

HERITAGE of ZIMBABWE

PUBLICATION NO. 31

2012



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Publication No. 31 — 2012



THE HISTORY SOCIETY OF ZIMBABWE
Harare
Zimbabwe



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- ☆ The Society encourages all readers and their friends and colleagues to enrol as members.
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THE HISTORY SOCIETY OF ZIMBABWE

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HERITAGE OF ZIMBABWE is the journal of The History Society of Zimbabwe since 1980. It replaces *RHODESIANA* which was from 1953 the journal of The Rhodesiana Society which Society absorbed the National Historical Association and Heritage of the Nation, and later became the History Society of Zimbabwe.



Edited by

MICHAEL J. KIMBERLEY

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Foreword

This is the 31st annual issue of *Heritage of Zimbabwe* (2012) and its appearance follows No. 30 which, though dated 2011, appeared in May 2012.

The issue contains quite a broad range of articles for your reading pleasure. We have been fortunate to have received a more than adequate supply of suitable articles for inclusion in this issue and have had to hold over several for publication in volume 32 (2013) which we hope to publish at the end of 2013 in order to catch up.

Articles in this issue include *Decimalisation* by P.R. Cocksedge, *Down the Zambesi on a Raft* by R Chittenden, *Motoring in Rhodesia 1927* by RD Taylor, the *1947 Royal Tour* by RD Taylor, *Memoirs of Terry Goss of Triangle* by Colin Saunders, *Tobacco Culture in Rhodesia 1945-1960* by D McClymont, *The Boggies* by B. Manser, *A History of Theatrical Entertainment in Kadoma* by D. Hockaday, *Extracts from the Diary of an African Journey in 1914* by Sir Henry Rider Haggard, on the *Umtali Advertiser* by RH Wood, and articles by Jono Waters on *Hoisting the Flag at Fort Salisbury*, on early European visitors to Zimbabwe and on the final resting places in Europe of personalities in our history, on philately during our hyperinflation, as well as an obituary of Alex Siemers.

We reproduce in this issue the text of talks given to the Society on *Senior Schools and Fawns Cricket* by M.B.E. Whiley, on *Golf* by John Kelley, and on *Zimbabwe's First Computer* by G. Fairall.

As always the Society expresses its grateful appreciation to our sponsors all of whom are listed on page v.

An appeal is made to all readers to submit suitable articles for inclusion in volume 32 and subsequent issues of this journal. Without a steady supply of material for publication this journal cannot possibly appear on a regular annual basis.

Michael J. Kimberley
Honorary Editor, *Heritage of Zimbabwe*

The Umtali Advertiser

by Richard Wood



More than twenty years ago, on 9 May 1991 to be precise — that's the date stamp showing receipt on the envelope — Dave Slater, a water official, delivered an envelope containing historic copies of the *Umtali Advertiser*. The envelope was marked “Very Fragile“ and indeed, when I opened the envelope, I found the papers inside were very fragile. They were handwritten cyclostyled editions of the paper so brittle with age that any rough handling would cause them to disintegrate into little pieces. I carefully replaced the newspapers into the envelope promising myself that when I had time I would go through them carefully and possibly write an article for *Heritage* on their contents. Well, now I have retired, I have time on my hands. I have studied the contents and here is the article.

The earliest paper was published in December 1893 and there are papers produced through 1894 and up to June 1895. By December 1894 the editor, a Mr. Charles Hancock, had secured a typewriter and thereafter the contents are typewritten although the advertisements continue to be hand drawn and written. Throughout the period the cover price remained the same — sixpence a copy. I do not know when the paper first appeared and when it ceased publication, but the latest paper I have is numbered No. 63 Volume III. which might give some indication that it was then in its third year. Mr. Hancock was obviously a man with some journalistic experience. The writing, spelling and grammar are of a high standard and the layout, bearing in mind the difficulties that he must have had, is traditional and good. My earliest recollection of a Manicaland newspaper is that it was called “*The Umtali Post*” and later “*The Manica Post*”. It may be that this was the same newspaper under a new name.

The paper's advertisers were a loyal bunch. Their advertisements appeared throughout the period of review. They included R. S. Fairbridge, the land surveyor who was Kingsley Fairbridge's father, Deary and Co. who were general merchants, Mitchell and Co. who were the proprietors of the paper and also suppliers of stationery, the Central Hotel owned by W. A. Adams, M. Henry who was an auctioneer and valuer and also the owner of the Rhodesia Mineral Water Works, an early user of the name which had then not yet been sanctioned as the name of the country. Snodgrass and Mitchell who then owned the Hatfield Hotel Salisbury, and the Hatfield Hotel and the Royal Hotel both in Umtali. The Beira Railway Company Ltd., under A. L. Lawley as the general manager, advertised the shortest, quickest route to Rhodesia. The advertisement details its service as follows.

“Passengers arriving by the ocean steamers at Beira proceed up the Pungwe River to Fontesvilla by the steamer run by the Beira Landing Company. The distance between Beira and Fontesvilla is about 60 miles and is generally performed

in about 6 hours. Fares 1 pound sterling. A passenger train will be run in connection with the arrival of the steamers. Leaves Fontesvilla. Fares of 3 pounds sterling, natives 15/-. In connection with the passenger train coaches leave for Umtali and Salisbury. A weekly passenger train will be run from Chimoyo to Fontesvilla in connection with the departure of steamers for the Cape and other ports..."

It sounds like a journey through hell, but paradise to those earlier travellers who had walked all the way. The date of this advertisement is 17 June 1895. Of course the railway took a few more years to get from Chimoyo to Rhodesia.

Legal Notices are also of some interest. Mr. M. Henry advertises an auction sale of the late E. C. Sharpe's farm "Springfield" in close proximity to the main road from Chimoyo to Umtali about 17 miles east of Umtali. After the Mozambique/Rhodesia border had been fixed and agreed later, the purchaser would have been lucky to find himself still in Rhodesia. A farm survey notice dated 4 June 1895 states that the farms "Inyangombie" owned by J. W. Corderey, "York" owned by F. H. Barber, "Liverpool" owned by Barber, "London" also owned by Barber and "Warrendale" owned by J. W. Nesbitt were about to be surveyed. Under the dramatic heading "Wanted", applications are sought from **"smart young men of good character and able to read and write"** to join the municipal police. Salary offered varies from 15/- per day for a first class sergeant to 8/- per day for a third class constable, but uniforms and lodgings are provided. There was a story behind the following notice

"We the undersigned hereby beg to give notice that Mr. W. C. H. Reynolds has no connection whatever with the firm of Reynolds, Graham and Co., which in future will be carried on under the name and style of Reynolds and Graham"

**A. H. Reynolds
J. D. Graham.**

It interests me that Mr. A. H. Reynolds had exactly the same name and initials as Mr. Tony Reynolds, a retired legal practitioner of Harare. I wonder whether there is a family connection. Six months earlier, in his capacity as secretary of the Umtali Sanitary Board, a position to which his initials made him well suited, W. C. H. Reynolds was calling for tenders for the removal of night soil. The reason for the legal notice set out above is apparent in a later edition wherein the newspaper reports on the case of *Pattinson v. Reynolds and Graham*. This was an action brought by Pattinson for the recovery of 40 pounds sterling, the value of a cheque drawn by W. C. H. Reynolds, in the name of the firm of Reynolds and Graham for mining work done. Reynolds and Graham disputed their liability on the grounds that W. C. H. Reynolds had no authority to draw cheques on behalf of the firm and that the amount was for a private debt for which they were not liable. Captain Turner, the magistrate, gave judgment for the defendants, each party to pay its own costs.

In defamation cases when an apology is offered it is advisable for the injured party to insist upon vetting the wording of the apology before it is published. If he does not do so the guilty party has the opportunity of repeating the offending words to a much larger audience under the guise of apologising. This happened on the 14 December 1894 when a Mr. Harry Boaz Worth published the following apology in the Advertiser.

"I, the undersigned, Harry Boaz Worth, lately residing on the farm Bellvieu, do hereby acknowledge having made use of the following words to Mr. T. Brown,



“You are a B... Thief”, That I did this without cause and maliciously, and I do hereby apologise and withdraw same. As also any other expressions I may have made use of to the detriment of Mr. Brown’s character.”

I doubt that Mr. T. Brown was particularly happy reading this apology when it appeared, knowing that every other person in the town would be reading it too.

Enough of advertising. Let’s get to the news and opinions of the day. Mr. Hancock obviously felt it was his duty to promote the town’s interests at every available opportunity and he did this well, castigating the BSA Company for their sins of omission and commission. For example on 18 December 1894 he bemoans the scarcity of African labour in the town and its surrounding gold belt. He says **“Though it may be true that natives are to an extent employed at this season on their lands, we are assured by those well acquainted with the surrounding kraals, that the fault of the present dearth of labour is entirely lying at the door of the BSA Company... It would be well if the Native Commissioner were instructed to give every assistance possible, and in order to render such assistance he should be provided with the means of personally visiting the various kraals from which boys are obtainable. We believe that it is usual to provide such an Officer with a horse, by which means alone he is able to make a personal tour of the district. That such a small item as the provision of the necessary steed, should be allowed to hamper our prospectors in their work, is a scandal not to be permitted.”** It seems that the complaint of ‘transport problems’ is nothing new in our country.

The edition of 7 May 1895 contains the following from Mr. Hancock. **“A sore subject which still rankles in the hearts of Umtalians, is the apparent neglect of this district by the Government, from which cause we have all suffered. Today the paramount question not only of Manica but the whole of Rhodesia, is the extension of the Beira line.”** On 16 April 1895 he bewails the fact that the Acting Administrator had advised that the Sanitary Board had virtually no legislative powers... **“The public of Umtali have during the past three years selected representatives on their Sanitary Board in the vain belief that the Board had sufficient power to legislate for the welfare of their township. This long hoarded delusion is after these three years rudely dashed to the ground by a letter recently received from his Honour the Acting Administrator who virtually holds that our so-called legislators are not legislators at all... If the Board have no powers, then why have we a Board at all?”**

Perhaps the most significant of the editor’s concerns is expressed in a leading article dated the 9 April 1895. This is what he wrote;

“The immense acreage of Mashonaland and Matabeleland would lead many, not well acquainted with the actual facts of the case, to the belief that its agricultural lands are almost inexhaustible. Within easy reach we have “Northern Manica”; comprising the Inyanga and other districts; a country which we are assured by experts well acquainted with the richer agricultural tracts of southern Africa; is one of the richest and healthiest they have met with south of the Zambesi. At the present time there are but two of the many holders of land in this rich district who are actually doing beneficial work on their farms. In this district alone 174 farms, about 850 square miles have already been allocated, the greater portion to one large syndicate while some 50 of the remainder are held by private individuals,

who either are not in a position or do not seem inclined to do any work... The large tracts of land now held in the names of companies and syndicates, almost precludes the possibility of an agricultural population, unless compulsory occupation or sale at reasonable rates is resorted to. If no measures are taken by the Government in this matter, there is poor chance of the Agricultural Industry of the country at large, to in any way attain the golden future which was so clearly prognosticated by our Managing Director at the BSA Company's shareholders Meeting and by Dr. Jameson at the lecture to the British public at the beginning of this year."

The editor's views were echoed after Jameson stood down as Administrator, by his two successors. Lord Grey in a letter dated 26 May 1897 had this to say

"Land is our great difficulty. It has all been given away. I will not give away another acre until the Native Question has been settled" and William Milton was even more emphatic in a letter to his wife **"It is perfectly sickening to see the way in which this country has been run for the sake of hob-nobbing with Lord this and the Hon. that."** Milton was right; Sir John Willoughby alone received 600,000 acres, an allocation that survived well into my lifetime. Jameson's over-generous grants of land created problems for the country from the early days right up to the present time as many recently dispossessed farmers will testify. The irony is that history seems to be repeating itself with many of the new beneficiaries being unable or unwilling to work the land to best advantage.

Jameson's penchant for giving away land (and forgetting that he had done so) landed the BSA Company in trouble with the people of Umtali yet again. On 23 April 1895 Editor Hancock thunders **"Is it true? It has been rumoured in town that the stand in Main Street which was granted by the Administrator to the Volunteers has been sold by the (BSA) Company to a certain firm in Salisbury. We anxiously await confirmation or denial of this report and until it is confirmed we shall decline to believe that such a glaring injustice has been done to our local corps. The stand, being their property, neither the Company nor anyone else have any right whatever to interfere with it."** This matter receives no further mention in the papers I have, so I cannot say whether the Volunteers kept their stand or not.

So far I have dealt with the more serious aspects of the newspaper and there was much to be serious or sad about. At least 3 suicides are reported and there is a dreadful report of an African, who had been sentenced to receive 35 lashes for a third conviction of being habitually drunk, being shot and killed when he tried to escape from custody. There was however, a lighter side. The Theatre Royal, obviously a public hall in the Royal Hotel, on 24 May 1894 advertises the production of Gilbert and Sullivan's "Trial by Jury" with leading parts being taken by Messrs Lazarus, Logan and A. H. Reynolds and Mrs J. W. Corderoy. The producer proudly claims it to be the first opera of any description ever produced in Rhodesia, a claim I find surprising.

Sport was also catered for. The best sportsman in Umtali was a Mr. Dollar who operated a stamp battery mill at the Penhalonga Goldfields crushing for other miners. In the cricket match between Town and Country played on 27 December 1893, Dollar played in the Country team. He scored 35 of the team's first innings total of 85 and then took 6 wickets in the Town's first innings of 58. The luncheon refreshments seem to have been too much for Dollar and his team. Their second innings total was only 34. Nobody reached double figures and Dollar scored a duck. The Town hit off the required runs with one wicket to spare. At a sports meeting the previous day Dollar won the 'throwing the



cricket ball' contest achieving a highly creditable distance of 88.5 metres. Dollar (who is said to have bicycled to Umtali from Johannesburg) is probably the grandfather or great uncle of Trevor, Noel and Richard Dollar, all still in Zimbabwe, the last named pursuing the family tradition of gold mining. On the subject I should mention that large portions of every edition of the *Umtali Advertiser* are devoted to news of the gold workings at Penhalonga, which promised so much and have delivered well over the last 120 years.

The publication of the book *Adventures in Mashonaland* by two nursing sisters, Rose Blennerhassett and Lucy Sleeman, created a stir in the town as it painted the inhabitants as a crowd of alcoholic layabouts. The newspaper published two reviews one giving it faint praise. **“This book in a chatty and gossiping way, giving an account of the journey from Durban up to Umtali and the two years residence in Manicaland... Miss Blennerhassett appears to have written it all, and in some accounts, imaginativeness and an exaggeratory tendency are shown — certainly times were a bit lively in those early starvation days...drunkenness appears to have been universal among the residents, including the guardians of the law.”** The other is an attempt at irony **“Miss Blennerhassett and Miss Sleeman who flourished in the early days of the Rand, and have since put their reminiscences, impressions and imaginings, mostly imaginings, into book form are again on the Rand and meditate starting a private hospital... Suffering humanity has evidently torn those restlessly charitable ladies again from their blissful home comfort. They never cease doing good and their goodness is not of the parochial kind, as witness their anxiety to disseminate it broadcast.”** The book obviously struck a very raw nerve in Umtali.

Perhaps the most startling report in the newspapers reviewed is one contained in the newspaper dated 27 December 1893. It is said that bad news travels fast, but in this instance the reverse is the case.

“Latest News From The Front

The following dispatch has been received by Mr. Duncan

From: Jameson, Umshlangene 15 Dec

Just returned with Rhodes from Shangani bringing in Forbes party, all pretty ragged and hungry, but otherwise pretty fit. They had followed the King (Lobengula) to a point on the Shangani 114 miles below where we met them on their return.

Wilson's forward patrol of 32 including Borrow, Kirton, Greenfield and Judd had crossed the river and proceeded six miles further in pursuit of the King, heavy firing heard there next morning and Forbes' Main Body being attacked by an *impi* left to guard King's retreat, was unable to join Wilson. By the time they had beaten off this *impi* the river came down. Next morning, having heard nothing of Wilson's party, Forbes started to return along the Shangani, being frequently fired on by small parties of natives in charge of cattle posts. His total casualties are 1 BBP sergeant killed, 3 BBP men wounded, F. Nesbitt, flesh wound in arm and one colonial boy in leg. Forbes you see has not caught the King but, having driven him quite 180 miles from Buluwayo towards the Zambesi which, perhaps is better, as it will ensure the getting rid of a certain number of troublesome natives.

The country we passed through is full of natives coming back with their women

and children and cattle all very submissive and giving up their arms. Our scouts, sent down the Shangani a further 50 miles, report the same condition of things, so we may now consider the Matabele question finally settled, and I am beginning the disbandment at once. The Salisbury crowd should leave by wagon next week, ditto Victoria, and Tuli. Heyman to remain in charge of our police at Buluwayo. (Forbes going on leave) and they, with the BBP which remain will patrol the country for the next few months, so that prospecting and farm pegging can go on with confidence. As to Wilson's party the main body which has had a troublesome time, naturally take a very gloomy view, but native information, which up to now has proved very correct, affirms confidently that Wilson's party was still following the King, having got up to the latter's wagon, and the King with four natives having bolted on horseback. It is very probable there have been some casualties during the firing reported by Forbes' party but I have every hope some of them will turn up (in) your direction as they would naturally not come back by the Shangani knowing that Forbes is fighting with the natives in the rear. As this all happened 10 days ago the last place to find them would be the scene of the fight, and considering the rains are well set in, the horse patrol to the Zambesi indefinitely would be impossible and useless.

They were the best mounted of Forbes' party and really the picked men of the expedition so ought to have a good chance of getting away even if attacked by numbers."

Significantly, our wise editor does not comment on this dispatch and I think I know why. Allan Wilson and his men met their death on 4 December 1893. The dispatch was published 3 weeks later. By that time even the most optimistic of men would have given up any hope of there being any survivors. Within hours of the "Last Stand" Forbes had sent Jameson a note indicating that Wilson's patrol must be presumed lost (by which he meant all killed) and certainly by the time that the returning column met Rhodes and Jameson about ten days later they held out no hope at all for any survivors. Why then did Jameson in his dispatch to Duncan in Salisbury indicate that he had "every hope some of them will turn up in your direction" and that they "ought to have a good chance of getting away even if attacked by numbers." We know that Jameson was the supreme optimist. Who else could have boasted before his disastrous raid into the Transvaal in 1896 that he "would best the Boers with 500 men armed with bull whips", that he could "simply blow them away"? Could Jameson really have thought that some of Wilson's men might turn up in the Salisbury area (where Duncan was) about 400 miles away at a time when there were no standing crops to feed on and the area was bristling with the remnants of the Matabele army? That is difficult to believe, but then who would have thought after the debacle of the Jameson Raid that Jameson, a few years later, would become Prime Minister of the Cape. In the circumstances of the time *The Umtali Advertiser* was wise to make no comment on Jameson's dispatch.

Back to more mundane matters, but also tragic, is a notice issued by the Resident Magistrate, Henry Scott Turner, and published in the newspaper on 10 May 1895. **"WHEREAS there has been brought to me, a destitute child, John Hartmann aged eight years, the son of John Hartmann, transport rider, who died at Umtali on March 22nd 1895, and whereas no relation of the said child has hitherto appeared before me to make application for his custody nor caused application to be made to me for his custody, now therefore I give notice that unless application is made to**



me at the court of the Resident Magistrate, Umtali, on or before the 22 June 1895, I shall apprentice the said child, John Hartmann as shall seem most desirable, in accordance with the provisions of Chapter III Masters and Servants Act.” One hopes the Magistrate was able to find a kind master for this little boy.

The newspaper contained very little foreign or international news. What there was, was served up in laconic one liners such as **“Japan has yielded to the demands of the powers”** and **“Lord Rosebery keeps very ill suffering from persistent insomnia”**. One item did catch my eye and would have caused some speculation among those residents who had heard of him. It read simply **“Oscar Wilde and others have been committed on a nameless charge and complicity in the crime.”**

So there it is... a picture of a busy little town with hotels, a theatre, a magistrates office, wholesalers, retailers, a cricket field, many mine workings and its own newspaper, *The Umtali Advertiser*... Who would have imagined that a year later the town would be told it would have to move to a new site, over the Christmas Pass, to accommodate the path of the forthcoming railway line, at last connecting Chimoyo to Umtali and beyond? And who told them that on 26 March 1896? It was Mr. Rhodes who at the same time agreed to pay the local residents 50 000 pounds sterling in cash to compensate for the cost of their buildings and to give them duplicate plots in the new town.

If you are a member of the History Society of Zimbabwe, please ensure that the Society headquarters – denjostephens@gmail.com – has your email address, as communications by post are no longer affordable.

Great Characters of the Lowveld Memories of Terry Goss of Triangle

by Colin Saunders



Any older reader who lived in or visited the lowveld in the dynamic development years of the 1960's and 1970's will remember Terry Goss with awe. Terry seemed indestructible, and it is a sad irony that such a mighty man should have been carried away by little malaria parasites in 2001, before his appointed time. When at Triangle he was meticulous in taking his weekly Deltaprim, in which he believed strongly - so much so that if one of his Section Managers contracted malaria he was refused sick leave and made to apply for vacation leave during the time he was off duty!

Terence Eustace Sheldon Goss was born at Mount Fletcher in the former Transkei region of South Africa's Eastern Cape Province on 7 November 1918. Due to family circumstances, he had to leave school shortly after he was 15 years old, after completing Standard 7 education. A powerfully built and determined young man, he found employment as a junior assistant in the cane fields at The Natal Estates Sugar Company at Mount Edgecombe, where, unlike almost any other white person of similar station in life, it was his proud boast that no Pondo or Zulu cane cutter could exceed the work rate he could achieve in cutting cane. How very different computer-driven and seminar-attending agricultural managers are today!

He stayed with Natal Estates until the outbreak of WWII, when he enlisted in the South African army, being attested into the Natal Mounted Rifles. After a while, due to his fluency in both Xhosa and Zulu languages, and his demonstrated ability to work with and lead African people, he was transferred to an army unit then known as The South African Native Military Corps. With them he was sent to East Africa. Proceeding to the battlefields of the North African deserts, the unit survived the disaster at Tobruk, and participated with distinction in the watershed victory at El Alamein.

Terry had always wanted to fly, and he eventually persuaded the military authorities that he should be permitted to join the South African Air Force. He wanted to be a pilot, but the Air Force authorities said he was too independent to fly military aircraft! However, despite his lack of the requisite educational qualifications, he was accepted as a non-commissioned officer-recruit for training as a Navigator. He was stationed in Egypt, and later, as the end of the war approached,



in Italy. In 1944, while back in South Africa for further training, he married his sweet-heart, Nancy Letica, in East London.

After demobilisation in 1945 he returned to Natal Estates, and then in 1948 he obtained employment with Sir J. L. Hulett and Sons. In 1957 Guy Hulett, Chairman and Managing Director of Huletts, decided to develop his sugar industry outside the borders of South Africa, and he acquired Mhlume Estate in Swaziland. Goss's drive and flair for growing cane had not escaped the attention of Guy Hulett, and Terry was sent to Mhlume as Field Manager to develop the cane fields.

At about the same time, Hulett was also finalising negotiations to acquire Triangle from the embattled Natal Syndicate; once he had successfully taken over at Triangle, Guy Hulett sent Goss to his new estate in Zimbabwe, there to continue the remarkably rapid and efficient transformation of raw bush to productive cane fields, which Terry had so ably demonstrated in six breath-taking months in Swaziland.

At Triangle Terry Goss was a towering figure, both physically and figuratively. He had an immense presence. He always entered a room slowly, often either beaming or scowling, depending on the audience and the requirements of the task at hand. He created an immediate impression as he swept the assembled audience with penetrating gaze. His powerful handshake made ordinary men wince, and he was able rapidly to assess the situation decisively, and equally decisively to promote team work and give clear instructions in his huge task of developing Triangle's vast network of cane fields.

The immense initial project of creating great green fields from virgin bush at Triangle required tremendous co-ordination. It involved knocking down myriads of lowveld hardwood trees, preparing the cleared land for planting, installing the irrigation system, and planting cane as soon as the waiting fields were ready.

Goss rapidly built a most productive team around himself, combining the talents of his loyal field staff with a hand-picked band of major contractors, who strove mightily to deliver what Goss demanded of them. Terry formed a solid and productive partnership with his colleague Cedric Gibbs ("Gibbo"), then Triangle's Business Manager and later to be Managing Director.

Goss had an immense admiration for Guy Hulett, and from him he learnt and implemented two philosophies which stood him in good stead throughout his days in management: "*Do it NOW!*", and the Zulu dictum "*Bhuka ne mehlo - look with your own eyes*". Others might interpret the latter as "footprints in the soil make the best farmers" - an essential hands-on attribute of the best farmers and field managers.

Terry Goss later developed a similar admiration and respect for Ross Armstrong and Chris Saunders, who in turn succeeded Guy Hulett as Triangle's *Supremo*. Apart from his enormous capacity for work, Goss at all times demonstrated unswerving loyalty to his company and its leaders, and he was fiercely committed to any task which he had to perform on their behalf.

Those who worked for him were similarly loyal to him and to the many causes he espoused. In early Triangle days Goss at times went out on a limb for his managers and staff if he thought that their benefits and conditions of service were exceeded by those of the sugar milling and administrative departments - in fact I

suspected that he enjoyed a mill versus fields scrap, for he was a highly competitive being. He was at the same time both worshipped and feared by many of his field staff.

He gathered around him a remarkable team of colleagues in his task of developing Triangle, among whom two Italians stand out indelibly in my mind. Carlo Bottoglia was a highly motivated and competent motor engineer, who as Transport Manager, performed wonders in keeping Triangle's cane haulage and vehicle fleets on the road. One of his most difficult tasks was maintaining Goss's over-worked vehicle in good working order. To this day I cherish memories of Bottoglia's dark and unintelligible muttering in Italian as he ruefully surveyed the underside of the boss's Mercedes Benz, which had daily been driven ruthlessly through lowveld bush, over boulders, and across recently ripped fields, in Terry's search for the best soils and his critical inspection of land prepared for cane.

Equally valuable to Goss was Renato Toti, an inspired irrigation engineer of immense talent, indefatigable and humorous, with an incomparable ability to make his employer laugh in the sort of setback and adversity which are inseparable from a massive and demanding development in a remote rural area. Goss and Toti had huge fun together, not only in creating green fields out of the arid lowveld *bundu*, but also in touring the world searching for new ideas in irrigation and seeking out improved technology and equipment.

The company recruited a number of Portuguese artisans. They had fled Mozambique when the Portuguese administration in that country started to crumble under the onslaught by the Frelimo liberation movement led by Samora Machel. Terry befriended most of these skilled workmen on a personal level. He was particularly fond of Alfredo dos Santos, a builder, and Eduardo Barbosa, a carpenter. They would move mountains for him. Truly, in the immortal words of Rudyard Kipling, Terry Goss could comfortably "walk with Kings, nor lose the common touch".

It was not only in company ranks that Terry Goss found soul-mates: Jack Swart was a land surveyor who had surveyed most of Kariba's basin during the frantic years of construction of that mighty dam, and Goss brought him to Triangle to survey and plot just as rapidly and efficiently the vast tracts of dense bush from which orderly fields and roads and accurately levelled canals were to be created. Swart uncomplainingly met all of Terry's impossible deadlines, and, just as important, he shared his immense sense of fun (and sometimes outright mischief - for T. E. S. Goss's immense capacity for work was certainly at least equalled, if not at times exceeded by, his appetite for fun).

Here I remember also two other members of an elite group of particularly energetic leaders who had been hand-picked by Terry to do the contract work: Bill Gulliver, whose fleet of massive clanking Caterpillar bull-dozers and associated heavy equipment created a constant backdrop of distinctive noise which permeated the whole of Triangle as they worked twenty four hours a day; and Alan Kennedy, who headed up the Wright Rain team which installed the over-head irrigation system in those fields where this form of irrigation was the chosen method of delivering water to the young crop.

Each of them worked hard and played hard and became Terry's life-long friends.

Goss was a party animal of note. His ever-faithful and reliable wife Nancy



supported him in all things, not least in the impromptu gatherings in their home, at often ungodly hours, which resulted from Terry's dreaded war cry of "We're all going to the Gost (*an amalgamation of "Goss" and "Guest"*) House!" which oftentimes rang out at a dying party in some other venue. Terry Goss had prodigious stamina. After a heavy night out with his field staff, he would often be at selected Section Manager's offices before it was light – testing their stamina and keeping them on their toes. He required his field management staff to start work at first light, and woe betide any of them who were late.

The "Gost House" was also home to a succession of bull terriers, which terrorised some of their guests, and developed a nasty habit of biting electricians and plumbers who innocently answered the call to attend to electrical faults or water supplies.

Among other denizens of the yard were a small gaggle of geese, one of which caused me acute distress; it had a deformed wing. One day Terry phoned me on the morning that he was going away on leave, and asked me to do him a favour by removing a protruding portion of the wing which made it impossible for the bird to fold that wing comfortably. That afternoon I entered their garden, identified and captured the afflicted goose, cradled it between my knees, and quickly removed the offending appendage.

I was completing the operation when I was attacked by the gander, and while fending it off I heard a sound behind me, and beheld to my horror a bull-terrier speedily approaching me with obviously deadly intent. I barely had time to pick up the goose by its legs and one wing and thrust it at the dog, effectively fending it off as it leapt repeatedly at my crotch. I screamed for the security guard, who fortunately was able to distract the dog and lock it up in a small enclosure, much to my relief.

I then returned my attention to the goose, which seemed to have collapsed. I noted that it was bleeding alarmingly from the amputation site. There was nothing for it but to take it to the hospital for further attention. I summoned the cook, and instructed him to hold the goose on the back seat during the journey, a prospect which he viewed with considerable misgivings. His unhappiness increased considerably when the great bird suddenly developed an acute attack of diarrhoea, which resulted in the cook's smart white uniform being soiled by a smelly torrent of foul yellow liquid, mixed with blood which continued to flow from the injured wing.

Our arrival at the hospital was not met with any enthusiasm by the operating theatre staff, who somewhat hesitantly admitted the stinking goose into the hallowed precincts of a spotless sterile theatre. The bleeding was rapidly staunch, and the indignant farmyard pet was soon back safely in the Gost House yard, but not before inflicting painful nips on the cook and the reluctant erstwhile veterinary surgeon.

Terry Goss laughed uproariously, with tears streaming down his face, as I related the saga to him on his return. That was my first and last excursion onto the turf of poultry vets.

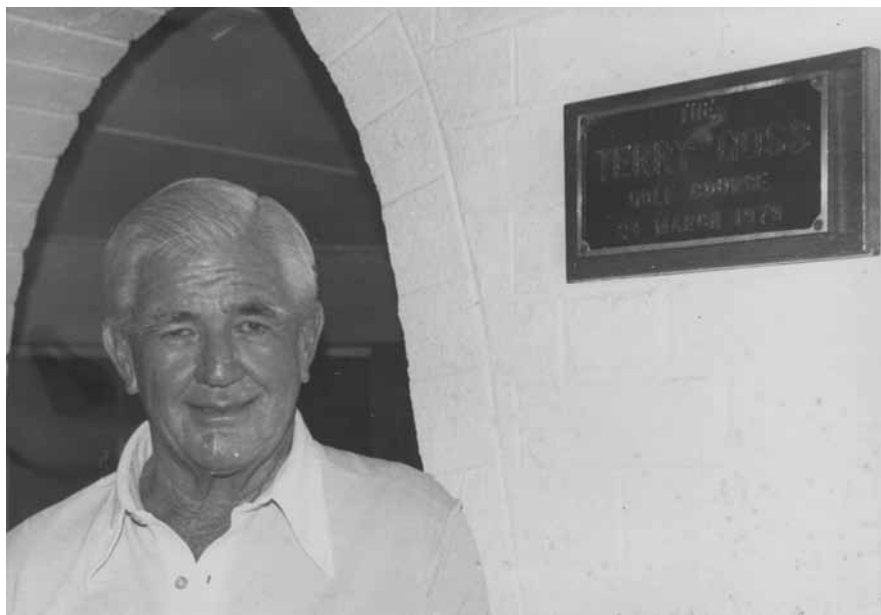
The Gosses had numerous close friends with whom they enjoyed the social scene, amongst whom I remember particularly Taffy and Pearl Fitt of Barclays

Bank, and Tom and Maureen de la Hunt from Triangle Animal Feeds. Few people could have exceeded Terry's generous (and at times positively exhausting) hospitality exhibited freely to visitors to Triangle. In Salisbury, later Harare, his reputation as an entertaining host was awesome, and he was a legendary figure amongst the hordes of politicians, businessmen, and salesmen who had descended on the lowveld in its halcyon years.

When visiting the capital on essential business he was a familiar figure in many well-known waterholes, such as La Boheme night club, and the Can Can bar at Meikles, which were among his favourite nocturnal haunts.

He was also a competent and competitive sportsman with good hand-eye co-ordination. He was a keen horseman, and he insisted that every Section Manager should be able to manage his cane-fields from the saddle - whether they liked horses or not; a different but very efficient version of the age-old dictum that footprints (in this case hoof-prints) make the best managers.

With his life-long friend Barry Gutridge and several other Section Managers, he was largely responsible for the introduction of polo at Triangle. The annual Triangle polo tournament was a nationally-renowned social and sporting event. Terry considered the motor-cycles which eventually replaced the company's horses to be a noisy and polluting abomination, and in any event you couldn't play polo from the saddle of these wretched machines. It was a sad day when polo ceased to be a main-stream sporting activity at Triangle.



Terry at the opening of the Triangle Golf Clubhouse

In 1963, shortly after my arrival at Triangle, I was lined up against Terry Goss in the quarter finals of the Triangle Country Club's men's singles tennis championships, and was almost blasted off the court. He threw the ball high towards the heavens in preparing for his cannon ball service, firing missiles which



whistled past the receiver; he was surely never happier on earth than when at the net demolishing his opponent's feeble returns with thundering smashes, which often resulted in the ball sailing over the rear fence and into the gardens around the club. When confronted by my attempt to elude his onslaught by raising a high lob over his head, he glowered across the net, informing me that lobbing was for the ladies' game, and advising that he expected me to play like a man.

Though a fierce competitor, he was congenial and magnanimous in victory, as well as being gracious in defeat - which he did not expect to suffer too often!

In the early 1960's Terry and I were included in a tennis team of three mixed couples who travelled to represent Triangle Limited in the Huletts' annual sporting day in Kwazulu-Natal, together with two pairs of bowlers for the bowls rinks competition. A meeting of the ten players was convened, at which Goss informed us that contrary to the instructions given by his friend and MD Gibbo, I was to lead the delegation, and he was to be the medical adviser! The tour was a riotous success on the social side, with Terry apportioning all blame for various unauthorised escapades to me for being totally unable to control him and his collaborators in boyish fun. Perhaps fortunately there was no need for medical ministrations.

When the Triangle golf course was established, Terry transferred his allegiance to the more leisurely sport, and he quickly established himself as a great golfing partner off a twelve handicap. His sons said that he abandoned tennis when they started to beat him!

His golfing backswing was extraordinarily slow and deliberate, the calm before the storm so to speak, for his downswing was a blur of raw power as he strove to smash the infuriating little ball prodigious distances. In later years golf became one of the great loves of his life.

In April 1972, after many years of service as a Director, T. E. S. Goss was appointed Executive Director of Triangle Limited, responsible to an MD in Durban, and in May 1976 he was entrusted with the Company's reins as Managing Director.

The international sanctions on Triangle's sugar and molasses exports, following Ian Smith's Unilateral Declaration of Independence in 1965, almost crippled the company, with its sole dependence on the sugar industry. Urgent diversification was essential for survival. An obvious alternative to sugar cane was cotton, and thousands of acres were rapidly planted with this hardy and profitable plant. To maximise its profitability, it was essential to process the raw cotton bolls.

Terry ganged up with his old South African Air Force friend Ken McKenzie (a Rear Gunner in the same squadron), and together they master-minded the sanctions-busting importation of a Lummus cotton gin from Texas. It was bound for a non-existent company said to be located in Pietermaritzburg, Natal. Its sole assets were a bank account and a pile of fraudulent letterheads.

The operation was conducted in the utmost secrecy. However, the plot was uncovered by United Nations informers just after the chartered steamship of Dutch origin had set sail with the gin's machinery on board for its forbidden trip across the Atlantic. The US Coast Guard was alerted, and sailed off in pursuit. Legend has it that it caught up with the Dutch ship just after it passed out of United States territorial waters.

The fugitive Captain was justified in declining instructions to return to the US, and the Lummus gin added materially to the financial viability of Triangle Limited in tough economic times.

After twenty-one loyally energetic and incredibly productive years at Triangle, the Company's share-holders decided that Terry should move on to higher planes, and so it was that he was transferred to Harare as Chairman of Triangle Limited. This was a promotion that he strenuously but unsuccessfully resisted, for he could not envisage ever leaving the beloved Triangle in whose creation he had played such a leading role. I was tasked by his successor to organise a fun farewell for him at Triangle Country Club. Terry was deeply appreciative of the attendance of most of the top brass of Tongaat-Hulett's who flew up from Natal for the occasion. It was, in addition to being a sort of hotch-potch cabaret evening which we cooked up, an emotional farewell, an exceedingly warm and sincere gathering of his friends, colleagues, and subordinates who came to bid farewell to Terry and Nancy.

Harare did not really suit Terry's style or interests, but as ever he was extremely loyal to his company. His leadership talents were also recognised by the country's politicians, and he was appointed Chairman of both the Forestry Commission and the Electricity Supply Commission. In both of these posts he impressed his superiors and his subordinates with his strong leadership, fairness, interest in the ordinary employees, and attention to the job at hand.

As Chairman of The Parks and Wild Life Board I had occasion to be thankful for his immense presence and stature on two occasions. The first issue arose when government threatened to build the Mupata Gorge Dam and flood Mana Pools to create additional power for the national grid. It appeared that the ESC might be a final arbiter, so we invited Terry and members of his Board and General Management to Mana for a briefing and camping trip, in the hope that they would appreciate in full measure what a desperate loss to our Parks system the loss of this unique ecosystem would bring about. The Parks staff in attendance were superb ambassadors and advocates for Mana, and the ESC's GM Doug Irvine later told me that the impressions generated on this memorable trip were the catalysts which led the government to seek the required additional power generation elsewhere.

The second issue arose shortly after Independence, when the enthusiastic but inexperienced new breed of civil servants and politicians were energetically pursuing the matter of how to restructure the various ministries and departments they had inherited from Ian Smith's government. We got wind of a plan to dismantle the agencies responsible for the environmentally important natural resource departments and agencies, and to relegate to them a minor role, subordinate by far to the health, education, agriculture, foreign affairs and other portfolios which were perceived to be of far greater importance to the future of our new nation.

Lance Smith (Chairman of The Natural Resources Board) and myself asked Terry to accompany us to a meeting with Vice President Simon Muzenda, to whom had been delegated the responsibility of deciding which departments were slotted into which ministries, and at which levels of importance. Although Terry admitted to being far less knowledgeable, and certainly less passionate than Lance and me about the issues involved, he quickly grasped the importance of the agenda items. I believe that it was his commanding presence and no-nonsense approach which won the day, for Simon Muzenda ruled that day that the three major natural resource



conservation departments (Parks and Wildlife, Forestry, and Natural Resources) were to be retained intact in a new Ministry of The Environment, instead of being dispersed and weakened, as some powerful political forces were advocating.

Terry held the appointment of Chairman of the Board of Triangle Limited for six years before his eventual retirement. It was in Harare that Terry and Nancy drifted apart and sadly parted. When he retired he married Maria and they spent their last years happily together on the South Coast of Kwazulu-Natal, and briefly and finally in Johannesburg.

He almost completely lost touch with Triangle when he departed the scene in Zimbabwe, and I think that this was a great sadness. He gave so much to the company and the wider lowveld. He is formally commemorated by the Terry Goss Secondary School and the Terry Goss Bridge across the Cheche River, near his old home where he had had so much fun, and also near the offices from which he directed so dynamically the great agricultural enterprise at Triangle.

However, he is probably best remembered not by formal commemoration, but by his many friends and admirers whose affection and respect he earned so deservedly through his impressive achievements and his warm and generous humanity.

He only once saw Triangle after he had retired from the Board; he visited on a brief pilgrimage a few years after his retirement, and was welcomed as a hero by staff at all levels. He expressed himself deeply satisfied with what had followed on his pioneering efforts in establishing the country's first large-scale sugarcane enterprise. He was highly impressed by everything he saw at Triangle.

The imposing figure of Terry Goss towered over Triangle in his day, and he dominated the lowveld scene like Murray MacDougall and Guy Hulett before him, both individuals whom he admired immensely - in fact he once told me that his proudest material possession was the brassed and mounted cane knife we presented to him at his farewell, a memento which was inscribed "Terry Goss, who followed the inspiration of Murray MacDougall and Guy Hulett in carving Triangle out of the lowveld bush".

I doubt that Triangle or the lowveld will ever be blessed with so dominant a figure again. Ryan, Kevin, and Gary had a father of whom they can truly be very proud.

If you are a member of the History Society of Zimbabwe, please ensure that the Society headquarters – denjostephens@gmail.com – has your email address, as communications by post are no longer affordable.



The 1947 Royal Tour: Kings Flight and the Royal Train

By R. D. Taylor

Jubilee Queen Elizabeth II

Editor's Note

The year 2012 saw Queen Elizabeth II of Great Britain celebrate sixty years on the Throne. In 1947, as Princess Elizabeth, she toured this country with King George VI, Queen Elizabeth and Princess Margaret. To mark this event we publish below the largely unedited text of two letters written by then Corporal Thomas Mitchell of the Rhodesia Regiment Guard of Honour to his mother describing his experiences while the Royal Family were in Salisbury. Robin Taylor has also contributed a paper on the Royal Train and the Kings Flight of the Royal Air Force which were used by the Royal Family while on tour in South Africa and Rhodesia. Old place names are used for historical accuracy.

On 1 February 1947, their Majesties, King George VI and Queen Elizabeth, accompanied by Princesses Elizabeth and Margaret, left war-weary Britain by sea on an extended tour of South Africa and the Rhodesias. The first part of the journey to Cape Town was on Britain's last battleship, HMS Vanguard. This ship, which displaced 51 420 tons, was launched on 30 November 1944 and completed on 25 April 1946. Her final cost was nine million pounds. She was scrapped in 1960. While in Southern Africa the Royal Family used a specially commissioned Royal Train and Viking aircraft of the Kings Flight of the Royal Air Force. South African Railways provided the Royal Train and the Pilot Train.

The Royal Train was painted white overall and it consequently became known as the White Train. The train was comprised of fourteen coaches, eight of which, with complete air-conditioning, were specially built in Birmingham for the tour in a record ten months. It was made up as follows:-

- 15th Class Engine
- Bogie Water Tank Wagon
- Coach 1 South African - First Class Saloon
- Coach 2 South African - First Class Saloon
- Coach 3 Kitchen and staff car



Coach 4	Dining Saloon (Protea)
Coach 5	South African and Royal Staff car
Coach 6	Special Saloon and Secretary's Office
Coach 7	Private Saloon Princesses and Ladies in Waiting
Coach 8	Private Saloon - Her Majesty the Queen and Lady in Waiting
Coach 9	Private Saloon - His Majesty the King
Coach 10	Lounge car
Coach 11	Dining Saloon (Orange)
Coach 12	Kitchen and staff car
Coach 13	Private Saloon Southern Rhodesian Minister-in-Attendance
Coach 14	Passenger Guards van.
Total load	810 tons.

The lounge coach had particularly large windows on either side. These could be lowered when arriving or departing from stations to enable the public to obtain a better view of the visitors. This was especially welcomed by small communities along the line of rail at which the train didn't make a formal stop but slowed down to walking pace.

The King and the Queen had coaches of their own, and the princesses shared a third. Within the King's coach there was a study and a 'stateroom' (in the ocean liner sense; it was really a bedroom) with an adjoining bathroom. A workroom was provided for his valet and there was also accommodation for an equerry and for the sovereign's physician. The walls of the stateroom were veneered with finely figured English chestnut; the furniture was made from English walnut. A plain beige carpet covered the floor. The windows were fitted with art-silk curtains and pelmets, net curtains and roller blinds. A similar scheme was used in the study, which had a telephone and a loudspeaker unit connected with the train's central receiving set. The Queen's coach included a very comfortable lounge for the royal family, panelled in walnut and equipped with such pleasant ways of passing the time as a radiogram, complete with a small cabinet for records.



The White Train headed by Locomotives 273 and 274 near Dibangombie 29km from Victoria Falls. 11 April 1947

Four 15th Class Garratt locomotives were painted in royal blue for the occasion. They operated in pairs separated by a bogie water tank wagon also painted blue.

Locomotives numbers 271 and 272 hauled the train from Bulawayo to Salisbury on 6 April and operated the return trip on 10 April. Locomotives 273 and 274 took over the train in Bulawayo for the journey to and from the Victoria Falls and Livingstone. These four locomotives originally arrived in the country in 1940 and were the first batch of what was to become a class of 74 locomotives. They completed amazing mileages before being disposed of, as follows:-

271 Withdrawn 1973 static display at Kadoma	2 024 161 miles
272 Scrapped 1983	1 852 236 miles
273 Withdrawn 1973 static display at Francistown	1 883 587 miles
274 Scrapped 1983	2 058 462 miles

Rhodesia Railways locomotive crews on the Royal train for the various stages of the tour were as follows:

Sunday 6 April

Bulawayo – Gwelo

Engine number 271 Driver S. E. P. Jones Fireman J. P. Keyser
Guard E. Davies

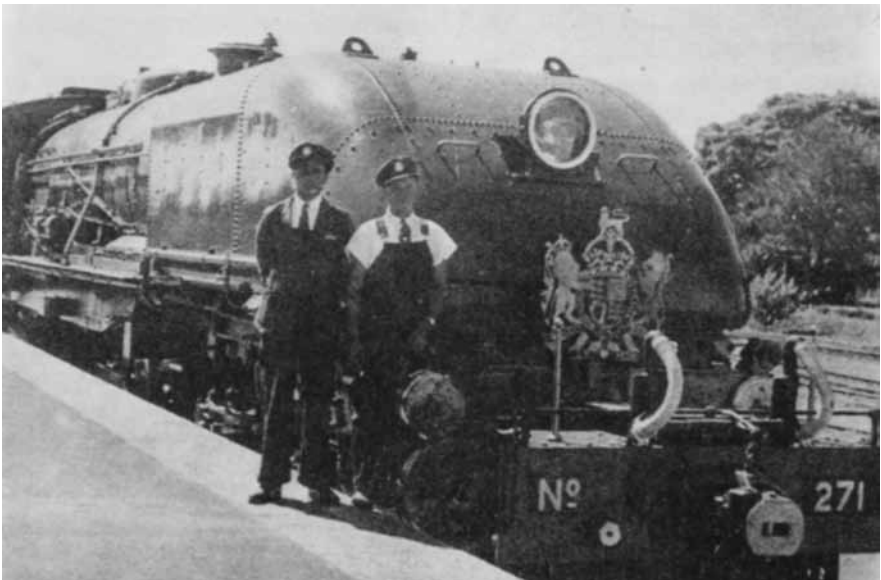
Engine number 272 Driver J. W. Wood Fireman L. Marshall

Gwelo – Salisbury

Engine number 271 Driver H. Forbes Fireman K. A. Johanson
Guard C. B. King

Engine number 272 Driver H. O. Harcombe Fireman L. D. Sinclair

These crews worked the same locomotives back over the same sections on the journey from Salisbury to Bulawayo on Thursday, 10 April.



Salisbury Station. 10 April 1947.

Driver H. Forbes and Fireman K. A. Johanson with Locomotive 271

The locomotives were changed in Bulawayo and the train continued its journey with the following locomotives and crews:-

crew were Flight Lieutenants Fowkes, Lee and Reed plus two stewards. The Queen and Princess Elizabeth flew in Viking VL 245 crewed by pilot Squadron Leader Payne and Flight Lieutenants Dartmouth, Knapper and Tilbrook plus two stewards. Another Viking carried members of the Royal Retinue and a fourth Viking served as a flying workshop carrying air force technical staff and spares.

The Royal Party left Swartkops at 7:20 a.m. and arrived at Belvedere at 10:30 a.m. on Easter Monday, 7 April 1947. A large flagpole had been erected on the top of Salisbury Kopje and as the first Royal Viking landed a Union Jack was hoisted. This was a sign to businesses and factories which had hooters and sirens plus railway locomotives to sound these to advise the townspeople that the Royal visitors had arrived.

The Royal Family had originally departed on the Royal train from Cape Town at 15:30 hours on 21 February 1947 and only returned to the mother city at 10:00 hours on the 20 April 1947, a two month tour which took them to all parts of South Africa and into the Rhodesias.

The Pilot and Royal trains arrived in Bulawayo from the south at 6:30 and 7:00 hours respectively on Sunday, 6 April and after a two hour break carried on to Salisbury which they reached at 20:05 and 20:35 hours respectively. Special stabling sidings were built for the Royal and Pilot trains in the grounds of Government House. Power supplies, coach water hydrants and toilets had to be provided at the sidings for the occasion. Rail access to the sidings was off the old Sinoia line which ran close by.



Royal Family - Salisbury Gardens

The Royal Train left Salisbury Station at 10:00 hours on Thursday, 10 April and made its first stop at Hartley from 12:34 hours to 12:59 hours. Another stop was at Gatooma from 13:36 to 14:01, Que Que 15:47 to 16:12 and finally Gwelo from 17:43 to 18:08. It was arranged that the train would slow down at other places en route to enable local residents to catch a glimpse of the Royal visitors as they passed by, a long day for the visitors and the train crews. The train did not make a formal stop in Bulawayo but a



45 minute service stop was made to change locomotives before carrying on into the night arriving at Victoria Falls at 11:35 hours on Friday, 11 April. One unrehearsed incident took place at Matetsi where the train stopped at 10:01 hours for water en route to Victoria Falls. Their Majesties, seeing a small gathering of some eighteen persons at the station, decided spontaneously and without warning to alight. The stationmaster at once stepped forward to greet the King and Queen and escorted them to the thrilled group of onlookers.

The Royal party left Victoria Falls at 21:10 hours on Sunday, 13 April and arrived in Bulawayo at 10:00 hours on Monday, 14 April. The Royal family spent two days in Bulawayo and departed for South Africa at 10:00 hours on Wednesday, 16 April. Special sidings were provided at Kumalo for the Royal and Pilot trains while they stopped over in Bulawayo.



The late Queen Mother and the Princesses in the Matopos

At that time the South African Railways operated all trains on the line south of Bulawayo through the then Bechuanaland as far as Vryburg. However Rhodesia Railways locomotives were based at Mafeking for this purpose and crewed by South Africans. Four Rhodesian Railways 10th class locomotives were prepared in the Mafeking workshops to haul the Royal and Pilot trains from Mafeking through Bechuanaland to Bulawayo and back to South Africa. These were Pilot Train Numbers 242 and 100 and Royal Train Numbers 243 and 102.

The last stop of the tour in Rhodesia was at Plumtree. The Royal Party were welcomed by local residents and the pupils of Plumtree School. At the conclusion of the tour the King invested the General Manager of Rhodesian Railways, Mr W. J. K. Skillicorn with the MVO in honour of the part played by Rhodesian Railways in the success of the Royal visit. Local Ministers in attendance at various stops included Ernest Lucas Guest, Hugh Beadle and Patrick Fletcher.

Acknowledgements

I would like to thank Mr. Gordon Murray of the Railway Museum in Bulawayo for his assistance in providing information.

The 1947 Royal Tour: Two Letters Home

by Thomas Mitchell



PO Box 68,
Salisbury
8 April 1947

Dear Mother,

The great day has come and gone. The King, as you probably heard on the radio, arrived here yesterday and opened Parliament, among other things. I don't know how to describe the day so it would be best to start by sunrise.

As there have been some very long queues at the Dairymen's Co-op, I went along for the milk instead of Ben. The morning dawned cold and a thick ground mist carpeted the city. At that early hour, 6.15, the police were out roping off the various roads and making the final arrangements. Cars from all parts of the Colony were busy going here and there; some looked as if they had just arrived at that hour from points as far distant as Umtali and Bulawayo. As the sun's rays became stronger so the mist began to disperse and I then knew by the blue cloudless sky that it was going to be a terribly hot day.

People began to converge on the centre of the city at about 8:00 o'clock. The Royal Family did not arrive till 10.15 but they wanted to be sure of good views. I had had breakfast at 7.15 and for quite a long while stayed on the verandah to watch the crowds go by. At about 8 I took my bath and had a special close shave. Usually I don't worry too much about a few stray hairs here and there but this is one occasion that I did. A new blade, a good lather and off it all came.

Tony (also in the guard) and Peter came in soon after nine so we were able to compare opinions about the various cars, people, etc that passed up and down 4th street. Lorries full of children passed, heading for the northern end of Third Street where all schools had certain areas allotted to them. By now we began to feel the heat. Not too bad but a reminder that this country can be hot if it so desires.

At nearly 10:00 o'clock Tony and I put our uniforms on and did the final brush to our boots; that last rub at the brass which was already gleaming; a touch of white to our belts where that had become spotted through coming into contact with something.

Finally we set forth and going up to Union Avenue headed west for Third Street. When we turned the corner, we all expected to see large crowds jamming the intersection. But no, there was plenty of room and one could walk right up to the School Cadets who were lining the roads. After we had been there some time we suddenly realised that the loudspeakers were announcing that the King had already arrived. Everyone had expected to see the aircraft circle the city. Instead they landed without any fuss and bother at all.



Thursday 10th

I had to leave the letter for a couple of days.

After getting over the excited feeling that His Majesty had at last set foot on Rhodesian soil, we began to pay a lot of attention to all that was said over the loudspeakers. Announcers had key places at all the strategic positions and were giving the world a running commentary on the progress of the Royal drive from Belvedere Airport, eventually finishing up at Government House.

From where I was standing I could see them pass Union Avenue in Prince Edward Street and again on Kingsway. Up to this point I had been keeping fairly calm and collected. Realising that I was at last to see the Royal Family I began to get very excited. I had to pull myself together to be calm enough to cope with my camera in order to get a few decent photos.

