. 1, September, 1973). The variant editions of this publication are analysed with regard to number of pages, plates, bindings and publishers. The numerous differences cited by Mr. Bradlow in his examination of ten copies of the folio editions indicate the considerable bibliographic problems associated with this publication. It is an admirable contribution to a better understanding of this well-known piece of Livingstonia.

# Notes

## "ZURO"

The latest, 1973, edition of *Zuro, the Magazine of the History Society, Umtali Boys' High School* is a 58 page roneoed publication containing a number of historical articles, the texts of lectures, the results of a Research Committee and other more general items of a historical nature, not all on Rhodesia.

Lectures were given during the year by Mr. T. R. S. Hawkins, Minister of Transport and Power, on "Small Working in Rhodesia"; by Mr. de Bruyn on "The Treks to Gazaland"; by Dr. D. N. Beach on "The Shona in the 19th Century".

There are eight articles including one by Mr. J. C. Barnes on Binga Guru and one by M. Morkel on Old Umtali. Felicity Lefevre and Shayne Luke gathered together some extracts about Manica from old history books and documents.

The research project tells of the search for a long-lost wall on Gombe mountain and an investigation into its history.

The Chairman of the Society, J. Bekker, is the editor of the magazine, E. Smith and the treasurer of the society J. Heyns, are all schoolboys. Of the authors mentioned above, M. Morkel is a schoolboy and Felicity Lefevre and Shayne Luke are schoolgirls from Umtali Girls' High School. Twenty girls from this school make up the total of nearly ninety members of the Historical Society.

## SCHOOL HISTORY MAGAZINES

The Committee of the Rhodesiana Society would be interested to learn whether there are any other school history magazines published in the country of the same type as *Zuru*, reviewed above.

The editor, at Box HG 221, Highlands, Salisbury would be glad to receive current copies.

The Rhodesiana Society might be able to give some assistance to such worthy magazines.

## REPRINTS OF RHODESIANA

The Society has authorized Books of Rhodesia to reprint Nos. 1 to 18 of *Rhodesiana*, and to issue these in facsimile. Nos. 1 to 8 will be reprinted initially and will be available as a bound volume (price to Members \$33) or as a set of eight loose numbers (price \$19).

## RHODESIANA IN SOUTH AFRICA

Mr. C. T. Wood, Provincial Archivist to the Church of the Province of South Africa sends the following note on "Rhodesiana in the Church of the Province Record Library, Witwatersrand University, Johannesburg":

Until 1955 the Anglican Church in Southern Rhodesia was part of the Church of the Province of South Africa. In a show-case in the room housing the Church Record Library is a document of Relinquishment of Jurisdiction dated 8th May, 1955, signed and sealed by the Archbishop of Canterbury (Geoffrey Fisher) and the Archbishop of Cape Town (Geoffrey Clayton) giving up their several jurisdictions to found the Church of the Province of Central Africa, of which Edward Paget (Bishop of Southern Rhodesia since 1925) became the first Archbishop.

There are therefore many items of considerable Rhodesian interest preserved in this Record Library, not only of published works by such well-known Rhodesians as Knight-Bruce and Arthur Shearley Cripps; but also various manuscripts and typescripts of historical interest, including material concerning Bernard Mitzeki; circular letters from Ruzawi School 1928-1939; records of Plumstead School 1902-1942, and Mr. Langham-Carter's notes on Knight-Bruce.

There is a complete set of *The Cape to the Zambezi*, 1934-1969, a quarterly magazine published in London by the South African Church Institute. This contains over 120 articles on Southern Rhodesia, including *Early Days in Mashonaland* by E. H. Etheridge; *Work in Mashonaland in 1892* by D. R. Pelly; *A Holiday in Rhodesia (1934)* by Denys Shropshire, C.R.; and *The Cyrene Exhibitions in London of 1947 and 1954*. Many of the articles are illustrated. It was also the custom of the Bishop to contribute a quarterly letter.

There is also an interesting scrap-book compiled by William Thomas Gaul, Bishop of Mashonaland 1895-1907. He began it when he was appointed Bishop in succession to Knight-Bruce, and kept it until his retirement. The cuttings give a very full picture of the development of the diocese taken from missionary magazines and reports. There is a very early photograph of Penhalonga and a charming original water-colour of the Big Hole at Kimberley, where Gaul worked before he became Bishop. He has also preserved a letter signed by the Bishop of Derry and Raphoe, 4th February 1874, commending Gaul as "a thorough Christian gentleman". It also contains some manuscript material, including an account of work on the Diamond Fields, and a short story with sketches called "The Boy Who Told The Truth". He inserts the medical opinion of Dr. R. D. Parker of Caledon, dated 26th March 1906 advising lighter work than Mashonaland. He retired to the Cape in 1908 and died there in 1928.

Among the papers loosely inserted is an autographed poem signed Arthur S. Cripps, 1928, on Gaul's death.

## NOTES ON NEW CONTRIBUTORS

*G. H. Tanser. Although Tony Tanser has been on the committee of the Rhodesiana Society since its formation, has been Chairman of the Mashonaland Branch and is now Honorary National Chairman, the article in this issue on the history of the Society is his first full length article for Rhodesiana. He wrote a short note on two photographs of the Mazoe Patrol and of Salisbury Lager in Rhodesiana, December 1968. He is a prolific writer on Rhodesian history in other fields.—Editor.)*

*G. H. (Tony) Tanser* was born in England. He served in the Leicestershire Regiment and the Royal Air Force in the First World War and then attended London University. He taught in the slums of London before emigrating to Natal and from there to Southern Rhodesia in 1927. After a period as assistant master he became headmaster, then Inspector of Schools and Administrative Officer and, having acted as Secretary of Education, retired as Chief Education Officer. He has written a number of textbooks on Rhodesian history and geography and *A Scantling of Time*, the social history of early Salisbury. In 1972 he became a Rhodesiana gold medallist.

*Mr. A. M. Ewing* was born in Jamaica in 1910 and came to Rhodesia in 1912. He was educated at St. Andrew's College, Grahamstown. Before the war he mined in Matabeleland and after the war he farmed in the Banket and Raffingora areas. He is keenly interested in early Rhodesian history and was for about eight years a member of the Historical Monuments Commission. He is an early member of Rhodesiana Society and for some time served on the National Committee.

*Mr. R. R. Langham-Carter* was born in Singapore in 1903. He was educated in England at Bradfield College and University College, Oxford. He spent twenty years in the Indian Civil Service and has lived in Cape Town since 1948. He has written three books, two local histories in Burma and the guide to Esher Church in England. Over the years he has had about 250 full-length articles published mainly in South African and English periodicals and he has composed about 60 articles for the Dictionary of South African Biography.

*Alison Shinn*, now Mrs. McKenna, was born in Bulawayo, the first baby in the new community established in Colleen Bawn to start the cement factory there. She did her junior schooling at the Colleen Bawn Primary School, and then went as a boarder to Eveline High School, where she became a school prefect and was deputy head girl of Mcintosh Hostel. She trained at The Teachers' College and obtained her diploma in 1967, specialising in infant teaching. She taught in Banket, Umvuma, Gwelo and Bulawayo until she was married in September, 1972 to Major Michael McKenna. (*Her article was written in 1967.—Editor.*)

Rhodesian history has always been of particular interest to her, probably because her paternal grandparents were both early settlers. Mr. Percy Shinn came to Rhodesia in 1896 via Beira, and Mrs. Edith Maud Millvina Shinn trekked with her parents, Mr. and Mrs. A. Gifford and family, from Edenburg in the Orange Free State in 1894, settling in the Melssetter district.

