

RHODESIANA

PUBLICATION No. 37

SEPTEMBER, 1977





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1862-1939

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RHODESIA NATIONAL BIBLIOGRAPHY
1890 TO 1930

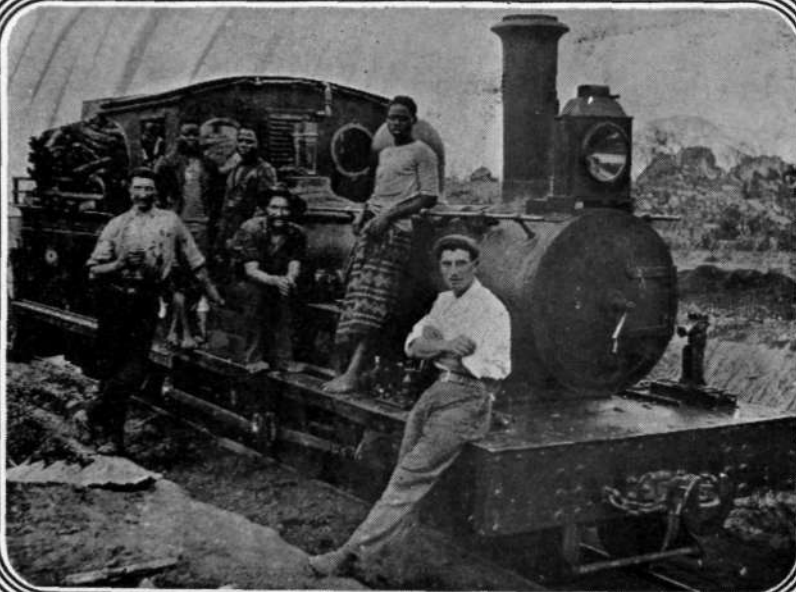
The national bibliography of Rhodesia, the record of works published within the country, has been listed in annual volumes since that for the year 1961.

The commencement of administration and modern commerce within Rhodesia dates from 1890. It has long been hoped that it would be possible to provide a complete national bibliography from 1890 to the present day and this new publication, covering 1890 to 1930, is a major advance to this end.

Limp cover, 50 pages, 923 entries.

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RHODESIANA

Publication No. 37 — September, 1977

THE RHODESIANA SOCIETY
Salisbury
Rhodesia

Edited by
W. V. BRELSFORD

Assisted by
E. E. BURKE, M.L.M.

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ISSN 0556—9605

Printed by **Mardon** Printers (Private) Limited, Salisbury, Rhodesia

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The cover picture is of the Ndebele Great Dance. It is from an engraving in "The Illustrated London News", 1872, after a sketch by Thomas Baines.

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; with effect from January, 1977 the subscription is \$5,00 Rhodesian currency (\$8,90 U.S.A. or R7,00) 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 March and September.

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Fontesvilla: the Pungwe River with the Kimberley mid-stream, 1891.

Photo: National Archives



Beira-Salisbury Railway. Fontesvilla Railway Station 1897. Afterwards Ponto de Pungwe.

Photo: National Archives

The Beira-Mashonaland Railway

by J. C. Barnes

*"the Gates of Death were held ajar—
The pegs that marked the mileage too
Have stood for tombstones — near and far
Ghosts of a grimy, shrivelled crew,
The sun looked down from out the blue —
Out of the night looked down the star
And marked where men had drifted through
The death-trap of the B.M.R.*

*("A Ballad of the B.M.R.",
Cullen Gouldsbury)*

Early settlers are reputed to have said that only two things were very expensive in Rhodesia in the 1890's — the cost of getting there and the expense of keeping alive once one had arrived! Certainly in December, 1890, with the railhead at Vryburg, wagons were taking four months to reach Salisbury at a total cost from Cape Town of £50 per ton. In anticipation of this, with civil government proclaimed and the Pioneer Corps disbanded, Frank Johnson, Dr. L. S. Jameson and a trooper named Hay had ridden out of Salisbury on 5th October with the intention of investigating an east coast route into Mashonaland.

The story of their epic journey in a collapsible boat down the Pungwe River is well told by Johnson in his autobiography and in most biographies of Jameson; what is important is that both men saw enough of the Pungwe Estuary (called Massauzani Bay) to realise that it was capable of forming one of the finest ports on the east African coast. Here, less than 330 km from the Company's nearest post, was a vital outlet to the sea; it would be strange indeed if such a comparatively short distance could not be bridged by a road, and later a railway, for bringing supplies into Mashonaland.

Jameson appreciated that the tsetse fly would present a formidable obstacle but it might be expected to disappear once the large herds of antelope and buffalo had been driven from the Pungwe flats. The "fly" problem never entered Johnson's mind; he later claimed that the trip down the Pungwe had been conducted in a period of severe drought and the wild life had temporarily moved north to seek grass, taking the tsetse fly with them.

After his boat trip Johnson had gone to Cape Town and Kimberley where he met up once more with Rhodes. In January 1891, he left for the north again to check on the progress of the firm "Johnson, Heany and Borrow", the money for which had been realised from the £20 000 profit from the contract Rhodes made with Johnson after the various stocks and equipment of the Pioneer Column had been liquidated. Rhodes, realising that this was not really

much money, persuaded him to form "Frank Johnson and Co. Ltd." (Rhodes was Chairman and Johnson Managing Director) with a capital of £200 000, the prime purpose of which was to build a road and provide a coach-service from the new port to Mashonaland. Johnson, exuberant at his success with the Pioneer Column, sent down to the mouth of the Pungwe a large number of oxen, wagons and even stage coaches, bought two sea-going tugs named *Agnes* and *Kimberley*, and advertised the proposed road as the "fastest, shortest and cheapest route to Mashonaland", a claim that caused Jameson to comment that Thomas Cook had only to see "first the route and then his description of it to offer Johnson the salary of a prime minister to join his staff". Nevertheless his optimism was infectious and a number of prospective settlers left for Beira; the nurses Beryl Welby, Lucy Sleeman and Rose Blennerhassett were three of the many who arrived at the mouth of the Pungwe in June 1891, fully expecting to find an extensive road into the interior.

Indeed on 13th April, 1891, a road-making party of 13 Europeans and 91 natives led by Sir John Willoughby, together with 230 tons of stores and building materials and even two American stage-coaches, all the property of Frank Johnson and Co. Ltd., arrived in the *Norseman* off Beira. The expedition however, had a far more sinister purpose than simply the provision of personnel and material with which to make a road. The occupation of Rhodesia, which effectively ended Portuguese dreams of a trans-Africa colony, and the humiliation of the arrest of D'Andrade and Gouveia by Forbes at Mutasa's Kraal in November, 1890, had not surprisingly inflamed Portuguese public opinion both in Lisbon and Mocambique, the logical expression of which was a refusal to allow the building of a road almost the entire length of which would pass through Portuguese territory. Rhodes, realising that the British Government would not act firmly against the Portuguese unless it was forced into a position from which there was no withdrawal, decided to use Johnson's road-making gang to provoke an incident. If the Portuguese gave way, well and good: he would have the access route he required. If they resisted the result would be an international incident, a rebuff to the British Government which, as a fervent believer in the freedom of international water-ways, it could hardly ignore.

During March, 1891, Rhodes did nothing to quash the rumours that 240 men — i.e. a force large enough to deal physically with any resistance — was being prepared to sail from Durban in the *Norseman* (a Union Line coaster of 968 tons) together with the two tugs *Agnes* and *Kimberley* and several lighters as escort. Thus when Willoughby arrived at Beira on 13th April he found the Portuguese, led by Colonel Machado, Governor of Manica and Sofala, in bellicose mood. For two days Willoughby tried to pay the regulation 3 per cent customs duties for the transit of the goods; on the morning of the 15th he sent a written message declaring his intention to proceed upstream. As the small flotilla began to move up the Pungwe a Portuguese gunboat, the *Tamega*, fired a blank shot of warning. Willoughby hove to at once; this was the "insult on the British Flag" he had been commissioned to procure. The *Norseman* was allowed by the Portuguese to depart although the tugs were impounded.

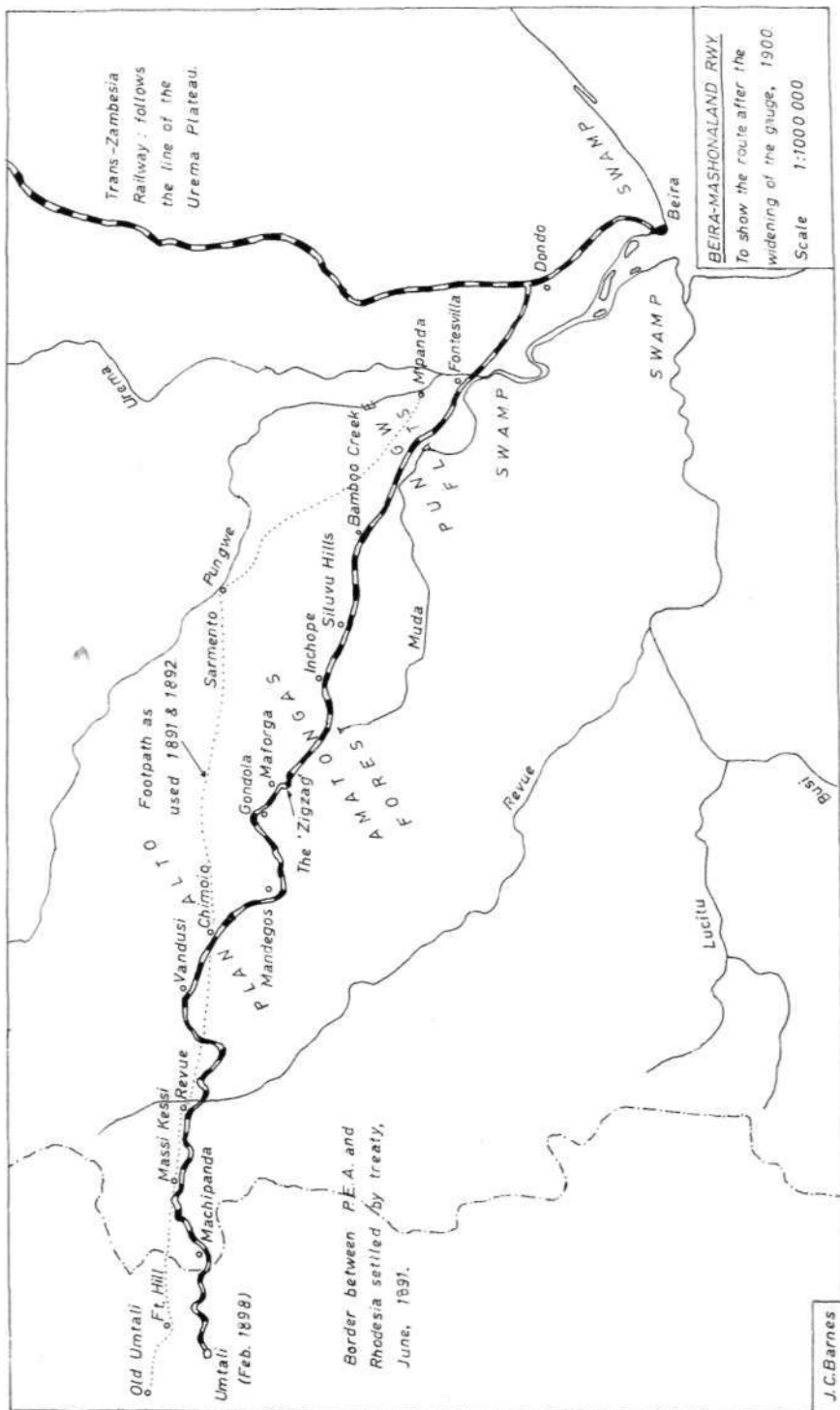
The "Beira outrage" as it was known, served its purpose. When the Anglo-Portuguese Treaty was formally signed by the British and Portuguese governments on 11th June, 1891, two of the terms provided for the recognition of the Pungwe as an international waterway and for the building of a railway to connect Mashonaland with the east coast of Africa.

The road-making party soon returned and by 1892 they had achieved some sort of success; trees had been cut and culverts made over the worst dongas so that a wagon could, with considerable difficulty, traverse the entire route. Selous, meanwhile, had arranged with Roach to cut a road from M'Pandas to old Umtali; it was Roach who pointed out to Johnson, at the time that the route was due to be officially opened to traffic, that tsetse fly made the route absolutely impassable. Johnson abandoned all further efforts with the road and turned instead to the idea of a railway, something that Rhodes had long had in mind but particularly so after his rigorous trip up from Beira in September/October 1891. J. Theodore Bent, who travelled down the road from the Umtali side late in 1891 described the dozens of wagons rotting in the veld (an estimated £2 000 worth) and the bleached bones of the oxen who had dragged them, a handsome Cape cart abandoned by Rhodes, and, at Sermento on the banks of the Pungwe, the two stage-coaches with "Pungwe Route to Mashonaland" written in gold letters on each side. This abortive project had cost Johnson £25 000.

* * * * *

In terms of the Anglo-Portuguese Treaty of 1891 the Portuguese Government undertook to construct a line from Fontesvilla, 80 km up the river and near the site of the present Pungwe Bridge (sometimes called M'pandas) to Manica. The exclusive rights were ceded to the *Companhia de Mocambique* which, in September 1891, granted a concession to Henry Theodore van Laun. These rights were acquired by the Charter Company which, on 23rd July, 1892, promoted the Beira Railway Company, the first subscribers of which were Lord Gilford, G. Cawston, A. Beit, C. H. Weatherley and C. E. Smith (100 000 shares each) and E. C. Clegg and J. F. Jones (50 000 shares each). Johnson put in a bid but, by his own account, the Directors of the Charter Company in London decided that "a firm with more experience of railway building" should do the work. Hence Alfred Beit asked George Pauling if he would accept a contract to build a light, narrow gauge line with rails weighing only 20 lb. a yard from Fontesvilla to Mandigoi (later re-named Gondola) a total distance of 120 km. Pauling was fresh from his work on the famous Eastern Line connecting Lourenco Marques with Pretoria in which the death rate had been 135 men in every 1 000 from fever alone; T. V. Bulpin claims, rather extravagantly, that "as many men died as there were sleepers holding the rails". Pauling's estimated total cost for the first section was £70 000 to be completed at the rate of one mile per day.

Johnson was later to write rather inaccurately that Pauling's contract "was made on a 'per mile' basis of cost, avoiding engineering difficulties as far as



possible, which of course, increased the cost. In the end I estimated that the line had cost £500,000 more than what would have been paid had my tender been accepted". As consolation Rhodes gave Johnson a contract for the transportation from Beira to Fontesvilla of all the material required in the construction of the new line. Johnson soon found that the *Agnes* and *Kimberley* were not suitable for work on the river because of their five foot draft; he therefore commissioned a shallow-draft stern-wheeled ship which was built in sections in Southampton, and was transported with great difficulty to Beira where it was assembled and named the *Crocodile*. On its maiden voyage it struck a submerged log and sunk on a sand bed from which the passengers had to be ingloriously rescued. The vessel was apparently never recovered. Johnson eventually sold the contract for transportation to Donald Currie of the Castle Line for £20 000.

In September, 1892, the Beira Railway Co. began work at Fontesvilla. Pauling had employed one of his opponents, Mr. A. L. Lawley, as Engineer-in-Charge mainly because "he had no fear of fever, and very little of anything else". The survey was initiated by Harry Pauling (cousin of George; he wore a wig and caused much consternation among the Africans by taking it off to mop his face; he was later to die of fever at Beira) Lawley and Butler; Pauling and Butler left in December before the fever season started and survey was left with Lawley and P. St. George Mansergh.

For the first 80 km the work consisted mainly of banking the line above the level of the Pungwe flats to prevent it from being washed away, but with the combined attacks of heat, tsetse fly and malaria this section extracted the heaviest toll of human life. In the final analysis 60 per cent of all the white men employed on the line died of fever, including, argued Pauling, all the teetotallers who did not stand up to fever country as well as did the heavy drinkers — anyway it was a convenient excuse for the excessive intake of alcohol! On his arrival in May, 1893, George Pauling found Lawley desperately ill with malaria (he put him on board a steamer with instructions to sail up and down the coast until he had recovered) and only four of the original staff from Delagoa Bay remaining, the others having either died of fever or been compelled to leave owing to ill-health. (The fact that on average only one steamer called at Beira per month meant a lack of vegetables and other luxuries). In all T. W. Rudland estimated that 400 Europeans died whilst building the railway, a mortality rate he explains partly by the fact that quinine was not yet available in the country. According to one old-timer a selection of gravestones was kept at Fontesvilla to enable any railway employee to choose his own memorial and the inscription he desired; consequently when men talked of giving up their jobs they talked not of resigning, but of "breaking up the tombstone".

The death rate among the African labour force has never been estimated; certainly 500 labourers from India died almost to a man. Nevertheless by 1895 there was a total labour force of 1 200 employed by the company, most of whom were paid a shilling a day and fed on rice imported from India.

Fever was by no means the only problem. The tsetse fly caused havoc among the animals — 500 donkeys were imported in the belief that they could

withstand "the fly" but they all died. The first rainy season revealed that ten miles of line outside Fontesvilla was submerged for about a month, and it was discovered that burials on this part of the line which were not deep enough either floated up or were disturbed by animals. On several occasions deaths occurred when Johnson's tugs were stranded on sandbanks; in these cases the deceased were buried immediately on the banks of the river where the graves were marked by clumps of trees, which then served as excellent navigational aids — "Smith's Point" or "Jones's Crossing".

Getting drunk was the only regular pastime other than getting fever or working. In one memorable 48 hour inspection trip Pauling, Lawley, and A. M. Moore (later chief resident Engineer of the line), drank 300 bottles of German beer! A travelling Japanese brothel provided the men with some diversion, but eventually the heat caused it to move inland first to Umtali then to Salisbury where its delights caused no little stir.

Lions were a constant menace. On one occasion, travelling slowly for fear of derailment and with the men unarmed in open trucks, a train came across a pride of lions by the track. The men scrambled on to the sides of the engine whilst the driver made as much noise as possible by opening the whistle and cylinder cocks. On another occasion a European fitter, sleeping with his feet out of his grass pondokkie and his laces undone, lost his boots and part of his heel to a lion; another pride besieged a European in his tent, sweeping under the sides with their paws. Pauling himself was at one time inspecting the line on a trolley pushed by four Africans; the grass moving in front made them wary and they managed to stop the trolley only 20 yards short of a big lion.

Gondola was reached in October, 1893, a remarkable achievement considering that the bills covering the Amatongas Forest rose from 650 ft. a.s.l. to 2 092 ft. in 40 km. In one section of the forest the rise could only be surmounted by a series of zigzags into dead-end spurs, with the train having to reverse direction at each halt.

In November, 1894, the line reached Chimoio and within two months trains were running regularly to the railhead two or three times a day. Passengers were charged 6d. a mile first class and 3d. a mile third class; natives paid 1d. and corpses were charged 1s. a mile! The overall charge for goods from Beira to Umtali totalled about £13 a ton.

The *Umtali Advertiser* reported that as celebration of the line's arrival two platelayers entered into a competition, firing at bottles. The commandant called out the native police with instructions to arrest the two; in the consequent melee the police were ordered to fire on the railway workers in the course of which the Commandant shot a platelayer, MacDonald, through the arm and neck. (MacDonald later died at Gondola). The Commandant Vasconcellos and the police took fright, threw away their rifles and fled, but several days later Vasconcellos gave himself up; he was sent to Mocambique and later Angola to serve his sentence.

At Chimoio there was a two year halt, partly because the initial contract had been completed and partly because of the combined difficulties of the



Beira Railway, Plate laying.

Photo: National Archives

rugged terrain ahead and escalating costs. Rhodes was approached however, and the residents of Salisbury sent a petition to the Queen, the result of which was the resumption of progress; on 14th June, 1897, the line reached Massi Kessi (or Macequece, now Villa de Manica).

* * * * *

Beira, still in the embryonic stages of development, represented an inauspicious start to a trip on the line. Lieut-Col. E. A. H. Alderson was prepared to back Beira against Aden, Caracas and possibly Hades itself as "the most undesirable place in the world in which to live". His memories included the ever-present sand, the heat, a muddy and smelly creek, a mangrove swamp and the inhabitants, the main characteristics of whom were fever and a lack of energy.

Originally, because money was scarce, it had been decided to make use of the Pungwe River between Beira and Fontesvilla, even though it was 80 km by water as compared to 60 km by land. The coast was eventually linked to Fontesvilla by the Beira Railway Junction Company in October, 1896; before that date passengers were introduced to the delights of river transport in the *Kimberley*. (In the first rainy season the *Agnes* had been grounded 11 kilometres

from the bed of the Pungwe; there she remained high and dry for three years until, with the help of a canal, there was another flood tide high enough to float her off). The river journey was advertised as taking four hours; in fact it was rarely completed in less than 20.

The master of the *Kimberley*, Captain Dickie, was, according to H. Marshall Hole, a "genial north country man" who had lost two fingers of his right hand from blood-poisoning, reputedly after punching an African in the mouth. He used to provide food and liquor for the voyage and should the passengers prove reluctant to finish his whisky the *Kimberley* was wont to get stranded on a sandbank and all efforts to refloat her were useless until Captain Dickie's supplies had been consumed. Rhodes, who had been made aware of this before taking his only trip in the vessel, bought the entire stock of whisky and champagne for £25 after which the *Kimberley* made the passage in 12 hours breaking all records!

The Pungwe was undoubtedly a navigational hazard with the sandbanks frequently changing position after high tide. On such occasions Captain Dickie, who had an uncanny ability to 'read' the bed of the river, would appear on the bridge from where, according to C. M. Hulley, "he became ever more eloquent as each sandbank came into sight, doing all he could to avoid it, his vocabulary ranging from 'damn' to words of four syllables as he became ever more excited. He shook his fist, roared and yelled and then, remembering he was a gentleman, apologised profusely to the women on deck below him." When the *Kimberley* was genuinely stuck fast Dickie would use a mirror to attract local natives who, after considerable bargaining, would jump into the water making a considerable noise (to frighten off crocodiles) and, up to their armpits in water, would forcibly move the boat off the bar. Their reward was a cheap blanket. If all these efforts to move the vessel were in vain, or if the locals failed to respond to the mirror, there was nothing to be done but to wait for the turn of the tide to lift her out of the mud.

Some, like Alderson, enjoyed the trip, partly because of the novelties and challenges of river transport and partly because of the abundant wild life both in the water and on the river banks. Others, like Frank W. Inskipp, found it hot and monotonous by day and bitterly cold by night.

After the rail link had been extended to Beira in 1896 this part of the trip was considerably quicker and more efficient, but until the bridge over the Pungwe was completed, and as Elsa Goodwin Green found to her cost, passengers were carried through, the mud to the ferry boat on the backs of local natives.

It was not unusual, on arrival at Fontesvilla, for the boat to be deliberately ploughed into the mud bank and all the passengers urged to scramble ashore with the help of natives and ladders. The term 'Fontesvilla' suggests cooling streams and suburban amenities. Far from it. "Of all the deadly places I have ever visited," wrote William Harvey Brown, "it was without doubt the worst. The yellow sickly appearance of the inhabitants suggested to our minds the idea of people who walk about to save funeral expenses. The houses were built on piles six feet above the swampy soil — the continuance of the railway to

Beira doomed the future of the pestilential spot to nothing more than a sepulchre for the dead." Hole agreed: "... a loathly little camp . . ." and with its human riff raff it had "probably the highest death rate of any place in the world." Certainly there were two cemeteries, both nearly full! And because the water level was only a few feet below ground level heavy weights had to be placed in the coffins to keep them down while the graves were covered with soil.

Travellers appear to have been left with two dominant memories of Fontesvilla, the first of which was the Railway Hotel. In the so-called Dining Room buck steaks only were served and they were tough and unpalatable; the only furniture in the bedrooms was a bed slightly over a metre in length with a wire foundation, no mattress, one coarse sheet and one small blanket. Like many of the inhabitants the proprietor was a pale, yellow, fever-stricken, listless spectre, perpetually drunk into the bargain. Surprisingly there was little crime but apparently Lawley and his Engineering assistants ruled with a tight hand. The second memory concerns the rats. Elsa Green, who travelled up with the West Riding Regiment at the time of the Rebellion, noted that Captain Swanson was so troubled that he opened a tin of biscuits supposed to have been reserved for 'up country' and left it on the floor to pre-occupy the vermin.

The boat-trip cost 25s. The next stage, that is the 200 km from Fontesvilla to Chimoio, worked out at £3 first class and the final coach run to Salisbury nine sovereigns. A multiplication by five should bring one close to the modern equivalent.



Chimoio on the Beira railway about 1896.

Photo: National Archives

Having unloaded one's baggage from the boat (literally — one was often required to do it oneself), the next task was to find a seat on the train. In the early years this was normally a garden seat, wide enough for three portly men to sit abreast, in an open goods truck. Some were fortunate enough to have a special coach but in the case of the Hulley family in 1894 this was derailed only 30 km out of Fontesvilla and the journey was completed astride a truck load of timber; to make it worse it poured with rain for much of the journey.

Besides the passenger coach was the livestock, conveyed in special trucks fitted with wire gauze as protection against the tsetse fly, whilst African travellers perched on top of the loaded goods trucks where they spent their time avoiding the very real danger of being swept off by overhanging branches.

Once the train was in motion and depending on the strength and direction of the wind, sparks from the engine consistently threatened to set clothes alight and arms and legs had to be continually slapped to prevent skin from being burnt. Those who had their backs to the engine and thus could keep the cinders out of their eyes noticed that in certain areas the telegraph poles leaned at drunken angles and that broken gin bottles acted as insulators — this was a tsetse fly belt and progress had been made as hastily as possible. Every two or three hours the engine would stop either to allow passengers and crew to cut fuel in the neighbouring forests or to collect bundles of firewood left by African woodcutters at recognised sidings. Whilst the fireman, (who incidentally was well paid — a driver collected £40 per month) stoked the boiler the passenger could buy "a stiff drink at a stiff price".