We could hear the cheering as they proceeded from Kingsway up Stanley Avenue to Third Street. First came the mild cheers in the distance, gradually increasing till it was as loud as Rhodesia has ever heard. We are naturally a bit reserved at making a noise in public, but today Rhodesians excelled themselves. I think we were a credit to the Colony.

First in the Royal Procession came a Police motor cyclist, then three pilot cars, an escort of 12 or 16 BSAP motorcyclists and then the Royal Car with the King and Queen. I had been expecting him to be in naval uniform and it took me a long while to realise that at last I had seen him.

As soon as I came to my senses and saw that it was really the King and Queen I began to take photos and got in three good ones before the car passed me. Then the Princesses, far more beautiful than any photo had ever shown them. I took two photos of them, one profile of Elizabeth acknowledging the cheers from the crowd. After that came a long line of officials and humbugs. Just as a bit of fun people cheered these cars. Mainly photographers, pressmen etc.

There was about an hour to wait before we went on parade so at Peter's invitation we went over to the BSA Company's offices. Upon arrival Tony and myself were presented with a nice cold beer and nearly every other man got Mazoe crush.

Whilst consuming this refreshment I was unlucky in getting some of the Black Nugget off my scabbard on to my bush-shirt so we had to go home to make the thing right. A spot of benzene and a hot iron did the trick. By this time we were getting shaky. I was for one and if the honest opinion of all on parade was obtained, generally the reply would be the same.

The roll was called, we sized off, tallest on the right and shortest on the left. Then we formed up to get the short ones in the centre and the long ones at each end. Your son was the longest on parade, on the extreme right, leading the whole lot.

Then came a minute inspection by our officers. Our C O, Major Hartley came up to me, looked hard, found nothing wrong and said "First class turnout, bloody good". Although it was only a minor thing, it gave me a deep sense of satisfaction. It may sound as if I am blowing my own trumpet but I don't think there were any others who had that said of their turnout.

After the inspection, half an hour probably, we sloped arms and moved off, following the RAR Band, down Jameson Avenue to Second Street, along to Baker Avenue and finally formed up in front of the House of Parliament our backs to Cecil Square. Rather

a roundabout way from the old RATG Headquarters but very impressive. The whole of our march, probably 10 minutes, was covered by cameras of all owners, values, sizes, shapes and colours. I doubt if I have ever had so many photographs taken of myself in my whole life as I had of that 10 minutes.

Upon our arrival we were drawn up in to two ranks, shoulder to shoulder. All around was a “near crazy” crowd who applauded our drill when we had completed it. We had had a rehearsal of this part on the previous Saturday and knew what was to happen. Everybody from the Prime Minister downwards had attended that parade.

After about 5 minutes we were called to the attention as some of the officials and dignitaries of the House proceeded along the pavement from the main entrance to the side near the lawn and garden thence to the Chamber through the door at the back. The lawn was covered in by a large tent and some awnings. Beneath these sat members of the various communities, Coloured, Indians in colourful costume and Natives beside the various Europeans. Shortly after this there was another procession of a simpler nature but these were the Judges etc.

Shortly after this, an open car preceded by two motor cyclists came up. We were called up to the slope as the Princesses got out and went in to the House. As I was on the extreme right of the Guard and had to look straight ahead I was unable to see them. Some of the blokes who did see them said they were really beautiful.

About this time I began to realise that my prediction of a very hot day was coming true. The soles of my feet were hot so I'd raise up to cool off as much as possible. We were supposed to keep still but it was terribly hot and the movements were excusable. If I raised my toes too much I felt the heat of the sun coming through the thick leather of my boots. Sweat was coming out of every pore but we still had about three quarters of an hour before it was all over.

In the distance we could hear the cheers which heralded the drive in State of the King and Queen. A quick pull here and there to straighten the belt or uniform and we were ready. As they turned from Second Street into Baker Avenue we were called to the slope arms. The first of the mounted escort passed in front of us and the Royal Car drew up at the Main Entrance.

Their Majesties alighted and turned to face the crowd. We then presented arms and the RAR Band played God Save the King. About two bars went quietly then everybody joined in the singing. It was a really beautiful gesture. Whilst the King was hidden by a pillar, I could, out of the corner of my eye, see the Queen. She looked really beautiful. There is no one on this earth to touch her for charm. She does not appear to look and smile at a crowd. She seems to look at individuals. I'm certain that she smiled directly at me on the other occasions that I saw her.

We stood at ease whilst their Majesties signed a book of Notables who have visited the City. Then whilst we stood at attention, the King and Queen went down the Baker Avenue pavement and along the path at the side, into the inner chamber.

As they were approaching the Chamber, a fanfare of trumpets by members of the BSAP sounded from the back. As they reached the Thrones we again came to the present as “God Save the King” was played, this time by the BSAP Band. After this, we came down to the order, stood easy, and prepared to listen to the Speech. This is the first disappointing thing about the day. A crowd of about 300-400 natives at our back kept up a continual chatter. I could only hear the speech every now and again. I could have willingly run a few dozen through with the bayonet on my rifle.



After his speech the King came out to the front with the Queen to inspect us. This was a moment that I had been waiting for for many months. He was greeted by the CO who accompanied him on the inspection. I was the second one that he inspected. On my right was our Sergeant Major. The King came within about two feet of me and for a second thought that he was about to address me. My main thought was in which manner I should reply to his question. But fortunately and unfortunately he walked past and went down the line. He only spoke to one of the guard, which, under the circumstances, was not quite enough. He honestly looked terrible. He has a young face that has, or appears to have had, a lot of worry and it is very badly lined. None of the photos we see of him bring this out but it is a fact. He has marvelous blue eyes, very similar in colour to this paper. The whites appear to have a blueness about them. I have since heard that he was air-sick all the way from Pretoria to Salisbury and had to be badly dosed with *sal volatile* before he came down from Government House. At one time they were considering landing or even turning back between Pretoria and here. But he insisted that they continue, even though it was at his discomfort.

On the completion of the inspection he returned to the Queen who had been waiting at the main entrance. The crowd all around was shouting “We want the Royal Family on the Balcony”. For a while it looked as if they were going to go up. But instead they stayed a short while waving to the crowd. Then the cars came up and they got in. We came up to the slope and as they moved off, we again presented arms. That was the third time in about half an hour.

After they had gone we waited a short while, then formed threes and eventually marched back to Group Headquarters where we were dismissed.

Tony and I made a very straight quick line to Meikles Hotel where we quenched an amazing thirst with beer. We bought the first, after that we drank what was offered. After being there about three quarters of an hour we had to leave as the pubs were closing.

In my next letter I will give you my ideas of the events of the following days. This has taken a long time to write but it contains all that I saw and felt. Keep it as it will be good reading in years to come.

Things here are going well. Well fed and there is nothing to concern yourself about. Sorry to have been so long over this letter but I have had a really busy week.

All my love
Your loving son

Thomas

P O Box 68
Salisbury
13 September 1947

Dear Mother,

I got a wire from Mrs. Mathews yesterday afternoon saying that it was all over and satisfactory. I was relieved to get the news and felt quite elated.

Now I'll continue from where I left off in my last letter.

After Tony and I left Meikles we came back here and I changed in to shorts and shirt then went up to his place. Whilst he was changing we discussed serious plans for the afternoon and decided to see the Royal Family as they passed in front of the Hospital. Then up on our bikes down to Jameson Avenue and see them there again as we were going to the Native Indaba in the race course.

Round about 4:00 o'clock we went up to North Avenue at the corner of Moffat Street and after a short wait we were rewarded by hearing cheers from the direction of Government House. We could see the cars a long way up and could follow their progress quite easily.

The King was in the uniform of an Admiral of the Fleet still but the Queen had changed in to a very smashing looking costume of a dusty pink shade and a really classy hat trimmed with ostrich feathers of the same shade. She looked beautiful. I had my camera with me and it was quite a job taking photos and trying to catch all this. At the same time. On the rear of their car came the Princesses both looking very sweet. I didn't have a chance to pay any attention to their clothes as I was very intent on getting a good close-up of them I got my photo and missed a good look.

As they went so Peter, Tony and I went on our bikes down Moffat Street, along Rhodes Avenue to Salisbury Street then down to Jameson Avenue where we saw them go down Prince Edward Street. This time I again took photos and on the whole they are very successful. After they had passed we went along to the Race Course and tried to get in but they were trying to keep all Europeans out of the Native Indaba so we were out of luck. It's a strange thing but as soon as the Royal Family had arrived a large number of these natives present started to leave. There were hundreds in the street who just did not go in and were generally a bit of a nuisance.

In the morning I had told Ben that when he made my breakfast he must make himself some and go off early to the race course. Well, he went at about 9:00 o'clock, clean and neatly dressed with a great plate of sadza and pot of meat. In the evening when I saw him he was in a terrific state. He had seen them all twice. Once when they went in to town from the aerodrome and again in the afternoon at the Indaba.

We saw them again in the evening as they left the Indaba on the way back to Government House. So, taken generally, we had been very lucky. We saw them on five different occasions in one day. More than some people see in a lifetime.

Along at the Indaba the three of us had quite a bit of fun with a police sergeant. He became a little bit sarcastic in the end but took all in good fun. Anyway we flannelled him quite a bit so he went and spoke to some of the people in the front of the crowd to see if they would permit us to kneel down in front of them. They agreed so he shepherded me in to place and I had an unrestricted view of them from about 9 feet away.

Over all of the holidays we all noticed the precise timing of things as arranged by



the Police. They were very courteous and kind all round and even visitors from larger cities of the world have said how well they organised things. Members of the Police had been brought in to Salisbury from places as far away as Chipinga, about 100 miles south of Umtali. There were hundreds and they handled things marvellously.

We left the race course and went down to the Lilian for teas. It was now 5:45 p.m. and the cakes that we had there was the first solid food that Tony and I had had since breakfast the morning.

In the evening I developed the spool that had been taken that morning and I was thoroughly satisfied. Bed was a very welcome place at 10:00 o'clock. I was so worked up that it took me quite some time to settle down before I could go to sleep.

Tuesday was work as usual so there is not much to say there except that half of the morning we talked of what had taken place and most of the afternoon was taken up with a discussion on what was going to take place. Generally there was very little work done at all. When I had signed on to serve in the Guard of Honour, many of the chaps at work had called me a BF etcetera. On Tuesday, I gained the opinion that many of them were envious of my position. After the whole affair was over on Thursday I am certain that was the position. They regretted not going in to it.

Wednesday morning dawned hot and cloudless again. As I was to mount a guard at the Drill Hall gates I had to be up there by 8:30 a.m. so it was like a normal morning. Breakfast at 7:00 o'clock and away soon after eight. Although the King was not due till 10:00 o'clock there were crowds there by the time I arrived and they were arriving every minute. At 8:45 I fell the guard in, inspected them, handed one section over to the other Corporal and set off for my gate whilst he headed for his. I had three men with me so every 20 minutes I changed the sentry. At 10:00 o'clock we got a warning that they were not far off so we all fell in. As they approached my gate, I had to shout loud enough for the others, 100 yards away, to hear me. I gave the Royal Salute and we presented arms as a Bugler from the RAR sounded off. The King spent over an hour on the Servicemen's parade and we presented arms as he left.

It was on this parade that the announcement was made that His Majesty had conferred the high honour of "Royal" on the Rhodesia Regiment. It is certainly an honour and I take it more so as there were only 8 of us on duty when the announcement was made.

After the Royal Family had left we waited for about 10 minutes then marched the guard off and dismissed them. We headed straight for the canteen where we stayed till nearly 12:30. About this time I remembered Swen was coming in and would now be at the flat. I had left the key out for her before I went in the morning so I dashed home and found that Peter had come along to see me, had found them there and was having a good chat. Anyway Swen and Falconer left for the garden party at 1:30 so I remained in uniform, took of my bayonet and went to the garden party myself, in my uniform, with Tony in similar dress.

We stood for two and a half hours in one spot to see them pass in the course of about two minutes. Then we had a cup of tea and a dry biscuit, at the expense of the Municipality and went and waited for about another half hour to see them depart. It was called "A Civic Garden Party". It amounted to a wild scramble to gawk at four people as if they were animals in the zoo. I got four lovely shots here and felt quite happy.

In the evening we went along to the race course to see the firework display. Very

short, only about 40 minutes but very nice. There were thousands of cars there and the petrol used in that one night must have been terrific. Home fairly early to do a bit of polishing for the farewell at the Station the following day.

I was up early and had breakfast over by 7:15. A final polish to my boots and brass and off I went. We fell in, sized off, and were inspected. Here again the Major complimented me on my turnout. A very nice feeling. We had to wait quite a while and eventually set off. As we fell in in front of the House of Parliament, it was quite a march down to the Station, but with the RAR band to lead us it was a pleasure. On the way down, crowds lined the street and showed their approval as we went past.

We fell in on the platform with the band on our right and waited for about three quarters of an hour. The pilot train was there and left sharp at 9:30 half an hour before the Royal Family.

At about 10 to 10 the Royal Family arrived and we presented arms as the band played “the King”. We ordered arms and stood at ease as the farewells were said. We were expecting the King to inspect us but he did not do so. (The BBC from Daventry said he inspected us but that is incorrect).

They got aboard and we sloped arms. The crowd then sang “For they are Jolly Good Fellows”. As they got to the end the train started to move off. We had to present arms and it was extremely difficult to hear the orders above the noise of the crowd. By giving his orders in between the cheers our CO was able to carry it off well. This is what it sounded like. The crowd “... cheers for them “Hip Hip Hooray” – Our CO, “Royal Guard of Honour” – the crowd “Hip Hip Hooray” – our CO “Royal salute, present” – the crowd “Hip Hip Hooray” – our CO “arms”. We presented just as the train drew up in front of the Guard, perfectly timed. We saw them at the window as they went past, very sweet indeed.

After the train had gone we sloped arms, formed threes and marched up Second Street to the House of Parliament. We saluted the Commander of Military Forces in Rhodesia, Colonel Garlake, and then halted. He then came up and thanked us for the very fine performances that we had given. He was really a proud man.

After also being thanked by the Colonel of the Regiment, Colonel Wells, we were reminded of the dance on Saturday night. We were then dismissed and were each given a special copy of the King’s speech to Parliament.

Tony and I headed for Meikles to quench an unbelievable thirst, but, on arrival, were informed that all bars in town were out of beer. Well, I had two at home so we went there and finished them off. I got to work at 11:30 that day, a very tired person.

Many of the chaps that had poked fun at us earlier on now complimented me on the turnout and bearing. One said that he had been standing near some elderly person who said he had seen a lot of Guards Regiments on parade and expressed the opinion, that we equalled them for everything. It was really encouraging to hear.

Last night finished off a very successful week. We had a dance in the Drill Hall, given in our honour by the Battalion. At the most there were 150 couples and that left just enough room to dance decently. Tony had fixed me up with a very nice partner and we kept going till 12:30. It was a very good show indeed and was quite a treat to see all the old faces in decent clothes for a change. My partner was very keen on a bit of jitter bug so I tried a myself much to the amusement of the rest of the crowd.

When it was all over, we went down to “Shorty’s” and had coffee and rolls then took the girls home. I got in to bed a tired man at 1:45 this morning. Tea (or maybe it was coffee) came at 7:15 so I drank it and slept on till 8:45. By then the house was finished



so as soon as I had gone off to the baths at 10:00, Ben was off for the rest of the day.

I have been at this since two this afternoon so have at least got up to date with you. I am terribly sorry that I have neglected you so much but it has honestly been a very hectic week. On the whole I am glad they have gone but also sorry as I would have liked to have seen more of them. My greatest regret is that I never spoke to any of them.

I must close now. I will write to you again shortly.

All my love,
Your loving son

Thomas.

PS: Keep this letter for reading in years to come.
Thomas

Acknowledgements

Thank you to Bob Challis for some of the photographs reproduced in this article and for copies of the letters from Thomas Mitchell to his mother and to Felicity Naidoo for her usual sterling typing of the many drafts.

Motoring in Southern and Northern Rhodesia 1927

By R. D. Taylor



In June 1927 the Automobile Association of Rhodesia issued the second edition of what it called a practical guide to those who wished to visit Southern Rhodesia (Zimbabwe, then a Colony having Responsible Government) or Northern Rhodesia (Zambia, then a Crown Colony) by motor car. At that time the Association served both territories. The date is significant as it was in 1927 that the Governments of South Africa and Southern Rhodesia announced the construction of a road and rail bridge over the Limpopo River. The Beit Trustees agreed to bear the cost of constructing the bridge. This amounted to £128 246,00. It became known as Beit Bridge which in turn gave its name to the border town of today. The guide pre-dates the opening of the bridge. Already in place was a Customs Union between South Africa and Southern and Northern Rhodesia (hence the vast majority of articles were admitted free from one territory into the other).

Once the bridge was opened on 31 August 1929 an increasing number of persons chose to travel to and from South Africa by road instead of the hitherto only other mode of transport which was by train.

In the following extracts from the Guide all grammar, punctuation, place names, units of distance and currency remain unchanged from the original publication.

It is my hope that readers of *Heritage*, as they travel on our modern but undermaintained toll roads, will enjoy reflecting on motoring conditions in the mid-1920's.

At the main headquarters in Salisbury (Harare) the Secretary of the Automobile Association in 1927 was Colonel A. J. Tomlinson (the police officer after whom the Depot was named) with Mr. W. A. Carnegie Branch Secretary in Bulawayo and Mr. P. May Branch Secretary in Livingstone.

In addition the Association had Local Consuls in eighteen towns spread across Southern Rhodesia and four in Northern Rhodesia. The edited transcript of the guide follows:-



Motor Laws in Southern and Northern Rhodesia

There is no general motor law at present in force in either Colony, the only regulations being those enacted by the various Municipalities, who issue Car and Driving Licences to motorists residing in, or visiting, their respective towns.

Licences consequently vary, car licences costing about £4 per annum and driving licences from 5/- to 10/-. In Southern Rhodesia there is also a vehicle tax of £2 per annum for cars and 10/- for motor cycles, which, however, is only paid by the country owner who does not pay the Municipal licence – no person paying both.

The Automobile Association of Rhodesia has been pressing, for some time, for the passing of a Motor Act for the whole of Southern Rhodesia, and the Government are introducing a Bill this year (1927).

Most of the towns have speed limits (Bulawayo 20 miles per hour, Gwelo, Umtali and Salisbury 15 miles per hour). The rules of the road, signals, etcetera, are as in the Union and England.

Motoring Conditions

Outside the immediate vicinity of the towns the roads are gravelled, or are only plain earth, so that they are, of course, very much inferior to those in Europe. The Governments of both Colonies have hitherto been compelled, through lack of funds, to confine their efforts at roadmaking to enable Farmers and Miners to reach their markets: in consequence, up to a year or two ago, very little had been done to construct main routes such as are of use to the Traveller or Tourist with a car.

Road and bridge making is, however, now being pushed forward very rapidly in both Colonies, and conditions are improving every year, and when one has got used to the conditions and no attempt is made to do more than an average of 18 or 20 miles per hour, it is wonderful what a small part of the country is inaccessible to the motorist in the dry season.

During this period (about April to November or December) rain is almost unknown, perhaps a total of three or four rainy days occurring in six or seven months, and motoring is possible over practically the whole of the settled "High Veld" of both Southern and Northern Rhodesia. Under these conditions a motor journey on the veld is a most enjoyable experience, particularly if it is decided to camp out instead of putting up at what must be admitted are in some instances very inferior country hotels. The only drawback to camping out is that bedding, kitchen utensils, etcetera, take up a lot of room in a car, but that can generally be overcome with a little ingenuity.

In May, June and July it can be very cold, with frost at night, so warm coats are a necessity for driving and sleeping.

Hitherto nearly all rivers have been crossed by the obsolete South African "Drift" (i.e. ford), so that during January, February and March many otherwise motorable roads have been useless to motor traffic owing to the rivers being in flood. A commencement has been made in Southern Rhodesia with the construction of road bridges, many steel and reinforced concrete bridges having been completed in 1925 and 1926, and a further programme of construction is contemplated during 1927.

In Northern Rhodesia there are already a good many rough bridges of local timber that have been specially built for motor traffic.

Speaking generally, the roads in Northern Rhodesia, though nearly all mere earth tracks, are rather better than those in Southern Rhodesia, principally owing to the absence of the ox wagon in many localities, lesser mileage and traffic, more recent construction, and better supervision after construction.

Petrol and Oil of good quality are obtainable at all towns and villages and at many country stores. For long journeys enquiries should be made beforehand; it may occasionally happen that an extra tin or case of petrol has to be carried in the car. The cost of petrol varies very much according to the distance it has had to be carried and the method of transport. It is at present 3/9 per gallon (30/- per case) in the towns and as much as 7/- per gallon in very remote districts such as Abercorn, in Northern Rhodesia.

All the commoner makes and sizes of British and American tyres are on sale.

Type of Car Suitable

Nearly all the standard types of British and American cars of the lighter class will be found suitable for tourists, as it is presumed visitors will not pick out the worst and most neglected roads to travel over. The following remarks may, however, be found of interest:-

The two most important points in a car intended for use in Rhodesia outside the towns are a high clearance and light weight. Heavy cars are at a disadvantage when sand, mud, rocks or steep drifts are encountered, as they cannot be pushed out, as a light car may, with the help of a few willing local residents. They are also heavier consumers of petrol, which is expensive, and cost a good deal more in tyres, which are also a serious item of expense.

The springs and back axles should be very strong, the track the normal one of 56 inches and the magneto, carburettor, air intake, etcetera, etcetera, should be high so as to allow for crossing rivers.

The gear ratios should not be too high, particularly first, as plenty of power is required to pull out of mud or sand or the steep banks of drifts. As it is very seldom that a speed of 35 or 40 miles per hour can be indulged in, and that only for short stretches, a high second or third gear is also necessary; it is probable that four-speed gears would prove unsuitable, unless the top gear was made lower than is usual for European countries.

The roads being rough, shock absorbers or snubbers are indicated, though hitherto only a small proportion of car owners in Rhodesia actually use them; they have the additional advantage of enabling one to add three or four miles to one's average speed. The cooling system should be efficient, suitable for a sub-tropical climate.

There still seems a decided tendency to prefer magneto to battery ignition, owing to the danger of the car being stranded a long distance from assistance through the battery running down.

Petrol tank capacity should be large – sufficient to drive the car 250 miles at least – owing to the long distances between towns and garages. One with a capacity of 300 miles would often save the inconvenience of carrying an extra tin in the car, and a reserve chamber of a gallon or so would be a great boon.

With the extreme dryness of the winter and humidity of the four or five summer months, wood wheels are apt to dry out and crack, and require re-tightening, while disc wheels oppose rather a large surface to the current when crossing rivers.

Motor cycles are much used in the remoter parts of Northern Rhodesia owing to the communications in many places being merely improved bush tracks, and to the



high cost of petrol. They are also, of course, largely used in the towns throughout both Colonies. The type suitable may be gauged from the foregoing remarks on motor cars.

The rule of the road being as in England, cars should have right hand drive.

How to Reach Southern and Northern Rhodesia by Road

There is really only one practicable motor route from the Union of South Africa to Southern Rhodesia – that via Messina in the Northern Transvaal, which is connected directly up with Pretoria and Johannesburg. At Messina the road divides and continues north in two directions, one N.N.W. via Liebig's Drift over the Limpopo (Crocodile) River to Gwanda and Bulawayo, and the other N.N.E. via Main Drift on the Limpopo to Fort Victoria and Salisbury. (Fort Victoria must not be confused with the Victoria Falls). These two drifts on the Limpopo are both a few miles north of Messina, and 13 miles apart; donkey teams have to be hired to assist to pull at the Main Drift, the donkeys usually being kept at the drift ready for hiring. Enquiries as to this point should be made before leaving Messina.

The Roads Department have, however, recently constructed a "made" drift at Liebig's Drift, where cars can cross under their own power.

A new road is under construction from a point just beyond Liebig's Drift to Nuanetsi for those motorists who wish to proceed to Fort Victoria by this route, so that the old route to Fort Victoria via Main Drift may be considered obsolete.

Low level bridges are being constructed on the new road, at the Nuanetsi, Lundi, and Tokwe Rivers, and a causeway at the Bubi River.

Messina to Bulawayo is 220 miles, to Fort Victoria via Liebig's Drift 186 miles and to Salisbury 386 miles.

An arrangement has been completed between the Union and Southern Rhodesian Governments for the construction of a road and rail bridge over the Limpopo River, near Liebig's Drift, which will then serve for motor traffic for both the Bulawayo and Fort Victoria roads. It has been recently announced that the Beit Trustees have agreed to bear the cost of constructing this bridge, but it will probably be eighteen months or two years before this essential link between the two territories is completed.

Up to a year ago both these main roads into Southern Rhodesia were in a very bad state, but our Government has now permanent road gangs employed on their upkeep. The only large river on the Messina-Bulawayo road – the Umzingwane River at West Nicholson – has a concrete drift.

There is another road into Southern Rhodesia from the south, a good deal further west than the Messina road. This road runs through the Bechuanaland Protectorate via Palapye Road, Francistown and Plumtree to Bulawayo, following roughly the railway from Mafeking. It is a rough, sandy and little used road, and need not be considered further.

Victoria Falls and Livingstone (the Capital of Northern Rhodesia, about 5 miles further north), have hitherto been inaccessible to motorists from Bulawayo and the rest of South Africa. The Southern Rhodesian Government, however, has now completed the construction of a road to the Falls via Lonely Mine and Wankie. At present it is only fit for use during the dry season, but we may shortly hope for a really permanent motor route to what is the most wonderful sight in South Africa.

Motorists visiting the Victoria Falls are warned that it is essential to reserve accommodation at the Victoria Falls Hotel beforehand, otherwise they are almost certain to be disappointed. This particularly applies to the tourist season (March to September) and will probably persist until the large extensions now under construction are completed.

There is at present no road from the Port of Beira (in Portuguese East Africa) into either Southern or Northern Rhodesia or Nyasaland. There is a motor road from Umtali (in Southern Rhodesia, close to the Portuguese border) which runs for about 100 miles south-eastward to Gondola, but beyond that the country is very flat and subject to floods in the wet season. However, great extensions of the roads in Portuguese East Africa are promised in the near future.

In Northern Rhodesia road making has progressed very rapidly in the last two years, and cars can now travel in the dry season from Livingstone to the Belgian Congo, where there are many miles of excellent roads. One of these runs for several hundred miles westwards into Angola and taps the rapidly advancing head of the Lobito Railway.

From Kashitu (on the railway north of Broken Hill) there is another road some 470 miles long to Abercorn in the extreme north-east of Northern Rhodesia that connects up with the road system of Tanganyika and Kenya. A fair number of cars traversed this route during 1926, one or two going right through from Cape Town to Kenya, and this might almost be considered an ordinary tourist route but for the lack of accommodation and refilling stations on long stretches of the road, and for the necessity of having the car railed over the Victoria Falls and Kafue River bridges.

Signposts

The A.A.R. has been erecting signposts in Southern Rhodesia for the last four years as fast as funds would allow, and the Government now subsidise this work. While motorists will find most of the more important branch roads signposted, there is still a great deal of work to be done in this connection. In Northern Rhodesia it is hoped to erect a large number of posts this year, as new roads are being constructed.

Immigration Laws, Southern Rhodesia

Motor tourists will find that they will have to undergo the minimum of trouble when passing the Immigration Officers. The regulations are framed with a view to preventing the entry of criminals, persons of undesirable character or suffering from infectious disease, or those who are likely to become a charge on the State.

Motorists from the Union proceeding to Bulawayo and Fort Victoria will find the Immigration Officer at the Police Camp at Liebig's Drift, which is on the road and about $\frac{3}{4}$ miles north of the Drift. If the road via Main Drift to Fort Victoria is taken the motorist will find the Immigration Officer at the Nuanetsi Police Camp.

Northern Rhodesia Immigration Laws

These are very similar to those of Southern Rhodesia. There does not appear to be any arrangement at present for the interviewing of travellers by road, but motorists need not trouble much about the formalities that may be introduced, as they are not directed against tourists.

Southern Rhodesia Customs Duties, Permits to Import Arms, &c for Motorists from the Union



All tourists entering this Colony by road from the Union should report their arrival:-
 via Francistown, to the Customs officer at Plumtree;
 via Liebig's Drift, to the Police Officer at Liebig's Drift;
 via Main Drift, to the Assistant Native Commissioner or Police Officer at Nuanetsi;

And must declare all goods in their possession. Permits for firearms may be applied for at these stations.

Messina to Bulawayo

(This is the route for Rhodes' Grave and the Victoria Falls)

This road is now in fair motorable condition in the dry season; road parties are continually at work repairing it. From Messina to West Nicholson it traverses hot, low-lying country, and water is scarce in the dry season. There is no accommodation for travellers, except at Messina, Gwanda, Balla Balla and Essexvale.

Cars should be able to cross Liebig's Drift in the dry season under their own power, as the drift is "made" now. If the drift is too deep, or the river in flood, cars must cross at Main Drift on the Victoria road, using the pontoon there, and then turn North West to rejoin this road near Liebig's Drift.

Miles from Bulawayo	BULAWAYO	Miles from Messina
0.0	Bulawayo Post Office	219.5
	27.4m.	
27.4	Essexvale (Hotel, Stores, Petrol, Police, Railways, Station, Post and Telegraph)	192.1
	14,7m.	
42.1	Balla Balla (Hotel, Store, Petrol, Railway Station, Post and Telegraph)	177.4
	40,6 m.	
82.7	Gwanda Hotel, Stores, Petrol, Magistrate, Police, etcetera, Railway Station, Post and Telegraph)	136.8
	29.3 m.	
112.0	Umzingwane River (concrete drift). Water, West Nicholson on west bank. (Railway Station, Store, Police Camp, Post and Telegraph. No Hotel)	107.5
	16.1 m.	
128.1	Mchabeze River, Heavy sand, water by digging. Nhlaba Farm (Bikker) ½ mile away on North bank, on road	91.4
	6.6 m.	
134.7	River; sand, water by digging. Tamba Farm (Lane) ½ mile away on west, on north bank.	84.8
	15.3 m.	

150.0	Msano River at Mahado Outspan. Water in pools or by digging. Sand-African village not far away on north bank	69.5
	15.9 m.	
165.9	Road goes off to right to Dip Tank and Well on east (water) ½ mile away	53.6
	7.0 m.	
172.9	Mazunga (Liebig Company's Headquarters). (Store, Telephone, Petrol)	46.6
	19.7 m.	
192.6	Mtetengwe Station on west. (Store, District Commissioner and Police Camp.) Obtain permit here for any arms you may carry	26.9
	17.9m.	
210.5	Liebig's Drift over Limpopo River. Police Camp on west ½ mile beyond Drift, where motorists should call and see Immigration Officer	9.0
	9m.	
219.5	Messina. (Hotel, Stores, Garage)	0.0

Messina to Fort Victoria

(This is the route for the Zimbabwe Ruins).

It is hardly possible, as the road is at present, to motor the 210 miles from Messina to Victoria in a day, so motorists will have to camp out, unless they stop at Mr James's Store at Chitanga. Crossing the Limpopo River with the assistance of donkeys, causes considerable delay. Cars can now cross under their own power at Liebig's Drift when the river is low. The southern portion of this road between Nuanetsi and Main Drift is not recommended. Travellers should take the new road to Liebig's Drift, which will shorten the journey considerably. The greater part of the road is through hot, low-lying veld, and water should be carried for self and car, as there are long distances between waters. There is some fine hilly scenery as Fort Victoria is approached.

Miles from Victoria	FORT VICTORIA	Miles from Messina
0.0	Fort Victoria. (Hotel, Garage, Store, Railway, etc.)	209.7
	4.6m.	
4.6	Road from Zimbabwe joins on right. Zimbabwe is 12.4m. away over a very good road. (Hotel)	205.1
	21.5m.	
26.1	Tokwe River. Gravel bottom; water. A low level bridge is being constructed over this river. There is a store (Birney) on the road, on the north bank	183.6
	29.0m.	
55.1	Mseba Store 1/3m. To east of road	154.6
	7.4m.	

Motoring in Southern and Northern Rhodesia 1927



62.5	Madzibere River. Pools good water. Rock bottom. 5.3m.	147.2
67.8	Lundi River. Hard rock. A low level bridge is being constructed over this river. Water. 7.6m.	141.9
75.4	Chitanga Store (James). Meals and beds provided 25.5m.	134.3
100.9	Tshinyu Spruit (dry). Borehole well on west of road. 5.6m. (about)	108.8
106.5	Nuanetsi River. A low level bridge is being constructed District Commissioner's Camp and Police. (At this point a new road is being constructed to Liebig's Drift, where motorists can cross with motors under their own power). 7.2m.	103.2
113.7	Nuanetsi River. Dry sand, water in pools. B.S.A. Company's Headquarters and Store on south bank. 30.1m.	96.0
143.8	Bubye River. Dry gravel, no water. (A concrete causeway is to be made where this river is crossed by the new road.) B.S.A. Company's homestead ½ m further on, on east of road.. 59.7m.	65.9 ...
203.5	Main Drift on Limpopo River. Donkeys can be hired for towing purposes.	6.2
209.7	MESSINA. (Hotel, Stores, Garage)	

Bulawayo – Victoria Falls Route

The route is being improved year by year. The motorist must not expect the track to be in as good condition as the first 50 miles of road to the Lonely Mine.

Just at this time the route is being straightened out in many places so that it is not possible to give a very detailed description of it.

A rifle might be taken if the motorist intends to camp out, as carnivores may be about on some parts of the route.

Below is given a few of the rivers, etc., on the route.

Miles.		Miles
0	BULAWAYO	373
50	Lonely Mine (Rest Huts)	323
91	Bubi River	282
122	Bubi River	251

138	Gwaai River (Rest Huts)	235
190	Gwaai River (Good drift, natural wall of rocks across. Rest Huts).	183
199	Spruit (Last water before Wankie)	174
213	Dett Siding (Railway on left. Petrol. Beautiful hilly country now passed through)	160
253	Wankie (Petrol. Hotel).	120
278	Rest Huts	15
365	Cross Railway	8
373	Victoria Falls (last 8 miles sandy)	0

Things Wanted on a Long Motor Trip

If proceeding on a long motor journey the following list should be found fairly exhaustive; a selection may be made to suit type of car, individual taste and nature and length of journey. It is seldom that everything mentioned here will be required.

General

1. A friend to take turn about at driving and/or a good strong worker for opening gates, repairing punctures, etc.
2. Car licence, driving licence, two number plates, switch key and tool box key. Pennies for gates.
3. Car badge and membership card of your Club, maps and route pamphlets of country to be traversed, handbook of your car, pencils and rubber, this handbook.
4. Passport, permits for any arms and ammunition, liquor, etc. Game licence.
5. Food, liquor, cigarettes, pipe and tobacco, matches, and tin opener, corkscrew and crown cork opener (in one).
6. Utensils – plates, cups, knives, forks, spoons, kettle, frying pan, saucepan, gridiron, tumblers, sparklet bottles, water bag, Thermos flask.
7. Luggage carriers or boxes on running board to take kit, etc.
8. Soap, towels, brushes, razor, mirror, toothpaste, quinine.
9. Rifle and/or shotgun and ammunition, camera and films, fishing rod.
10. Blankets, pillow, sheets, mosquito net, tarpaulin or tent, bed, spare clothes. Warm coat for self and worker, dust coat. Driving gloves and glasses.
11. A small 1 gallon tin of petrol permanently carried in car as reserve; this is in addition to any extra supply carried for the actual journey.

Tools, Spares, Etc.

12. All tools in tool box. Spare switch and tool box keys (do not keep in tool box). Large apron or suit or overalls.
13. Hand axe, spade, chains, reims, rope.
14. Starting handle, spotlight, side curtains and irons.
15. Jack and handle, pump, tyre levers, repair outfit, tyre gauge, chalk, tyre putty, couple of tyre gaiters.
16. Hydrometer, small bottle distilled water, oil cans, set of “feelers” for tappets, magneto and spark plugs.
17. Two gallon tin water, tin of oil, tin of grease, tin of car polish.



18. Funnel, chamois leather, petrol tank dip-stick, cleanser for hands.
19. Spare wheel, tyre and tube, extra inner tube, wheel puller.
20. Electric torch (if no spotlight).
21. Spares as follows: - 6 valves, 2 spark plugs, 2 fuses, 2 lamp globes, 1 dashboard globe, fan belt, split pins, spring washers, bolts and nuts (assorted), copper wire, insulated tape, small length rubber tubing, jeweller's file or fine glass paper for platinum points. If car has battery ignition. Dry cell.

To Be Seen to Before Starting on Journey

Have engine decarbonised, fill with clean oil, and put clean lubricant into gear box and differential. Test compression of each cylinder, and gap in platinum points, tappets and spark plugs. Adjust brakes and inspect linings. See that clutch will hold even on steepest hills or drifts. Test front wheel alignment (front of wheels should "tow in" $\frac{1}{4}$ or $\frac{3}{8}$ inch). Test and refill battery. Fill all grease cups and grease all springs. Pump all five tyres to correct pressure. Fill all oil cans, petrol tank, radiator and water bags.

List Of Supplies

Sandwiches, bread, biscuits, butter, cold meat, eggs, tinned meat, fish, etc, flour, baking powder, oatmeal, pea flour or soup squares, tea, coffee, cocoa, milk sugar, salt, pepper, mustard, jam, potatoes, onions, peas, dried fruit, fresh fruit, rice, biltong, bacon, cheese, etc., etc. Lime juice, etc. Sparklet bulbs. Whisky.

Practical Hints for Those Motoring in Southern Africa

On long journeys it is a great mistake to try and do too great a mileage per diem, particularly if you have no one to relieve you at the wheel. It depends, of course, on the state of the road and the type of car driven, but an average of 150 miles per day will generally be found as much as can be done with comfort, and 120 or 130 will be found better.

Spotlight – A spotlight is almost a necessity for night travelling. It should be of the removable type with 10 or 12 feet of flex, so that it may be used when removing tyres, filling up with petrol and when camping at night. It is invaluable for finding branch roads, for examining signposts and against wild animals, or for use as a headlight if the proper lights fail through breakage or a blown out fuse. It should therefore be connected direct to the battery lead. If a mirror is combined with it, so much the better.

Drifts – Invariably change down to bottom gear before crossing drifts on unknown roads. The approaches are often so steep that bottom gear is required, and the bed of the stream may be so rough that slow speed on that gear is in any case necessary. Always change down early, before descending the drift.

Leaving Road - If this ever has to be done for the purpose of camping, etc., it is safer to make someone walk ahead to look out for holes, stumps, sharp stakes, etc. Leaving the road in thorn country is asking for punctures.

Gate - Motorists from the Union will find that there are very many less gates in Rhodesia than in the Union. Always close all gates – even if found open – so long as they are closable at all. Courtesy, and consideration for the farmer cost nothing, and here the lack of them may cost you 5 pounds in fine.

Water - Between June and December never depend on finding water in any river or “spruit” unless you have positive information or the character of the country tells you that water is a certainty. The lower the country, the drier the rivers.

“Riding the Clutch” - Keeping the foot on the clutch continually is condemned as a practice, but when motoring off the main roads it is almost essential to do so; one never knows when it will be necessary to suddenly pull up the car to avoid a “bump”, or pothole, or other obstacle. For this reason also too high a speed is to be deprecated, and the driver must never let his eye wander off the surface of the road ahead, and brakes should be in good order. The motorist who knows a road may travel with safety 5 miles per hour faster than a stranger could do.

It is a wise rule also always to follow the spoor of those motorists who have used the road previously – they probably know it well and have not made deviations to the right or left without good reason.

Stuck - It is useless to accelerate when stuck in mud or sand, as this only makes the wheels dig themselves in deeper and also ruins the tyres. Slow down the engine, or slow down the wheels with the hand brake, until they tend to grip. Keep the front wheels straight and, if possible, in the track of some previous car, or try to keep the wheels on one side on hard ground.

Long grass, sacking, small branches, blankets, boards, wire netting, etc., etc., laid on sand will enable the wheels to grip, and rope round the wheels may prove better than chains. Another device is to deflate the tyres considerably so as to increase the bearing surface, for short distances this will not damage the tyres seriously, as long as it is not repeated too often, but it is, of course, a very laborious method, as the tyres have to be pumped up again.

Small patches of sand or mud may often be negotiated by “charging” them, but beware of doing this at too high a speed in a small car, should any part of the steering give way an upset is probably owing to the high centre of gravity and short wheel base.

Flooded Rivers – This risk is not covered by the ordinary insurance policy.

Every wet season presents its toll of accidents caused through carelessness or ignorance in crossing rivers.

Never attempt crossing unknown rivers in flood without wading in or otherwise ascertaining the depth and strength of current over the whole drift, whether there are rocks or deep holes, etcetera. You will get wet doing so, but you will get wet and drowned in addition if you habitually disregard this precaution, and it is useless, and means the probable loss of the car, through being stranded in the stream, to attempt to cross if the magneto, carburettor, etcetera will be under water.

Disconnect the fan – it will throw water all over the plugs, magneto, etcetera. Plug up breather pipe, etcetera, and cover magneto or coil with waterproof material or cloth of some sort. Put hood down so that you will not be trapped in case of accident, and tie doors open if the current is swift. Go dead slow in bottom gear so as to raise as little splash as possible.

If the drift is an unmade one, be careful you do not unconsciously go down stream and so get into deep water. On the other hand, with a made up or concrete drift the shallowest part will be found on the lower side, close up again the stones or edge of the weir.

Carry enough oil to refill the engine in case you get water into it, in which case the old oil must be thoroughly drained off first.



Don't forget to connect up fan again, open breather pipe, etcetera.

Grass Fires or "Veld Fires". – These are most serious matters. The penalty for leaving a fire in the open without thoroughly extinguishing it, or for setting the grass on fire, either accidentally or wilfully, is a heavy one in all South African Colonies. One careless moment – throwing down a lighted match – may cause hundreds of pounds damage to the farmer and starvation to his stock.

If amid long dry grass, or if there is a high wind, do not light a fire at all. If one is necessary under these conditions, make it:-

- (a) to windward of the road or stream, so that if it spreads these may perhaps stop it;
- (b) to leeward of your car – there is no need to include it in the general conflagration;
- and
- (c) in the centre of the roadway, or on a rock outcrop, or in a dry stream bed, etcetera.

If it has to be made in grass, first clear a large space with a shovel, axe, hoe, boots, etcetera, or burn a small patch of grass for the fire, first having green branches, ready cut beforehand, to beat it out as it spreads – you won't have time to cut them if it does!

As one has thoroughly to extinguish all fires, don't make great bonfires when camping, unless you have plenty of water handy. The ashes may be smothered by sand or earth, but all smouldering logs will require dipping in water or water poured on them, otherwise they will smoulder back and set the grass on fire several days later.

Fires are very much less likely to spread by night than by day. If caught by a grass fire the only thing to do is to "counter-fire" – to set the grass alight where you are, keeping on the windward side of it, and as it burns away follow it up on to the burnt portion until you have a protective strip of burnt veld all round you.

Insurance – Remember that the ordinary policy does not cover damage due to the inequalities of the road or ground (stumps, holes, stones, etcetera), nor to loss when crossing rivers. Accident to owner, drivers or passenger (expect medical expenses up to £10 10s 0d. each) is not included in the "third party" risk that forms part of the ordinary policy.

Stretcher Beds – A canvas stretcher bed, in the winter, is one of the coldest things in the world, unless as many blankets are placed beneath you as on top. A cork mattress will also serve. But the ground, if hard, is the warmest place.

Acknowledgment

Many thanks to Felicity Naidoo for her typing of this article.

A Summary of the Events Leading up to the Change-Over of our Currency from Pounds, Shillings and Pence to Dollars and Cents on Tuesday 17 February 1970.

By P. R. Cocksedge



Events Preceding the Board's Appointment.

On 19 November, 1959 a Decimal Coinage Committee, headed by Dr. A. G. Irvine, was appointed by the Governor-General of the former Federation of Rhodesia and Nyasaland with the following terms of reference:

“To report on the advantages and disadvantages of establishing the currency and money of account of the Federation of Rhodesia and Nyasaland on a decimal basis, with particular reference to savings in cost to the community, if any, and the likely costs to Government.”

“To report on the unit of account and denominations of subsidiary currency considered to be most appropriate for the Federation.”

The Committee reported in October of 1960. It advocated the adoption of a decimal currency system based on a unit of 10 shillings, divided into 100 cents, as this system provided a major unit of account sufficiently large to enable substantial domestic transactions to be effected without difficulty and a minor unit, the cent, equivalent to 1.2 pence. Adoption of the recommended system would ensure a smooth transition from the old to the new currency, for existing notes would be multiples of the major unit and silver coins would have practical equivalents.

Conversion costs were investigated, and from the records of machine companies as at 31 March, 1960, and applying South African age demarcations, the Committee calculated conversion costs for the Federation as follows:

	Pounds
1,260 Accounting machines	289,000
100 Punched-card tabulators	16,000
60 Pound, Shilling & Pence Calculating machines	2,900
6,200 Adding machines	351,200
3,200 Cash registers	308,800
3,400 Electric Petrol pumps	91,000
2,000 Price Computing scales	27,300
500 Franking machines	15,000
5 Cheque writers	250
500 Ticket Issuing machines	9,400
400 Taximeters	3,000
<hr/> 17,625	<hr/> 1,113,850



No action was taken by the Federal Government regarding the implementation of the Decimal Currency Committee's recommendations, but the matter was raised in the Southern Rhodesian Parliament in 1963, at which time the Government accepted the principle of decimalisation but drew attention to the need for the introduction of a decimal currency system to be deferred until after the break-up of the common monetary area.

In 1966, the Minister of Finance announced Government's intention to introduce a decimal currency system in Rhodesia in mid-February, 1970, the new unit of currency to be known as the Rhodesian dollar. This announcement was followed by the appointment of a Decimal Currency Preparatory Committee, whose first task was to assist in the drafting of a Decimal Currency Bill, which was presented to the Rhodesian Parliament on 11 May, 1967.

The Bill had an uneventful passage through Parliament, and by Government Notice No. 440 of 1967, the Officer Administering the Government fixed 16 June, 1967, as the date upon which the Decimal Currency Act, 1967, came into operation.

The Decimal Currency Act No. 20 of 1967 provided for the introduction of a decimal currency system; the establishment of a Decimal Currency Board; the establishment and management of a Decimalisation Fund; and for other matters incidental thereto and connected therewith.

In terms of section 6 of the Decimal Currency Act, the Minister of Finance appointed a Board known as The Decimal Currency Board, the Functions and Duties of which were to do all things necessary or expedient to achieve and facilitate the transition from the old currency system to the new currency system.

The Decimal Currency Board

Chairman	C. S. Skipper
Deputy Chairman	Sir Cornelius Greenfield, KBE, CMG
Members	H. S. Clements, R. J. Hedley, B. Pycroft A. Underwood, P. L. Wilshere

The Secretariat

Immediate steps were taken to establish a Secretariat to provide administrative assistance to the Board. A Manager Mr. P. R. Cocksedge and Secretary Mr. R. M. J. Harloe were seconded from the Ministry of Finance and in terms of section 8 of the Schedule to the Decimal Currency Act, 1967, necessary staff were recruited. Mrs. E. I. A. Caley, Mrs. J. A. Lumsden and Miss. A. M. Rouse shared the post of Typist/Receptionist and Mrs. E. C. M. Anderson, Clerical Officer, was the only other full time employee.

Every effort was made to keep the establishment to a minimum and to that end, the services of specialists on a part time basis were obtained.

Professor C. W. I. Pistorius, assisted by Mr. C. J. Voss, were appointed Cost Consultants to scrutinise and agree quotations for conversion of Pounds, shillings and pence machines to decimal operation and J. Walter Thompson Company engaged as advertising/public relations consultants to promote the change-over.

The Act provided that from and after the change-over date, the currency units of Rhodesia would be the Rhodesian dollar and the Rhodesian cent of which one hundred

shall be equal to the Rhodesian dollar.

One pound in terms of the old currency system being equal to two Rhodesian dollars in terms of the new currency system and any multiple of one pound, being equal to twice such multiple in Rhodesian dollars.

Ten shillings in terms of the old currency system being equal to one Rhodesian dollar in terms of the new currency system.

One shilling in terms of the old currency system being equal to ten Rhodesian cents in terms of the new currency system and any multiple of one shilling, being equal to ten times such multiple in Rhodesian cents.

One penny in terms of the old currency system being equal to ten-twelfths of one Rhodesian cent in terms of the new currency system and any multiple or fraction of one penny being equal to such multiple or fraction, multiplied by ten-twelfths, in Rhodesian cents.

Naming of the Decimal Currency Units

Since 1959, when Decimalisation was first discussed, various original names for the new unit of currency had been suggested. They were – Rhodes, Royal, Sable, Starr (Leander Starr Jameson). Dyke, Leaf, a Vernacular word.

A great deal of thought was given to this matter and several eminent financial authorities were consulted before it was decided to call our new decimal currency units dollars and cents.

It was agreed that the name decided upon be short, distinctive and capable of abbreviation into a recognised symbol, and it was considered undesirable to relate the name to any one personality, product or emblem of the country.

- On the grounds that the name should not be related to distinctive personalities, the terms “Rhodes”, “Royal” and “Starr” were rejected. Further, the symbol “R” for “Rhodes”, and “Royal” would tend to cause confusion with the South African “R” for “Rand” and the symbol “S” for “Starr” and “Sable” may have caused confusion with existing “shillings” during the change-over period.
- Whilst South Africa had based the name of its unit of currency on the main source of wealth of that Country, the words “Dyke and Leaf” suggested for Rhodesia, were rejected as it was considered unwise to place such emphasis on this aspect of our country. And
- It might have been found difficult, if not impossible, to have found a word in the vernacular that would have been acceptable to all Africans.

In all the circumstances it seemed that the name chosen should be one which had international recognition, and is an accepted term and symbol throughout the world. Such a name is the dollar.

Registration of Machines

Cash registers, Adding machines and Accounting machines.

In terms of Section 2 of the schedule to the Decimal Currency Act, the Board called upon owners of certain cash registers, adding machines and accounting machines to register their machines as at 31 December 1967. Registration was concerned only with machines that might reasonably be eligible for Government assistance by virtue of their assessed remaining economic life. In terms of Section 3 of the Decimal Currency Board (Registration) Notice of 1967, any person who on 31 December 1967 was the owner

A Summary of the Events Leading up to the Change-Over of our Currency from Pounds, Shillings and Pence to Dollars and Cents - 17 February 1970.



of a cash register, adding machine or accounting machine located within Rhodesia who wished to claim compensation in respect thereof was called upon to register such machine on or before 29 February 1968.

Machines purchased as new on or after the under-mentioned dates qualified for registration:-

Cash registers	1.1.51
Adding machines	1.1.53
Accounting machines	1.1.59

Machine owners were called upon to forward registration forms to principal distributors, who in turn, acknowledged receipt of the registration forms, verified particulars recorded thereon and submitted them to the Board's offices for processing.

Machines Registered with the Decimal Currency Board in terms of the Decimal Currency Board (Registration) Notice 1967, Rhodesia Government Notice No. 986 of 1967.

Cash registers	3 354
Adding machines	8 471
Accounting machines	1 488
Class 2000 T.V.P.	7
Punch card tabulators	17

Before determining machine conversion policy, investigations were made into the ages of office machines and their normal life expectancy. In determining policy, weight was given to the views of machine companies and to decisions taken in the South African, Australian and New Zealand decimalisation operations.

Machine Classification

In terms of Section 3 of the schedule to the Decimal Currency Act, No. 20 of 1967, the Board classified machines registered in terms of the Decimal Currency Board (Registration) Notice of 1967, into the following categories –

Category A

Machines converted to Decimal operation for which Government assistance was made available, being machines purchased as NEW on or after: –

Cash registers	1.1.56
Adding machines	1.1.59
Accounting machines	1.1.63
Class 2000 T .V.P.	1.1.61
Punched card tabulators	1.1.61

Other than key-driven calculators of nine or more whole number columns and machines which were unconvertible because of poor mechanical condition.

Category B

Machines in respect of which a measure of cash compensation was paid, being machines purchased as NEW between:-

Cash registers	1.1.51 and 31.12.55
Adding machines	1.1.53 and 31.12.58
Accounting machines	1.1.59 and 31.12.62
Class 2000 T.V.P.	1.1.58 and 31.12.60

Other than key-driven calculators of nine or more whole number columns.

The Minister of Finance accepted the principle of payment of the full amount for expenditure incurred in the conversion of Category A monetary machines along the lines worked out and recommended by the Decimal Currency Board and of payment of a measure of compensation in respect of the residual values of machines, to owners of Category B machines, and to owners of Category A machines which were unconvertible for technical or financial reasons.

Franking machines.

The registration of franking machines, of both the postage and revenue type was completed from particulars supplied by the Ministry of Posts and the Department of Taxes.

Price computing scales.

The registration of price computing scales was completed with the help of officials of the Department of Assize.

Price Computing Petrol-pumps.

Details of which were supplied by Oil Companies and petrol-pump distributors.

Taxi meters.

Details of which were supplied by the Licensing Authority and Taxi meter distributors.

Parking meters.

On 31 December 1967 there were 3 038 meters in service in Rhodesia.

Compensatable Machines

The level of compensation paid to owners of machines which due to age or for technical or financial reasons were classified as unconvertible to decimal operation, was determined on the basis of a residual value according to the following formula which took into account that the owner would retain the machine in question.

$$70\% \frac{\text{Assumed original cost price of machine at cut-off date.}}{\text{Normal life of machine in years.}} \times \text{Residual life of machine in years.}$$

	Cut-off date	Normal life
Cash registers	31.12.55	20 years
Adding machines	31.12.58	18 years
Accounting machines	31.12.62	12 years
Class 2000 T.V.P.	31.12.60	15 years
Punched card tabulators	31.12.60	10 years

For ageing purposes a machine was deemed to have been purchased on 1 January of the year of purchase and the residual life was the period yet to run from 1 January 1970.

Compensation payments were made on and after 17 February 1970, the Change-over day, upon receipt by the Board of a certificate to the effect that the machine was still the property of the registered owner.

Machines Registered with the Decimal Currency Board

Type of Machine	Convertible	Compensatable
Cash registers	2 363	991
Adding machines	2 786	5 685

A Summary of the Events Leading up to the Change-Over of our Currency from Pounds, Shillings and Pence to Dollars and Cents - 17 February 1970.