## BOTSWANA NOTES AND RECORDS

The policy of this annual (now Vol. 5), is "to publish any article on Botswana which (is considered) to be of permanent interest". So, the subjects covered vary considerably from volume to volume.

This issue contains 24 articles and lengthy notes plus correspondence, reviews and Research Notes. There are articles on cash brewing in a rural economy; on the life history and economic role of the spring hare; on unmarried mothers; on mining taxation; on Botswana gemstones and there is some poetry.

There is a long sociological article on "An Assessment of the Importance of Institutions" and an interesting, illustrated study of "Some Natural and Man-made Changes in the Channels of the Okavango". Other long scientific articles include "Environmental Isotopes as an Aid to Investigation of Ground Water Problems in Botswana"; and a "Report on Botanical Collecting Trips to Maun and North Okavango".

Historical articles and Notes include one on episodes from the Boer War; notes on Derdepoot-Sikwane; the origins of the Bamangwato; a history of the baKwena-bagaSechele 1842-52; and extracts from the diaries of Sir Charles F. Rey, Resident Commissioner from 1930-37.

There are numerous other articles and notes on a diversity of subjects but that list is enough to illustrate the almost encyclopaedic outlook of the Botswana Society which publishes the annual. The standard of accuracy and seriousness is high: there is little of mere ephemeral value here.

## THE RANFURLY LIBRARY SERVICE

*Shelfmark, The Bulletin of the National Free Library of Rhodesia* for December, 1973 features the history of this library service which, over the past 17 years, has supplied over a million books free of charge and free of transport to Rhodesian schools and libraries.

It is a fascinating story. It was started by Mrs. Alison Mills, a member of the English-Speaking Union, who settled in Salisbury during Federal days. With the backing of Lady Dalhousie in Rhodesia and Lady Ranfurly in London and with the free services of British Railways, Rhodesian and Mozambique Railways and of the Union-Castle Steamship Company, Mrs. Mills started this remarkable pioneering scheme. The English-Speaking Union collects books from well-wishers all over the United Kingdom and despatches them to Rhodesia. It sounds simple but it needed some brilliant tactics to get the help of the other organisations mentioned. To show the extent of the service the article mentions that 14 485 books were distributed in 1970-71 and 23 370 in 1972.

Mrs. Mills handed over the reins at the end of 1973 to a small committee of Salisbury and Bulawayo librarians and their helpers.

# Correspondence

## **PILGRIMAGE TO RHODES' GRAVE, 1927**

Sir,

I do not know if you are interested in further identifications of those present at the pilgrimage depicted on page 93 of the July *Rhodesiana*, but if so I can help quite a lot. I myself was there and appear in the centre foreground of the picture, but with back to camera and no hat.

I agree with all those identifications, except number 12. Gillbanks (spelt thus with no hyphen) was fairly tall and had a beard. Next to Hudson (number 9) on his left is Sir Percy Fynn. Behind him and slightly to his left is G. M. Huggins (late Lord Malvern). To Huggins' left (in grey helmet) is M. Danziger and behind him Mrs. Danziger. Towards camera from Danziger (in white suit) is J. Cowden. This was obviously a Parliamentary group, and I think the man behind Fynn and Hudson is Jearey (the Clerk of the House).

Behind number 8 is Vernon Lewis, later to become Chief Justice. He and I represented the Rhodes Scholars on this occasion.

Next to number 4 (in white suit) is Frankie Harris, later to become a Minister. On his right is J. C. Macdonald (later Sir James).

The soldier in the background, next white parasol, is Col. J. B. Brady. D.S.O., District Commandant. The other helmeted soldier near him is Capt. (later Colonel) C. Newman, commander of the local Volunteers.

A special interest attaching to this picture is the fact that so many of those present played a notable part in the subsequent history of the country.

Yours, etc.,

SIR ROBERT TREDGOLD,  
P.O. Box 3545, Salisbury.

## **RHODESIA AIR TRAINING GROUP: ERRATA**

Sir,

In my article with the above title in *Rhodesiana* for July, 1973 there is an error on page 28, line 19.

"Mr. Roberts" should read "Mr. Robertson".

Robertson—initials C. L.—known to many as 'C. L.' and to some as 'Charlie' was a grand chap who did a magnificent job, at times verging on the miraculous, for R.A.T.G.

The error is entirely mine, firstly in typing wrongly and secondly in failing to spot it when reading the proofs.

Yours, etc.,

SIR CHARLES MEREDITH,  
45 Churchill Avenue, Salisbury, N.12.

## MRS. TAWSE JOLLIE

Sir,

I feel I must protest at the perfunctory and somewhat flippant article on Mrs. Tawse Jollie by Paddy Vicary in your issue of December, 1973.

I met Mrs. Tawse Jollie in 1922 when I was a girl of 20. I was a keen supporter of Responsible Government largely because I had been at school in Grahamstown and had seen the discontent which existed among the tribes to the north. They had walked miles to come to protest about something. I don't remember what, but they sat on the pavement edges of most of the main streets in Grahamstown with unhappy looks on their faces.

Then I came to Rhodesia and here I was so impressed by the happy, jolly people that I felt very strongly that we must never join South Africa. As a result I offered to help to work for the Responsible Government Party and so met Mrs. Tawse Jollie.

She was the most approachable and very kind to me who knew nothing of electioneering. She came down to Plumtree to address a meeting there (held in the station waiting room because there was no other hall) and when the election was over she gave me a copy of her book, autographed. It is not true to say she "found it difficult to make contact with young people". I was 20 when she met me. I left Rhodesia for some years and returned in 1938. I heard she was living in a flat and went to see her. We had lots of laughs over the 1922 excitement. I think she died a year or two later.

Living in this hotel, Mrs. Madge Condry has lots of anecdotes about Mrs. Tawse Jollie and remembers Ken Tawse Jollie calling on her father, Mr. H. W. Elliott. Native Commissioner of Melssetter. on his way to Cape Town to meet and marry Mrs. Tawse Jollie (Colquhoun as she was then) and they came back to stay with the Elliots. Mrs. Vicary seems to have got most of her information from Mrs. Chennels.

I do make an appeal to you to see that Mrs. Tawse Jollie may have justice done to her. What nonsense to say—"Mrs. Jollie's maiden speech, if a twice married woman can make a maiden speech". Seems to me an impertinence. A maiden speech is a term used of men and women alike. It is this flippancy I resent.

Yours, etc.

MRS. K. M. HAMMOND,

Mount Royal Hotel. Rhodes Avenue, Salisbury.

# Reviews

*How we made Rhodesia*, by Major A. G. Leonard. (Books of Rhodesia, 1973. Vol. 32 of Rhodesiana Reprint Library. Illustrations, (14), x, 364 pages. Price \$8,25).