From Fontesvilla across the coastal plain to Bamboo Creek (later called Vila Machado, and famous because elephants had been seen using the water tower as a spray bath!) the line was practically straight; when it was flooded an African was sent to splash along in front testing the line with his toes. When it was dry the train could reach 20 k.p.h. downhill but after Bamboo Creek, on the steeper gradients, the passengers would often walk alongside the train giving it a playful push to help it on its way. At one point the gradient was so steep that a gang of Africans was kept to shove from behind.

Passengers did not complain much; their discomforts paled into insignificance when compared to the mishaps of the ox-wagon or the pain of walking with blistered feet under the hot sun. Elsa Green thoroughly enjoyed the trip and wrote that "the line passes through some lovely country". Admittedly she did have fine weather and good food. Moreover one could meet the most unusual people: an heir to an earldom who ran a butcher's business in buffalo meat and other game; a baronet who opened a small hotel; 'Long' Paley, grandson of the Bishop; 'Daisy' Newbolt, nephew of Canon Newbolt; little Jean Menaut — 'Johnie the Frenchman' — short and broad with a long black beard who ran a shack at Bamboo Creek called by courtesy an hotel — "the eternal item of his cuisine", wrote H. F. Varian, "was buffalo meat, no matter what other name it assumed"; and Larsen the Swede, one of the earliest guards on the railway who later became a notorious ivory poacher. When he caught up with a herd it was pure slaughter, his heavy-bore rifle literally blowing the beasts



The narrow gauge train from Beira to Salisbury. The engine has come off the line in the densely wooded country. 1902.

Photo: National Archives

to bits. Apparently he died in Angola, the result of a native poison given to him in a fit of jealousy by a half-caste woman.

The only building of note alongside the line seems to have been the Railway Hospital at the 77 mile spruit, and Chimoio, for two years the railhead, was something of an anti-climax: a small collection of mud huts, one or two galvanised iron stores and 'Lawson's Hotel', the latter a series of African-type rondavels with calico-covered windows and a door made of old packing cases on which was printed 'Keep the Contents Cool', secured by a nail and string. The furniture — two packing cases, japanned washstand ware, two wooden stretchers and a piece of sacking on the floor — was considered relatively luxurious.

Mr. Symington's mule-drawn carts could cover the final 120 km to Umtali in 22 hours but many passengers preferred to walk rather than wait for the next coach which could be a week in coming. Travel in a cart pulled by 14 mules was not pleasant; cramped, hot, dusty and bumpy, there was a strong possibility of the coach overturning, of vital parts breaking or of being stuck in a river or at the bottom of a donga, all of which meant lengthy delays. The first stopping place was normally for lunch at Vendusi where there was the first of many stores catering mainly in kaffir-truck; this one was run by a golden-haired Frenchman whose native servant spoke English, French and Portuguese. The

night stop was made at the Revue River at Hawe's store which offered mud huts, blankets and a warm fire. An early start meant lunch at Massi Kessi, the home of the Portuguese Commandant and the customs officials as well as the site of a hospital. Supper could be taken at one of four stores — Botley's, Fisher's (five kilometres short of the border), Brown's or Leslie's, the latter near the present site of Umtali. Again an early start (4 a.m.) and the prospect of walking up Christmas Pass behind the coach. At the top of the rise everyone re-embarked and the driver, who had been sparing the mules for the finale, dashed into (Old) Umtali amid much excitement from the townsfolk, not least because he brought the mail. Umtali always provided the possibility of some madcap entertainment — horse races and athletics in the Main Street or a dance at night with the doctor playing the fiddle and someone carrying the harmonium from the Church.

* * * * *

Late in 1895 the surveyor, Mansergh, reported that, because of the difficulties and expense of taking the line over Christmas Pass, it would continue along the valley of the Sakubva River and over the Nyamashiri Range to the Odzi River. Rhodes, who was in Rhodesia having recently resigned as Prime Minister of the Cape (a consequence of the Jameson Raid), held a meeting with the residents of Old Umtali on 26th March, 1896, at which the issues were clarified: either the town moved to the planned site of the railway or it remained where it was and became an isolated backwater connected to the railway by a branch-line from Odzi. The meeting agreed that the town would have to move, that the new town be built on exactly the same lines as the old one (owners of stands in Old Umtali would be given corresponding position in the new town), that a valuation of all buildings in the old town be made and the B.S.A. Company pay that value to the owners provided it was reasonable, that the B.S.A. Company should erect suitable government buildings and a hospital and provide money for a water supply should the latter prove necessary.

It was left to a selection committee consisting of Sir Charles Metcalfe, Mansergh and Pickett (representing the government) and A. W. Suter (who was chairman) to choose the final site. Their final selection covered the farms Weirmouth, Devonshire, and Waterfall with parts of Mountain View, Quagga's Hoek, Birkley and Sable Valley. For health reasons the B.S.A. Company chose Sable Valley, Birkley and Mountain View and paid out £5 000 to the owners. Landowners in Old Umtali applied to the Surveyor-General, J. M. Orpen, to survey the new site and it was agreed that if residential stands were unfavourably situated the owners would be allowed to exchange them for unsold stands. People were not allowed to own new land and retain land at Old Umtali at the same time.

The last meeting in Old Umtali of the Sanitary Board was on 11th August, 1897. Earlier in that same year building operations had started and people had begun to move to the new site. Under the supervision of George Pauling who was Commissioner of Public Works in Umtali, the whole town was literally pulled to pieces and all worthwhile items carried over the Pass and reassembled

on the new site; for a while there were two Umtalis and the population of some ninety Europeans was equally divided between the two. Every day wagons loaded with wood and iron toiled up the old Pass road and gradually the new settlement took shape, the predominant materials being wattle and daub cottages with thatched roofs. There was a shortage of labour in the new area since the Africans were distrustful of the whites and vice-versa; the result was an influx of labour from Beira and the Zambezi which introduced 'jigger flea' to the town.

Compensation paid out by the B.S.A. Company amounted to over £300 000 and it was the spending of this money as much as the approach of the railway which resulted in the initial rapid development of the new Umtali.

Rhodes's interest did not cease once the town was established: he ordered that the road between Penhalonga and Umtali be maintained by the government; he undertook the planting of flamboyant trees along Main Street and he saw to the laying out of the present park as well as giving the town a tract of land which, for many years, was used as a race-course.

Since the B.S.A. Company had paid compensation to landowners the ownership of the old town passed into its hands. Said Rhodes: "We will turn it into a mission". He met Bishop Hartzell in Cape Town and suggested that the Bishop visit Umtali, which he did, arriving on 10th December, 1897. On the 12th, in a general dealer's store, he conducted Umtali's first Methodist service. Negotiations were started and an agreement was reached in London between the Bishop and Rhodes for the establishment of an industrial mission on the old site, the handing over to the Methodist Episcopal Church of the remaining eight buildings and 1 300 acres of land, as well as concessions in the new town for church and school purposes.

* * * * *

The first train reached Umtali on 4th February 1898, having left Beira the day before. (The first train had arrived in Bulawayo four months previously although that line had been started eight months after the Beira line.) The engine was decorated with flowers cut from the bush and painted on a screen in front were the words "Now we shan't be long to Cairo". A banquet was held to celebrate the arrival, the railway headquarters were named Paulington and a Celebration Committee was formed — in the last week of April the festivities included sports functions, a rifle competition, three balls and a banquet, a sale of stands, an evening of 'sporting lotteries' and a show by a touring concert party called 'The Nelstones'.

Although narrow gauge (two feet) and limited to 50 ton loads, the railway did mean regularly scheduled transport. None the less after the years of waiting too many people expected too much too quickly. In 1893, for example, the Secretary of the B.S.A. Company had written that the main difficulty in the mining field was the lack of transport but that this would change with the arrival of the

railway — "... the time cannot be far distant when Mashonaland will assume a leading position amongst the principal gold-producing countries of the world". The predicted boom did not materialise immediately and the Africans continued to assure their masters that the train was too slow — urgent messages should be taken on foot!

* * * * *

On 22nd May, 1899, the standard gauge line (3 ft. 6 in.) to Salisbury was opened and all energies were devoted to the widening of the line between Beira and Umtali to the same standard gauge. The original two foot gauge had been pushed through at the lowest possible cost and thus followed the line of least resistance; the earthworks were as light as possible while practically all the waterways and bridges were of a temporary nature. Considerable deviations in the original alignment shortened the length by 45 km.

In January, 1896, Lawley, who had left the line to take part in the Jameson Raid, was arrested and imprisoned in Pretoria until late May, when he was released to return to work on the railway; his return coincided with the outbreak of the rebellion in Mashonaland. The 1896 Shona Rebellion affected the line but little: the natives were restless and some working on the railway deserted and returned to their kraals. It was vital that the line was kept open if all communications with Salisbury were not to be cut; the British High Commissioner entrusted care of the line to Alderson who kept it operational without much difficulty. In 1899 however, soon after widening operations had begun, the Boer War broke out; the siege of Mafeking meant the diversion of all rail traffic through Beira. All goods had to be transhipped from the narrow to the broad gauge at the junction which, when the first contingent of Australian, New Zealand and Canadian troops arrived, was at Bamboo Creek.



Railway Station at Macequece.

Photo: National Archives

Some 7 000 troops and several thousand horses from Hungary and the Argentine, and mules from Texas and the Argentine together with all the associated stores, equipment and forage arrived at Beira at a time when there was neither a camp for the men nor fencing for the animals, when the rains were still in progress, malaria and horse-sickness were rampant and flies were everywhere. There were delays as the lighters were off-loaded and more delays at the junction at Bamboo Creek. Although there was plenty of rolling stock there were only three large engines and one saddle tank shunting engine, the 'Jack Tar' (which stands today in the Railway Museum in Bulawayo). Initially, before fences were built, the animals were let loose on the flats with Australians guarding them and rounding them up at night.

When Dunraven's Yeomanry arrived from England a little later malaria and dysentery were rife and a number of them died at 23 Mile Creek camp. At the same time Rhodes, on what was to be his last visit to Rhodesia, arrived at Beira with pedigree cattle and pigs for his farm at Inyanga.

But work continued as normal and when the final rails of the 3 ft. 6 in. gauge were laid near Mile 42 on 1st August, 1900, an open truck propelled by 'Jack Tar' and a carriage filled with food and drink were sent down the line to Beira stopping at the many camps where everyone was invited to make merry.

The narrow-gauge track was used to construct a tramway at Umtali to carry goods from the railway sheds along Main Street and distribute them to the shops and business premises further up town. (The tramway has been well described by C. Shoebridge in *Rhodesiana*, No. 21).

In 1900, soon after the broad gauge was completed, the Beira-Umtali-Salisbury sections of the Beira Railway Co. and the Mashonaland Co. combined under one management known as the Beira and Mashonaland Railway. As reward for their excellent work, and on the personal instructions of Rhodes, Lawley, Moore, Mansergh and nine others were granted 1 500 morgen farms along the Umtali-Salisbury line.

At the time of its construction two 'records' were claimed for the B.M.R. — first, that it had the highest mortality rate of any railway construction job in the world, and secondly that it was the longest narrow gauge line in the world. Unenviable as these claims may be, none can deny that a few courageous men, many lying today in shallow unmarked graves alongside the rails they helped to lay, had realised Rhodes's dream of a reliable access route to the coast.

*"Each bolt, each nut, each metal bar
Could tell a story — grim but true —
And where the gangers' houses are
Maybe are ghosts of dead men too —
Ghosts of the men who worked and knew
The fever swamp, the sickening jar
That came when life was rusted through
Upon the lonely B.M.R."*

(Cullen Gouldsbury. 'Ballad of the B.M.R.')

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 Interested readers should also refer to the excellent first chapter of Mr. A. H. Croxton's book, "Railways of Rhodesia", 1973. Furthermore Appendix A of the book is a copy of Pauling's original estimate of 1891, July.
 I would like to thank Mrs. S. Jansen for the loan of "Atlas de Mocambique" from which much of the map was taken.

BUNDU SERIES

Two more of this excellent series published by Longman Rhodesia.

Some Well Known Moths by Elliot Pinhey is a popular introduction to the subject. There are less than 500 species of butterflies in Rhodesia but there are thousands of species of moths, many of them un-named and un-sorted. The book deals with the characteristics, life cycle, habits and economic importance of moths and then with collecting and preserving. There is a check list of 240 species found in Rhodesia giving names, classification, description and distribution with other brief notes. Besides drawings and black and white illustrations over 200 species are shown in colour on 33 plates. A most useful guide for the beginner (Price \$3,75).

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The Pioneer Corps: Addenda

by Otto Reitz

(Robert Cary's book, "The Pioneer Corps", published by the Galaxie Press, Salisbury, was the subject of a review article by C. Coggin, with addenda by Robert Cary, in Rhodesiana No. 35, September, 1976. This article adds new names and further information to the book and review article.—Editor)

My interest in the Pioneer Corps has always been in the part played by members of the Bechuanaland Border Police — the B B P — in the force raised by Major Frank Johnson as also in the British South Africa Company Police. This recent publication *The Pioneer Corps* is therefore most welcome. Notes on some of the members of the Pioneer Corps are submitted as addenda to the detailed biographies which Robert Cary has set out in his book.

Attempts to correlate the names of members of the B B P with those of the Pioneer Corps as also of the British South Africa Company Police meet with considerable difficulty since no complete list of men who served in the B B P has been traced. In Command Paper C 4957, page 90, Frederick Carrington, Colonel Commandant, B B P, says the force was raised in mid August 1885, the strength of the corps being 477 officers and men. "The recruits were for the most part men who had previously served in the Bechuanaland Field Force or some Colonial corps . . .". This would have included the 200 strong Bechuanaland Mounted Police under Major Stanley Lowe. The strength of the corps fluctuated over the years until it was finally disbanded in November 1895. Two troops of some 120 officers and men retained their identity as members of the B B P in Dr. L. S. Jameson's illfated force at the start of 1896. Knowledge of membership of the B B P is based on a list compiled over a period of about twelve years from a very wide variety of sources but this list is unfortunately far from complete. As an example Robert Cary's admirable work on the Pioneer Corps has added three names to a list of over 1 000 officers and men who are recorded as having served in the B B P.

The Annual Report of the B B P for 1889-1890 covers the period from mid-August to mid-August. During this period the strength of the force was increased from four to five troops, as follows:

	14 August 1889 <i>Four Troops</i>	14 August 1890 <i>Five Troops</i>
Officers.18	22
NCO's.	29	39
Troopers.	288	375
<i>Totals.</i>	335	436

Only two officers are named in this report as having transferred from the B B P to the B S A C Police — they are Lieutenants E. C. Chamley-Turner and W. F. Bruce, who transferred on the 21st and 22nd of February, 1890, respectively. The following casualties among the B B P can be extracted from a table but no names or dates are given:

Discharges — by request: 1 Troop Sgt. Mjr.; 39 Troopers.

Expiration of service: 1 T.S.M.; 4 Sgts.; 9 Cpls.; 1 S.Smith; 51 Troopers.

An explanatory note under discharges "by request" states: "Fourteen were men, who, in one batch, were specially permitted transfer to the British South Africa Company's police". The Pioneer Corps is not mentioned.

The following table sets out the numbers of men who attested in the Pioneer Corps and the British South Africa Company Police who are known to have served in the Bechuanaland Border Police:

The Pioneer Corps

Men who joined the Pioneer Corps from the B B P	27
Men who had seen earlier service in the B B P.	8
Men who served in the B B P post-1891.	3
	38

The British South Africa Company Police

Men who joined the B S A C Police from the B B P	29
Men who served in the B B P post-1891.	4
	33

The grand total of 38 + 33 = 71 "old boys" of the B B P must be reduced by four to account for the following men who served first in the B S A C Police and then transferred to the Pioneer Corps. They were four of Rhodes' "Apostles": Campbell, P. W., Christison, T. J., Coryndon, R. T. and Featherstone-Haugh, H. W.

There may well be a number more who have not been traced due to the sketchy records relating to the Bechuanaland Border Police.

The following additional biographical notes on members of the Pioneer Corps are appended. Most of the references are to service in the B B P.

Beal, Robert	<i>References</i>
B F F: 1884-85 Only commissioned post March 1885	1
B B P: Regt. No. unknown; recorded as Sgt. Mjr. 'D' Troop 1887;	2
Sgt. Mjr. in Apr. 1888 and Oct. 1889.	3,4
Troop S.M. Dec. 1888 and Regt. S.M. at Elebe 17 Feb. 1890.	5, 6
Birkley, William Henry	
B B P: No. 163. An N.C.O. in 'D' troop, discharged 14 Feb. 1888; 7	
Re-enlisted; L/Sgt. in B B P Escort to Matabeleland Oct. 1888, escorted brothers J. W. and T. T. Cock (q.v.) south from Tati.	8

Borrow, Henry John	
B F F: Sergeant in 2nd Mounted Rifles (Carrington's Horse) ..	9
Butcher, Williams Henry Walter	
Born Grahamstown 1866.	10
BBP: Regt. No. unknown; served 1885-1889; in 1888 rode despatches from Shoshong to Rev. J. S. Moffat at Bula- wayo;	11
Troopers Butcher and Giles on detachment at Shoshong 1888;	12
Escorted traders Chapman and Francis from Shoshong when they were expelled by Chief Khama in June 1888 ..	13
Chase, Arthur Henry	
BBP: Regt. No. unknown; Jan. 1889 Clerk in 'A' Troop ..	14
There are several references to both Cpl. and Trooper CHASE but as no initials are given the individual cannot be identified since there was also a 'Charlie' CHASE serving in the B B P at this time. Two medals awarded to A. H. CHASE are in collections in South Africa: Rhodesia 1896: Sgt. A. H. CHASE, M R F; Mashonaland 1890, with two bars: Mashonaland 1890 and Rhodesia 1896.	15
Christison, Thomas James	
BBP: Regt. No. unknown; joined B B P in 1889.	16
Clinton, William James	
BBP: A Cpl. CLINTON, no initials given and Regt. No. unknown served B B P with Sgt. Mjr. BEAL in Mafeking in Nov. 1887	2
Drysdale, John Patrick	
BBP: Trooper J. Drysdale, Regt. No. unknown, on patrol with Sgt. J. J. Roach in Feb. 1886.	17
A man named John DRYSDALE served in Raaff's Column and another with the same name served in the Salisbury Horse in 1893.	23
Edgell, Edward Ramsay	
This is a name which is often mis-spelt — see page 83 "On the South African Frontier" where W. H. Brown spells it EDGEHILL.	
BBP: Regt. No. unknown and no initial given; Trooper EDGHILL listed among B B P Escort at Lotsani river Jan. 1889; ..	18
Trooper J. C. BAGLEY, B B P, gets the matter more muddled by referring to EDGHILL as EDGWOOD!	12
Farrell, Edward O'Connell	
BBP: Regt. No. 3 — foundation member B B P. In 1886/87 arrangements were made to settle about two dozen mem- bers of the B B P in beneficial occupation of Border Police farms in the vicinity of Maf eking.....19 & 20 In Mar. 1887 Farrell, who had not been successful in the	

initial ballot, applied to have two farms allocated to J. J. ROACH (Lieut. Pioneer Corps) transferred to him. Farrell took transfer of farms Schoonewald, Mafeking Quitrent 2-7, and Hanover, Mafeking Quitrent 2-8, in May 1890. These farms are on the Madibi river about 30 km south of Mafeking on the Vryburg road. 18 & 21

Hall, George

There were two men by this name: George HALL, No. 178 of the Pioneer Corps. He would have been born before 1850 since he was a man at Tati in 1871. He paid a visit to Lobengula in 1885 in the company of A. Wolfenden and A. Walsh. 22

B B P: Regt. No. 1641 Trooper George HALL came from Kimberley. He served in the Southern Column in the Matabele war of 1893. He died at Vryburg on 6 Jan. 1895, aged 32 years, while serving in the B B P. 23, 24, 25

King, William Fleming

BBP: Regt. No. 1—attested 15 Aug. 1885. 19
Sgt. Mjr. at Fort Elebe on 17 Feb. 1890. 6

Kronstein, Leonard

BBP: Regt. No. unknown; Trooper and member of His Hon. the Administrator's Escort in Aug. 1888. Remained to patrol the Limpopo near Baine's Drift under Lieut. F. E. LOCHNER ; at Lotsani river Jan. 1899.....18

Larsen, Oscar

No. 206 Trooper J. O. LARSON (sic), 'B' Troop, Matabeleland Mounted Police, participated in the Jameson Raid. He was reported as 'Missing' and later as 'Escaped'. He avoided capture and returned to his home at Pietermaritzburg. 26

Logan, George Alfred

The name of Trooper LOGAN crops up frequently in the many sources of information on the B B P. Before the biographical information on G. A. LOGAN, NO. 4, Pioneer Corps, became available it was assumed that all these references concerned the same person. However, it would now seem that there were in fact two or more men with the same name and similar initials.
1879 A Trooper Logan (no initial given) served in the Zulu War in the Natal Volunteer Force. 27

In a letter dated 5 Sept. 1963 Major Geoffrey Tylden advised that a member of the Society of Army Historical Research had in his collection of envelopes one franked in Bechuanaland in 1890 by A. LOGAN, 'C' Troop, BBP — he thought at Gaberones, but was not sure. This was probably 'C' Troop, Pioneer Corps.
H. Lynn Stevens — not a reliable source — mentions a Trooper LOGAN in the B B P in 1893 — one who had been in the Zulu War, and Southern Column 1893. 28

However, the name LOGAN does not appear in the B S A Company Medal Roll for Matabeleland, 1893.

B B P: Regt. No. 1498 Trooper LOGAN transferred from 'K' to 'E' Troop in November 1894. 29

B B P: Regt. No. 2256 Trooper George LOGAN, late Bombardier Royal Artillery, served in 'K' Troop in the Jameson Raid; was slightly wounded (bullet wound in finger). Repatriated to England in the *Harlech Castle*; domicile Scotland; Address: Cairn Villa, Auckmill, Aberdeen. 30

1899-1902 Anglo-Boer War: Natal Mounted Rifles — recruited since the Siege of Ladysmith: Trooper G. A. LOGAN. 27

McLachlan, Alexander

Bechuanaland, Nov. 1888: court case Regina vs. Achilles: statement in evidence by Alexander William MCLACHLAN: "I am a conductor of wagons for the North Star and Mining Exploration Company". 33

Mahon, John Denis

B B P: Regt. No. unknown: Troop Sgt. Mr. John D. MAHON, 'E' Troop B B P in April 1887. 31

Mandy, Frank, Lieut.

July-Oct. 1888 Mandy in Matabeleland seeking a concession .. 32

Masters, Charles

Johannesburg Star, 28 Jan. 1976: Mr. Colin Owen of Benoni, Transvaal, states that in his medal collection he has a rarity, an 1890 B S A Company Pioneer medal with three bars which was issued to Charles MASTERS. The three bars are: Mashonaland 1890, Rhodesia 1896, Mashonaland 1897.

Ogilvie, Ogilvie Hollings

B B P: Regt. No. 2081: second name HOLLINGS — see Rhod. Arch, reference M A 1/2/2 and Death Register No. 35, ref. J G 7/1/35.

Apr. — May 1888: together with **B B P** L/Cpl. A. Steward (q.v.) escort to Bishop Knight-Bruce, the Bishop's wife and her travelling companion Miss Catherine Alice Jones, in Bechuanaland Protectorate. This Miss Jones became Mrs. Ogilvie in 1894. S.A. Who's Who 1912 and letter from the Nat. Rhod. Arch. ref. C 1/82/64 dated 22 Oct. 1964.

The Rev. J. S. Moffat did not think highly of the N.C.O. in charge of the five man escort provided by the B B P for the period June 1888 — Jan. 1889. "The party (escort) was however ill assorted. OGILVIE, as Cpl. in charge was not a success and discipline was conspicuous by its absence."

This may have accounted for his demotion to Trooper when he was a member of the B B P escort provided for the Queen's Envoys during their visit to Lobengula in Jan.-Feb. 1890. This escort was in the charge of Cpl. A. V. GOSLING.	35
Scherbrucker, Frederick	
BBP: Regt. No. unknown: F. SCHERBRUCKER, no rank given, signs as one of a committee of six representing officers, N.C.O.'s and men of the B B P. It has been assumed that this is F. X. SCHERBRUCKER who was first in the Pioneer Corps and later in the B S A Company Police as Trooper No. 705.	20, 36
Steward, Augustine	
BBP: Regt. No. unknown: Apr .-May 1888 as L/Cpl. he and Trooper O. H. OGILVIE (q.v.) escort to the Bishop of Bloemfontein.	37
Oct. 1888-Jan. 1889 — on detachment patrolling the Limpopo.	18
Trooper Cornwall, W. L. — number should read 144.	
Trooper Krohn, A. F. — number should read 165.	
Under 'Discharges' Burchell, F. U. was allotted the number 15 and Distin, E. the number 29.	
<i>(Information supplied by the late Colonel A. S. Hickman).</i>	

DISCHARGES

Beaumont, Henry George	
A man called Beaumont was in Bulawayo in Sept. 1889 having come north with E. A. MAUND on his return with the Indunas he had accompanied to London.	32, 38
BEAUMONT is recorded as having played tennis in Bulawayo in 1889	38, p. 134

CIVILIANS

Baumann, John	
In 1889 he was in Matabeleland as an agent of the Chartered Company.	32, 39,40
Cock, John William and Thomas Toy	
These two brothers were related to Joseph Garbutt WOOD and they were with him in Matabeleland in Oct. 1888. Together with WOOD they were escorted out of the country by Sir Sidney Shippard's B B P escort. L/Sgt. W. H. BIRKLEY (q.v.) was in charge of the deportees on their journey south.	8,12,41,48
Cherry, J. E.	
An Englishman who had prospected on the De Kaap Goldfields (Eastern Transvaal) prior to 1885; was prospecting in Matabeleland and Mashonaland in 1888 and 1889. In the latter year	

CHERRY was made a prisoner by Lobengula for prospecting near the Mazoe river. 32, 39

B B P Regt. No. unknown: Sgt. Mjr. J. A. (sic) CHERRY was at ELEBE in Feb. 1890. The name has not been traced anywhere else in records of the B B P but it is an unusual one. 6

Condon, George

CONDON was in Matabeleland in 1888 and again in 1889. He accompanied E. A. MAUND to England with the Indunas who visited Queen Victoria. He returned to Bulawayo with the Indunas 32, 38, 39

Durrant, Maurice N.