Accounting machines	802	686
Class 2000 T.V.P.	6	1
Punched card tabulators	17	-
Franking machines	656	23
Price computing petrol pumps	4 033	-
Price computing scales	-	1 816
Taxi meters	305	29
Ticket issuing machines	54	-
Totals:	11 022	9 231

Foreign Exchange Requirements.

To enable machine users to replace obsolete pounds, shillings and pence equipment with similar type Decimal equipment, the Secretariat scrutinised 4364 applications and made the necessary authorisations for import of replacement machines, between January 1969 and 30 June 1970.

Decimal Change-Over Date - DC Day

The Decimal Currency Board had been working towards a change-over date in February; 1970 and on 18 July 1968 the Acting Officer Administering the Government proclaimed that the currency units of Rhodesia shall from 17 February 1970 be the Rhodesian dollar and the Rhodesian cent.

Rhodesia Government Notice No. 592 of 1968.

Rhodesia Proclamation No. 26 of 1968.

The Federal Decimal Coinage Committee, in its report submitted in 1960 recommended February as being the most convenient month for banks to effect the change-over, for the volume of bank transactions was lowest at this time. South Africa, who had converted to the decimal system, also did so in mid-February.

Note and Coin Issues.

On 26 July 1968 the Acting Officer Administering the Government gave notice that the denominations of the coins to be issued from 17 February 1970 were to be twenty-five cents, twenty cents, ten cents, five cents, two and one-half cents, one cent and one-half cent.

Rhodesia Government Notice No. 593 of 1968.

and

On the 26th July 1968 the Acting Officer Administering the Government approved the issue by the Reserve Bank of Rhodesia, on and after the 17th February 1970 of bank-notes in the denominations of ten dollars, two dollars and one dollar.

Rhodesia Notice No. 977 of 1968.

The Banks were the only business organisation required to commence operations in decimal currency on D.C. Day. To enable them to do so, special arrangements were made whereby machine companies devoted the entire week-end preceding the change-over and whatever time was necessary immediately thereafter to the conversion of bank

machines before embarking upon the general conversion programme. This facet of the conversion programme was an outstanding success and credit must go to the officials of the banks whose task it was to attend to the numerous aspects connected with the currency change-over. Planning by the banks involved preparation for the clearance and posting of all documents presented prior to the closure on Friday 13 February, the conversion of balances from Pounds, Shillings and Pence to Dollars and Cents and the distribution of new notes and coins for issue on the morning of 17 February 1970.

Conversion Tables

To assist ready understanding of the new currency equivalents expressed in terms of the old currency, recommended conversion tables were prepared.

- Popular conversion table;
- Banking and accounting conversion table;
- Conversion table to nearest half-cent; and
- Comprehensive conversion table to three decimal places of a cent.

The Popular Conversion Table

Table			Effects of the Table	
Pence	Cents	Equivalent of Cent amount	Seller's gain	Buyers' gain
1	1	1.2 pence	0.2 pence	—
2	2	2.4 pence	0.4 pence	—
3	2 ½	3.0 pence	—	—
4	3	3.6 pence	—	0.4 pence
5	4	4.8 pence	—	0.2 pence
6	5	6.0 pence	—	—
7	6	7.2 pence	0.2 pence	—
8	7	8.4 pence	0.4 pence	—
9	7 ½	9.0 pence	—	—
10	8	9.6 pence	—	0.4 pence
11	9	10.8 pence	—	0.2 pence
12	10	12.0 pence	—	—
78	65	78.0 pence	1.2 pence	1.2 pence

Publicity

One of the Board's important functions was that of devising and administering a publicity programme to ensure that the transition from Pounds, Shillings and Pence to Dollars and Cents was effected with the minimum amount of dislocation to the community. There was issued and screened:-

- A Householders broadsheet mailed to every householder containing information on the decimal notes and coins, conversion tables, notation in decimal currency, in fact everything the house-holder needed to know about the change-over.
- A Business mans' booklet mailed to every business in the country covering information set out in the householders broadsheet together with information on machine conversion, staff training, forms and stationery etc.

A Summary of the Events Leading up to the Change-Over of our Currency from Pounds, Shillings and Pence to Dollars and Cents - 17 February 1970.



- Posters. Posters in full colour depicting Rhodesia's decimal notes and coins were distributed throughout the country for display at all points where, money changes hands.
- Films. The Government Film Unit produced three short films which were screened throughout the country by mobile film units of the Department of Internal Affairs. Copies of which were made available to employers of labour as an educational aid.
- "Decimal Dan" A jingle conveying the conversion from pence to cents was played over radio and television and a cartoon strip published in the National newspapers.



Decimal Dan - Copy Right Reserved

- Lecture kits. The Board prepared a series of lectures which were made available to business houses, commercial bodies and associations as an aid to staff training.
- General broadsheet. An eight page broadsheet entitled "What Decimal Currency means to you" printed in English, Shona and Ndebele languages was widely distributed throughout the urban and country areas.
- Radio and Television. Broadcasts over Radio and Television services commenced in September 1969 and continued into February 1970.
- Conversion tables. These tables were widely distributed and were given prominence in trade and business journals. Many commercial undertakings produced "gimmicks" and gadgets based upon the tables, as part of their advertising activities.

The Board was satisfied that everyone had been given the opportunity of reading or seeing material produced and distributed by the Board.

The Decimal Currency Board entered into contracts with suppliers of machines for the conversion of some 6000 cash registers, adding machines and accounting machines whereby the supplier undertook within a period of 18 months from 17th February 1970 –

- To convert all monetary machines which were deemed by the Board to be eligible for conversion from Pounds, Shillings and Pence to decimal operation and which had been properly registered with the Board;
- To provide the owner of every convertible machine with a suitable loan machine;
- To provide all transportation in respect of convertible machines and loan machines;
- To provide the owners of convertible machines with adequate instruction in the

use of loan machines and converted machines; and

- To guarantee the conversion work performed on each converted machine for a period of three calendar months from the date that each machine is returned to its owner and undertake at its own expense to replace any parts or repair any defects which may occur in or as a result of the conversion work during the said period of three months.

To ensure as far as possible, that an owner with more than one make of machine at the same location would have his machines converted at approximately the same time, the Decimal Currency Board and Machine companies agreed upon a Zoning programme to provide a co-ordinated approach to conversion and thus minimise inconvenience to owners.

Machine companies were required to programme conversion of machines in accordance with a given Table and Map reflecting sixteen conversion zones covering the whole country.

Conversion to commence in Salisbury, Bulawayo, Gwelo and Umtali simultaneously.

Salisbury	Bulawayo	Gwelo	Umtali
(1) Business centre;	(1) Business centre;	(1) Business centre	(1) Business centre;
(2) Industrial sites;	(2) Industrial sites;	(2) Industrial sites	(2) Industrial sites;
(3) Peri-urban area 10 mile radius of the Post Office, Salisbury	(3) Peri-urban area within a 10 mile Radius of the Post Office, Bulawayo	(3) Peri-urban area;	(3) Peri-urban area;
(4) Zones A,B,C,D,E,F.	(4) Zones N,O,P.	(4) zones M,L,K,J.	(4) Zones G,H,I.

The Board's Zone Conversion programme came into operation in February 1970 and by June 1970, 5 400 of the 6 630 registered Office machines which qualified for conversion to decimal operation at Government expense had been converted. Machine companies then estimated that their individual tasks would be completed towards the end of September 1970. Almost 12 months ahead of the period allowed.

The Board paid the highest tribute to the excellent work of all who were closely involved with the planning and execution of the adding machine, cash register and accounting machine conversion exercise.

Parking meters. No mechanical adjustment to parking meters was necessary as the cupro-nickel coins issued on 17 February 1970 were the same size, weight and shape as those on issue prior to the change-over.

Price-computing scales. As a result of the decision to proceed with metrication, it was decided by Government that the conversion of price-computing scales to decimal currency be delayed until such time as this could take place simultaneously with the change-over to metric measurement. Scale owners were advised of the compensation payments in respect of conversion to decimal currency which were to be made upon completion of a certificate by a recognised scale-conversion company

A Summary of the Events Leading up to the Change-Over of our Currency from Pounds, Shillings and Pence to Dollars and Cents - 17 February 1970.



to the effect that the scale in question had been converted to both decimal currency and metric units of weight.

Price-computing petrol-pumps. The wish of Government that the conversion of price-computing petrol-pumps to decimal currency should coincide with conversion to metric measurement found favour with the oil companies concerned and as a result the conversion of petrol-pumps to dollars and cents was held up whilst steps were being taken to obtain the conversion kits required for metrication. Conversion was soon under way and by 30 June 1970, 237 units had been converted.

Franking-machines. By arrangement with the Ministry of Posts, an early start was made on the conversion of franking-machines and by the change-over day the task was almost completed.

Taximeters. By 30 June 1970 all but 30 of the Taximeters in operation had been converted to operation in Dollars and Cents.

Agreed conversion costs were paid by the Board direct to Machine companies concerned, on receipt by the Board of evidence of the fact of conversion.

Costs and Accounts

	1967	1968	1969	1970	Total
	\$	\$	\$	\$	\$
	(June-Dec)		(Jan.-June)		
Salaries and administrative expenses	6 296	14 712	15 288	7 659	43 955
Members'/Advisers' fees and allowances	2 586	15 184	4 406	2 520	24 696
Publicity	408	4 408	46 686	18 366	69 868
Machine conversion	—	—	16 896	768 075	784 971
Machine compensation	—	—	—	869 688	869 688
General	3 220	14 486	9 448	13 622	40 776
TOTALS:	12 510	48 790	92 724	1 679 930	1 833 954

Acknowledgements

In the final report of its activities, the Board recorded its appreciation of the co-operation and help it received from Government ministries and departments; in particular, the Treasury, the Ministry of Posts, the Department of Printing and Stationery, the Department of Internal Services and the Treasury Computer Bureau. The Board's thanks were also recorded to the National and Financial press and the Radio and Television authorities for their co-operation in dissemination of the Board's publicity and to the Commercial Banks and Building Societies for their help in distributing the Board's Educational literature. Finally the Board recorded its thanks and appreciation to Mr. E. G. Kemp, Deputy Secretary, Ministry of Finance, Republic of South Africa, one-time Secretary to the South African Decimalisation Board, for his continual help

and interest in the Board's project and its thanks and appreciation to its Manager, Mr. P. R. Cocksedge and its Secretary Mr. R. M. J. Harloe for their close attention to their work and the very efficient way in which they carried it out.

Disposal of Board's Records

The records of the Decimal Currency Board were transferred to the Treasury as they would be required by officials of the Ministry of Finance responsible for the administration of the planned work of the Board that was on 30 June 1970, still to be finalised. In brief that was –

- Disbursement of a small number of compensation payments in respect of cash registers, adding machines and accounting machines;
- Payment of conversion claims in respect of certain registered office machines, price computing petrol pumps and taximeters.
- Payment of cash compensation to owners of price computing scales in respect of conversion to decimal operation upon proof of conversion to both decimal currency and metric units of weight.

Dissolution of the Decimal Currency Board

By proclamation in the Government Gazette dated 26 June 1970, the Deputy Prime Minister and Minister of Finance, Mr. J. J. Wrathall formally dissolved the Decimal Currency Board with effect from 30 June 1970.

As from 1 July 1970 all the powers, functions, duties, assets, liabilities and obligations of the Board vested in the Minister of Finance and any remaining administrative duties were to be handled by the Ministry of Finance

Tribute Paid to Decimal Currency Board

Paying a tribute to the Decimal Currency Board which was dissolved at the end of June 1970, the Minister of Finance, Mr. J. J. Wrathall said:

“When the Board was appointed in June 1967 it was charged with the duty of doing ‘all things necessary or expedient to achieve and facilitate the transition from the old currency system to the new decimal currency system.’ The change-over has proceeded very smoothly indeed and by any standards the conversion exercise has been a marked success.”

“The fact that the entire decimal conversion programme will have taken less than half the time originally planned and at slightly over half the original cost, redounds to the credit of the Board and its meticulous planning. These factors are in themselves the most eloquent tribute which can be paid to the effectiveness of the Board's endeavours. It is my view and also that of my colleagues in Government that the whole exercise was a model of efficiency and I am most grateful to everyone who made this smooth transition possible”.

The Board's chairman was Mr. C. S. Skipper.

Footnote by the Author

This paper has been compiled from the Records of The Decimal Currency Board

Down the Zambezi on a Raft

By Reg Chittenden



The idea of a trip into the unknown parts of the mighty Zambezi River Valley has haunted me since my early school days. As I have grown older and watched this Colony's rapid and uncontrollable growth, the desire to snatch a memory of the real Rhodesia as discovered by our early pioneers, has become an ever-pressing ambition. It was this haunting fear that soon our land will have none of its present vast areas of bush and game untouched by the march of development, so apparent in every town, city and village, that brought my longing to explore the Zambezi Valley to a definite determination to spend my next vacation there. It was a simple matter to find three lads amongst my pals with similar views, and in no time the idea of traveling down that adventure-packed river was born.

Right from the start we met with opposition, both parental and official, but the more obstacles that were thrown in our path, the more determined we became to go through with our scheme. When at last we had convinced everybody that our minds were set, this opposition turned to co-operation and assistance, without which our adventure might never have materialised.

Our route and proposed starting point on the Zambezi was governed largely by consideration of distance and accessibility, and we finally chose Chirundu Bridge as our most practicable point from which to set off. Our route would then be down stream, crossing the Rhodesian-Portuguese border at Zumbo and so into Portuguese East Africa. Our early ambitions of pressing on to Tete and beyond, perhaps even to the sea, were forcibly curtailed owing to many reasons, notable lack of sufficient time and due to insurmountable difficulties created by the laws and requirements of our Portuguese neighbours. However, our destination was eventually fixed at a kraal about 110 miles inside Portuguese East Africa, giving us an overall estimated distance of 250 miles from start to finish.

The next major consideration was the type of craft we would use, and here, to escape from the conventional canoe or native dugout, we hit on the novel scheme of building a raft. Many days and hours were spent before our final design embodying strength, sufficient size, buoyancy and cheapness was decided upon. Day by day and little by little the various iron struts and sections were cut and welded, until our final craft was ready some three months later.

To provide our buoyancy, we utilised 8 x 44 gallon oil drums which were arranged to form two torpedoes of four drums each, mounted end to end. Two end drums in each of these floats had a cone of sixteen gauge iron welded onto its periphery and these were to form the nose of our craft, thus reducing the resistance as a whole of each float when being propelled through the water. An arrangement of arced flat iron “saddles” with snap-on securing cables to fasten the drums to the deck framework was evolved, the underlying principles being one of readily dismantlable sections to facilitate easy transport, both by road to Chirundu and as an answer to the possibility of having to perform portages on the actual river journey. Our deck, of area fourteen feet by ten feet, was provided from old packing case timbers, whilst our purchases of angle iron were kept to a minimum by utilising odd scrap iron and pieces so readily unearthed in most engineering shops and yards. The finished craft, painted a neat green, with all under-water sections black, cost us less than £15, although the value in hard work and weary hours was considerably more to us than this monetary value.

Those months of preparation entailed hours of careful planning and scheming, but as our D-day for Operation ZAM, 9 July 1949, drew nearer and nearer, so the terrifying list of “Things to Do” became systematically reduced. We – it is surely time to introduce our crew as John, Les, Jimmy and Reg (myself) – held two week-end trials at a local picnic resort a few weeks before our departure for Chirundu, and from these we were able to make slight adjustments to our “ship” and also familiarize ourselves with the assembly and transportation of the “Alda-Mae”.

At last the Big Day dawned, and with a three-ton truck loaded to capacity with our raft sections, camp kit, gear and provisions we set off from Salisbury on Saturday afternoon, 9th July 1949. Our departure coincided with the commencement of the long Rhodesian holiday week-end of Rhodes and Founders, so that we were happy to include a mixed party of friends to spend the four days camping at Chirundu Bridge whilst we assembled our craft and prepared for our adventure. The road journey was slow and tiring, necessitating an over-night stop on the roadside, but interest and excitement was aroused as soon as our lorry commenced the picturesque descent into the great Zambezi escarpment.

The next four days were crammed with a mixture of fun and serious preparations for our sailing date. The raft was carefully and methodically assembled on the river’s edge with the magnificent Chirundu Bridge stretched above us, linking the South to the North. As soon as the “Alda-Mae” was river-worthy we held a jolly “official” launching ceremony with the aid of a bottle of beer which had been hoarded away from pre-war days. Our effort was given a thorough testing in the swift and powerful current, and we were happy to prove that our 7½ HP outboard motor was capable of propelling us, very slowly admittedly, upstream against the force of the Zambezi. We had a lot of good fishing on those trials and many fine fish were hooked, notably an eight and three quarter pound tiger fish.

With the holidays at an end we bid farewell to our party of friends on the Tuesday, and the four of us settled down to the more serious preparations for the long and unknown miles ahead of us. We fixed box compartments in the space between the tops of each drum and the deck, and with corresponding trap-doors arranged in the deck itself, we had an ideal set of food storage tanks. Our provisions were carefully checked and sorted, then all tinned and water-tight foodstuffs stored away in the ‘holds’. This not only provided an ideal cool-safe, but insured maximum deck-space for our personal



kit and bedrolls, whilst leaving ample area for our free movement whilst afloat. Having ascertained from both trial and calculation that our ships was capable of supporting a load of over 2,000lbs “cargo”, we carried a very extensive but intelligent range of foodstuffs to ensure a wide and varied diet. Items such as meal, sugar, flour, salt (for native barter), rusks, etc., were neatly stored in tin containers arranged in two rows on either side of our canopy space. This tent covered the central portion of our deck and was designed purely as a protection from the sun, as we did not anticipate rain at that time of the year.

At last all was ready, and on Saturday 16 July, we pushed our heavily laden craft out into the turbulent waters, watched by the silent and incredulous eyes of scores of local native river dwellers. As the last of us sprang aboard, we were struck by an alarming and heart-rending fact – we were overloaded. Our deck, instead of being the calculated twelve inches above water was almost awash and the slightest movement on anyone’s part caused a rush of water to swamp our kit. The cause of our troubles was soon discovered – in all the careful calculations no allowance had been made for the weight of motor fuel, both petrol and oil, which totaled well over three hundred pounds, it proved to be have been a grave error of omission. However this fuel was all in watertight four gallon drums and with them all lashed together it was a simple matter to heave them overboard and allow them to float alongside. We breathed a sigh of relief at the resulting improved buoyancy and had a good laugh at what might have a tragic beginning to our adventure.

With a limited supply of petrol we planned to conserve it as much as possible, and agreed to drift whenever practicable on the fast current. However, with the river often two or three miles wide, we were soon to learn that the bulk of the water flow was confined to deep channels and with a strong wind continually throwing us off our course, we were early initiated into the discouraging experiences of being stuck on under-water sand banks. Our experience in navigating and locating the deep water improved daily with every hold-up and our delays were thus reduced to a minimum. We took shifts in keeping a constant lookout from the ‘bridge’, a seat arranged on top of a heap of boxes to ensure maximum visibility of the river ahead. Whenever possible necessary alterations to our course were effected by the use of the oars fitted on the rear portion of the raft, but if these proved ineffective, or the danger of sandbanks, rocks or other hazards too imminent, the motor was brought into use and the safest channel quickly reached.

Life on board soon settled down to an organised routine and we made steady progress further and further into the wilds. An extensive supply of books and periodicals, excellent fishing, ample space to relax and sunbathe, and the ever entrancing beauty and interest on every hand kept boredom and dullness ever at bay. Daily exercise was provided by spells of rowing and the exertions following a sandbank hold-up. As soon as we heard the familiar grating noise under our drums, we would jump overboard and push our floating home back into the deep channels which we located by using a system of wading out in widening arcs until a sudden ducking heralded a deep channel. By prompt action we usually avoided drifting too far onto these sandbanks, but there were times when we became firmly stuck with the water a little more than ankle deep. These occasions proved very tiring, our only way out of our difficulties

being to ascertain the shortest distance to a deep channel, then with the use of our oars as levers, lift and shove our craft inch by inch. There were days when we even had to resort to wading ashore with the heaviest items in our kit in order to lighten the load, but although these battles often lasted for four or five hours at a time, we eventually won through. One particular such hold-up took us from three o'clock in the afternoon until well after 7pm, and even then we had to dig away the sand for nearly two hundred yards with pots and pans in order to provide two channels to take our floats. It was an eerie and cheerless experience with hippo grunting and snorting all around us in the falling darkness, and the ever uncomfortable knowledge that the river was infested with crocodiles. I found that these sandbank hazards took on a new role in that they taught me a useful lesson in life. There are times when we meet snags and hold-ups in our progress through our daily lives when we are inclined to sit back and wait for assistance to come along without exerting too much effort on our own. We all came to learn in this practicable lesson that there are times when only one's own hard work and all-out determination will carry one through.

Although our aim was to avoid any strict adherence to the clock and calendar, we found that our traveling times became regular and our day's routine fairly steady. By the aid of primus stoves we were able to cook our breakfasts and prepare light lunches whilst still afloat, so that meal-time stops were unnecessary. We usually started looking out for suitable overnight camping sites at about 4pm, thus giving ourselves ample time to settle down comfortably and prepare the main meal of the day. There were a few occasions when owing to exceptionally steep banks or masses of reeds we had to rig out camp beds on the deck, but we usually found shady, lawn-covered banks and the sheltered bays upon which to set up our over-night camps. By having our meals on deck with all the provisions at hand, the amount of kit to be off-loaded was confined to our bedding and kit bags, our 'kitchen' being situated right on the waters edge.

We usually rose with the sun after a healthy sleep. Dawn in the Valley comes quickly, like the development of a photograph. Suddenly, out of the blank nothingness you become aware of vague outlines, and a moment later the hills, the ever talkative river, and the trees are all about you. Those awakenings will rank amongst my pleasant memories, as here indeed was the natural peace and soothing beauty I had come to find. Depending on the mood and the type of country, we sometimes went for early morning hikes into the jungle-like wilds and were always rewarded by the sight of innumerable game of every specie. Elephant, buffalo, pig and buck of every kind, but we only shot when the larder became empty, and then confined ourselves to the smaller antelope.

After three or four days of continuous travel we would select a particularly attractive site and camp for a day or so. At one particular spot situated on a horse-shoe bend in the river, we lazed and enjoyed ourselves for a full week. It was a perfect camp site with scenery reminiscent of typical advertising posters depicting the river and mountain scenes of Canada. Here too, incidentally, was situated our worst set of rapids, but having safely negotiated them with the aid of ropes, the angry swirls of roaring white waters took on a new role of beauty against the refreshing background of tree covered hills and distant blue mountains. The fishing here was good, whilst the presence of flocks of duck and geese kept us well supplied with food.

Our early fears of crocodiles were not entirely unfounded, as the repulsive reptiles were ever present in their hundreds. However, as we became accustomed to their cowardice and frightened dashes into the water even when we were still hundreds



of yards away, we became contemptuous and even fool-hardy in our lack of caution. Luckily no unhappy incidents occurred, even though we daily swam and bathed as we drifted along. Our accuracy with our rifles became more and more improved and we killed dozens of crocs of all sizes, sometimes at incredible ranges as we approached sand banks literally covered in basking reptiles.

Hippo too became a daily spectacle, but after our first excited attempts to obtain photographs we came to ignore them and took no more notice than as if they were heaps of rocks protruding from the water. This familiarity had its just result just before we entered the spectacular M'pata Gorge and provided us with an exciting few moments. We were drifting along very peacefully at the time and were all busy with our rods as the tiger fish were particularly active in that stretch of the river. One of us happened to remark on the presence of a large herd of hippo cows, bulls and calves ahead of us, but as we were so accustomed to their routine of submerging at our approach to resurface well out of our line of travel, nobody took any particular notice. Then, as suddenly as it was unexpected we were thrown in a heap on the deck, as with a shattering crash the whole rear section of the "Alda-Mae" was lifted a good four feet into the air. As soon as we realised no apparent disastrous damage had been inflicted we bust into laughter at our various positions and astonished expressions, but we took the precaution of warding off any further attack by heaving into the water one of our anti-hippo bombs, consisting of a stick of dynamite and time fuse. It had the desired effect and we were left severely alone. A detailed check-up of our craft revealed that we hadn't escaped entirely damage free, as the mounting bracket for our outboard engine had been sheared off, and a cross-brace between our floats considerably bent, but luckily the drums, although dented, were still water tight. We managed to repair our engine with mail splints and odd pieces of cord and rope and although we had to nurse it considerably after that, it succeeded in carrying us through to the end of our trip.

Although our attitude towards hippo became far more cautious after this, we were due for yet another encounter in the last stage of our trip. It occurred in Portuguese territory where the numbers of hippo far exceeded those we had seen in Rhodesia. We had just rounded a bend in the river when we surprised a lone hippo standing in a few inches of water alongside the bank. We were taken completely by surprise when, instead of dashing off away from us, it gave a contemptuous, angry snort and charged straight towards us, hitting the deep water with a mighty splash. Action Station on Board. We delayed our counter attack until the proverbial whites of its eyes were showing, convincing us that the big beast most certainly had evil intentions. It was only a matter of feet away when our hippo-bomb burst right under it. All was confusion for a moment with an incredible amount of upheaval and churning up of the water and then all was quiet. After an interval we were all relieved to see our attacker surface again, obviously very shaken, but otherwise sound in body and limb. We proceeded on our way with no further disputes over our right of way.

Even after those two incidents, we still came to look upon the hippopotami as harmless hulks of flesh and later even came to welcome their appearance, as their presence always indicated deep water amongst the treacherous sand banks and shallows.

We were daily treated to the sight of small buck and other game on the wooded banks, but our most frequent audiences were the endless troops of baboons. Many

an amusing incident was witnessed as these apes reacted to the strange spectacle we must have presented. Our biggest thrill, however, occurred one day whilst we were anxiously picking our way past some angry rapids. The current was swiftly sweeping us round a bend when we glanced up to observe a herd of eleven adult elephants busy wading the mighty Zambezi to a reed-covered island. Their cautious progress was a thrilling spectacle and we were struck by their team spirit of assisting each other with their trunks and huge bodies. One huge tusker was obviously the recognised leader and the rest of the big beasts followed his progress without question. To magnify the excitement of the occasion we found a particularly frisky hippo alongside our craft, showing far too much interest in our presence for our peace of mind, and to cap all, a swarm of bees attempted without success to hive under our canopy. We pulled in to the steep bank without mishap and continued to watch the elephant until they disappeared into the reeds.

Elephants were encountered everywhere on the Rhodesian side of the border and we saw several large herds as well as the occasional lone tusker. On one occasion when we were still but a mere twenty miles below Chirundu, a large herd passed within 100 yards of our camp as we lay in our beds. It was an eerie experience in the pitch darkness to hear the big brutes lumbering past, making a fearful noise as they tore leaves and branches from the nearby trees.

As our journey progressed and we came to encounter further herds, our initial fears were soon dispelled. On two subsequent shooting walks made to replenish our larder, we found ourselves right in the middle of large herds, but by cautiously withdrawing down wind we never betrayed our presence. It was these incidents that brought home to me the comparative ease an elephant hunter has in selecting his kill and making so certain of his target. However, to us inexperienced adventurers, retreat was our foremost and sole thought.

We were surprised at the comparative lack of native kraals, especially as we drew away from the more civilized atmosphere of the Chirundu Bridge area. It was later explained to us that most of the able-bodied male natives had been recruited for labour, leaving their homes in the hands of old men and wrinkled womenfolk. These poor wretches were obviously having a lean time, judging from their meager crops and pitiful food supplies. Nevertheless, we were struck by the fact that they displayed little initiative in the planning of their futures, as borne out by their crude agricultural methods. Crops, such as they were, were planted at random on the river banks, little or no effort being made to remove or combat the presence of grass, reeds and shrub. Those males we did come across appeared to lead a contented lazy life, their main interest being food, which they either left to their womenfolk to tend or else leisurely obtained from the river, either as trapped fish or large water rats. We found too that in many villages the civilized world had stretched forth tiny arteries even into those wild parts. Natives talking English, or at least having a working knowledge of the lingua franca of the towns; factory made garments, and a thorough knowledge and appreciation of the value of money. For all that, we gained a strong impression that the native was far happier, more respectful and far more trustworthy than his kind from the cities and towns.

The most picturesque and impressive section of our trip was undoubtedly the M'pata Gorge, whose entrance lies some eighty miles below Chirundu. Here the river narrows almost alarmingly and we gained the impression of heading for certain disaster as the



mighty river seemed to converge on a range of hills with no visible outlet. And then, almost at the last minute it seems, the hills open out to form a narrow channel between a parallel set of steep tree covered hills. This channel continues for about thirty miles, and presents a picture of rugged beauty from start to finish.

We were amazed at the sluggishness of the current, particularly as we had expected a severe buffeting whilst passing through the Gorge. The water must be extremely deep for such a bottle-neck on the normally wide river to have so little noticeable effect. However there were moments at particularly narrow spots where the actual drop in water level was very marked and we shot forward at alarming speed, and experienced anxious moments on the gigantic whirlpools and swirls of leaping water. As we drifted further into this strange gigantic cutting, the hills on either hand towered right above us, whilst numerous age-old jet black rocks and crags peered solemnly above the surface of the water. These hills, clad in their scanty winter cloaks, had an unfriendly air about them. Numerous baobabs with their clutching fingers of leafless limbs, grasped at the very heavens, which, as if realising the danger, had hidden every little cloud in a clear blue roof. Bare, black pinnacles of rock stood silent and cold as we drifted by, objecting to our intrusion of their domain. The absence of crocs and delaying sand banks were, however, a big consolation and we made steady progress in spite of a strong prevailing wind which blew upstream.

We spent three nights in the Gorge, our camping sites being situated on the uncomfortable steep slopes. It was here we were initiated to the M'pata gales which we found to be a regular feature of our waking hours. In the early hours a strong wind would commence blowing, increasing in intensity every minute until a powerful, tearing gale threatened to deposit us and all our belongings in the now angry waters. The overhanging cliffs formed a natural wind tunnel and those were periods of extreme discomfort to us as were lashed with stinging sand. The sun only became visible at about 11am and disappeared as early as 3pm, so shut in were we by the Gorge walls. Owing to the impossible wind we restricted our sailing times to the calmer mid-day period, but even then we had much excitement in riding white topped waves three or four feet high, which swept up the Gorge and often submerged our deck and kit. The "Alda-Mae" weathered it all with no apparent strain and we never harboured doubts as to our safety in those churning waters.

The Gorge provided us with our biggest and most exciting fishing catches, for it was in those dark, mysterious depths we hooked specimens of the famous Zambezi Vundu. The biggest monster, five foot in length, topped our scales at sixty pounds and gave Jim a thrilling fight before it was eventually hauled aboard. The runner-up was a mere thirty-five pounds, which considerably dwarfed the other catches ranging around twenty pounds.

An entertaining and useful item of excess kit was a small portable radio transmitter and receiver which we had constructed during our months of preparation. By their use we were able to contact relatives and friends regularly each week to report our progress. Our main problem was locating suitable sites for the erection of our rather lengthy aerials, and was usually governed by the presence of tall trees. Our power output was a mere 1 watt, so that the boxed in nature of the M'pata Gorge presented technical as well as practical difficulties. However we did manage to sling our aerials between two

protruding rocky crags and were amazed at the remarkable quality of both transmission and reception. The receiver, of course, was often employed as a means of keeping in touch with major events, notably the All Blacks vs. Rhodesia commentary, which we received in full, much to our delight.

We had much satisfaction in climbing to the crest of one particularly steep precipitous hill, which rose almost perpendicular from the waters edge. Our efforts were more than rewarded by the magnificent views on every hand as we sat awestruck on the very crest of this mysterious but magnetic Zambezi Valley. The glistening ribbon of the winding river was laid out below us, to disappear into the hazy nothingness of the misty horizon. We were able to observe the course we had come over and also to obtain a promise of the picturesque country which still lay ahead of us.

Stage one of our adventure came to a close as we drifted into sight of the Northern Rhodesia border station of Feira, situated on the neck of land formed by the junction of the Luangwa River and the Zambezi. Beyond this tiny outpost of the Empire we caught a glimpse of the white buildings and orderly trees of Zumbo, the Portuguese port of entry.

We were afforded a grand welcome at Feira by the entire European population of three and several score of incredulous natives. Every comfort was put at our disposal and after hot baths, a change to clean clothes and a very appetising meal and sundowner party we readily forgot that we were still in the heart of the bush.

The work of those three grand fellows is summed up simply as a dedication of service to medical sciences and the stricken African, for it is here that the problems and sorrows of sleeping sickness are being studied and combated. We were extremely interested in all we were shown at the station hospital and laboratory, but I was far more impressed with the evidence of patience and perseverance that must have been displayed to succeed in impressing on the primitive native that the white man's strange apparatus and interest were there for his benefit. Imagine the difficulties after a long trek through wild bush country to a remote native village to not only succeed in getting every native there to surrender a blood slide specimen, but to impress on any suspected case that he should return to the station hospital for confinement.

We left Feira and our new-found friends the following morning and headed for the Portuguese border post of Zumbo. We met with an unexpected set back here to find the historic mud fort and tiny township deserted by the Portuguese officials who were apparently away collecting taxes in the surrounding district. We found the current far too strong on attempting to return upstream to Feira, so that there was nothing for it but to await the return of the Portuguese in order to obtain the necessary permission to proceed with our journey. We spent three boring days in the uncomfortable heat moored on a wide sand bank before we eventually interviewed the "*Administratdo*", and presented our passports and papers. An amusing, but interesting incident took place on the second night of our forced delay when we made the acquaintance of the Portuguese Doctor on his return to Zumbo. He was unable to speak a word of English, whilst we were ignorant of his native tongue, but we found a happy solution through the medium of his native servant who could speak both Portuguese and the Rhodesian native dialect 'Chishona' in which we were fairly well versed. We were entertained to a royal feast at the Doctor's house and maintained an interesting conversation through our interpreter, throughout the evening.

The following morning, after considerable difficulty, we succeeded in convincing



the Fort Commandante that our intentions were honourable and that the purpose of our journey was in no way connected with customs evasion, illicit native labour recruiting, or illegal hunting of big game. They were on the whole as considerate as possible and even granted us permission to shoot for the pot en route through their territory.

Our journey through Portuguese East Africa rapidly took on the role of “the battle of the sand banks” as it was on this portion of our trip that we encountered the most hold-ups. On leaving behind the hills and undulating country of the Rhodesian side of the border, the Zambezi seemed to spread out to correspond with the flatter nature of the country and we daily encountered groups of large islands presenting many choices of possible routes. Decisions, backed by careful scrutiny and past experiences, were always necessary in selecting the best channels, but we considered ourselves extremely lucky in avoiding dead ends on more than one occasion. The engine was utilised daily and we rarely found the opportunity to drift with any sense of security. Our route, from necessity, twisted and turned so that we covered many more river miles than were indicated on the map. As we were more often than not kept to the center of the river we had little opportunity of seeing game, although crocs and hippos were always at hand. We were kept well supplied with food with the many ducks and geese, which we became expert in picking off with our rifles. Fish too were plentiful although no spectacular catches were made.

Our progress through PEA became rather rushed, as we were concerned at the number and frequency of sand bank hold-ups, and not knowing what lay ahead we dared not spend too much time in relaxation or sight seeing. And so it was we suddenly found ourselves at our destination, well within our scheduled time. Nsusa’s Kraal, although a major Ulere native labour camp, is but a collection of native huts with the addition of a “boma” built for the European staff of the Ulere Organisation. It was with mixed feelings of regret and elation at having reached our journey’s end that we off loaded our kit for the last time.

We had a three day wait at Nsusa during which time we stripped the “Alda-Mae” of the tent, engine and fittings and generally sorted out and packed our remaining food and equipment for the journey home. We were all very heart sore and reluctant to desert our faithful craft, but we decided it was impossible for us to take her back to Salisbury with us. And so we dragged her high and dry on the banks of the river she had just conquered and there she lies now with a fate as undeserved as it is uncertain.

We departed from the Zambezi and all its thrilling magnetism on the native passenger bus which runs between Mt. Darwin and Nsusa’s Kraal carrying immigrant labour to Southern Rhodesia. The journey was tiring and rather uncomfortable, but we were nevertheless grateful to the Ulere Organisation for their co-operation and assistance in carrying us back to civilization.

From Mt. Darwin we proceeded to Bindura by railway bus, completing our final hop to Salisbury by train. We caused considerable interest as we stepped off the train at our home town, no doubt looking very out of place in our bush clothes and bushy beards.

It was grand to be home again and to be able to report “mission accomplished”, but each of us carries within our hearts a yearning to return and relive our wonderful adventure in that fascinating Zambezi River. I know I for one will not rest until I return.

“I Hoisted the Flag” - Tyndale-Biscoe’s Account about Raising the Flag at Fort Salisbury

By Jonathan Waters



There are certainly much more entertaining tales of the period leading up to the raising of the flag at Fort Salisbury on 13 September 1890 than that of the man who carried out the deed, Lieut Edward Carey Tyndale-Biscoe. I had hoped to find a rich account in his diary of 1890-1891 at the National Archives, but instead found a very dry listing of everyday events. A more lively account appears later on in his 2004 “autobiography” – *Sailor Soldier* – which has been “livened up” by his great nephew David Tyndale-Biscoe, who published the book based on material from different sources.

Rarely are decisions made about where to site a settlement. Usually it’s a case of one group people overwhelming another, building a mosque where the church was (or vice-versa), and erecting the headquarters of the new governing authority on the site of the old one (eg State House in Bulawayo). While the BSA Company did consider moving Salisbury up to a year later as they had done with Mutare, the decision as to where to stop and raise the flag was made within a mere 48 hours and no one needed to be subjugated. When you consider what the city is today, you would like to think that those protagonists at the time had some sense of the history of the moment.

Tyndale-Biscoe’s diary starts on 15 April 1890 in Cape Town. One of the more descriptive accounts on the way up is his visit in August to Great Zimbabwe with Lieut Frank Mandy and Dr Frank Rand, for which they had send a of present of “an old waistcoat, a tin of gunpowder and a piece of calico” as an “entry fee”. He sketches the chevron pattern of the Great Enclosure in his diary. His hand-writing is difficult to read and I have missed a few words, but here is the brief account of the person who raised the flag on 13 September 1890. My additions appear in square brackets and a long dash indicates where I have been unable to read the writing.

Monday 1st – Inspanned at 3 and came on about 5 miles. Trekked again at 9 about 6 miles

Tuesday 2nd – Inspanned at 4 and came about 5 miles. A very cold day. Strong SE wind. Some natives came in from Umtyesa’s [Mutasa]. Heard that some Portuguese had been about and claimed the country. Trekked at 4:30 about 5 miles.

Wednesday 3rd – Inspanned at 5.30 and came in about 4 miles about formed laager.



Still cold. A fort is to be thrown up near here. Called Fort Charter.

Thursday 4th – Turned the Gardiner [a type of gun] in to the police. Building fort from four til noon. A herd of wildebeest were sighted in the afternoon. I went after them but did not get a chance of a shot.

Friday 5th – Inspanned at 4 and came in about 5 miles.

Saturday 6th – Trekked at 3.30 about 4 miles and formed laager near River Sabi. Came in at four (about 6 mile).

Sunday 7th – Trekked at 3.30 about 4 miles. Crossed the Umfuli and laagered the other side. Service at 11. Tried Johnson’s Berthon boat which seems a very good one (shown in Fig 1 from Ellerton Fry’s album, *The Occupation of Mashonaland*). Mail arrived but they brought back the bag we sent last week instead of the one which might have come up. They must have exchanged them at Fort Victoria. Inspanned at 4 and came about 5 miles. Heard that Ted Burnett had lost four horses, two killed by lion and the other two stampeded. Wrote to mother.

Monday 8th – Came on at about 3:30 5 miles. Trekked again at 4 about 5 miles.

Tuesday 9th – Came on at about 3:30 5 miles. Trekked again at 4 about 5 miles [repeats exact same entry]. Passed several native paths and old cultivation proves the country must have been thickly populated at one time but have been wiped out by the Matabele.

Wednesday 10th – Trekked at 5:30 about 4 miles. Came in again at 3pm to the



Figure 1



Figure 2





Hunyane River a few of the wagons crossed.

Thursday 11th – Crossed the river (Fig 2) and outspanned on the other side. Inspanned at 3 went about 5½ miles to some rocks on which is a Mashona Village who were very pleased to see us. There are a good many ruined kraals about the result of Matabele raids.

Friday 12th – Inspanned at daylight and came on about 7 miles and finished our trek. Formed laager on top of a ridge covered with flowers near a stream and about half a mile from a koppie with some ruins on it. The koppie is mostly ironstone with very large percentage of ore. Sing song in evening.

Saturday 13th – Hoisted flag and fired a royal salute from the Trps [troopers] parade of Pioneers and Police (Fig 3). I hoisted the flag (Fig 4). In the afternoon we commenced building Fort Salisbury.

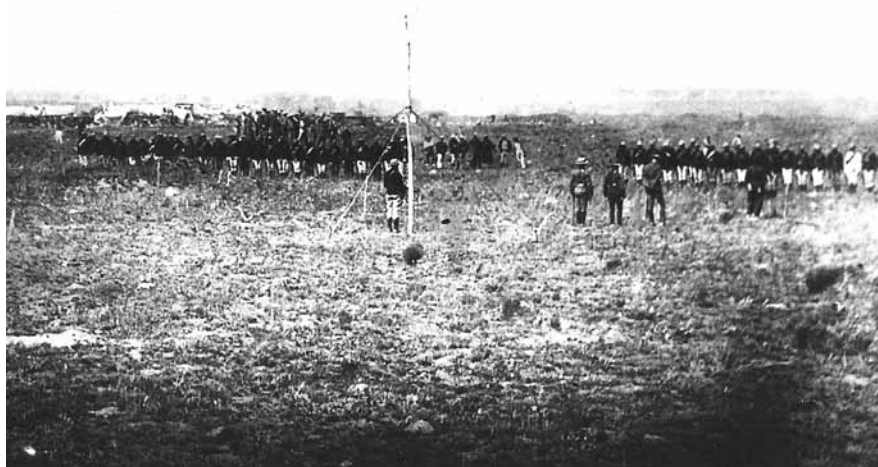


Figure 4

Sunday 14th – H.C. [Holy Communion] in morning. Services at 10 and 5

Monday 15th – Pioneers building fort. Each troop doing 3 hours, Mail arrives. Letters from Arthur, Mother, George, and Jack.

Tuesday 16th – Building fort. Not too far. The natives have a curious way of marking time by cutting notches on a piece of wood

Wednesday 17th – Building fort. The Major returned having found a very good reef near the Umfuli.

Thursday 18th – Building fort

Friday 19th – [No entry]

Saturday 20th – Mail and letter from Ian.

Sunday 21st – Went for a ride with Capt Hoste. Went some way down one of the sources of the Mazoe. Very pretty. Coming back we came across some Sesebe but did not fire on. Service at 5pm. A honey bird led us to a bee nest but did not get any honey

not having anything to put it in.

Monday 22nd – Two horses killed by lions. -----, Two lions early in the morning eating the two horses. Fort building – five wagons arrived with stores for the police and brought about two months papers for me.

Tuesday 23rd – Major Johnson shot one of the lions which killed the horses. A very fine, full prime one.

Wednesday 24th – Building fort

Thursday 25th – Hoste and I rode to the headwaters of the Mazoe where we were on Sunday passed a great many antelopes of sorts on the way one boy met us with the prospecting pan and we rode down the valley past a village on a koppie and tried several pans out of the stream and also tried about 15 feet but without satisfactory results. Rode back in the evening.

Friday 26th – New one 3 month rations. Building fort

Saturday 27th – Turned over the guns to the Police and gave in my saddle. Have auction. I bought two My old pony and for 32£ and other for 36£. Theatricals in the evening. “Knock About Farce”

Sunday 28th – Communion at 7. Evening service at 4:30.

Monday 29th – Willoughby joined firm which is rather a good thing as he has a wagon and servant who is a good cook.

Tuesday 30th – Disbanded. Paid the picannis off in the forenoon and ----- out picks, spades, etc. A good many started off in the evening with wagons, packhorse, donkeys, bullocks, etc. Johnson gave us a wagon and span of oxen. Awfully good of him. He went over to the store under Cossack Hill for the night.

Skipper Hoste in *Gold Fever* (an edited version appeared in *Rhodesiana* 12, Sept 1965) provides a great account of the excitement the night before the flag was raised (everyone was going to make their fortune), the reason he as ‘B’ Troop leader presided over the ceremony at what is Africa Unity Square today (because the leader of the Pioneer Corps Major Frank Johnson had already taken off to Hartley to peg claims, while Maurice Heany, the head of ‘A’ Troop, was an American – ‘C’ Troop had remained at Fort Charter), and how they spent the early hours of 13 September 1890 seeking out a straight msasa poll to raise the BSA Company flag. He also gives a delightful account of the lion hunt on September 22 in what is Avondale today (mentioned in passing by Tyndale-Biscoe). As with Hoste, William Harvey Brown, who represented the Smithsonian Institute on the trek and became Mayor of Salisbury in 1910, has a detailed account of the run up to establishment of Fort Salisbury and had this to say after the flag went up:

“I know not what of the Pioneers may have thought or felt on this occasion, but I must confess that on my mind it made a profound impression. For the first time in my life I felt that I was helping to make history, that I had witnessed the laying of the corner-stone of what, by virtue of the natural resources and fertility of the country, would one day become a populous and valuable colony ... It needed no professional prophet to predict the farms, the mines, the towns and cities, the factories and the railways which a few years’ time would be almost certain to bring. There is a fine feeling of exhilaration in being present at the founding of a new state, and in five minutes after Fort Salisbury was established, I had made up my mind to stay with the enterprise, at least long enough



to see the curtain fall at the end of the first act.”

Profound words, but Harvey Brown certainly had several years to sharpen his thoughts before *On the South African Frontier* was published for the first time in 1899. To return to Tyndale-Biscoe and his diary entries after disbanding on 30 September, he heads off to Mazoe with [Ted] Burnett and Hoste, spending most of October prospecting in the Mazoe area. He wanders back into town and heads to Manica with Hoste to join Major Forbes. He writes a fairly lengthy account on 15 November of Forbes’ engagement with Paiva d’ Andrade, Baron Resende and Gouveia, stays out east prospecting around Mutare/Masse Kessi where he spends Christmas (having a plum pudding for dinner). He often records that it rains, sometimes all day (1890 was recognised as one of the wettest on record, with later accounts by Goetz and others estimating the seasonal downfall at between 53 and 63 inches). In January, he moves onto the Odzi with Hoste. Tyndale Biscoe spends most of March 1891 getting back to Fort Salisbury crossing swollen rivers, arriving on 4 April. He spends the rest of the month in the nascent town building a hut.

In May, he heads back east with reports of trouble, but is at the Odzi when Captain Heyman engages the Portuguese at Massa Kessi (has a sketch of the battle in his diary). In June, he heads off with the Hoste brothers to Cowie’s Camp near the Hunyani where they prospect. With news that his mother has died in England, Tyndale-Biscoe heads back to Salisbury at the beginning of August. He travels back to Manica and down to the coast catching a boat to Durban where he arrives on 1 September. Tyndale-Biscoe kicks about for a bit before getting on the Castle Line to Cape Town, arriving on 22 September, departing for England on 30 September, arriving in Southampton on 19 October, where he remained until the last diary entry on 29 November 1891.

Tyndale-Biscoe returned to Rhodesia the following year and tried his hand again at mining, signed up for the Matabele War, and participated in the Boer War at the Siege of Ladysmith, being attached to the Naval Brigade. Tyndale-Biscoe visited Rhodesia in 1910 where he raised the BSA Company flag on Occupation/Pioneer Day, an event he was to repeat every decade until 1940 (the event in 1940 I cannot verify, with the thinking it would be unlikely given the war and his age). He died on 13 June 1941 at Swanage in Dorset, aged 77. He married in 1900, Ina Sandeman. They had no children.

Acknowledgments

Thanks to Rob Burrett for lending me his copy of *Sailor Soldier* and helping with deciphering Tyndale-Biscoe’s handwriting

Gold Fever Skipper Hoste, edited by NS Davies, 1977, Salisbury, Pioneer Head
On the South African Frontier, William Harvey Brown, 1899, Charles Scribner’s Sons, reprinted by Books of Rhodesia, Bulawayo, 1970
Sailor Soldier, David Tyndale-Biscoe, Simonstown 2004, self published

Tobacco Culture in Rhodesia in the Post War Period 1945 - 1960

by Doug McClymont



In the period immediately after the end of World War II, agriculture in Rhodesia became an opportunity for many thousands of returning and immigrating ex-servicemen. Conditions in the UK were so bad that many men decided to seek their fortunes elsewhere and, although Rhodesia did not actively advertise a right of passage as Australia did, many young men decided to give the country a chance. Many had already been to Rhodesia with the Empire Air Training Scheme, had seen what the country was like and wished to return.

An assisted-passage scheme similar to the Australian Ten Pound Pom scheme – bring £10 of unencumbered cash and you get a free, one-way trip to Australia – was not implemented, but many thousands came nevertheless. This placed a burden on what was a very static situation. Many of those arriving had little in the way of agricultural skills and so various schemes were set up to remedy this. After screening, many were given assisted tuition through a special ‘Soil Conservation Degree’ set up by the University of the Witwatersrand in Johannesburg. Others were placed on farms as ‘assistants’. The clamour for more practical education in agriculture led to the proposal of a ‘hands-on’ Agricultural College offering a two-year Diploma modelled on the very successful one at Cedara in Natal. However, this took some time to set up, as finance was, initially, very short and it would be some years before the Gwebi Agricultural College was founded in 1950.

The impact on tobacco research in the country was minimal to start with. Research workers who had not been required for military service continued to ‘soldier on’ without much direction. New blood was in the pipeline, but it was several years before the first graduates started to emerge from South Africa and the UK.

Research in Tobacco production, therefore, continued pretty much as it had done before the War. Most of the innovations were insignificant, being mainly farmer-based. The tobacco markets were still very fluid and the country’s priority was to produce food, both for local consumption by the burgeoning population and for export. Britain gave the Commonwealth preference even at this early stage, but it was basically bankrupt after the War and transport and ready cash for food imports were limited. Rationing was a way of life in the UK until the early 1950s. In Rhodesia itself, basic foodstuffs were available, but luxuries were still hard to come by.



Meanwhile negotiations had been going on to try to stabilise the marketing of tobacco and the 'London Agreement' was signed on 12 December 1947. Apparently this was signed in Sir Alexander Maxwell's flat in London. According to the Agreement, the Rhodesian tobacco industry was to supply two thirds of its crop to British manufacturers at an average price of 29d–30d per pound of cured leaf of 'a suitable quality'. This Agreement, although it did not guarantee a complete market, did give enough incentive for the industry to start to progress.¹ The next year the Tobacco Trade Association was formed, the officially recognised body for the purchase and marketing of flue-cured Virginia tobacco.

This stimulus increased the number of commercial growers from less than 1,200 in 1947 to more than 2,500 in 1952. This was reflected in the increase of production to 100 million pounds in 1950. In 1946, 150 farms had been set aside for returning servicemen, 57 in the Lomagundi area. On 3 July 1946 the Karoi Experiment and Demonstration Farm was opened for these ex-servicemen.² The Trelawney Research Station was operating at this time, but the information coming out of it resulted only in limited improvement to previous recommendations. Unfortunately, there were serious staff problems at the Station, morale being low because there was a dispute as to who should be running the place. On 1 April 1948, the Department of Agriculture took over the Tobacco Research Board and the operation of the Trelawney Research Station.³ After much protracted and heated argument between various bodies, following the Keyston and Engledow Reports, on 1 August 1950 the Tobacco Research Board came into being. On 18 April 1951, Ford A. Stinson took up his appointment as the first Director and then things started to move.⁴ The first areas that were highlighted for research were Entomology, Plant Pathology, Plant Breeding, Agronomy and Engineering, and after suitable personnel had been recruited, work started in earnest. Note that there was no Nematology department; more about this later.

Entomology

After the War, the first advice came from Mitchell. Gammexane or Gamma Benzene Hexachloride for soil pests (*Trachynotus spp.*, *Tsammodes spp.*, etc.). This had been a successful cattle dip and was readily available. However, success with this was limited, and growers had to rely on the pre-War products.⁵ By 1953 the TRB was recommending chlordane in the planting water for cutworm control (*Agrotis spp.*).⁶ Since the War, DDT had become increasingly available and was being widely used by farmers all over the country, but official sanction was given by J. B. Legge only in 1955.⁷ Other organochlorines were in use after the recommendation of chlordane which were very successful. Aldrin and Dieldrin were used as soil pest insecticides while, in general, DDT was used for the pests on the plant itself. Use of the organochlorines was widespread,

¹ Clements F., and Harben E., *Leaf of Gold* (London: Methuen, 1962), 138–141.

² Tanser G. H., *A History of the Tobacco Research Board – The First 25 Years* (Zimbabwe Agricultural Journal, Technical Handbook No. 7, 1991), 24–6.

³ *Ibid.*, 27

⁴ *Ibid.*, 53

⁵ Mitchell B. L., 'Exploratory trials of gammexane and other chemicals in the control of tobacco soil pests', *Rhodesia Agricultural Journal* (1946), 43(2).

⁶ *Tobacco Research Board of Rhodesia*, Bulletin No 3: Report of Progress, 1951–1953 (December 1953).

⁷ Legge J. B., 'Insect control', *Rhodesian Tobacco* (September 1955), 16.

but official sanction appeared only in the 1961 Handbook, which also included products for cutworm control.⁸ For leaf-eaters (*Spodoptera spp.*) there were recommendations for DDT sprays in the lands from Legge, as mentioned above, but he also added aldrin sprays to the recommendations at the same time and extended them to leaf miners (*Phthorimaea operculella*). DDT was half the price of aldrin so this recommendation was of academic interest only.