Books of Rhodesia have well maintained with this volume their policy of making rare Rhodesiana readily available, for the work is remarkably scarce on the second-hand market. Mr. L. W. Bolze in his Publisher's Introduction to this facsimile reprint draws interesting attention to a libel action brought against the original publishers by Sir John Willoughby, one time chief of staff to the Pioneer Column. The grounds of the action lay in a statement that Willoughby took leave "for the purposes of touting for companies to be started in South Africa". The publishers were fined £200 and undertook to produce no more copies.

Leonard had considerable service behind him when he was offered a troop of the British South Africa Company's Police. He was in the Afghan War of 1878-80, the Egyptian campaign of 1882-4 as an expert in transport, and in similar work during the Sudan Expedition of 1884-5, when he was severely wounded.

With the British South Africa Company's Police he was stationed at Macloutsie and later at Fort Tuli, in both places in charge of the base depot of the Police and in a fine position to comment on all who came and went from and to Salisbury; he used his opportunities to the full. The work consists of a series of letters covering the period between March 1890 and November 1891, written with considerable frankness and discursive on many topics—social, political and philosophical. After the Jameson Raid at the end of 1895 the letters were put together with a chapter or so on Rhodes, Jameson, Lord Loch and South African politics. Rhodes he admired but for the Raid and Jameson he had very little time—"With Jameson's failure I have no sympathy, though with himself and Rhodes I have all I can spare; and, in accordance with his own ideas on morality, that a crime is not one until discovered, his raid has exposed in fact that at heart he is a true filibuster, a fact that should be well known to anyone acquainted with him and with the history of Rhodesia". His last chapter is a solid tribute to the rank and file of the Pioneer Column.

The original text has been enhanced by the addition of a foreword, setting the historical scene, by Dr. M. C. Steele of the University of Rhodesia, an index and illustrations.

E. E. BURKE

*False Dawn* by Hilda Richards (Books of Rhodesia, Bulawayo, 1974. 232 pages. Illustrated. Price \$6,75).

Throughout the 1930s Rhodesians loved a weekly series of rhymes by



"T"—such kindly and penetrating analyses of our foibles, so much deep understanding of people and life under conditions of hardship.

Now "T" has turned her talents to history and produced a book which is outstanding in historical interest—with a very fine index to help—as well as a delight to read for its personal and domestic account of pioneer life and excitement.

The book is alive with its variety of little things such as water being rolled in barrels from the Makabusi; the origin of the "PK"; the internal description of a luxury wagon which leaked; cooking for a Christmas party in 1894; pigeons circling their home, a burnt out store; and how the chickens assembled, when the wagon whip cracked, for their coop in the wagon . . . all these delightful human minutiae will have special attraction for women. But we must be concerned with history and this is authentic history under a poetic but apt title for the 1890s.

Rare it is to have a pioneer (Dan Judson) with shorthand skill, and both a personal urge and professional duty to record events systematically as they occurred. Rarer still for that pioneer to be accompanied so often by a wife who was also a diarist. The result is a unique and accurate history dovetailing the combined operations of the Judsons and put together by an author who knows her Rhodesian history extremely well.

The book opens with a reference to the Mazoe Patrol. One is prone to exclaim, "What, another account!!!", of that deservedly famous episode. But when the narrative eventually reaches those critical three days it is difficult not to respond to the dramatic detail and sensitive interpretation of the behaviour of the men and women involved with another exclamation . . . "This is the best of all the accounts".

Those readers who know that Nesbitt was awarded the V.C. for his part in the affair may find it very odd that Nesbitt never figures in the personal accounts of the escape from the Mazoe laager, nor is there any indication of the position he took up in the operation. The picture which emerges is one of outstanding bravery by all concerned and of the intense combative leadership of Judson. In no way should this detract from Nesbitt's role. Indeed it reveals the greatness of his leadership qualities because, as the only soldier and the senior officer responsible for the whole operation, his appreciation of the situation—that he had reached Mazoe in the dark: that he was not familiar with the route: that Judson knew the area and had the qualities to meet the hazards ahead—led him to assume a muted role and delegate to Judson, as it seems, command of the action.

Such collective bravery confronted those whose recommendations for recognition counted, and the Secretary of State who made the final decision, with a most perplexing question. The book ends with "A Footnote" which reveals how military rather than civilian thinking swayed the award.

The only lapse noted in the book is failure to correct the observations that Matabele or Basutos directed the rebels and accounted for the accurate sniping. Later research has revealed that a Shona named Mazwi was responsible.

Another episode which deserves noting is that of the little known and hitherto unexposed history of what Alderson listed as, "Patrol No. 23 to Charter under Capt. Judson on 27th July, 1896". It had no dramatic military consequences but Charter was the vital telegraphic centre whose restoration the author properly stresses was "from a national point of view really a far more important undertaking than the relief of Mazoe". The dramatic elements disclosed were the difficulties in feeding the people in the laager there and the abnormalities of Brabant whose qualities as a leader of Native troops disposed him to civil behaviour which Judson had the unpleasant task to investigate, counter and condemn.

ROGER HOWMAN

*Christianity South of the Zambesi*, edited by Anthony J. Dachs. Volume 1. (Mambo Press, 1973. 213 pages. \$2,90).

This soft covered volume consists of 15 essays; it is nicely, though inexpensively, produced. If you wonder from the title what aspect of the subject is covered, or what approach adapted, the answer is, just about every possible one. This was Dr. Dach's intention when he invited contributions from those he knew to be working in the field, academics and missionaries alike. It is hoped there will be a further volume.

There is an article by M. F. C. Bourdillon, which provides essential background, on traditional religion in Shona society. D. N. Beach, N. M. B. Bhebe, Dachs himself and C. J. M. Zvobgo write from the viewpoint of historians on the impact of Christianity in various areas. W. R. Peaden, N. D. Atkinson and D. G. H. Flood look at the contribution of the missionary to education. Who else but Professor M. Gelfand writes on medicine and the Christian missions in Rhodesia. S. K. Madziyire, R. P. Hatendi and E. B. Magava concentrate on the interplay of Christian and African religious ideas. M. L. Daneel looks at Shona independent churches. Lastly, T. McLoughlin and D. B. Scholtz are brave enough to examine some of the political factors involved.

Each reader will have his own interests, but I should like to single out the following. Dr. Beach's essay, "The initial impact of Christianity on the Shona: the Protestants and the southern Shona," is detailed and convincing, and easier to read than some of his work. He has a point to make that will be new to some, that "missions were as much the result of African enterprise as of European." The arrival of the missionaries is seen from the point of view of the Shona who used their presence for their own political ends and interpreted their ideas in terms of their own preoccupations. African tribal history is much more subtle than that of the European settler!

The Rev. Madziyire's strange but fascinating contribution jumps from insight to insight or story to story, but he shows that "there is a great deal of movement between African religion and Christianity". I am sure that his observations must be followed up and developed in due course. The Rev. R. P. Hatendi, writes more than anyone else, from a theological point of view. He treats his subject, "Shona marriage and the Christian churches," very thoroughly, and the reader must give weight to his conclusion that "the negative attitude adapted and rationalised by the churches stems not from the Bible or Christian theology but from prejudice".

Also useful is Dr. Daneel's long article on the independent churches. He covers education, labour migration, economic stratification and politics. If I have any criticism it is that for a publication of this type he could have focused on a smaller area.