In Matabeleland Feb. 1889 as representative of the Southern Cross Syndicate, Cape Town. 32, 42

A man called DURRANT, who claimed to have been in Matabeleland in 1889 was at Bloemfontein during the Anglo-Boer War; he was then an engineer on the railways. 38

Fry, Ivon

He was the son of John Larkin FRY, detective at de Beers, Kimberley. Ivon FRY was in Matabeleland seeking a concession in July 1888 and again in June-July 1889 when he was in the company of H. C. LOVEMORE (q.v.). 32

Harman, F. E.

He was prospecting on the south bank of the Shashi river in the disputed territory in Dec. 1889. 3 (253 G 5/12/1889)

McCallum, William

1877-1884 Captain in the Cape Mounted Rifles. 43,44

1884-1885 B F F, Lieutenant 2nd Mounted Rifles. 1

B B P: Lieutenant 1885-1887; Nov. 1886 MCCALLUM successful applicant for a Bechuanaland Border Police Farm. The farm was subsequently confiscated because MCCALLUM deserted in Oct. 1887 after misappropriating 'D' Troop funds during the absence of Capt. F. H. LUCY, Commanding the Troop. MCCALLUM fled to Zeerust in the Transvaal. 4 — Schedule of B B P appointments; 20, 37, 45

Details of the murder of William MCCALLUM are recorded by R. Cherer Smith — The Africa Trans-continental Telegraph Line in *Rhodesiana* No. 33, Sept. 1975.

Nattrass, William

William NATTRASS signed on as a Trooper, Regt. No. 8 in the SOMALILAND BURGHER CONTINGENT which was recruited from Transvaal and O F S BurgHERS at the end of the Anglo-Boer War. This Force consisting of some 90 odd volunteers served under British officers in what was probably the first contingent of South African born troops to serve north of the Equator. Equipped as mounted infantry they joined Brigadier-General W. H. MANNING'S

'Obbia' Force of some 2 300 men in the campaign of 1903 against Mohammed Bin Abdullah, "The Mad Mullah" who led the revolt in Somaliland. On discharge in mid-1903 NATTRASS' Commanding Officer described him as follows: "Prospector. Went to Somaliland to spy out the land; has caught glimpses of diamonds and other precious stones as well as much gold and silver." Address: c/o Captain Hutchinson, Box 1024, Pretoria. Under heading "Re-employment" "Wishes for passage back to Somaliland". 46

Thompson, W. Backhouse
 He was in Matabeleland in August 1889. 32,74

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Abbreviations

C 5363 — Command Paper (Blue Book) C 5363; C A — Cape Archives Depot; P R O — Public Records Office, London; Rh A — National Archives of Rhodesia; T A — Transvaal Archives Depot.

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35. Rh A: MA 1/2/1.
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43. Hart's Army List: 1885.
44. P. L. Young: *Boot and Saddle* — Appendix F.
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48. C. 5918.

NADA

Vol. XI, No. 4, 1977, of this Ministry of Internal Affairs Annual contains the customary *melange* of interesting articles and features connected with African history and tribal lore.

There are articles on the Nambiya people of the Wange T.T.L.; on a Shangaan circumcision lodge; on Amandabele regiments; on succession in the Maribeha T.T.L.; a history of tribes and chiefs in "Marondella's District"; and other contributions and notes.

Two short, very topical pieces describe officials' experiences on active service in the disturbed areas of the country. There is also the first instalment of *Memories of a Native Commissioner's Wife* by Mrs. G. M. Masterson. Her husband who joined the service in 1925, became a Provincial Native Commissioner and then died in 1966 whilst still in the service as Deputy Secretary. A tribute is paid in this issue to the work of E. D. Alvord. He came out from the U.S.A. in 1919 as an agricultural missionary. In 1926 he joined the Rhodesian government as "Agriculturalist for Natives", a new post, and he started and founded the agricultural extension service for Africans. He retired in 1950 as Director of the Department of Native Agriculture. Also in this issue is an account of the 1976 "Veld Vac", the annual holiday adventure camp in the T.T.L.s for young Europeans.

In a Foreword, A. D. B. Yardley, Secretary for Internal Affairs, says that NADA was begun in 1923 as "a contribution to the greater understanding of the African and African Affairs". In 1977 when the whole fabric of African affairs is "under stress" it is even more essential that NADA should continue this same vital purpose.

This issue is particularly well illustrated with both colour and monochrome pictures. Published by The Business Manager, NADA, Pte. Bag 7702, Causeway, Rhodesia, it costs \$1 per copy. Edited by E. E. Burke, Director of National Archives.

Medical Practitioners of Bulawayo in the mid- 1920's

by Dr. R. M. Morris, C.M.G., O.B.E.

FOREWORD

The sketches which follow are in no sense intended to be formal biographies. They set forth facts which to the best of my knowledge and belief are accurate. They are my personal memories of the medical men whom I met in Bulawayo when I arrived there in September 1926.

All were colleagues of mine and most of them my friends who gave me professional support and help during my first spell of 12 months duty there. Again from 1934 to 1946 on a second tour of duty, of those who had survived none ever withheld his assistance when I called upon one or other.

They were a wide spectrum of the types of medical men of their day and age; skilled in what was still very much an art and very little of a science. All were entirely devoted to the welfare of their patients, always ready to answer every call for help, regardless of time of day or night, or the state of the weather. Most even disregarded the likelihood of ever receiving any remuneration. To them the perfect and complete answer to being late for any non-professional engagement was simply "I was seeing a patient".

Although for most of them the material gains were small, they had a high degree of personal satisfaction in jobs well done and in the maintenance of a reputation for skill and careful attention, not only with their patients but with the professional colleagues with whom they lived at such close quarters.

As a group their careers cover most of the early years of medical practice in Matabeleland, since they start with Dr. Fred Vigne who had first come to Bulawayo in 1893 and end with some whose arrival only antedated mine by a matter of a few months.

It seems to me proper that some record, however imperfect and incomplete, should be made available as a tribute to what they achieved by their efforts to make the lives of those who followed them easier and safer. Matabeleland should be grateful that they lived and worked so hard and so often in the most difficult circumstances and at great personal risk.

Dr. Alfred Vigne, M.B. (Dublin), known to his family as Fred

For much of the information in this note I am deeply indebted to his daughter, Mabel Josephine (known as Molly) Barber and her husband, Mr. D. B. Barber, of Dewsbury Farm, Bulawayo. They have courteously permitted me to consult a paper by Mr. Barber covering Dr. Vigne's life and to read and quote

from an edition of the Doctor's diary covering his journey from Mafeking (2nd February 1896) to Bulawayo (8th Feb. 1896) and his service there up to the 2nd August of the same year, i.e. the main period of the Matabele Rebellion. I am grateful for their permission to make this use of the knowledge so gained.

Fred Vigne was born at Fort Beaufort in the eastern Cape Colony in 1863, the son of an Irish couple who had emigrated to that area in the 1850's. His early schooling was at the Fort Hare Mission but in due course he entered Dublin University, where he graduated in 1889. In addition to his academic success Fred, who was a tall, powerfully built man, made a great name for himself as a sportsman and athlete. For some years he held both the University and the Irish National records as a sprinter in the 220 and 440 yard races. He was also awarded four caps as an Irish International Rugby player. His caps and a presentation gold watch are still in the possession of his daughter.

He returned to South Africa in time to be appointed in 1890 as a medical officer to the B.S.A. Company's Police then forming at Macloutsi as a part of the Pioneer Column to enter Mashonaland. He did not in fact accompany them but served both at Macloutsi and at Fort Tuli. At the latter place he had as his nursing colleagues the redoubtable band of Dominican nuns who later opened the hospitals at Salisbury (1891) and Bulawayo (1894). The story is told that to keep the young troopers of the Pioneer Column in good shape Fred Vigne organised games of Rugby Football in the bed of the Shashi River. This story is confirmed to some extent by the evidence of my own father-in-law (then a corporal in D Troop) who often referred to these games of Rugby, although he was not aware of the identity of their organiser.

Dr. Vigne remained as the medical officer to 2 troops of B.S.A. Company's Police and 3 troops of Bechuanaland Border Police who were held at Fort Tuli as possible re-inforcements for the actual Column and to keep open the lines of communication to the South. When the B.S.A.C. Police moved on, Fred Vigne became the M.O. to B.B. Police in Bechuanaland.

War broke out against Lobengula's impis in 1893. In addition to the Salisbury and Fort Victoria forces, a Southern Column under Colonel Goold-Adams (later Governor of the Orange River Colony), and largely of the Bechuanaland Border Police, came from Bechuanaland. Dr. Vigne was its medical officer, accompanying this Column.

After a skirmish outside Bulawayo, the Southern Column reached Lobengula's capital a few days after the other two columns. The Doctor then worked in Bulawayo for some time but the dates are uncertain. It is probable that he returned to Bechuanaland with the B.P.P. Southern forces since it is known that he sent in his resignation at the end of 1894.

After paying visits to relatives in Cape Town and Kimberley (exact dates uncertain) he returned to Mafeking by train in January 1896. There he booked a seat on the first available coach for Bulawayo, paying £22 10s. Od. for his ticket.

This journey started on 2nd February and from then on he kept a diary with daily entries till 2nd August 1896. This diary is still extant and gives a clear picture of his doings.

As to the journey entries read e.g. "the last two stages (to Palapwe) very bad, sand, heat, and the oxen hardly able to move. Road cruel with rocks and deep sand" and another entry is "Couldn't get a decent meal. Tea ran short as did cups".

Arriving in Bulawayo at 2 a.m. on the 8th February he decided to stay and set up in practice there. The diary goes on. On 3rd March he records the outbreak of rinderpest and its effects on the settlement; he also notes on the same day the admission of his first private patient to hospital.

On 25th March the entry reads: "Rumours of prospectors being murdered at Insiza" and on the following day: "Various alarms sounded. No one seems to be in actual command or to know who to go to." The day-to-day account of his work during the Rebellion follows. Included is being sent as a medical officer to a party sent (6th April) to the relief of Colonel the Hon. Maurice Gifford, commanding Gifford's Horse. From this party he went forward with six men, "three of whom, when they began to pot us, cleared off". But he got through to Insiza where he found Col. Gifford shot through the shoulder joint and five other men variously wounded. Two men had been killed. He brought them back to the Bulawayo Hospital arriving there at 10 p.m. on the 8th April. He operated on Col. Gifford the next day, "head of the humerus shattered to pieces by a Martini bullet". The arm was amputated through the shoulder joint and the convalescence was very stormy but ultimately satisfactory. An interesting sidelight on this recovery is a record by Sir Ralph Morton, a former Judge of the Southern Rhodesian High Court, who remembered that in the village in Gloucestershire where Morton lived as a boy also lived the Col. Gifford who had his arm amputated at the shoulder.

An idea of what his hard work entailed can be gleaned from other entries. "11th April dealt with 14 men wounded when serving with the Gwanda Patrol."

On the 6th May, "Three men died in Hospital — disease not malaria but more likely enteric" and on the 11th May the entry reads "Still out of sorts but probably want of sleep, as since the War began" (i.e. six weeks before) "have not been out of my clothes whether in camp or on a patrol. Attended as usual to duties." And so it went on — admission of patients, sick as well as wounded, operations, a confinement and patrols. On the 3rd August the diary comes to an end when he left "by special coach in charge of Gifford and Herbert" but "only as far as Capetown."

There is no record of the date of his return to his practice, but it is known that in September 1897 he was "invited to apply for the privilege of attending his private patients in the Memorial Hospital." He, together with others including Dr. E. Head, of whom more anon, declined to apply in those terms. They took exception to the word "privilege" and asked for it to be a "right". (This difference of opinion between the Department of Health and private practitioners continued with greater or lesser intensity till recent times.) In the case of Fred Vigne the rift must have healed quite soon because there were records of him actually admitting his private patients in the early 1900's and he certainly did so in 1926 to my own knowledge.



Mr. J. A. Edmonds at his farm Glen Lorne, Salisbury. L. to r.: Dr. A. Vigne, H. M. D. Christian, Mrs. Vigne, J. A. Edwards, Dolly Vigne, D. M. Powley, M. A. Lingard. March 1896.

Photo: National Archives

In 1906, he married Miss Josephine Louise Stacey, who has her own place in Rhodesian medical history. The reasons for that statement are many. One important one is that she as a girl of 21 years was one of the three nurse probationers who formed the first entry for general nursing training in Salisbury Hospital under the Matron, Miss Georgina Ronaldson, in October 1901. Of her journey by coach to Salisbury I was privileged to hear a first-hand account from her own lips. The occasion was a small dinner party given by Dr. Andrew Fleming who was on his way overseas on leave in June 1927, the guests being Mrs. Vigne and myself, Dr. Vigne being a patient in hospital at the time. The story went that in Gwelo "Jo" had been told that Salisbury was almost without eggs. So she bought a flat native basket and some *tambo* to tie it up to the inside of the roof of the coach just above her own head. In the basket she put all the eggs she had been able to buy at the stopping places. The last day's journey was hot and tedious and so delayed that the coach arrived at the terminus in Pioneer Street long after dark, by which time "Jo" was asleep. Rudely awakened by Dr. Fleming's voice of greeting, she jumped up crushing the basket and its precious eggs between the roof and her head. Thus she alighted to greet her Boss, she dripping crushed egg from her hair, her face and her hands. Even after 24 years, the recollection and the telling had us in fits of laughter, doubtless feelings very different from those she had on the actual occasion.

Mrs. Louisa Stacey, Jo's mother had been a commandant of one of the camps for women and children during the Anglo-Boer War. When I had the pleasure of knowing her in 1926/7 she was living on the farm "Dewsbury" which is on the road from Bulawayo to Solusi Mission, the same farm is the present home of her daughter and son-in-law. She was the sister of Mrs. (Dr.) A. W. Forrester, who had been the first Matron of Gwelo Hospital, and of Colonel Colin Harding, the author of *Far Bugles*, *Frontier Patrols* and *In Remotest Barotseland* and who had had an important career in the B.S.A. Police during the Mashonaland Rebellion before becoming Resident Commissioner of North-Western Rhodesia in the early days of this century. It seems probable that these relationships had brought Jo Stacey to Rhodesia in the first place.

At the time of my arrival in Bulawayo Fred Vigne was the doyen of the local medical profession. Our first meeting was at the Umgusa River Drift on the rough track which in those days passed for the main road to Salisbury. He was on his way to Cement Siding where he had a medical appointment. His car was giving trouble but fortunately it was possible to fix it up so that he could continue his trip.

Unfortunately even at that time his health was not good since he was developing a form of Parkinsonism which was the cause of considerable disability ; even so he was still in great demand by the old faithful members of his practice. Mrs. Vigne, who had seemed the more robust, died in 1930 and her husband, who retired from practice in 1928, died on his farm the following year.

Of their children the son, "Micky" became a professional engineer and served on the staff of the Bulawayo Municipality. One of Micky's daughters married a grandson of J. P. Richardson of Essexvale and his wife. She was a sister of Thomas Meikle and was a co-founder, with Mrs. Fripp, of Women's Institutes in Southern Rhodesia. The other daughter married a grandson of H. J. Kirkman who in 1895 had settled on the farm "Stamford" nine miles out of Salisbury on the old main road to Bulawayo — part of which is now known as Kirkman Road.

Truly Dr. Fred Vigne was a man who bore more than his fair share of the burden of building up Matabeleland from its infancy. He never in my hearing spoke of himself or his own doings. Once when I asked him some questions about his early experiences, he brushed off the enquiry with "Well, you know we all tried to do what we could for our patients and to help the country along." More than that was not his style.

**Dr. Alexander William Forrester, L.R.C.P., L.R.C.S. (Edin), L.R.P.S. (Glas),
D.P.H. (Dublin)**

When I arrived in Bulawayo in 1926, Dr. Forrester was the whole-time Medical Officer of Health for that Municipality. That was the first such appointment on a permanent basis ever made in Rhodesia. I met him on my second

Sunday afternoon after arrival. Dr. Frank Ellis drove me out to the Forrester's farm — Upper Dunstal on the Khami River, some 10 miles from town but more than a three-quarters of an hour in the old T-model Ford car, mainly because of the five gates across the road and its appalling potholed and corrugated surface. The Forrester farmhouse was for many Bulawayans the accepted place for afternoon-tea visits on a Saturday or Sunday. For me that meeting with Dr. Forrester and his wife Mary was the start of a close and treasured friendship which did not cease during their lives and their son "Bobs", who was best man at my wedding two years later, is still a close friend.

Alec Forrester was born in Malone, Co. Antrim, Ireland in February 1870 but his family moved to Cork where his schooldays were spent. He studied medicine at the Royal College of Surgeons of Ireland in Dublin and took his Scottish Triple qualifications in 1893. Thereafter he for a year or two led a roving life; two trips as ship's surgeon to the Far East; an assistantship in a general practice in Kidderminster; several locum tenancies in England and Ireland and then another voyage as ship's surgeon to South Africa. That country appealed to him to such an extent that he accepted appointment as a District Surgeon in Rhodesia. That was in 1897, so that when he arrived by coach in Bulawayo he was held up for a while as the country beyond was not considered sufficiently settled after the Rebellion. Whilst so delayed he gave some unofficial help to the staff at the Memorial Hospital where it is possible, but not proven, that he first met Miss Mary Harding, who was to become his wife. She had been appointed as the first Matron of Gwelo Hospital but like him had been held in Bulawayo with her two nursing sister staff. When Forrester did move on, he acted for a short time as the District Surgeon for Gwelo, where almost certainly he became engaged to her, before moving on to the Tebekwe Mine, as the present town of Selukwe was then called.

The story goes that about this time he and his fiancée found it awkward to make detailed arrangements for their wedding. This difficulty was solved by a quite unofficial but very satisfactory agreement with his colleague, the District Surgeon in Gwelo, for an exchange of stations for a month. In those days of slow travel it took a further month for the news to reach Andrew Fleming, the newly appointed Medical Director in Salisbury. Whereupon a typical Fleming letter of reprimand was sent to each of them. Fortunately their staff work had been good, and so by previous arrangement each replied in identical form. This is said to have read "Your letter not understood, have been on my station for weeks."

Alexander Forrester and Mary Harding were married in 1898. Their son was born the following year. At the end of 1901 Dr. Forrester gave up his post as District Surgeon at Tebekwe and the family moved to Wankie, where, I believe, he was the first medical officer appointed to the Wankie Mine, holding the post of district surgeon also. At that time the nearest railhead was Bulawayo, and Wankie was never a health resort. Not long after their arrival their son, then aged three years, developed malaria with the convulsions common at his age in the cerebral form of that disease. Forrester's supplies of quinine were

almost exhausted, although a runner had been sent some weeks before to collect replenishments from Bulawayo. One night, the last available dose of quinine having been given, mother and father sat by the cot watching their son still in convulsions. By good fortune, early the next day, the runner arrived back with supplies and the situation was saved.

But the experience was too much for Mrs. Forrester. She insisted on her husband resigning and returning to Great Britain. There he had a general practice in the Forest of Dean in Gloucestershire but gave that up to go back to Galway in Ireland. But Africa had called him and in 1904 he accepted a post in Swaziland. This did not last long and he returned to Rhodesia to do a series of short term district surgeoncies — Selukwe, Fort Victoria, back to Selukwe and in 1908 to Gwanda where he stayed till he went on leave in 1914. It was during that spell in Gwanda that he sent his well-known telegram to the Medical Director, Salisbury, to report urgently "This morning have two cases of acute urinary bilharziasis in Gwanda." It should be recalled that Forrester owned his own microscope and used it constantly. In parenthesis, the microscope which I brought with me in 1926 and Dr. Ellis' own instrument were the only ones in the Memorial Hospital at that time.

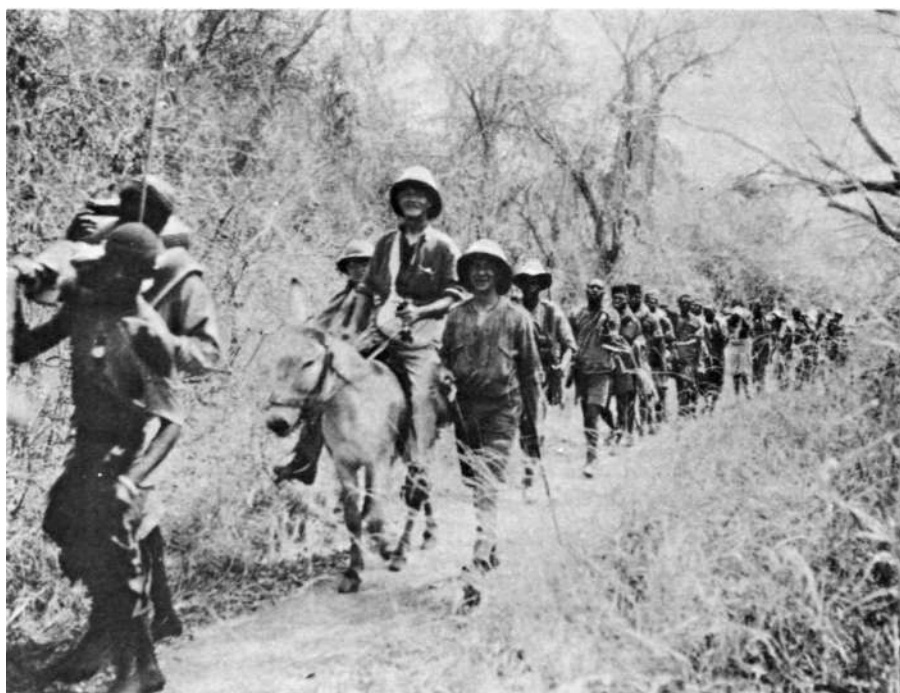
In 1914 on leave in Dublin, Forrester took the Diploma in Public Health. Whilst in England at an earlier date he had taken a course in Tropical Medicine run by Sir Patrick Manson at the Albert Dock Hospital in London.

Very soon after his return from that leave he enlisted and became Surgeon-Major Forrester, the Medical Officer to the Rhodesia Native Regiment, which proceeded northwards through Nyasaland to German East Africa. At Zomba he came under the orders of Col. Hugh Stannus Stannus, who many years later became the official medical examiner for civil service recruits in London. This senior officer plagued Forrester with demands for reports and returns of all sorts, the final one read, "Kindly report forthwith how many hospitals you have set up in the past three months and give the location of each." Forrester's reply is alleged to have been, "The Column has moved thirty times in those three months and on each occasion we have moved, I have set up a hospital. Each hospital was located under the most convenient tree."

He continued on active service till 1917, during which time he was mentioned in dispatches five times and was awarded the Croix de Guerre avec Palmes.

On his return he went to Gwanda for a short while. Once when referring to that spell, he said he loved the rural part of his duty because it was perforce done by means of a buckboard and mules, and that meant he could be away from any bother for days on end.

By 1918 he was in Bulawayo in a dual appointment. The Government side of this was as Senior Medical Officer to Dr. W. M. Eaton (then styled Assistant Medical Director). Part of this job entailed the care of sick school-boarders. This he enjoyed every much as he was always fond of young persons; but he detested the duties of all that was entailed in being Medical Officer to the Gaol. The other part of his work was as M.O.H. to the Town of Bulawayo.



Dr. Forrester and his carriers in German East Africa. 1914-18 War.

Photo: National Archives

Entailed in the latter was the supervision of the two Isolation Hospitals, both of which he designed and built, although truth to tell, each was a simple collection of small buildings; the European one was the only building on the Northern Commonage between King's Avenue and the Cemetery on the east of the extension of Main Street. I looked after many patients there. The African one was roughly about where Mpilo Hospital is now, and consisted of some five separate wards and a V.D. wing.

About that time he bought the farm, Upper Dunstal, on the far side of the Khami River on the road from Bulawayo to Solusi Mission and about 10 miles from town. Among his many gifts was a remarkable one as a dowser. When a new well was needed on the farm, by means of his stick, he mapped out the underground streams in the neighbourhood of the farmhouse and from this map selected a spot where he said a stream from the west fell into a fault in the rocks and joined another stream coming from the east but at a lower level. When the well was sunk the situation was even so.

At the end of 1925 he retired from the Government service but retained the Municipal one till 1930. He then lived in a house in Jameson Street in the week but went out to the farm for weekends. One Saturday in the rainy season of 1925/6 the weather was so threatening that he did not drive over the Khami Drift but anchored his car to a tree on the town side by means of a chain and

lock. During that night the heavens opened up and the flood waters burst the Dam further up the river. Car, tree and chain were never seen again, although they had been some eighteen feet above the level of the drift. Luckily the narrow galvanised iron suspension bridge, their only communication with the town, escaped any damage.

Their home was very much a place to which their wide circle of friends went and where they entertained in a homely, friendly way. The doctor told his anecdotes and jokes in a soft Irish voice while his wife kept her hands busy, when not serving tea, in making wool rug carpets. Many of the latter, still beautiful and attractive, are in use today in their son's home in Somersetshire.

Dr. Forrester's brother, who had been a missionary in China and later been appointed a Canon of the Anglican Cathedral of St. Patrick (shades of Dean Swift), was one of those invited to visit Rhodesia at the time a successor to Bishop Beaven was being sought. However the choice fell on Edward Paget, later Archbishop of Central Africa.