Bud worm (*Helicoverpa armigera*) were always a serious problem and DDT was also recommended for them.⁹ Aphids were long known as vectors of disease and DDT was not all that effective. Two extra chemicals were added for aphid control. Legge added parathion in 1953¹⁰ and Malathion in 1955.¹¹ Dimethoate, marketed as Rogor®, was widely recommended in 1960.¹² Sporadic pests such as grasshoppers also received some attention. In 1953 the TRB made the recommendation that grasshopper attack could be prevented by spraying a 30m width around the edge of the tobacco land with parathion and that chlordane bait spread in the same area was suitable for crickets.¹³

When one considers that the pesticide industry was in its infancy one can realise that the entomologist's opportunity for research was very limited. Aldrin, chlordane, DDT, dieldrin, dimethoate, malathion and parathion were about all that was available. Aldrin, chlordane, DDT and dieldrin were organochlorines, while parathion and malathion were the first generation of organophosphates. DDT and parathion were developed during the War, and the tremendous benefits to mankind from DDT use, especially for malaria control, have always been under-estimated.

Plant Pathology

a. Bacterial Diseases

The main bacterial diseases of tobacco in Rhodesia at that time were angular leaf spot (*Pseudomonas syringae pv tabaci*) and wild fire, its virulent strain, in the lands, and bacterial barn rot (*Erwinia carotovora*) in the barns. (This appears as 'hollow stalk' in the lands). The first recommendation for the control of these, other than Bordeaux mixture, came in July 1957 when copper oxychloride, copper oxysulphate and cuprous oxide were recommended in the seedbeds as precautionary sprays.¹⁴

b. Fungal Disease Control

There are a number of fungal diseases that attack tobacco. Anthracnose (*Colletotrichum nicotianae*) was controlled up to 1954 with Bordeaux mixture and zineb sprays, but zineb was confirmed as the product of choice both in 1955¹⁵ and in 1956.¹⁶ In the following year this recommendation was expanded to include thiram and maneb, and this was also confirmed in 1958.¹⁷ Damping off or Pythium was a serious disease of tobacco seedbeds but, with the advent

⁸ Tobacco Research Board of Rhodesia, *Handbook of Recommendations* (1961) Section I.

⁹ *Tobacco Research Board of Rhodesia*, Bulletin No 3.

¹⁰ *Ibid.*

¹¹ Legge J. B., 'Insect control'. *Rhod. Tob.* Sept pg16

¹² 'New Systemic Recommended', *Rhod. Tob. J.* (1960), 12(10), 27; Nature and Control of Rosette and Bushy Top Disease (Tobacco Research Board of Rhodesia Leaflet No 1, August 1960).

¹³ *Tobacco Research Board of Rhodesia*, Bulletin No 3.

¹⁴ Factors in the Production of Healthy Tobacco Seedlings (*Tobacco Research Board of Rhodesia*, Bulletin No 6, July 1957).

¹⁵ Cole J. S., (1955) Tobacco Anthracnose *Rhod. Tob.* June p4

¹⁶ *Tobacco Research Board of Rhodesia*, Bulletin No 5: Report of Progress, 1953–1955 (June 1957).

¹⁷ Factors in the Production of Healthy Tobacco Seedlings; 'T.R.B. Recommendations on Anthracnose', *Rhodesian Tobacco Journal* (1957), 10(9), 63.



of regular sprays of zineb, maneb and particularly of thiram, this disease almost disappeared. Frog eye (*Cercospora nicotianae*) was a serious disease and was considered so important that Stephen issued a separate Bulletin in 1955 specifically on frog eye control. This did not include any chemical control but concentrated on field and barn manipulations, which were of limited effect in the long run.¹⁸ Fungal barn rot was a problem, but no sprays were available and all advice was on the use of curing techniques to reduce it.¹⁹ In the same category was the control of sore shin (*Rhizoctonia spp.*) in the lands. In the seedbeds this had almost disappeared with the advent of methyl bromide for nematode control,²⁰ but in the lands there was nothing to use. Perhaps the most important disease at the time was white mould (*Erysiphe cichoracearum*). Various methods had been recommended to control this disease, but until the advent of dinocap (Karathane®) there was nothing. Dinocap had been used for some years prior to its recommendation in the 1961 Handbook.²¹

c. Viral Disease Control

Viral disease control was limited to control of the aphid vector and this was emphasised in the Handbook.

Plant Breeding

Plant Breeding was one of the earliest departments set up by research and it received most of the attention in the period 1945–1960. An extensive plant breeding programme was implemented, using both seed from Trelawney Research Station and new imports from the USA. Once the TRB got going, advice and results were reported on an annual basis. Government Notice No. 906 of 9 November 1951 laid down that only the following seeds or seedlings could be imported into the country.²²

Bonanza	Jamaica Wrapper	White Stem Orinoco	Delcrest
Trelawney C7	Willow Leaf	Duquesne	Trelawney C10
Yellow Mammoth	Gold Dollar	Virginia Bright	Yellow Pryor
Hicks	White Mammoth		

Of the more popular varieties, Delcrest was introduced in 1949²³ and Hicks in 1951 following a very enthusiastic report from G.R. Bates in August 1950²⁴. The results of the first variety trials were released in June 1952²⁵, when White Stem Orinoco, Yellow Mammoth and Bonanza were the best yielders. Delcrest was reported as promising, with Virginia Bright and Trelawney C7 giving good performances. At their variety trials in 1952 the TRB was able to report that Delcrest and Hicks were the highest yielders^{26 27}.

¹⁸ Stephen R. C. 'Frog-eye and Barn Spot', *Tobacco Research Board of Rhodesia*, Bulletin No 4. June 1955.
¹⁹ Tobacco Research Board of Rhodesia, *Equipment and Method of Curing Flue-cured Tobacco*, Interim Report No. 5, November 1955).
²⁰ Daulton R. A. C., 'Fumigant control of nematodes in seedbeds', *Rhodesian Tobacco Journal* (1950) 2(3), 39 – 40.
²¹ Tobacco Research Board of Rhodesia, *Handbook of Recommendations* (1961) Section H.
²² Southern Rhodesia Government Notice (1951) No. 906
²³ Stinson, F.A. (1957) *Tobacco Farming in Rhodesia and Nyasaland 1889 – 1956* Tobacco Research Board of Rhodesia and Nyasaland. Rhod. Litho. Ltd., Salisbury p 76
²⁴ Bates, G.R. (1950) Facts About Heavy Yielding Disease Resistant Varieties Developed in the U.S. *Rhod. Tob. J.* 2, 8: 83 – 85
²⁵ *Tobacco Research Board of Rhodesia Bulletin* (1952) No 1. Results of Experiments 1949 – 1951 June.
²⁶ *Tobacco Research Board of Rhodesia Bulletin* (1953) No 3. Report of Progress 1951 – 1953 December
²⁷ *Tobacco Research Board of Rhodesia Interim Report* (1953) No 2. Delcrest and Hicks Lead Variety Trial Sept.

The breeding programmes were expanded and White Gold was recommended in 1959, before there was a hiatus in recommendations until 1962.²⁸

Agronomy

The Agronomy Department was left as the ‘general’ department and, as such, suffered from a lack of focus, as it also included the farm management section which supervised the growing of the experimental crops for the other sections. Because of its ‘Cinderella’ status, much of the significant work was done, not by the TRB scientists, but by the growers themselves. The emphasis of the department was twofold in that seedbeds were considered separately from the ‘field’ operations.

a. Seedbeds

One of the first items that demanded attention was the use of mulch on the seedbeds. Sand had been suggested by Brown in 1949²⁹ and this was backed up by a farmer in 1956.³⁰ Mutton cloth was used and W. E. Kerr extolled the virtues³¹ until a Trelawney farmer, J. A. Bartlett, advocated the use of small lengths of cheap non-leafy grass,³² which was endorsed by H. Garmany of the TRB in 1956.³³ These recommendations were all condensed and officially propagated in 1957.³⁴

The hardening of seedbeds had been a standard practice for many years, but the conditions were refined and results published in 1957.³⁵

Nematode control had always been a problem with the various methods used. The greatest breakthrough came in 1949, when Ray Daulton, after reviewing USA work, summarised his results of using DD (dichloropropane-dichloropropene) in seedbeds,³⁶ giving a general recommendation in 1950.³⁷ Great things were also happening in the USA in 1949, and Daulton seized on the news of the success of Methyl Bromide, sanctioning its use right away and most forcibly in 1956.³⁸ His comments are still relevant in 2011. Methyl Bromide proved to be very good in controlling not only weeds and nematodes, but also a wide range of soil pests and diseases. The use of chemicals for disease and pest control have already been mentioned above, but a surprising recommendation as late as 1949 was G.C. Martin’s of using nicotine extract.³⁹

With the drive of Ford Stinson, in 1952, Bulletin No. 1 was published by the TRB and it upgraded several practices using results from experiments at Kutsaga. Seedbed fertilisation was up to $2/3$ lb per square yard of B mixture (3:13:9) (0.36 kg/m²) and topdressing of 1 lb/square yard (1 kg/55 m²) of nitrate of soda. A population density of 65 plants/square foot (699/m²) was recommended as ideal. Interestingly in this bulletin, despite the other publications, methyl bromide was not mentioned and only DD and EDB (*ethylene dibromide*) recommended

²⁸ Raeber, J.G. (1956) *Breeding Tobacco Species Resistant to White Mould* *Rhod. Tob. J.* 8, 2

²⁹ Brown, D.D. (1949) Cigar Tobacco Culture in Rhodesia – 1. *Rhod. Tob. J.* 1, 6: 60 - 63

³⁰ Addis, I.S. (1956) Grower’s View of Mulching *Rhod. Tob. Sept*

³¹ Kerr, W.E. (1952) Tobacco Seed Germination *Rhod. Agric. J.* 49, 5: 266 - 268

³² Bartlett, J.A. (1955) Grass Mulching On Seedbeds *Rhod. Tob. J.* March p3

³³ Garmany, H. (1956) Grass Mulching Of Seedbeds Saves Time and Money *Rhod. Tob. Sept.* p 6

³⁴ *Tobacco Research Board of Rhodesia Bulletin* (1957) No 6. Factors in the Production of Healthy Tobacco Seedlings. July

³⁵ *Ibid.*

³⁶ Daulton, R.A.C. (1949) Tobacco Research in Rhodesia – III *Rhod. Tob. J.* 1, 6: 51 – 55

³⁷ Daulton, R.A.C. (1950) Fumigant Control of Nematodes in Seedbeds *Rhod. Tob. J.* 2, 3: 39 – 40

³⁸ Daulton, R.A.C. (1956) Nematode and Weed Control in Tobacco Seedbeds *Rhod. Tob. Sept.* p 4

³⁹ Martin, G.C. (1949) Tobacco Seedbed Hygiene Part 2. *Rhod. Tob. J.* 1, 6: 35 – 38



for nematodes. Wood ash was also recommended for sowing seed.⁴⁰ Taking a tip from an unnamed Bantue farmer, Bert Bryson recommended sowing seed using the boom at the end of a watering can, the boom being the width of the bed.⁴¹ In one form or another this method is still in use. The sowing rate was reduced to 1 oz to 400 square yards (10 g/118 m²)⁴² and the amount this could be planted was a source of contention. Hunter argued for 30 square yards of bed being enough for 2.5 to 5 acres (25 m²/1-2 ha)⁴³ while this was stabilised at 30 square yards/2 acres (25 m²/0.81 ha) by the TRB in 1956.⁴⁴

Many practical tips came from growers but often these were little more than variations on previous standards, perhaps the only really innovative one being the production of a bed-making former by J. M. Kay from Wenimbi.⁴⁵

Irrigation management received little formal recommendation, although it was noted that the first overhead impact sprinklers were used by 1953.⁴⁶ In some areas, for various reasons, water was applied to seedbeds using a watering cart and tractor travelling through the beds. This was first described by T. G. Turpin from Choma in Northern Rhodesia.⁴⁷

b. Field or Land Practices

The field practices could be divided into several aspects; rotation, fertilizer, general cultural practices, reaping, handling and grading except for curing. Many of these aspects were also subject to research by the Engineering Department. However the major thrust of the Engineering Department was in the curing and handling of tobacco after reaping. This overlap between field and barn led to some loss of focus both in the field and, in many ways, this was understandable, but short sighted. A highly qualified engineer is not automatically a person with the ability to innovate in practical terms. This also applied in the research. The growers were not idle, as any improvements here would lead to greater efficiencies and these meant better profits. The Engineering Department therefore, from its inception, had to play catch-up and this it never did. The growers on balance always proved more innovative than the salaried staff. Because of the strict employment criteria, only staff with engineering qualifications were employed. In field culture of tobacco, often little was forthcoming from the TRB and the innovations and improvements came from growers and the machinery companies who had the motivation to improve methods to increase business, a motivation lost on the staff at TRB to whom pure research was the nirvana of their combined existence.

Fertilization

Following Stinson and Haslam's 1940 recommendation that fertilizer is best applied in two bands in the ridge 2½ inches (6 cm) to each side of the plant 1 inch (2.5 cm)

⁴⁰ *Tobacco Research Board of Rhodesia Bulletin* (1952) No 1. Results of Experiments 1949 – 1951 June

⁴¹ Anon (1953) Seedbed Time at Norton *Rhod. Tob. J.* 5, 10:67-72

⁴² *Tobacco Research Board of Rhodesia Bulletin* (1957) No 6. Factors in the Production of Healthy Tobacco Seedlings. July

⁴³ Hunter, J.G. (1954) Some Features of Seedbed Management *Rhod. Tob.* Sept. p 3

⁴⁴ Garmany, H.F.M.; Cole, J.S.; Legge, J.B.B.; and Haney, T.G. (1956) Tobacco Seedbeds *Rhod. Tob. J.* 8, 7: 80 – 81

⁴⁵ Anon (1957) Homemade Seedbed Ridger *Rhod. Tob. J.* 9, 11

⁴⁶ Addicott, G. (1953) Rumanje *Rhod. Tob.* Dec p 25

⁴⁷ Anon (1959) Choma Watering Invention *Rhod. Tob. J.* 11, 12:69

below the root crown,⁴⁸ growers attempted to do this practically for 40 years with limited success. Naturally, when Ford Stinson took over the reins of the TRB nothing would deflect him from this recommendation. Until 1949 things remained static when P. G. Hulme reported that borax gave significant improvements in yield and quality of tobacco.⁴⁹ During this time growers were also experimenting with fertilizer, but their and the TRB efforts were tied to the fact that the whole crop was rain fed. Applying too much fertilizer before the rains could lead to leaching and loss of nutrient, thus the fertilizer recommendations were all about successive and progressive top dressed applications. These were known as fractional dressings and no one was more voluble in their application than E. J. (Ted) Jeffries of Darwendale⁵⁰ who attacked an article by P. G. Hulme in the 1952 *Rhodesia Tobacco Journal* advocating a preplant-only application of fertilizer using 'E' mixture.⁵¹ He used war time experiments from Trelawney Research Station and refuted the notion that labour was a problem as "one labourer can fertilizer 3000 square yds (0.25 ha) in 8–10 hours using a fertilizer cup."

The typical fertilizer mix was a basic application of a compound granule, as shown below, and nitrate of soda as the source of nitrogen. There has always been a mystery as to why this product was chosen because it is an unsatisfactory source of nitrogen, containing the unwanted Sodium atom, whereas Calcium or Calcium Ammonium Nitrate (CAN/LAN) had the nitrogen and the necessary calcium and were cheaper per unit of nitrogen! It would appear that Ford Stinson liked the product so never recommended anything else. The Federal Government Notice No. 280 of June 1954 listed the following available mixtures:

COMPOUND	%N	%P ₂ O ₅	%K ₂ O
B	3	13	11
C	6	18	12
D	2	15	3
E	8	0	16
K	2	18	15
S	4	14	4
V	4	18	15

(For Cmpd E, Individual tablets were available)

These had come from a joint meeting of the TRB, the Rhodesia Tobacco Association, the Ministry of Agriculture and the fertilizer companies. The TRB recommended that these compounds should be applied at the rate of 500–700 lb/acre (560–784 kg/ha) and that Compound 'C' was available for seedbeds at 1 lb/4–6 square yds (1 kg/7–11 m²). Stinson's recommendation of 1940, re-confirmed in 1953,⁵² was then laid down as law that 'when applied to the ridge, the fertilizer should be distributed in two bands at the height of the root crown and 4 inches (10 cm) either side of the plant.'

Work on fertilizer continued apace and in 1954 there was a complete review of tobacco fertilization. Phosphate (P₂O₅) was recommended at 100 lb/acre (112 kg/ha) and potash (K₂O) at 90 lb/acre (100 kg/ha).⁵³ Nitrogen application was a different story and the recommendations were 8–36 lb/acre (9–40 kg/ha) with at least one quarter of

⁴⁸ Haslam, R.J. & Stinson, F.A. (1940) Recent Observations on Fertilizer Placement for Tobacco *Rhod. Agric. J.* 37, 7: 397 – 399

⁴⁹ Hulme, P.G. (1949) Success of Borax as Tobacco Fertilizer *Rhod. Agric. J.* 1, 4: 23-27

⁵⁰ Jeffries, E.J. (1952) Prize Winning Grower Disputes Article on Fractional Dressing *Rhod. Tob. J.* 4, 6: 77-81

⁵¹ Clements, F & Harben, E (1962) *Leaf of Gold* Methuen, London p 50

⁵² *Tobacco Research Board of Rhodesia Bulletin* (1957) No 5. Report of Progress 1953 - 1955. June

⁵³ Anon (1954) Research Board's Report on Fertilizer Experiments *Rhod. Tob. J.* 6, 1: 43-51



the nitrogen as the nitrate form. Magnesia was also recommended at 20 lb/acre (22 kg/ha) as well as 2 lb/acre (2 kg/ha) borax at planting.⁵⁴ The full list of fertilizers for the 1955 season are given below:⁵⁵

COMPOUND	%N	%P ₂ O ₅	%K ₂ O
B	3	13	8
C	6	18	12
D	4	14	6
E	8	0	16
F	0	17	6
H	3	18	15
K	2	18	15
L	6	12	6
S	4	14	4
V	4	18	15

Rotations were not forgotten as it was found that due to soil mineralisation following rot down of the grass ley, ploughing a soil wet in March (early ploughing) gave a significant amount of nitrogen release for the crop. Ploughing when the soil was dry (late ploughing) gave little or no nitrogen release. The recommendation then was for a sandy loam ploughed early, 10–14 lb/acre (11–15 kg/ha) nitrogen, and for late ploughed soils 30–40 lb/acre (33–45 kg/ha) nitrogen.⁵⁶ In 1960 a new set of fertilizer mixtures was announced, with Compound ‘G’ being discontinued.⁵⁷

COMPOUND	%N	%P ₂ O ₅	%K ₂ O
A or K	2	18	15
H	3	18	15
V or B	4	18	15
C	5	15	12
E	8	0	6
S	6	18	6
P	10	20	0
D	8	16	8
E	9	12	9

Compound ‘S’ was formulated specifically for seedbeds as it had a low potash content which decreased the danger of salt damage as there was no chlorine present. The potash was included as potassium sulphate and not potassium chloride and the nitrogen was in the nitrate form.

The yields at this stage were low and this is reflected in the levels of fertilizer applied. Typically in 2011 one is looking at 85–100 kg/ha nitrogen, 120 kg/ha phosphate, 225 kg/ha potash, 60–80 kg/ha sulphur, 0.2 kg/ha boron and 20 kg/ha chlorine.

Field cultural practices

Land Preparation for Planting

⁵⁴ Anon (1954) The Progress of an Irrigated Crop *Rhod. Tob. J.* 6, 2: 88 – 89

⁵⁵ Anon (1955) Advertisement *Rhodesia Herald* 25th March

⁵⁶ Anon (1955) Fertilizer Recommendations For The New Season *Rhod. Tob. J.* 7, 6: 43 – 45

⁵⁷ Anon (1960) Advertisement *Rhodesia Herald* 3rd March

With the introduction of the Ferguson tractor into Rhodesia after the War it was understandable that growers tried to mechanise as much as possible. Early ridgers had been tried, but the Ferguson system also had a suitable implement. This was modified to apply EDB while it ridged and the first tractor-mounted disc ridger and applicator was marketed in 1951.⁵⁸ The shape of the ridges was the subject of much investigation. Trials conducted in 1957 were continued, but most of the innovations were not accepted by growers.⁵⁹ The inward looking research arrogance, which insisted that ‘Rhodesian Tobacco Research’ was the best in the world and that ‘non-English or non-tobacco’ research was ‘frankly beyond the pale’, led to some embarrassing situations. Ridge- and bed-forming machinery had been the subject of much research in Holland and the Scandinavian countries and their bed shapers and formers, specifically used for potato, asparagus and sugar beet production, were quite suitable for tobacco ridges. This work was studiously ignored and the savings in power requirement that these ‘beyond the pale’ innovations could have made for the Rhodesian grower was overlooked. The cost to the growers of thousands of pounds over the years was not even recognised. Their simple, robust machinery was so good that very little research from the mid-1950s onwards was carried on, yet TRB and the local machinery companies continued to try and re-develop a very expensive wheel.

Plant Populations

Some of the first experiments conducted by the new TRB involved plant populations per acre. In 1952 the updated recommendation was for rows 42 inches (1.07 m) apart and with plants 24 inches (0.61 m) apart in the row (15 320 plants/ha). During this time the yield and quality of the leaf was examined under different plant populations. In general, higher populations gave smaller and more lemon styles of tobacco, while lower populations gave larger more orange leaf.⁶⁰ This recommendation is close to the standard used today of 1.2 m x 0.55 m (15 152 plants/ha).

Land Layouts

The layout of lands and the direction of flow of the ridges received scant attention until the setting up of the Department of Conservation and Extension (CONEX) of the Ministry of Agriculture under Charles Murray. The enormous erosion problems post War and the expansion of the tobacco industry made the impact of CONEX immediate and dramatic. Before, the lands used had been small and relatively flat, but the expansion was now onto sloped land, requiring good conservation to prevent erosion in sandy soils. Generally, growers laid out their reaping rows at right angles to the ridges. However, the Rhodesia Tobacco Journal of 1954 shows a photograph of tobacco rows running parallel to the contours. The presence of contours and evidence that some growers were being conservation conscious indicates that CONEX had had an effect.⁶¹

Planting Methods

In 1950–1951 planting techniques and methods received attention from the TRB for the first time. They recommended using water for refilling gaps in initial plantings.⁶²

⁵⁸ Anon (1951) Farmers See New Machine for Large Scale Application of Fumigants *Rhod. Tob. J.* 3.10

⁵⁹ Anon (1957) Research Trials with Flat Topped Ridges *Rhod. Tob. J.* 9, 10

⁶⁰ *Tobacco Research Board of Rhodesia Bulletin* (1952) No 1. Results of Experiments 1949 – 1951 June

⁶¹ Anon (1954) 10. The Season Ends *Rhod. Tob. J.* 6, 6: 75 – 77

⁶² *Tobacco Research Board of Rhodesia Bulletin* (1952) No 1. Results of Experiments 1949 – 1951 June



The surprising thing was that there was no mention of using water to plant seedlings in the dry ahead of the rains. The first water planting device was demonstrated in January 1953 at a TRB Field day at Kutsaga.⁶³ This was demonstrated by Ford Stinson who made the totally surprising comment that one of the main advantages was the planting action “did not press the soil hard round the base of the stem because a stifled stem



Planting with Stinton's US Tobacco Planter

was liable to disease.”⁶⁴

Commercial companies saw the opportunity and advertisements for water planting trailers very soon could be found in all the local press.⁶⁵

The 1952/53 season was the third worst on record and much publicity was given to the salvage operation by Ted Jeffries of Darwendale.⁶⁶ He used water to save his drought stricken crop applying $\frac{1}{2}$ pt (0.28 l) per plant and using a planting hoe to make the holes. He claimed that 56 labourers could water 8.5 acres (3.4 ha) per day. By the 1953/54 season he was water planting most of his crop in late October using 1 pt (0.57 l) per station. The 2011 figure is 5 l/planting station!

In 1957 Harold Poole (Pvt) Ltd produced the first commercial water planting trailer that could be drawn through the ridges. This was the Harold Poole Mark 1 Row crop water-tank trailer.⁶⁷ It had a 2 inch (5 cm) outlet gate-valve into a junction box from which the hoses were lead and these could apply water to as many as 6 hoses simultaneously. The makers claimed that with 30 labourers the output was 6 acres (2.4 ha) per day. This took over as a very popular method of planting still in use today. It was generally used in dry conditions, but did suffer from the disadvantage that on lands with large contours or on very steep slopes it was difficult to manage. In 1957, this was improved with the introduction of a boom planting system.⁶⁸ This was extremely versatile in that it could be used under most conditions and the trailers did not travel through the ridges. In the September edition of the Rhodesian Tobacco Journal, prominence was given to Aubrey Lewen, Mandalay Farm, Ruwa applying 2 pintsts (1 litre) water per station through a 6 HP

⁶³ Anon (1953) Growers Inspect Experimental Tobacco Research Station *Rhod. Tob. J. 5*, 2: 30 – 40

⁶⁴ Ibid

⁶⁵ Anon (1953) Advertisement *Rhod. Tob. J. 5*, 8: 64

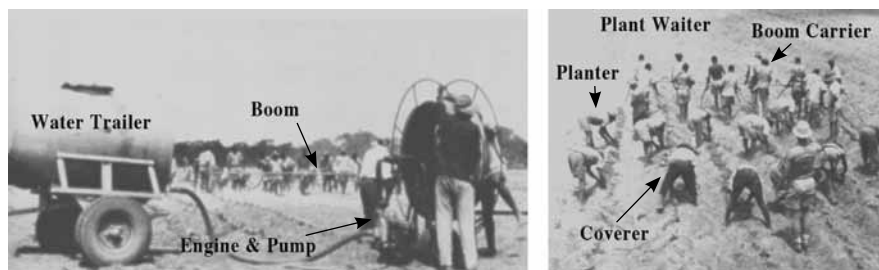
⁶⁶ Jeffries, E. J. (1953) Planting With Water Saved My Crop *Rhod. Tob.*

⁶⁷ Anon (1956) Much progress in Dry Planting Methods *Rhod. Tob. J. 8*, 9

⁶⁸ Wells, J. S. (1957) A Water Planting Idea *Rhod. Tob. Nov* p 26

(4.4 kW) motor.⁶⁹ In this method the hoses and motor were dragged along the ground and this could be untidy, but in 1958 two growers from Monga Farm, Banket, G. Quinell and C. Hutchinson, developed a reel for the hose which was mounted on a small sulky, together with the motor and pump.⁷⁰ They claimed that 45 labourers could successfully plant 1½ acres (0.6 ha) per hour.

Irrigation



Interest in irrigation after the War was revived in 1951 when Norman Travers of Imire Farm, Wedza, irrigated 40 acres (16 ha) with satisfactory results.⁷¹ However, this was not irrigation in the true sense being, rather, supplementary irrigation for an October planted crop. Growers persisted in this. A.J. Eckard of Saratoga Farm, Enterprise, grew an irrigated crop of Delcrest in 1954 and obtained 1 600 lb/acre (1792 kg/ha).^{72 73}

Some of his thunder was stolen by T.G. Derry of Tana Farm Darwendale who managed to sell 1 829 lb/acre (2 048 kg/ha) in the same season.⁷⁴ The TRB under Neas and Haslam started experiments and demonstrations of irrigated crops. Again, these were supplementary irrigated crops planted in October. They advised 0.6–1.25 in (14–30 mm) water per application.⁷⁵ Unfortunately, this method produced undesirable tobacco and, although experiments persisted, very few recommendations were given out.

Cultivation

Cultivation for aeration and weed control was recommended from early on but the first post War advice given was in 1953, when the TRB stressed early cultivation as being essential, the recommendation concluding that cultivation after the plants were 15–18 in (38–46 cm) high should not be carried out.⁷⁶ The traditional land cultivating instrument had been the badza or hoe. At the 1954 Trelawney Field Day, Ford Stinson introduced the swan-necked hoe to growers with a strong recommendation that it was an improvement.⁷⁷ However, it did not prove a popular method.

Mechanical cultivation had not been forgotten and improvements were suggested by Neas, Legge and Raeber in 1956, when they described cultivation using a three-coil spring-shanked tine having a flat 16 inch (0.4 m) weeding-sweep attached. This was used to cultivate the furrow bottom and half way up the sides of the ridge.⁷⁸ It should

⁶⁹ Anon (1957) 30 Men Can Dry Plant 10 Acres/Day *Rhod. Tob. J.* 9, 9:59

⁷⁰ Anon (1958) Banket Partners Perfect Fast Dry Planting System *Rhod. Tob. J.* 10, 11: 51 – 52

⁷¹ Anon (1951) Successful Test at Marandellas with Tobacco Under Irrigation *Rhod. Tob. J.* 3, 9: 99

⁷² Anon (1954) Progress Of An Irrigated Crop *Rhod. Tob. J.* 6, 2: 88 - 89

⁷³ Anon (1954) Progress Of An Irrigated Crop *Rhod. Tob. J.* 6, 4: 95

⁷⁴ Anon (1954) Progress Of An Irrigated Crop

⁷⁵ Neas, I. & Haslam, J. (1955) Supplemental Irrigation of Tobacco *Rhod. Tob. J.* June p 25

⁷⁶ *Tobacco Research Board of Rhodesia Bulletin* (1953) No 3. Report of Progress 1951 – 1953 December

⁷⁷ Anon (1954) New Hoe Pleases Research Workers *Rhod. Tob. J.* 6, 2

⁷⁸ *Tobacco Research Board of Rhodesia Bulletin* (1957) No 5. Report of Progress 1953 - 1955. June



be noted that, at this stage, the science of herbicides was in its infancy and most of the products were phytotoxic to tobacco anyway.

Herbicides have become a way of life in farming, so it is as well to put them in date context. The earliest of the modern day herbicides to be discovered was paraquat which was described in 1932 as an oxidation-reduction indicator by L. Michaelis.⁷⁹ The herbicidal properties were not published until 1958.⁸⁰ The early herbicides used in any quantity were atrazine,⁸¹ fluometuron,⁸² glyphosate,⁸³ nitralin,⁸⁴ paraquat,⁸⁵ trifluralin⁸⁶ and 2, 4D.⁸⁷

Topping and Suckering

It had been obvious from the first days of tobacco culture that removing the top (flower inflorescence) and keeping the subsequent suckers off, gave the desirable quality and improved yields of the early crops. This was done by hand and, even today, this is one area of much discussion among growers. In 1952 the TRB made the surprising comment that “there are no definite rules that can be applied as to the height of topping.” They were adamant that the crop be kept clean of suckers. However, the TRB were looking for suitable chemicals which could control suckers and in 1950 J. O. Whiteside reported on the use of a chemical paste applied to the stalk after topping; the chemical being used was 2,4D and naphthalene acetic acid (NAA) or 4% 1-NAA in lanolin-carnauba wax paste.⁸⁸ The experiments were superseded by the use of heavy mineral oil applied around the stem above the uppermost leaf.⁸⁹ This method, if applied properly, worked well and received limited acceptance. The main problem was, that if too much of the oil ran down the stem of the plant, it burnt the stem at soil level, allowing the various bacteria and fungi to gain a foothold. The TRB recommended mineral oil for suckers in 1953, but they did emphasize the inherent dangers in its use.⁹⁰ At the same time they recommended topping the plant when 10% of the plants were in full flower, making sure that the uppermost leaf on all the top plants was approximately the same size after topping, suggesting that this practice would save labour and encourage more even ripening. Today, this advice could be described as ‘quaint’ as it has a definite opposite effect and can affect both yields and quality negatively.

Later, it was found that earlier topping gave better results and bud topping was again advised in 1955.⁹¹ However, this time the advice was given not by the TRB, but by the Chief Tobacco Officer of CONEX, Colin Rose, who seems to have had a more practical outlook than the TRB. This was also published in *Rhodesia Tobacco*, the popular magazine, rather than the TRB semi-official *Rhodesia Tobacco Journal*. One

⁷⁹ Michaelis, L. (1932) *Biochem Z.* 250, p 564

⁸⁰ Brian, R.C. (1958) *Nature* (London) 181, p 446

⁸¹ Worthing, C.R. (ed.) (1991) *The Pesticide Manual* British Crop Protection Council p 41

⁸² *Ibid.* p 410

⁸³ *Ibid.* p 459

⁸⁴ *Ibid.* p 917

⁸⁵ *Ibid.* p 646

⁸⁶ *Ibid.* p 851

⁸⁷ *Ibid.* p 218

⁸⁸ Whiteside, J.O. (1950) Chemical Compounds Abolish Need For Hand Suckering of Plants *Rhod. Tob. J.* 2,5: 45 – 47

⁸⁹ *Tobacco Research Board of Rhodesia Bulletin* (1952) No 1.

⁹⁰ *Tobacco Research Board of Rhodesia Bulletin* (1953) No 3. Report of Progress 1951 – 1953 December

⁹¹ Rose, C. (1954) Changing Rhodesian Farm Practices *Rhod. Tob.* March p 10

can sense from the content of the article that the extension staff on the ground were a little tired of the arrogance of the official TRB line that flew in the face of farmers' practical experience. The extension staff saw what was happening in the field and were not confined to the ivory TRB tower. R. G. Hoskins-Davies successfully used 3 ml/plant of Tobakoil, marketed by A. E. & C. I.,⁹² for sucker control using a '25 lb fertilizer cup for pouring the mineral oil over the top of the plant.'⁹³ In 1958 T. N. Cannon from Karoi reported on an ingenious device called 'Suckateurs' which cut off the top of the plant while applying the correct amount of oil.⁹⁴



Applying Total Desuckering Oil - 1953

Reaping

Following World War II several reaping innovations came quickly. A motorised sewing machine was introduced in 1949 which could tie a barn of 16 ft x 16 ft x 8 tiers (4.9 m x 4.9 m) using 6 labourers in 8 hours. It was powered by an electric or small petrol/paraffin motor.⁹⁵ The following year R. J. Smeeton advocated the use of two strings tied over the stick (mtepi) as being much faster than the traditional single-string method.⁹⁶ Dick Taunton took this idea one step further when he tied his tobacco with a double string tied under the stick.⁹⁷ From the idea of tying the tobacco under the stick it was not long before the stick was dispensed with, growers hanging the tobacco horizontally across the tiers from staples knocked into the wood poles – the horizontal string-hanging

process we use today.

In 1955 C. T. Jackson, Carolina farm, Marandellas, imported the first mechanical tobacco harvester into Rhodesia, it was the Silent Flame Harvester from the US Long Manufacturing Company.⁹⁸

Up until this time all tobacco leaves had been reaped in the land, transported on crates called machilas to the tying shed, tied onto sticks and then hung in the barns. R. Fischer improved on this by tying his tobacco on the contour or reaping road, then loading the tied sticks onto a frame on a trailer before this was taken to the barns for offloading.⁹⁹ The following year a breakthrough came which was independent and took the TRB by surprise. Two reaping machines were advertised for the first time which

⁹² Anon (1957) To Kill Suckers *Rhod. Tob. J.* 9, 1: 67

⁹³ Hoskins-Davies, R. G. (1957) Suckering With Oil Emulsion *Rhod. Tob. March* p 6

⁹⁴ Anon (1958) Applying Emulsion *Rhod. Tob. J.* 10, 2: 63

⁹⁵ Anon (1949) First Tobacco Stringing Machines Demonstrated *Rhod. Tob. J.* 1, 5: 55 – 56

⁹⁶ Smeeton, R. J. (1950) Value of Mechanization in Tobacco Farming *Rhod. Tob. J.* 2, 2:43 – 45

⁹⁷ Anon (1953) Norton Grower Devises New Method of Tying Tobacco *Rhod. Tob. J.* 5, 4: 63 – 65

⁹⁸ Anon (1955) First Tobacco Harvester in Country *Rhod. Tob. J.* 7, 4:95

⁹⁹ Fischer, R. (1955) Tying In the Lands *Rhod. Tob. March* p 8



could tie tobacco in the land. The Balance Machine was reported first in February 1958¹⁰⁰ and the Tobacco Scooter in March 1958.¹⁰¹ To operate the machines, a labourer carried or pulled the machine backwards through the tobacco, just in front of the reapers who handed him their reaped leaf which he then tied onto the stick in front of him. Waiters then removed the full sticks and placed them on the trailer for transport to the barns. The machines became popular because they satisfied a need felt by the grower, led to reduced breakage of leaf, and used less labour. The machines were also preferred as exact number of sticks could be reaped in a day. With the traditional method it was difficult to judge how much tobacco to reap to exactly fill a barn or series of barns in one day.



The Balance Reaping machine - 1958

In 1959 two further innovations were introduced that replaced these machines and are still in use today. F. Tilden Edridge announced his invention of the Tilita Clip in June 1959.¹⁰² This was a metal internal spring clip for holding leaves that could be filled by the reaper as he reaped through the land. The clip was also easy to load and held the tobacco evenly across the tier in the barn. Two months later came the news that Kurt Braunstein of Banket had invented a reaping machine that could be used with both sticks and strings.¹⁰³

The difference between the two methods was that the Tilita clip required a considerable capital outlay and some modification of the barns; the 'Kurt Machine' on the other hand required no adjustment to the barns. For this reason it quickly became

¹⁰⁰ Anon (1958) Two Tie While You Reap Gadgets Demonstrated Rhod. Tob. J 10, 2: 61

¹⁰¹ Anon (1958) Tobacco Scooter Being Produced in Rusape Rhod. Tob. J 10, 3: 55

¹⁰² Edridge, F.T. (1959) A Simple Tying Gadget Rhod. Tob. J 11, 6: 51 – 53

¹⁰³ Anon (1959) Austrian's Tying Invention Rhod. Tob. J 11, 8

the most popular method of reaping and is still used today. Both methods had their advantages and disadvantages and the Tilita clip soon became the method of choice when more sophisticated curing methods were introduced.

Very little practical advice came from the TRB on handling the tobacco after curing. Normally the leaf was stored in bulks and then retrieved from these when grading started. In 1954 Charles N. Newmarch recommended that bulking formers should be used to make bulking symmetrical.¹⁰⁴ Shortage of shed space made growers overpack, and in 1958 the TRB suggested 1½ square ft/100 lb (324 kg/m²) tobacco.¹⁰⁵ Grading was also left to the grower's personal expertise and the TRB had no experiments on curing or grading methods during this period. However, the use of artificial light for grading, to enable graders to produce a more even product and to be independent of sunlight was first used in 1949 by A. Kavonic of Suum Cui Que Farm, Banket.¹⁰⁶ By 1957 the ESC recommended 40–60 ft candles (40–60 lux) as the best intensity.¹⁰⁷



Kurt Braunstein with his prototype reaping machine



Kurt Reaping Machine

Towards the end of the period significant things were being done, although nothing was published during this period. The Rhodesia Tobacco Association (RTA) engaged the services of H. H. Fraser & Associates, independent of the TRB, over the period 1958–1960 to establish standards of labour productivity in the Tobacco Industry.

Their Work Study Manual, published in 1961, was to revolutionise the tobacco industry and this will be covered in the next article. The need for this was felt because the output for labour and machinery was not seen to be the brief of the TRB and, therefore, was neglected by them. In fact, far from picking up the baton of the RTA in this regard, they ignored it as being beneath their research ambit and capabilities and CONEX picked it up, instituting Work Study Officer Posts within their Planning Department. This made CONEX the primary vehicle for disseminating valuable practical advice, especially that resulting from farmer experience, considered *de trop* by the TRB because it had not been tested by analysis of variance scientific experiments. Especially in the methods of tobacco culture in the field, all this put the TRB well behind and they never caught up.

¹⁰⁴ Newmarch, C. N. (1954) The Gadgets in Use At Chibvuti *Rhod. Tob.* Dec p 16

¹⁰⁵ Anon (1958) Barn Building & leaf Curing T.R.B. Advice *Rhod. Tob. J.* 10, 12

¹⁰⁶ Kavonic, A. (1941) Use of Fluorescent Lights For Grading *Rhod. Tob. J.* 1, 3: 53

¹⁰⁷ Anon (1957) Use of Artificial Light for Grading *Rhod. Tob. J.* March p 18



Engineering

Field Machinery

As has been mentioned above, there were a few innovations in the use and application of field machinery that could be ascribed directly to the work of the TRB, but more will be revealed when the RTA Work Study Manual is examined.

Curing

Curing involved both the programme to cure the green leaf into an acceptable lemon or orange leaf and the type of structure needed to produce the result. Curing methods have been discussed for many years but the TRB's first advice came in 1953 when it was recommended that a reduction in barn spot should be obtained by raising the colouring temperatures from 90°F to 100°F (32°C to 38°C) and keeping the relative humidity as near 100% as possible.¹⁰⁸ This was confirmed in Bulletin No. 4 of June 1955, which also recommended waterproofing for the inside and outside walls.¹⁰⁹

In 1956 Neas and Stephen gave added advice on barn spot control, suggesting the vents should be opened once the tobacco was yellow, following the standard recommendation of colouring at 100°F (38°C) and 100% R.H. so that the thermometer dry bulb increased 2°F (1°C) per hour – a distinct departure from the standard practice of only opening the vents at 120°F (49°C).¹¹⁰

Curing Facilities

The Gundry Furnace was still in use after the war and although there was some effort to cure tobacco using electricity as a heat source and using fans to move the heated air, this came to nothing and experiments were dropped by the TRB.¹¹¹ In 1948, Gundry and Brown summarised existing knowledge about curing techniques and units,¹¹² while the TRB recommended the placing of the furnace inside the barn with a flue layout as suggested in the diagram below.¹¹³

Later that year, C. E. Lowe produced a furnace design with some improvements, notably a double wall, and this proved to be far superior to the old Gundry furnace, as the air could be drawn over it from the outside, this being heated by the time it reached the interior of the barn.¹¹⁴ The importance of the correct size and maintenance of chimneys was stressed by Lowe and he gave the advice, still relevant today, that chimneys should be at least one foot (30 cm) above the topmost part of the barn.¹¹⁵

With the great expansion in barn building, many new growers were experiencing difficulties in getting their barns ready in time, a contributing factor being the acute shortage of suitable burnt bricks. P. Bashford of Clovelly Farm, Trelawney, a builder by trade, suggested an alternative bonding that saved in bricks and yet was suitability strong.¹¹⁶ This came to be known as the 'rat trap bonding', and many examples still remain in service today.

Growers were always on the look out for something new in curing that would remove

¹⁰⁸ *Tobacco Research Board of Rhodesia Bulletin* (1953) No 3. Report of Progress 1951 – 1953 December

¹⁰⁹ Stephen, R. C. Frog-eye and Barn Spot *T.R.B. Bulletin* No 4. June

¹¹⁰ Stinson, F. A. (1953) *The Principles & Practice of Curing Flue-cured Tobacco Rhod. Tob. J.* 3: p 57

¹¹¹ Anon (1947) Electric Curing of Tobacco *Rhod. Agric. J.* 44, 5: 458 – 462

¹¹² Gundry, B.G. & Brown, D. D. (1948) Buildings for Virginia Type Flue-cured Tobacco *Rhod. Agric. J.* 45, 1:39 – 68

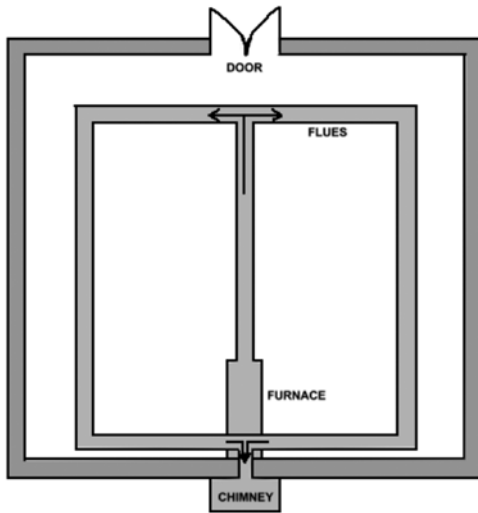
¹¹³ *Tobacco Research Board of Rhodesia Bulletin* (1958) No. 7 Barn Construction & Curing Procedure July

¹¹⁴ Lowe, C. E. (1948) Management of the Coal Furnace for Tobacco Barns *Rhod. Agric. J.* 45, 5:436 – 442

¹¹⁵ Lowe, C. E. (1949) The Importance of Efficient Chimneys for Coal Heated Tobacco Barns *Rhod. Tob. J.* 1, 2:43 – 47

¹¹⁶ Lowe, C.C. (1950) An Economical Form of Construction for Farm Buildings *Rhod. Tob. J.* 2, 2: 57 – 587

their reliance on wood and the associated problems of maintaining constant temperatures during curing. During 1950, advertisements appeared for a new oil-fired curer.¹¹⁷ This



used diesel fuel and was advertised as being more expensive than either wood or coal-fired systems, but was far superior as it was easy to use and excellent for maintaining constant temperature. For an 18 ft x 18 ft x 20 ft (5.5 m x 5.5 m x 6.1 m) barn of 940 sticks it would cost £12/6/7½ (US \$34.50) for a cure with oil, as compared with £5/3/7¾ (US \$14.48) for wood and £5/10/11¾ (US \$15.57) for coal per cure. At this time steam curing also came back into contention with various growers experimenting all over the country,¹¹⁸ following the Rhodesia

Tobacco Association's mechanical research scheme in Rusape in the 1950–51 season.¹¹⁹ Again, this scheme was instituted by the RTA in response to the slowness of any new innovations coming from the TRB, and mirrors the frustration growers felt with the Engineering Department. Growers continued to stay well ahead of the TRB and a wealth of practical suggestions were given for barns in the years 1953 and 1954. Flue layouts with furnaces were described by J. A. Bartlett,¹²⁰ while G. T. McClery recommended a sawtooth brick arrangement for barn side walls to help with the correct laying of the sticks¹²¹ and H. R. Venables used old oil drums welded together as flues at a cost of £3/10/0 (US \$9.80) per barn.¹²² At the same time W. M. Stokes recommended a hip-roof vent design with a flat top.¹²³

Possibly due to pressure from the expanded production, the question of what area could be cured by one barn received much voluble attention. The storm seems to have started with an article printed in the August 1953 edition of the Rhodesia Tobacco Journal, which said that farmers had too few barns and were only averaging five to six cures per barn.¹²⁴ Various people commented on this, including the TRB,¹²⁵ and their Interim Report No. 5 of November 1955 categorically stated that one barn could handle five to six acres (2–2.4 ha).¹²⁶ This contrasted sharply with the estimated barn-area ratios which were summarised from 1944 by the editor of the *Rhodesia Tobacco Journal* who showed in the table below that the ratio had never been less than one barn to 7.8 acres (3.04 ha). Debate on this issue appeared to die down, but the problem is still a critical one today.

¹¹⁷ Smith, M.O. (1950) Advantages of Oil Fired Curing of Tobacco *Rhod. Tob. J.* 2, 11:55 – 62

¹¹⁸ Parker, R. (1953) Steam Curing *Rhod. Tob.* Sept p 18

¹¹⁹ Stokes, W.M. (1954) Time and Fuel save in Steam Curing Tests *Rhod. Tob. J.* 6, 5: 89 – 92

¹²⁰ Bartlett, J.A. (1953) Some Notes on Curing Equipment *Rhod. Tob.* Dec p 10

¹²¹ Anon (1954) Ideas Worth Trying When Building Barns *Rhod. Tob. J.* 6, 5: 85 – 86

¹²² Ibid.

¹²³ Stokes, W.M. (1954) Ventilation in Tobacco Barns *Rhod. Tob. J.* 6, 7: 94 – 95

¹²⁴ Anon (1953) Many Farmers Have Too few Barns *Rhod. Tob. J.* 5, 8: 55 – 56

¹²⁵ Stinson, F.A. (1953) The Principles and Practice of Curing Flue-cured Tobacco *Rhod. Tob.* 3, p 57

¹²⁶ Tobacco Research Board of Rhodesia Interim Report No. 5 Equipment & Method of Curing Flue-Cured Tobacco Nov



Tobacco Barn Increase¹²⁷

Season	Area Under Flue-Cured Tobacco (acres)	Tobacco Barns Total Number	Number in Use	Average Number Of Acres/ Barn in Use
1944-45	71,047	8,316	7,355	9.7
1945-46	74,420	9,235	8,076	9.2
1946-47	90,757	10,849	9,508	9.5
1947-48	112,858	12,858	11,287	10.0
1948-49	125,968	15,429	13,578	9.3
1949-50	152,717	18,050	15,810	9.6
1950-51	167,793	20,371	18,034	9.3
1951-52	189,151	22,335	20,080	9.4
1952-53	177,091	23,184	20,437	8.7
1953-54	168,424	27,774	21,586	7.8

Following experiments at Trelawney, the TRB again modified its recommendations slightly, advising double furnaces with cavity walls for barns¹²⁸ and a new vent size ratio of 2 square ft (0.19 m²) top and bottom for each 100 sticks cured in the barn, a recommendation that has hardly changed in the last 60 years.¹²⁹

A patented tobacco fan-curing unit, marketed by J. Maddocks, was introduced in 1957, the first units being installed on Tom Micklem’s farm in Umvukwes.¹³⁰ A year later the company claimed that 1000 fan units had been purchased by growers at £40 each (US \$112). With the advent of fans, new curing techniques were tried by several people. W. S. Craster tried the first down-draft barn at Glendale in the 1955–56 season¹³¹ and a Marandellas farmer ran a similar unit in a 16 ft x 16 ft (4.9 m x 4.9 m) barn in 1957. Later that year Earl McFadden summarised procedures with forced air ventilation of barns,¹³² although this information was not contained in Bulletin No. 7 of the TRB on “Barn Construction and Curing Procedure” issued in mid-1958.¹³³ The use of a fan with an internal flue-pipe was invented, also in 1958, by Commander Sir Dennistoun Berney on Little England Farm, Darwendale.¹³⁴ He obtained 12 000 c.f.m. (5.7 m³/sec) with a 3 HP (2.2 kW) motor in each barn, but unfortunately his fan blew UP the flue pipe and did not prove itself practicable. If he had reversed the direction of the fan and blown DOWN the flue pipe, removing air from just under the top tier and forcing air over the flues, he would have had the identical conditions as per 1977 recommendations. At that time fans were used solely for aiding the fixing and drying-out of the leaf and were not switched on during the colouring phase as they are today. This is essential to get initial wilt of the leaf and accelerate the colouring process evenly.

¹²⁷ Anon (1956) Tobacco Barn Increase *Rhod. Tob. J.* 8, 4: 90

¹²⁸ *Tobacco Research Board of Rhodesia* Interim Report No. 5 Equipment & Method of Curing Flue-Cured Tobacco Nov

¹²⁹ Neas, I. & Stephen, R. C. (1956) Curing Procedure *Rhod. Tob. J.* 8, 10

¹³⁰ Maddocks, J. (1957) Patented Tobacco Fan Curing Units *Rhod. Tob. J.* 9, 9

¹³¹ Anon (1957) Downward ventilation Idea *Rhod. Tob. J.* 9, 9

¹³² McFadden, E. J. (1957) Forced Air Ventilation in Tobacco Curing *Rhod. Tob. Nov.* p 14

¹³³ *Tobacco Research Board of Rhodesia Bulletin* No. 7 Barn Construction & Curing Procedure July

¹³⁴ Anon (1958) Report *Rhod. Tob. J.* 10, 3: 57 – 60

The next building advice from the TRB¹³⁵ ¹³⁶ included increasing chimneys to 12 in x 12 in (30 cm x 30 cm) or a 14 in (36 cm) flue pipe, having 27 in (69 cm) between tiers and at least 8 ft (2.5 m) to the first tier to prevent scorching by the flues. This contrasted markedly with retrogressive advice emanating from A. N. Pirie in 1961.¹³⁷

Oil as a curing fuel did not disappear entirely during this period as the Anchor oil curers came out in 1958.¹³⁸

In 1959 a report appeared in the Rhodesia Tobacco Journal on the trials in the United States on the bulk curing of leaf.¹³⁹ However, this evoked little interest and many growers were unaware that this process was possible, for at this time they were concentrating on the new heated floor system.¹⁴⁰ Shiloh Flues, as they came to be known, were first demonstrated by F. M. Amm of Miegunyah Farm, Nyabira. Although a heated floor was not a new concept, the use of corrugated iron to double as a flue and a floor was practical and well within the farmer's pocket. This heated floor concept was seen as an attempt to get an even temperature over the barn and eliminate hot spots and cold corners. In theory, and with small tobacco loads, this system worked well, but as packing rates and leaf sizes increased this concept could not cope and it fell into disrepute.



Anchor Oil Curers

Nematodes

The devastating effect of nematodes, especially *Meloidogyne javanica* the root knot nematode, was well known to all growers. Before the War growers had attempted to get away from the pest by opening new lands and only using them for two seasons before moving on. However this could not go on forever. After the War several fumigants or nematicides were available and they had a very positive effect on tobacco culture. Methyl bromide has already been mentioned with regard to seedbeds, but it was too expensive to use this in the lands. Although the TRB

eventually set up a separate Nematology Department, under Ford Stinson there seemed to be a definite antipathy to using soil-applied fumigants against eelworm and he kept on with many experiments on Rotations with various types of grasses. The nematologists were firmly lodged in the Entomology Department.

Although this was taken up in a general sense by the better growers, his advice was mainly ignored as ethylene dibromide (EDB) was simple to use, economical and

¹³⁵ Tobacco Research Board of Rhodesia Bulletin No. 7 Barn Construction & Curing Procedure July

¹³⁶ Pirie, A.N. (1961) The Design & Construction of Flue-cured Tobacco Buildings *Rhod. Agric. J.* 58, 4: 193 – 203

¹³⁷ Ibid.

¹³⁸ Anon (1958) Automatic Curer an Attraction at Show *Rhod. Tob. J.* 10, 9

¹³⁹ Anon (1959) U.S. Trials On Bulk Curing of Leaf *Rhod. Tob. J.* 11, 6

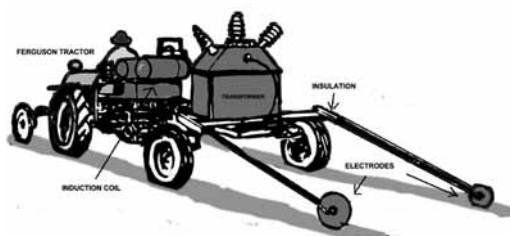
¹⁴⁰ Anon (1960) Heated Floor Barn Project *Rhod. Tob. J.* 12, 1:47 – 48



had a better and more reproducible effect against nematodes. In 1952 L. J. Neethling recommended the use of EDB in both lands and seedbeds.¹⁴¹ In 1951 the first mechanical application demonstration was given using DD (dichloropropane/dichloropropene),¹⁴² but this also worked for EDB and by 1954 the new PESCO Nematox applicator specifically for EDB was on the market. It must be stressed at this time the formulation of EDB was the 4.5% paraffin-based product. These applicators allowed growers to expand production rapidly as previously unused land could be successfully brought into economic production.