Then there are the articles on the political implications of the choices facing the Christian today. Dr. McLoughlin's analysis, in particular, should be a warning to anyone tempted to make a facile judgement. And that brings me to my final point. To whom can I recommend this volume? Well, historians and sociologists will be interested in seeing something of the research that is going on, and the general interest reader less so, but the person who stands to benefit the most is anyone who feels the urge to pronounce upon the Church's or the Christian's duty in Rhodesia today.

D. HARTRIDGE

*Remember Mazoe* by Geoffrey Bond. (The Pioneer Head, Salisbury, 1974. 164 pages. 8 photographs, map and plan. Price \$4,75).

When an author decides to write an account of an incident in Rhodesian history such as the Mazoe Patrol, which has been fully documented by participants in the incident itself and has been described by other writers, it is surely necessary that there should be accuracy.

It is difficult to understand why Blakiston should become an Irishman when all other references make him an Englishman from Sussex, or why Nyanda should meet her death at the hands of a firing party when she was hanged for her misdeeds, or why Pascoe, who had been a Salvationist and was still a devout churchman, should have been credited with "salty" language and invectives and even with dots presumably to indicate his use of six- or even seven-letter words.

Though in his preface the author states some of the spelling may appear "a trifle unusual" it is surprising to find the name Tatagura and Tatagora in the script and Tataguru in the map.

These inaccuracies do not however detract greatly from the value of the book as a whole. The events recorded in the first chapters help to fill in the background of the Mashonaland Rebellion for those whose knowledge of the murderous activities of the rebellious Africans, of the dire dangers facing the

handful of Europeans in Salisbury, and of the efforts made to meet them, are limited.

Because of this, and because the book gives more details than are generally known about some of the people who played such worthy parts in the Mazoe episode, it should be welcomed by many readers.

The story of the Mazoe Patrol has been told many times, but Bond's dramatisation portraying the tense and anxious moments of the heroic journey, and the reproduction of messages and letters obtained from the National Archives, make the book a welcome addition to those dealing with Rhodesia's history.

The dust cover by Don Jonson is a striking picture.

G. H. TANSER

*The Environment of the Rhodesian People.* A series of six booklets. No. 1. *The People.* No. 2, *Land and Water.* No. 3, *Government,* by Roger Howman. No. 4, *Agriculture,* by J. W. S. Bishop. No. 5, *Mining and Industry,* by I. M. Nicoll. No. 6, *Social Services,* by M. G. Mills. Edited by Susan J. Pratt. (M. O. Collins, Salisbury, 1973. Price \$3,50 the set).

This unusual set of booklets is designed for use in upper Primary and Secondary Schools, the text being supplemented by a number of specialised maps, charts, diagrams as well as photographs and miniature coloured illustrations. It would probably be truer to say the reverse—that the preponderant graphic sections are supported by text, for one of the objects of the series is to teach the pupil how to use diagrams and charts with ease.

Most of the booklets confine the subject matter to Rhodesia. The first one, *The People,* inevitably brings in the distribution of population, the migrations of tribes, and early European travellers and settlers in South Africa as a whole although concentrating on Rhodesia. *Land and Water* covers the physical features and the water situation in all southern Africa and *Mining and Industry* has a little about these subjects also outside Rhodesia.

Roger Howman goes into great detail on government in the state of Rhodesia covering European and African local government systems as well as central government, the judiciary and public finance organisation. J. W. S. Bishop tackles the planning and economics of farming and the division of land between Africans and Europeans in addition to general discussions on systems and crops. I. M. Nicoll ranges widely over his subjects dealing with simple geology, mining techniques, the manufacturing industry and the exploitation of all the major minerals.

Although primarily for use in schools, where they will be supported by other relevant publications, this series forms a most invaluable and easy reference work also for the adult general reader.

W. V. BRELSFORD

*Beneath a Rhodesian Sky.* (Graham Publishing Co., Salisbury. 2nd Impression 1973. 64 pages. Colour plates. Maps. Price \$5.50).

Advertised as Rhodesia's first "Coffee table" book, this handsome volume is certainly unusual in presentation. It is a combination of colour plates, poetry and history.

There are twenty six large (page measurement is 13½ x 10 inches) colour photographs on glossy art paper of Rhodesian scenes. These were taken by some of the country's best known photographers—Roy Creeth, Mike Grant-Parker, Roger Bull. Alan Allen and others. Accompanying each picture is a verse or two by Rhodesian poets many of whom, Noel Brettell, Hugh Finn, Colin Style, Douglas Livingstone and others, have had the quality of their work recognised internationally and published in Europe and America.

Beverly Whyte contributes a 13 000 word descriptive text comprising a most lively, and light hearted, history of the country from Pioneer Column days onwards and. in fluent, easy style, the stories of the main towns and the scenic areas.

There is also, in double page spread, a coloured tourist map of the country.

This is a delightful book for a Rhodesian to browse in and, of course, it makes a most attractive present for overseas friends.

W. V. BRELSFORD

*Some African milestones*, by H. F. Varian. (Books of Rhodesia, Bulawayo, 1973. Rhodesiana Reprint Library, vol. 31. (8), xvi, 272 pages. Illustrations, maps on endpapers. Price \$7.50).

"The Cape to Cairo Railway came to an end in the middle of a burnt-out vlei, without even a buffer-stop at the rail terminus." Varian is describing the end of the line at Broken Hill, which was reached by his construction workers in January 1906. This bald statement reflects the uncertainty that faced the construction of many of the pioneer railways, which were more often than not pushed forward ahead of economic development in the hope that the exploitation of minerals would soon justify the outlay. Another three years were to pass before it was possible to extend the line further north: the extensive copper deposits in Katanga made this financially viable. Varian does not discuss the far-reaching consequences of this last link on the development of the Rhodesias; from 1912 to 1928 (when the Benguela line was opened) the bulk of Katanga's copper was exported through Beira via the Rhodesian network, thus enabling the railway to handle agricultural produce at low rates. Even after 1928, a high proportion of Katangese copper passed through Rhodesia.

Varian was an engineer. A visit to Rhodesia in 1898 whetted his appetite for Africa, and, initially through George Pauling, he was to be associated with the construction of all the major pioneer lines. His first task was on the widening of the Beira-Umtali rail from 2 ft. to 3 ft. 6 in. gauge. This is described in some

detail, as are the harsh conditions in Beira and on the Pungwe flats. This work was soon followed by the raising of the level of the line over the Flats, the construction of, *inter alia*, the Gwelo-Blinkwater line, and the Victoria Falls bridge. In addition to the technical details of the method of construction of this bridge, an entire chapter is devoted to a later survey Varian carried out at the Falls as a basis for a projected hydro-electric scheme.

The book is an extremely useful reference source for anyone interested in the romantic history of transport in southern Africa: Varian is always careful to date each stage and achievement in his long career. The conditions under which the early construction workers laboured are tellingly portrayed in numerous personal anecdotes. Among these are accounts of hunting experiences, which perhaps constitute the low point of the book as they do become somewhat repetitive and dull.

Varian was associated with many of the giants of pioneer railway and industrial development, such as Rhodes, Sir Robert Williams, and George Pauling. His book, of course, covers some of the same ground as Pauling's *Chronicles of a contractor*: however, its fuller technical details and different approach prevent it from being in any way a superfluous account, and collectors will, in fact, find it an indispensable shelfmate to Pauling's work.