The Harding family included Mary, who was Mrs. Forrester; Louisa, who was mother-in-law to Dr. Fred Vigne, and Colin. Their home was first in the village of Poyntington in the south of Somersetshire but they moved a few miles away to Montacute in the same county. Mary had trained as a general nurse in London, but did her midwifery course at Pendlebury. After qualifying she also served on the staff of Norwich General Hospital and was for a time theatre sister to Lawson Tait, one of the pioneers in Britain of intra-peritoneal surgery in the 1880's. Mary Harding's letter of appointment as Matron of Gwelo reads (I quote from memory but the actual figures are accurate) "You are hereby appointed to be Matron of Gwelo Hospital in Matabeleland. Your salary will be £48 a year with free board, lodging and laundry whilst you are on duty. You are also hereby authorised to recruit as your staff two trained nurses, to whom you may offer a salary of £36 a year if doubly qualified or £30 a year if general trained only. In each case they will receive free board, lodging and laundry when on duty." For such salaries they were to work 96 hours a fortnight on duty and be on call between those hours. By a strange coincidence Mary Harding (Forrester) was succeeded a few years later by another nurse who had the same maiden name, which has led to confusion in the records of the early nurses of Rhodesia.

Colin Harding, who is also mentioned in the notes on his nephew by marriage, arrived in Matabeleland in 1894. He was an officer in the B.S.A. Police during the Mashona Rebellion and later transferred to be Administrator of North-Western Rhodesia in which capacity he accompanied King Lewanika of Barotse to the coronation of King Edward VII in 1903.

In 1939, on the outbreak of War, Dr. Forrester, then nearly 70 years old, constantly badgered the then D.M.S. for a military job. So once again he became a Major, this time in the Southern Rhodesia Medical Corps, and was posted to be Senior Medical Officer i/c Hillside Camp Hospital and as such came under my command. No ADMS could ever have had a more zealous, efficient and loyal helper.

Mrs. Forrester after long illness died in Bulawayo in June 1941. Her husband, having gone to Cape Town on leave after her death, had a heart attack there. As soon as he was fit to travel he came back to Bulawayo but it was only to re-enter Hospital, where he died, still in harness, in August of the same year.

Both these pioneers in the medical field in Rhodesia were very lovable people. They made friends easily and kept them. Both were always willing to do whatever was required of them and so played their part in making it possible for their successors to come to a healthier and safer country. In particular, Rhodesia should keep the name of Alexander Forrester in the forefront of those who worked steadily and tirelessly to bring preventive medicine to this country. Indeed, he may well be the pioneer of all of them.

Dr. Edward Head

Dr. Head arrived in Bulawayo in May 1897. He registered as a medical practitioner with the appropriate Committee at the Medical Department in Salisbury but there is no extant record as to his actual qualifications. In the same year, he was a signatory to the letter which declined the invitation from Dr. Andrew Fleming to apply for the *privilege* of admitting and treating his private patients in the Memorial Hospital. His refusal was on the ground that he considered this should be a right and not merely a privilege.

Nevertheless the following year Head was one of a panel of doctors charged with the "duty to visit the Hospital daily, to assist the Resident Surgeon at Operations or to consult with him when so requested." A year or so later he became the Senior Anaesthetist to the Hospital — a purely honorary appointment. He was a highly skilled exponent in those far-off days of "rag and bottle" chloroform, ACE and Ether anaesthesia administered on an open gauze mask. He was still very frequently so employed when I first met him and he retained his skill to the end of his days.

On several occasions and for varying periods Head acted as Medical Officer of Health for the town of Bulawayo when that appointment was a part-time one only called into existence when the not infrequent epidemics of infectious disease occurred.

Personally, he was a dapper little man with a quick brain and a great gift for quiet but very apposite repartee. He was particularly neat in his dress and in the way he wore his clothes, which became the more noticeable because of his habit of shooting his cuffs at frequent intervals to emphasise the points of his conversation.

I record two anecdotes of his:

During the Anglo-Boer War he served as a Regimental Medical Officer under difficulties when, as happened often, his supplies of all medicines ran out. At a time when, in the minds of both doctor and patient, the exhibition of

purgatives was essential in all cases, this was a serious matter. Head found his solution in his own prescription of large doses of a rough bran mash mixture given with an accompanying lecture on the importance of regular personal habits as to hygiene. "Much better" he said "than Beecham's Pills." These were an aperient widely advertised at that time with a slogan "worth a guinea a box" although the actual price was one shilling and three half-pence a box of about 20 pills. In fact each pill was largely made up of soap with the admixture of ginger and aloes.

The other story was a bit of advice offered to me personally soon after arrival. It ran: "Morris, if and when, you set up in private practice and a patient turns up in a posh car, wearing a posh suit and flashy gold cuff-links and a large gold watch, don't congratulate yourself. It's pretty certain that he hasn't paid for the car, or for the suit or for the jewellery or even for his butcher's bill, and *he won't pay you either.*" The last few words said with the greatest emphasis.

A widower, Dr. Head lived in a flat in Main Street opposite the old Bula-wayo Club, where Barclay's Bank now stands at the corner of Eighth Avenue; but he had his meals in the Club. This building, as designed with the help of Cecil Rhodes, had a "Birdcage" which was a gauzed portion of the Verandah, outside the Club Library. In this area Head with other senior members of the Club were wont to spend the later part of the afternoon. On one such occasion Head was holding forth on the iniquities of insurance companies. He announced firmly that as he had kept his motor cars insured for over 25 years and never a claim for all his payments, so he was not going to insure the new car he had taken over that day. Not having a garage, Head frequently left his car outside the Club at night and did so then. His Man-Friday, thinking to save his master trouble, early next morning took it upon himself to drive the new car home. The intention was excellent but unfortunately Man-Friday had never been given any lessons in the art of driving. As a first attempt he did very well to get it started and guided around the corner of the block in fine style. Then came the problem of stopping. The best he could do was to switch off and crash into the iron columns supporting the cover to the pavement just below the bedroom-window of his employer. No one was ever heard to mention the word insurance in Dr. Head's hearing for a very long time.

He died in the early thirties, certainly before 1933 but I have not been able to establish the exact date.

His son, known as Teddy Head, was an Engineering student and in his own right comes into Rhodesian Medical history. This is because he was a member of one of the teams which carried out the Human Trypanosomiasis Survey of 1933. One team was led by Dr. Jeffares and it was to that team that Teddy belonged. (The other team was under Dr. Dyson Blair who had an ex-B.S.A.P. Policeman, Mr. Thomson, as assistant). Teddy Head was very skilled in bush-craft and in camping in the bush, attributes which added greatly to the comfort of the party but never did he shirk his full part in organising the field operations and lining up those under investigation.

**Francis Heygate Ellis, M.C., M.R.C.S., L.R.C.P., Diploma in Tropical Medicine,
Liverpool**

Dr. Frank Ellis was my Senior Government Officer and my mentor when I arrived in Bulawayo in 1926. But he was known to me before that since he had written me a letter of welcome when I was passing through Cape Town. There my sister who had been a member of the South African Military Nursing Service in German East Africa in the First World War, recognised his name as that of a doctor patient she had nursed in Dar-es-Salaam in 1916. Then he had been critically ill with Shiga dysentery and malaria which developed into Black-water Fever.

He had qualified in 1902 from Bart's Hospital in London and served several house appointments before coming to Rhodesia in 1905 as a Surgeon Lieutenant, B.S.A. Police. Shortly after his appointment, with the outbreak of a rabies epidemic, a Pasteur Institute was founded in Salisbury for the preparation of rabies vaccine and Dr. Ellis was put in charge of that, in addition to his Police duties. He continued to do that work till he handed over the Laboratory in 1908 to Dr. L. J. J. Orpen.

Thereafter he remained as medical officer to the Police and as an Assistant to Dr. Andrew Fleming in the Headquarters of the Medical Department. During that period the widespread outbreaks of severe scurvy and lobar pneumonia in mine compounds led to the setting up of sundry official enquiries and a commission, which resulted in 1908 in the creation of a medical unit charged with the inspection and control of the housing, sanitation and particularly the feeding of all African labour on mines employing a force of more than 300 men. This Unit was put in charge of Dr. Ellis who was given the titles of Chief Medical Inspector and Chief Compound Inspector.

About this time whilst on overseas leave he did a course on Tropical Medicine in Liverpool University and obtained the Diploma in that subject.

When War broke out in 1914 he immediately volunteered for service and became Surgeon Captain in the 2nd Rhodesia Regiment which, early in 1915, proceeded to East Africa.

There he earned a reputation for his fearless and tireless devotion to duty, marching with the men, accompanying them on patrols and ever ready to look after their welfare and health. Witness of this is the story quoted by Gelfand in his book *Tropical Victory*. This tells of how Ellis, accompanied by his Medical Orderly named Gaunt, went out into the field during the battle of Salaita Hill and under heavy fire, to bring in a wounded man, unfortunately only to find him already dead. My own sister also gave her account of how, only partially recovered from his blackwater fever and dysentery, he insisted on returning to duty with his unit when he heard of the lack of medical officers there. It was for these services that he was mentioned in dispatches more than once and was awarded the Military Cross.

He returned to Rhodesia in 1917 but almost at once went overseas, joined the R.A.M.C. and served the rest of that War as a Major in France.



Dr. Ellis.
*Photo:
National
Archives*

By 1919, he was back in his old jobs in Salisbury but serving two spells in Bulawayo as Acting S.G.M.O. and Medical Superintendent of Ingutsheni Mental Hospital, whilst Dr. W. M. Eaton was on leave. When the latter died on the steps of the old Ingutsheni Hospital in 1924, Frank Ellis was transferred, very much against his will, to the combined posts of S.G.M.O. Matabeleland; Medical Superintendent of the Memorial Hospital and of the Ingutsheni Mental Hospital. His emoluments were on the princely scale of £1 000 p.a. rising by £50 increments to a maximum of £1 250, plus free unfurnished quarters (these were the old Beit House, originally given by the Beit Trustees to be a Maternity Home for Bulawayo), free light, water and sanitary fees (these to pay for the bucket system sanitation) and £5 p.m. transport allowance to cover the cost of his regular visits to Ingutsheni. He was not permitted any private practice.

He was an exceptionally hard worker. Every morning, Sundays and Bank Holidays included, he was in the hospital by seven o'clock and, rapidly taken meals excluded, rarely left it before 7 p.m. He took his fair share of night calls, which were not infrequent. I never knew him to lose his temper, but when he thought it necessary, he could be devastatingly scornful of those he considered had been neglectful of duty or had failed to reach his own high standards.

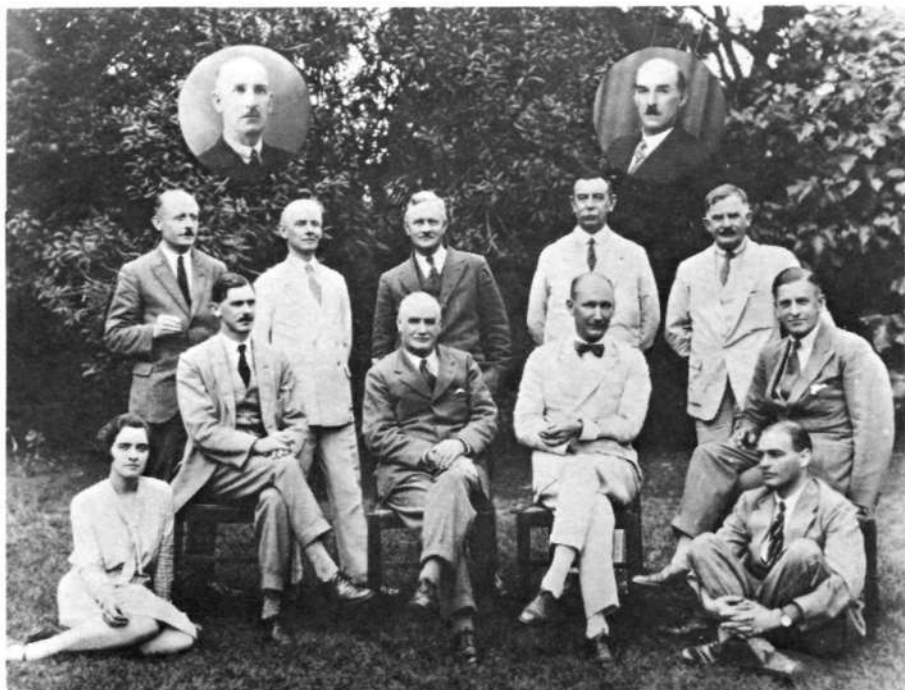
Professionally he was more than sound. He was not fond of operative surgery but he did all the necessary surgery daily with gentle skill and a very high degree of success. He read every medical journal which came his way, surgical ones as well as his regular study of the Tropical Diseases Bulletin and the Bulletins of Hygiene. Early in my career he took great pains to demonstrate to me the essential distinctive features of the disease Onyala and its variation from Scurvy, both common in Matabeleland in those days. On an average he was responsible for about 140 in-patients daily at the Memorial Hospital and another 120 in the Mental Hospital. His team in the African Hospital was one Qualified Sister, two student nurses on day duty and at night one student nurse, supervised at intervals by a trained nurse from another block, assisted by a varying number of unqualified, if experienced, African Orderlies. He also had to acclimatise a succession of assistant G.M.O.'s, newcomers to medical practice in Rhodesia and who were seldom with him for long periods, e.g. Dr. Plowright in 1925, Dr. Noel Gane from January to September 1926, then myself for eight months and then Dr. Charles Robertson, who later became the first Government Radiologist but who died on active service in the Middle East during the 1939/45 War.

Dr. Ellis went on long leave with his family early in May 1927 and I had the honour to act for him. Such was his intense interest in his official responsibilities that in the course of less than five months he wrote me two letters each asking for news of the hospital. Equally typical of his quiet thoughtfulness was the fact that, although I had been transferred from Bulawayo some three weeks before his return, he should have taken the trouble to send me a personal letter of thanks for my "care of his home and his hospital".

His wife, Muriel, was a renowned pianist and was also, in three separate years, the Ladies Singles Tennis Champion of Southern Rhodesia. That status gave her the right of entry to the Wimbledon Championships the following year. Sad to relate she drew in her first round on the centre court Suzanne Lenglen, the reigning Champion of those days.

On the 23rd January 1930, Frank Ellis, who disliked ballroom dancing, went to do his duty at a staff dance at Ingutsheni Hospital. In the party were Sisters Ada Hodson and Dorothy de Beer and Dr. Charles Robertson. There Frank Ellis had a sudden heart attack dying whilst actually on the dance floor.

Whilst never in my hearing did Dr. Ellis refer to any of his personal ambitions, it is certain that he was hurt when, on his being sent to Bulawayo on Eaton's death, he was not given the title of Assistant Medical Director which Eaton had held for most of his service in Bulawayo. It must also have been galling to him, although again he never referred to it, that in 1923 when he was



FIRST MEDICAL COUNCIL OF SOUTHERN RHODESIA 1929

Inset: N. S. MacNaughton.

Inset: H. W. Smart.

Back row, standing, l. to r.: F. H. Ellis; W. Byron Moore; R. J. Gibbings; W. Dawn Copley; J. Lloyd Roberts.

Seated, l. to r.: G. M. Huggins; A. M. Fleming, C.M.G.; W. E. Thomas; R. Standish White.

In front, l. to r.: E. K. Deale; G. A. Taylor.

Photo: Courtesy Mr. R. M. Standish-White

already an officer of 18 years service, a new Public Health Act should be passed which required that for promotion to the post of Medical Director it was essential that a degree or diploma in Public Health should be held. Maybe he would not have wished for that post but there were many, less senior, officers who hoped he would be so promoted. Indeed, at a full meeting of the Salisbury Branch of the British Medical Association (all sixteen members being present) it was intended to pass a resolution to that effect but Andrew Fleming persisted in asking that this be not done. In the event the question did not arise, as his untimely death preceded Fleming's retirement by some 11 months.

Robert Standish White, O.B.E. (Mil.), C.B.E. (Civil), F.R.C.S.I.

Dr. Standish White was known in his family circle and to his partners as Archie but in the local medical world as Standish.

Born in West Meath in Ireland on 1st May 1880, he had his schooling and his medical training in that country. For most of his clinical period of training he was fortunate to live-in at one of the Dublin Hospitals, on the surgical staff



**Robert Standish White,
C.B.E., F.R.C.S.I. Taken
May 1953 on his
relinquishing the Presidency
of the Medical Council of S.
Rhodesia after 25 years
membership.**

*Photo: Courtesy Dr. R. M.
Morris*

of which was an uncle who arranged this benefit for him. Qualifying L.R.C.P. and L.R.C.S. of the Royal Colleges of Physicians and Surgeons of Ireland in 1909, he held some house appointments and then joined the Royal Naval Medical Service, serving part of his time in the West Indies.

By March 1911, he had transferred to the Colonial Service and was posted to Livingstone, Northern Rhodesia, serving under Dr. Aylmer May and Dr. Ellacombe. Nominally a general duties officer, his surgical skill, even in the prevailing primitive conditions, was early recognised and given good scope. But his work did not stop at that; he was seconded for a while to work under Alan Kinghorn in the Luangwa Valley on the Sleeping Sickness survey, which inevitably included much other treatment, surgical and medical, of the local inhabitants who flocked to seek his aid.

The year 1914 saw him on leave in Dublin, where he took the opportunity to acquire an F.R.C.S. (Ireland). But he got back to Northern Rhodesia in time for the outbreak of War, when he was appointed on a recruiting train travelling between Livingstone and the Congo Border, examining recruits for the Army. Then followed his Commission as a Surgeon Captain to the Northern Rhodesia Rifles. His first tasks were to organise his orderlies and stretcher-bearers, first at Broken Hill and then on the march to the Abercorn/Fife area on the borders of what was then German East Africa.

In his book *Northern Rhodesia in the days of the Charter Dr.* (Prof.) Michael Gelfand devotes some eight pages to detailed accounts of the actions in which the medical officers of that Column were involved, operating under fire and living rough with short rations and little shelter. During this period he was mentioned three times in despatches and had been promoted to the rank of Major. By 1917, he, in common with most other European officers was permitted to leave Africa and go overseas, where he joined the R.A.M.C. and served as a surgeon in France and in London. In 1919, he was awarded the O.B.E. (Mil.) for his outstanding services, especially in the field in Northern Rhodesia. After demobilisation he worked for some months with the early English plastic surgeons, Harold Gillies and Pomfret Kilner but as far as I could gather not with any intention to take up that special branch of surgery. In later life Standish became a close personal friend of MacIndoe, who succeeded Gillies as the leader of plastic surgeons in London.

Standish then decided to return to Africa, but conditions in Northern Rhodesia in 1920 had little appeal for one who had been doing major surgery in what were excellent conditions for those days, so he moved south to Bulawayo. Registering as a medical practitioner using his Irish Conjoint qualification on 23rd July 1920, he set up as a general practitioner but doing also a wide range of surgery especially abdominal and gynaecological work but with a great deal of fracture treatments as well. But he never at any stage of his career lost his interest in any branch of medicine, being as willing to advise on treatment for whooping cough as on an abdominal cancer. I recall that one of our earliest discussions was on the relationship of hookworm infestation to immunity to bacterial infections.

Immediately his skill and knowledge made their mark, not to over-emphasise the part played by his natural charm, which latter attribute earned him the nickname, the crepe-de-chine doctor, conferred on him by his numerous admirers and grateful patients. He had enormous vitality. An ordinary day covered four or more major operations, at least two rounds of his patients in hospital, two sessions in his consulting room and more than twenty visits to patients in their own homes. At no time did he ever give the impression of being in a hurry. The patient of the moment was always given the fullest attention and he even made time for polite social conversation. Whenever opportunity occurred he would then become the most marvellous host at a dinner party and be more than happy to go on dancing till well after midnight, to start work again at 7 a.m. as fresh as ever.

He became an ardent exponent of the idea of group general practice. To this end he collected as partners a group of young doctors, each of whom carried his own general practice but in addition had some branch of medicine in which he was particularly interested and in which he took every opportunity to increase his skill and in which to keep up to date.

In 1934, in spite of all the calls of his private work he willingly and with no remuneration other than the remission of any hospital fees for himself and

family, undertook the duty of Honorary Consultant Surgeon for all Government general surgical patients in both European and African Hospitals. This meant several extra consultations a day and up to another ten more operations a week. In 1939, on the outbreak of War, he, in common with all the other doctors practising in Bulawayo, offered his services free to the Government for any member of the Armed Forces. Thus with the setting up of the Rhodesian Air Training Group, he, in addition, became Hon. Consulting Surgeon to that body for Matabeleland. Records exist that between 1940 and 1945 Standish performed nearly 5 000 operations for the R.A.T.G. alone. Apart from the gratitude of his patients his sole reward was a C.B.E.

When in 1929 it was necessary to provide for the needs of local training of nurses as well as for the better arrangements for the registration of medical and allied professions, to create a statutory supervisory body, Standish stood for election and was returned by a huge majority to the first S.R. Medical Council. When Dr. Guy Peall, of Salisbury, who was the second President of that body, died in 1940, Standish was elected as President and continued so to serve till 1953, a total service of over 24 years.

Retiring in 1953, he at first tried to fill in time with angling, shooting and suchlike pastimes, but semi-idleness soon became very irksome, as was inevitable in a man of his energy. Then he found an outlet after his own liking in combining with Mrs. Blanche Gordon in the administration of the King George VI Children's Centre in Bulawayo. There, in 1957, as Chairman, he escorted the Queen Mother at the ceremony of the opening of that rehabilitation Centre.

For his seventieth birthday, a number of his old friends and colleagues each contributed an article to a Volume of Honour, which was presented to him to mark the occasion. Readers of this volume will recall the unanimous accent on how each contributor valued his friendship with Standish. Indeed he had a genius for friendship; not only in Rhodesia but among many leaders of opinion, medical and otherwise, in Britain and America, where he was ever a welcome guest of the Mayo brothers at the Clinic in Rochester and in their own homes. This is easily understood by those who experienced his charm, his Irish wit and his unfailing tact and capacity to work in harmony, even with those with whom he may not have agreed with.

Those who have succeeded to the heritage he helped to build must ever be grateful for his example, difficult to equal and almost impossible to surpass. He must be ranked as one of those who developed major surgery in Rhodesia and as one who by his efforts and by the co-ordination of the efforts of others brought western medicine to Central Africa.

(To be continued)

The Pioneer Road: Tuli to Fort Victoria in the Chibi District: 1890-1966

by D. K. Parkinson

(This account, compiled in 1966, describes the next section of the Pioneer road following on that from the Nuanetsi to the Lundi, the subject of an article by M. M. F. Fox, "The Pioneer route 84 years on", published in NADA 1975. —Editor)

When the Pioneer Column crossed the Lundi River heading north on 1st August 1890 it entered what is nowadays the Chibi Administrative District. It laagered, as soon as the crossing was complete, on the north-eastern bank of the river, in a reasonably flat area of land between the river and a small hill known as Chomuruwati.

Later, after the Pioneers had moved on along the road, a Post Station was established below the hill on the side facing the river, and within about 150 yards of the Pioneer road.

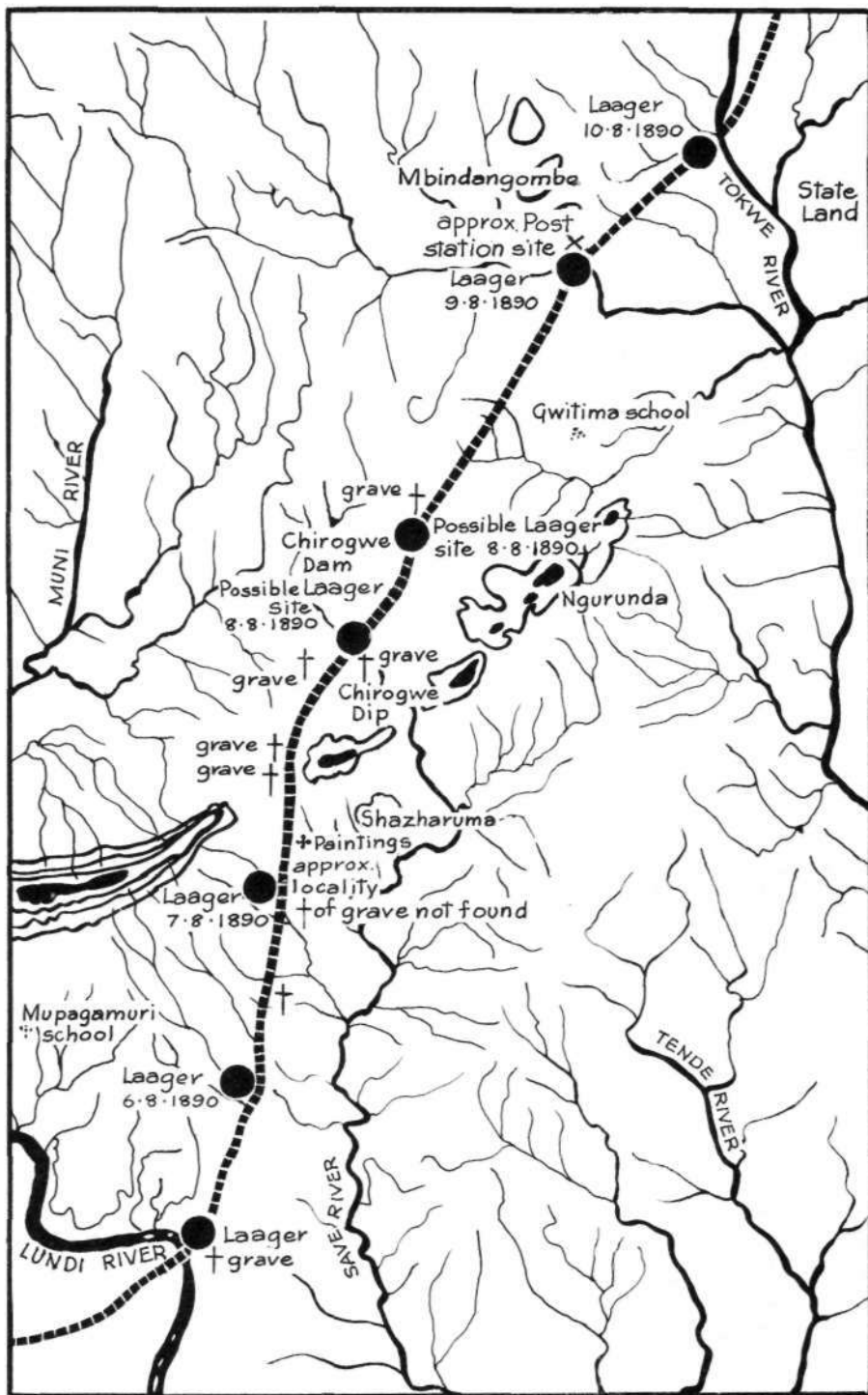
At the present time one can only see a levelled piece of ground on the rise to the hill with a good view of the river and surrounding country. A few bricks lie around and below the site. Between this Post Station site and the road there is a grave which is unmarked.