Perhaps the most amusing interlude of the whole post War period up to 1960 came in 1951 when Daulton and Stokes set about testing the hypothesis that passing an electric current through the soil would kill nematodes.¹⁴³ The electricity was passed through two coulter of opposite charge dragged through the soil and having had applied sufficient potential difference and current cross them to provide a high frequency discharge in the soil between the coulter. This was a most fearsome machine, as shown below, which appeared to be more dangerous to the operator than to the nematodes especially in wet and thundery weather. Stokes and Martin later repudiated this method as a practical one.¹⁴⁴ When the author was Officer in Charge Trelawney Research Station in 1972 the remains of this machine were on the farm scrap heap still!

An enigma arose at this time, which has been hinted at above, regarding the Director Ford Stinson and this has never been satisfactorily explained. Ray Daulton, the senior nematologist with the TRB, was testing the new fumigants with great success and published his results with DD as mentioned in 1949 and 1950.^{145 146} In 1950 he recommended EDB for use in seedbeds¹⁴⁷ and it was well known that he was working on EDB for land control at this time as well, but no official recommendations for its use appeared until the Tobacco Research Board Bulletin No. 6 of July 1957,¹⁴⁸ and that was in connection with seedbeds only. However EDB was then widely used in the land at this time following Neethling's advice 5 years before. Ford Stinson was very strong on



Electric Nematode Killer

¹⁴¹ Neethling, L.J. (1952) Control of Eelworm *Rhod. Tob. J.* 4, 5: 71 – 73
¹⁴² Anon (1951) Farmers See New Machine for Large Scale Application of Fumigants *Rhod. Tob. J.* 3, 10
¹⁴³ Daulton, R.A.C. & Stokes, W.M. (1951) High Frequency Currents Kill Eelworms *Rhod. Tob. J.* 3, 6: 108 – 109
¹⁴⁴ Stokes, W.M. & Martin, G.C. (1954) Attempt to Control Root Knot Nematode by Electrical Means Fails *Rhod. Tob. J.* 6, 10: 73 – 81
¹⁴⁵ Daulton, R.A.C. (1949) Soil Pets – A Root Knot Nematode Ann. Rept. Trelawney Tob. Res. Sta. pp 45 – 52
¹⁴⁶ Daulton, R.A.C. (1950) Fumigant Control of Nematodes in Seedbeds *Rhod. Tob. J.* 2, 3: 39 – 40
¹⁴⁷ Daulton, R.A.C. (1950) Fumigant Control of Nematodes in Seedbeds *Rhod. Tob. J.* 2, 3: 39 – 40
¹⁴⁸ Tobacco Research Board of Rhodesia Bulletin (1957) No 6. Factors in the Production of Healthy Tobacco Seedlings. July

the use of grass leys in rotation and down-played the use of the fumigants as it would render a large section of the Agronomy Department of the TRB redundant, including the future Director Iain McDonald who was working exclusively on these grasses at the time.¹⁴⁹ The author knows from personal experience, when working at the TRB, that there was definitely a professional antipathy between McDonald and Daulton, which was confirmed by Mr. John Shepherd, Senior Nematologist.¹⁵⁰ Perhaps it relates from the situation where the needs of the grower were set aside on the research level due to interdepartmental politics at the TRB. Fortunately, the growers, under the guidance of CONEX Tobacco Branch, took no notice. It was also obvious that once Stinson left, the TRB actively recommended EDB in the lands.¹⁵¹

Ivan Neas took over from Ford Stinson in 1957 as Director of the TRB and did not renew his contract in 1959. He was to be replaced by Iain McDonald in 1960. Stinson had started the TRB on a wave of enthusiasm after the War, and Ivan Neas continued his work, but he was a less dogmatic and more farmer friendly character, although an excellent scientist, and the TRB owes him huge gratitude for setting the work ethic and the basic sound scientific principles that were required of a world class Research Station. However, the whole scientific world was on the brink of some tremendous advances and the tobacco industry was poised to enjoy these. They coincided with the next generation of young, motivated and energetic growers whose fathers had fired up the industry again after the War. The period from 1960 marked some very exciting cultural changes, but these could not have been possible without the ground breaking and often tedious work done against the background of continued expansion of the industry. The emergence of one of the best research organisations in the world as well as, definitely, the best agricultural extension organisation in the form of CONEX, was available to the commercial farmer country-wide and ensured that the tobacco grower was catapulted to the forefront of world tobacco from 1960 onwards.

¹⁴⁹ Bates T.E. & McDonald I (1955) Weeping Lovegrass is Outstanding Rhod. Tob. Dec

¹⁵⁰ Shepherd, J.A. Personal Communication

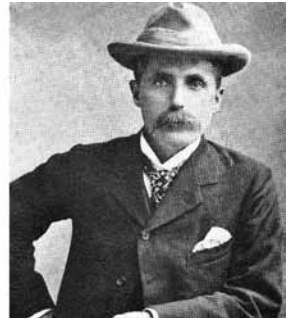
¹⁵¹ Tobacco Research Board of Rhodesia handbook of Recommendations (1961) Section G

The Boggies

By Bob Manser assisted by Eddy Norris and
edited by Fraser Edkins



This article is a potpourri of historical facts and anecdotes about some resolute and courageous but somewhat forgotten Rhodesian pioneers - The Boggies. We have put this information together in case much of the history of the lives of Major and Jeannie Boggie and Alexander Boggie gets lost forever.



Major James Boggie, Jane 'Jeannie' Marr Boggie (nee Manson) and Alexander Boggie.

Regrettably this so often happens to historical accounts and events if they are not put down in writing. Memories fade, relatives and friends pass on and so does the history.

Special thanks go to Alex "Akki" Manson, nephew of Jeannie Boggie and to his daughter Anne Manson; Dr. Ken Rice of Edinburgh University; Duncan Wallace; Willy Jervois, resident genealogist, Albany Museum, Grahamstown; Angela Hurrell; Evelyn Munroe; Colin Lyle; Cedric Herbert, Emma Assane, and many other folk who have sent in acknowledged anecdotes.

To Eddy Norris, special thanks as, without his skilled computer input, this history of the Boggies would not have come about and been available on a website.

We have used pre-Zimbabwe Independence names for places and towns, as all this history occurred in the then Rhodesia, before Independence in 1980.

Considering how much Major and Jeannie Boggie did for Gwelo in particular and Rhodesia as a whole, it was rather disappointing to discover during our research work what little information was available about them, and how uninformed the citizens of Gweru and Zimbabwe are these days of the part that the Boggies played in the early days of the country.

Gwelo

I feel a brief mention here is necessary about the initial history of Gwelo as a very large part of the life of Jeannie Boggie was spent in this small town (50 years 1917-1967). Also the Major was very involved in the day-to-day affairs of this town in his latter years (late 1890's -1928).

After the pioneer column reached Salisbury in 1890, the country started to expand rapidly as it was believed to be a second gold rich area like the Rand of South Africa. Things slowed down to some extent due to the war and uprisings of 1893 and 1896, and just as the new arrivals thought peace had come, the Second Boer War erupted in 1899. So the country only really settled down after these events.

It is believed that one of the pioneer column scouts, Burnham, first pegged the town with Leander Starr Jameson in early 1894 and the town was originally going to be called Jamesontown. However it eventually was to be known as Gwelo, as the nearby river was the Gweru River, and the name was anglicised to Gwelo.

In those early days, travel was a hard and lengthy process as there were no roads, only tracks and all transport was by horse, ox wagon and later horse drawn Zeederburg coaches and for some folk even on bicycles or on foot.

The two main towns in early Rhodesia were Bulawayo in the south, and approximately 260 miles northwards was Salisbury. Naturally there had to be numerous refreshment points between these distant towns and so various smaller towns, such as Gwelo blossomed, which was approximately 100 miles north of Bulawayo.

One of the first hostelries in Gwelo was the Horseshoe Hotel built by Major William Hurrell. He later sold this pole and dagga establishment to the Meikle Brothers. They in turn demolished it and built in it's place the Midlands Hotel which is still there to this day.

Sometime after the Second Boer War and before the beginning of the First World War, Major Boggie purchased a tract of land on the outskirts of the town and named it Craigievar Farm.

Mrs. Jeannie Marr Boggie MBE 1876-1967

Jane Marr Manson was born on the 25 July 1876 at Kilblean House, Parish of



Meldrum, Aberdeenshire. Her father was James Bruce Manson and her mother was Jane Alison Manson (nee Marr). One census states that her father was a farmer of 220 acres and employed 8 labourers so it would appear that the Mansons were people of some consequence.

I have been in contact with Alex "Akki" Manson, Jeannie's nephew (80 years old in 2011) and he says she was the youngest of three sisters and had a younger brother. The sisters were Alison and Agnes and her brother was Alexander who was Akki's



father. It appears in the census dated 1901 that the only two siblings resident in the house at that time were Jeannie, then aged 24, and her brother Alexander aged, 14. The two elder sisters presumably had married and moved out.

It appears Jeannie was closer to her young brother Alexander and had more affection for him than any other members of the family.

Alexander was reported killed in the Somme in WWI but actually survived minus an arm.

Not much is known of Jeannie's early days in Scotland, with no mention of schooling, possibly being taught by a governess or at a local school. She was however, an accomplished horse women, and of a very practical nature. Coming from a farming family, she had a good knowledge of farm life which was to eventually be invaluable to her in her later years in Rhodesia.



Left to right- Jeannie, Major Boggie, Jeannie's brother Alexander and his fiancée Isabel

She was also brazen and audacious enough to be an outspoken Suffragette. That certainly took courage in those days as suffragettes often had to put up with insulting remarks from, or being snubbed by, menfolk of that time who were hostile to the thought of equal voting rights for women.

Her third cousin was Major William James Boggie and due to this family relationship there must have been a fairly regular amount of social interaction between the Mansons and the Boggies over the years.

She was secretly engaged to the Major in about 1900 or so, and it was rather a long engagement with only her brother Alexander and his fiancée Isabel in the know.

Major Boggie was a military man through and through and spent much of his time away from Scotland on various military campaigns and Jeannie had to wait 17 years before her husband-to-be returned to Kilblean, and they eloped and married.

The Elopement

Jeannie's own account of events:

One day at breakfast time in September 1917, a noisy motor car drew up at Kilblean, Aberdeenshire, my Scottish home. With military bearing, out stepped Major Boggie, my third cousin, whose home was in Rhodesia, but who had been serving with the French army in the First World War. In stepped I, brown eyed, rosy checked, freckle nosed, Jeannie M Manson, wearing my Sunday best clothes. Downstairs stepped my father, "where are you going?" "To Rhodesia with Major Boggie." Then I whispered to the Major "Go on inside and tell them all about it, I will wait in the car." And that was the first intimation which my parents received of my elopement with Major Boggie to whom I had been secretly engaged since his last visit to his old mother nearby, when invalided from the Boer War, seventeen years ago.

Fond farewells and the Major and I were off to Aberdeen to be married by special licence. It was an easy way of being married - just a document known as a Decree of Declaration to be drawn up by a lawyer and signed by us two in the presence of two witnesses. This declaration is further signed by the Registrar of Marriages and again by the Sheriff.

So there we were - Major and Mrs Boggie, for better or worse, for richer or poorer, until death did us part in 1928.



James Bruce Manson with daughter Jeannie, Kilblean House 1912

An extract from Jeannie's father's diary of the events of the day :

Wednesday 19 September, Major Boggie called but did not come in . Jeannie and he seemed to have a conflagration. 20 September, there was a sale at Old Meldrum but I did not attend. Saw Jeannie at 10am and asked her if she was going anywhere and she replied "I am going away and not coming back again" I was awfully surprised and a few minutes later, Major Boggie arrived in a closed motor car and explained matters and off the two set for Aberdeen and got married by special licence by the Sheriff at 1pm. The two then started for London in the evening on their



way to South Africa. Neither of them had ever intimated previously any proposal of marriage to my wife or myself. We saw that they were very fond of each other and drove out a lot with each other for sometime back. I felt terribly upset all day. Her Mother and I will miss her very much indeed and it all came upon us so suddenly. I felt dazed and could not realise it had all happened.

Jeannie and the Major were married on 20 September 1917, at the Palace Hotel, 150 Union Street, Aberdeen.



Kilblean House 1904, Left to Right- Front Jeannie's father, J. B. Manson and his wife Jane, and Mrs Boggie (the Major's Mother) next to her. At back, Jeannie on the left with possibly the Major's father and unknown lady.

Trip To Rhodesia

Despite warnings that Waterloo Station had been bomb damaged, they managed to catch a train to the nearest port and set sail in the troopship, Balmoral Castle, for South Africa. Oddly among the passengers were a few other folk destined for Gwelo.

Little is known of the voyage to Cape Town except that there was a submarine scare

somewhere in the Atlantic as WW1 was still very much on the go. It was rather brave of them to attempt this voyage as there was a lot of German submarine activity around the South African coast at that time.

On arrival in Cape Town, they immediately set off by train for Rhodesia and arrived in Gwelo some weeks later. It must have been a shock and a real change of scenery and lifestyle to what Jeannie was accustomed, having gone from the fairly civilised Scotland she knew so well to the rather harsh, hot and arid farm Craigievar on the outskirts of the tiny town of Gwelo. The thought of living in Gwelo and running a farm must have been daunting to this new bride. It must be remembered though that these were no young honeymooners, Jeannie was 40 and the Major 55.

The many incidents and anecdotes of Jeannie's day-to-day farm life are well chronicled in her own book, "*A Farm and a Husband in Rhodesia*" so I will not go into detail of her farm life which she actually kept up for 50 years.

Jeannie in her latter years wrote two other books "*Experiences of Rhodesian Pioneer Women*" and "*First Steps In Civilising Rhodesia*"

For these last two books she received a personal letter of appreciation from the President of the British South Africa Company's Pioneer Column Association.

Text reads:-

"Dated: 17th November, 1948

Dear Mrs. Boggie. In presenting to you, by the courtesy of the Mayor of Gwelo the Eblem of the Pionner Column of 1890, the Pioneer Axe, we wish to record the esteem and regard which you are held by us, as by your books, "*Experiences of Pioneer Women*" and "*First Steps in Civilising Rhodesia*", you have brought honour to Rhodesia's heroines and made their deed an inspiration to succeeding generations. By your patience in eliciting and your skill in collating and presenting the scattered facts which build up those unique pictures of Rhodesia's past, you have brought honour to yourself and given an example for later historians to follow. We wish you many more years of good health and contentment in this country of ours.

Yours sincerely,
PRESIDENT"

The Boggies must have been a fairly happy and contented couple, and she helped the Major not only with the farm, but with his numerous other Gwelo businesses and also giving him a hand with his political aspirations.

Her beloved Major passed away after only 11 years of marriage in 1928 but Jeannie carried on stoically running the farm and other businesses as she knew her Major would have wished.

Eccentricity

After the Major passed on, there were various rumours of Jeannie's rather eccentric behaviour regarding the Major and his burial site.

She did initially have him buried on a small knoll on the farm. After some years though, she, for some bizarre reason, exhumed him. This was supposedly because she wanted him above ground in a vault.



This bought about the rumours that on her mantelpiece was the skull of the Major covered in a cloth, however this was only the skull of her beloved horse Ruben.

She does openly admit that she dug up the Major with the help of her servant and they laid out the bones in a box under her bed in the shape of a skeleton. She proudly says that the only piece missing was one knee cap.

The Major was buried in a plain wooden coffin, and she exhumed him in order to place him in a more distinguished lead lined coffin.



Reuben's Skull

After some years as a lonely widow she decided to take a year's break away from Gwelo, possibly brought on by grief and pure physical and mental exhaustion. She was advised by the Major before he died that if she ever needed a man to help her with business affairs whilst she was away, she must choose his very good and trustworthy friend Mr. X .

On leaving Craigievar, she handed over the running of the farm and businesses to this capable and trustworthy gentleman and returned to her home in Kilblean for a well earned rest.

After 6 months or more being away she started to receive ominous letters saying all was not well at the farm and she was urged to return as soon as possible.

This she did and what a shock she had on arriving back home. The farm was in a terrible state. On top of this, her various businesses in the town had been defrauded of funds by the trustworthy Mr. X.

With her usual strength of character, she slowly sorted out the farm and her other business interests and eventually got everything back to normal. She does state that the fraudster eventually committed suicide owing to the heavy burden of guilt he bore at the disgrace of his misdemeanors.

The Boggie Clock

No article on Jeannie Boggie would be complete without a word or more on the saga of Gwelo's main historical monument, THE CLOCK. Loved by some, hated by others.

About 1937, Jeannie had one of her slightly eccentric ideas to put up some form of monument, dedicated mainly to her beloved Major but also to the memories of pioneers of early Rhodesia.

This clock was positioned in a fairly reasonable position in 1937 but owing to growth of Gwelo and the massive increase of cars on the road, it now appears to be somewhat awkwardly placed.

I quote from part of a humorous anecdote by John Musell:

“Jeannie set about attempting ways to perpetuate the Major’s memory. She funded the Boggie Clock which was placed on a substantial plinth at the intersection of town of Gwelo’s main roads. Over the years this stocky monument served as a road safety feature although some would say, a hazard. During weekends in more recent times it has no doubt displayed magnetic properties towards meandering cars, leaving panel beaters rubbing their hands with glee on Monday mornings.

The clock tower was originally fitted with Westminster-type chiming bells, and they would loudly ring at all hours of the day and night. Regrettably the clock was placed only a few hundred metres from the large Midlands Hotel and this annoyed hotel patrons so much, especially when a peel of 11 or 12 bells rang out at night, that the Gwelo council had the bells removed, just leaving the timepiece.

In the following article by Maxwell Katakamba of the local Gweru newspaper written in 2011, it is heart warming to read that the modern citizens of Gweru have not forgotten Mrs. Boggie and that her clock is still in good hands and well maintained by the Gweru Council.

The Clock That Marks Gweru Community

Extracted from the *Newsday*, Maxwell Katakamba own correspondent, Gweru 13/5/2011

“As the battle to demolish Gweru’s landmark Boggie’s clock tower reached fever pitch, the *Zimbabwe Broadcasting Corporation* on 18 September 1980, reported that if the structure was destroyed, visitors would get lost, not knowing whether they were in Gweru.

Situated at the intersection of Main Street and Robert Mugabe Way, the clock tower was erected in 1937 by Jeannie, the widow of Major William James Boggie in memory of her late husband.

The Major, who was once the MP for the Midlands area in the Rhodesian parliament, is best remembered for having put forward the original Bill of Legislation for the establishment of Hwange Game Reserve. The foreign currency earner is now a sanctuary to one of Africa’s largest wildlife herds.

Described by the late estate agent, Trevor Dollar in records kept at the former Kamuzanda cell turned repository at the Old Prison Complex National Archives in the Midlands capital. “Jeannie was one of our funny people, she was an outspoken person who once took on a full army, the Rhodesian Air Force to be exact, and lambasted them for low flying of aircraft at Thornhill Air Base. She complained that her cattle at nearby Craigievar Farm were no longer producing milk because of the noise the planes emitted.

During construction of the structure, Jeannie who did not want to visit other washrooms in town, had an underground toilet built a stone’s throw away from the tower.



Today, an enterprising gentleman is renting the facility from the local authority as a pay toilet.

As the time ticked on, residents at the nearby Midlands Hotel, formerly the Horsehoe Hotel, complained that the clock, which loudly rang eleven times at 23.00 hrs and twelve times at midnight was disturbing their peace. The expensive London-imported clock had the Westminster chimes silenced for good by the local authority.

Traffic accidents later became the order of the day but councilors ruled that they had been the result of negligence and drunkenness on the part of the drivers. However, heavy vehicles were re-routed to Lobengula Avenue, the next street.

At the attainment of Independence the City fathers felt offended by inscription panels attached to the structure and suggested the tower be pulled down.

However the words relating to the colonial past were replaced and the clock is still ticking on and the monument standing proudly 60 feet tall. Three street names and an old people's home named after them are enough to see to it that Gweru does not forget the Boggies.

If you happen to be close to Boggie's Clock tower at dawn and see a bespectacled old man in slacks and sneakers coming out of the structure's small door, do not panic, that will be the Director of Engineering Services, Jones Nanthambwe, correcting the time on his daily Southdown-to-town jog."



The Boggie Memorial Clock, Gwelo

Photo: E. T. Brown Umtali

Charity Work and MBE

Besides the building of the Clock Tower, Jeannie was always involved in various charitable causes. One other very important donation to the people of Gwelo was the building of old age homes now run by the Boggie Trust.

For her various good deeds over the years she was eventually awarded an MBE. Interestingly, Jeannie was not the only Manson to receive an MBE. Her sister-in-law Isabel, married to her brother Alexander, was also awarded an MBE for untiring efforts for the women's Land Army during the war.

Isabel Manson, in her elderly years, was known as Granny Manson and even had a bagpipe tune named after her for her various charitable achievements. The tune is aptly named "Granny Manson".

Air Force Days - The Legendary Wrath of Jeannie Boggie

In this article, it would be inexcusable of me not to enlarge in detail the involvement of the Air Force and Jeannie Boggie, as the two forces were closely entwined for nigh on 30 years.



Mrs Boggie being interviewed for “Buka” Magazine of the RAF Station Thornhill - 1952

It bought about the legend of THE WRATH OF JEANNIE BOGGIE and I also feel that Jeannie was known to more people in Gwelo and to Air Force personnel in particular and to other folk in Rhodesia in general, owing to this semi-notorious legend, in fact more myth than legend, as her wrath was only skin deep.

At this stage some history is needed to explain the formation of the Air Force base at Thornhill, Gwelo, which abutted Jeannie’s farm.

With the threat of the Second World War

looming, Empire Air Training Schemes (EATS) were created in various parts of the Commonwealth. Southern Rhodesia at the time was a British Crown Colony. Rhodesia provided significant EATS facilities, and contributed greatly to the training of pilots both before and during the War.

Rhodesia was the last to enter EATS (locally named The Rhodesian Air Training Group) in 1940 but the first to turn out fully qualified pilots.

The Herald Business and Financial Review 1974 reports:

War Gave Birth to Thornhill Air Base

In 1939, the year the Second World War broke out, the Rhodesian Government set up a committee to locate and survey various sites in the country suitable for the establishment of airfields for the Rhodesian Air Training Group.

These bases were to be Rhodesia’s main domestic effort towards the defence of the Empire.

The area selected for the Royal Air Force station in Gwelo was Thornhill which comprised a large portion of the farms Thornhill and Glengarry. The land was commandeered from the farmers and a nominal rent was paid to them during the war years. Outright purchase was not made until after the war, when Mr Jewell, who owned Thornhill, was paid a minimal amount per acre for his prime arable land.

Building started in 1940 and by the following year the base was ready for occupation. In March, the first two trainloads of young men from Britain arrived at Thornhill, the first of a continuous stream which was to last for nearly 5 years.



For these men, Rhodesia was a quiet backwater, far away from the privations of the European war and one of the major problems was that of maintaining a high morale in a situation far removed from the glamour and excitement of the front lines. In this respect, the first station commander, Group Captain J. S. Chick was supported by the warm hospitality extended by the people of the Gwelo district.

A notable exception was the indomitable figure of Mrs Jeannie Boggie, who soon fired the first shots in her long war against the progress of military aviation.

The reason for her antagonism was not as simple as one might imagine; she became an opponent of aviation after witnessing a Harvard aircraft crash on her farm, the result of low flying. The death of the young pilot affected her deeply and she resolved to do all in her power to deter low flying in her vicinity. (In all there were four fatal crashes on or near her farm over the years).

She used the standard complaint that her farm was situated below the approach to the runway and the unusual one that her chickens could not synchronise their egg production with the intermittent roar of low flying aircraft.

As the years went by, the enmity between Mrs Boggie and the Royal Air Force became legendary, both in scope and frequency. Because of her reputed ferocity, no figure in uniform would dream of approaching her homestead. It is believed that many young pilots on training flights used to annoy her by bombing her clock tower in Main Street with toilet rolls. Sometime during this RAF occupation, a Corporal Antel invited her to a dance at the station. Her answer was to protest that she had mislaid her false teeth. Promptly Cpl. Antel removed his own false teeth and promised to escort her in that condition. To this she happily agreed and it appeared she thoroughly enjoyed herself.

In September 1945, Thornhill fell into disuse until it re-opened as a RAF navigational school, and remained so for 7 years. Sometime in the 1950's Thornhill was re-opened as a flying base for the Royal Rhodesian Air Force. In 1956, a detachment arrived to train pilots on the newly acquired Provost piston engine aircraft and shortly after that training was started on the Vampire Jets.

The above text refers to Jeannie being deeply affected by the crash and death of a young pilot on her farm. Not many realise that she had further grief to bear regarding a particular aircraft accident. Jimmy Manson, the son of her brother Alexander was also killed in a flying incident in 1942 whilst flying Mustangs.

Jeannies Views on the Air Force

After all the above comments about Jeannie and her feud with the Air Force, it is pertinent that I mention some of her own views on the issue. These are a few anecdotes taken from her book "*A Farm and Husband in Rhodesia*"

One time a Harvard knocked the top branches off a 60' gum tree 20 yards from my house. The tree slowly died and I asked the lads why this was so. They said the tree had probably got an electric shock. After that I lived in terror that the Harvards would strike my house, and myself and that the house would get an electric shock, and slowly die.

One morning we were trying to put medicine into the eye of an unruly cow. Suddenly there came a tremendous zooming overhead, and a roaring and revving Harvard just missed the top of the tree we were working under. The terrified cow jumped out of our hands, knocked me over and trampled on my knees.

When I complained to the camp CO, he said "why didn't you take the number of the plane?"

I replied, how could I when I was crawling on all fours as fast as my injured knee would allow me, to get away from that jumping cow. My eyes were towards the rocky stone cattle kraal, not towards the roaring Harvard.

The pilots were full of youthful high spirits, sometimes dangerous. Once a plane began a loop the loop. It failed to right itself and came down and crashed. I visited the wreck. Never again! Heads in one place, feet in another, a scalp with brown wavy hair, no face, a boot with a foot still inside. A ghastly horrible haunting sight."

My memory has catalogued as the most terrifying, yet fascinating bit of fooling around by the Harvards. A happening which I named "The Dance of the Harvards"

A number of pupil pilots had just passed out and at 3 a.m. in the morning, apparently a few of the lads full of mischief suggested they should have a daredevil stunt in the bright moonlight. As a playground they had a nearly 5 mile stretch of open country, beneath them my little house.

From sheer exhaustion I had been almost asleep, right underneath the zooming which had gone on at 5 minute intervals over my house for some time. Then I started up in terror. What pandemonium! I ran outside and fled into the bush 200 yards away, but the fascination of the dancing Harvards, turning and twisting, crossing, interlacing, drew me awestruck to my own kopje, which afforded a splendid view.

Never had I seen so many Harvards in the sky at one time, a maze without a plan. The whole scene reminded me about Robbie Burns description of the witches dance in his poem "*Tam o' Shanter*" (which I parodied):

As Jeannie glowered, amazed and curious,
The mirth and fun grew fast and furious,
The Harvards loud and louder blew,
The pilots quick and quicker flew,
They danced, they set, they crossed, they cleekit,
Till ilka Harvard sweat and reekit.

Jeannies Latter Years

Jeannie battled on with her farming until virtually her dying day. She was certainly a courageous lady even in old age as this report proves regarding an attack on her when



she was 85.

With Acknowledgements to The Gwelo Times 1962. (abridged)

Gwelo was shocked by the news that the 85 year old Mrs Jeannie Boggie had been attacked and robbed at her home on Craigievar Farm at midday last Friday. Three assailants entered her house and knocked her to the ground with a blow under her chin. They threatened to kill her whilst pointing a revolver at her.

To get rid of them without more harm to herself she gave them all the money she had in the house and eventually after ransacking the place, they fled.

Jeannie then hurried to her nearest neighbours, the Foxes, who telephoned the police.

Jeannie was taken to hospital and treated for deep cuts, bruising and scratches but refused to stay overnight, and returned to her own home.

Mrs Boggie declared the next day that she felt perfectly well and quite unshaken and was preparing to record the incident in another book of her memoirs.

An amazing woman who lived on Craigievar Farm for just over 50 years before her death on 23rd April 1967 from thrombosis and enteritis.

Most of us who were involved in the Air Force or lived in the Gwelo area during her lifetime will certainly remember her as a THE LEGENDARY JEANNIE.

However her “ain folk” back in Scotland did not forget her and Evelyn Munroe who wrote a short biography on Jeannie in Old Meldrum, Aberdeenshire as recently as 2006.

Evelyn even tried to get a road or street named after Jeannie in her home town but without any luck.

Personal Anecdotes

I have added here some anecdotes from people who had actual contact with Jeannie and I feel these give a more personal insight to her real character.

From John and Marlene Fox.

Our ‘Foxes’ Burnside brickfields was adjacent to her farm in Ridgemont and Jeannie used to visit our store for odds and ends. I can recall her buying a coke or for 3 cents, sticky buns, a favourite of hers, as big as a hand and covered with sweet pink sugar topping. As kids we often visited her homestead to see all her Matabele memorabilia, spears and shields etc. We shouted loud and long before approaching the house to make sure she had seen us. Failure to do this could lead to the shotgun being poked out of the window.

Her burglar alarm comprised a big heavy chain that she passed through the door handle and sash window handle and around various bits of furniture. Anyone opening the door would have caused an enormous crashing and banging, followed no doubt by the unleashing of the dreaded shotgun.

The skull on the sideboard was of Rueben, her favourite horse. She rode

side saddle till 81 when she fell off and broke her hip. Her foreman was called William, almost as old as she, and a faithful employee till the end. She and he looked after a few scrawny cattle and some chickens. She de-ticked the cattle by hand with William, an exercise I witnessed on many occasions.

My dad once asked her about the rumour that she kept her husband's remains under her bed and polished them occasionally - nonsense she said, he was buried in a cheap wooden coffin that the white ants got at, so I had to dig him up and have him buried in a lead lined one. Admittedly I had to clean him up a bit before putting him in the new coffin.

From Brian Pym

I was a member of the BSAP, stationed in Gwelo from mid 1960 to mid 1970, and have very fond memories of our association with the Rhodesian Air Force. I can comment on Mrs Boggie's alleged taking pot-shots at the Thornhill aircraft. Whilst I personally never witnessed such incidents, there were over the years, numerous complaints to the Charge Office, not only from Mrs. Boggie herself about the noise from the aircraft and threatening to shoot them down, but also from neighbouring properties advising that gun shots had been heard from the vicinity of her property. It became common knowledge after a while that she was in fact "having a go" where she could. The chance of her ever hitting the aircraft was very remote because of the speed at which they travelled, the dense tree foliage, and that she was armed with an ordinary shotgun of the day. In this context I have recently recalled the following incident from our squad memories.

Gwelo Urban Charge Office, my first posting and shift work. The work was varied and interesting; dealing with the public, taking reports, filling out forms, initial report enquiries on site, beat patrols, etc, etc.

Of course in this regard we were under the direct control of the Member in Charge shift and the most awkward of situations were as per normal, directed at the most junior. Shortly after my arrival I was instructed to attend a complaint by Jeannie Boggie, widow of the late Major Boggie; pioneer and remembered by Boggie's clock in the middle of Gwelo, around which the whole town gathered to celebrate each New Year. I proceeded to Mrs. Boggie's small holding which was situated at the one end of the Thornhill air force base. As I was about to get out of the truck there was a loud bang. Dear old Jeannie had just shot a large snake on the rockery next to the pathway leading from the driveway to the house. Mrs Boggie was a charming old dear, although somewhat eccentric and her complaint was that the newly arrived Canberra's and Hawker Hunters were making too much noise. I had to sympathise with her as they were very noisy on take off and landing on the newly extended runway which bordered onto her property.

I entered the house where I was given a guided tour of the achievements of her late husband including viewing the mounted skeleton of her husband's horse in her bedroom and sight of her husband's bones in a



box under her bed.

Needless to say there was a roar of laughter from the Member in Charge and others when I returned to make my report as Mrs. B was considered a regular nuisance.

Major William James Boggie (1862-1928)

William James Boggie was born in Edinburgh on 20 August 1862 at 8 St James Street, Portobello. He had an elder brother Alexander who was about 15 months his senior, and who will be mentioned later as he also became a Rhodesian Pioneer before William.

There was also a younger brother John, but he appears to have had no desire for travel and remained in Scotland and I can find no information on him.

I have no information on his education but I should imagine that it had been similar to his elder brother who was educated both privately and at various public schools in Aberdeen.

The family must have moved from Edinburgh to Aberdeen at some stage, as 1881 records show both brothers lodging at Old Machar, Aberdeenshire. It also states that William was working for some time as a banking clerk.

He must have got bored with this as it is mentioned that after some 'SLIGHT' banking experience, he moved to Australia and served for ten years with the Australian Commonwealth Forces in Queensland with the rank of Lieutenant.

His brother Alexander had already moved across to South Africa and possibly lured William to Africa as he was doing quite well after the Kimberly diamond rush days, and was also busy seeking mining concessions in Bechuanaland and Matabeleland.

Sometime in 1894 William Boggie left Australia and arrived in Rhodesia.

In the 1896 uprising William commanded C Troop of Bulawayo Field Force and led the storming party in the attack against the Matabele who were in the heights of the infamous Kopje, Thabas-Induna on the outskirts of Bulawayo. (There is a full chapter in Sykes Book, With Lt. Colonel Plumer in Matabeleland describing the raid) He was also at some stage involved with the Mashonaland Mounted Police.

At the cessation of hostilities later in 1896, he wandered around Rhodesia and decided to purchase a piece of land on the outskirts of Gwelo which he named Craigievar Farm.

Peace did not last long and during the



Major Boggie with his walking stick when wounded in the Boer War.

Second Boer War 1899-1902 he was a recruiting officer for the Scottish Horse Imperial Yeomanry from January 1901 to April 1901.

He was then injured by being thrown from his horse and was invalided back to England in June 1901. He must have recovered quickly as he joined the 5th Militia Battalion of the Manchester Regiment in October 1901

He also served in various operations in the Transvaal, Orange Free State and Cape Colony and subsequently served with the 5th Manchester Regiment. He was Commander at Karreefontein and Riet Spruit at the close of hostilities in 1902.

He received a Queens Medal, four clasps and a Kings medal and two clasps. He is then listed as returning to England on the ship Briton in July 1902. It was presumably sometime between these two trips in 1901 and 1902 that he first proposed to Jeannie Manson.

After the Boer War and his brief trips to England, he returned to Rhodesia and commanded the Southern Rhodesian Volunteers at Gwelo.

From 1902 onwards it appears he concentrated on his farming and business activities in Gwelo. Besides his farm Craigievar, he conducted auctioneering plus a market for the sale of farming produce, etc.

It is not known why he did not return to Scotland and collect his fiancée, Jeannie, during this period of relative peace after the turmoil of the Second Boer War. Peace was not to be for long, as in 1914, at the commencement of WW1, William Boggie was off again to fight for King and Country.

I can find no details of his WW1 regiments but it appears he was involved in the fighting in France and reached the rank of Major before being given early release in 1916/17. Due to his age (55) and problems with his old injury from the Boer War.

In September of 1917 he returned to Scotland where he eloped and married his fiancée of 17 years, Jeannie Manson. The couple immediately left by boat for South Africa and after arriving in Gwelo, commenced life in this small African town as the Major and Mrs Boggie.

It is apparent he was a very enterprising man and he must have been highly regarded in the town of Gwelo. Over the years he was editor of the *Gwelo Times* Newspaper, Chairman of the Gwelo Board of Executors, Hon Secretary of the Gwelo Sporting Club, Secretary of the Gwelo Chamber of Commerce.

He was an enthusiastic Mason and held Grand Lodge rank in the Scottish constitution and was founder of Alan Wilson Lodge, Bulawayo and the Gwelo Lodge. Being involved in all of the above, it was a natural progression to get involved in politics and he was a member of the Midlands Legislative Assembly from 1920 until 1928.

The Major's Dream – Wankie Game Reserve.

It is not a well known fact that if it were not for the endeavours of the Major, there would possibly never have been the Wankie Game Reserve as we know it today.

I quote from an abridged article by W.D. Gale which he produced for the 50th anniversary of the Game Park.

“It may seem almost a contradiction in terms, but it is to a soldier that credit is due for the concept that areas of Rhodesia should be set aside for the creation of game reserves, in which wild animals could safely roam and live out their lives free from the threat of the hunter's gun. Whilst he was a junior member for the Midlands Legislative Assembly he introduced



a motion that the Government take into consideration, at the earliest possible date, the advisability of proclaiming a game reserve. He was unable to suggest exactly where the game reserve should be situated but he favoured the Wankie area which was largely uninhabited and unsuitable for farming. His fellow legislators were divided in their reactions, some supporting his proposal with enthusiasm, others raised objections. The Major battled on and eventually the Government accepted in principle Major Boggie's motion and Wankie was eventually and officially declared a game sanctuary on 24 February 1928."

Sadly the Major never lived to see his dream come true as he passed away on 8 February, 1928, just a few weeks before this official declaration. (Ted Davison, the first warden of Wankie, took up his duties in October 1928.) The Major was buried on his Gwelo farm, Craigievar on 10 February 1928.



Major W. J. Boggie, the first Rhodesian Legislator to appreciate the value of wild life and the need for areas of land to be set aside within which all animals would be protected.

The unedited version of this article can be found on line at http://rhodesianheritage.blogspot.com/2011/10/major-william-james-boggiejane-jeannie_28.html

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A History of Theatrical Entertainment in Kadoma and the Establishment of The Campbell Theatre

by David Hockaday, edited by Fraser Edkins



In compiling this record on the History of Theatre in Kadoma I have tried to give a balanced record of events and occasions as accurately as possible. It is obviously impossible to record individually the many people involved over the years who made the whole scenario of theatre and entertainment so varied and successful. I am indebted to many people for the valued information so freely given in compiling this record and especially to my wife, Betty, for her patience in typing the draft copies. The many hours reading and analysing the Kadoma public libraries archives collection of minute books, early programmes and photographs must also receive special mention. Some of the records are unfortunately incomplete, but this, in itself, should not detract from presenting a fair, and hopefully, accurate history of events. For clarity and accuracy, I have referred to place names applicable at the time.

Scene 1 “And in the Beginning”

In compiling a theatrical record of Kadoma’s Campbell Theatre it became obvious from the beginning that the activities of the theatre were inextricably linked to entertainment in general throughout the district dating back to the beginning of the 20th century. To understand these activities it is important to re-visit the origins of the town and district.

Kadoma is unique in that it is the only town in the country to have grown around the railway line and has not had to wait for the railway to be brought to it. A plaque once in the lobby of the railway station and, now on permanent display in the National Railway Museum in Bulawayo, reads:-

“At first the happy hunting ground of a few prospectors and small workers this district is now an important mining area. In 1906 for the convenience of the scattered mines in the Golden Valley and Eiffel Flats areas, an enterprising trader, named Godwin, started a bush canteen and forwarding agency in a couple of huts beside the railway line. This was the germ of the present town of Gatooma where at the outset drinking water had



often to be obtained from the Umsweswe River eight miles distant”.

Of the forty odd mines operating in the district one was Golden Valley Mine owned by the late John Mack. He collected his bulk supplies from the railway's Umsweswe siding by ox cart over non-existent roads. He received small consignments at the present site of the station where residents would light fires on the track to stop the train. C. F. V. Duke, arrived in Gatooma in 1914 and worked in a wood and iron shed known as the station. According to Mr Duke credit should be given to John Mack as one of the founders of the town. It was John Mack who persistently pressed the railways to establish a halt. Eventually, this was done, but was unnamed and marked only by a mileage peg. The railways constructed a spur permitting the detachment of a few wagons. It was about this time that Godwin arrived on the scene and set up his forwarding agency. John Mack continued his pressure on the railway authorities and was eventually rewarded by the addition of a siding and a covered wagon or “K” truck. Two telegraph lines ran from the wagon to the overhead railway telegraph line. The wagon was furnished with a bed and a stove and a telegraph instrument was installed on a table. The wagon was occupied by a Mr Davidson, the first station master of the new station of Kaduma. The name was derived from Kaduma Hill just outside the present town on the way to Golden Valley. The new station was later recorded as Gatooma, which according to Mr Duke was the result of an error on the part of some misinformed railway official. Because the town and the various mines were so isolated, the population had to turn to themselves for entertainment. Since the town “grew up” along side the railway, development was rapid, especially with the establishment of a station and Godwin's forwarding agency. By 1912 the town was a thriving trading post for the whole district with its own water reticulation scheme.

The memoirs of Mrs Kathleen Duly Charter from the book “*Some Early Rhodesian Women*” by Madeline Heald include the following extract:

“We had many happy times in Gatooma. Our tennis-court was always in use and proved a source of great pleasure for all the young people in Gatooma and their parents. We also had many pleasant musical evenings, as my daughter was a good pianist. We gave many parties and played games which the young people all enjoyed. Captain Warwick, my eldest daughter May's husband, built the new hotel on the same site as the old Speck's Hotel, which had been removed to another part of the town. He was very entertaining and musical, and managed to persuade several of the London theatrical companies who had been playing in Salisbury to come to Gatooma and entertain us. There was no suitable room in the hotel, so we all sat outside and the players performed on the verandah. Among the stars who came out were people such as Nelson Terry, Mary Glynn, Marie Tempest, the Ellaways, Ada Reeve, Ada Edney's Company and her father, Bobby Bolder, who brought out “*Charlie's Aunt*”, which we all loved. All the prospectors and the mining men came from miles around to see the shows, and it was fortunate that they were able to, as

Captain Warwick had to guarantee the players' expenses. Some of the companies were invited to the farm on Sundays, and we had tennis parties and singing in the evening.

A while afterwards, when the silent films came along, a big shed was built and seats installed. The lighting was very unsatisfactory, and at times would go out during the showing of the picture, and then we would use candles and matches until the lights came on again. It was very primitive, but nevertheless very enjoyable. It was amazing how all these little things helped to make life amusing in those early days at Gatooma”.

(Editor's Note: Early Midlands audiences were clearly more appreciative than their Salisbury colleagues of the entertainment laid on for them. A supplement to the Herald appeared in the Government Gazette of 6th November 1895. Under the heading "Entertainment in Salisbury" there was a critique of "the first professional entertainment ever given in Mashonaland" (given by Mr Val Vousden at the Masonic Hotel). Vousden's performance included a recitation of "Shamus O'Brien", the Johnny Riley dialogue and an imitation of a galloping horse (!). The reviewer said it was "to be regretted" that some members of the audience had "descended to such childish practices as blowing whistles and generally behaving themselves like idiots". However, Mr Vousden delivered "some-straight spoken words" to the hecklers and "successfully came through what must have been a trying ordeal".

Scene 2 "The Formative Years"

The Royalty Theatre - Gatooma District Amateur Dramatic Society

As far back as 1912 there was a Gatooma District Amateur Dramatic Society which used to present shows in the "Bioscope Hall" owned by John Mack. The exact location of this establishment I have not been able to ascertain, only that the building later burnt down. However, in June 1918 specifications were laid down for a cinematograph theatre for the Gatooma Theatre Co. Ltd., the chairman being none other than John Mack. It was evident that a high standard in building materials and general construction was required and specified by the architects Messrs. McGillivray and Grant of Bulawayo, such requirements as sand for all purposes to be clean and sharp river sand, the lime to be from Que Que and the cement to be Portland cement. The ventilation was so designed that claims that the building would be "the coolest structure north of Johannesburg" were predicted. The grand opening of the Royalty Theatre/bioscope was scheduled for 31 Friday January and 1 Saturday February 1919, "The Submarine Eye" being the main feature followed by the "African Mirror". It must be appreciated that these films were "silent movies" and, therefore the services of a pianist had to be obtained. In one such advert of the period the management of the Royalty advertised the services of a Mr A. J. Vivian as pianist. It soon became the practice to secure the services of touring companies from South Africa and overseas to augment the normal screening of the silent movie of the night and these "Bio-vaudeville" shows were very popular. In the late 1920's the company sold the Royalty to African Theatres for two thousand pounds. 1929 saw the opening of the Grand Kinema in the Grand Hotel dining room. This, of course, gave the Royalty competition until the Royalty installed sound equipment which put the Grand Hotel Kinema out of business. It would be many years before the Hotel's



dining room would be used for entertainment again. The first talking picture to touch the shores of Africa was “*Rio Rita*” starring Bebe Daniels, although there is no record of this coming to the Royalty. The first “talkie” to reach Gatooma was “*Glorifying the Show Girl*” which came circa 1930. Whether the town’s people were really ready for such modern “entertainment” is open to speculation as it is recorded that the poster of a scantily clad young lady had to be doctored. Certain of the town’s residents complained that the life sized bikini-clad poster was inappropriate and should be removed. The situation was solved by clothing the figure in a creation of violet coloured crepe paper, the upper half being suitably padded with cotton wool, the ample sleeves taken in at the wrist with just a peep of bare flesh. Orange coloured ribbons and a large orange sash completed the ensemble. It is presumed the “dressing” satisfied the offended residents. The cinema changed hands once again when the editor of the *Gatooma Mail*, Mr Joe Burke, bought the complex, and it was to remain in the Burke family for the next 35 years. With the increasing population within the town and district, 1953 saw the auditorium enlarged to twice its original size. Unfortunately, the builders “forgot” to bolt and secure the first six rows of seats to the floor. It didn’t take the young wags of the era long to find that if you pushed over the back row, the rest would collapse like a pack of dominoes usually resulting in the perpetrators being evicted.

The advent of television in the late 1950’s resulted in a severe drop in attendance figures. Efforts to bring blockbusters, such as “*The Ten Commandments*”, “*Cleopatra*” and “*Ben Hur*” certainly helped. In 1968 the Royalty was purchased by Mr E. Esat of Que Que who spent a reported twenty thousand pounds on renovations.

1969 saw further competition arrive on the scene in the form of a drive-in cinema owned by the Kidia family. This facility had a licenced bar, and kitchens as well, which caused further reductions in attendances at the Royalty cinema, and unfortunately resulted in its closure. So the end of an era came with a final performance on 31 March 1971 and a sad farewell to the Royalty Cinema. During the period 1912 and its resuscitation in 1941, the Gatooma District Amateur Dramatic Society seemed to fade into obscurity. Possibly the burning down of the “Bioscope Hall” as a suitable venue may have had something to do with it. However, on 17 April 1941 a meeting of interested persons was held in the Toc H hall, which apparently, was attached to the Royalty Cinema, with the aim of resuscitating the society. This meeting was successful with Mr G. H. Tanser being elected Chairman, Mrs D. L. Mason producer and Miss E. Harper Hon. Secretary. It was agreed that Mrs Mason who had considerable experience in amateur productions be requested to choose a suitable play and to select a cast, performance night being set for 31 July 1941, in the Grand Hotel dining room which had a most suitable stage used for shows and productions right up to 1960. The production chosen was a comedy entitled “*Who are the Best People?*” by David Grey and Avery Hopwood. Tickets were priced at four shillings for adults, two shillings for children and one shilling for men on active service. The show was a great success and received a rave review in the local press. Proceeds from the show amounted to the grand sum of thirty-six pounds, four shillings and eight pence, from which the amount of twenty five pounds four shillings and sixpence was donated to the Gatooma Golden Fair Funds. So successful was the production that a performance was staged in the Globe and Phoenix Hall, Que Que on the 5 September 1941. A donation of twenty-three pounds, eighteen shillings and

seven pence was made to the Que Que War Fund. The next production saw the Society stage a thriller in three acts entitled: "*Hawk Island*", once again in the Grand Hotel and produced by Mrs D. L. Mason. 1 September 1944 saw the Society hiring the Women's Institute Hall for storing of equipment and fixtures for the grand figure of fifteen pounds annual rental. It was only four months later on 4 January 1945 that, because of dwindling membership, the members decided operations should cease until sufficient membership warranted the resuscitation of activities.

21 August 1945 saw the Headmaster of Jameson High School, Mr John Simpson and his wife Doris, head a band of enthusiastic volunteers in resuscitating the society. Several play readings were organised in various member's homes with a view to encouraging membership. The first production "*George and Margaret*" by Mr A. Savoy and produced by Mrs K. Hesse was staged in the W. I. Hall on the 14 and 15 March 1946. August of the same year saw the production of "*Night Must Fall*" by Emlyn Williams, produced by Doris Simpson once again in the W. I. Hall.

At a joint meeting on 29 April 1948 in the Simpson's house, it was decided that the Gatooma and District Amateur Dramatic Society and the small but efficient Gatooma Musical Society should combine into a new group called "Gatooma Musical and Dramatic Society". This now opened the door to a completely new era of entertainment and the coming of age of amateur theatre in the town, for not only could the enhanced society stage regular plays, but also musicals, and just around the corner was the formation of another light entertainment society called "The Gatooma Follies".

Scene 3 "It's "Follie" To Be Wise"

The Gatooma Follies was the brainchild of Mrs Gertie Chimowitz who ran the local dance school, and the town's electrical engineer, Mr Ian Mitchell. Gertie decided to present a production to be performed on the Grand Hotel stage, of dances augmented by singers. She called the show "*The Gatooma Follies*". Ian Mitchell who had some stage experience and had offered to assist the production suggested the show be entitled "*Perchance to Scream*" (after the London hit of that year *Perchance to Dream*). However, it was agreed the performers be called the "*Gatooma Follies*". The show was staged in December 1948 and was a huge success.

1949 saw local hardware merchant Gordon Willis gather a group together to stage a pantomime. "*Ali Baba and the Forty Thieves*" drew packed houses in the Grand Hotel, and was the fore-runner of continuous annual pantomimes, 2007 being the 58th production, which surely must be a record for any amateur group anywhere.

The town now had continuous stage entertainment. In addition to the Follies, the Musical and Dramatic Society regularly presented musicals and plays.

The main venue for productions centred around the Grand Hotel. The stage was rather on the small side, but the main problem was the "dressing rooms" which consisted of scaffolding covered with tarpaulins erected in the back yard of the hotel.

Beginning with an empty bank balance the Society had to construct most of its equipment such as stage lighting from wooden battens fitted with light bulb holders. The members' enthusiasm was such that when occasion arose for set building and painting of scenery and back drops, it was not uncommon to see the whole cast turn out over a weekend to assist the stage crew. Fund raising for the purchase of improved equipment was paramount. On one occasion a temporary stage was erected at the Showgrounds and a Revue was presented twice-daily during the three days of the Agricultural Show.



**Gertie Chimowitz, Ken and Joan Buchanan.
Foundation members of The Gatooma Follies**

Collections were made after each performance and a considerable sum of money was raised towards the society's equipment fund. Several productions went on tour to either Que Que or Umniati and the pantomime "*Sleeping Beauty*" was presented in Harare, I think on the Reps stage. Why was there so much enthusiasm for amateur theatre in the town during those early years? Other than sporting activities there was little else for people to do. Radio coverage was extremely limited, and TV was unheard of, certainly not the vast and varied channels that are available to us now-a-days. The main credit must go to the chairmen and committees of the two Societies whose individual enthusiasm inspired us all. Many, many "characters" graced the stage in Gatooma over the decades and many "happenings" occurred – some hilariously funny, others not so, but suffice to say that these "happenings" certainly warrant a chapter of their own.

The Society continued producing the annual pantomime and a revue each year from the stage of the Grand Hotel until 1955 when the Municipal Council wrote to the theatrical societies advising them that the Council considered the Grand Hotel stage area to be a fire hazard and that another venue should be found. A special meeting was held by interested parties in the Royalty Theatre in which a



**Benny Leon
in Jake the Peg
Campbell Theatre
Gatooma 1973**

**Benny Leon
"Jake the Peg" 1973**

committee was formed to look into the possibility of building a theatre. This, of course, gave everyone an intensive shot of motivation. I should explain that the theatre was built many years before the John Mack Trust came along, conceived and built by the efforts of enthusiasts from both Societies and the generosity of the citizens of Gatooma.

It is very difficult to name everyone who gave so freely of their time either on stage, back stage, or on organising committees but it would not be a complete dossier without mentioning the Chairman of the Gatooma Follies and the Campbell Theatre, Ken Buchanan who started his association with the Gatooma amateur stage in the 1949 production of “*Ali Baba and the Forty Thieves*” when he played one of the comics next to Viv Coburn. He was Chairman of both the Follies and the Campbell Theatre Club from 1952 to 1982, produced twenty one pantomimes and 25 revues and mini revues. Joan, his wife, was in the first ever show “*Perchance to Scream*” and wardrobe mistress for fifteen years. Ken passed away recently and Joan lives in retirement in Scotland.

Having myself been involved in “the scene” since 1956 many, many names jump out of the shadows. Kay Sisson along with Joyce Walsh enthralled audiences with their duets – all without the aid of such modern conveniences as microphones. Wally Walsh, Joyce’s husband, was one of the finest pantomime comedians to walk the boards, Benny Leon was the best mime act in the country, Ken Johnson, Mike Naylor and Gerry Hurndall are all sadly no longer with us, and who could ever forget the sweet notes from Helena Jenvey the pantomime princess on many occasions. The “*Big Apple Boys*” with Freddy Brandin, once seen and heard were never forgotten.

The founder/producer, Gordon Willis, who passed away on the Isle of Wight in January 2006, was made an Honorary Member of the Campbell Theatre Club posthumously in recognition of his enthusiasm and fore-sight so many years ago. Gordon went on to produce pantomimes up to 1951 when he left the town. However, those early “pantos” were the beginnings of a tradition in the town of annual pantomimes. The author, on the 50th anniversary obtained the original copy of “*Ali Baba and the Forty Thieves*” script from the archives of Samuel French in London and presented the pantomime at the Gala Performance, attended by some of the original cast and many members who had moved to other centres in the country. Unfortunately, Ken and Joan Buchanan were unable to travel from Scotland to join in the celebration, although Ken forwarded a taped message of congratulations which was played to the patrons on the Gala Night.