This reprint does not contain the additional illustrative material this publisher usually inserts in his books, probably because the original itself was very adequately illustrated. Worthy of mention, however, is the new dust-jacket which conveys all the atmosphere and drama of the incidents described in the book.

C. COGGIN

*Paget of Rhodesia; A Memoir of Edward, 5th Bishop of Mashonaland*, by Geoffrey Gibbon, Hon. Canon, St. Mary and All Saints Cathedral, Salisbury. (Books of Rhodesia, Bulawayo, 1974. 172 pages. Price \$7,15).

A young Rhodesian churchman passed the comment that *Paget of Rhodesia* hardly did justice to as great a man as Edward Paget. This suggests that Paget is already becoming a legend in the country of his adoption. How indebted we are then to Geoffrey Gibbon for giving us a picture of the man so quickly after his death, as those of us who knew him well and worked with him remember him. Maybe a fuller and longer account will appear in due time but this could not be as personal and intimate as "Paget of Rhodesia".

Gibbon has collated opinions and experiences of Paget's contemporaries and done so only as a historian of his ability who was himself involved in the story could. The title was well chosen. Paget was essentially a Rhodesian, though English by birth and upbringing. His episcopate spanned the years between the post pioneer days and the present. He grew up with the country. As the country grew, the Church under his leadership and drive developed in

every way. The story of Paget is the story of Rhodesia for he touched every aspect of its life and was deeply involved in its growth. The book mentions the names of countless men and women who played a leading part in the 1925-1957 era. Every Anglican should read the book as a record of the growth of the Church; every Rhodesian should read the book as a record of how Rhodesia grew.

The memoir is short. It is printed and bound in Rhodesia and is a credit to the publishers. As the writer emphasises, it is only a memoir, but the subject could do with a longer and more detailed biography. Perhaps this will come in time when his life and work can be seen more objectively. The present book is excellent for those of us who knew him, lived with him and worked with him and for the Rhodesians of the time. I doubt if those who are younger will grasp the strength of character and depth of sincerity of Paget or what a taskmaster he was to us youngsters, or how difficult he was at Synods and committee meetings. The book suggests that he was immensely popular and this could never be true of a man of such decided opinions.

Gibbon has written a valuable memoir with great care and Rhodesians will be grateful to him. I recommend it and it deserves a wide circulation in the country. We must wait for a biography of greater depth—and for somebody to write it. Perhaps Gibbon could find time; he has the ability, but as he has retired to live in England; records may not be available. So far as it goes this book is excellent. It is a tribute; not a biography.

HUMPHREY PUGH

*Xhosa. Tales of Life from the African Veld* by Sir Robert Tredgold (George Allen and Unwin 1973. 143 pages. Line illustrations. Price \$2,50).

By almost any criterion Sir Robert Tredgold must be rated one of the most distinguished Rhodesians. His career has covered a wide spectrum of public service—lawyer, judge, politician. Minister, voluntary social worker and, perhaps most significant, a fearless dissenter against what he considered injustice.

For all this he commands respect but he has also made a special place for himself as an articulate lover of the Rhodesian veld and Rhodesian history and traditions.

Possibly the most appealing passages of his autobiographical *The Rhodesia That Was My Life* are those which tell of his joy in getting away from the cares of public life into the veld. Now in *Xhosa* he has written a delightful book based on his experiences in the veld. It is more even than that; it is a distillation of those experiences and of his wide reading and discussion with knowledgeable friends about the face of Africa which is changing as populations explode and more and more wild areas are tamed.

The book is not a connected narrative but a series of essays and sketches drawing on hunting and other excursions in the bush. His chief mentor was an old-time rancher, prospector and contractor nicknamed Xhosa, who grew up in the Eastern Cape and moved to Rhodesia where he passed on much of his knowledge to Tredgold.

The result is an easy flowing story of the Rhodesian veld, its vegetation, wild life, birds, its joys and hazards. The Lowveld, where most of the action is set, is lovingly described though there is no attempt to play down the harshness that could be a feature of its life.

Sir Robert writes out of deep knowledge, however modestly expressed, of the animals, birds, trees and even of the stars in their courses which proves him to be a great man of the veld.

Some of what he describes has changed or will change with economic progress so that it is well to have so engaging a memoir from so expert a source of the Lowveld as it once was.

Not least attractive are the passages on some of the picturesque old characters who immersed themselves in the Lowveld—men who varied from the imaginative doctor who built up a great healing empire to the "drop outs" of an earlier day who lived precariously far from civilisation.

The text is handsomely embellished by the illustrations of Margaret Phear, now Lady Tredgold.

One regret is that the standard of proof-reading is not consistently high. The Rhodesian reader will find errors like "marabout" storks and "Nature" Affairs Department a little jarring.

W. E. ARNOLD

*Petticoat in Mafeking* by J. F. Midgley. (Pub. by J. F. Midgley, 1 Disa Avenue, Kommetjie, Cape Province, South Africa. 1974. 174 pages. Price R10,00).

The story of Mafeking's siege has a Rhodesian prelude since Baden-Powell came in September 1899 to raise a regiment in Bulawayo. In his garrison Baden-Powell had 39 officers and 705 other ranks. Of these 10 officers and 81 troopers under Lt. Colonel Walford were B.S.A.P. men. Major F. W. Panzera was his deputy, and also in command of the artillery. These manned Cannon "Kopje" in a desperate attack made by the Boers under Cronje on 30th October, 1899. This stand probably saved the town.

Dr. Midgley's book—fresh light from Mrs. Ada Cock's letters to her sister—brings vividly to mind the sufferings and endurance of one family among over 1 000 European civilians (as well as several thousand Africans) surrounded by enemy for seven months. Her letters are full of cheerful remarks, humorous touches and accounts of the shelling (each 85 lbs. weight) which failed to break the spirit of a well-entrenched defence, although outnumbered by eight to one.



The book's value is enhanced by many helpful notes, explaining the references to individuals and events in the Siege. This information, and about 100 illustrations, depict vividly the conditions of life and death, endured under Baden-Powell's indefatigable leadership.

Dr. Midgley vindicates Baden-Powell against his most recent detractor, Mr. Brian Gardner (*Mafeking: a Victorian Legend*. 1966). In thirty pages the latter's case is demolished by well-marshalled evidence from facts ignored or minimized by Gardner.

Dr. Midgley is strictly fair to Boer and Briton. He achieves a happy balance between the excessive adulation of the Mafficking era and the undeserved swing towards debunking of our days.

The book is privately published (500 copies), excellently printed and bound, with an attractive dust cover depicting part of one of Rhodesia's armoured trains devised by Baden-Powell, and made in Bulawayo. Ada Cock sits amid a group of B.S.A.P.

Altogether a piece of Africana to acquire and consult on an event whose importance in the history of Southern Africa lay in the heroic defence of a vital situation at a critical time.

B. W. LLOYD

## GENERAL

*Congo to Cape. Early Portuguese Explorers* by Eric Axelson (London, Faber & Faber, 1973. 224 pages. Price R7,65).