The Pioneer crossing point is 6/10th of a mile from the Chomuruwati business centre. There is a poorly defined track said to be the Pioneer road which runs from the river crossing point to the northern end of the business centre where it joins the present road. The road between the river and the business centre is barely distinguishable nowadays as numerous cattle trails criss-cross it as it makes its way through reasonably wooded undulating country and make it difficult to identify. At the crossing point an indentation in the bank indicates where the Column emerged from the river. The Lundi itself has not changed as there is a heavily bushed bank in the river now obstructing the original clear crossing as seen in the Pioneer photograph.*

The Column marched on the morning of the 6th August 1890 following the road cut by the 'B' troop of the Pioneers. The road headed north then north-westerly towards a pass in the Munaka hills. Point 6 of a mile along the road it passed the Chomuruwati business centre and joined the present district road.

After Chomuruwati the present distinct road keeps criss-crossing the Pioneer road which here, as in most places, can be seen by an old eroded track.

*This photograph was printed on page 231 of NADA 1975.



PIONEER ROAD THROUGH CHIBI DISTRICT

The country here gives the impression of being flat; it was gently rolling scrub and forest being mainly mopani with patches of other varieties where varied levels of the land indicate different soils.

The mopani-covered areas, being poor drainage soils and normally level, are cut with sharp gulleys several times along this stretch of road; the gulleys, as deep as ten feet, are come upon suddenly. Rarely very wide, it would have been quite easy to make drifts quickly although no positive sign of such remains today.

On the 1 : 50000 map Rungai 2030 D1 in use in 1966 a laager site is shown north along the approximate track of the Pioneer road, the distance on the map being 3 3/4 miles from the Lundi river.

Following the rough line of the Pioneer road 3 3/4 miles one comes to a small stream, rather a gully cut through this level mopani type country, known as the Mashizha. On the present map it would have been on the tributary of this river known as the Muzaranaweta.

There is no evidence that there was a clearing there although detailed investigation might prove some trees to be fairly recent. The river contains a number of pools which hold their water well into September/October and if the distance for the 6th August is approximately correct this can be the only camping site as in August 1890 there would have been water here.

No tribesmen can give any indication of this laager spot, as being flat country it was uninhabited in 1890 due to regular Matabele raids which kept the locals in billy country for their protection. Travelling through this area one can well imagine the feeling of menace in 1890 of the ever present danger of Matabele attack in this flat featureless country.

Following the road, which is approximately on the present district road, north again from the Mashizha stream there is another laager site shown on the map near a river named the Obey. The column recorded that on 7th August they laagered at the Obey river. From the Mashizha to the Obey laager sites is a road distance of less than four miles, still initially cut by the odd gully on the edge of the mopani area. Soon the mopani falls behind but for odd patches in the folds of the land. *Combretum* and other species predominate now.

Before the Obey is reached the road passes to the east of Chomukomwe hill, a small hill well wooded which rises quite sharply to two peaks the southern of which reaches a height of almost 300 feet above the surrounding country which by now is more undulating. Once beyond this hill it is often hidden from view in the small shallow valleys on the indents. The Obey river is in fact the Gwizi Gwehove or Fish river and at the crossing on the Pioneer road it has two branches. The land between the fork is fairly extensive and slightly higher than the surrounding country. It would have been adequate and ideal for a laager site. No evidence can be found that in fact it was such. Again the area was uninhabited in 1890 and the bush there nowadays has largely been cut out and only scrub remains. The crossings of both arms of this river would have required little or no work as in this area the river is a very shallow Vee in gravelly soil.

From the site on Gwizi Gwehove the road ran past the present Chikofa school and made directly for the Minda Mukova pass in the Munaka hills. Before entering the pass it runs directly through a block of cultivated lands. The present road through the pass is on the Pioneer road. To the west of the road from the Gwehove or Obey is the extensive outcrop of Shazarume, a prominent hill which is dwarfed by the well-wooded dark bulk of the Munaka hills rising some 800 feet from the plain and seeming to stretch across the horizon, appearing only to be broken by the cleft of the Minda Mukova pass for which the road makes. To reach the higher ground beyond the pass the road rises some 100 feet in a short distance giving a steep but manageable gradient. On emerging from the hills at a slightly higher altitude a series of tracks, including the present district road, fan out. The Pioneer road goes north, but following the most westerly of these tracks of various vintage issuing from the pass. The present administrative road is further to the east and on slightly higher ground.

The Pioneer road still exists as a track, from the pass to the road from Chikofa Business Centre just beyond the point 2726 on the map Rungai 2030 D1 of 1966.

The Column's Order Book for the 8th August indicated that the Column laagered at Chibi's kraal. This was inaccurate, the kraal in fact being that of a relative of Chibi's to whom the Column presented a rifle which was later taken away.*

The exact laager site of 8th August 1890 is again not known. There are three possibilities. Working on the distance covered on each of the days of the 6th and 7th, the distance covered on the 8th would perhaps be about the same, which would in fact laager them just beyond the top of the Minda Mukova pass, in open area clear of the pass, somewhere between the pass and the present Chirogwe business centre.

Another site was said to be at Chirogwe Store. It is possible that this was confused by the locals as it became the site of an early post-rebellion Police camp. Yet it is only some 6 miles from the Gwehove and a very likely site, the building of a Police post here a few years later could be confirmation of the site.

From the Munaka hills to the Tokwe river the country is varied. From Minda Mukova to Chirogwe the country is largely open agricultural land and I was given to understand by Headman Chipindu, formerly Headman Jaka who had seen the Pioneers come along the road in 1890, that he and his family had lived on the Chirogwe hill with the 'brother' of Chibi believed by the Pioneers to be Chibi himself.

These early Chirogwe residents had their gardens south of the hill in the lands now in use. For the uncultivated part it would have been, as now, open woodland and it was through this open woodland, bordering on small gardens that the Column would have gone.

From Chirogwe Store (Wilson Store) south-east of the Chirogwe hill from which it took its name, the road goes north-east through a pass skirting a low

*See D. K. Parkinson, "Chief Chibi: 1890", in *Rhodesiana*, No. 15, Dec. 1966, p. 63-67.



Grave of James Inglesby or of W. C. Wilson.

Photo: D. K. Parkinson

hill on the north-west then another on the south-east to bring it to more open country over which the road made in a north-easterly direction to pass to the east of the great bulk of Zamamba hill.

Following the road criss-crossing the existing road from .2726 through the Chirogwe business centre in a north-easterly direction now heading towards the Tokwe river the road comes to a high point in the broken country nearly two miles from Chirogwe Store.

Among ruins of old huts in a fairly cleared area there is alleged to have been a laager site which was later built on by one Tawanda.

The site at Tawanda could well be the correct laager site as the map indicates a laager site in this area. The distance from the laager site on the 7th at the Gwehove to this Tawanda site on the 8th is a distance of some eight miles.

The laager of the 9th of August was recorded as on the Tukwana river. Again there is no evidence to show a laager site here, yet the Pioneer road crosses the river, again, along the line of one of the present administrative roads. Taking measurements on our existing road, 1/10th mile from the site of Tawanda brings one to the small Muviri river. From Muviri past the existing Gwitima dip tank which is 3, 1/10 miles from the Muviri the Tokwana river is reached a further 1½ miles beyond Gwitima dip or a total of 4, 7/10ths miles from the Tawanda site.

The march of 9th August took the Column past Zamamba mountain from the top of which on 3rd August 1890 Selous, scouting ahead of the Column, surveyed the line of march and made out the re-entrant which on inspection became Providential Pass.

From Providential Pass on the present main Fort Victoria road one can clearly see Zamamba mountain, which itself must be the best vantage point to view the hills which Providential pass climbs.

Progress appeared normal on the 9th being some five to seven miles in the day depending on which site, Tawanda or Chirogwe, the Column had laagered at the night before.

The Tukwana river springs from either side of Bindamombe hill. Locals say that after the Pioneers passed, a Post station was built at the Tukwana river. Locals call the area of the Post station Bindamombe rather than Tukwana and there was suggestion that the Post station was built on the laager site.

Unfortunately this site was not investigated but if the siting of the Post station followed the pattern of the Lundi station it would have been built upon the rising ground towards Bindamombe and a couple of hundred yards from the laager site which would have been on an easier gradient.

From the Tukwana to the Tokwe is a distance of some four miles. It is difficult country and no administrative road followed the Pioneer track. As can be seen from the map, numerous gulleys to both the Tukwana and Tokwe bisect the area which has poor soils and is covered largely with scrub type mopani and thorn trees of small to medium height.

As the Pioneers were following a cleared track, they would not have been impeded by bush and the slow rate of travel would therefore have been caused by the numerous minor crossings to be negotiated.

On the 10th August 1890 the Column records laagering south of the Tukwau or Tokwe river.

On the 11th August 1890 the orders were written at the Tokwe river which the Column must have crossed that morning and from which it marched at 3 p.m. on the same day.

The crossing on the Tokwe is some 15-20 minutes' walk from the present Chibi clinic and near the Nyimai stream. The road itself crossed the Nyimai north of the main road to Chibi and climbed the bank of the stream to level ground which covered several hundred yards.

The crossing of the Tokwe is still quite marked by the cut in both banks of the river and rocks across the river which still show some pattern of a crossing, although they are often built up by the locals to form a ford of stepping stones due to this route still being in use by tribesmen.

The area immediately south of the Tokwe river, between it and the Nyimai, is now covered by thorn scrub, yet it is level ground and locals say that it was the laager site. One account by a local who was alive in those days gave a picture of tents in rows upon this site. This site is specifically referred to as Gururiro from the verb Kururira to outspan. It is in the area of both Gwentyanya and Pfumo kraals, in their grazing area.

Peter Forrestall, the first N.C. at Chibi, was a member of 'D' troop of the Pioneer Column and passed along the Pioneer road in 1890. In 1897, only seven years later, in fact the year that saw the abandonment of the Pioneer road as a main entry route into Rhodesia, Peter Forrestall was appointed N.C. at Chibi and although the road was no longer a national route he used this road as one of his district roads for the length of his stay there, some 21 years.



Grave of Bigg-James.

Photo: D. K. Parkinson



Grave of H. E. Davis.

Photo: D. K. Parkinson

It was ultimately incorporated into and formed a basis for the existing road system. According to the native messengers who had been stationed there for a long time it was only in the 1950's, during the time of Land Husbandry, that the original road used by Forrestall was changed, and the present district road taking the track of the original road but on a slightly more direct line and better drained was put in.

EARLY PIONEER GRAVES

No account of the Pioneer road within the Chibi District can be complete without some notes on the early Pioneer graves to be found along the side of the old road.

Returning to Chomuruwati mention has been made of a grave below the site of the old Post station and between the Post station and the old Pioneer road.

In 1965 a cattle spoor ran through the centre of this grave giving the impression of two graves one above the other. There was a story among the older tribesmen in 1965 that twins were buried there. Allegedly they were children of a couple who occupied the Post station before the turn of the century and they had died together while very young. However investigation showed that stones in the centre of the standard sized grave had been pressed into the ground by countless cattle crossing over, giving the impression of two graves with a path between. This grave was rebuilt, cleared and fenced in 1965.

In his diaries published in *Rhodesiana* No. 13 of December 1965 Victor Morier states, writing on 9th October 1890 from the Lundi Post station: "I have had to break off this letter for a very melancholy duty. A waggon came in with one of the Post-Riders from the last station, Setoutsie. The poor fellow was very bad with fever when I passed there three days ago. I gave him all the quinine I had left. He was put by his companions into a passing waggon, hoping to get him to Victoria, but he died just as he got here. We have just buried him. We made as deep a grave as we could by the roadside and buried him. I read the funeral service. There were only three of us and five niggers. The poor fellow's name was Biggs*; he belonged to 'C' Troop. I have carved a cross on a tree over the grave, and put a little fence. It looks quite decent and the spot is very pretty."

Another account of a death on the northern bank of the Lundi by the Post station was one of a Police Post rider by the name of Clark or Clarke who died in 1890 as the result of an attack by a crocodile in crossing the Lundi river with the post. The crocodile attacking him bit off one leg and he struggled to the northern bank — or was helped to the northern bank and died shortly after. He was buried on the Lundi, in all probability close to the Post station which in fact was within 500 yards of the river.

This lonely grave, unmarked below the Post station could therefore be either of these two men or indeed neither, but some other unfortunate.

* Identified as Trooper J. W. Bigg.

Travelling north along the Pioneer road from the crossing and the Post station a distance of 6,1 miles, there is a grave under a marula tree on the east of the road and some 25 yds. away from the road which is at that point on the Pioneer road. It is in the area of Gava kraal H/M Chipindu under Chief Chibi.

A Pioneer and Early Settlers' Society cross above the grave states that it is the grave of S. H. Clarke who died in 1891. The grave was kept tidy by Police patrols. Could this S. H. Clark perhaps be the Post rider who died after losing his leg to a crocodile on the Lundi. The grave could well be incorrectly marked.

There is an account of a grave of one P. S. Howard. Percy Samuel Howard of Kimberley is recorded as having died "at the Lundi" on 29th December 1890 as the result of having been gored by an ox. He was buried the following day.

In the diary of Roland Taylor dated early in 1891, who mentioned the Pioneer Fort at Naka Pass, he says "about 8 miles from the Lundi we came across the grave of Howard who had been gored to death by an ox a month or so before."

Taking these two accounts, one died on the Lundi and one about 8 miles from the Lundi, and with the possible wanderings that the road in those days had as against the largely straight line of the present 8 miles would be somewhat less at the present time. At the same time "on the Lundi" is not 8 miles away and 6 miles is betwixt and between.

During 1965 I had a thorough search made of the area of Chikofa school (which is 8 miles from the Lundi) along the line of the Pioneer route which at



Tokwe crossing coming from the Chibi (south) side.

Photo: D. K. Parkinson

that point was several hundred yards away from the existing road. There was no evidence along that stretch a mile on either side of the school, i.e. 7-9 miles from the Lundi, that there was a grave there.

Could it be perhaps that the grave marked S. H. Clarke some 6 miles from the Lundi, is in fact that of P. S. Howard?

Following the road north through the Naka, or Minda Mukowa, pass in the hills, east of Chikofa business centre, but on the west of the old Pioneer road and the present district road, there are two graves beneath a Mufuti (Prince of Wales Feather tree). One grave is marked S. Donovan or Donnelly and the other is marked Bigg - James.

Continuing north towards the Chirogwe business centre and Chirogwe school and next to the present district road and the old Pioneer road, which is a short distance away at this point, is a grave with a metal marker stating James Ingleby or C. Wilson 1890.

A short distance on and south of the business centre, in fact some 200 yards south of what was called Wilson store and next to the Pioneer road is a grave of H. E. Davis.

Continuing on to the site of the old Tawanda kraal, at the spot to the north-east of the old Pioneer road is an unmarked grave stated by the locals to be that of one of the early Pioneers. Could not this grave also be marked James Ingelby or C. Wilson? It is undoubtedly a Pioneer grave as it is built up of rock as with those mentioned above.

In 1965 patrolling native messengers physically checked the road and questioned tribesmen along the length of the road in Chibi. These graves recorded above, including the two which are unmarked, are the only graves believed to exist.

Ten years have elapsed since these notes on the old road were made. Some of the tribesmen questioned were old and will have "passed on".

Among the District Assistants at Chibi are still the native messengers who patrolled and checked the road ten years ago.

The broad shallow gully that marks the road, where it does not form part of the district road system will remain little changed. This shallow erosion took seventy-five years, three quarters of a century, to reach its present stage.

The graves, originally kept tidy on the instructions of Peter Forrestall, now cleaned by passing Police patrols, will remain unchanged. There are other graves along this stretch of road but without rocks to mark them they will probably never be found.

With the passage of time eye-witnesses to events such as these disappear, yet perhaps aerial survey could accurately pin point the road and laager spots.

If this is done would it perhaps be possible to erect a line of beacons along the road and cairns on laager spots of this route which opened present-day Rhodesia?

Sir Philip Bouchier Sherard Wrey

by Monica G. Waddy

Philip Bouchier Sherard Wrey was born at Tawstock Court, Barnstaple, Devon, in 1858, the second son of Sir Henry Bouchier Wrey.

For centuries the family owned and occupied the Estates of Trebeigh in Cornwall and Tawstock in Devon.

Philip Wrey was educated privately and served his Articles as a Civil and Mining Engineer in Cornwall. He came to Kimberley in 1879 where he became Assistant Engineer to the French Diamond Mining Co. Here he remained until 1882.

From 1882 to 1885 he was employed as a Cape Government Surveyor in the Eastern Province of the Cape Colony and in South West Africa where he surveyed and laid out the territory of Walvis Bay. In 1885 he was elected an Associate Member of the Institute of Civil Engineers.

In March 1889 he married, at St. George's, Hanover Square, Alice Mary, daughter of Captain H. Borton, R.H.A. who had been stationed in South Africa.

In 1887 he moved to Johannesburg where he practised as a Consulting Mining Engineer until 1891. In 1891 a daughter, Florence Muriel Phyllis, was born.

In 1891 Phil, as he was always called, came to Rhodesia. Phil Wrey was instrumental in forming, in London, a company called the Mashonaland Agency Co. Ltd. which undertook much of the early exploration and development of Rhodesia. In his capacity as a Civil Engineer, he was appointed consulting Engineer to the Company and later became its General Manager, a position he continued to hold until his retirement.

During the Matabele Rebellion of 1896 Phil Wrey served as a Captain in the mounted forces of the British South Africa Co. He was awarded the Rhodesia 1893 medal and clasp, and the Matabeleland 1896 medal and clasp.

(An obituary in the journal "South Africa" says — "After peace came to Matabeleland (i.e. in 1894) Sir Bouchier settled at Bulawayo as General Manager for his company. During the subsequent rising (i.e. in 1896) he raised and commanded a corps of engineers, constructed defence works and served in the field."— Editor.)

He was keenly interested in agriculture and mining. His interest in the former led to his founding the Bulawayo Agricultural and Horticultural Society, the first of its kind in Rhodesia. He was Chairman of the Society for many years and there is a Bouchier Wrey Hall in the Bulawayo Showground.

He was also a founder member of the Rhodesia Chamber of Mines becoming President in 1901 and serving as President 13 times between that date and 1924. He was also Vice-President five times during that period.

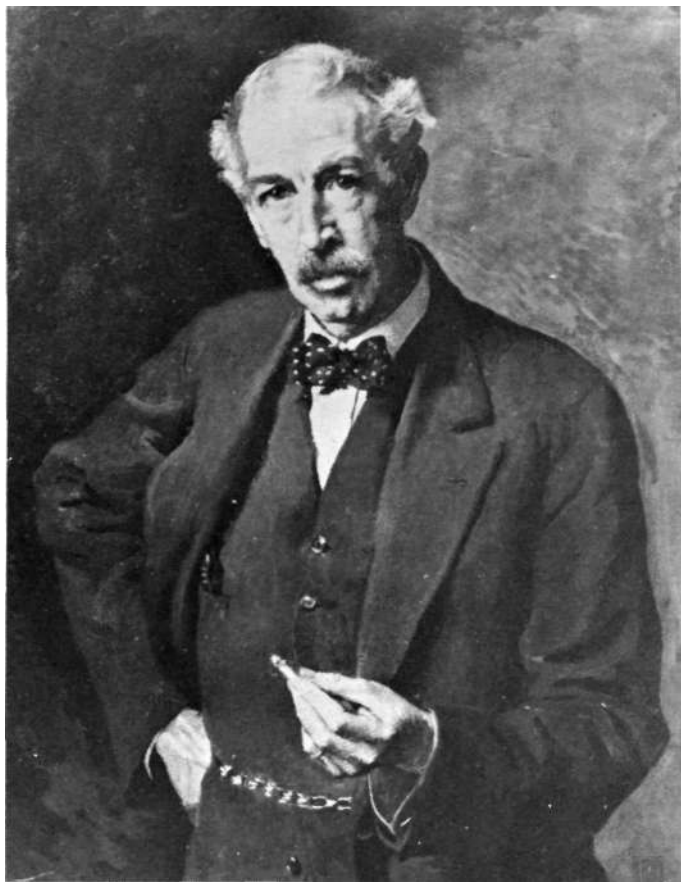
He was a great walker. It is said that he walked from Bulawayo to Zomba, the capital of Nyasaland, and back, on two occasions to argue with Sir Alfred Sharpe, the Commissioner of the Protectorate, about the recruiting and conditions of employment of mine labour. He would also trek from Bulawayo to the company's Rezende mine in the Umtali district. On the Odzi river, just downstream from where the Umtali road crosses the river, is a drift that is still known as Wrey's Drift. Held up once by the river in flood he built the drift to make sure he would not be held up again.

Among his other mining interests was the Bush Tick mine which, when it closed became a school, Falcon College. It is interesting to note that two of his great-grandsons, the twin sons of Philip Lamb, were educated there.

He became Chairman of the Bulawayo Club in 1895 and again in 1891 holding the position from then until his return to England in 1921.

He was co-founder with the late Marquis del Moral of the Bulawayo Turf Club and presided as Chairman of the Club during its earlier years.

In 1913 he was elected Vice President of the Pioneers' and Early Settlers' Society.



Sir Philip Bourchier Sherard Wrey. Photograph of a painting presented to him by the Bulawayo Club. Original hangs in the Club. A copy is in the ancestral home at Tawstock. Photo: Courtesy of Mr. Philip Lamb

There is a family tradition that during the 1914-18 War, Philip Wrey assisted "very materially" in raising a regiment which fought "with valour" in France.

(On the plaque, illustrated here, in Tawstock church, Devon, it is stated that Sir Philip raised a regiment in the 1914-18 war. None of his living relatives can give any information about this regiment and according to the Army List he was not in command of a unit during that war except as Honorary Colonel of the North Devon Yeomanry. There may be some confusion here with the unit raised during the 1896 Rebellion.—Editor)

After the War he was Chairman of the Committee which was set up to erect a War Memorial in Bulawayo and personally selected, in the Matopos, the granite Column which forms the main feature of the Memorial in Main Street, Bulawayo.

Whilst in Rhodesia, Mr. and Mrs. Wrey made their home in Hillside, Bulawayo. The house, which Philip Wrey designed himself, was fashioned on the lines of the family home in England. It was named *Idwala* (The Rock) and became a centre of social life in Bulawayo. Amongst the guests entertained by Mr. and Mrs. Wrey were Cecil Rhodes, Dr. Jameson, and many other notabilities. They were close friends of Sir Charles and Lady Coghlan and their daughter, Petal.

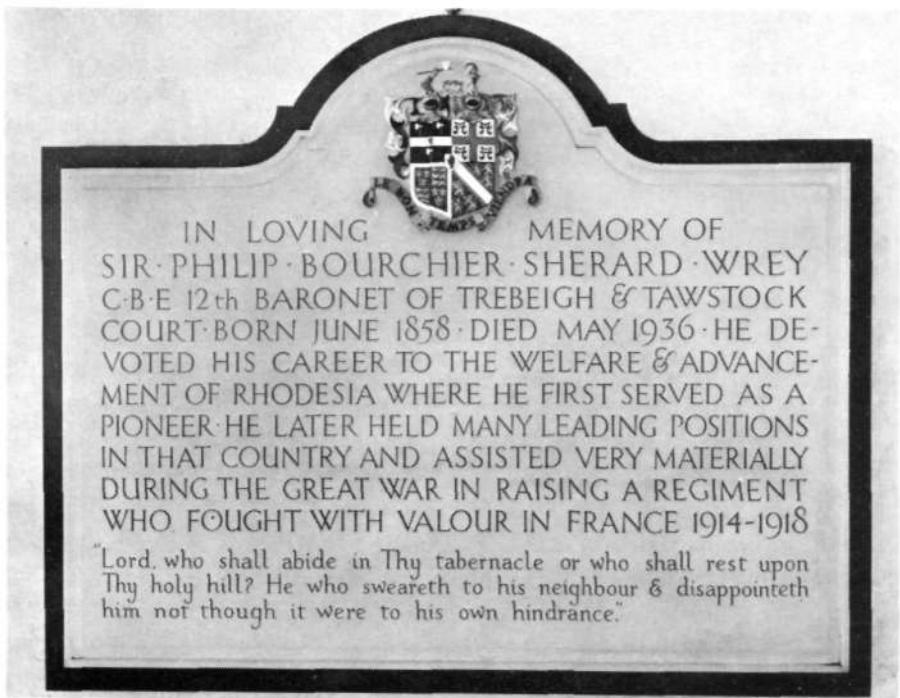
Idwala was a show place of its time. Phil Wrey was a gifted landscape gardener and was intensely interested in trees, importing numerous varieties from overseas whose growth in Rhodesian conditions he watched with the eye of a professional. He imported violets from Devon with which he lined the driveway to his house. Bunches of these violets were sent to the hospital twice a week. People living in Hillside who remember these violets remark on the wonderful scent from them, especially after they had been watered. He was one of the first (if not the first) to grow cotton and tobacco experimentally in his garden.

During their stay at *Idwala*, a daughter, Barbara, was born.

He was known as "Destiny" Wrey from his habit of remarking that destiny would one day call him back to his father's Devonshire Estate, and it did just that. In 1917, Robert, his brother died, and Phil inherited the title of the baronetcy and family estates, becoming the 12th Baronet.

He continued to live in Rhodesia until after the 1st World War, and left for England, with his family, in 1921. He commuted to and from England for eight years after his retirement. His daughter, Barbara, who married Andrew Henry Strachan (later Sir Andrew) who subsequently became Secretary to the Treasury, writes that "he loved every stick and stone of Rhodesia and was never quite the same once he left it for good."