Before the advent of the tape/disc backing tracks, music was provided “live” from the orchestra pit. Many musical directors have graced not only the Campbell Theatre orchestra pit, but the Grand Hotel and the W. I. Hall. Names such as Vincent Hustler (the very first), Joyce Hudson, John Fraser, Myra Parsley, Dave Wheatman, Joan Griffiths and Marie Schofield, who together with husband Harold, used to travel from Hartley (Chegutu) twice a week for rehearsals. Marie and her mother were accomplished “*Swiss Bell*” ringers and both played during the pantomime performances. Other prominent members involved for many years were Dr. Charles Hossy, (trombone) and Ginger Truman (bass) who also travelled each week from Hartley (Chegutu) for rehearsals. Bob Mundell and his son Errol played in the Grand Hotel orchestra during the late 1950’s. The first production to be staged in the new Playhouse, as it was originally named, was the pantomime “*Cinderella*” in December 1960. Those who performed in that first production will never forget the reaction of the audience when the curtain went up for the opening chorus. A standing ovation, which extended for several minutes, greeted the cast.



After the official opening the Follies and the Gatooma Musical and Dramatic Society jointly presented productions under their own identities on the Playhouse stage until amalgamating in April 1967. It soon became the general practice for the Follies to present the annual pantomime, plus a main review each year, which was augmented by the addition of a mini musical review “*Eight to the Bar*”, whilst the Musical and Dramatic Society concentrated on the drama productions which usually ran to two plays a year. This “joining of hands” marked the beginning of a new era in the History of Kadoma’s Theatre.

Scene 4 Gatooma Musical and Dramatic Society “*Musica Andus Dramaticus*”

As I have already recorded, this Society was active during the early forties and right through the war years regular drama productions were staged.

During August 1947 “*Fresh Fields*” by Ivor Novello was produced by Doris Simpson and staged in the WI Hall. All the productions to date were in essence drama or comedy, so it was an important step forward when on the 29 April 1948 the Gatooma Musical Society combined its activities with the Dramatic Society to form the Gatooma Musical and Dramatic Society. In the next few months the newly formed society held several play readings and musical evenings to “find its feet”. This formative period was obviously successful for in June 1949 the Society’s first musical the “*Pirates of Penzance*” was staged - the first of five of the popular Gilbert and Sullivan light operettas - produced by Doris Simpson. It was staged in the Grand Hotel, the limitations of space in the W. I. Hall being a restricting factor when large musical productions were being planned, and also in Que Que. Both Societies during the period often went “on tour” taking shows to Umniati or Que Que. Many incidents occurred mainly surrounding transport during these tours which I shall record separately. Although the Musical and Dramatic Society was not as large numerically as the Follies, their enthusiasm and drive more than made up for this.

The Society staged 40 plays and 7 musicals between 1945 and 1966. The talent among its members and the attention to detail by the producers, reflects in the numerous awards accumulated from National Theatre Festivals over the years. The set construction achieved many awards and accolades, not only from local adjudicators but from the United Kingdom as well. Every light switch, door or window, either switched on, opened or shut. Even the stove or radio worked correctly.

As with the Follies it would be impossible to record the names of all who worked and performed in the Society over so many years, and sadly not all of the records available are complete.

The seat of Chairman must have been an extremely onerous one because the Chairman’s position was changed 5 times in 4 years! The last incumbent, Mr McDowell, was appointed to the chair at a meeting in which it was decided to place the Society in recess until membership increased. We can only conclude that his tenure was an easy one. What happened to many of these stalwarts of those early years one can only speculate, but considering that many were in Government service or the armed forces, the usual inter-departmental transfers would have taken their toll. It is creditable that the Society actually operated so well during those dark days of World War II. The objective to supply and furnish live entertainment during this period was vitally important, and

the Society most certainly provided this. John Pugh-Roberts, was the set constructor and chairman while his wife Marge was a most able director/producer. Peter Sternberg, was society treasurer, chairman, actor and producer for many years, a most able administrator. Elsie Dickson was a most accomplished actress, producer and Chairperson. The play "*Friends and Neighbours*" will go down as the production in which Walter Dickinson did not have to act, the script being 120% type cast. June Burgess was another award winning actress whose performance in the "*Killing of Sister George*" led to further awards. Doris Reiner was another talented producer, and Sheila Deans directed many musical productions from the orchestra pit, productions of the magnitude of "*South Pacific*" and "*Desert Song*".

The Society continued presenting award-winning productions in the new Playhouse under its Gatooma Musical and Dramatic Society banner from 1961 until its amalgamation in April 1967. There are many who say that drama and light entertainment should be kept under separate banners, but after the years of fund-raising culminating in the town's own theatre, it was only fitting that a new Society should be formed to take the proud tradition of amateur theatre in the town and district into the future.

Scene 5 "The Campbell Theatre Club"

Festivals - Kytes Festivals

The tradition of theatre continued after the amalgamation of the two societies with drama and light entertainment being presented on a regular basis. Two drama productions were usually presented annually, one being the National Theatre Organisation (NTO) Festival entry, along with a variety revue, mini revue and pantomime. Visiting shows from other centres as well as from outside the country's borders ensured a full and varied annual presentation.

The Club invariably won awards from its National Festival entries either for individual performances or set and technical achievements. It was therefore a sad day when it was announced by the National Theatre Organisation that owing to lack of sponsorship the organisation would have to withdraw the Festival from its calendar.

However, not all was lost. Many of the societies around the country, including the CTC, had expressed misgivings on the future of the festival purely on financial grounds. The costs of set construction which were elaborate and complex in line with the standards required, plus transport and travelling expenses, made the productions extremely expensive to present and in many instances societies incurred financial losses. It, therefore, became apparent that a festival based on basic lines should be considered - a festival that would enable and encourage some of the smaller clubs to compete.

Mr John Smith, ex-Chinhoyi Players, who had recently moved to Harare and joined Reps, felt most strongly that a drama festival which was sufficiently flexible in its rules to enable the smaller centres and societies to participate should be seriously considered. A festival which would not necessarily be affiliated to the NTO. He discussed his suggestions with members of the Masvingo Drama Circle and the Campbell Theatre Club. It was decided that a One-Act Play Festival played to basic backdrops and props should be instituted. After discussions with other societies and groups the One-Act Festival was born in 1989, the Festival to be staged once a year in various centres around the country in rotation.

The first Festival (1989) was staged in Masvingo. Kadoma's entry "*Red Spy at*



Night” produced by newcomer George Moody did not manage to feature in the awards listing, but valuable lessons were learnt. It soon became very obvious that a meeting of the various societies was required to draw up detailed regulations for the Festival which was duly done. It was also agreed that Kadoma should become the administration centre for the Festival. The Festival introduced many newcomers to the stage and continues annually to this day.

Kytes

To promote increased interest in theatre, it was decided to encourage the younger set to participate. A new section was therefore formed, called the Kadoma Young Thespians Entertainment Society (KYTES). Various aspects of theatre were covered in workshops tutored by experienced CTC members. The plan exceeded all expectations with youngsters not only participating in productions on the “big” stage, but actually staging their own productions, covering musicals and drama. The benefits to the CTC main productions not only from the One Act Festival, but the Kytes membership was considerable with many “new” faces taking leading roles in productions.

Scene 6 The Playhouse And The John Mack Trust

Moneyus Benefactus

After the dramatic announcement by the Town Council in 1955 that the Grand Hotel, in their opinion, was a fire hazard, a special committee was established to look into the possibilities of building a theatre. There was tremendous support and many organisations in the town agreed to participate in fund raising including mining companies and individuals. Annual fetes were organised to raise funds. The Special Committee in 1958 approached a prominent local farmer; Mr Colin John Campbell, to make a donation. He instead offered a challenge; that if the organisers could raise three thousand pounds in one year, he would donate one thousand pounds. Everyone “chipped in” and the grand sum of three thousand pounds was raised in only five months. From this donation and funds from productions, fetes and other individual donations it was possible for the committee to call in an architect, George Scrimgeour, the son of a Chakari farmer, to draw up a set of plans.



After many submissions and lengthy discussions over the proposed plans, it was decided to appoint Messrs. J. B Faulder & Co. to build the first stage of “The Gatooma Playhouse”. The funds accumulated were enough to build the auditorium, stage and toilet block and to provide limited stage equipment including the main curtain. The auditorium seating was provided by Alpha Steel of Bulawayo from an interest-free loan extended over 5 years by the State Lotteries. There were no carpets in the auditorium but a group of ladies raised funds for carpeting for the aisles. This first stage was completed

in time for the grand opening on 10 December 1960. The opening production was the pantomime “*Cinderella*”. The official opening ceremony was carried out by Colin John Campbell in recognition of his generosity. The theatre opened without dressing rooms which necessitated, as in the Grand Hotel days, the construction of a scaffold and tarpaulin structure behind the stage.

Thankfully a year later enough funds had been raised to construct a main stage workshop which was sub-divided into dressing rooms during performances. Fund raising continued with a total of 13 annual fetes being staged. The Rotary Club paid for the building of a coffee bar at the front of the theatre. On 23 May 1963 Colin John Campbell passed away and his executors offered a further challenge. They offered to pay for the construction of cast dressing rooms, toilets and showers and a Green Room if the committee could raise a further one thousand pounds in a year. They also requested the complex be re-named “The Campbell Theatre” in memory of Colin John Campbell (to which the committee readily agreed). Fundraising quickly raised the required sum and a few months later the complex was completed, except for fitted carpets, construction of the foyer and a lounge bar area. It was at this time (1967) that the two main societies amalgamated forming the “Campbell Theatre Club”.

All of these fund raising activities took place before the advent of the John Mack Trust. Without the efforts of so many dedicated enthusiasts it is doubtful that Kadoma would have had the superb theatre complex that it has to-day notwithstanding the magnificent support of the John Mack Trust. I believe the theatre complex, including the John Mack Hall is the finest theatre complex in the country. Incidentally the Campbell Theatre was the third purpose-built theatre in the country, the first being the Courtauld Theatre in Mutare, and the second being Reps in Harare.

John Mack died on the 3 January 1955 and his wife Poppy on 24 January 1969, both in Cape Town. It was towards the latter part of 1969 that notification of the Trust was intimated and its beneficiaries advised. It was not until August 1970 that the full implications of the bequest were known and the first payments were made.

The Trust enabled the Kadoma Theatre and Social Centre Committee, specially formed to administer the Trust monies, to authorise the completion of the theatre; being the construction of the entrance foyer, lounge bar and fitted carpets laid in the auditorium.

It had long been felt that a hall, complete with its own bar and kitchen facilities for hire, was missing from the town’s list of amenities. Therefore, plans were drawn up for the construction of a 400 seat complex with its own raised stage area, kitchens and bar. This complex was duly completed and officially opened by the Hon. F. L. Wigley on 3 November 1979 at a Gala Evening. The new Hall complex was named “The John Mack Hall” in recognition and appreciation of his generosity. The hall has, since its inception, been in constant use and is often used for rehearsals when two shows are being staged at the same time.

It is of interest that the theatre is called “The Campbell Theatre”, the hall complex “The John Mack Hall” and the bar/lounge area “The Buchanan Arms”, all named after natives of bonny Scotland. I guess that a debt of gratitude is owed to Scotland, or correctly to the pioneering spirit of three of its sons.

Monies from the John Mack Trust are still received on a regular basis and administered by a Committee of Trustees. The year 2010 saw the 50th anniversary of the theatre main complex. It is a tribute to the builders (J. B. Faulder & Co.) and the equipment manufacturers, that the complex and its fittings are still in such good condition



and order after nearly fifty years of regular and constant use.

The Trustees are responsible for the maintenance and repair of the overall complex and also support drama and the arts within the district.

Scene 7 Theatre Anecdotes:

With so many people involved over the years in productions the odd “characters” and “happenings” inevitably occurred. Not all, I might add, of a happy nature. In early pantomimes it was tradition to introduce a live animal on to the stage. In one of the first pantomimes Cam Meredith, playing the part of the Demon King, came on stage riding a black stallion. Unfortunately (or fortunately) it didn’t behave itself and the “funny men” had to run behind it with a shovel and bucket! The late Jimmy Beattie invariably supplied the pantomime live animal – a pig one year, a donkey (dyed pink) at another pantomime, but the highlight was a baby zebra brought in from the “bush” by a game ranger who found it sitting beside its dead mother. The cast called the zebra “Crisps” for it had a tremendous love for potato crisps and became extremely tame. A photograph of “Crisps” beautifully decorated with “Prince of Wales” feathers was published in the London *“Daily Mirror”*, possibly the only time a baby zebra has appeared on stage.

Lena Cosentino, a visitor from Italy, came to Kadoma on holiday to meet relations. She was a member of the Milan Opera Company and was persuaded to sing in one of the Gatooma Follies’ productions. At the end of her recital she received a standing ovation.

In the first production of *“Cinderella”* in 1952, the Principal Boy was Joyce Walsh and the Principal Girl, Kay Sisson. Their main duet was the song *“Some Enchanted Evening”* so beautifully sung that the audience insisted on two encores before allowing them to leave the stage.

In the same pantomime Ella Angles was the bad tempered Baroness and Wally Walsh her bullied husband. During one scene when Ella was berating him for being lazy, her false teeth flew out of her mouth on to the stage. She picked them up, replaced them, and carried on without hesitation, but it was impossible, for the audience was in an uproar!

The opening show in the new theatre was *“Cinderella”* (1960). In the show the two ugly sisters were played by me and David Burke who made a grand entrance onto the stage driving a bubble car. Unfortunately David Burke found that, fully clothed in a large dress and bustle he couldn’t get out of the car (David was on the large side). It took several attempts of pushing, and pulling, not only by myself but by members of the chorus to extract David from the vehicle. In subsequent shows David pushed the car onto the stage with myself steering. No more driving for David, but the audience certainly enjoyed that first night.

The stage of the Grand Hotel was small and the floorboards well worn. In one Revue in an item called *“Louisiana Hayride”* the members of the cast were seated on a long trestle table disguised to represent a hay cart. Without warning, in the middle of the song, the “cart” and cast suddenly disappeared through the floor. Fortunately it wasn’t deep and typical of the tradition of theatre that the “show must go on” the cast climbed back up on to the remains of the stage and finished the item. The floor was repaired during the interval by me and the stage manager (Pieter Groenewald – brother of Joan Buchanan). The spotlight was operated in the Grand Hotel from a platform suspended from the ceiling. The operator, Eric Coomer, had to climb a ladder on stage and walk

along the beams of the ceiling above the audience to get into position. During one pantomime performance, his foot slipped off the beam and came through the ceiling. No injury was caused but many members of the audience were covered with years of dust and, in the early days, it was common for the gentlemen to wear dress suits. In the pantomime “*Jack and the Beanstalk*”, also in the Grand Hotel, the “beanstalk” grew out of a trapdoor installed in the floor of the stage. A thin wire above the stage was winched up and the “beanstalk” grew to the enjoyment of the children. But problems arose for, on some occasions the beanstalk stuck and wouldn’t come out of the hole in the floor. One member of the stage staff, Andy Wallace, volunteered to go under the stage during the interval and “on cue” assist the beanstalk out of the hole. He had to wait for at least half an hour under the stage. During the final performance he took his position but when the show ended he couldn’t be found. A search found him fast asleep below the stage. One great supporter of the theatre scheme was David Burke who was a self-taught hypnotist and gave stage performances using members of the audience. During the fund-raising years he gave annual performances over three years and all income from ticket sales (all full houses) were donated to the fund. Unconnected with his hypnotist productions he fell off the stage during a revue presented in Kwe Kwe and landed in the lap of a lady sitting in the front row. No one was hurt but many members in the audience hurt their sides with laughter!

Moments of elation were mixed with tragedy. On their way home from seeing Victor Borge “live” in Harare, David Burke, accompanied by his wife, Lesley, Monty Sparks and his wife, Fay, and Malcolm and Beth Renders, had a head-on collision with another car driven by a driver who had fallen asleep at the wheel. Lesley Burke and Monty and Fay Sparks were all killed. The fine grand piano in the theatre had a plate attached in memory of Lesley.

Behind a seat about five rows back on the aisle on the left/centre side of the auditorium one will see a silver plaque. It is in memory of Esther Carter, wife of Frank Carter who was an extremely active and popular member of the theatre group. Frank had reserved the seat for his wife for the opening production in the theatre, but Esther died only a few days before. Frank asked that a silver plaque be attached to the seat his wife would have used and it is there to this day.

Two other very active members died tragically. An early Stage Manager, Stan Newbury, was due to come in from his home in Eiffel Flats to work on the stage and decided to have a bath before leaving home. Due to an electrical fault he was electrocuted in his bath. Members of the cast were horrified, but the show went on. During rehearsals for a revue one of the Follies’ best tenors, Tony Bissett, didn’t arrive one Monday night. It was reported that he had taken his own life the previous night.

Some productions presented by the Musical and Dramatic Society and the Follies were presented in the Women’s Institute Hall (later sold to Msasa Service Station and turned into a workshop). One problem with the hall was the lighting and on many occasions, when someone in the kitchen switched on an electric urn to make coffee for sale at the interval, all the lights on the stage went out. An electrician solved the problem by (illegally) using a lady’s hairclip in place of the normal fuse wire. The hairclip was replaced by proper fuse wire after the performance.

A problem at the Grand Hotel was the delay in starting rehearsals. Usually due to start at 8 pm. the cast had to sit in the lounge of the hotel and wait until residents had finished dinner as the dining room was the “theatre”. No one was permitted to enter the



dining room until all diners had departed and some rehearsals didn't commence until after 9 pm. Prior to the building of the high level road bridges over the Umsweswe and Umniati Rivers it was impossible to drive over the low level bridges during the rainy season when the rivers were in flood. One pantomime, due to perform in Kwe Kwe on a Monday night, faced a snag for the rivers were flooding and it was impossible to get the cars with members of the cast to Kwe Kwe. The Station Master was approached and kindly filled one of the covered trucks of a goods train with the bench seats from the station platform and the cast of the pantomime arrived in Kwe Kwe in time. After the performance they had to sit in the lounge of the hotel until 2 am. and return to Kadoma on the passenger train to Harare which arrived in Kadoma at 4 am.

The main source of income for the original theatre scheme was from the annual Theatre Fetes. In 1959 the fete was called "The Challenge Fete" for it was the year that Colin John Campbell had promised his donation of one thousand pounds if Kadoma could raise three thousand pounds in one year. The Challenge Fete was held in May and, with donations and income from other sources, over one thousand pounds remained to be raised (which was a considerable sum of money in those days). To play their part the local MOTHS borrowed two trucks and converted them into pirate ships. The members dressed as pirates and blocked the incoming roads from Harare and Bulawayo and asked drivers entering the town to pay a "toll fee". The fee was entirely a voluntary donation but the MOTH's raised a considerable sum of money. A "thermometer" showing the sum required was displayed and by 11 pm. on the night of the Fete there was still a shortfall of about fifty pounds. One supporter, Albert Mells, was having a drink in the open-air bar and called for the Chairman, Ken Buchanan and handed him a cheque sufficient to reach the target. There were tremendous cheers when it was announced that the three thousand pounds had been raised and, keeping his promise, Colin John Campbell sent in his cheque the following Monday.

During the latter parts of the 1950's and early 1960's shows were taken "on tour" usually to Umniati or Kwe Kwe which usually resulted in something being left behind or not being "quite right" at the performance venue. One instance which comes to mind was when the cast had to set to, and scrub the stage of Kwe Kwe's Globe and Phoenix Hall. The hall was used as a cinema and the owners had panelled the stage floor with polished hard board which was extremely slippery, especially for the dancers. Washing certainly removed the polish, but it warped the hard board and created large puddles of water which was interesting especially for the tap dancers.

Another instance, also in the Globe and Phoenix Hall involved the author who, with Alwyn Stead, had the task of setting up a spotlight. The procedure involved removing a sky light window and nailing a plank of wood to the windowsill; the light was then fixed to the plank. The whole contraption protruded over the side aisle of the audience. Everything went well until Alwyn tried to sit on the plank to operate the spot-light. His extra weight was too much for the nails and down went plank and light into the aisle. Luckily no one was hurt in the incident.

Travelling to Umniati was always an enjoyable experience. The Umniati Club was a superb venue with all the amenities. The stage was good, along with the dressing rooms. However, the architects when designing the stage complex, for some reason, placed two large concrete beams alongside the stage exits – left and right. These beams were also

conveniently placed at head height. Walking off a lighted stage into a darkened wing area usually meant painful contact with the said concrete beam. Everyone knew if you had performed on the Umniati stage within the last 7 days or so, because of the Umniati “trade mark” – a large bruise in the centre of the forehead!

Scene 8 The Crest

Once the Campbell Theatre Club came into existence the subject of a heraldic crest was considered. Many suggestions were made, but, after long and intense deliberations the Committee decided upon the following:-

The crest should have two rampant lions (depicting the two Scots, Colin John Campbell and John Mack, who had both given great assistance to the theatre scheme). One should hold a scroll and one a quill (representing the production of plays) and that they should also be holding the masks of comedy and drama. Centre top a harp would be placed (representing the musical productions). Finally, the crest should carry the name on a scroll along the base. The Crest is truly representative of the Club and its members and its design has been favourably commented upon by many thespians and patrons alike.

Scene 9 The Future

The pantomime in 2013 will be the 65th consecutive pantomime in Kadoma – probably a world record for an amateur society.

The field of amateur theatre faces vastly different circumstances from those encountered in the past. Competition from the mighty electronic media is certainly a major factor. But, it must be realised and understood that the foundation of theatre is people, whether they be performers or the paying public filling (hopefully) those auditorium seats. People change with the times, events of yesteryear aren't necessarily those of to-day, so what does theatre do to secure its future and to encourage people to participate? Perusal of the listings over the years clearly illustrates the change in peoples' preferences. Straight drama presentations have been seriously curtailed since the mid-1990's because of costs of set construction and because people prefer to be entertained with musical/comedy presentations.

Therefore, does one practice business principles in market research to ascertain what the public want, or more importantly, how to unlock the door into getting people involved? Theatre is a traditional institution with traditional practices (pantomimes are one such tradition). Nothing wrong with that, but new avenues to suit people's tastes and traditions must be borne in mind when formulating the future of amateur theatre to ensure the Campbell Theatre and others will be around and thrive in the decades to come.

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The Visit of Sir Henry Rider Haggard to Great Zimbabwe in 1914 as recorded in “Diary of an African Journey”

Introduction by Stephen Coan

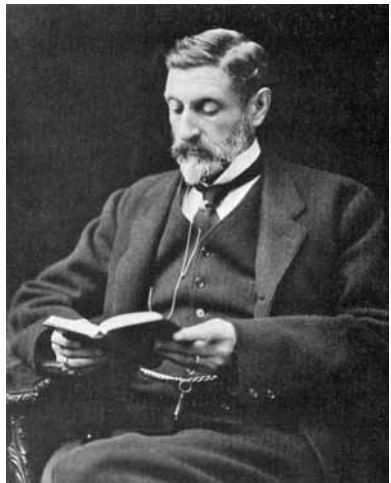


Henry Rider Haggard (1856-1925) is probably best known today as the author of *King Solomon’s Mines*, *She* and *Allan Quatermain*, his three adventure novels, or romances, which have never been out of print since they first appeared in the 1880’s.

Though these and other titles brought him fame there was another, deeper side to Haggard, the romantic storyteller, which arose out of a yearning to be of service to his country and its empire. Haggard travelled widely in this weightier guise, writing extensively about the land, social issues, agriculture and developments in Africa.

Haggard’s agricultural interests saw him write *A Farmer’s Year* (1899) and the two-volume study, *Rural England* (1902). These works brought him recognition as a major authority on agricultural and land issues. This reputation earned him an appointment to the Dominions Royal Commission set up in 1911 to examine the role that the self-governing colonies of white settlement: Australia, New Zealand, South Africa, Newfoundland and Canada could play in the consolidation and furtherance of the British imperial endeavour.

The commission travelled to Australia and New Zealand in 1913 and to South Africa in February 1914. The visit to Newfoundland and Canada, which began in July 1914, ended after the declaration of war in August 1914. The visit



Henry Rider Haggard c1916

to Canada was resumed in August 1916 (minus Haggard). An interim report was issued after each visit and the Final Report was signed on 21 February 1917.

The commission arrived in Cape Town on 24 February 1914. Members of the Commission visited all four provinces of the Union of South Africa – the Cape, Orange Free State, Natal and Transvaal. Once the Commission had completed its work, Haggard visited Southern Rhodesia (now Zimbabwe), then administered by the British South Africa Company under a Royal Charter granted to the British South Africa Company in 1889. During the course of this trip Haggard visited Great Zimbabwe and recorded his impressions in his diary.

The following is an extract from *Diary of an African Journey* by H. Rider Haggard, edited and introduced by Stephen Coan and published in 2000 by the University of Natal Press (now the University of KwaZulu-Natal Press). Subsequent editions were published in 2001 by Hurst and Co., London, and the University of New York Press, New York. The copyright of the diary text is held by Haggard's grand-daughter, Mrs Nada Cheyne who has kindly given permission for the reproduction of this extract. The copyright of the introductory material and the notes is held by Stephen Coan.

Diary of an African Journey finds its origins in the rough diary Haggard kept during his trip to Southern Africa in 1914. On his return trip to Britain aboard the Gaika, Haggard used his rough notes to work up a detailed diary. The handwritten manuscript was transcribed by his secretary, Ida Hector, to become a typed manuscript which Haggard subsequently corrected in pencil.

The 1914 rendering of place names have been retained in the text with their present day equivalents given once thereafter.

Editorial insertions in the text, other than Haggard's, are indicated thus: [].

Tuesday, 7 April [1914]

Today [in Bulawayo] I visited the museum guided by Mr. Molyneux and accompanied by Walter Scudamore,¹ who seems to be getting on to his satisfaction in his railway billet. Here there are some interesting relics from Zimbabwe, including the famous fragment of Nankin china on which Professor MacIver founded his theory, to my mind so very absurd, that this gigantic fortress and the other ruins were built by Africans in the middle ages.² How he can think so after seeing them I cannot imagine, especially as I remember that the Portuguese writers of three centuries ago say that the natives of that day asserted that they were the work of the Devil in unknown antiquity.

Friday, 10 April

[After a visit to Salisbury, [now Harare] Haggard, travelled by train to Fort Victoria, [now Masvingo] stopping at Umvuma]. Here we were joined by the representative of Messrs. Pauling, the contractors for the extension of the line to Victoria 70 miles away, over which, although it is not open to traffic, they have kindly given us permission to run our special train.

All the afternoon we have been travelling over this line slowly as it is not yet settled and I write this within about a mile of Victoria where we must stop. As we went I saw standing among the trees two huge pointed rocks which look exactly like obelisks. What would not the Egyptians have given for them thus ready fashioned by the hand of Nature? The sunset on this wild veld was really beautiful and still more so the rising of the great moon at its full tonight. Its immense and shining orb seemed quite close to us as it came up behind a long line of tumbled koppies. In the foreground were the countless trees and in the distance a range of jagged hills that looked very black in colour, while on the desolate and measureless plain lay and changed a hundred hues

¹ A.J.C. Molyneux, staff officer in 1893 war against Lobengula, founded the Rhodesia Scientific Association; author of papers on geology and geography of Rhodesia. He was a trustee of the Rhodesian Museum in Bulawayo and curator at the time of Haggard's visit. Walter Scudamore was from Norfolk and a friend of the Haggard family.

² David Randall-MacIver (1873–1945), the first trained archaeologist to excavate at Great Zimbabwe in 1905. He published his results in *Mediaeval Rhodesia* (London, 1906), concluding that the ruins were of purely African origin and were constructed after 1300 AD. While fellow professionals accepted his findings, the settler community was outraged. See Peter Garlake, *Great Zimbabwe*, Thames and Hudson, London, 1972. Haggard's musings on the origins of Great Zimbabwe during the course of this chapter are romantic but wrong.



of mingled light – purple, violet and rose. It was a sight to be remembered and alone worth all this long journey. Messrs. Pauling's engineer informed me that owing to its distance, 90 miles from Umvuma, not 50 people have visited Zimbabwe during the last two years and that most of these came from Victoria, which is but 17 miles away. We are the first travellers to reach that place by train; hitherto it has been necessary to make the journey by motor or mule wagon, a long and costly business.

Saturday, 11 April

This has been a hard but most interesting day. Before breakfast at about 7 a.m. we started in the government motor we had brought with us, and, as the train had stopped about 1½ miles from Victoria, bumped across the veld to the road through the little township, the oldest I believe in Rhodesia. As we went a duiker buck sprung up in front of us and bounded away, the first I have seen for many a year. The road to Great Zimbabwe (Zimbabwe Makeru) [more properly spelled "Mukuru"] runs 16 miles through bushclad valleys and between hills very beautiful to see.³ Over it we rushed and rocked for an hour or more, passing numbers of nearly naked Mashonas armed with assegai and kerrie, who saluted us in the old fashion by raising the right arm. At length we came to the Zimbabwe Valley, which is surrounded by wild scenery compounded of hills, koppies and bushclad plains unlike any I have seen before.

Here we pulled up at some glorified huts and little houses which constitute Mr. Mundell's hotel and were met by Mr. R. N. Hall, an old gentleman who has written a number of well-known works on Zimbabwe and the other ruins of Rhodesia, and recently, I am glad to say, has been appointed curator of this wonderful place.⁴ Whilst waiting for breakfast to be cooked I walked with him to the crest of a neighbouring koppie on which the ground is being cleared to receive the foundations of the curator's house. Hence the view is really glorious. To the north is a great plain bounded by the Beza Hills, [more properly Bhiza] to the north-north-east Imjomi (the Hill of Birds); to the east, Zimbabwe Mount, on which stand the ruins known as the Acropolis, to the south-east, on flatter ground, the great grey circle of the Elliptical Temple, to the south appear broad brown granite slopes. Then (and these are naturally of interest to me) between south and east the two round hills that have been named Sheba's Breasts (the second pair I have seen in Southern Africa) after those described in my tale *King Solomon's Mines*. Down to the Sabi River, [now Save] which runs far away from north-east to east, is the native path connecting a chain of ancient forts, which to my surprise Mr. Hall called Allan Quatermain's Road. Really there is no road and, in all probability, never has been one; the ancients, it is presumed, used men who walked in single file as their only beasts of burden. But the track is there, as it always has been, and by it they marched from the coast, brought up their goods and sent away their gold. Finally

³ 'Natives name this place Makeru Zimbabwe', Norfolk Records Office, MC 32/51: 'Rough Diary', n.d.

⁴ Richard Nicklin Hall (1853–1914), lawyer, archaeologist and journalist, went to Southern Rhodesia in 1897. He was editor of the *Matabele Times* and *Mining Journal* and *Rhodesian Journal*. He was engaged by Cecil Rhodes in 1900 to explore the Zimbabwe Ruins and was made Curator of Great Zimbabwe 1902–04. He was the author of *Ancient Ruins of Rhodesia* (with W.G. Neal, 1902) and *Great Zimbabwe* (1905). He was removed from his post by the administration which brought in Randall-MacIver to conduct proper excavations and who proved the ruins were of African origin. This led to angry debate with Hall who published his rebuttal of Randall-MacIver in *Prehistoric Rhodesia* (1909). The settler community took the side of Hall and it is presumably due to pressure from that quarter that he was reappointed site curator. In the original typescript is pencilled: 'Mr Hall died about a month ago H.R.H. 23/1/15'. Hall died on 18 November 1914.



Rider Haggard whose famous novel ‘*She*’ was based on Zimbabwe and who derived the atmosphere of ‘*King Solomon’s Mines*’ from other relics of a bygone Rhodesia, reciting Andrew Lang’s poem ‘Zimbabwe’, in 1914 to the members of the Dominions Royal Commission. *The Seven Wonders of Southern Africa* by Hedley A. Chilvers published by the South African Railways and Harbours in 1929.

to the west, with one tall mountain in the centre, is the Refuri range (Refuri seems to mean ‘highest hill among high hills’). [It means “tall”] I hope I have written these directions correctly. If not Mr. Hall is to blame as I had no compass with me. Here I may say that I observe the *Guide to Great Zimbabwe* by Mr. Hall states in more than one place that ‘Zimbabwe Hill provided the description of the residence of *She*, while the ruins in the valley contributed “the dead city” of the same romance’ (p. 3). Again, ‘Zimbabwe Hill provided the basis of the description of the residence of Mr. Rider Haggard’s *She*’ (p.23).⁵ These and similar legends I have heard and read elsewhere,

⁵ Quotes taken from *Guide to Great Zimbabwe, Bulawayo* (no dates). Similar observations by Richard Nicklin Hall are to be found in *Guide to Rhodesia for the use of Tourists and Settlers*, Salisbury, 1914, p. 287: Great Zimbabwe Ruins are the remains of an old city, at various times the home of enormous populations. Over the region hangs a veil of the



are quite apocryphal. When I wrote *She* and the other romances referred to, I had only heard in the vaguest way of the Zimbabwe Ruins and not at all of the famous caves in East Africa, which are also reported to have been her residence. These works were in the main dictated by my own imagination, stimulated only in the case of K.S. Mines by faint rumours I had heard during my residence in South Africa. In the instances of *She* and Allan Quatermain, indeed practically I had nothing to go on outside of my own inventive powers. Oddly enough Mr. Hall does not seem to be acquainted with the tale I did write about Zimbabwe, which is named *Elissa*.⁶ I have rather forgotten it myself but shall re-read it now with great interest, if only to discover my own blunders.

After breakfast we visited the temple of this and the other ruins. I shall attempt no detailed descriptions as such are set out fully in sundry works, but content myself with a short summary of my private impressions. I may say at once that this place – and indeed all the other buildings – far surpassed my expectations. In its way, notwithstanding the wreck that has been wrought by time, by natives who have dwelt here for generations, and by explorers in search of treasure, it is unequalled. Who built all these huge walls of shaped granite stones? At least it must have been a skilled and mighty race who commanded labour without limit for scores or hundreds of years. And what exactly did this fane [temple] look like when in its perfect glory? For my part I believe that most of the puzzling walls and enclosures within are of later date, that in the beginning the place was of a grand simplicity, that most of its 300 feet of length by 200 feet or so of breadth was empty, with the platform, the shrine and the symbolical cone with its veils of wall standing more or less in solitude to the south. Of course, however, this conjecture may be quite wrong. I was much puzzled by the little cone, of only a few feet in height, which stands quite close to its big brother, apparently without object or significance. It interested me much, therefore, when in answer to my question Mr. Hall said that he believed it was no part of the original sacerdotal plan but had been built by unknown hands out of the stones that have fallen from the top of the great cone. In support of this theory he advanced various arguments, such as the shape of the component stones, the fact that those fallen are wanting, and that the total number in the small cone would just suffice to complete the broken large cone and bring it to its original height. The two parts of the temple that impressed me most were the parallel passage between the outer and the inner wall of over 200 feet in length, and appearance of the eastern wall from without the temple. About this narrow passage there is a kind of eerie solemnity which reminded me of somewhat similar places in the Egyptian temples. Well can I

intensest mystery. Evidences point to Great Zimbabwe being the work of a pre-historic and long-forgotten people. Sir Rider Haggard, in *Allan Quatermain* (sic), *The Dawn* (sic) and in *King Solomon's Mines*, has woven over the Zimbabwe country the webs of most interesting and exciting romance; and Zimbabwe Hill provided the description of the residence of *She*, while the ruins in the valley are 'the dead city' in the same romance. While visiting the ruins, Haggard took the opportunity to recite Andrew Lang's poem 'Zimbabwe' (from *New Collected Rhymes*, London, 1905) – 'a poem he once wrote at my request for a paper in which I was interested'. See *H.R. Haggard, The Days of My Life*. Vol. 1, p. 243. A photograph of Haggard reciting the poem can be found in Hedley A. Chilvers, *The Seven Wonders of Southern Africa*, Johannesburg, 1929, p. 316, and is reproduced here. The same work also credits the ruins as the inspiration for *She*. The words of Andrew Lang's poem that moved Haggard to recitation is shown in the Endnotes:

⁶ 'Elissa' published in *Black Heart and White Heart and Other Stories*, London, 1900; reprinted in *The Best Short Stories of Rider Haggard*, London, Michael Joseph, 1981, p.50. The novella uses a fictional romance to support the theory that the Phoenicians built Great Zimbabwe. For the origins of *King Solomon's Mines* see Norman Etherington, 'South African Origins of Rider Haggard's Early Romances', Notes and Queries, October 1977; Couzens, Tale of Two Mysteries and Henry Rider Haggard, 'The Real King Solomon's Mines', Cassell's Magazine, June 1907, reprinted in *The Best Short Stories of Rider Haggard*, London, Michael Joseph, 1981.

imagine the priests of some dark and bloody ritual creeping down its gloomy and narrow depth, thrusting or bearing between them the human being destined to the sacrifice. In the same way the aspect of the towering outer wall, with its effective chevron pattern, is grand in its simple dignity.

At one of the entrances, I think that to the north-west, we found Mr. Wallace, a young farmer of the neighbourhood, and a very charming person, engaged in the task of rebuilding the tumbled gateway with the assistance of a gang of naked natives. Really his work is very creditable (he has already completed one gateway) but I will not flatter him by saying that it altogether equals that of the ancients. There was something amusing too in an English farmer eking out the problematical profits of the local agriculture by taking a contract at £20 a month to restore a Sabaeen or Phoenician temple, and I may say that he quite saw the joke of it himself. Well, he might be worse employed for this temple needs a great deal of judicious restoration in the way of replacing fallen stones and walls overthrown by treasure-seekers, etc. Also it needs systematic excavation and the clearing away of some more of the trees which stand too near the walls. In it alone there is work for half a lifetime. And of the scores of ruins without, what is to be said? Many of them have as yet not even been cleared of the encumbering and destroying brush and creepers. To put them all in order, to excavate them, to build up the broken walls would occupy 100 men for many, many years. How any antiquarian can have suggested that all these buildings were erected by African natives in the Middle Ages passes my comprehension. Surely he must have but a slight acquaintance with African races. Further, if the fragments of Nankin china are relied on as a proof, it might as well be argued that the soda water bottle, which was found beneath the said fragments, demonstrated that this temple was erected by English pioneers in the nineteenth century. But I will not enter on that old controversy, which to my mind has been finally decided against the Nankin-China party by my late friend Theodore Bent, Hall and others.⁷ Talking of arguments, I forgot to state that Mr. Hall seemed a little aggrieved with me because I, he said, was responsible for various false ideas about Zimbabwe. He said that once he made a practice of sitting on the top of the great cone, reading my stories, noting their every word. I tried to explain to him the differences between romance and history of fact. *K. S. Mines* is one thing and *Rural England*⁸ another, to take examples which owe their origin to a single intelligence; also, as I have stated above, with the exception of Elissa, which he has not read, I never wrote of Zimbabwe, but rather of a land where the ruins were built by the fairies of imagination.

Leaving the temple we visited a selection of the numberless ruins without. What were they all: dwellings of priests, storehouses, ¿*Quien sabe?* [Spanish: Who knows?]. A fresh discovery has recently been made in a valley some miles away with monoliths in situ but this is being kept secret for the present lest tourists should break in and steal; also break up and destroy. Once upon a time this must have been a great city and doubtless all the valleys round were cultivated to provide its inhabitants with food. Indeed a farmer I met averred that many of them have been worked out and made infertile by these same ancients who ruined the land by long-continued cultivation without refreshing it with manure. Just so have they worked out many of the mines, at any rate down to water

⁷ J. Theodore Bent (1852–97), antiquarian and traveller invited by Cecil Rhodes to explore the Zimbabwe Ruins. He was the author of *Ruined Cities of Mashonaland* (London, 1892). Oddly Haggard does not mention by name Alexander Wilmot (1836–1923). Haggard wrote the introduction to Wilmot's *Monomatapa* (London, 1896). Wilmot was living in Cape Town at the time of Haggard's visit.

⁸ *Rural England* (London, 1902), Haggard's non-fiction work dealing with the state of British agriculture.



level. Of these I think there are few at which the same people who built Zimbabwe have not tried their hand, for the most part not in vain. Tens of millions worth of gold did they with their primitive methods take from the reefs of Rhodesia, doubtless by the aid of forced labour as the slavepits of Inyanga, [now Nyanga] tell us.⁹ That is what makes prospecting in Rhodesia so comparatively easy. It is, I believe, called 'blanket prospecting' from the circumstance that the prospector calls upon the natives in any given district and promises them blankets if they will reveal to him the whereabouts of old workings.

When we had visited as many of the ruins as our time and strength would allow, we trudged back through the heat to lunch at the hotel. Here I may state that it knows how to be hot in this low-lying, shut-in valley especially in this year of drought. Also it is not precisely a health resort. Our landlord, I am told, has suffered from blackwater [fever] here. Two settlers who went to look at a farm not far off the other day both returned with blackwater from which they very nearly died and many people in this neighbourhood, including Mr. Hall, think it desirable to take five grains of quinine daily throughout the summer months. Others, however, scorn such precautions though there be few nowadays who reject mosquito nets.

Having rested till 3 o'clock and drunk everything we could get, we started forth again to climb the Acropolis, the only lady with us electing to remain behind. There were some doubts as to whether we should not suggest to Mr. Hall that he should not accompany us, both because of his age and of a recent severe illness from which he has suffered. When he reached the koppie we found how unnecessary was our solicitude. Rejecting the easier, recently cleared road, he insisted on our following one which he declared was 'more interesting'. It proved to be a very good imitation of a precipice. Up he scrambled now over boulders and ancient walls, now through scrub that forcibly suggested snakes, plunging at last into a narrow darksome cleft which ran skywards through two cyclopean masses of granite. Probably in remote ages it was one mass that had split asunder, separating by 18 inches or so, which width was that of the path. Halfway up this impossible place he turned to beckon to us hesitating weaklings who crawled behind and instantly there flashed into my mind the picture of old Gagool in *K. S. Mines*. In just such physically formidable and spiritually haunted surroundings did she evince a supernatural activity and turn to beckon to those whom she was guiding. Indeed in that gloom our learned conductor looked very like Gagool, seeing that he too is aged, shrunken and quite bald.¹⁰ The resemblance was so ridiculously accurate that I burst out laughing and nearly came to grief, to say nothing of stinging myself with a peculiarly deadly kind of nettle that grows upon this hill.

This reminds me that the vegetation of the place is most interesting, some of it evidently being descended from trees and plants introduced by the ancients. Thus their

⁹ The 'slave pits of Inyanga' were more probably used to house pigs and goats and not slaves. They are more correctly referred to as stone-lined pits and are a characteristic of the Eastern Highlands, especially within the Inyanga Ruins where thousands of such structures have been found. 'The pits are typically circular, with stone-lined floors about six metres in diameter, with stone walls two to three metres in height' – R. Kent Rasmussen, *Historical Dictionary of Rhodesia/Zimbabwe*, New Jersey and London, 1979, p. 314. Cecil Rhodes is said to have coined the term 'slave pits'.

¹⁰ At the climax of *King Solomon's Mines* the ancient witch-doctress Gagool a, 'wizened monkey-like figure', leads Allan Quatermain and his party to the burial chamber of kings 'The Place of Death' and Solomon's treasure chamber. See H.R. Haggard, *King Solomon's Mines*, Oxford and New York, 1992, p. 260 et seq.

fig trees have degenerated and now flourish wild, and the vines from which they gathered grapes now crawl attenuated and small-leaved about the ruins of their homes. Whether the hard-skinned fruit known as the custard orange, or rather its prototype, was introduced by them I do not know. If, as I am told, it is a true citrus, it would be worth while making use of the stock as a parent for oranges planted in dry places.¹¹

At length the 300 feet were accomplished and we reached the summit of the koppie, in doing so passing over many walled terraces on which I suppose the ancients built their houses. It is indeed an extraordinary place. From below it does not seem so very large but here one sees its true extent. Perhaps it may best be described as a precipitous hill on the crest of which are scattered enormous masses of water-worn granite, some of which must weigh thousands of tons. In between these masses, round them, over them, run the walls of the ancients. Here are the remains of temples, courts, platforms, passages, balconies, smelting furnaces, treasuries, forts, guardrooms, monoliths, sundials and I know not what beside. To me, the plan of this dizzy place was impossible to discover. Soon indeed I gave it up and contented myself with allowing its atmosphere to flow into my mind as I crept and jumped after our guide, who leapt from wall to tottering wall across caverns and trenches with all the sure-footedness of a rock-rabbit, or swung himself round granite points projecting over space with the ease and certainty of a baboon. Truly his foot was on his native heath and it would not surprise me to learn that he could thread his beloved ruins in the dark when, by the way, no native will approach them. It is, I think a very strange atmosphere, almost uncanny indeed. I do not wonder that the Africans flee these spots; when once the sun is down though, if fortified with quinine and a really good mosquito net, I think that I should like to sleep in them for so perhaps their true past would come back to me.

The view from various sites was superb. How often must it have been studied by Sabaeen eyes (if they were Sabaeen) when ceremony and sacrifice to Bel or Ashtoreth were toward the temple that lies like an amphitheatre far beneath us and all the enormous plain between the guarded hills was green with crops through which the slave gangs trudged beneath the overseers' lash, bearing from the distant mines their allotted weight of ore. (Think of it, all these hundreds of thousands of tons of dressed stone whereof this fortress was constructed were carried up that terrible path upon the shoulders of those poor slaves!). But perhaps the mighty granite boulders moved me more even than those prospects. There they are as they were millions of years before the ancients came and built walls over or around their bulk, as the ants here build around a tree. There too they will be millions of years after I and all my race have ceased to be – if we ever cease to be. Oh! if only they could speak, those stones, and tell us of the feet that have pressed them, of the hands that have rested on them, of the tears and blood that have dried upon them, of the drunken laughter and the sighs of passion that they have heard, they who stand there today, so solemn and so lovely, just the same as they always were. No, not quite, for a portion of one of them has split off within the last few centuries, and swept away a great breadth of the human handiwork beneath. And if they could tell us of the last scene of this incident in their endless epochs, when the men and women who crawled about them and dwelt in these shadows, eating their food and melting their gold for a brief thousand years or so, being born and joining and dying, at length passed away and gave back their silence to them – the eternal rocks. How did it come? As the scattered gold and broken vessels of worship suggest – was it sudden?

¹¹ Kaffir orange, *Strychnos spinosa*, a member of the Strychnaceae family. A small tree or shrub that bears a fruit the size of an orange. Not a true citrus but the custard-like pulp is edible.



Did the fierce Bantu hordes, flowing in thousands from the north many centuries ago, and aided perhaps by treachery from within, storm up those terrible pathways and put to the assegai the proud overlords who dwelt within, dragging away the women and the children that they in their turn might drink the cup of slaves? Or was starvation the general to whom they were forced to bow? Were they cut off from the water which, as we can see today, they dammed up in the river below within the outer wall of defence. (There is the pool, and there, not far away, the bubbling spring that supplied the temple. I visited it, it is half choked with one of the monoliths, made some use of by a treasure hunter, Sir John Willoughby I was informed, in washing the debris for fallen gold.)¹²

Let the clairvoyants of Europe come here and answer these questions and I will believe in them perhaps! The clairvoyants are and will be dumb, but if only the graveyards of these people can be found, then we shall learn something. They must be somewhere, those well-filled cemeteries, for assuredly the death rate among the ancients cannot have been light and a people so developed would never have thrown their dead to the vultures, which still hang above Zimbabwe. But where are they? As yet no man knows or even guesses. At last we scrambled down from this koppie, storied in every sense of the word, as we had scrambled up but by an easier road, passing on our way a wonderful passage defended by walls built out on either side at a distance of each few feet, so that he who won past one guard must fall by the spear of the next. Reaching the plain below we paused a while to examine the system of the ancient water supply and then drove past the mound where the bones of Wilson and his brave men once were buried, in whisky boxes some of them, Mr. Hall said, till they were moved to the Matopos, to the temple spring that I have mentioned. Also the place was pointed out to me where Theodore Bent had his camp, the site of which is marked by a growth of castor-oil bushes. So at last we came back to the hotel to tea of which I, for one, drank a great deal for the climate of Zimbabwe is extraordinarily hot and exhausting.

Zimbabwe

Into the darkness whence they came,
They passed, their country knoweth none,
They and their gods without a name
Partake the same oblivion.
Their work they did, their work is done,
Whose gold it may be, shone like fire
About the brows of Solomon,
And in the House of God's Desire.

The pestilence, the desert spear,
Salute them; they passed, with none to tell
The names of them who laboured here:
Stark walls and crumbling crucible,
Strait gates, and graves, and ruined well,
Abide, dumb monuments of old,
We know but that men fought and fell,
Like us, like us, for love of Gold.

Hence came the altar all of gold,
The hinges of the Holy Place,
The censer with the fragrance rolled
Skyward to seek Jehovah's face;
The golden Ark that did encase
The Law within Jerusalem,
The lilies and the rings to grace
The High Priest's robe and diadem.

¹² Sir John Willoughby (1859–1918), soldier and financier who 'recklessly excavated the Zimbabwe Ruins' (Rasmussen, *Historical Dictionary*, p. 349) in 1891; served in 1893 Ndebele War and later served as military commander of the Jameson Raid (1895), subsequently spending 15 months in prison.

Some Aspects of Internment in Southern Rhodesia in World War II

Compiled and Edited by Fraser Edkins



The following articles by Emilio Coccia, Peter Sternberg and Benny Leon were prompted by the visit to Zimbabwe in 2012 of Emilio who addressed various audiences, including the History Society of Zimbabwe on the history of Italian POW's and Internees in Southern Africa. His talk focused on the several detention camps in the Second World War in Southern Africa and copy transcripts of his full talk are available for those interested. Emilio has made extensive research over the last 15 years and has become expert on the subject (working from the former Zonderwater POW camp, now a museum). Kadoma boys Peter and Benny focus on Internment Camp Number 3 at Ngesi near Kadoma. Peter's father was a Sergeant (later Warrant Officer) in the Corps that ran the camp and Benny visited it with his uncle, Ezra Haddon, (with supplies for the camp canteen). Striking features of their stories include the incredible skills of certain of the artisans detained in the camp and the sad aspect of the suicides and attempts thereat by those who perhaps could not envisage their eventual freedom and a return one day to their homes. I am grateful to Diego Volonta for his help in providing much of the information contained in the editorial notes in these articles. The first article is a very small portion of Emilio's talk, (focusing only on some of what he had to say about the camps in Southern Rhodesia), edited and published with his kind permission. Old place names are used throughout for historical accuracy. Felicity Naidoo tirelessly typed many drafts of the article.

Italian Prisoners of War and Internees in Southern Rhodesia

By Emilio Coccia

It all started in September 1939, with the German invasion of Poland and the consequent declaration of war against Germany by Great Britain and France. As part of the Commonwealth nations' contribution, training camps for troops were established in South Africa, where over 200 000 men received proper military discipline, and in



Southern Rhodesia, where the Empire Air Training School, *inter alia*, was set up to prepare pilots and crew for the war.

The Southern Rhodesia war effort also extended to policing outside the borders: for instance, a large contingent of BSA Police rendered excellent service in helping with the disarming of bands of irregulars in East Africa, still very active after the end of the fighting in Abyssinia, Eritrea and Somalia in 1942.

The Police were also involved with POW, Internees' and Refugees' Camps. POW's were military personnel (combatants) captured as a result of war action. Chaplains and Medical Officers and Orderlies were not considered POWs by the Geneva Convention and enjoyed special status as humanitarian workers, (identified as PP); **REFUGEES** were civilians seeking protection and willing to be put under British safeguard. **INTERNEES** were civilians refusing to co-operate with the Detaining British Power and unwilling to seek its protection, categorised as Compulsory/non-voluntary Evacuees.

The general policy of internment was to separate Italians from Germans, soldiers from civilians, women and children from men, and Officers from Other Ranks.

(Editor's note: The 1929 Geneva Convention applied to civilian internees as well as POWs. Among the many rules relating to the treatment of internees was Article 10 requiring accommodation affording "all possible safeguards as regards hygiene and salubrity"; Article 12: the provision of camp canteens (the profits from which were to be applied to the benefit of internees); Article 15: monthly inspections for the detection of "particularly" Tuberculosis and venereal diseases; Article 9: discouraging different races and nationalities being interned in the same camp, (in particular Italians and Germans after 1942) and rules relating to food parcels and letters to and from home.

From the start of hostilities Internment camps were set up in the British colonies; Germans and Italians residing or captured on Commonwealth soil were arrested, detained provisionally in Police cells, and then moved into camps, either within the same country or in neighbouring territories.

(Editor's note: the Rand Daily Mail of 13 June 1940 reported "police activity (in Salisbury) against enemy aliens following Italy's entry into the war" including searches for various suspects of different nationalities on a large scale throughout the colony, with the Italian Consulate in Salisbury being under guard).

The first contingent of Italian Internees arrived at Durban, from Kenya and Tanganyika, in July 1940 and were interned at Koffiefontein Camp in the Orange Free State pending the construction of more camps in Southern Rhodesia. Two camps had already been established for Germans, nine months earlier, and were more or less full to capacity, being No. 1 "General" (about 260 men, women and children) and No. 2 "Tanganyika" (about 600 women and children), both located in Salisbury.

The bulk of Italian Internees arrived in South Africa from Eritrea between January and April 1942, and some were transferred to Southern Rhodesia and accommodated in three further camps prepared for them.

Sadly, the very last contingent of civilians, arriving from Massawa (Eritrea) and also bound for Southern Rhodesia, never reached South African shores. The SS "Nova Scotia", carrying 780 Italian Internees, was torpedoed in November 1942 by a German submarine and sank near the Natal coast, most of those on board drowning.

The three Internment Camps just mentioned, specially set out for the Italians, were

No. 3 “Gatooma”, No. 4 “Umvuma” and No. 5 “Fort Victoria”. At Fort Victoria a special “Extension Camp” was opened to accommodate the so-called “irreconcilables/incorrigibles” or “criminals”, men who either refused to co-operate or tried, whenever possible, to escape into Mozambique.

At the “Extension Camp” a beautiful Chapel was built by the internees and was dedicated to Saint Frances, the Patron Saint of Italy. This little church is a work of art, with frescoes and fine soapstone ornaments and features. In 1953 two wings were added to the main building and here are interred the remains of 78 Italians who died in captivity. Among them are two children, brother and sister, Roberto and Remigia Vitale, aged 2 and 7, who died in a fire at Tanganyika Camp in Salisbury on 22 September 1942, when a structure with thatched roof and walls made of grass, utilised as a kindergarten, was set alight by accident. Eleven children, nine of them German, died as a result.