As history necessarily becomes more scientific and technical the lament is heard that it becomes further removed from the general public whom it leaves to be guided or misguided at best by the *haut vulgarisateur* or by the sensationalist. So a work that can interest and absorb the general reader and which at the same time is the outcome of years of the most rigorous scholarship deserves a sincere and most widespread welcome. Such is this work of Professor Axelson. The subject is an enthralling one, that of the Portuguese explorers, and in particular of Diogo Cao and Bartolomeu Diaz as, with grim endurance, and amid dangers and hardships which a later age can hardly visualize, they edged their way down the west African coast, "through seas never before explored", to the Cape, then round it to Alagoa Bay and so finally to where the Keiskama river flows into the sea, about thirty miles south-west of East London.

It is a story that has been told before, but hardly with the depth of knowledge of Professor Axelson. It is not an easy story to piece together, because, like other students of Portuguese Africa before the second half of the eighteenth century, he has been handicapped by the wholesale destruction of records in the Lisbon earthquake of 1755. So he has to rely on later chroniclers such as Joao

de Barros. on near contemporary maps, such as they were, on his own thorough knowledge of the coast itself and its landmarks—and on archaeology. The importance of this last lies in the Portuguese practice as they travelled down the coast, of leaving stone crosses, padroes. on prominent sites as symbols of Portuguese sovereignty. These, therefore, are a help to posterity in plotting the explorers' courses. But in 1935 when Axelson began his researches, the site of two out of the three padroes set up by Bartolomeu Diaz had been lost, and that of the third was not clearly established. It was he who discovered the fragments of Diaz's most distant *padrao* at Kwaii Hoek, between Port Elizabeth and the Great Fish River, and who established for certain the site of another at Lüderitz.

The book describes the patient and laborious fieldwork. the careful collation of written evidence and the correspondence, ranging through such varied places as London. Paris, St. Helena and even New Zealand which led to the final triumphant conclusion.

Diogo Cao's expedition up the Congo is also described, and, since the river changed little in the next four hundred years, the experiences of Sir Harry Johnson and of the British naval officer, Captain J. K. Tuckey, give some idea of what Cao and his companions had to face.

The book will fascinate any with an interest in African exploration, and perhaps Rhodesians in particular at this very time, owing to the widely appreciated TV series on maritime exploration by Commander Stanley Trethowan. It is ideally suited to deepen and widen the knowledge which was then given to them.

W. F. REA, S.J.

*Malawi: The History of the Nation* by B. Pachai (Longman Group. 1973. Limp cover. 324 pages. Illustrations, Maps. Price £1,75).

The origin of this book is a series of nearly sixty radio talks given over the Malawi Broadcasting Corporation stations during 1970 and 1971. Chapters are divided into sections, each corresponding to a talk, and thus comparatively short, concise and written in easy colloquial style. There are few notes or references.

The ground covered by this large number of sections is enormous. All the regular historical subjects are dealt with—early history, the peoples, Islam and European influences, land, agriculture, social services, the economy, politics, administration and constitutional development. But the shortness imposed on a broadcast talk enabled a number of more unusual topics to be fitted into the complete range. Among these are "Malawians abroad", as clerks, ministers and teachers in Northern and Southern Rhodesia and politicians such as Clements Kadaie, who started the Industrial and Commercial Workers Union, in South Africa. There are sections on "The Police Force and Martyrs Day"; on famous

Malawians and famous towns; and on the story of Malawi's capitals, old and new.

The author is Professor of History, University of Malawi. He edited *The History of Malawi* (reviewed in the December 1973 issue of *Rhodesiana*) and these two books together now form a most comprehensive history of the country.

W. V. BRELSFORD

*A Student's Atlas of African History* by Derek A. Wilson (University of London Press. Limp cover. 64 pages. Price 80d.).

*Malawi in Maps* by Swanzie Agnew and Michael Stubbs. (University of London Press. 143 pages. Price £2,95).

The Student's Atlas is, as the title states, purely historical and it covers the period from about A.D. 1000 to the beginning of the 1970s. Since the era of Independence the study of African history has increased enormously in all parts of the continent and has given rise to a need for an atlas such as this for use in the classroom.

There are fifty-six pages of maps, sometimes several on one page. The general maps cover such subjects as the peoples and their lands, the slave trade, the scramble for Africa, the Colonial era and the spread of Independence. Then North, West, East, Central and South Africa are all covered in separate sections.

The Central African section, which includes Rhodesia, has maps showing the empires and kingdoms of 1400-1800, the Portuguese in Africa, 1482-1800, trade in the 19th century, Ndebele and Sotho invasions, the routes of missionaries and explorers, colonial advance and rule, the changes of Independence and the economic developments of the 20th century.

A most comprehensive and valuable book.

The volume on Malawi contains 58 pages of maps, plans (of towns, etc.), graphs and tables of statistics and administrative structures. This book is not confined to history but includes, as well as history, climatic, demographic, geographical, racial and agricultural maps. In addition, all phases of economic, political and social developments are shown. Much of the information appears in maps for the first time. There is an extensive bibliography and statistical appendices.

There are more pages of text than of maps dealing with almost every phase of history and life in Malawi. *Malawi in Maps* can thus claim to be more than "a national atlas" of the country. It is almost a minor encyclopedia and will be an invaluable reference work.

W. V. BRELSFORD

*Barrier of Spears—Drama of the Drakensberg* by R. O. Pearse. (Howard Timmins, 1973. 304 pages. Map. Diagrams. 27 colour plates. Price R12,50).

Enthusiasm is always infectious. When this is allied to mastery of language and complete knowledge of a subject, the effect is unforgettable. This fascinating documentary of the mountain, the result of almost 20 years of research and writing, has many magnificent colour plates (for most of which the author's son is responsible) and detailed maps of the area.

The book concentrates on "the finest section of the Drakensberg", the 95 kilometres between Mont-aux Sources and Giant's Castle, retaining the evocative Zulu place names.

Apart from the geological evolution and the history of the Bushmen and the Amazizi—the earliest settlers—a lively account is given of inter-tribal warfare and the early European travellers, pioneers and map-makers. Each section of the Drakensberg is described, with its hotels, access routes, possible climbs and dramatic incidents that have occurred. Sudden storms, light-hearted lack of preparation and insufficient knowledge have taken their toll, as have the fires that periodically sweep across vast tracts of the mountain. Tribute is paid to the work of the Government Forestry officials and their long-term study of riverine ecology. Flora and fauna are fully described, and the author warns that even in his lifetime much of the unique character of the area has changed, and outlines the positive steps that should be taken to rectify the damage before it is too late.

Climbers and their achievements are so graphically presented that the terrain and technical difficulties are vivid even to the layman. George Thomson is an almost incredible example of what the amateur can do—given six months to live, he "tackled alone, and without rope, and conquered, peak after peak . . . that had never been climbed before." He died in Salisbury in 1961.

The breath-taking story of the world's first photographs of the African Lammergeyer is told. Mr. Pearse was a member of the team that travelled to Lesotho for this purpose in 1961.

The author's plea to limit the commercial and agricultural exploitation of the Drakensberg is answered in the foreword by the Hon. S. P. Botha, Minister of Forestry, who states that the Government is planning legislation on lines similar to those advocated by the author, striking "a balance between the demands of economic development and the deeper demands of man's inner spirit."

It is gratifying, therefore, to know that we too shall enjoy the same unspoiled beauty and solitude that are so movingly described in "The Barrier of Spears"—a volume that will be a source of constant pleasure to anyone who is lucky enough to own it.