It has been recorded that in the pre-referendum campaign of 1923, Phil Wrey espoused the cause of Union with South Africa. He was in fact one of the leaders of a pro-Union Party, making many public speeches in support of Union, throughout Rhodesia.



Plaque in church at Tawstock.

Photo: Courtesy Mr. Philip Lamb

In 1925 or 1926 Sir Bouchier (as he was now) was appointed by the Government of Rhodesia, to take charge of the country's pavilion, and to represent it at the Wembley Exhibition. For his services, during which he received and welcomed King George and Queen Mary and other distinguished visitors, he was awarded the C.B.E.

On the family's return to England they bought an estate at Tunbridge Wells in Kent, where Sir Bouchier died in 1936. He was buried at Tawstock, Devon, on the family estate and the plaque, illustrated, placed in Tawstock church. Lady Wrey died, also at Tunbridge Wells, in 1948.

Muriel, Sir Bouchier's elder daughter, married in Bulawayo, John Lamb, a mining engineer, who as 2nd Lieut. Lamb, R.E., was killed during the 1914-18 war. They had one son, Philip, who was with the Imperial Tobacco Co. in Salisbury, and who still lives there, and one daughter Jocelyn, born just before her father was killed. Philip's son, John Bouchier Lamb, one of twins (great-grandson of Sir Bouchier) was killed whilst serving with Rhodesian forces on the eastern border in the anti-terrorist campaign in 1975.

At the time of writing Lady Barbara Strachan is also still living in Salisbury. Her husband, Sir Andrew, died in 1976.

NOTE

I am indebted to the following for information: Sir Andrew and Lady Strachan (nee Barbara Wrey), Mr. E. H. Wren and Mr. Philip Lamb. I have also consulted the following books: *The History of the Bulawayo Club* by Peter Gibbs and *Southern Rhodesia* edited by Fergus W. Ferguson.

(Since the above article was set, Mrs. Waddy has discovered a report in the "Bulawayo Chronicle" of 11th March 1919 of a party held at the Palace Theatre by "the newly disbanded Rhodesia Reserve Volunteers".

It is headed — "Sir Bouchier Wrey thanks his men" and a sub-head mentions a presentation made to Sgt.-Major Meehan who had joined the Southern Rhodesia Volunteers "nineteen years ago" but had apparently also been responsible for the training of the Rhodesia Reserve Volunteers.

It would appear that it had been formed in 1915 as Sir Bouchier Wrey, in his speech, referred to the "spirit" that had inspired them when "they joined four years ago". He referred to "the honour he felt had been paid to him in making him O.C. of the regiment when Col. Heyman transferred". But he did not mention any date of appointment.

The Regimental Pipers of the Southern Rhodesia Volunteers "played special selections" during the party and references were made to the close association of the two regiments, the R.R.V. having made regular use of the S.R.V. parade ground, shooting range and camps. The R.R.V. was obviously very much a volunteer unit as Sir Bouchier thanked "the faithful fifty, increased during the past year to a faithful eighty, all of whom, he did not think, had missed a parade" — some of them attending five times a week.

This report casts another interesting sidelight on Sir Bouchier's involvement with the military but it still does not resolve the intriguing question concerning the regiment he is reputed to have raised and that fought in the 1914-18 war. — Editor.)

AFRICAN SOCIAL RESEARCH

Number 23, the June 1977 issue of this journal contains two articles. *Grass-roots Ecumenism: Religious and Social Co-operation in two African Urban Churches* concerns two indigenous churches based in the Marropani shanty town at Lusaka. They are the Apostolic Churches of John Maranke and of John Masowe. Both sects originated in the eastern districts of Rhodesia in the early 1930s. Masowe and his followers entered South Africa in the 1940s eventually settling at Korsten in Port Elizabeth where they became known as "The Korsten basket weavers". They were repatriated to Rhodesia in the mid-1950s but many of them, disgruntled with the Rhodesian governments attempts to settle them, migrated to Zambia.

The Patients of Traditional Doctors in Lusaka analyses the reason why traditional medicine persists alongside "modern" medicine. Characteristics of several thousand patients visiting medical doctors and *ng'angas* were examined through records and interviews. The main reasons given for visiting the *ng'angas* were: the doctor failed to cure, the disease was peculiarly one for the *ng'anga*, not the doctor, and the *ng'anga* had been recommended by friends.

There are editorial notes and 15 book reviews. Price K2,75. Published for the University of Zambia by the Manchester University Press.

Annual General Meetings, 1977 and Other Society Activities

ANNUAL GENERAL MEETING

The Annual General Meeting of the Members of the Rhodesiana Society was held in the Leander Room, Jameson Hotel, Salisbury at 5.15 on Monday, 28th March 1977.

Present: R. W. S. Turner (National Chairman) in the Chair, J. G. Storry (Honorary National Secretary) and 54 members of the Society.

The Chairman welcomed those in attendance and the Secretary read the notice convening the meeting and apologies from 22 members, including one wishing the Society a successful meeting from the President and Mrs. Wrathall.

1. *Confirmation of the Minutes of the previous Annual General Meeting*

The Minutes of the previous Annual General Meeting had been printed in *Rhodesiana* No. 35 and copies were available at the meeting. They were taken as read, confirmed by the meeting and signed by the Chairman.

2. *Matters arising from the Minutes*

The Chairman reported that the question of junior membership had been investigated, but had not been proceeded with. The main object of membership, he said, was receipt of the journal and junior membership would mean a reduced subscription. Costs of publishing the journal were high without hope of relief, and the Society simply could not afford a subscription at a sub-economic rate. However, the National Committee will consider the matter again with emphasis on secondary schools and the University.

3. *Chairman's Report*

The Chairman presented his report of the Society's activities for the previous year. The adoption of the report was proposed by Mr. Rossetenstein and seconded by Mr. Porter. A copy of this report is attached to these minutes.

4. *Balance Sheet*

The Balance Sheet was presented by Mr. Playford and discussed. Mr. Playford, supported by the Chairman, explained, following a query by Mr. Porter, that for accounting purposes in a society which really needed to know its income and expenditure annually, there was nothing to be gained by declaring as assets the gold medal stocks or the bronze medals on hand. Nor for ordinary purposes was there any point in including the stocks of journals on hand. Mr. Bent supported the Chairman.

Mr. Wood raised the question of the honorarium and fees paid to the Managers. Mr. Playford said that no increase was being asked for. Adjustments could be made from time to time if necessary, but charges had remained constant for the past two years.

Adoption of the accounts was proposed by Mr. Smit and seconded by Mr. Bent.

5. *Election of Officers*

CHAIRMAN: Pursuant upon the retirement as Chairman of Mr. Turner, Mr. M. J. Kimberley was proposed (Mr. Turner) and seconded (Mr. Loades). There being no other nominations, he was declared elected.

VICE-CHAIRMAN : Mr. R. W. S. Turner was proposed (Mr. Kimberley) and seconded (Mr. Bent). There being no other nominations, he was declared elected.

HONORARY NATIONAL SECRETARY: Mr. J. G. Storry was proposed (Mr. Turner) and seconded (Dr. Robertson). There being no other nominations, he was declared elected.

COMMITTEE MEMBERS: The following were duly proposed and seconded for the seven vacancies as Committee Members:

W. V. Brelsford	E. E. Burke	C. W. H. Loades
J. M. J. Leach	G. H. Tanser	R. D. Franks
R. Smith		

6. *Any Other Business*

The Secretary proposed a vote of thanks to the retiring Chairman which was received with acclaim.

The meeting closed at 6.03 p.m.

ANNUAL REPORT OF THE NATIONAL CHAIRMAN, R. W. S. TURNER, FOR THE YEAR ENDING 31st DECEMBER 1976

Last year in my Annual Report I pointed out that the Rhodesiana Society was going through a period of financial stress. The reasons were simply that the Society's income was more or less fixed, but it had to contend with ever increasing costs such as printing, stationery, and administration and postal charges. It was for this reason that at the last Annual General Meeting the Constitution was amended to permit the National Executive Committee to increase the subscription up to a maximum of \$8 per annum. During the year the Committee increased the annual subscription by \$1 to \$5 per annum with effect from 1st January 1977. It is hoped that this relatively small adjustment will restore the Society's financial equilibrium for a year or two.

Looking back on 1976, no one will dispute that it has not been an easy year. For superimposed upon a worldwide recession, Rhodesians have had to grapple with increasing military commitments and unparalleled uncertainties stemming from sundry constitutional proposals. In short we have had to contend with major issues that are the kind of solid stuff that makes history. As by far the largest historical society in the country we have weathered these tremendous stresses and strains remarkably well. This is entirely due to the great spirit and staunch support of our members.

If one tries to peer into the years that lie ahead one can see a bright future for the Society, because our aims and objects are sound and most worthy of support. There will have to be changes, of course, and we should be prepared for change rather than blindly oppose all adjustments. One can say, for example, that Rhodesia's pioneer period is now well and truly over and that we are moving into a new era. The accent on the type of article that appears in our journal should therefore perhaps change with the new age. Stories of rebellions and pioneer forts could well give place to accounts of the birth of great industries and gropings towards labour movements. There are, of course, endless alternatives that can be explored in this regard. The very name of the Society may have to be changed. I mention these points because I believe we should all think and prepare ourselves for timely and sensible amendments.

Next year the Society will celebrate its Silver Jubilee. The new National Executive Committee will have to think how best to mark that important landmark in our history. But regardless of the manner in which this is done, its success will be entirely dependent on the support and faith of our members in the long term aims of the Society.

As in other years a great proportion of the work of Society has devolved upon our three active branches. Special thanks and praise is due to Mr. Harold Vickery, the Chairman of the Matabeleland Branch, and to his Committee for once again providing a full programme of events for the Western portion of the country. It is sad to bid farewell to Mr. Balfour Lovemore, the able and energetic Branch Secretary/Treasurer; we wish him well in his retirement at the Cape.

Likewise a warm tribute is due to Mr. Harry Went and his Manicaland Branch Committee for organising a really glittering Annual Dinner in Umtali. All branches were represented at this function and the Society's guest of honour was the Hon. B. H. Mussett, the Minister of Internal Affairs. The dinner was supported by a large contingent from the Mashonaland Branch. Members were also treated to delightful visits to places of historic interest en route and in Umtali.

Mr. Michael Kimberley and his Mashonaland Branch Committee has once again led the largest group of members in the country through a most successful year. A highlight of this was the Great Midlands Tour and the splendid link-up with the Matabeleland Branch at the site of the battle of Bonko on the Shangani River. The Branch is also to be congratulated on the publication of their first Occasional Paper.

Both Matabeleland and Mashonaland Branches are to be praised for the sound management of their finances; both are in a healthy state in this regard.

Once again the Society's sincere thanks are due to our worthy Editor, Mr. Vernon Brelsford, who is so ably assisted by Mr. Edward Burke, for producing two magnificent issues of *Rhodesiana*.

A sad and sombre event was the passing of Colonel Arthur Selwyn Hickman, a former National Chairman of the Society and one of our most illustrious Gold Medallists. As you will note from the balance sheet there is a

sum contributed to the Society by those who held him in high esteem. I would ask you to please rise for a few moments as a mark of respect for this noble Rhodesian.

Finally, I have to thank Mr. Michael Kimberley and the other members of the National Executive Committee for their unfailing support. My thanks are also due to Mr. D. C. Playford and Mrs. E. S. Scott of our firm of Chartered Accountants for their meticulous handling of the Society's finances.

MASHONALAND BRANCH. CHAIRMAN'S REPORT FOR THE YEAR ENDED 31st MARCH 1977

Committee

The following members served on the Branch Committee during the year:

Chairman: Mr. M. J. Kimberley. *Vice-Chairman:* Mr. W. D. Gale, M.B.E.
Secretary: Mr. R. D. Franks. *Treasurer:* Mr. J. M. Leach. *Other Members:* Mrs. R. M. T. Barker, Mr. J. H. G. Robertson, M.L.M., Mr. A. M. Rosettenstein, Mr. T. F. M. Tanser, Mr. R. H. Wood.

I am grateful to all of them for their hard work, enthusiasm and support during the past year which has probably been one of the most successful years for the Branch since its inauguration in August 1969.

Activities during 1976

The policy of the Mashonaland Branch has always been to concentrate on about three functions during each year, preferring a few well attended and successful functions to regular monthly or six weekly functions which might not always be well patronised.

The highlight of the year from the standpoint of functions was undoubtedly the weekend coach trip to the Rhodesian Midlands in May. About 100 members from Mashonaland participated in this extremely successful tour. Stimulating lectures were given at several historical sites including Iron Mine Hill and the nearby laager site, Fort Gibbs, Shangani and the Bonko battle site, by Major Rob Davey and an interesting talk was given at Nalatale Ruins by Dr. Tom Huffman.

On the second day, in keeping with this Branch's policy of planning joint functions with other branches of the Society, the Mashonaland contingent was joined by about 100 representatives of the Matabeleland Branch of the Society resulting in the attendance at the Shangani and Nalatale talks being about 200.

In September the Branch arranged yet another interesting tour of historic buildings in Salisbury. Several interesting talks were given by Mr. G. H. Tanser, Mr. E. E. Burke and Mr. T. F. M. Tanser and the attendance of over 200 exceeded all expectations.

The Branch achieved an important "first" with the publication of the Mashonaland Branch Occasional Paper No. 1 containing a record of the proceedings at the very successful series of five lectures presented in Salisbury

on Rhodesia, 1896 to 1923. To date sales have been good and we recommend the idea of publications of this kind to the Society's other Branches.

Also in September about 78 branch members attended the Society's seventh annual dinner in Umtali and enjoyed the tours of Utopia, the Kingsley Fairbridge residence, and of La Rochelle and the visit to Devil's Pass and Mount Zonga near Rusape, which were part of the weekend programmes.

Future Functions

Your Committee is actively considering suitable functions for 1977 and would welcome suggestions from all members.

Finance

I am pleased to report that the Branch's financial position is sound with accumulated funds amounting to \$875 and I am confident that the Branch will continue as a self-financing entity for many years to come.

MATABELELAND BRANCH ANNUAL GENERAL MEETING HELD IN BULAWAYO

At 9.30 a.m. on Sunday, 20th February 1977

Present: 78 members. *Apologies:* 6 members.

The Chairman, Mr. H. J. Vickery, called on the Secretary to read the Minutes of the Annual General Meeting held in Bulawayo on 15th February 1976. The Minutes were confirmed as correct.

Chairman's Report

The Chairman welcomed members and thanked them for their attendance. He expressed the Society's thanks to Mr. Tom Seymour, the Principal of the Teachers' College, for the use of their new lecture hall for the meeting.

The Chairman then outlined the Branch activities in 1976, starting with the visit to historic residences in Hillside on 15th February 1976 when Mrs. Monica Waddy conducted the party, giving most illuminating talks at each site.

The next outing had been to the newly completed May fair Dam in the Filabusi area, and this was followed by a combined outing with the Mashonaland Branch to the Bonko Battlefield, Nalatale Ruins and Dhlo Dhlo Ruins.

In June Thaba-zi-ka-Mambo was visited and in September members travelled to the Wankie National Park.

This year's activities were launched in customary manner, with a Sundowner party on 18th February 1977. Although there had been some complaints about St. John Ambulance Hall last year the committee decided to return to the Hall this year rather than risk an hotel as experience had shown that hotels were far from satisfactory.

Following this meeting Mrs. Waddy would conduct another tour of historic sites in the Suburbs and Hillside.

The Chairman said the Treasurer would present the statement of Receipts and Payments for last year and credit was due to Mr. Lovemore for managing

to show a profit in a difficult year. Mr. Lovemore had worked very hard as Secretary/Treasurer, and the Chairman said it was with great regret that he had to announce that Mr. Lovemore was not seeking re-election to the Committee as he and his wife would be moving shortly to live in Cape Town. This meant that another Secretary/Treasurer would have to be found and volunteers would be called for later.

The Chairman thanked Members of the Committee and Speakers for their help, and he also expressed thanks to the Rhodesia Pioneers' and Early Settlers' Society for the use of their Committee Room.

Treasurer's Report

The Treasurer thanked Miss B. Horner (now Mrs. Ted Vickery) for auditing the books and for the preparation of the Receipts and Payment Account.

He said the year had been very successful financially, and although it did not come into the past financial year he felt Members would be interested to know that \$500 had been deposited in the P.O.S.B. The total funds in the bank at 31st December 1976 were \$694,16.

Estimating bus fare charges for outings was a gamble, because members' reaction could not be anticipated with any accuracy. It had not been the intention to make such a large profit on the Sundowner (\$68,32) but the members' drinking capacity had been overestimated. The large profit on the Bonko/Nalatale outing (\$114,72) was due to the finding of a short cut between Nalatale and Dhlo Dhlo Ruins.

It was committee policy to make a profit on each outing—a poorly attended outing could cost dearly.

Main expenditure was on stationery, telephone, postages and the Secretary's honorarium. Mr. Hepburn congratulated the Treasurer on maintaining a profit on all outings and the meeting accepted the accounts.

Election of Officers

Mr. P. W. Porter agreed to become the Treasurer, but there were no volunteers for the post of Secretary. The Chairman then announced that his wife, Mrs. Paddy Vickery, would agree to undertake the Secretaryship.

The Committee was re-elected "en-bloc" with the addition of Mr. P. W. Porter and Mrs. Paddy Vickery.

The Committee for the forthcoming year is: Mr. H. J. Vickery (*Chairman*), Mrs. Paddy Vickery (*Secretary*), Mr. P. W. Porter (*Treasurer*), Mr. G. Green, Mr. C. O. Liebold, Mr. W. Parry, Mrs. J. Sharland, Mr. H. A. B. Simons.

Presentation to Mr. B. Lovemore

The Chairman spoke of the invaluable services rendered to the Society in general, and to the Matabeleland Branch in particular, during the years Mr. Lovemore had served as Secretary/Treasurer. Knowing Mr. Lovemore's love of the Matopos, on behalf of the branch he presented him with an oil painting of a

Matopos scene and expressed the hope that this would serve as a reminder of the happy times that had been enjoyed together.

A vote of thanks to the Chairman, was proposed and acclaimed.

There being no further business, the Chairman closed the meeting at 10.35 a.m.

MATABELELAND BRANCH ACTIVITIES

A Matabeleland Branch outing to the site of Selous' House on Longridge Farm and to the Homestead, Essexvale, took place on Sunday, 3rd July.

Longridge Farm is in the Essexvale valley close to Falcon College, and the bus took members over the comparatively new bridge across the headwaters of the Upper Ncema Dam. After a coffee stop the party negotiated the stepping stones of the Ncema river drift and walked the half kilometre to the site of Selous' house, beautifully situated high on the bank above a bend in the water-course.

Following some preliminary remarks about the state of the country in 1895/6 and the history of the house itself, Mr. Harry Simons (a Society's Gold medallist) gave members a new insight into the character and talents of F. C. Selous, stressing his great importance as a naturalist, author and collector. His talk ended with a brief outline of Selous' career during the East African campaign in the First World War, 1914-1918, and drew attention to the courage and fortitude which led up to his ultimate death in action (4th February, 1917) at the age of sixty-five.

The clouds of the morning had dispersed by the time members had been transported to Mrs. Stella Coulson's Homestead, and lunch was a delightful interlude in the informal garden of the farmhouse (part of which is of pre-1896 construction) surrounded by huge old trees alive with bougainvillea and birds.

Soon after 2.30 p.m. everyone settled down to listen to Mrs. Coulson recounting the story of the development of Essexvale; the fascinating characters, black and white, who figured in its history; and some of the exploits of her father, Mr. J. P. Richardson, first Native Commissioner of the Gwanda district, who played such a vital role in the "Settlement" which brought an end to the Matabeleland Rebellion.

Mr. Tony Adams of the Military Historical Society had made available some "vintage" photographs and members were invited to look at them at the conclusion of Mrs. Coulson's talk.

Some Recent Additions to the Library of the National Archives

by C. Coggin

(Does not include books reviewed in this issue.)

Area Handbook for Southern Rhodesia. Washington: U.S. Government Printing Office, 1975. 408 pages.

One of a series of handbooks prepared by the Foreign Areas Studies department of the American University, this work "seeks to present as full and as balanced an integrated exposition as limitations on space and research time permit". Within this framework the authors have produced a comprehensive account of Rhodesia's social, economic, political, geographic and military institutions which is, in some ways, similar to the old "official yearbooks" and constitutes one of the widest ranging descriptions of Rhodesia in one volume to have appeared for some time. *Inter alia* there are chapters on historical development, health and social services, the electoral system, structure of the economy, agriculture: tables and maps are present to illustrate these. The bibliography shows that recent sources (in relation to the publication date of the book) were drawn on.

Similar volumes on Malawi and Zambia are also available.

Cecil Rhodes, by Neil Bates. Hove: Wayland Publishers, 1976. 96 pages. Illus. \$5.05.

Appearing in time for the seventy-fifth anniversary of Rhodes's death, this is a profusely-illustrated book that would be a particularly welcome addition to the shelves of the younger Africana enthusiast. The format is attractive, the text very readable; at the back there is a section called "Principal characters", a brief chronology and a reading list.

Dictionary of South African biography, vol. III. Edited by C. J. Beyers. Cape Town: Human Sciences Research Council, 1977. 918 pages. \$13.60.

It is gratifying to see another volume in this series appear, albeit so long after volume 2, which came out in 1972. 164 prominent personalities are dealt with in learned but fascinating articles that, in many cases, make use of primary and secondary sources not drawn on before for the purpose. Rhodesians figuring in this volume include Raaff, Pennefather, Earl Grey, Lobengula, and Mncumbatha, councillor of Mzilikazi. The contribution on Rhodes is by N. G. Gasson, professor of history at the University of the Witwatersrand, who says the financier's strength lay not in his intellect or skill of judgement,

but as "a man of action, capable of putting his ideas into practice ... he was at times the manipulator rather than the instrument of the causes he advocated".

Early wildlife photographers, by C. A. W. Guggisberg. Newton Abbot: David & Charles, 1977. 128 pages. Illus. \$8,40.

Wild life photography could perhaps be said to have begun when people were no longer content with Dr. Johnson's information that a giraffe was "an Abyssinian animal taller than an elephant but not so thick". Dr. Guggisberg shows that there is a fascinating and often amusing story behind the development of wild life photography, and in this well illustrated book he examines the motives behind the interest of the early adventurers, describes the equipment used, and discusses the results.

The East African Coast: select documents from the first to the earlier nineteenth century, edited by G. S. P. Freeman-Grenville. London: Rex Collings, 1975. 329 pages, maps. \$10,20.

The main strength of this work lies in the fact that it brings together, in one handy volume, the translation of the principal documents on which so much of our present knowledge of Rhodesia and its pre-colonial Arab and Portuguese links are based. Although it is the second edition of a work that appeared in 1962, revisions and additions are minor, and the editor claims this is because material which has come to light since then sheds no new light on "the pattern of our view in medieval times".

A History of African exploration, by David Mountfield. London: Hamlyn, 1976. 160 pages. Illus. Maps. \$8,40.

Illustrated with crisp coloured and black and white photographs, this is a comprehensive history beginning with the travels of "Ancient Egyptians" through Nubia South West to Darfu more than 2 000 years before the birth of Christ, and ending with the 1974 Zaire River Expedition. The very readable text, allied with a skillful blend of old and new illustrations, makes this a worthwhile addition to the genre of "travel" Africana, the more so when its price and generous format are taken into account.

Ibn Battuta in Black Africa, by Said Hamdun and Noel King. London: Rex Collings, 1975. 102 pages, map.

Ibn Battuta was born in Tangier in 1304. At the age of twenty-one he set off on travels which were to take him through the Near East, Asia minor, the Crimea, the Balkans, Southern Russia, India, Ceylon, China and Spain to name a few. He rounded off this astounding feat by walking across the Sahara to ancient Mali. This work deals with his African travels, and as such is a most valuable account of Africa in the fourteenth century from the Arab point of view. Whilst visiting the ancient city of Kilwa, he heard about Sofala and leaves one of the earliest descriptions, brief though it is, of the area — "the city of

Sufala is half a month's journey from the city of Kulwa and that between Sufala and Yuri is a month's journey and from Yuri gold dust is brought to Sufala."

Plantation slavery on the East Coast of Africa, by Frederick Cooper. Newhaven: Yale University Press, 1977. 332 pages. Maps. \$19,50.

The study of coastal slavery begins in the late eighteenth and early nineteenth centuries with an analysis of slavery in Oman, where the founders of Zanzibar's plantations originated. In this work Cooper examines a system in which black slaves were held by Muslim masters in East Africa. In the process a detailed picture emerges of the plantation economy and its effects on the way slaves worked, lived, and interacted with their masters.

Politics in Zambia, edited by William Tordoff. Manchester: Manchester University Press, 1974. 453 pages. \$12,60.

While this account concentrates on domestic questions, the interaction between internal and external events is also traced, for example in the chapter on Zambia's response to the Rhodesian U.D.I. The editor, in his conclusion, sees Zambia reverting, in the 'seventies, to conservative economic and political patterns close to the colonial heritage, but he maintains this would be a "temporary setback".

Salisbury: a geographical survey of the capital of Rhodesia, edited by George Kay and Michael Smout. London: Hodder & Stoughton, 1977. 127 pages. Illus. Maps. \$6,33.

In this survey, which embraces many of the more important aspects of Salisbury's development, Rhodesian geographers have contributed specialist articles on such topics as site and situation, the cadastral framework, transportation systems, shopping centres and others. Readers of *Rhodesiana* would find M. A. H. Smout's chapter "The Townscape" of particular interest describing, as it does, the changing vistas of Salisbury like "successive frames on a roll of cinematographic film which form a continuous but changing image". An outstanding feature of the book (in paperback) is the fine selection of photographs and maps.

The Scorpion Sting: Mocambique, by Giancarlo Goccia; translated by Fulvio d'Amico. Johannesburg: Livraria Moderna, 1976. 188 pages, illus. \$5,00.