(Editor’s note: The fire at Tanganyika Camp near Salisbury (Camp Commandant Major Bridger) on 22 September 1942 was the subject of an Inquest before Magistrates C. Deane-Simmonds and V. J. Goddard in October 1942. The International Red Cross was represented in the proceedings. Nine German and two Italian children (mostly 3 year olds) died from burns when a pole and grass kindergarten housing 55 children was set on fire by two 7 year old boys, (children of internees) playing with matches in a high wind. Evidence of what happened was taken from teachers Magdalena Knabe, Lita Kolbe, Elizabeth Blumer, Roschen Schneider, German Camp leader Miss C. M. S. F. von Clausewitz and Lieutenant (Mrs) Rule of the SRICC, (who had had “trouble before with children making fires”). Miss Schneider gave her evidence from her hospital bed where she was being treated for burns. The Court praised the “selfless devotion to duty displayed by Miss Schneider, in the great rescue work which she carried on to the end, although she herself was very badly burned..., almost a miracle that she escaped alive”. The Public Works Department said hydrants had been fitted at the camp but were not complete “as a certain connection was unobtainable”. The Public Works Department had not notified the SRICC of this fact.

The total number of Italians accommodated in the Southern Rhodesian camps was in the region of 5 300, including men, women and children, (1 600 in Gatooma, 1 500 in Umvuma and 1 500 to 1 800 in Fort Victoria and the remainder in Salisbury).

The camps had basic sporting structures, grounds for gardens and open spaces for general use. In these open spaces some enterprising detainees built their own makeshift workshops, the most common trades being barber, blacksmith, cabinet-maker, shoemaker and tailor. That was the best possible way not only to keep minds and bodies healthy and sane but also to earn a bit of money for their own needs, pending the end of the war and their return home.

The war against Italy and Germany ended at the beginning of May 1945 but the Internees, with few exceptions, had to wait for repatriation until sea transport became available.

(Editor’s Note: a secret memo dated 16 February 1943 (when the war was still very much in progress) from Southern Rhodesia Prime Minister Godfrey Huggins to Jan Smuts referred to “tentative arrangements to repatriate (to Italy) certain Italian internees, priority being given to those who were “priests surplus to camp requirements, persons of unsound mind and those who are medically unfit” (embarkation to be via Port Elizabeth).



The interior of the Italian church at Masvingo

That materialised only in December 1946 and convoys full of Italians left Southern Rhodesia during that month in the directions of Mombasa, Dar-es-Salaam, Beira, Lourenco Marques (now Maputo) and Durban, where ships were waiting in the harbours to transport them home.

The last train left Fort Victoria carrying to Durban the so called “irreconcilables/incorrigibles”, to be embarked on the SS

“Asturias” and to leave Southern Africa along with a couple of thousand POWs and other Internees from camps in South Africa.

(Editor’s note: an extract from a 1947 report concerning the repatriation by rail of Fascist elements via Durban refers to their “truculent mood” and that “serious trouble” was only averted by “firm action” and “summary correction” by the guard escort. As the train progressed towards Durban handbills bearing an image of Mussolini’s head (made from a woodcut, duly confiscated) were thrown from the train).

They disembarked on 21 January 1947 in Napoli where, after six very long years of captivity, they finally became free men.

Italian emigration back to Southern Africa in only a few years following the war amounted to something like 40 000 souls.

The Southern Rhodesia Internment Camp Corps

By Peter Sternberg

In modern warfare, armies on both sides of a conflict are expected to capture and round up enemy prisoners of war, and World War Two proved no exception. This of course required the construction of secure Prisoner of War Camps into which the prisoners were placed, housed and fed and, very importantly, guarded by a force that had to make sure that they did not escape, as prisoners of war are sometimes wont to do.

Depending on the circumstances, civilians are also often caught up in the fray. This occurred in East Africa, where large numbers of foreign civilians were affected. There were German nationals living in Tanganyika (now Tanzania), (a German colony up to 1917). The Tanganyika government requested that these German nationals, men, women and children, be removed from their territory, which was complied with. Many Italian civilians were employed by the Italian Government to construct roads, bridges, buildings etc. in the Italian colonies of Abyssinia (Ethiopia), Eritrea and Italian Somaliland. In due course, and for their own safety, they too required to be relocated. All of these people

were non-combatants and, in the circumstances, were classified as Internees.

Initially, two internment camps were established near Salisbury, (now Harare) the capital of Southern Rhodesia (now Zimbabwe), and named No. 1 (General) and No. 2 (Tanganyika) Camps respectively for, at the outbreak of war, Southern Rhodesia had interned enemy nationals who at the time were residing in both Southern and Northern Rhodesia (now Zambia), plus those resident in Nyasaland (now Malawi). The German nationals from Tanganyika, on arrival, were to be accommodated in the newly constructed No.2 Internment Camp.

On 10 June 1940 Italy declared war on Britain. Italian dictator Benito Mussolini's East African colonies were captured after a number of battles by Allied forces by mid-June 1941. Civilians were rounded up by these forces, who now found themselves responsible for the safe keeping of thousands of men, women and children. These civilians, both German and Italian nationals, found themselves classified as "enemy aliens". These events had been anticipated, and the British Imperial Government had discussed this matter with the Southern Rhodesian Government early on in the war. In the latter part of 1941 the Government of Southern Rhodesia therefore proceeded to implement the undertaking they had given to receive and accommodate approximately 5,000 Italian internees (not POW's) from Abyssinia and Somaliland, who, for their own safety, now required evacuation from Italy's lost African Empire.

This fresh influx of internees from Italian East Africa entailed the erection of new internment camps at Gatooma (now Kadoma), (No. 3 Camp), Umvuma (now Mvuma), (No. 4 Camp) and Fort Victoria (now Masvingo), (No. 5 Camp). An organisation to provide for the administration and guarding of these camps was likewise put into place. The initial responsibility of control was placed in the hands of the Department of Justice until, some months later, a Director of Internment Camps was appointed and the training began of the Southern Rhodesia Internment Camp Corps (SRICC).

Training a new guard force virtually from scratch was no easy task. The majority of young and able bodied Rhodesians had volunteered for overseas war service in their thousands, whilst the majority of those left behind were employed in essential duties within the country, and could not be released for military duties. Rhodesia therefore suffered from an acute manpower shortage. There were however a number of middle-aged men available, some who were veterans of World War One, who had already undergone military training in the past. Many of the Jewish refugees who had fled Hitler's Germany in the late 1930's and were themselves 'refugees' in Southern Rhodesia, volunteered their services (including my father). Ironically, they were classified as "enemy aliens", for they had held German passports upon arrival in Rhodesia in the late 1930's. Not being British subjects, their initial applications were rejected, but within a year or so, with the local manpower situation worsening, their applications were finally found acceptable. However, due to their nationality, these refugees were restricted to serving only within the borders of Rhodesia.

(Editor's note: Internees in Salisbury included British and South African nationals. In March 1943, in Salisbury, Sarel du Toit was disenfranchised for refusing to serve in any capacity. Anna Walker (who ran the Headlands Hotel) was committed for trial in August 1940 for saying that she was "all out for German rule". Philip Botha of Macheke was imprisoned for nine months for "trying to influence public opinion prejudicially to the defence of the colony and the efficient prosecution of the war" (arising from statements allegedly made by him concerning German progress in the war, the imminent arrival



in Southern Rhodesia of German troops, and the dissemination of printed German propaganda). Hermanus Wantenaar was remanded in custody under the Sedition Act and Henry Hamilton Beamish (a former Independent Member of Parliament for the Hartley District) was detained by the Criminal Investigation Department on 11 June 1940).

All European members of the SRICC, after successfully completing their training course, were attested with the initial rank of sergeant. A number received promotion over the years. The camps were commanded by officers who had had previous military experience in World War One.

The Rhodesian African Rifles were formed in 1940. Comprising mainly of Africans, they were under the command of European officers. Many of these troops were also attested into the SRICC and they, together with the European sergeants, would be responsible for the guarding of the camps.

Their training over, one of the first duties of the Askari guards was to travel down to Durban by train in early 1942 and meet the boats arriving from East Africa. The newly arrived Italians disembarked and were duly escorted to Southern Rhodesia under armed guard.

(Editor's Note: the Johannesburg Star Newspaper of 30 January 1940 reported abuse and insubordination to camp guards by internees in Salisbury. Sixteen men had received two weeks hard labour for hurling insulting and derisive remarks at the guards, but (contrary to reports) "no stones or mud". Some had got up to "active mischief such as digging tunnels and devising ways of annoying guards" but the majority of internees were reported to be "law-abiding, orderly people who are anxious to live as pleasantly as their confinement will allow").

The entire expenditure both in respect of the construction and maintenance of the camps and of the internees would be paid by the British Government. In order to save costs it was agreed to provide accommodation of a like nature to that often built by the Rhodesian mining community, temporary and inexpensive structures of Kimberley brick construction which would last at least for the period required.

It was also the wish of the British Government that the internees should co-operate in feeding themselves by growing their own crops. They were also expected to assist in construction work in their respective camps. With so many first-class and experienced artisans and craftsmen in their midst, they were supplied with timber and



Warrant Officer Robert Sternberg

encouraged to design and build their own furniture. They were also encouraged to supply their own clothing and household requirements.

A 1943 Defence Headquarters Report stated that the five camps housed the following occupants:-

No. 1 (General) Internment Camp, Salisbury

Internees: Germans (220), Italians (54), French (1), and British (2) (Total 277).

Iraqi's Enclosure: Iraqis (12), Saudi Arabians (1), Palestinians (3) and Nigerians (1) – (Total 18).

No. 2 (Tanganyika) Internment Camp, Salisbury

Internees: Germans (494) Italians (18), South Africans (5) and British (2) – (Total 519).

No. 3 Internment Camp, Gatooma

Internees: Italians 1,529

No. 4 Internment Camp, Umvuma

Internees: Italians 1,275

No. 5 Internment Camp, Fort Victoria

Internees: Italians 1,519

(Editor's note: the Rand Daily Mail of 30 January 1942 announced the internment in Southern Rhodesia of "some 35 Arabs, followers of Rashid Ali, who launched an unsuccessful rising against the British in Iraq" (in 1941) amongst whom were seven ex-Ministers of the Iraqi Cabinet and four senior officers of the Iraqi Army).

When the war ended in 1945 a fair number of the internees applied to the authorities to stay on in Southern Rhodesia. However, rules and regulations stated that they were first required to return to their countries of origin, and then lodge the usual application forms in order to emigrate to Rhodesia. This quite a number did, often bringing their newly-betrothed wives with them.

Once the Italians had all been repatriated the SRICC was gradually wound down, its soldiers discharged over a period of time, and all presented with the 1939-1945 War Medal for valuable services rendered. In due course the Corps was disbanded, and today remains largely forgotten by both historians and laymen alike.

(Editor's Note: Ellen Squara, Charlie Cravetti and Virgilio Garizio are believed to be the only surviving internees still living in Zimbabwe.

Virgilio was twelve when interned with his parents at No. 1 Camp in Salisbury. He remembers ample food and reasonable living conditions (with family unit living quarters).)

Different dietary preferences meant separate cooks, kitchens and dining rooms for the Italian and German internees. The internees cut firewood for the cooking stove and for hot water in the bathrooms.

Virgilio recalls an inner 12ft barbed wire fence and an outer electrified fence which set-off an alarm if disturbed (usually by animals touching it from the outside). Their guards were army men (not police) whom he says were helpful, pleasant and friendly. Football fields were available for recreation. Outside teachers gave lessons to the children (including Italian lessons, as a number of the internees spoke only a Piedmont dialect).

By 1943 the children were permitted group walks outside the camp and visits to the



bioscope in town in the camp Black Maria.

At the end of the war Virgilio says the internees were sent to a camp at Norton for 2 years where they lived “practically free “pending repatriation. He recalls that” eventually most of us Italians were set free” (in Southern Rhodesia).)

Some information for this article comes courtesy of the Imperial War Museum London.

The Italian Internment Camp at Ngesi

By Benny Leon

During World War 2 (with the waning fortunes of Mussolini’s armies in Africa) some 1 500 Italians were detained in the Southern Rhodesia Government internment camp five miles off the Bulawayo road, situated on the land that is now the Ngesi Township, near Kadoma. The internees were all civilians artisans who had been shipped out by Mussolini to Abyssinia and Somaliland in order to construct roads, bridges and buildings in the Italian colonies. Camp Commander was Captain H. O. Stowe.

I remember visiting the camp as a small boy, with my uncle, Ezra Hasson, a Gatooma merchant, who supplied groceries to the camp canteen.

Under the rules of war, the internees were not obliged to work, but some chose to do so to keep themselves occupied. There were distinct factions within the camp, the main being Fascists and non-Fascists, who had to be housed separately. Any non-Fascist who wanted to work was threatened with death by the Fascist element (which withheld any co-operation from the camp authorities). Peace did not always reign in the camp and it was often necessary, said Stowe, to put agitators in “the cooler” (usually for 15 days) and eventually the Fascist group was transferred to a separate camp at Fort Victoria. There were a number of escapes, security at the camp being somewhat lax, (one escapee blacking up with charred cork) but none reached further than Umtali before recapture.

(Editor’s note : National Archives file S.849 lists those Italian internees, presumably from other camps, who did escape into Portuguese East Africa (Mozambique).

Nineteen internees died in captivity at the Ngesi camp (due to illness, accidents and suicide). On the western outskirts of the Ngesi Township are the remains of what was once the prisoners’ cemetery (comprising the remains of an arched altar and of nineteen graves).

Certain internees approached Capt. Stowe in 1944 for permission to build this cemetery and altar. Stowe authorised it and those involved were given general freedom to go in and out of the camp without escort for that purpose. Numbers were counted out at 7 a.m. and back in again at 4 p.m. No explosives were permitted. In the camp workshop the Italians made their own tools (mainly chisels and hammers) from steel drill bits and other old farm equipment, and cut by hand the granite for the altar and headstones. A stone perimeter wall was erected, as was the arched altar and large wrought iron gates, (all completed within 6 months).

In 1976-77, the arch was dismantled and re-erected at Jameson High School as a cenotaph in memory of staff and pupils killed in the Zimbabwean war of liberation.



Arch and Altar in 1961

This task was supervised by Tony Marques of the Gatooma Municipality and was the brainchild of Johan Steenkamp (then Headmaster at Jameson in Gatooma). The bodies had been exhumed from the Ngesi cemetery in 1956 and re-interred at the cemetery in Fort Victoria (which site became a national memorial to the Italians who died in Southern Rhodesia and is maintained to this day by the Italian community).

Francisco Serino (one of the internees who in 1948 returned to live in Zimbabwe) was chief carpenter in the camp and made the coffins for the 19 who died. An architect, Ravanelli, drew the plans for the altar. Fifteen qualified Italian stone-masons worked on the project, supervised by one Tabacchi, an engineer. Each granite stone fitted perfectly. (Every stone was carefully numbered by Tony Marques to ensure a perfect reassembly



at Jameson School, although the brass plaques on the cenotaph have since been stolen or defaced).

Joseph Fabiani (another internee who returned to live in Gatooma following repatriation to Italy in 1947) helped construct wrought-iron sections for the huge cemetery entrance gates. The first set of gates were later removed (probably to Fort Victoria) and a second set adorned the rear of the Gatooma public swimming bath in the late 1970's.

The words in Latin on the arch (*vita in vinculis pro patria functis, vivite liberi in aevum*) have been translated as "You lived in captivity for the Fatherland. Live now free in Eternity". Holy Communion and Mass were celebrated before the altar.

Following repatriation of the Italians in 1947, the Ngesi camp was occupied for a time by a number of Polish refugees. (*Editor's note. This Polish community turned out in national dress in 1947 to welcome the Royal Train – see Robin Taylor's article in this edition of Heritage*). The remains from eight Polish graves were exhumed and re-interred at Gatooma cemetery in 1969. From that time the Ngesi camp cemetery, including the arched altar, was neglected and vandalised, (until Headmaster Steenkamp chanced upon it whilst on Police Reserve duties in 1976).

(*Editor's Note: The refugee problem is a large topic in itself, but on 5 March 1945 the Rand Daily Mail reported plans by the Southern Rhodesia Government to settle British and Scandinavian war orphans at Induna air station near Bulawayo, quoting Prime Minister Godfrey Huggins as saying "Scandinavians assimilate most readily with the British. We want no foreign islands in our midst". The Government, he said, would go to any lengths to stamp out the racialistic element in the colony, "to prevent our people from drifting into the racialistic hate that exists in the Union of South Africa"*).

I interviewed Camp Commander H. O. Stowe in 1976 and he had many memories of his days in charge of the internees.

Stowe lost a son (a pilot) in action against the Italians and the prisoners queried his kindnesses and lack of bitterness. Stowe's attitude was that such things happened in wartime and that his son may well have killed any number of Italians.

To reduce boredom, Stowe made available little plots of land for vegetable gardens. A waste water dam irrigated the gardens via furrows. These gardens eventually produced all of the camp's requirements and the prisoners were allowed to sell their surplus produce to the camp canteen.

Stowe encouraged arts and crafts work among the prisoners and (then aged 9) I recall visiting an exhibition of them at Speck's Hotel in Gatooma, (including a model steam engine, pipes, cigarette lighters, toys and paintings). Stowe would buy or scrounge materials for the inmates to use. He was amazed at how they could produce cabinets and other pieces of wooden furniture, until he discovered one day that the internees had sawn a number of doors vertically in half.

Extended incarceration and worry about their families in Italy led to depression amongst some of the prisoners and numerous attempts at suicide, (three of which succeeded at Ngesi). A system of "suicide-watch" was introduced over vulnerable cases.

(*Editor's note: some of those who died in accidents or disease in the Gatooma camp were: 35 year old Michele Allia – he had been a postal assistant in Abyssinia before his internment and was unmarried; 38 year old Guiseppe Panichelli (a handyman) who was*

crushed by the tractor he was driving; 32 year old labourer Placido Rossi (accidentally hit by a train near Umvuma); Salvatore Spadaro “about 40” succumbed from the effects of encephalitis; Antonio Tollini died aged 36; while 30 year old watchmaker Pierino Varano died from cirrhosis of the liver. Other causes of death included Tuberculosis, Blackwater fever, cancer, peritonitis and heart diseases. Suicide was not confined to internees. A Sergeant in the SRICC died of a self-administered overdose of barbiturates. Attending doctors included Dr. G. N. Wright and Dr. W. Murray. Magistrates presiding at the Inquests included Messrs Bosman, Bruce-Brand, Chataway and Reynolds).

A minor riot broke out one night, due to some grievance or other. The poorly-trained Askari guards fired their rifles frantically and in all directions. Stowe said he walked unarmed into the camp, demanding “*Silenzio!*”, and addressed the rioters who, a few minutes later, ceased their rioting and carried Stowe to his office on their shoulders. No-one was hurt. Stowe put out the camp lights and removed any remaining ammunition held by the Askaris.

Local merchants also supplied the camp with fruit and groceries. My uncle Ezra Hasson, a Gatooma merchant, spoke Italian (having been born on Rhodes Island, then an Italian possession) and got on well with the internees. Stowe turned a blind-eye to his supply of certain luxuries, like cheese, to the inmates (despite a countrywide shortage). The occasional bottle of cognac was also allowed to find its way into the camp, and a dramatic increase in the demand for grapes (supplied by R. C. Kewada & Co.) was found to be the result of wine-making on the quiet.

Most effective by way of punishment was to stop the supply of flour and ban the making of pasta for a week. The inmates were well-fed, said Stowe, each receiving fruit, three vegetables and a pound of meat a day.

The cultural side of life was not neglected. A large grass and timber theatre was constructed by the prisoners. Amongst other shows, Stowe attended a performance there of the opera “*La Traviata*”, along with the Gatooma police chief, the Magistrate and other dignitaries and citizens of Gatooma. Society member Peter Sternberg was there, aged 9, with his father Robert (who was Camp Accounting Officer and himself a refugee from Nazi Germany).

I recall an artist in the camp, one Tedaldi, who in 1942 painted a whole series of murals of nursery rhyme characters in the kindergarten of what was then Jameson Primary School. They are still there but boarded up. I also own an oil painting of my father, painted by Tedaldi, and it is reproduced below.

Perversely, it was a sad day for Stowe and for a number of the internees when the camp was broken up at the end of the war. Stowe had made many friends amongst the



**Oil Painting of Mr. Haim Leon,
painted by the Italian POW Tedaldi in 1944**



educated prisoners and corresponded with them for many years after their repatriation in 1947. Stowe stood guarantor for a number of ex-prisoners who wished to return to live in Southern Rhodesia, including Francisco Serino and Joseph Fabiani. Serino was to become one of the leading builders and carpenters in Gatooma. On the eve of the closing of the camp, as a parting gift, Stowe was presented by Serino and four others with a beautifully-made table.

Stowe's final duties included escorting the internees to Beira in Mozambique and then to Messina in Sicily where they were officially "handed over". (The Fascists travelled home in a separate ship, via Durban).

(Editor's Note: prior to repatriation from Southern Rhodesia after the war internees were required to be inoculated against Yellow Fever and "fully equipped with civilian clothing", (and would be subject to customs regulations).

Hanging above the door of the children's ward at Gatooma hospital was a painting by an internee, given in thanks for the medical treatment received at the hospital by the prisoners.

Bill Sykes, our current Mashonaland Branch Chairman, was born in Gatooma in August 1943. His mother was related to the local Black family (of tennis fame) and lived with them whilst Bill's father was away on military service. Whilst his mother was convalescing (five days in bed in those days) baby Bill was passed around the hospital ward that housed Italian patients from the camp – it was a treat for the men to have a "bambino" to hold and think of their homes far away.

(Editor's note: and so it was that our Mashonaland Branch Chairman did World War 2 service for the Axis).

The stone and brick stockade and the barely discernible ruined remains of the cemetery west of the township at Ngesi are all that is left of the Italian presence at that place.

A Note to Mark the 500th Anniversary of European Visitors to Zimbabwe

by Jonathan Waters



I would like to mark the occasion of the first visit to Zimbabwe 500 years by a European, although I do not wish to repeat all that has been written on Antonio Fernandes by Hugh Tracey, RW Dickinson and other contributors in the journal over the years. In my 2009 article on Sofala, I carried some of Professor Eric Axelson's comments from his 1973 book *Portuguese in South East Africa 1488-1600*, which appeared after articles were published in *Rhodesiana* by Tracey and Dickinson.

It been speculated by these two authors that because Gaspar Veloso, the clerk at Sofala, wrote down the account in 1515, he must have recently returned from his travels. However, Axelson notes that his absence from ration lists in 1511 and 1512 would bring one to the "the obvious conclusion that he departed on the first of his great journeys in January 1511" which lasted four months. Axelson says he made the "second remarkable journey by mid-1513".

Whether the journey was made in 1511 or 1512 hardly matters, but what is certain is that the first European visited what is modern day Zimbabwe just over 500 years ago. We know little about Fernandes except that he was a *degradado* and carpenter, and given the lack of information, we must rely on conjecture. It is accepted that he must have had a remarkable constitution not to have fallen ill, that he must been a good linguist to negotiate his way around south east Africa and would have had luck on his side.

Wondering along the banks of the Mazowe recently in Umfurudzi, I found myself thinking about Fernandes again, and how he was able to survive. For much of his time in the hinterland, he may have been a curiosity, but there would be those who perceived him to be a threat. Those who face adversity (as we did in hyperinflation), often have a "trick" that enables them to survive. His possibly related to his skill as a carpenter: Perhaps he was good at knocking together furniture with nails he brought up from Sofala; he may have been a skilled wood sculptor for all we know, whose carvings impressed local chiefs.

Unless another document by Veloso happens to turn up or there is a contemporary document of the time, we shall never know. There is another problem: This August (2012), I met Professor Malyn Newitt, the author of *A History in Mozambique*, who notes that "Antonio Fernandes" as a name has the commonality of "John Smith". We can only presume the "Antonio Fernandes" mentioned a 1527 audit of the activities of the captain (Diogo de Sepúlveda) and factor (António Rico) "who had died" was the great explorer.



Having recently acquired one of the Companhia de Mocambique's albums on Manica and Sofala (published in 1929), I include two photos of the fort at Sofala, from where Fernandes set off on his epic trips. I have not seen these pictures of the fort (Figure 1 & 2) before its destruction, showing what would appear to be the southern wall, which is recorded as falling down in 1900. I remind readers that the stone was removed by barge in the early part of the 20th Century to build the cathedral in Beira (Fig 3 taken in July 2010) and shown in a tranquil European-style (Fig 4) setting in the 1929 Companhia de Mocambique album not long after its construction.



Figure 1



Figure 2



Figure 4



Figure 3

Final Resting Places in Europe of Significant Personalities in our History (Part II)

by Jonathan Waters



Following on from my article in *Heritage* 30, I include another three graves (Dr Robert Moffat, George Pauling and Major General Sir Frederick Carrington) from my most recent trip to the UK. Given Air Chief Marshal Sir Arthur “Bomber” Harris’ early life in this country and the role of The Southern Rhodesia Air Force in World War II, I have included the memorial to Bomber Command, which was unveiled by Queen Elizabeth II on 28 June 2012. As is the case with my last article, I do not intend add to the wealth of information already available on the subjects unless it is from an unorthodox source or gleaned from information at the site I visited. I would rather point interested readers to books on these personalities and papers that have already appeared in *Rhodesiana/Heritage* (as I did at the end of my article in *Heritage* 30)



Figure 1

Robert Moffat

I visited Moffat’s grave while in the UK in August 2012, having travelled to Kuruman in October 2011 and Inyati Mission in October 2009, which happened to be the 150th anniversary of the establishment of the outpost by the London Missionary Society. Having retired in 1870 back to UK, Moffat lived initially in London with friends, before taking up residence on Knowle Road in Brixton where he lived for nearly seven years. Moffat moved north to Leigh in Cheshire in November 1879, where he died at Park Cottage on 9 August 1883. Accounts of his burial and the lead up to it Norwood Cemetery (in grave number 13,026) are contained in John S Moffat’s book *Robert & Mary Moffat*. He is interred with Mary, who



predeceased him in 1871. Fellow missionaries Samuel and Mary Annears, who preached the gospel in West Africa, are buried to their right.

The gravestone (Fig. 1) focuses more on his time in Africa (1817-1870) than his birth in Orniston, Scotland in 1795 and death at the ripe old age of 87. At the base of the tombstone is a flat marker containing eulogies to both Robert and Mary. Robert's side contains the epitaph "Come Ye Into The World And Preach The Gospel To Every Creature", while Mary's side records how she "laboured with him in the gospel in a space of fifty years at Kuruman" and has the epithet "Faithful Until Death". According to the notes from the cemetery accompanying a picture of that kindly face, Moffat became a Wesleyan missionary after working as a gardener in Cheshire (which maybe explains why he died up there). Something that does not regularly feature in notes on his life is that he received an honorary Doctorate in Divinity from Edinburgh University in 1872.

Norwood Cemetery also contains another personality who has an indirect link with our early history (Fig. 2) – Sir Hiram Stevens Maxim (1840-1916). I crib from the guide to the cemetery:

"An engineer and prolific inventor, Maxim was born in the USA. His earliest inventions were concerned with the electric incandescent filament lamp. He settled in Britain in 1881, and began to design his automatic machine gun, which used the recoil from one round to load and fire the next; it was lightweight, rapid-firing and very successful. In the 1890s he conducted aeronautical experiments with a huge steam-powered aeroplane, which became airborne briefly."

Maxim's machine gun was used for the first time in battle during the Battle of Bonko (the first battle of Shangani) on October 25 1893 during the invasion of Matabeleland. It was the first time modern machine guns were used by British forces anywhere in the world. Since no Matabele had attacked a laager since 1836, for most it was their first time to engage a fortified position. The results were devastating with at least 500 Matabele dead. The word *isiGwaGwa*, meaning machine gun (onomatopoeic, after the sound of the firing), allegedly dates to this battle but I have been unable to confirm this. Finally, there is a name we are all familiar with that kept us in touch with the outside world: Paul Julius de Reuter, the founder of first centre for collecting and transmitting telegraphic news, is also interred in the cemetery.

For the benefit of readers of the journal who may never have the opportunity to travel to Kuruman or Inyati, I include some pictures of interest from both places. I was surprised with Kuruman, which I had expected to be a forlorn Northern Cape settlement in its twilight years, but it appears mining is sustaining the town. The mission is five kilometres north of the perennial source of water in Kuruman, the Eye, on the road to Hotazel, which eventually leads to the Kalahari Gemsbok Transfrontier Park. I arrived early on a Saturday morning and despite warnings of alarms, I found the mission unattended and all the rooms unlocked (Fig 3). It perhaps accounts for the reason why, unless it is stored safely somewhere else, the George III half crown given to Moffat by his father, which he carried with him all his life, is no longer in its box. It was donated to the mission by Sir Robert and Lady Tredgold (Fig 4).

The main buildings were declared a National Monument in 1939. They contain the homestead (Fig 5) where the Moffats lived from 1826-1870 and translated the Bible into



Figure 2



Figure 3



Figure 4



Figure 5



Figure 6



Figure 7

Setswana, the church (Fig 6), and the schoolroom, which now houses the hand printing press (Fig 7) on which first Bible in an African vernacular was printed. An original copy of an 1872 edition of the Bible in Setswana is in this room. The church was completed in 1838 and for many years was “the largest building in the interior”, according to the museum notes. Moffat designed the T-shaped church to seat 800 people. The stone walls stood for seven years before timber of sufficient length could be found for the roof. The rafters were a gift from Mzilikazi and were brought from more than 400kms away. The



church was restored in 1938 on its centenary and mud holding the stones in place was replaced with mortar. However, it still has a thatch roof and dung floors.

The school house was built by Aaron Josephs, an escaped slave, and two companions. Josephs came to the mission for the education of his children, buying his freedom eventually for 1500 rix dollars, which he raised through the sale of ivory tusks. It was opened in May 1829. The garden contains the remains of the almond tree (Fig 8) under which David Livingstone proposed to Mary in 1844, as she nursed him back to health from a lion attack. In the graveyard lies the remains of Robert Hamilton, the founder of Kuruman Mission, who died at 73 in July 1851. Two of the Moffat's children are also interred in graveyard: "Baby Robert Moffat", who died in 1825, and Elizabeth Moffat, who died in January 1832 aged 10 months. Reverend John Mackenzie (1835-1899), whose daughter Annie is buried at Inyati, also breathed his last at Kuruman. Usefully there is a pole showing distances to destinations in the interior (Fig 9) to remind us modern types just how far these early missionaries travelled in a less than hospitable climate.

I visited Inyati with Paul Hubbard in October 2009 when the mission celebrated its 150th year. It was neat but terribly barren, probably just what it looked like back in 1859. Nothing remains of the original church and it is merely marked with a plaque (Fig 10). The modern church (Fig 11) was rebuilt in 1905 after being destroyed in the Umvukela in 1896 and is marked with a foundation stone (Fig 12). The graveyard was smashed up at the same time and contains the remains of Inyati Mission co-founder the Reverend Bill Sykes (Fig 13), who remained at the mission until his death in 1887 (his widow Margaret died in 1920 at Hope Fountain). Also buried in the graveyard is Anne Thomas, wife of the Reverend Thomas Morgan Thomas, who died in June 1862 aged 22, three days after the death of their two month old daughter Annie Mary. A memorial to four Europeans murdered in March 1896 – Graham, Handley, Case and Bolton – is also in the old section of the graveyard. Makhaza Nkala, killed for being a convert in 1896, also rests in the cemetery.



Figure 8



Figure 9



Figure 10



Figure 11



Figure 12



Figure 13



George Pauling

Having made his fortune building railways around the world, Pauling used some of his wealth to sponsor the construction of the Roman Catholic Church of Our Lady of Sorrows in Effingham, Surrey (Fig 14). As I was looking around the church to see if there was a write up at all, the resident priest emerged from his house, no doubt to see if I was up to no good. He told me the church would be 100 in 2013, but he appeared rather disinterested in the church's benefactor and showed no interest in getting someone from the Society to give a lecture on Pauling for the church's centenary.

Pauling (Fig 15, centre, shown with his brother and A. R. Lawley) died of pneumonia and was buried on 10 February 1919 in an unassuming grave (Fig 16 & 17), next to his mother, who died in December 1915 aged 81, shortly after the first burial took place in September. Pauling's wife, Dolores (Lola), was buried with him 16 July 1938. I've always love the story about how Pauling used to carry his pony on his shoulders around a billiards table in Bulawayo for a bet! His laying of five and three quarter miles of railway line in a day just outside Kalomo in Zambia probably remains a world record.

According to information on the internet about the church, the style is 'Early English' and the design, prepared by Edward Bomer, closely follows the plan of a pre-Reformation Church. Begun in 1912, the church was opened and consecrated by the Bishop of Southwark, Archbishop Amigo, on 8 October 1913. Pauling came to reside permanently at The Lodge, Effingham and had the privilege of a Private Oratory in his house.



Figure 14



Figure 15



Figure 16



Figure 17



Major General Sir Frederick Carrington

Born in Cheltenham on 23 August 1844, Carrington joined the army in 1864, serving in various campaigns in South Africa, before becoming Commanding Officer of the Bechuanaland Border Police. Arriving in Bulawayo in June 1896, he took command of all military forces in the area. Ransford writes that he was “now a swollen caricature of the dashing cavalry officer who had won renown in innumerable colonial wars and ... [he was likely] given this job because he was one of the few regular officers who could get on well with Rhodes”.

After a few skirmishes with the Matabele, Carrington reportedly told Cecil Rhodes that an army of 5,000 whites would be necessary to dislodge the Matabele from the Matopos. Rhodes’ horror at the anticipated cost of extra Imperial forces was one of the driving forces in his seeking a peace deal with the Matabele. In the Anglo-Boer War he was appointed commander of the Rhodesian Field Force, which saw very little action.

Returning to his native Gloucestershire, Carrington died in Cheltenham on 22 March 1913. He is buried, next to his parents in the Cheltenham Borough Cemetery (Fig 18 and burial entry in Fig 19). The epitaph (Fig 20) reads “In memory of Major General Sir Frederick Carrington KCB, KCMG second son of Edmund and Louisa Carrington. Born 23 August 1844. Died 22 March 1913 in his 69th year.”



Figure 18



Figure 20

5027	2nd	Mr Carrington Lieut Col 4 College Lawn Cheltenham	Edmund Carrington March 28 th 1883	Frederick Carrington 22 nd March 1913
5028	2nd	Mr Carrington Lieut Col 4 College Lawn Cheltenham	Sarah Louisa Carrington 19 th Nov: 1906	
5029				

Figure 19

Bomber Command

Bill Sykes covered Bomber Harris' relationship with Rhodesia in the last *Heritage* (No 30) as did F. H. Shepherd in *Heritage No 7*, while P. D. Cooke wrote up The Southern Rhodesia Air Force in *Heritage No 13*. Queen Elizabeth II, in her Diamond Jubilee year, officially opened the £7 million RAF Bomber Command Memorial in Green Park, on 28 June 2012 (Fig 21), with more than 1,450 former servicemen in attendance. Of the 130,000 who served in Bomber Command during WWII, 55,573 died in action (of which 597 were Rhodesians, see Cooke), an overall death rate of 44%, while 9,838 bomber crew became prisoners of war. The chances of surviving war in Bomber Command were lower than an infantry officer in WWI trenches and there was no more dangerous an occupation during the war, except for that of German U-boat crewmen in the latter part of the war. Crews had a 4% average chance of being shot down per mission – but had to complete at least 30 before they were “retired”. The average age was of those serving was 22.



Figure 21

Consider the case of 9 Squadron: In the course of 1943 it lost 57 aircraft, meaning the squadron was effectively wiped out nearly three times over. To recall Churchill's famous words about “the few”: “Never in the field of human conflict was so much owed by so many to so few. All hearts go out to the Fighter pilots, whose brilliant actions we see with our own eyes day after day, but we must never forget that all the time, night after night, month after month, our bomber squadrons travel far into Germany, find their targets in the darkness ... aim their attacks, often under the heaviest fire, often with serious loss...and inflict shattering blows upon the whole of the technical and war-making structure of the Nazi power.”

The memorial, comprising Doric columns from Portland Stone, was designed by Liam O'Connor. Its centrepiece is a 2.7 metre bronze sculpture by Philip Jackson depicting a seven-man bomber crew (Fig 22) having returned from a mission. The roof incorporates sections of aluminium recovered from a Royal Canadian Handley Page Halifax III bomber shot down over Belgium on 12 May 1944, in which all eight



crew perished. The Command's (rather chilling) motto is also engraved in the Portland stone: "Strike Hard Strike Sure" (Fig 23).

I must confess a personal interest in this monument: My grandfather John "Jack" Craighead was a rear gunner in a Lancaster, having entered full-time service in November 1941. Being asthmatic, Grandpa Jack's options for service were limited. He was 30 at the time and had already been separated from Granny Jean and my mother, having left Roseheartly in Scotland to look for work initially in South Africa. He joined the SRAF, trained at Hillside in Bulawayo and Moffat in Gwelo, finally qualifying as an air gunner in April 1942 in South Wales. I have a copy of his logbook although there is not much detail as to enemy action. New Zealander Sgt Johnny Thomson was his pilot on most raids.



Figure 22



Figure 23

Thanks to Paul Hubbard for helping me locate the graves.

Further reading

Moffat

Episode I: *Journals of Robert Moffat*, Oppenheimer Series, Volume II (1829–1860)

Episode II: *The Matabele Mission*, Oppenheimer Series

Moffat, JS *Robert & Mary Moffat 1889*. London, Unwin Press

Tanser, TFM *Robert Moffat, master missionary: His life and times* Heritage No 25

Pauling

Batwell, JM *A great occasion for Bulawayo: The railway comes to town and the country – A review of the event 100 years on* Heritage No 15

Pauling, George (1926 repr. 1969). David, Buchan. ed. *The Chronicles of a Contractor: Being the autobiography of the late George Pauling*. Books of Rhodesia.

Varian, HF *Some African Milestones*. 1973, Bulawayo, Rhodesiana Reprint Library Vol 31

Carrington

Plumer, H *An Irregular Corps in Matabeleland*, 1897, London, Keagan Paul, Trench, Truber & Co

Ransford, Dr O *Bulawayo Historic Battleground of Rhodesia*, 1968, Cape Town, AA Balkema

Sykes, FW 1897. *With Plumer in Matabeleland*. London: Archibald Constable & Co. (Reprint, 1972, Bulawayo: Books of Rhodesia).

Bomber Command (local writings)

Shepherd, FH *Bomber Harris*, Heritage No 7

Cooke, PD *The Southern Rhodesia Air Force* Heritage No 13

Sykes, W *Bomber Harris – The Rhodesian* Heritage No 30

Some Notes on Zimbabwe's Post-Independence Postal History "ZAER" - The Philatelic Uniqueness of Zimbabwe's Hyperinflation Period



by Jonathan Waters

Having recorded many of the absurdities of the hyperinflation era in material that we (the New Zanj Publishing House) publish, I thought it may be worthwhile updating some philatelic milestones during the same period. The pre-Independence postal era has been covered in detail by Smith, Dann, as well as Rosenthal & Blum, while the Rhodesian Study Circle (RSC) continues to meet as well as publish a pamphlet on some of the flaws, post-marks and oddities in our philatelic history. One would think that with these exhaustive studies that all that should be known on Rhodesian postal history would already be known, but new "finds" continue to be reported. Having collected Rhodesian stamps along with hundreds of others as a youth in the 1970's – spending a large share of my pocket money on this hobby – I retain an interest in the subject, although I realise that my "investment" in philately was more misguided than my youth ... given the general lack of interest – and therefore value – in stamps today.

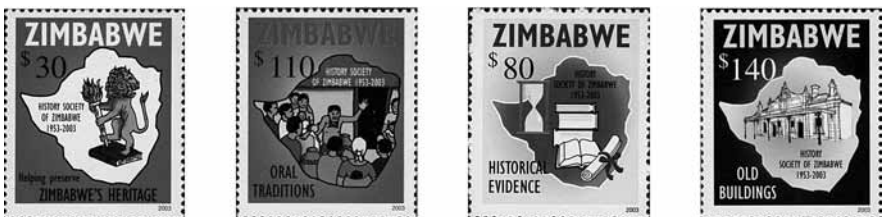


Figure 1 a - d

In the 32 years since Independence, over 750 stamps have been issued by the Post & Telecommunications Corporation and its successor Zimpost (from 1 January 2000). The History Society's aims and ideals have been well represented in this period, the highlight being a set of stamps to mark our 50th anniversary in 2003 (issued on 12 June, the date of the founding in 1953). There were four stamps in this series (Fig 1a to d) – \$30 (History Society logo), \$80 (Historical Evidence), \$110 (Oral History) and \$140 (Old Buildings). Other sets with appeal to historians that have been produced include the 75th anniversary

of the POSB (1980), the 50th anniversary of the National Archives (1985), along with centenaries of motoring (1986), Harare (1990), and Bulawayo (1994). Unfortunately, so too have some historical myths been repeated, such as the “Hanging Tree” on Josiah Tongogara Ave (Fig 2), which appeared in the 4th Definitive Series in 1995 (we have the designer Darren Herbert to blame for this one).

The authorities responded reasonably quickly to the hyperinflationary environment, deploying a method that has been in use in many countries to counteract rising prices – non-value indicator stamps. NVI's were introduced by postal authorities overseas as a measure to deal with having to “top up” stamp values following annual increases in postal rates. In the UK, for example, stamps for “1st” and “2nd” class services were first introduced in 1989. In June 2003, Zimpost released its first “Standard postage” stamp as an addition with three others with monetary values to the 5th Definitive Issue. The Standard postage stamp (Fig 3), featuring a Bateleur eagle (*Terathopius ecaudatus*), took the number of stamps in this definitive series to 22. Having added stamps with rising values to various definitive series since Independence, this issue surpassed the 20 stamps issued in the 2nd Definitive set (1985), and compares with a mere eight stamps issued in the most recent Definitive set in early 2012.



Figure 2



Figure 3

A more interesting move undertaken by Zimpost when it came to NVI's was the unique abbreviation for postal values which appeared on the 6th Definitive Issue, released on 5 February 2005.



Figure 4

While the idea may not be unique, the destination letters certainly are. These four stamps appeared along with six others that had monetary denominations ranging from Z\$500 to Z\$100 000 (around US\$10 at time) in the 6th Definitive Issue. After the Reserve Bank of Zimbabwe removed three zeros from the currency in August 2006, this Definitive set was re-released in 2007 with the same values as the non-NVI stamps as in the 2005 release. The question is whether the stamps

released on 5 February 2005. Zimpost introduced the four non-value indicator stamps, known to collectors as “**ZAER**”, which represent **Z**imbabwe, **A**frica, **E**urope and the **R**est of the World (Fig 4). While the idea may not be unique, the destination letters certainly are. These four stamps appeared along with six others that had monetary denominations ranging from Z\$500 to Z\$100 000 (around US\$10 at time) in the 6th Definitive Issue. After the Reserve Bank of Zimbabwe removed three zeros from the currency in August 2006, this Definitive set was re-released in 2007 with the same values as the non-NVI stamps as in the 2005 release. The question is whether the stamps



Figure 5



Figure 6

of the first release were as “valid” after the second release since theoretically, three zeros should also have been removed from the stamps as well!

As for monetary denominations, Zimbabwean stamps never came close to achieving anything of the notoriety of the Z\$100 000 000 000 000 bank note (issued on 19 January 2009), which holds the world record for the most number of zeros (14) physically appearing on a note (the Hungarian “100 Million B Pengo” issued in 1946 was equivalent to 20 zeros, although the zeros were not represented on the note). That’s largely because Zimpost issued its last stamp with a Z\$ value long before hyperinflation truly entered the sublime. While it may be an African record when it comes to physical representation of zeros, the Z\$10 million (7 zeros) stamp issued on 24 April 2008 in its Rats and Mice of Zimbabwe series was not a world record. Once again, Hungary holds the record for the highest value stamp ever issued in terms of zeros – the 5 million Adopengo (Fig 5) was equivalent to 27 zeros, but the Weimar Republic is the winner when it comes to representation on a stamp – 10 zeros in its 50 billion issue (Fig 6).

Why, you would ask, was Zimpost issuing a stamp with a set value when prices were changing so quickly and they had the ZAER series? Postal rates may have been changing on weekly basis by

then, but this stamp was largely required for international parcels, which may require an amount of several hundreds of millions. The rodent presiding over this African record was the Namaqua rock mouse, *Anethomys namaquensis* (Fig 7). However, when this issue was released on 24 April, the relevant ZAER rates were already Z\$4 million (Z), Z\$90 million (A), \$130 million (E) and \$160 million (R) while the parallel market rate

(RTGS) was Z\$130 million:US\$1 making the \$10 mln stamp effectively worth 7.6 US cents on the first day of issue.



Figure 7

On the other end of the scale, a 1c stamp was issued in the 5th Definitive series in 2000 when the official exchange rate was already at Z\$38 to US\$1, something the monetary authorities managed to repeat six years later with the 1c bank note, which was worth 0.002 of a US cent when

the currency was revalued and replaced in August 2006 (after the ‘Zeroes to Heroes’ campaign). The lower values in definitive issues were produced as make up values to get to the correct postage, but when this stamp was issued there were no postage rates that didn’t end in a 5 or 0 anyway, so the minimum number of these stamps needed

was 5. It may have been better as a 5c stamp – but even that would have been useless.

Zimpost's Bulletin No 1 of 2009 – released on 20 January in the dying days of the Z\$ (the “multicurrencies” era was ushered in a fortnight later) – was a ZAER series detailing Zimbabwe's success at the 2008 Beijing Olympics. When this series was issued, the prevailing postage rates were Z\$1 billion (Z), Z\$2 billion (A), Z\$4 billion (E) and Z\$5 billion (R). At the time of issue, a 1 kg to 2 kg parcel to an R address was \$145 billion (9 zeros), which would have been a thoroughly meaningless amount as this set was released a day after the now legendary \$100 trillion note (14 zeros) was released!

I was also interested to find out just when the ZAER series was abandoned and monetary values returned to the stamps, ie “normality”. The first stamps to show US\$ currency values were the five stamps ranging from 10c to 75c in the 3rd Southern African Postal Operators Association joint issue released on 9 April 2010 to commemorate the World Cup. Four ZAER stamps were also issued in this series. The Railway Station series in May 2011 (Fig 8) was the first domestic issue to have US\$ values, a full two years after “dollarisation”. Given that many of the “AER” stamps in the series went to places outside of Zimbabwe, those with readable cancellations (ie stamped with a postmark) are significantly rarer than the “Z” stamps, and make an interesting collection of inflation covers. This was certainly not the case when there was a monetary value on the stamps, ie 1980 through to 2005, as stamps regardless of the denomination could be found within the country.

Zimpost almost seemed to operate more efficiently during hyperinflation (2007 saw a record seven releases in the year) and its performance has faltered in recent years. The 2012 releases failed to live up to schedule published in late 2011 when Zimpost announced that six issues were planned, including the long-awaited 7th Definitive issue of Sculptures (eight stamps). Having deferred this release since 2010 (the previous six definitive issues came out like clockwork every five years – the 1st Definitive Issue coming out on Independence Day in 1980!), the planned 31 January release date passed and they were finally issued on 27 March. The delay was perhaps due to a question of how the currency should be depicted on the stamps – after all it is not the local currency. Should the stamps have US\$1 or just \$1.00? They were finally issued without the “US”, something *The Herald* has not dropped four years after dollarisation. Zimpost also planned to release Life Awareness Road Safety, Hair Designs of Traditional Women of Zimbabwe and the Life of Ants and Termites as commemorative issues in 2012, along with a special cover on Zimbabwe/Iran relations and four more national heroes.

As it turned out, Life Awareness Road Safety – which bizarrely included vendors selling plastic wares as seen at the Borrowdale/Churchill Road traffic lights – appeared five months after plan, the Zim/Iran issue was withdrawn (although it is now set to be released on 16 April 2013), and hairstyles postponed to 23 April 2013. The heroes issue appeared on 24 July,



Figure 8



Figure 9

but just how Zimpost choose who appears from year to year remains something of a mystery. Solomon Mujuru, who died in August 2011, was an easy choice for the 2012 series, but the logic of the selection of the others – Edison Zvobgo (died 2004), Welshman Mabhena (died 2010), and Robson Manyika (died 1985) – is harder to ascertain. Some suggest they have been carefully chosen for equal tribal representation. Other commemorative issues due in 2013 include Eradication of Poverty and Hunger (26 March), UN World Tourism Organisation (28 May) and Main Export Crops of Zimbabwe (8 October). In 2012, Zimpost also introduced

two different charges on domestic postage: For a standard letter, senders are charged 5c more if the item is going to a street address (30c) rather than a PO Box number (25c).

Due to the rise of electronic communications, the volumes of stamps produced are considerably lower than those printed a few decades back. The one-off issue commemorating the Moscow Olympics in 1980 saw the PTC print more than 1 million stamps. The 2012 series commemorating the four national heroes saw a mere 10 000 of each personality being issue by Zimpost. I have been unable to find out much about the illustrators, but the most prolific artists in the past three decades with five or more issues include Cedric Herbert, Nancy Abrey, Rose Martin (néé Rigden), Bob Finch, Janet Duff, Roland Pletts, Paul A Ware, Darren Herbert, Lady Margaret Tredgold and Joan Soriano. Over the years there have been several sets of attractive stamps, with some being issued when the prevailing climate was particularly “tough”. The Valentine’s Day Special in January 2008 (Fig.9) by Darren Herbert was extraordinarily pretty. Cats of Zimbabwe (1999), Solar Eclipse (2001), Cloud Formations (2005), Bridges of Zimbabwe (2006), and the three sets of both Owls of Zimbabwe (1987, 1993, & 1999) and Butterflies of Zimbabwe (1992, 2001, & 2007) also rank highly in my estimation when it comes to artistic representation.

Given my interest in rock art, I was particularly taken by the 1982 series, which being issued on 17 March, was the last First Day Cover (FDC) to appear with a Salisbury postmark. I have pointed out to enthusiasts that the card in the back of the FDC detailing the location of the sites is wrong. It states the paintings on the 9c and 21c stamps are at Gwangwadza when they are, along with the 25c, at Mucheka Cave in the Masana Communal Area. There are a couple of other oddities – the \$100 stamp in the 2000 Definitive issue has a “picture” of the Tokwe-Mukorsi Dam. Construction started in 1998 and is *still* to be completed – more funds having been allocated in the 2012 Budget! The

2001 butterfly issue \$20 featuring a Painted Lady is a Small Tortoiseshell.

It may interest readers that the BSA Company “Double Heads” and “Admirals” remain the most valuable stamps from this part of the world, largely because of differences in colours and perforations. According to the latest Stanley Gibbons catalogue, the most expensive Double Head is the 1 shilling with a 14 x 15 perforation (being the number of holes punched on the length and breadth of the stamp) worth £27 000. The Double Head shown in Fig 10 was sold for £12 096 at the auction conducted by Rhodesian Study



Figure 10

Circle in July 2012. Stanley Gibbons puts the highest value Admiral at £30 000 – a strip of 3 imperforated 5d (no holes stamped) with a 14 perforation. Check your collections! The rarest Zimbabwean stamps have just been “discovered” as there are only two known copies of a mint (unstamped) \$1 Mbira from the 2nd Definitive Issue with a 14 x 14 perforation as opposed to the standard 14 x 15. They are worth an estimated \$1 000 each. It would seem the 14 x 14 sheets ended up in Mutare as the only known stamped examples have a Mutare postmark.

The rarest postmarks are those of Spes Bona, a station on the pioneer route between Tuli and Fort Victoria opened in 1907 and closed in 1908, and that forlorn border crossing at Mphoengs, known back then as Mphoengs Stad. There are six known “MPHOENGSTAD” postmarks in existence; the reason for just why there were any at all still eludes the enthusiasts, as it was not a known station on the mail route to Bulawayo. It also does not appear in the list at the back of Smith’s book. Many post offices no longer exist, and some were often opened and closed with a few short years – the same has happened since Independence, but asking for a list of what post offices still operate is treated with suspicion by the authorities.

Bulawayo holds the record for the most number of differing postmarks – there are no less than 487 cancellations in part because of the different spellings, eg Gubulwayo, Buluwayo, and that it was variously placed in “Bechuanaland” (the first known one being on August 21, 1888) as well as “Matabeleland” before Rhodesia and its variants. Certain postmarks are rare as they were once offs for occasions such as bridge openings or anniversaries, such as the 100th year anniversary of Hartley Hills, even rarer in its 19th Century form “Hartley Hill”. In Zimbabwe, there were special one day postmarks for Pope John Paul’s visit to Harare and Bulawayo in 1986.

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Obituary: Alex Siemers 1927 - 2013*

by Jonathan Waters



Known to a generation of schoolboys as Foxy for his ability to outmanoeuvre the most knavish teenage tricks and attempts at time wasting when faced with science lessons, Alex Siemers was himself an eternal student at heart – ever willing to learn with a keen sense of adventure that would lead to some form of “discovery”, even if it were to back up his own encyclopaedic knowledge. He was able to turn his passion for nature and adventure into a highly enjoyable outlet for boys being a co-founder of the Rhodesian Schoolboys Exploration Society – in essence, scouting with a natural science bias. Siemers was to build on this with the highly popular Young Scientists Exhibition, which saw the science of the classroom put into practice. The competition, with large cash prizes, captured the popular imagination at the time and school children came up with ingenious inventions during an era in which real sanctions prevailed.



**Siemers on expedition in the Chimanimanis
in the 1960s**

Siemers, who died on 9 February 2013 aged 85, regarded teenagers as “adults without experience” who should be encouraged to participate in pursuits outside the classroom that broadened their outlook and perspective on life. He encouraged them to ask questions, knowing this would

enable the smart kids to think through concepts and the more mischievous to have some fun. Teaching was a profession he enjoyed and Siemers inspired and stimulated

*Alexander Herholdt Siemers, educationist, herpetologist and businessman.