ROSEMARY KIMBERLEY

*Africana Curiosities*, edited by Anna H. Smith (Ad. Donker. Johannesburg, 1973. 148 pages, illustrations).

Here are seven essays on a variety of specialist topics in the field of Africana, by experts, with an introduction by Anna Smith, the City Librarian of Johannesburg and Director of the Africana Museum. Miss Smith herself writes on "African Decorative Maps" and the other contributors are all members or ex-members of the staff of the Johannesburg Public Library or the Africana Museum. Of special interest in describing a comparatively unexplored collecting field is "South African Paper Money" by R. F. Kennedy. Other subjects are "Commemorative medals", "Cape Almanacs", "Coins of the South African Republic", "Collecting Johannesburgiana", and "Aspects of South African beadwork, particularly of the Transkei tribes".

There is little of direct Rhodesian interest although Kennedy does draw attention to the British South Africa Company's 1896 issue of banknotes in Salisbury to meet the emergencies of the Rebellion. Apparently all were redeemed except for forty-five of the £1 notes and fifteen of the £5—collectors' pieces indeed.

This is a most readable volume, and suggestive of further scope for collectors. One hopes that it may be followed by others of a similar kind from the same source.

E. E. BURKE

*Our Green Heritage: The South African Book of Trees*. Edited by W. F. E. Immelman, Professor C. L. Wicht and D. P. Ackerman. (Tafelberg, Cape Town 1973, 332 pages. Illustrations: colour plates, monochrome and line drawings. Price R11,50).

This book is unique in that it is more than just a book about trees. It has an important underlying historical purpose in that it traces the influences of trees and wood through the whole cultural life of South Africa.

Just over half the book is devoted to the scientific description, with line drawings, of 200 selected indigenous and exotic trees and their uses. There is a long section of trees in South African history with chapters on the use of wood by the pre-iron age inhabitants of South Africa; on the trees found and used to repair boats by the first Portuguese explorers of the 15th century; on the trees used by Van Riebeck in the 16th century; and on the first plantations of oak established by Governor Simon van der Stel in 1670.

The exploitation of the indigenous forests was vital for the early settlers opening up the country, the Great Trek of 1836 in particular creating an unprecedented demand for wagon wood and structural timber. By 1846 the destruction of indigenous forests had become so severe that the Government closed all worked-out forest areas and in 1847 appointed the first Conservator of Forests.

The book goes on to describe the development of silviculture and the growth of forest industries from that date onwards. It tells of the timber industry today, the importance of forests in conservation and as a weapon against pollution and erosion and, another interesting historical angle, there is a chapter on South African place names derived from trees.

The book is published under the aegis of the Minister of Water Affairs and Forestry and marks the start of a promotional campaign for the planting of trees. This reviewer has seen a notice in the press that between five and six million trees were planted as part of the campaign in 1973.

W. V. BRELSFORD

*Bulozi under the Luyana Kings: Political Evolution and State Formations in Pre-Colonial Zambia* by Mutumba Mainga (Longman 1973. Limp cover. 278 pages. Illustrations. Maps. Price £1,75).

This history of what used to be Barotseland, now the Western Province of Zambia, is one of a series of provincial histories that are being written about the country. The author, now Mrs. Theodore Bull, is a Lozi who graduated at the University College of Rhodesia and Nyasaland. She went on to do research at Cambridge, obtained a D.Ph. at London University and is now a lecturer at the University of Zambia.

Being a Lozi she was able, in writing this book, to delve more deeply into oral tradition than is usual in such studies.

She traces the founding of the Luyana dynasty in the Barotse Plain from the 17th century, through all the various rebellions and the Makolo occupation to the rise of Lewanika, the most impressive of all the Luyana paramounts.

The Lozi kingdom was overrun by the Makololo, a Sotho people from the south, in about 1840. They made their headquarters in the low-lying, fever ridden area around the Chobe river and were soon decimated by malaria. They were easily overthrown by the Lozi in 1864 and by about 1890 the only relic of the two decades of Makololo occupation was their language, Sikololo, which was adopted by the Lozi.

The most interesting sections of the book concern the life of Lewanika. He became king in 1878, the third monarch after the end of the Makololo era. He was ousted by a rebellion in 1884 but after about a year in exile he returned and regained the throne in 1886. He reinstated all the old Luyana formations and organisations and strengthened the Royal House so that it became a powerful centralised kingship. His armies built up a network of tribute states and extended Lozi influence over a wide area beyond the Barotse valley. By 1900 Lewanika was in supreme command over a vast area and over a number of non-Lozi tribes. He conducted his negotiations with the British South Africa

Company very much from a position of strength and obtained concessions which eventually enabled Barotseland to remain a Protectorate within the Protectorate of Northern Rhodesia.

This is a very detailed and well documented history but for the scholar rather than the general reader.

W. V. BRELSFORD

*Reaction to Colonialism: A Prelude to the Policies of Independence in Northern Zambia 1893-1939* by Henry S. Meebelo. (Manchester University Press. 304 pages. Maps. Price £2,40).

Dr. Meebelo's history of the Northern Province of Zambia is based on a theme that is frequently propounded these days—that the Colonial Era in Africa was not one of peaceful acquiescence but one of constant struggle or passive resistance on the part of the Africans against their rulers. The "belligerent nationalism" in post Second World War Northern Rhodesia was not a sudden upsurge but was the climax of political resistance that had been going on in various forms ever since the imposition of colonial rule.

It started with violent resistance. Administration could not be established in 1895 in the Northern Province until the Bemba, the largest tribe and their Arab allies, had been defeated in a series of bloody clashes involving not only administrators and their armed police but also regular army forces brought in from Nyasaland. Then, between 1896 and 1899 there was sporadic violent resistance all over the country against the imposition of hut tax and forced labour. There were also many strikes of government road gangs for more pay in 1899.

The chiefs constantly protested on such matters and government could not rely on their support for a good many of the new administrative measures and laws. When in 1906 the building of garden huts, away from the village, and the traditional method of agriculture, "slash and burn", were both forbidden there was widespread hostility. Government Messengers were assaulted, arrows fired at touring N.C.s and food was refused to the carriers of officials on tour. Both measures had to be rescinded in 1909.

Two post 1914-18 War movements are described by the author as being resistance movements. The Northern Province had borne the brunt of the war and the German invasion. No touring had been done by the N.C.s who had lost complete touch with the African villagers. So the rapid growth and truculence of the Watch Tower adherents (whose name was later changed to Jehovah's Witnesses) took the government by surprise. The movement became "aggressive, noisy, mischievous and defiant". Even European officials were assaulted in Watch Tower villages and many officials thought a full scale rebellion was being hatched by the sect. A platoon of armed police was sent to the province and a mass trial was held in Kasama in 1919. But it was not until 1925, when the chiefs were given more power, that the influence of the movement began to wane.

The other movement, that of Native Welfare Associations, the first of which was founded in the Northern Province in 1923, is also seen as a "preparatory" independence movement as government failed completely to restrict the Associations' activities to "welfare". Instead they developed to become the nuclei of the first African nationalist party, The Northern Rhodesia African Congress in 1948.

The most united resistance was, of course, when chiefs and people united in their opposition firstly to Amalgamation in 1938 and later, after the second World War, to Federation.

Although the earliest resistance movements were "rebellious in character rather than revolutionary" (Ven Velsen) they did keep alive a spirit of dislike for foreign rule and they were a training ground for the later protest and independence movements.