A war-hardened political journalist, the author was inside Mocambique for most of the period between the April 1974 coup in Lisbon and the Frelimo take-over in Beira six months later. During this time Coccia travelled widely in the country, often in the company of army officers. This is his account of the events in Mocambique during "those six chaotic months which changed a Catholic country into a Communist state". Jorge Jardim's attempt to deal with the Frelimo, the purging of the Portuguese officers' ranks, big business efforts to create a non-communist black government, clandestine groups behind the

September uprising, and Frelimo's quoted designs on South Africa and Rhodesia are some of the events and subjects described. There are many photographs: unfortunately however, the general standard of production is very mediocre for the price.

The "Tar Baby" option: American Policy towards Southern Rhodesia, by Anthony Lake. New York: Columbia University Press, 1976. 332 pages. \$16.45.

As a graphic account of the U.S.A.'s Rhodesian policy since U.D.I., this book provides revealing information on "Tar Baby", Nixon's secret policy of greater communication with white minority governments in Southern Africa. On economic matters, the Byrd amendment and the lobbying that led up to it are covered in interesting detail. The author is on the staff of the Carnegie Endowment for International Peace which is engaged, *inter alia*, to "re-invigorate and extend the domestic and foreign dialogue on world affairs issues". This might be taken to indicate that the author has approached his subject with an open mind: in fact the tenor of his book is dictated by his injunction angled at "clear observance of the United Nations sanctions and a distant stance from the Smith Regime".

LOW VELDT VIGNETTES

The late Allan Wright's book *Valley of the Ironwoods*, which was concerned with his ten years as District Commissioner, Nuanetsi, was reviewed in *Rhodesiana* No. 28, July 1973.

He made a nostalgic trip back to the Low Veldt after an absence of some years and, just before he died in June 1977, wrote a new book with the title *Grey Ghosts at Buffalo Bend*. It comprises 35 short pieces, some new, some updated from articles published earlier in the *Sunday Mail*.

The "grey ghosts" are elephants, and many of the chapters deal with wild life of various forms ranging from great tuskers, hippo and crocodiles to birds and smaller mammals. But there are human stories, of hunters and poachers, of witchcraft, of Shangaan circumcision rites, and of the Gona re Zhou Reserve which Allan Wright was largely instrumental in creating. The Low Veldt comes to life with the author's colourful descriptions of its wild and fascinating country. He pictures the countryside in all its variety — its tropical rivers and mopane forests in the brown harshness of the hot season, in the lush green of spring and in the devastating tragedy of a great drought. The man-made sugar estates were, to Allan Wright the lover of the Low Veldt, horrible excrescences on a glorious natural panorama.

The book is decorated with line drawings by Len Curling and there are two maps. Published by the Galaxie Press, Salisbury, in limp cover the price is \$3.90.

Notes

NOTES ON NEW CONTRIBUTORS

Dr. R. M. Morris, C.M.G., O.B.E., was born in Cape Town in 1898 and educated at *Bishops*. He served as 2nd Lieut. (Pilot) in the Royal Naval Air Service and R.A.F. during 1917-18. He qualified in medicine at London University — M.B., B.S., in 1924 and M.D. (Gold Medal) in 1926. In the same year he joined Southern Rhodesia Medical Service under Andrew Fleming. Served in Bulawayo, Umtali, Bindura and Bulawayo. Became Secretary for Health, Southern Rhodesia in 1948 and for Federation of Rhodesia and Nyasaland in 1953. He retired in 1958 and awarded C.M.G. Elected to Salisbury City Council in 1961 and made Alderman 1971, retiring in 1975. Was nominated member of Council, University College 1965 and of University of Rhodesia 1971. Presently he is Vice-Chairman of that body. Chief interests, other than professional, are education in general and hospital design. Was Governor Ruzawi Schools 1950-75 including Chairman Bishopslea School. Was consulted for the building of some 27 hospitals in the Federal area. Was awarded L.I.D. Hon. (Rhodesia) 1977.

Mrs. Monica Grace Waddy was born in Bulawayo 1921, elder daughter of the late Douglas Milman Coley — one of the early Native Commissioners of Rhodesia. (He retired in 1948). She was educated at St. Peter's Diocesan School, Bulawayo. She was with the Native Foreigners Identification Bureau of the C.I.D., Bulawayo, 1941-46. That year transferred to clerical staff Milton High School, becoming School's Bursar until 1963. In 1973 appointed Biographical Secretary to the Rhodesia Pioneers and Early Settlers' Society — a position still held. Chief hobby is collecting Rhodesiana — photographs, newspaper cuttings, brochures, etc.

A WHO'S WHO OF AFRICAN LEADERS

African National Leaders in Rhodesia Who's Who by Robert Cary and Diana Mitchell (Books of Rhodesia 1977. \$9,00) is a timely publication that adds a new dimension to contemporary Rhodesian history.

There are biographies of over eighty principal Nationalists, of prominent persons connected with the war now going on, plus brief notes on office holders in the Nationalist movements, on African Ministers and Members of Parliament and on Delegates to the 1976 Geneva Conference. Photographs accompany most of the biographies.

Although personal details such as family, education and career are given, the biographies are concerned largely with details of the political life of the person, the entries for the more prominent leaders being lengthy histories. The period covered is roughly from 1950 up to the start of the Geneva Conference in October 1976 so members of a new party, Zupo, founded December 1976, are not included.

Entries are arranged chronologically in the order in which the individuals made their first appearance on the political scene. Leaders who have died since 1950 and others who have left the country permanently are also included. So that the book as a whole forms a continuous narrative of the history and development of nationalism in Rhodesia. The picture is completed by an introductory chapter, "Nationalism in Rhodesia" by W. D. Musarurwa and by appendices on Land Legislation and the Native Land Husbandry Act.

The serious political biographies are lightened by personal touches. One leader says he is "a reluctant politician", one says he is loved by all the members of his party whilst another says he loves all the people in the world. Some surprising interests and hobbies are listed ranging from boxing and Hell's Angel motor cycling to art, classical music and church singing.

The book is strictly factual and unbiased and is a particularly valuable reference book at this point in our history.

HISTORY OF CECIL HOTEL, UMTALI

Mr. J. S. Holland contributes the following note:

The Cecil Hotel was originally constructed and completed in 1897. The building consisted of wood and iron with brick outer walls. It was erected by Messrs. Brooking and Clarke on behalf of the owners, Messrs. Snodgrass and Mitchell.

The present site was chosen by them on the promise by Cecil John Rhodes, that the railway station would be erected on what was known as Orange Grove, due south east from the Hotel, adjacent to Park River, approximately a quarter of a mile away. This, due to engineering difficulties was not carried out and the railway station was erected a mile further down the Park River.

The Hotel at that time was managed by Mr. and Mrs. Snodgrass. Between the period 1897 and 1913, Mr. Snodgrass tired of hotel keeping, and became interested in gold mining, and the hotel was leased to Mr. John de Gray Birch. Mining being what it is, Mr. Snodgrass was unlucky and in the year 1913 was heavily in debt to Meikles Store, which was owned by Mr. Jack Meikle. To clear the debt, Mr. Jack Meikle settled for the Cecil Hotel as payment.

From 1913 to 1918 there were numerous managers installed of whom little is known, but in 1918 Mr. and Mrs. J. Sheen took over and ran the Hotel which had not altered greatly with the exception that in 1912 a block of 12 rooms was added, consisting of brick throughout and two floors, built by Mr. Tom Norris. This section still stands and is incorporated in the present building.

Mr. and Mrs. Sheen were very interested to acquire the Cecil Hotel themselves, but were unable to raise the lock, stock and barrel price of £4 000 required. Mr. and Mrs. Sheen relinquished the running of the Hotel in 1924.

In 1924-25, the store and two hotels, Cecil and Royal — were taken over by Mr. Tom Meikle who engaged Mr. and Mrs. H. E. Gould from Bulawayo to manage the Cecil Hotel for him.

The year 1926 saw the old Cecil Hotel razed to the ground and a modern hotel was erected, with hot and cold water throughout and water borne sanitation. The Cecil Hotel was the only hotel in Rhodesia to have water borne sanitation at that time. It was designed and built by Mr. Hill who was Mr. Tom Meikle's building contractor.

In 1938 the Hotel was doubled in size with the addition of 40 rooms. The building was designed by Cathcart and Henry and built by J. Stevens and Company, and was completed just before the last war in 1939.

BALFOUR HELM LOVEMORE, O.L.M.

Mrs. Monica Waddy sends the following note:

Members of the Matabeleland Branch of the Rhodesiana Society, no less than the Rhodesia Pioneers' and Early Settlers' Society, heard with great regret that their Secretary-Treasurer, Mr. B. H. Lovemore, had decided to emigrate to the Cape.

Bla, as he is known throughout Rhodesia, is a tireless worker, and the Branch members knew that every outing or function he organised would, barring accidents or bad weather, go like clockwork. His enthusiasm for Rhodesian history is boundless, and his own wide knowledge of the country and its beginnings enabled him to give most interesting and well-informed talks to members.

Highlights of his five years as Branch Secretary, and Secretary-Treasurer were the 1971 camp at Tuli and the trip to Wankie National Park last year. Indeed, practically every outing held during the last five years owed its success to his guiding hand.



As a grandson of the Rev. C. D. Helm and his wife, Baroness Elizabeth Eduardine von Puttkamer, of Hope Fountain fame, Balfour Helm Lovemore's roots in Rhodesia go very deep indeed.

His mother, Jessie Helm, came to Matabeleland with her parents as a baby in 1875, and lived in this country all her life. When she died in 1960, aged 86, she had more years of residence here to her credit than any other white person up to that time, and was given a state funeral at Hope Fountain.

His father, Hector Livingstone Lovemore, was also a pioneer, having arrived in Mashonaland in 1891, and served in "C" troop of the Salisbury Column during the march to Bulawayo in 1893.

Hector Lovemore registered the first two mining claims in Matabeleland, and he and his partner "Buck" worked them under the name Criterion Mine.

Bla was educated at Plumtree and represented the school at rugby and Cadet Bisley shooting. He joined the Customs and Excise Department in September 1929, beginning a career that was to last 40 years. He was stationed in a number of places, including Beira, where the experience he gained enabled him to occupy important positions in the Department later. He enjoyed many hunting trips in Mocambique, particularly in pursuit of buffalo.

His war service, from 1940 to 1945, was spent mainly in Abyssinia and Italian Somaliland, where he remained, after the campaign had ended, as a member of the Salvage Corps. He was finally demobbed with the rank of captain and returned to Rhodesia to continue his career.

In 1946 he married Louisa Mary Snelling, and they had one child, their son David, who now lives at the Cape.

Bla was Collector of Customs in Bulawayo for many years, and then moved to Salisbury as Chief Inspector of Customs. After retiring from that position in 1969, he entered the Ministry of Education, and left in April 1971, after 42 years service to the Government. He was made an Officer of the Legion of Merit.

A life of leisure was not his *metier*, however, and he soon found himself hard at work again as Secretary of the Rhodesia Pioneers' and Early Settlers' Society, and Secretary of the Matabeleland Branch of the Rhodesiana Society, having been elected at the annual general meeting on 2nd March, 1971.

He was a member of the Police Reserve, and more recently he joined the Police Special Reserve, and was appointed Chief Warden of the Bulawayo Central Area.

Indefatigable as ever, soon after arriving in Cape Town in May this year, Bla enrolled at the Technical College for a course in Afrikaans, and his Rhodesian friends have no doubt that by this time he is almost fully occupied once more.

THE RHODESIA LIGHT INFANTRY

The Incredibles: The Story of the 1st Battalion, The Rhodesia Light Infantry, by Geoffrey Bond. Sarum Imprint, Salisbury. 1977. Limp cover. 159 pages. Illustrated. Price \$4,80.

The decision to form a European infantry unit was made in 1960 during the days of the Federation of Rhodesia and Nyasaland. At the time the Federal army had three African units — two battalions of the King's African Rifles (a Nyasaland unit), the Northern Rhodesia Regiment and the Rhodesian African Rifles. It was decided that an armoured car regiment and a parachute squadron, also European, would be formed in addition to the infantry unit.

The author tells many amusing stories of how the men, 1 500 of them, were recruited in South Africa and Britain as well as in Rhodesia. He goes on to describe the early formation and training years, its part in the disturbances in the 1960s and its role on the Congo border during the same period. Then, at great length, a number of incidents in the present terrorist war are related by men who took part in them.

The author's approach is anecdotal rather than academic and the story is enlivened by many a personal reminiscence and by a wealth of barrack room, soldierly, rumbustious stories. Although this is not a full history of the regiment, it is early days for that, he does fit in the salient outlines of the organisation of the regiment and its development. He dates changes in command as well as giving brief notes on individual officers and N.C.O.s.

In 1965 the regiment converted from the conventional infantry role to that of a commando unit and it adopted the now-familiar tartan green beret with ceremonial uniform. The first few years saw the building up of regimental traditions. Geoffrey Bond tells how the unit got its marching tune, "The Saints go Marching In", and hence its first nickname of "The Saints". The slow march, written by Captain Sutton of the Corps of Signals, and just called "The Rhodesian Light Infantry", was played at the first presentation of colours in 1965. Three years later the Prime Minister, in a speech, referred to "the Incredible R.L.I." and Captain Sutton asked that his composition be renamed "The Incredibles", a title that has since been adopted by the regiment itself.

The author's description of how various other regimental traditions have become established is most interesting. They cannot be invented nor forced on to a new unit. They grow spontaneously. A social gesture, an unusual form of address between ranks, the commemoration of a memorable event, all these are repeated and then perpetuated, building up into a body of tradition that distinguishes the regiment from others and making for unity and pride.

The latter part of the book is concerned with life with the R.L.I. at war in the present anti-terrorist campaign. Numerous incidents and contacts are described by men who took part in them and they make exciting reading. The graphic, blunt and unassuming tales told in the words of the soldiers themselves certainly add a vividness and a depth of feeling to the bald official communiques. So that Geoffrey Bond's book, besides being an interesting piece of Rhodesiana, makes very good reading.

WILLIAM HENRY SITWELL (1860-1932): ERRATA

Mr. Otto Reitz has pointed out (*in litt.*) that the photograph "Col. Carrington and his Staff", accompanying his article on W. H. Sitwell in *Rhodesiana* No. 35, March 1977, is wrongly captioned.

A similar photograph in *Occupation of Matabeleland — A Souvenir*, November, 1933, shows the same officers in the same places but the names, apart from Col. Carrington, are allocated to different officers. There are also minor misspellings.

Mr. Reitz has analysed fully his reasons for stating that the order and spellings of the caption to the *Souvenir* photograph are correct and that the caption to the photograph reproduced in *Rhodesiana* is in error. The National Archives agrees with Mr. Reitz.

So that the caption should read: "Col. Carrington and his Staff. *Back row: l. to r.:* Lieut, the Hon, D. Marsham, Lieut. Walford, Dr. Vigne, Lieut. White, Capt. Molyneux, Capt. Greener. *Front row : l. to r.:* Capt. Browne, Major Grey, Col. Sir F. Carrington, Capt. Sitwell, Capt. the Hon. C. Coventry."

The error is regretted.

HISTORICAL GEOGRAPHY OF SOUTHERN AFRICA

Southern Africa by A. J. Christopher (Wm. Dawson and Archon Books, England. £8) is a historical geography of southern Africa; a methodology that has been neglected in the past. The book studies the place of "European settlers" in the sub-continent and the way in which the landscape has been transformed by the creation of European style towns, farms and industries.

Over the 300 years from 1652 to 1960 European settlement followed a similar pattern to that of Australia, New Zealand, Canada and the U.S.A. But, in terms of population, southern Africa has not been so successful because of the poverty of the physical environment, and the presence of a substantial indigenous population meant that working class immigrants were generally unwelcome.

The growth of farms, towns and cities is shown with numerous plans and illustrations, many of Rhodesia, and the transformation of the landscape is described in terms of history and politics. *Southern Africa*, which is one of a series of Studies in Historical Geography, certainly interprets the history of South Africa and Rhodesia from an unusual and interesting angle.

Correspondence

WILLIAM HENRY SITWELL

Sir,

In his article (*Rhodesiana* 36, p. 50) on William Henry Sitwell, Mr. Otto Reitz referred to "the existence of three letters written by Captain W. H. Sitwell to his mother while he was serving in the B.B.P. at Macloutsie in 1892". It may be of interest to Mr. Reitz and others that there are at least another four letters in existence from this correspondence. One, dated 30th July 1892 (the cover is dated 2nd August 1892) is in my possession and I enclose a transcript which you may care to publish. The other three were sold at philatelic auctions over the last few years and from the catalogues I have gleaned the following:

- (a) Postmarked 31st May 1892: "Letter complaining of boring routine".
- (b) Postmarked 14th June 1892: "Interesting letter including reference to sick men from Tuli coming to camp for treatment".
- (c) Postmarked 21st June 1892: "8 page letter — the writer tells about an expedition along the Zambesi".

From the dates it looks as if Capt. Sitwell wrote to "Mum" at weekly intervals.

One does not, of course, know what has happened to these letters — they are no doubt in the possession of some philatelist. The best way of obtaining information as to their whereabouts (and possibly copies) might be to insert a suitable appeal in the *S.A. Philatelist* since that magazine reaches most Southern African philatelists. (The Editor's address is P.O. Box 4430, Pretoria 0001.). I do know that a collector (of stamps) in East London has a letter from the correspondence, but I do not know anything about it. If Mr. Reitz wishes to follow this up I should be happy to put him in touch with the person concerned.

As will no doubt be obvious by now, I acquired my copy in the course of my philatelic pursuits — may I say how very much I have appreciated *Rhodesiana* in the course of research on early postal history of Rhodesia. I have a full set of *Rhodesiana* (I have been a member since about 1959) and have found all sorts of useful information in the magazine; it has provided facts not easily obtainable elsewhere.

Yours etc.,

R. C. KNIGHT
Avening, Bertram Crescent, Rondebosch, Cape.

(Following is text of letter mentioned. Words in [] are transcriber's interpretation.—Editor.)

Macloutsie, Northern Protectorate
30th July 1892

My dear Mum,

Not much to do yesterday and at 1 o'clock Marsham and I got away on to the boundless veldt. We rose S. over the ridge of which Signal Hill forms a part

and then with the sun directly behind us for a couple of hours till we hit the river [Marapong]. Ascended a curiously scarped koppie like a cliff and had a good look round, perceiving to our huge disgust a large cattle post almost at our feet.

Then turned North again and shortly afterwards in [dense bush] I saw the legs of a buck, dashed forward and disturbed a Koodoo Cow. She went away as tho' [wounded] and circled, I after her. A minute later she was joined by a calf and I cracked on with a view to "busting her up" and taking the calf prisoner, however the going was vilanous (*sic*) and after ½ a mile over terrible rocks she made good her escape. A long ride due N. to the Macloutsie river which we hit near the second [water] on the road to [Grobeler's] (*sic*) drift at sunset. 8 miles by the light of a young moon and so home. Today everybody including the Colonel and Grey are on leave. Finding that I was booked to remain in camp overnight I got out with an Orderly, as Marsham was on duty, in order to ensure an afternoon's air and exercise.

Within 3 miles of camp while watching some guinea fowl, I saw antelope cantering parallel to us, just a glimpse, but in a moment I was with them, they swept past within 50 yards, half a dozen great Koodoo Cows, one an enormous beast. I didn't fire and [we] didn't pursue at which I am now rather sorry.

A long circle through the veldt on some very [likely] ground but tho' I thought once I saw an ostrich we met nothing more and returned to camp at sunset. A very pleasant afternoon's outing nevertheless. Verily it is the only panacea for ennui in this country and yet hundreds of men are content to lie on their backs all day.

The training to eye and ear moreover are invaluable.

I always was inclined to take notice of common objects in rides and walks [alone] at home, but I think very little wd. escape my notice now whatever country I was set down in and whatever amount of traffic there might be on a dusty road I wd guarantee to spoor any animal for any required distance along it.

*Yr loving son,
William (Willie?)*

BINDURA IN THE TWENTIES: ERRATA

Sir,

There is an error, I think, in the caption to the photograph of the Kimberley Reefs Hotel that accompanied the article on *Bindura in the Twenties* in *Rhodesiana* No. 36, March 1977.

I think that the name of the second person mentioned is Cobban, not Coffon.

Yours etc.,

MRS. R. IZZETT
18 Winchester Court, Lonsdale Road, Avondale, Salisbury.

SIR DIGBY BURNETT AND THE CAM AND MOTOR MINE

Sir,

In my letter on the above subject in *Rhodesiana* No. 36, March 1977 I made a mistake. I would be grateful if you would correct it please.

It was Mr. E. H. Bulman, my father, the then manager, who was responsible for discovering the enormously rich reef, not "a Mr. Buchanan".

Yours etc.,

CAROL MCEWAN,
Box 156, Knysna, Cape.

BACK NUMBERS OF RHODESIANA

Only the following back numbers of *Rhodesiana* are in stock. Copies can be bought from the Hon. National Secretary, Rhodesiana Society, P.O. Box 8268, Causeway, Salisbury, Rhodesia, at a cost of R\$3,00 per copy. Remittances from outside Rhodesia must be for the equivalent of Rhodesian currency.

Rhodesiana No. 17, December 1967.

Rhodesiana No. 19, December 1968 onwards, two issues a year, up to the current number, *Rhodesiana* No. 37, September 1977.

Reviews

Matabele Thompson: an autobiography. Edited by Nancy Rouillard. (Rhodesiana Reprint Library. Silver Series, Vol. 13. 1977. Illustrations. Maps. Price \$11).

We who tread the heart of the present maze, baffled by the endless journey to no end, consider its architects with conflicting emotions. We see their faces: stolid, impassive, bewhiskered; the conscious pillars of Victorian rectitude, or see them relaxing dishevelled by a campfire, dead beasts as proof of their prowess. We think how clear-cut, how simple the choices then were. In the case of one man, we would be wrong.

A vital, if somewhat unwilling, shaper of our destiny was Francis Robert Thompson. His book clarifies the action taken in 1888 and his subsequent doubts of the wisdom of that action.

He grew up in the Cape and was fluent in several African languages. At thirteen he travelled to the diggings at Kimberley, at fifteen he went hunting in Bechuanaland and had earned enough to buy his own farm, Cornforth Hill, by the time he was seventeen. Some years later his father was killed during an attack on the homestead, his cousin was tortured and mutilated, but, miraculously, survived.

In 1886, at Rhodes' request, the author re-organised the compound system at Kimberley. The "closed compound" system, an efficacious deterrent to I.D.B., was the result.

Then, in 1888, Rhodes, Rudd and Thompson formed a syndicate to obtain mining rights in Lobengula's lands and, on 15th August, 1888, Rudd, Thompson and one other, Rochfort Maguire, set off.

Thompson was the most powerful advocate. His fluency, and familiarity with African customs won Lobengula's consent and, after a month had crawled by, the King finally said "Give me the fly-blown paper and I will sign it."

Rudd left hot-foot, almost dying of thirst en route and temporarily concealing the Concession in a tree. Maguire and Thompson stayed on for months, awaiting the delivery of the rifles promised to Lobengula, and the ratification of the Charter. Their position was perilous; the atmosphere was heavy with suspicion and rumours of betrayal, intimidation became almost insupportable and their possessions dwindled. Maguire unwisely brushed his teeth in Lobengula's sacred fountain and had to leave hastily, in fear of his life.

Thompson, alone and destitute, became the target of increasingly severe attacks and, after his friend Lotje, one of Lobengula's counsellors, was massacred, the author escaped. At Mafeking he was persuaded to return by Rhodes, who, in consultation with Sir Joseph Chamberlain, felt that a "territorial acknowledgement" from Lobengula was imperative. This was produced, but the author had no part of it and declared that Lobengula could not have appreciated its "full purport".

Chapters on the Matabele, Rhodes, Jameson, and the political positions at the turn of the century make interesting reading, as do the appendices, where a copy of the Concession is to be found.

It is significant that Matabele Thompson only once revisited Rhodesia. In 1904, he was standing at Figtree station when he was accosted by one of Lobengula's Indunas. "Oy Tomoson," he said "how have you treated us, after all your promises, which we believed?"

I had no answer."

Originally published in 1936, this edition contains a new and informative Foreword by J. G. Storry.

R. C. KIMBERLEY

Africana Books and Pictures by Frank R. Bradlow. (A. A. Balkema, Cape Town. 136 pages. Illustrated. Price R9,50).

Africana, says the author, "is a term applied to books, pictures, printed matter, objects d'art and furniture pertaining to Africa . . . Before 1939 the term was used to embrace material from any part of Africa, but since the emergence of new states on the African continent it has increasingly been used to apply only to Southern African material." And, he goes on, since the 1950s there has come into being a sub-division of Africana known as Rhodesiana.

The book comprises thirteen studies on, mainly, 19th century Africana that have already been published elsewhere.

There is a general overall survey of early, pre-19th century, Africana including references to South Africa in books published before the settlement of the Cape by the Dutch in 1652 and then a review of pictures, books and collections up to about 1950. Other interesting general chapters are on the art attribution of pictures with special reference to Africana; on the production of Africana prints by lithography; and on notepapers and envelopes decorated with Africana pictures.

Included also is a biography of Sidney Mendelssohn and a description of his monumental *South African Bibliography*.

In dealing with the 19th century, three artists, J. M. C. Schoneqeval, artist, lithographer and printer, C. C. Schoneqeval and T. C. Trench are studied in detail. Selected pictures by other artists are illustrated and examined. Among these are William Hodges's pictures of Table Bay; pictures by T. W. Bowler and others of the renowned Anti-Convict meeting of 1849 held in Cape Town to protest against the sending of "ticket-of-leave" convicts to the Cape; Bowler's pictures of the opening of the Cape Town-Wellington railway; five water colours of Cape scenes by Sir Johleel Brenton; and two water colours by C. I. Latrobe discovered in East Germany in 1968.

There are 60 illustrations in black and white and a list of books on Africana. The author, who has contributed to *Rhodesiana*, is Chairman of the Van Riebeeck Society. He has written a fascinating and authoritative book invaluable to anyone interested in Africana.

W. V. BRELSFORD

Christianity South of the Zambesi, Vol. 2: edited by M. F. O. Bourdillon, S.J. (Mambo Press, Gwelo. 1977. 219 pages. Mimeography. Price \$3).