W. V. BRELSFORD

*Rhodesian History: The Journal of the Central Africa Historical Association.*  
Vol. 2. 1971.

The publication of this second volume has been made possible by the generosity of the Standard Bank. (Vol. 1, dated 1970, was assisted by the Thomas Meikle Trust.)

The journal aims "to provide a forum for the dispassionate study of the history of Rhodesia" and several of the articles in this number critically examine earlier historical assumptions. R. Hodder-Williams writing on "The British South Africa Company in Marandellas: Some Extra-Institutional Constraints" rejects the "old simplistic view" that the Company's administration was based on a logical set of policies and that the policies were carried out. It was, in practice, constrained by many pressures over which it had no control. A. J. Dachs in "Rhodes's Grasp for Bechuanaland 1889-1896" points out that modern political boundaries often "super-impose an unhistorical identity on African history" masking the fact that a tribe may be closer to people across the boundary than with those within the political boundary.

There are two articles on trade union subjects. I. R. Phimister in "The Shamva Mine Strike of 1927" emphasises that this strike was a particularly significant but largely neglected episode in Southern Rhodesia history. It was an important milestone in the "proletarianization" of the African peasantry. C. M. Brand's article, "Politics and African Trade Unionism since Federation" gives the recent history of the numerous and tangled African labour associations.

Two other articles are by P. Stigger on "Volunteers and the Profit Motive in the Anglo-Ndebele War, 1893" and B. A. Kosmin on "On the Imperial Frontier: The Pioneer Community of Salisbury in November 1897".



There is a long review section with some strong criticisms and a useful bibliography of books and articles, pertaining to Rhodesian history, that appeared in 1971.

### **The College Press Group**

The College Press and its associate company, the Galaxie Press, has, over the past few years built up a wide and varied list of book publications some of which are of interest to readers of *Rhodesiana* although they may not all have been mentioned in the journal.

The most important and valuable work is *Encyclopaedia Rhodesia* (1973) which was reviewed in our last issue. *Countess Billie: The Story of the Comptess de la Panousse* by Robert Cary is the fascinating life history of the first European woman to enter Rhodesia, disguised as a man. *This is Rhodesia* by Phillippa Berlyn (1969) is a descriptive, well illustrated book for the tourist.

*The Origin of the Zimbabwean Civilization* by R. Gayre of Gayre (1972) is a large, well produced and profusely illustrated book by a well known writer on this controversial subject. The theory that the Bantu built Zimbabwe has, he asserts, become clouded by political propaganda. He also rejects Phoenician and Moslem hypotheses of origin and, with much close examination, documentation and illustration, he builds up his theory that Zimbabwe was built by pre-Moslem Arabs assisted by Indians.

*The Silent War* by Reg Shay and Chris Vermaak is a comprehensive, documentary study of the nationalist movements and of terrorism in southern Africa as a whole, including, of course, Rhodesia. Sir Roy Welensky writes a final chapter of comment. First published in 1971 it has had two further reprints.

*Penpoint: Tales for Sundown* (1972) is a collection of articles and stories written by members of the Salisbury Writers Club. Our National President, G. H. Tanser, contributes an article on "Pioneer Personalities". *The Barrier* (1972) by Rhodesian author, Ken Walker, is a realistic novel about tough miners and crooked financiers in Rhodesia.

Other books on the list are as widely separated in theme as *New Mathematics for Parents* by Joseph P. Ryan (1971) and *Dynamic Cricket* (1969) by the Rhodesian cricketer, Colin Bland.

### **Arnoldia**

Nos. 15 to 26, Vol. 6, of this Series of Miscellaneous Publications of the National Museums of Rhodesia includes two papers of pre-history interest. No. 18 is "The Pottery Sequence of Malawi briefly compared with that already established South of the Zambezi" by K. R. Robinson and No. 20 is "The Middle Stone Age in Rhodesia and South Africa" by C. K. Cooke.

# The Rhodesiana Society

## Constitution

*(As amended up to 1st April 1974)*

### **Name**

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

### **Objects**

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

### **Membership**

3. (1) Membership of the Society shall be open to all persons and institutions interested in furthering the objects of the Society.
- (2) Annual subscriptions shall be—
  - (a) for individual and institutional members, R.\$4,00;
  - (b) for husband *and* wife members, R.\$5.00;and shall be due and payable on the first day of January in each year.\*

### **Headquarters**

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

## Management

5. (1) The Management of the affairs of the Society shall be vested in a National Executive Committee (hereinafter called "the Committee") consisting of—
  - (a) a National Chairman; and
  - (b) a National Deputy Chairman; and
  - (c) a National Honorary Secretary; and
  - (d) ten members.
- (2) The Committee shall be elected to office annually at the Annual General Meeting and shall hold office until the conclusion of the next Annual General Meeting.
- (3) The ten members referred to in paragraph (d) of subclause (1) shall include at least one representative of each Branch of the Society.
- (4)
  - (a) No person shall hold office as National Chairman for more than two years in succession;
  - (b) No person shall hold office as National Deputy Chairman for more than two years in succession.
- (5) The quorum of Committee meetings shall be four and in the case of an equality of voting the Chairman shall have a casting vote.
- (6) The Committee shall have the power—
  - (a) to convene General Meetings;
  - (b) to control the funds of the Society;
  - (c) to appoint an Auditor to audit the accounts of the Society;
  - (d) to appoint an Editor to edit the publications of the Society;
  - (e) to co-opt any member as a member of the Committee provided that a co-opted member shall only remain a member of the Committee until the next Annual General Meeting;
  - (f) to form sub-committees and determine the terms of reference of such sub-committees;
  - (g) to establish Branches of the Society in any area of Rhodesia and to define the powers of such Branches;
  - (h) generally to do all such things as may in the opinion of the Committee be necessary and expedient to further the objects of the Society.
- (7) The Chairman shall submit to every Annual General Meeting of members a report on the activities of the Society since the date of the previous Annual General Meeting.
- (8) The Committee shall meet at least twice in every year for the despatch of business.
- (9) Each branch established in terms of paragraph (g) of sub-clause (6) of clause 5 shall have power and authority to raise and disburse funds for branch purposes without reference to the Committee but shall submit to the Committee an annual statement of receipts and payments.

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

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

### **Meetings**

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

### **Voting**

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

### **Accounts**

9. (1) The financial year of the Society shall be from 1st January to 31st December in each year.

- (2) The Committee shall maintain proper financial records which shall at all times show a true and fair view of the finances of the Society.
- (3) An audited statement of accounts in respect of the previous financial year shall be placed before each Annual General Meeting of members, and a copy of such statement shall be posted to each member at least twenty-one days before the date of such meeting.

### **Publications**

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

### **Amendments to the Constitution**

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

- \* Subscription rates for the year ending 31st December 1974 are—
- (a) for individual and institutional members, R.\$3,00;
  - (b) for husband *and* wife members R.\$4,00.

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*(Only the following numbers of Rhodesiana are in stock. Copies can be bought from the Honorary National Secretary, Rhodesiana Society, P.O. Box 8268, Causeway, Salisbury, Rhodesia, at a cost of \$2,50 per copy. Remittances from outside Rhodesia must be for the equivalent of Rhodesian currency.—Editor.)*

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