This is a second collection of essays by thirteen authors who range from how the earliest missions of the 16th. century maintained themselves economically to the Rhodesian Korsten Basketmakers of the 1960s.

(*Vol. 1 was reviewed in Rhodesiana No. 30, June 1974.—Editor*)

Indigenous religion is so different from what it was thought to be by the early missionaries; is responding so differently from what evangelists envisaged and is branching out into so many new forms that one is left wondering what kind of religious commitments will eventually confront the spread of Islam and the efforts of political leaders to impose their ideas of the good life.

The chapter on African Nationalists and the Missionaries is probably the most open to questioning. The chapters on independent Churches — 7 000 of them in Africa is a measure of their massiveness — are of tremendous significance and in tracing their history, analysing their blending of the Holy Spirit of the Bible with ancestral spirits, the healing of disease and even rain rituals Daneel develops a convincing argument that these churches cannot be regarded as separatist or break-away bodies from orthodox denominations.

The book is commended to the attention of readers with a specialist interest in African affairs. It is unlikely to have much public appeal.

ROGER HOWMAN

Tradition and Contract: The Problem of Order by Elizabeth Colson. (William Heinemann. 1976. 140 pages. Price £2,90).

Africa is becoming such a disorderly continent and Rhodesia's future so dependent on the maintenance of orderliness, that a book delving into The Problems of Order as an anthropologist sees it is of special interest.

Colson ranges widely over many societies but she takes off from the Zambesi valley Tonga people — whom Rhodesian administrators characterised as 'republicans' — as societies without organs of authority to impose order and whose members cherished personal independence and equality with little respect for hierarchy. From this situation of freedom from external controls the author moves on to examine not only societies with some form of indigenous authority, or ruler, but also those where a formal, centralised 'Government' is imposed from above.

Her analysis of how people respond to the new form of imposed security of person and possessions, the change from attitudes of vigilance over personal relations to vigilance, and cleverness, in defending the community against those who represent the interfering power of the state, is most illuminating.

More pertinent to modern times is the appraisal of what happens when, at independence, black political leaders are installed in power and instead of being seen as channels of protest become unwanted intrusion against which the locals try to seal off their own systems.

These new leaders have their own plans and ideologies for their ideal societies and they divide into those who would reform the individual and those who would reform the social systems. Whatever the Utopian models adopted the author gently suggests that dissatisfaction with the nature of man is more easily aroused than dissatisfaction with the nature of society and that ordinary people, adjusting in innumerable ways to find solutions to pressing ills, are transforming their worlds regardless of the blue-prints of political leaders.

As the book traces the pattern of changes in efforts to find Order two most interesting facts emerge. One is the contrast between the British respect for and commitment to tradition as a legitimating force for Order and the American insensitiveness to such ideas and commitment to legalism in the form of Constitutional Rights, regardless of cherished customs. It comes as a shock to learn that American Indian religions were illegal superstitions until some worshippers learned to acquire charters as Churches under American Law to protect their right to religious freedom.

The other fact is that in spite of political leaders' attempts to create new models of African society from which tribalism is officially banished, there has grown up a disconcerting growth of emphasis by the people on such ethnic identities. The author's explanation of this direct conflict with official nationalism is one of the most perceptive features of the book.

ROGER HOWMAN

The Great Uhuru Railway: China's show piece in Africa by Richard Hall and High Peyman. (Victor Gollanz. 1976. 208 pages. Illustrations. Maps. Price £5,50).

This is a most fascinating piece of modern Africana. The building of a 1,200 miles long railway by the Chinese from Dar-es-Salaam in Tanzania to Kapiri Mposhi near the Zambian Copperbelt was a tremendous venture rivalling only the building of the Aswan Dam by the Russians as an engineering feat of ideological significance.

The book is in three parts. Part I begins with the production of various reports on the feasibility of the railway soon after the end of the war. Whilst admitting that the complicated engineering difficulties posed by the terrain in the south of Tanzania, close to the Zambian border, could be surmounted the reports were all pessimistic about the economic viability of such a rail link. They did not, of course, envisage then the diversion of the Zambian copper traffic from Beira. The line would go through some of the emptiest and most barren regions of Africa with no hope of either heavy mineral or agricultural loads or crowded passenger traffic.

But in the early 1960s political changes and realities began to overshadow economics and the authors describe the ebb and flow of Russian versus Chinese influence and the diplomatic wanderings of Kaunda and Nyerere between the West's World Bank and the two communist countries. The West turned down the project on economic grounds. But Rhodesia's U.D.I, clinched the decision

to accept a firm offer from the Chinese. The West, through vacillation and muddle, had made a political blunder and in 1967 Zambia and Tanzania signed an agreement with the Chinese on what the authors say was on the most "amazing" generous terms. The railway was to cost \$450 million financed by an interest free loan for thirty years.

The second part, telling the story of the actual building of the railway, especially through, in southern Tanzania, some of the wildest, most difficult and unhealthy country in Africa, makes absorbing reading. The Chinese were dedicated workers. They were away from their families for up to two years at a time, but they regarded the gigantic task as a challenge to succeed for the glory of Communism and Chairman Mao. They lived exclusive lives, moving their fully serviced communal villages steadily along the line. They taught the Africans, doctored them, played football with them. But that was about as far as their social mixing with Africans went. Their behaviour was exemplary and Kaunda commented openly that no one would see a half Chinese/African baby. Miracles of logistics were performed. Not only heavy machinery and sophisticated equipment but cement, rails, steel and even timber had to come from China. There are stories of disasters, floods and deaths but although the Chinese were not interested in spectacular finishes ahead of schedules, a first class railway was built in six years.

Part Three studies the political and economic effects of the railway. In a chapter headed — "Who will Rule the Indian Ocean" — the authors say — "With much justification, the Chinese were confident that whatever belligerent gestures the Americans and the Russians might adopt around the Indian Ocean, it was themselves who would finally emerge with the greatest influence and the strongest friendships". China had pulled off a coup that had established her as "the senior member of the Third World". The authors' forecasts of the economic prosperity that will follow the railway line are perhaps over-enthusiastic. Agriculture should certainly expand and new urban areas to service the line are already springing up. But to envisage steel mills and coal-based chemical industries is imagination let loose at this stage. Still, the U.S.A. and Canada built railways through empty countries and economic development did follow.

The Tanzam Railway will certainly alter the way of life over a vast area of Africa. It is one of the most stupendous engineering feats of the century and the authors have told a dramatic story in very readable form, a feature of the book being the highlighting of the personalities, African, British and Chinese, involved in the great *Uhuru* (freedom) railway.

W. V. BRELSFORD

Town and Country in Central and Eastern Africa. Edited by David Parkin. (International African Institute. 361 pages. Maps. Price £6,50).

This book comprises eighteen papers presented and discussed at the 12th International African Seminar at Lusaka in 1971.

The theme is the migration of people not only between rural and urban areas but between one rural area and another and also across territorial boundaries.

Examples of inter-rural migrations are seen in the movement of people to large European agricultural estates, such as those in Rhodesia, and to the intensive cotton and coffee growing areas in East Africa. Agricultural settlement schemes lead to a similar inter-rural migration and the building of the Kariba dam to an enforced rural-to-rural migration. Inter-territorial migration can be affected by politics. For example, since the break-up of the Federation the flow of labour, to both rural and urban areas, between Rhodesia, Zambia and Malawi has eased considerably.

Although economic factors are usually the prime determinants of most migrations these studies examine a much wider field of social processes than the basic economic cause. They examine effects. There is the transmission of ideas, beliefs and values from townsmen to the rural folk by returning workers and a similar flow to the towns by rural men seeking jobs in the town. One study examines the changes in a Zambian language, Bemba, by the incorporation of words and usages drawn from the lingua franca of the mines which contains elements from a wide variety of languages both European and African. In the towns, changes in beliefs and practices of witchcraft, of medicine and of religion are instanced from Salisbury and Kampala.

A most notable change is stressed in two studies, and that is the enhanced status of the independent woman in the urban areas. One writer sees the development of a distinctively female urban "sub-culture" which, he says, "frequently cuts across ethnic differences held to be important by men."

The last section of the book deals with the effect of rural migration to the towns on "ethnicity". The racial division of townships — primarily into European, African and Asian residential areas, is breaking down and giving way to one based on status groups and classes as exemplified here by Lusaka and Blantyre.

Finally, the editor emphasises that migratory, cultural and organisational links between town and country may initially have been patterned by the internal distribution of resources but, increasingly, the development of these resources is becoming dependent upon the provision of international finance and assistance.

W. V. BRELSFORD

White Gold: The story of African Ivory by D. Wilson and P. Ayerst (Heinemann, 1976. 182 pages. Illustrated. Price £4,50).

Derek Wilson and Peter Ayerst have combined their talents in producing a fascinating book whose hero is the elephant. It is filled with so many surprising facts as sometimes to read like a Guinness book of elephantine records.

The authors point out that the elephant rivals man as the dominant species on earth, and imply that but for the unfortunate possession of tusks it would be the predominant.

For since the dawn of history mankind has been fascinated by the unusual qualities of ivory, which, after pearl, is the most valuable organic commodity.

It is at once hard-wearing and easily worked, and for centuries the eastern craftsmen have been turning out articles such as jewel caskets, trinkets and ornaments, inlays for imperial thrones, statuettes of Buddha and those intricate concentric spheres, freely moving inside each other, which are still the speciality of Chinese carvers. In particular ivory bangles were in continuous demand since it was the marriage custom for Indian women to wear a large number and they were destroyed on their deaths. But there was always a dark side to the commerce in tusks; the export of African ivory depended on forced human transport and so brought into existence the hideous Arab slave trade.

The later European exploitation of Africa resulted in new demands for ivory. It was turned into piano keys, fans, card cases, paper knives, buttons, serviette rings, billiard balls, inlaid revolver butts, ornaments as on crucifixes and accordions and a host of other articles including false teeth.

White Gold is more than merely instructive: it satisfies the continuing interest in the (sometimes nefarious) prowess of white hunters in Africa during the nineteenth century. Indeed the book abounds in true 'tall stories' which have immortalised these paladins of the bush. One of the best concerns Major F. T. Stephens who used five shots to kill a tusker as it passed in front of him among tall reeds — and then found he had bagged five elephants. But pride of place goes to another hunter, John Taylor, who shot a particularly fine bull. In falling the tusker crushed and killed a startled leopard as it bounded past, resulting in the most remarkable 'duo' of hunting lore.

This book confirms our fear that the big tusker is becoming extinct. The authors do not place the blame on white hunters. Rather they account for the retrogradation on the cramped space now available to elephants after being crowded into reserves. The resulting ecological denial, they insist, produces 'acute habitat stress' and consequent heart disease among the elephants, with diminished life expectancy.

This premise is not entirely convincing. It seems equally likely that the selective shooting of profit-conscious hunters has resulted in a reduction of 'big tusk' gene flow.

Inevitably a few lapses will appear in a book of this kind: Livingstone, not Cameron, was the first European to traverse Africa; the slavers' *rugaruga* were rarely recruited from Nguni warriors; and the reader sorely misses an index and bibliography. But these are minor flaws in a book which is unhesitatingly recommended to all lovers of Africana.

O. N. RANSFORD

The March of Time by Brigadier the Honourable Andrew Dunlop. (M. O. Collins Ltd., Salisbury. 1977. Limp cover. 102 pages. Price \$6,75).

This is a local publication of a book by an author well-known in Rhodesian political and farming spheres. Brigadier Dunlop was a Member of the Rhodesian Parliament from 1962 to 1970 and Minister of Roads, Transport and Power for six years from 1964-1970. He has written other books, including one

on ranching in Rhodesia. In this volume he tells of his military career with two final chapters on Rhodesian politics.

Andrew Dunlop stems from a military family and, born in India in 1907, he was sent "home" at about 3 years old to be brought up by two maiden aunts. He describes, with enthusiastic approval, the "Victorian" discipline and respectability that were still typical of the age and class. This well ordered start to life was completed, in the traditional way, by Wellington and Sandhurst and then by a commission in the Argyll and Sutherland Highlanders.

The author emphasises that this orderly and formalistic upbringing and education were the means of inculcating those ethical principles and responsible ways of behaviour that were the hallmark of the British character. He laments the deterioration into the modern age of permissiveness and social indiscipline.

His life as a regular soldier was, again, typical, but it is a fascinating story. During pre-war years he served in Jamaica, Newfoundland, North China (where he accomplished a terrific walk through the Nanka Pass into Mongolia), Hong Kong and then, in 1932, he was seconded to the Somaliland Camel Corps. In 1934 he took an expedition 500 miles on foot across Abyssinia and his reports about the little known parts of Western Abyssinia were written up in the *Sphere* and the *Geographical Journal*.

His experiences during the last war are related in series of vignettes. Short and self-effacing it is a pity they were not expanded into longer memoirs. He served with Wavell and Montgomery and he has stories about them as well as about other well-known figures. But his main theme, as an elder mentor to the younger generation, is that it was what he called "the two Ts", Tradition and Training, that have given the British army, over the years, an unrivalled reputation, "for tenacity, courage and cheerfulness under duress".

Twenty-one years of soldiering are packed into 80 pages and the reader is taken along at a spanking pace. There is nothing boring in these reminiscences.

The last chapter and the epilogue are concerned with Rhodesian politics and the author casts a few intimate sidelights on events during the years he was in parliament.

W. V. BRELSFORD

Chieftainship and Legitimacy; an Anthropological Study of Executive Law in Lesotho by Iam Hamnett (Routledge & Kegan Paul, London. 1975. 155 pages. Map. Price £5,75).

The author, a Scottish Advocate turned Anthropologist, turned Sociologist, sets out to analyse the customary law of Lesotho in the context of the sociological development of the Basotho. He has chosen for his study chieftainship, succession, land tenure and the position and role of chiefs and the courts in Lesotho society.

Paradoxically, considering his abandonment of the practice of law, the author is most convincing when he expounds the legal principles of customary

law, and weakest when he tries to analyse them in terms of sociological concepts. Unfortunately, the author is hypnotised by the written word, and the effect of this fascination, allied to his uncritical admiration of the views expressed by others, has led him to embark on long and utterly irrelevant commentaries of those views. It has led him, too, where he is uncertain of his choice of a word — and it happens often — to put it in the alternative. This pedantry is compounded by the author's indecision on whether or not he has made the correct choice of chapter heading, and the long-suffering reader must endure a wholly unnecessary explanation for the choice, before the subject matter of the chapter is touched upon.

Serious though these flaws may be, they conceal an even greater defect: at no stage does the author measure his analysis by any yardstick as well established as the system he is examining. So that it is abysmally clear that he is ignorant of the broad structure of African society and customary law generally — an ignorance his choice of bibliography tends to confirm. This reviewer certainly felt quite let down by the author's simple and, in the context of all that had gone before, obvious conclusion, that "Sotho customary law enables a decision to be reasonable and legitimate".

Stripped of its verbiage, however, this book does contain a useful exposition of Sotho law and the manner in which it is received and administered. For those whose work takes them into the field of customary law, and pretend to at least a smattering of knowledge in this direction, it will be a fairly valuable addition to their libraries. But, Oh dear, it is tedious to read.

J. G. STORRY

South Africa by Denis Kiley. (B. T. Batsford, 1976. 192 pages. Illus. Map. Price \$3,90).

When reading a book about South Africa, one cannot help thinking about Lawrence Green's graphically nostalgic accounts of this many faceted country. Kiley's work has little in common with Green's, as far as content and approach are concerned. He has set out to produce a compact travel book which will convey enough feeling and atmosphere about South Africa's people and places of interest to enable the traveller there to enjoy his adventures to the full.

In many ways he has succeeded. In points of detail, however (for example as a guide to where to stay, how to get there, prices, etc.) the book is not comprehensive, and one would be well advised to use T. V. Bulpin's *Discovering Southern Africa* as an essential adjunct. Kiley does not list any such ancillary sources, which is a pity. He provides a map, but this is small and most inadequate for travel purposes. A very basic bit of information he has also omitted is the danger of bilharzia in many of South Africa's rivers, streams, and dams.

Historical notes about each of the areas he describes are brief but accurate and lively. (All South Africans know the expression 'Alles sal reg kom' — 'all will come right' — but do they know that the rest of the phrase, originally quoted by President Brand, was 'if every man does his work'?).

From time to time he illustrates his narratives with puckish excerpts from conversations between or with the locals, which put across folk attitudes and motives more than any formal description could. However, one assertion of his that some would hotly contest is his statement that "a gigantic Afrikaans rugby-player of gnarled and ferocious aspect is likely to wince at English rugby songs". In fact, Afrikaans players do sing them, although often in their own language, the words having gained in translation.

Sometimes his analysis of the people is subtle and perceptive: at other times he pulls no punches. Comparing rich Johannesburgers with their overseas counterparts, he says: "they are more vociferous, more tolerated and less mocked, their brash self-confidence largely unshaken by the social changes that have been altering values in the rest of the Western world for a decade". On the political scene, the overseas reader will obtain a balanced picture: Kiley — himself a South African — gives due weight to the benefits of the Bantustan policy, while pointing out its unfavourable manifestations.

To sum up, *South Africa* is an informative, often amusing book. The journalistic style makes it very easy and quick to read. There are some nice photographs in it. It pinpoints the strengths and foibles of the country's peoples. As an introduction to South Africa it would suit friends and relatives overseas, but is not sufficiently detailed to be used as a *vade mecum* on one's travels.

C. COGGIN

Forgotten Mandate: a British Officer in Tanganyika by E. K. Lumley (C. Hurst & Co. 1976. 178 pages. Price £5,50).

The author was a District Officer in Tanganyika from 1922 to 1944 and his book is based on diaries kept during that period.

It is a real D.O.'s book, packed with detailed descriptions of the multifarious activities of a Colonial Office administrative officer in an undeveloped country. In two districts he had first to build his own house and offices and then make roads and build bridges before he could bring in a car. Living was very rough in the wilder, more remote areas of the country, especially on the borders of Belgian Burundi where Lumley was the first European administrator. But his narrative of hardship, and danger, is told in a matter-of-fact, unemotional fashion.

It was during the war that D.O.s on the numerous outstations felt the mental as well as physical strain. The stations became lonelier and officers had to take on extra duties to make up for those who had been allowed to go off to war. And this was unrelieved by any recuperative leave outside the territory. During the period 1939-45 two D.O.s committed suicide and it is estimated that the administrative staff lost one-fifth of its personnel through death and illness. The author himself was invalided out of the service before the war ended.

It was the period when Indirect Rule through chiefs was Colonial Office policy. But the Germans, in retaliation for the Maj-Maji rebellion in 1905, had not only destroyed the chiefly system of the time but had slaughtered anybody

remotely connected with ruling castes. The task of attempting to reintroduce a system of rule through chiefs and councillors had only just begun in Lumley's time and he tells of the many difficulties and contradictions that arose, especially among the mixed tribes of the coastal regions.

Lumley was a lawyer and he tells of many interesting and tricky cases that he took but he resisted all government's attempts to turn him into a full time magistrate. He was an outstation man, interested in introducing schemes for growing cotton and famine relief crops, building roads and bridges, dealing with overzealous missionaries and with the complications caused by European plantations and, above all, with the problems of native courts and authorities.

In other words he was a typical Colonial Office District Officer, and he describes the life, its aims and its tasks in a straightforward, perhaps pedestrian, style shorn of any romance and self-approbation. The book is a welcome addition to a growing list of works on the Colonial era, which lasted less than a century in Africa, but which involved a number of countries with a wide variety of people, life style and problems.

W. V. BRELSFORD

Southern Land: the prehistory and history of Southern Africa by A. R. Wilcox. (Purnell, 1976. 39 plates, 85 illustrations, 9 coloured illustrations and plates, 274 pages. Price R 17,50).

A. R. Wilcox will be familiar to many through his work on rock art. His latest book — a complete narrative of South Africa from its physical origins to modern times — has apparently been an ambition for 20 years.

Southern Land is divided into three parts; the Earth before Man, Man before History and South Africa in History. According to the dust-jacket, "Only by understanding the history of this country from earliest geological times to the present day can the problems of Southern Africa be examined, understood and perhaps solved in a rational manner." Yet, nowhere does Wilcox show that discussions on the origins of the universe, Gondwanaland and dinosaurs are relevant to South Africa's race relations.

The Earth before Man includes descriptions of mountain building, volcanoes, glaciation, the nitrogen cycle, the origins of the Vredefort Dome, the geological history of South African with special references to the Witwatersrand and the evolution of life.

Wilcox rather too quickly dismisses the evidence that dinosaurs were warm blooded. Fossil material from Rhodesia is an important aspect of this new theory, and most groups of dinosaurs can no longer be considered as reptiles.

The author is on firmer ground in the second section — Man before History — and he presents a balanced view on several controversial topics. Not everyone agrees that *Australopithecus* was in the direct line of man's evolution, however, nor will they agree with his criteria for assigning *Homo* status to hominid remains.

One could argue with Wilcox over several other points in this section; in particular, his distinction between Bushmen and Hottentots, the origin of Hottentots in East Africa, the presence of farmers in Natal 4 000 years ago, the use of one skeleton to define Wilton populations, the timing and spread of Bantu speakers and the presentation of Great Zimbabwe as a cathedral complex.

The general reader should also be aware that our knowledge of man's prehistory is changing so rapidly that Wilcox's time-scale for the Stone Age is already out of date. It now appears that the Early Stone Age in Africa existed between \pm 1 million to 200 000 years ago (not 70 000 years ago), the Middle Stone Age from 200 000 to 40 000 years ago and the Late Stone Age from 40 000 to 2 000 years ago.

Most subscribers to *Rhodesiana* will feel more at home with the third and final section. Other than a few brief references to Rhodesia, for example the Jameson Raid, this, like most of the book, is predominantly the history of South Africa and not Southern Africa.

Without an introduction or foreword it is difficult to determine why the first section was included and for whom *Southern Land* was written. Concepts and terms are explained in some detail in the first two sections, but a considerable amount of knowledge is presumed in the third. More thought about the intended readership would have improved the final product.

Southern Land contains a comprehensive index, and it is well illustrated. The reconstructions by William Stanford of Late Stone Age and Iron Age conditions in particular are very good.

We need readable summaries of Africa's prehistory and history. Although Wilcox has made an attempt towards this goal, he has only partially succeeded.

THOMAS N. HUFFMAN
National Museums and Monuments

New Mambo Press Titles

Agricultural and Plantation Workers in Rhodesia by D. G. Clarke is a Report on conditions of Labour and Subsistence. It is a large, 298 pages, monograph and, with a wealth of documentation and statistics, it covers, comprehensively, all phases of life on the farms. It gives a historical survey of Wage/Labour from 1890 onwards; it deals with the socio-economic problems of farm work, with welfare and quality of life on the farms, with employer and employee relations, and with the rise of the multinational estates (Triangle, Hippo, Mazoe, etc.). Appendices give case histories of some farm labourers and of individual farms. The report concludes that although farm labourers and their families represent more than 20 per cent of all those living in the country, society has not yet provided adequately for them. In fact it is possible that the *real* wages for agricultural labour between 1948 and 1974 has declined (even taking into account the *cost* to the employer of the provision of rations, housing, medical aid, pension contributions, etc.).

This is Mambo Occasional Paper — Socio-Economic Series No. 6. 177. In limp cover, roneod, illustrations. Price \$4,80.

No. 7 in the same series is *The Distribution of Income and Wealth in Rhodesia* also by D. C. Clarke. This report has, as its objective, "to identify the income distribution pattern with special reference to the last decade and note some of the economic implications of the existing structure". Again, the statistical support is massive, 63 pages out of 125, and support the author's final conclusion, which perhaps could have been generally assumed, that "the existing pattern of both income and wealth is highly unequal". The number of socio-economic problems, outlined by the author, that result from this are likely to grow unless some radical changes are made in political, administrative and financial policies. In limp cover, roneod, \$1,80.

Indians in Uganda and Rhodesia

Indians in Uganda and Rhodesia: Some Comparative Perspectives on a Minority in Africa by Hasu H. Patel (University of Denver. Studies in Race and Nations. Vol. 5.)

The author of this booklet (36 pages) is a lecturer at the University of Rhodesia.

The bulk of the late migrants both to Rhodesia and East Africa came from a 300 mile coastal strip on the west coast of India so they have a common language and common cultural attributes. This gives them a broad homogeneity and any change in the status of Indians in one territory has a "spill-over effect" on the others.

Uganda has traditionally been regarded as unsuitable for European settlement and the Indian was encouraged to enter into trade, commerce, low-level bureaucracy, into large scale agriculture (sugar and cotton) as well as into industry where Indian "giants" became vital factors in the economy of the country. In contrast, the European in Rhodesia has dominated these spheres right from the days of the occupation and in all of them the Indian has been restricted to a "low-profile".

The author expands on the several political and social differences between the two populations. One historical difference is that until independence there was no such thing as Uganda citizenship, most Indians retaining British citizenship, whereas in Rhodesia, Indians are traditionally Rhodesian citizens all but a few hundred out of 10,000 having that status today.

The author concludes that whilst in Uganda the Indian, in relation to the Indian in Rhodesia, had many more opportunities "for socio/economic/political mobility" recent events have meant that "The Indian Community has for all practical purposes been wiped off the Ugandan map while the Indian community in Rhodesia continues what is perceived by many Indians as a precarious existence."

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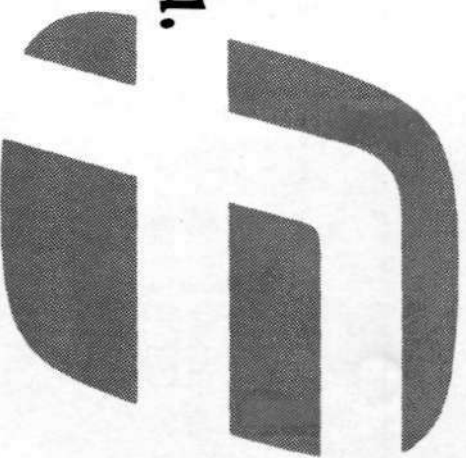
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