Born September 9, 1927, died February 9, 2013

his students through encouraging originality and leadership. When he moved to the Education Ministry in the 1960s, he used school speech days to promote his thoughts, knowing that selling his modern education concepts when it came to the outdoors would not be difficult as it would appeal to both parent and pupil. “It is important that every possible opportunity should be taken to extend education beyond the confines of the classroom walls,” he said in an interview at the time with the *Rhodesia Herald*.

Sharp and quick-witted, he was a perfectionist - albeit not obsessive - preferring things to be done properly or not at all. Little escaped his inquiring mind and right up to his death he would continue to consult books close at hand on some plant or flower he was not able to identify on sight. He liked people who did something for a purpose and did it well and readily took an interest in other people’s hobbies, especially those of his children. His youngest son Paul had a passion for astronomy, and in a bid to make some money out of Haley’s Comet in 1986, he helped him organise charter flights to have a “closer” look at the comet – the logic being that you were above the dust of the atmosphere you were one millionth of a mile closer to this once-in-a-lifetime event and certain to see it better. Champagne was served on the flights and it was a truth acknowledged at the time that the more bubbly quaffed, the “better” the comet appeared.

The youngest of five children, Alexander Herholdt Siemers was born on 9 September 1927 in Franschoek where his father, a fervent gardener, was stationmaster. With his father never passing up a promotion in the railways, Siemers was schooled throughout South Africa and his passion for nature by his walk home from school, which would be considerably lengthened as he turned over stones and collected specimens along the way. Undoubtedly, his greatest interest was in reptiles and particularly the much-maligned snake on which he sought to improve ingrained perceptions that far from slippery and slimy, they were shy and misunderstood. Snakes were easy to tame and did their utmost to avoid humans, preferring to move out the way rather than confront. An accomplished snake catcher, Siemers never used a forked stick on his regular call outs, preferring catch them by the tail and coax them usually into a pillowcase where they felt safe in the dark.

The Siemers’ residence at 29 Lawson Ave in Milton Park was a menagerie, complete with snake pit, co-habited by five crocodile at one stage. Other residents included turtles, tortoises, bullfrogs, chameleons, ants, spiders, dogs (from poodles to rotweilers), cats, rats, chinchillas, hamsters, rabbits, hedgehogs and a budgie. Dragon Prince, the resident python for many years, would routinely escape and usually make his way into the house where he liked a snug bed – much to the horror of the regular night time occupier. This mini-zoo was a delight to any child, and a warning to any thief. A gaboon viper – the most poisonous of Zimbabwe’s snakes – was resident on top of the broom cupboard in the kitchen before a mate was found for him at the Mutare Museum. Only two tortoises remained in tow in his retirement at Blue Kerry, with a rare hingeback hatching on the day of his death.

While he had ambitions to become a doctor, this was thwarted by family finances. After completing his BSc in chemistry and zoology at Stellenbosch in 1949, he undertook a Secondary Teaching Diploma in 1950. Unable to get a job locally due to his lack of experience, he applied for a teaching post at Prince Edward School, Harare where he was appointed head of the Chemistry Department. His love of nature saw him co-found the Rhodesian Schoolboys Exploration Society in 1954 and he led an expedition to the summit of Mt Kilimanjaro in 1959. In the years that followed there many more



adventures, including three major expeditions down the Zambezi – Zam-Tiki, Kon-Bezi, and ZEDA – where the participants used homemade rafts inspired by Thor Heyerdahl's Kon-Tiki expedition across the Atlantic in 1947. For city boys, the shared experience and friendship derived from these thrilling and often dangerous experiences was life-changing and would lead many to take up careers in wildlife management and Siemers was to befriend a large number of his former pupils later in life.

In 1960 he became an Inspector in the Federal Institute, serving in Lusaka and Bulawayo. He ensured that after leaving every post, a garden would remain in the accommodation that had been provided for by the ministry. Gardens would contain a colourful array of species, but Siemers developed a passion for bromeliads, building up an extensive collection over the years. In 1962, Siemers won a Fulbright Scholarship and his experiences travelling 17 000 miles in the US to study science education was to transform the way he looked at teaching methods: learning should not be exclusively in the domain of the classroom. He returned to Rhodesia and launched the Young Scientists Exhibition shortly afterwards. Multiracial in participation, the competition allowed for a practical outcome for science. It was cool to create and invent. He went on to establish the Rhodesian Education Course in Conservation and Environment studies (Recce) based at Mushandike to start the process of learning with nature at primary school level.

As Deputy Secretary for Education, Siemers retired from the ministry in 1980 after suffering a stroke while attending a conference in Sri Lanka. Being left in his conference clothes for the entire week he spent in hospital, he was helped back to Harare by the Minister at the time, Dzingai Mutumbuka, whose kindness he never forgot. The loss of mobility of the stroke depressed him, but in 1981 he was approached by George Loverdos, the owner of Speciss College, to take on the roll of managing director. With resources increasingly overburdened in government schools, Siemers implemented an "academic scheme", which transformed Speciss into reputable learning institution from a "cram college". This achievement won him the ZNCC Businessman of the Year Award in 1989 and he was especially proud of the migration from civil servant to businessman. For this he won a flight to Mauritius with his family, and lacking a holiday allowance, they travelled with a contraband cargo of whisky which, after much undercover marketing, was finally offloaded at a Chinese restaurant.

Siemers retired as MD from Speciss in 1990, but stayed on the board as a consultant until he was 72. Bowls and Bridge were also passions that he religiously participated in on Wednesdays and Sundays. Siemers was also a member of the History Society, speaking about the Rhodesian Schoolboys Exploration Society on 17 September 2009 (see *Heritage* 28). He met his wife Dawn in 1958 while giving her extra lessons in chemistry ahead of her entry to university to study pharmacy. They married on 24 July 1965. He is survived by her, children Lynette, Alexander and Paul, and six grandchildren. At his funeral at Blue Kerry on 19 February attended by about 250 people, each of his children spoke giving an analogy of his character that illustrated some of life's lessons imparted to them: selfless dedication to his children, humility, and chasing your dreams.

A Short History of Senior Schools Cricket

talk by M. B. E. Whiley



The following is an edited version of a talk given to the Mashonaland Branch of the History Society of Zimbabwe in Harare.

In January 1940, the first senior schools cricket team to represent this country travelled to Cape Town to take part in the inaugural Nuffield Schools Cricket Week. And for the next forty years, because they were part of the Currie Cup system, they were invited to take part in this great tournament.

During the 1938–39 MCC cricket tour to South Africa, Lord Nuffield had visited South Africa and had decided to donate £10,000 for the development of cricket. The South African cricket authorities very wisely decided that this money should be used for the development of junior cricket. And so the Nuffield Schools Cricket Week came into being. The system was for the nine provincial teams to gather every January, and the venue alternated between coastal and inland cities. In 1943–44 there was no Cricket Week because of the war, nor again in 1955 because of a polio scare in southern Africa. Rhodesia hosted the Week in 1949 and 1967 in Salisbury, and in 1957 in Bulawayo.

The system was relatively simple in those days, with the schoolmasters of the country or the provinces being in charge of the teams. Once the teams had been selected, the names and home base of the players were forwarded to the home secretary organizing the Week. Boys then collected a 2nd class ticket from their local stationmaster and proceeded to Bulawayo. There, the team manager collected the rail tickets for the whole team, and they continued on to the centre. Each boy had to contribute £5 to the cost of the Week and each was given a Nuffield Schools Cricket Week tie, which sported the Nuffield family crest.

During those years (1940–1980), the 1940 and 1968 teams were the most successful, winning all four of their games. I was fortunate enough to manage two very competent sides in 1962 and 1966 when we didn't lose a game, winning four games and drawing four. It is worth noting that these were the years preceding limited-over cricket, when draws were often the order of the day. During that period, our country earned an enviable reputation for good sportsmanship and mature behaviour. Certainly, as 18-year-olds they took themselves off for a quiet celebration, but unlike the immature South African teams, they did not return to the residence and create a riot. I expect this was because most of our boys had been through A-level and were older and more experienced. I recall that on the return of the 1966 tour to Cape Town, the large conductor of the train asked if I was the manager. I admitted as much, and was a little surprised when he told me that our team was the best behaved that he had experienced over many years!



Selection

At the start, it would appear that the senior schools cricket coaches simply arrived at the selection of a team by communication, because the best cricketers were probably well known to these men. In the early fifties, the school masters staged a two-day trial and invited twenty-four boys to attend. I recall driving from Umtali to Bulawayo, in 1957, with Doug Watson and Eric Deane-Williams, both of whom were selected, and returning to Umtali by lunch-time on Monday. In 1959, the first inter-provincial trials were staged in Umtali. The four teams were Matebeleland, Midlands, Mashonaland, and a composite team called the Selectors XI made up the fourth. This system of trials continued for many years. Each year the headmaster I/C cricket, selected by his fellow heads, was responsible for organizing an Annual General Meeting for the First XI coaches. At this gathering, the coaches elected a manager and two selectors from their colleagues and decided on a venue for the trials. From the photographs shown, we note that it was not until the mid-fifties that the boys wore a national cap. Each boy simply wore his own school cap, and probably his school colours blazer. It was not until 1962–63 that they could wear a national team blazer.

During these years, schools' cricket was left entirely in the hands of the school-masters. The manager elected was also the coach, and there was certainly no financial reward for being elected. I recall, before going South in 1966, asking the cricket union for a grant, because we were involved as managers in entertaining other managers and umpires and I was given fifty Rand for my ten days away from home! The Register shows that Mr. Dillip Chouhan (Westridge) has managed 7 teams, while Old Prunitians have provided the most managers, with 18 recorded.

A Survey of School Representation

In the last 71 years since records have been compiled, Prince Edward School have earned the highest number of caps, that being 131; next is St. George's College with 111, followed by Churchill with 97. Falcon has earned 82 and Plumtree 84. Over 33 boys earned 3 caps but only 4 have earned 4. They are: Anthony Pithey (Plumtree), Eddie Parker (Milton), Sean Ervine (Lomagundi) and Grant Flower (St Georges). Several fathers and sons have been selected, the most notable being the Grippers, Arnotts and Currans. Only one family spans three generations, Mike Ervine (Plumtree) selected in 1951, his two sons Rory and Neil (Prince Edward) selected in the late seventies, and Rory's sons, Sean and Craig, who were selected in 2002 from Lomagundi.

The Captaincy of our schools' senior team has been dominated by four schools. Plumtree lead with 13 captains, followed by Prince Edward with 11, and St. George's and Churchill with 8 each.

Of special note is that the two most prolific wicket-takers for this country, Godfrey Lawrence (St. George's) and Joe Partridge (Umtali), did not earn national schools caps. Joe, because he left school at 16, and Godfrey because he did not achieve his potential until he came under the influence of Jim Cornford, the St. George's professional coach, and it was he who nurtured "Goofy". Both these players represented South Africa.

South African Schools Caps

From 1940–1980 Rhodesians were eligible for selection for this team. At the end of the Nuffield Cricket Week, the local selectors announced the South African schools team to play on the Saturday.

Anthony Pithey was selected most often, – in 1951, 52 and 53. Those selected twice were Colin Bland and Eddie Parker from Milton, together with Peter Walshe (Milton), Chris Nourse (Peterhouse) and Rob Berry (St. George’s). The last three were all wicket-keepers. Four of our boys were selected as captains: John McPhun 1959, Nick Frangos 1960, Dave Rawlings 1970, and Mike Mathews 1972. To the school’s great credit, all four boys were from Prince Edward. Prince Edward head the list with 14 caps, followed by Milton and Plumtree with 11 each, Churchill 6, St. George’s 5 and Chaplin 4.

Since 1980

In 1980, just as the team was about to set off, our sporting authorities forced our withdrawal from the Nuffield Week. The Zimbabwe cricket union then realized they had to do something for senior schools’ cricket. In 1984, the team proceeded to England and, among others, competed against the English, Scottish, and Welsh national school cricket teams. We lost to England and drew the other two. In 1989, our team travelled to New Zealand for a three-week tour. In 1990 we were back in the UK playing twelve schools and winning all our games. In 1992, we journeyed to Western Australia where we performed adequately, and in 1993 the South Africans invited us to return to the Nuffield Schools Cricket Week.

By 1993, Lord Nuffield’s money had nearly run out and Coca-Cola was brought in as a co-sponsor. In 1994, the name Nuffield was dropped, and it became the Coca-Cola Week. Today the Nuffield tie is a treasured heirloom.

We continued to play in this Week as a foreign nation and had, therefore, to pay our own transport and accommodation costs. We participated successfully until, in 2003, the South African authorities decided to end our participation because they claimed they had enough teams of their own and Kenya and Namibia were asking to participate. We have not taken part in this particular tournament since then. The enticement to play was encouraged by tours to the Northern Transvaal and Namibia to play the local teams, but the challenge was never really adequate.

The inauguration of the junior World Cup cricket competition obviously encouraged all junior cricketers. To start with we competed very well, reaching the last four one year. Since then our standards have dropped dramatically and we are currently ranked a lowly 15th. For the last three years we have participated in a Triangular Tournament with RSA and Pakistan held in January. While we have held our own, our opponents are older, more mature, and virtually all junior professionals.

School Caps Awarded 1940-2011

Prince Edward	131	Jameson	18	Chinhoyi	3
St Georges	111	C.B.C.	13	Hillcrest	3
Churchill	97	Vainona	13	Kwekwe	2
Plumtree	84	Ellis Robins	10	Lord Malvern	2
Falcon	82	Victoria	8	Marlborough	2
Milton	60	Cranborne	7	Thornhill	1



Peterhouse	49	Northlea	7	Morgan	1
Mutare	47	Mt. Pleasant	6	Kyle	1
Chaplin	43	Oriel	5	Marondera	1
St Johns	37	Highfields	5	Royal	1
Eaglesvale	34	Allan Wilson	4	Glen View I	1
Gifford	25	Watershed	4		
Hamilton	21	Zambia	3		
Lomagundi	19				

Fawns Cricket

Sometime in 1955, a group of cricket enthusiasts headed by Weary Maxwell, and comprising Des Fletcher (Duncan Fletcher's father), Victor Bourdillon and George Wells, decided that the youngsters needed much more cricket. They chose to focus on the 11–15-year-olds. Helped by Charles Brockway, a retired English cricketer living in Salisbury, they chose a variety of teams to play against each other and country district teams during the school holidays.

Mr. Maxwell chose to call his team the Fawns, which was a name thought of by his wife. They created a crest, which depicted the head of a small buck above a badge of four segments. The colors were red, maroon, green and purple representing St. George's, Prince Edward, Plumtree and Churchill. By 1957 the scheme was functioning well and it was decided to invite a group of Johannesburg 15-year-olds to spend a week playing cricket in Salisbury. Two King Edward school-masters, John Hurry and Rex McCulloch, brought the team, selected from four Johannesburg schools. Rex McCulloch subsequently taught at Prince Edward for many years. Mr. Maxwell, then chairman of Mashonaland cricket, welcomed the team.

This was the start of reciprocal tours between Johannesburg schools and Salisbury schools which took place for many years. Later the U13s were included in the scheme. In 1960, George Wells asked Iain Campbell and me to take the two teams to Johannesburg. Up to this time the teams selected had come mainly from Salisbury. We suggested to George that it was time to spread the net and select more widely and thus a more representative selection became the norm. This system continued for some years, and we note that, in 1962, Mr. Maxwell took a team of 15-year-olds to play cricket in Durban with his son, Pip, as captain and in this team we note that there were a couple of Umtali boys.

Sometime after 1980 Alwyn Pichanick asked me if I would resurrect the Fawns organization which I did. We staged trials at Ellis Robins and I remember that the selected Fawns team played against a school-masters team in Harare and a youth team in Bulawayo. In the Salisbury game, a youthful Graeme Hick was captain. We decided he must be dismissed quickly and the plan was for me to bowl a late in-swing on his leg stump. Hick, being a tall boy, would follow the ball around and thus lift his back foot. Iain would then stump him. The plan worked perfectly. Hick lifted his foot, and Campbell dropped the ball. Hick duly made his century.

For the next five or six years the juniors were not included in South African competitions, but by 1990 the Fawns group were included in the Stanbic Cricket Week

once again. Then in 2002, as with the U19s, we were excluded by the South African authorities. That has changed again and our U15 and U13 teams have now been re-invited to participate in their respective age group Weeks, which we do with great pleasure. In the intervening years '02 to '08 the ZCU organized tours to the Northern Transvaal. While this did give boys the pleasure of being selected for a national team, the opposition and conditions were varied and seldom really satisfactory.

The 1962 Fawns

In May 1962, a team of senior Rhodesian school boys departed for an 18 match tour of England, mainly against the leading public schools of that country. Mr. Wells was the main instigator of this tour and he was given the full support of Mr. Weary Maxwell. They approached Mr. Harry Pichanick who liaised with the MCC and so the itinerary was arranged.

The selectors for the team were Mr. Harry Birrell – a teacher at Milton and a national player, Mr. Jim Cornford – the ex-Sussex professional who coached at St George's, and myself – Umtali High and Manicaland. The problem for the selection process was that it had to be made in the first term and the two subsequent selectors, appointed later, Messers Todd Milton and Meyer were not consulted. Mr. Cornford knew very little about any of the boys available and as Mr. Birrell did not coach the first XI, he too had limited knowledge. Thus the team selected did not include players like Peter Wilson of Milton, who was selected as captain of the Nuffield team later in the year.

The results of the tour were wonderfully encouraging for it must be expected that a team of national cricketers from a cricketing country will always be too strong for a school side. This fact was borne out again in 1990 when Jono Bourdillon captained the national U19 side to England, a side which included Alaistair Campbell, Guy Whittal and Brian Strang. And as in 1962, our spinners destroyed the English school boy batsmen. The 1962 team included A. Suleman, a leg-spinner from Morgan High, who was the first Asian to be selected to represent the school's team.

Suffice to say the team was welcomed throughout England and made a huge impact because of their talent, manners, and sportsmanship. In fact they were lauded by the secretary of the MCC, Mr. Griffiths, especially as they had won 17 of 18 games and drew the last.

Of interest it is worth noting that Giles Ridley and Michael Burton, both went on to captain Oxford. Some of you might recall that Fred Goldstein (Falcon), Peter Wilson (Milton), Giles Ridley (Milton), Michael Burton (Umtali), and Barry May (Prince Edward) were the five Rhodesians who captained the Oxford XI for five consecutive years. One wonders if any country in the English speaking world could emulate this achievement.

A History of Golf in Zimbabwe

by John Kelley



The following is an edited version of a talk given in Harare swto the Mashonaland Branch of the History Society of Zimbabwe by Mr John Kelley on 28th June 2012. (Spellings of various places at the relevant times have been retained for historical accuracy)

There were at least 70 golf courses in this country up to a dozen or so years ago. Now there are about 40 and most of those are in or near towns, cities, holiday areas and mines.

The very first course was the Bulawayo Golf Club, established on the edge of the settlement in 1895, founded on a “fine piece of land” and with a subscription of two guineas. The first clubhouse was built somewhere near to the 16th hole of today. The present clubhouse, now 44 years old, still serves the members well. The city once had four golf clubs but now there are three. Bulawayo Country Club is said currently to be the strongest, certainly in female membership. It developed from what was called the Midnight Club, where everybody drank and danced into the early hours, hence the name. The golf section was formed in 1949 on a debenture basis and there were 320 founder members who raised £20 000 for the clubhouse construction and course layout.

Also in Bulawayo is the Harry Allen Golf Club which was originally part of the Railways Raylton Club. The first course was between Bellville Road and South Avenue. The golf section was founded in 1923 and moved to its present site in 1948 to make room for railway expansion. Club Captain Allen was Principal Assistant to the General Manager. He took a great interest in the social life of Railway staff, and held numerous offices in national and provincial sporting organisations. He passed away on 13th September 1939. At one time recently membership dropped to 15 but the club survived and kept going.

Royal Salisbury was the second golf club in the country. Pinning down the exact date has not been possible (though it is generally accepted by historians to have been 1898). The club was actually launched along the banks of the Mukuvisi River with its great army of mosquitos in 1895 or 1896, but it very soon had to move because the land was wanted by the government for a school. The inaugural meeting of the second attempt at forming the club was held in a hotel called The Avenues and the course was laid out on land near where the Drill Hall now stands and opposite the Jameson Hotel. But once again the government required the land and the club’s final destination was its present site, located between what are now Fifth and Second Street extensions in 1898. This is generally taken as the actual date and its centenary was celebrated in 1998. The first professional was J. M. Thompson who came out from Scotland. The town council graciously allowed him to sell clubs. His salary was £20 a month in summer

and £10 in winter.

The two best known professionals at Royal Salisbury were Laurie Waters from 1918 to 1938 and he was followed after the Second World War by Dick Morley until 1969. After a visit in 1925 by the Prince of Wales, some lobbying went on for the Royal insignia to be bestowed on the club and it was finally granted by King George V in 1929. There are 60 other clubs worldwide that have the Royal designation

The Hillside Club at Mutare celebrated its centenary in 2011. It originally had nine holes, laid out in 1911. The club owns the clubhouse, the tennis courts, bowling green and a small portion of the golf course. The remainder was on a 99 year lease which was renewed in 1980 at a rental of six dollars and change after a lot of haggling. The initial sum required by the local council was \$500. Hillside is strongly associated with Samuel Ryder, an English seed merchant who spent some of his last years in Manicaland. Ryder is famous internationally for founding the Ryder Cup in 1927, played for every two years between the best of American and European professionals. He also presented a Ryder Cup in 1934 for play among Manicaland farmers and it was often presented by his daughter Margaret Claassens. So there are in fact two Ryder Cups.

The Henry Chapman club in Eastlea was established in 1928. The club was first proposed in 1924 by the Rhodesia Railways general manager at the time, Colonel C. F. Birney. It took four more years to complete. The first course was at the eastern end of the Raylton Club on the site of the present day Government Printers and went across the Sinoia railway line and Eastlea suburb. It was named after Birney's successor Henry Chapman as a golf section of the Salisbury Raylton Club. It got started with a £200 grant and more than 120 acres of very rough ground were cleared. Club chairman at the time was R. Talbot-Wilson. Royal Salisbury golf professional Laurie Waters gave his design services free. Seven thousand five hundred trees were eventually planted. The first Captain was H. J. Binks, who held the post for ten of the first 11 years. W. H. Wilson was captain for 12 of the next 16 years. The club was purchased from the railways in 1963 for £35 000.

Salisbury had quite a large Jewish community after the Second World War and Wingate club was established by them in 1952 on land purchased a few kilometres outside the city just beyond Pomona. They decided to build a club and course of their own because of anti Semitic sentiment in Salisbury at the time, with Jewish people being refused membership at various clubs around the city. It was decided to name the new club Wingate after Major General Charles Wingate of the family noted for organising social clubs and restaurants primarily at military bases around the world.

The course we now know as Country Club in Highlands was created on vlei land between 1951 and 1955 as the Commonwealth Schools Club. Its origins were as a social club for a large group of ex-private school students in Salisbury and it developed into golf from there.

Warren Hills was established in 1952 with nine holes on either side of the Old Gatooma Road. There is not much else to record, apart from the fact that it has 95 bunkers and was the home course as a junior player of Nick Price, who burst onto the world golf scene by winning the World Junior Championship at the age of 17 in Costa Rica.

The BSA Police, followed by the ZRP, was and maybe still is, the only police force in the world to actually own a golf course. Golf has been active on its present



location since 1921 according to the Rhodesia Defence Force Journal. It was launched during a boisterous dinner at Meikles Hotel, followed by a no-doubt equally lively match between officers and NCO's. A small clubhouse was built in 1934 and 50 extra acres were leased from the Municipality at that time so as to create a further nine holes. A new clubhouse was constructed in 1943 and the present one in 1964 when the course was expanded to 18 holes. The club's continued success was ensured by four successive golfing Commissioners – Brigadier Morris, Basil Spurling, Jimmy Spink and Syd Bristow. Morris depot was named after the Brigadier.

Sherwood Golf Club in Mabelreign is a classic example of devotion and determination to survive. Nine holes were created in 1959 and the second nine in 1960 on land leased at a low rental from the Municipality. Lack of funds, lack of members and too many maintenance problems, in particular drainage, led to Sherwood formally folding up in the year 2000.

However, Club President Mike Barker would not hear of it. He brought £20 000 of his own money from England and with 30 debenture holders the club was brought back to life.

Several clubs around the country are more than 100 years old. A centenary was celebrated in mid-June by Norton Country Club. Many former members came from around the world, to celebrate the milestone. Norton club, 11 kilometres from the town, took its name from Joseph and Carol Norton who had migrated from England only to be killed during the first *Chimurenga* in 1896. Sometime in the 1960's Norton staged an exhibition match between Bobby Locke, who had won four Open championships in Britain and Peter Thomson, who had won five. What genius managed to arrange that I wonder? The equivalent today would be Tiger Woods versus Rory McIlroy. There are said to be 45 different species of trees lining the 18 fairways.

The Kadoma Club was formed in 1911 on the old airstrip but the present course is east of the town on the road to Eiffel Flats, and features two baobab trees brought from Gwayi River and which to local amazement have survived the Highveld but grow only very slowly. Nearby Eiffel Flats, or Cam and Motor Club, was established in 1915, making their centenary not far off. It had

14 founder members paying a guinea each and the first Patron was J. McDermott, manager of the Cam and Motor mine. When I was there a few years ago the Captain Errol Smith told me that his father, a garage owner, once sold second-hand tyres to Tiny Rowland because Rowland didn't think the ones on his beaten-up Mercedes would get him to Salisbury. Rowland's fortunes changed dramatically after that. In its day, since registration in 1909 to 1968, the mine produced 145 tonnes of gold from 11 763 683 tonnes milled. It was all worth one billion, seven hundred million dollars overall, but a lot more at today's prices.

Salisbury South Club had its beginnings in the late 1920's. First came cricket and the ground hosted many international cricket teams for the first match of their tours. Also in place at that time was a Farmer's Hall for meetings. The golf course was planned and developed by Archie Burton in 1946 but wasn't ready for play until 1949. It was designed by golf architect Bob Grimsdell in 1955. It was Grimsdell who also designed Wingate. This very fine Cape Dutch style club and course was one of the greatest losses to the golf fraternity some 12 years ago.

The other principal club a few kilometres from Harare is Ruwa which began as a tennis club, built in 1934. About ten years later a group of farmers bought adjacent land for a golf course and it was first played in 1946. The first of 46 captains there was C. R. Musto. Longest serving was Les Cullinan of diamond fame. The name Cullinan lives on today with Mike Cullinan, whose first memory was being spanked by his father for putting pennies on the railway track that passes the 7th tee box, the hole known locally as the rocky horror. New Years Eve parties attracted about 400 people and, before UDI in 1965, nearly always included the Governor of Rhodesia. I am told that, where the golf course is now situated, pioneer wagons would be *laagered* as a final stop on the way to Salisbury. Ruwa is the present headquarters of the Bush Babes, a society based on country districts club members with a quota granted to city dwellers, and which has flourished since 1970.

Two other strong golfing societies in Zimbabwe are Nomads, which is an offshoot of the South African Nomads. Extremely popular and with a large membership it attracts huge fields for its competitions and raises significant sums for charity. The other prominent society is the Shumbas, and there are also societies for senior golfers, men and women.

Two of the oldest clubs in the country are Roland and Greta Park, named in 1931 after the owner of mines at Shabani and Gaths, Roland Starkey and his wife Greta. One legend has it that the ghostly steps of Roland Starkey can be heard in the middle of the night at the Gaths Mine guest house. Roland Park at Zvishavane has 18 holes and served a very wide mining area. The clubhouse burned down in 2007 but was quickly rebuilt.

Chegutu must have been established well before the Second World War because it was designed by Laurie Waters. The only feature on the course of any significance was an old fig tree and so they put a par three hole right behind it. The tree fell down in a storm a few years ago to general rejoicing.

Nearby Dalny Mine at Chakari was the deepest mine in the country. The golf club Captain there, Tinos Chiyanga, once explained to a visitor that miners had to go down so far because gold, being very heavy, kept creeping towards the centre of the earth.

The Banket Club, at one time of the biggest and most attractive in the country, began in 1929 as a tennis and throat lubrication club opposite the doctor's surgery in the town. This was also a Farmer's Hall and the sports club was spawned from there. The course, originally 18 holes, was set to the south of the town and was reckoned to be one of the best in the country.

Many of the older golf courses were created by mines. They include Saunders Park at Shurugwi, established by the Zimbabwe Chrome Mining and Smelting Company. The course was named for Dr. R. B. Saunders who lobbied hard for it. Muriel Mine at M'toroshanga came about after a grizzly old prospector working alone in the area would cycle into Harare, sell some gold, get horribly drunk and, when he had sobered up, disappear back over the Great Dyke. People often tried to follow him but he always gave them the slip. After he died his workings were discovered. The mine was named after Muriel, wife of first owner and manager Robert Kennaird who registered it in 1932. Colleen Bawn, deep down in Matabeleland, was established in a gold mining area near Gwanda and West Nicholson. There were once as many as 300 mines registered in that area since 1899. Now they are down to just a few. The clubhouse and golf course were established by the Portland Holdings Cement company in the 1950's. It has a smart club complex, including two restaurants, a large swimming pool, tennis courts and a



golf course with fairways marked out by little playing card sized and shaped stones, and with the usual sand greens, millions of msasa flies and a lot of kudu droppings.

The Lowveld boasts many golf clubs of varying quality. Queen of them all is Triangle, established by the sugar estates company in the early 1960's and twinned with nearby Hippo Valley, which actually beats it in age by ten years. Hippo Valley is also used as a home club by nearby Chiredzi. Triangle was famed for the annual Follow the Sun tournament sponsored many years ago by Rothmans. There are plans afoot to extend its eleven holes to 18. Triangle's non-paying visitors include buffalo, hippo, monkeys and black mambas. The quickest golf swings in the world are to be seen on the 16th tee close to the mamba nest. Others Lowveld clubs are or were Mkwasine, Mtilikwe at Renco Mine, and Middle Sabi. There used to be 45 farmers on the irrigated Middle Sabi lands, serviced by 23 kilometres of canals. Chipinge and Southdowns have had golf courses nearer the eastern border.

Many of the country golf courses were carved out of bush in the Lomagundi/Makonde area when demobilised soldiers returned to the country, after World War II, and started farming and land settlement schemes, which either required a £50 deposit or were under a government grant. These included districts such as Karoi, Raffingora, Chinhoyi, Tengwe, Trelawney, Banket, Mangula and others. This area once boasted 15 courses. In November 1965, a couple of weeks after UDI was declared, the Captain of Sinoia club, George Moyes, scored an albatross on this hole. An albatross is two shots only on a par five hole, say a 330 yards drive and a 280 yards fairway wood into the hole. The club put in a claim to the Guinness Book of Records in London, but a letter eventually came back to say it did not qualify because Rhodesia didn't actually (legally) exist.

Another especially interesting club and course north west of Salisbury was Jumbo Mine, named after an elephant in a London zoo. The mine was one of many in the area. The first major development came in 1906 when the Mayo (Rhodesia) Development Company floated the very productive Jumbo Gold Mining Company. At one time it claimed to have the longest golf hole in the country at 550 metres, as did other clubs, but was later beaten by Sinoia, whose 17th hole is 554 metres long, or more than 600 yards.

At Enterprise, the area was used to laager wagons coming in from the east, their owners riding into Salisbury to register land or get authority to mine. It took them until 1949 to establish golf at the club and then they seemed to have a succession of eccentric managers. One wore a dinner jacket every evening and another threw a barman out of the window.

At Virginia, situated north of Macheke, a farmer and hunter Robert Hulme told his wife he was off to shoot elephant for about three weeks in what is now the Mount Darwin district. He returned six months later, from Tanzania. He then told the Virginia club members on a Monday that he was giving them land for a nine holes golf course and he expected to play on the Thursday, three days later. And so he did, after much stumping of trees and cutting of elephant sized grass.

The Centenary Club and district was named in 1953 to commemorate the centenary of Cecil Rhodes, who was born in 1853. Bindura was actually first created at Mtepatapa by a police inspector named Drewett who set out four holes, two of which crossed the road. When Bindura also laid out four holes for a course, they merged. That was in

1947 or 1948.

Nearly all of the courses in Rhodesia became affiliated to an international federation through the new Rhodesia Golf Association in 1963, or perhaps a year earlier. This enabled the country to send a team of four amateurs for the first time to the international amateur event, the Eisenhower Trophy competition, held the next year in Rome. That team was Bob White, Mike Reinders, Gordon Owen and Dick Cahi, representing Southern Rhodesia. Dr. Cahi tells me he still has his Southern Rhodesia blazer, which may be unique in the country. However, the declaration of UDI in 1965 put paid to Rhodesia's representation at the Eisenhower until independence in April 1980.

Three professional golfers really put Zimbabwe on the world map. Nick Price, born in South Africa but brought up in Zimbabwe from the age of three, won three major championships in the United Kingdom and America and for a while in the 1980's was number one golfer in the world. Mark McNulty won 55 professional tournaments worldwide. Tony Johnstone won the British PGA championship among several others. Johnstone says he owns 80 putters, most of them broken.

(Editor's note: Tony has a complete set of *Rhodesiana* and *Heritage* journals and is a member of our society)

Teddy Webber was South African amateur champion two years running. Simon Hobday won the German and Dutch opens and the US Seniors Open between wisecracks. He was once voted best long iron player in Europe by his peers. Denis Hutchinson, still broadcasting, celebrated his 80th birthday in May 2012. He won the French Open and the South African Open. David Leadbetter, a humble Assistant Professional at Chapman, took a similar job in America and has gone on to achieve fame and fortune as probably the finest golf coach in the world.

Unfortunately, many years on, we still await successors of similar quality. But meantime, fortunately, Zimbabweans from all backgrounds have taken to golf in a big way. Partly because of that, and because of the people who created an incredible chapter of our history in the first place, the sport and its lifestyle will surely continue to flourish.

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Zimbabwe's First Computer

by Geoff Fairall



This is the text of a talk given to members of the History Society of Zimbabwe in Harare in 2012 by Geoff Fairall.

This description of the first computer venture in our land may not make much sense to younger readers who would find it hard to imagine a world without personal computers, laptops, internet, email and all the other technologies which are now taken for granted. Similarly, today's computer technicians would not believe it was possible to programme and operate a computer without any software at all, given the comprehensive sets of "tools" on which they rely to produce their modern computer systems. Nevertheless, in their time, the early computer applications described below, were of considerable value to the departments they served, and were the first steps in the then-unimagined computer revolution which has so changed our world.

Zimbabwe's first electronic computer was installed at the Southern Rhodesia Treasury in December 1960. At that time there were less than ten computers in the whole of Africa, the very first being at Old Mutual in Cape Town. These early computers were the next evolutionary step in automated data processing and eventually replaced the existing electro-mechanical equipment such as Hollerith punched card tabulators and keyboard driven ledger machines. In fact the early computers still depended heavily on punched cards as the input medium, and tabulator-style printers. What distinguished the computer from earlier data processing equipment was the digitally stored program which facilitated the rapid execution of arithmetical and logical commands - not at all rapid by today's standards of course.

Following a two month installation process, the computer was formally handed over on 1 March 1961 by the suppliers, ICT (International Computers and Tabulators, UK) after which it became fully operational. During the two years that elapsed between ordering and receiving the computer, a team had been established to study the planned applications, and produce the necessary computer programs. These were tested in advance in South Africa on similar machines which had been installed at the SA Railways in Johannesburg and Iscor in Pretoria. The new

computer was therefore able to begin useful work immediately after hand-over. It was located in Vintcent Building which, in those days, housed not only the High Court but also the Treasury departments and the Ministry of Roads.

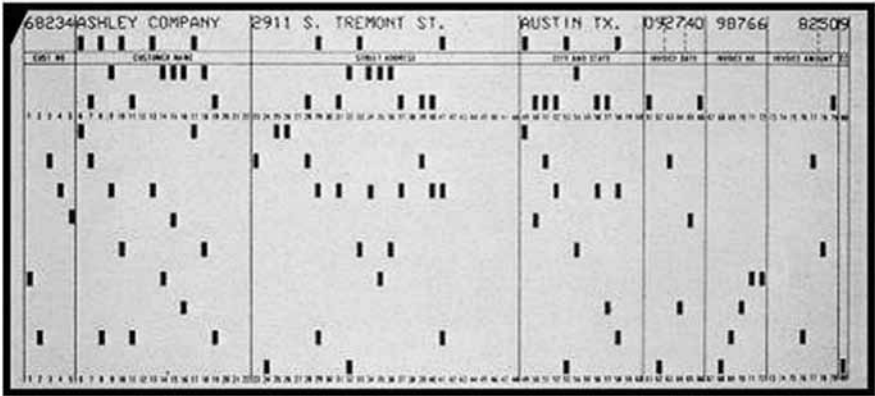
The computer was an ICT model 1202 also known as HEC (Hollerith Electronic Computer) and was the only first-generation computer to be installed in this country as within two years the second-generation transistor-driven systems were already taking over.

That “first generation” machine was very different to today’s modern computers both in physical size and capacity. Containing some 2000 thermionic valves, it



ICT model 1202 also known as HEC (Hollerith Electronic Computer)





Hollerith Punch Card

was completely dependent on having a perfect power supply and full-time heat extraction and air-conditioning. The internal memory, or RAM as it's known these days, was in the form of a rotating drum with its magnetic coated surface being accessed by a row of read/write heads as it whizzed around. Both the programmed commands, and the data being processed, were stored on the drum, the positioning of which, around the circumference, was critical to the speed of the applications and a considerable challenge to the programmer. Undue "latency" had to be avoided and the optimisation of the whole program was key to the success and usefulness of the application.

On a lighter note, the machine was very impressive in the dark with the many valves and console lights giving a Christmas like appearance

There was no software whatsoever, (all programs being written in absolute machine code from very detailed flowcharts, with the memory being manually allocated using large "drum charts") no operating system, no compilers, no office suites, absolutely nothing! The programmers's tools were pencils, sharpeners and rubbers, a large desk, preferably with a wall nearby for the charts. The programs were captured on to Hollerith punched cards by the "punch-operators" and "verifiers", and only then was the computer approached. Testing was a long laborious business sitting at the console for hours (sometimes days) at a time and fortunately there were only a small number of programmers competing for slots. The output of printed reports on the attached Hollerith tabulator was another challenge for the programmer as formatting and editing was achieved by the wiring of complex plugboards, another time-consuming task usually taking one or two days to complete and test. The memory drum was by no means a file storage device, being limited to holding the current program and working data, so that all permanent files were on punched cards which also required much sorting and collating using the Hollerith or IBM machinery. Today's computer specialists, with the degree of automation, speeds and capacities they have available, would no doubt be sceptical of the value of these early machines, yet an impressive catalogue of highly useful applications was developed and utilised for some considerable time.

With one exception, the programming and operating staff of five were drawn

from Treasury resources. An electronic engineer, supplied by the manufacturers, was also in full-time attendance. Aptitude testing was an important factor in the selection of programmers as well as the ability to handle the various forms of punched card equipment. The first programmers received their formal training in England and South Africa. The author is the only remaining member of the team still resident in Zimbabwe.

Applications

It had been decided early on that in addition to Treasury work the machine would be made available to other Territorial and Federal Government departments on a time-hire basis. This resulted in a mix of commercial and technical applications, the latter being the most interesting. The variety of applications also gave the first programmers an unusually wide experience.

Government Payroll

The Establishments Branch of the Treasury was responsible for maintaining the pay and associated records, and for producing the monthly payslip for the 15000 civil servants, including the police force, employed by the territorial Government and the principal reason for acquiring the computer was for the transfer of that work from the existing tabulator systems to the new technology. However, whilst this was the most difficult to justify in terms of cost savings compared with some of the technical work, there was a marked improvement in efficiency, and significant advantages in terms of the expanded role of the new system.

Income Tax Assessment

This application was carried out as a service to the then Federal Government to speed up the process of individual tax assessments, with the computer performing the necessary calculations and producing the print-outs for mailing to taxpayers. A photo of the responsible programmer sitting at the console of the new computer appeared on the front page of *The Herald*, which was intended to impress the public with Government's latest technological achievement. However, it backfired a little as most readers were quite happy with the slow tax procedure in place before the advent of the computer.

Vehicle Licensing

The details of all vehicles registered in the country were captured on to punched cards, and maintained as the master file. Various printed reports were periodically produced for the Central Vehicle department and police, which at the time, although somewhat cumbersome, were a great improvement over previous manual methods. No-one was even dreaming about databases and online access.

The second part of the routine consisted of maintaining a regular quarterly control over the payment of licence fees.

Other commercial work

Several other commercial applications were developed for various other Government departments including Rural School Statistics, Housing Loan repayments, Workmen's Compensation, Provident and Annuity Funds. Plans for



future commercial applications were concerned with the forecasting of Government expenditure and revenue over a long period, taking into account as many economic factors as possible, local economists having already recognised the value of computers in this kind of work.

Technical Applications

The following descriptions of some of the technical work carried out on the country's first computer, during its first year of operation, are intended to illustrate the variety of applications as well as their value in terms of the revolutionary change-over from manual methods, at a time when even electronic calculators had not yet replaced mechanical comptometers, and slide-rules were still very much in use in the scientific world.

Road Earthworks Calculations

One of the problems associated with roadmaking is to plan the road to fit in with the existing contours of the ground as closely as possible. When, due to the nature of the ground and the requirements of the road, it is not possible to make an exact match, it becomes necessary to move some earth, which must either be "cut" to make a passage for the road, or "filled" to build the ground up to the required elevation.

This was an expensive process (costing some four shillings per cubic yard at the time), so it was essential to arrive at a solution that involved the least amount of "cutting" or "filling". Furthermore, it was desirable that excess earth obtained as a result of cutting might be used nearby for filling. This would avoid the necessity of dumping or borrowing earth from the surrounding countryside which would involve long and expensive haulage.

Given the survey measurements and other data that an engineer would need for the same task, the computer calculated the volume of earth to be cut or filled at 100ft intervals along the proposed route. From this information, a "mass haul diagram" was drawn showing the pattern of earth-moving necessary.

Using manual methods, a skilled engineer may have taken several weeks to carry out the calculations for one mile of road, whereas the Treasury computer performed the same task at a rate of eleven miles per hour. (With today's technology the task is probably performed in a matter of seconds.) The saving in time was highly significant, because if the mass haul diagram showed the cut and fill volumes to be large or out of balance, the levels of the proposed road could be adjusted and the calculation repeated, if necessary, several times. Using the manual methods, this repetitive process was prohibitive due to the large amount of time and labour involved.

This application of the new computer for the Roads Department was the first to "go live" and proved to be the most cost-effective of all the programs developed. The saving after the first year of operation amounted to one and a half times the total operating cost of the computer.

The first road in the country to benefit from the new computer-aided design system, was that linking Mutare to Juliasdale, followed by sections of the Bulawayo-

Victoria Falls road, with the previous manual methods soon being discontinued. Today's road engineers take for granted the computer software that assists them in their work but in those days it was truly a revolutionary leap forward.

Road Bridge Design

Another program developed for the Roads Department was Arch Analysis which was the calculation of movement, thrust and shear for symmetrical arches involved in bridge design. Again, a considerable amount of manual labour was saved by performing highly complex calculations on the computer.

River Flow Computation

This program was produced for, and with close assistance from, members of the Hydro Branch of the Department of Irrigation. At the time, there were about 100 hydrological stations throughout the country where measurements were taken of river levels. These measurements were taken at irregular intervals of time; for example during storm conditions, when levels change rapidly, measurements might be taken every fifteen minutes, whereas they would only be taken daily, or even weekly, when conditions were more stable.

The measurements of levels, together with the date and time of reading, were captured on punched cards and passed to the computer. Stored within the computer were tables showing, for each level in a particular river, the equivalent flow of water in cubic feet per second. From these data and tables the computer calculated the total, minimum, maximum, and average flow per month and hence per year, and the proportion due to storm conditions.

These were not particularly complex calculations, but it was extremely laborious to deal with the large volumes of data involved. The computer took about five minutes to evaluate the readings for one station for one year, whereas a less-involved calculation by hand used to take several days of an engineer's time, which could now be freed up for more useful work. Manual recording at the riverside was later upgraded to automated devices and no doubt there are far more sophisticated methods now in use.

Dam Behaviour Trials

This was another application produced for the Hydro Branch. The purpose of the program was to determine the volume of water that might be released from a dam during each month of the year whilst maintaining sufficient reserves of water in the dam itself.

Before the dam was built, surveys were carried out to discover the area of water that would be contained by a dam of a certain height, and the results stored in tabular form within the computer; also stored was the volume of water required from the dam during each month of the year, and the amount of evaporation, inflow and rainfall for each month of the trial period. The inflow figures were taken from the results of the River Flow Computation (described above) recorded over many years. The trial period, therefore, was a long one, and if it could be shown that the dam would have met all requirements during the whole of this period, given the actual inflow figures, then the assumption might be made that it would do so in the future.



The computer determined, for every month in the trial period, the water level that would have remained in the dam, which should have never exceeded, or have fallen below, certain predetermined critical limits. If, in any month of the trial period, the water would fall outside these limits, the computer automatically altered the pre-stored draw-off table and recalculated for the whole period, repeating the process, if necessary, several times. The final output showed the draw-off which the particular dam was capable of supplying, or showed that the dam as specified could not meet the type of demand.

The advantages of using an electronic computer for the procedure were mainly those of speed and accuracy. One trial for a period of 30 years took approximately 15 minutes, compared with many weeks if manual methods had been used. Furthermore, with the availability of this method, it then became possible to undertake trials which were previously desirable but impracticable due to the time and labour required.

The program was used to check the figures for the Kyle Dam (then already constructed) and the calculations for the design of the proposed Tuli Dam. Whilst there was some controversy regarding the scientific validity of this method, the program was nevertheless regarded as useful by the Department.

Water Reticulation

At the time, a major extension to the Highfield Township in Harare was being undertaken, and assistance, using the new computer, was sought by the engineers responsible for the provision of water. The problem was to design a network of water pipes, given a particular head of water as input and the estimated demand at various points in the network, so that the specification could be met with the most economical use of piping.

Once again, the input data was captured on punched cards, giving details of a trial network showing lengths and diameters of pipes, flow in gallons per minute through each pipe, the number of junctions, initial head in feet, and other factors. All this determined the head, or loss of head, to be anticipated.

The computer was used to perform complex calculations to predict the value of the head in each element and circuit of the network; if some or all of the values were not within the required limits, corrections would be made to the network and the process repeated until the necessary balance was achieved. That process of simulation by the computer enabled engineers to arrive at the design of an optimum network in terms of least possible cost.

Transformation of Co-ordinates

The program converted Cape survey measurements to their English equivalents; the necessity for this arose from an error made when surveys of Southern Africa first started in the Cape many years ago. The original base line was measured in 12-foot lengths, and it was only after a great deal of work had been done that it was discovered that the measurement used was 12.396 feet, instead of the intended 12. The decision was then made to continue on that basis, but to call the unit a Cape foot which was defined as 12.396/12 English feet.

The dual units of measurement had become a serious problem in the work of the Federal Surveys Department particularly in respect of the production of regional maps and it had been decided to standardise on the English scale of measurement, hence the use of the new computer to carry out the conversion of map coordinates.

Given the (x,y) co-ordinates of a station in Geodetic Cape Roods on the Gauss Conform 2 degree Belt System and the longitude origin, the computer calculated the equivalent geographic position to 5 decimals of a second of latitude and longitude, and also English Feet equivalents. This was all superceded by the metrication process which was implemented some years later.

My recollection of this program is that the calculations for each co-ordinate, fed in on punched cards, took several minutes, which seemed slow, but apparently the manual alternative was not even considered. On a lighter note, I also recall the programmer concerned being allocated the night shift on the computer and,



NCR 315

having loaded up the input device with punched cards, would retire to a nearby pub for some refreshment while the lengthy process was being completed. However, should there be a fluctuation in the power supply, indicated by a flicker in the pub's lighting, it was back to the computer at high speed to re-start the job as the computer's memory drum was very vulnerable to power "spikes" and almost always the program or data stored at the time would have been corrupted.

Plantation Assessment



This task was carried out for the Forestry Commission, which used the computer to enumerate and value its forest plantations. The various species of trees in Government plantations were counted, their diameters measured, and sample measurements made of the heights. Using these figures, and pre-stored volume tables, the computer calculated the total volume of standing timber of each species and, by applying a factor to this, the volume of usable wood. These volumes were multiplied by a further factor from which the value of the plantation was determined, depending on age and species.

The volumes and other calculated results such as mean height, mean diameter and stems per acre were used by the Forestry Commission in controlling their annual “thinning” operations, whilst the valuation figures were used to produce a statement of stock. The first major application of the program was at Stapleford near Penhalonga in the Nyanga area

Other technical applications

These included:

- cadastral survey calculations – a program designed to test the consistency of survey measurements taken in the field.
- the solution of simultaneous equations to determine a relationship between river flow and rainfall.
- power line routing
- the effect of releasing a certain volume of water from the Kariba Dam on stations downstream.
- the analysis of stresses and strains in a continuous beam road bridge.
- the measurement of plane lengths from tellurometer observations

Conclusion

Looking back and despite the serious limitations of the country's first computer, the work that was carried out on that machine constituted the foundation for all that followed.

After the first year of operation, the value of computerisation was clear, but there was also concern about the working life of the first generation computer, already needing to be “re-valved”. Since the acquisition of the ICT 1202, technology had moved forward at a great pace, and more sophisticated and resilient second generation transistorised computer hardware with magnetic file storage and operating software had taken over – in fact there were already two such systems in the country at the Railways in Bulawayo and a commercial bureau in Harare. There was also more choice of brand and supplier, so the Treasury Computer Bureau, as it had become known, invited tenders which ultimately resulted in the purchase of an NCR 315 computer in 1963. This was housed in a room adjacent to the first machine, and later moved to a new building in 4th Street, from where Central Computing Services still operates today.

During the next few years, third and fourth generation “mainframes” as they were known, as well as a variety of mini-computers, successively replaced the earlier

machinery, and the Government established a separate Scientific Computing Bureau for the technical applications. Later, of course, the advent of personal computers and the huge advance in Information Computing Technology (ICT) changed everything.

Acknowledgment:

A.E.Checksfield "The First Computer in Rhodesia" published in Vol. 5 No. 2 of the *British Computer Society Journal*.

National Chairman's Report

21 March 2013



I welcome you all to the 60th Annual General Meeting of the History Society of Zimbabwe (founded 1953).

Before we go to the body of my report, may I ask members to observe a few moments silence in memory of Rose Kimberley, Alex Siemers and Phil Gifford (of our Bulawayo branch) who passed away in 2012/13.

The year 24 March 2012 to date was marked by frequent absences overseas of your Chairman over the first two months and I am most grateful to the other members of the National Executive Committee (NEC) for keeping National business running smoothly during those absences.

The “core business” of the NEC is the production of *Heritage* magazine and the holding of the Society's Annual Luncheon. (The Society's monthly talks are the domain of the Mashonaland Branch Committee).

Heritage 30 was published this year and appears to have met with a positive response. I give my thanks to all of the contributors (in particular to our regular authors upon whom we have come to rely). This edition was once again put together by our Honorary Editor Mike Kimberley whose sterling efforts continue unabated year after year (and in 2012 notwithstanding the loss of his wife Rose, his helper in many ways in compiling our journal each year). Thank you Mike. You are the MVP in our Society and I have nightmares about the day that you ever decide to hang up your spurs. The contents of *Heritage 31* have been compiled and it will appear shortly (as will separate occasional papers, too lengthy for inclusion in *Heritage*, to be compiled by Prof. Ray Roberts and others). We hope to “catch up” with the publication of *Heritage 32* by the end of 2013.

Members are urged to keep their contributions to *Heritage* coming and new contributors are in particular cordially invited to submit papers. Please do not worry for a second about the quality of your articles – get them written down (with photos where possible) and give them to Mike Kimberley. We have kindly editors to help with any polishing up that may be required. It is vital that we record as much as possible of the heritage of our country, so please go to it.

Members can look forward in 2013 to a new Index for *Heritage* presently under compilation by Wendy Lapham. Thank you Wendy, I am sure it will be a bestseller.

My sincere appreciation also goes to the splendid Cheryl and Roger Stringer of Textpertise who have given of their skills, time and advice to format our journal each year before it goes to the printers and to Rhona Sargeant who has taken over the task this year.

Plans are under way for the creation of a History Society of Zimbabwe website where all of our *Rhodesiana* and *Heritage* journals from day one will be available online – we will keep members informed of progress.

Editions 28-30 of *Heritage*, can be purchased from 54 Lawson Avenue, Milton Park (703533), at any decent hour, 7 days a week. Phone from the gate if the intercom is Zesa-less. Our other hardcopy back copies of *Rhodesiana* and *Heritage* now reside with Jono Waters and can be purchased by email arrangement with him at mcc@yoafrica.com. Because sales were slow (and on the principle that one should not fall in love with one's stock), a decision was made to sell all of the backstock at a reduced price and Jono was kind enough to take the whole lot off our hands at an agreed figure. My thanks to Jono who is a generous member and supporter of the History Society of Zimbabwe in many ways.

Our Annual Luncheon was held in the Stewart Room at Meikles on 7th October 2012 (at a cost subsidised by your Society). It was well attended by over 100 members and, I think, was a great success. Kevin Atkinson, our Guest Speaker, interested, entertained and enlightened the members on aspects of education in Zimbabwe and, I am glad to say, Kevin will be joining the NEC for the forthcoming year. My grateful thanks go also to the indomitable Dennis Stephens (who was responsible for the organisation of the lunch and the free parking) and all of those who contributed in the way of organising the public address system and the wine and flowers including Tim Tanser, Robin and Jenny Taylor, John McCarthy, Malcolm Hollingworth (of Afdis), Keiran Torr (of Torero Flowers), and Bill Sykes.

Well done also to all of you who supported your Society with your attendance at the lunch.

Our finances.

I note from a previous report that in 2010 our cash reserves had been all but depleted. Our Treasurer Dennis Stephens (hot on the heels of Mike Kimberly as MVP in our Society) will present his financial report and accounts shortly and members will note a remarkable improvement in the situation (to the extent that we now have cover for at least the next five editions of *Heritage*). We are so fortunate to have available to us the skills, guidance and investment talent of Dennis (and long may he bear with and be part of the Society). Thanks too to Lex Ogilvie who casts a certifying eye over Dennis' work.

We extend our appreciation also to the many Sponsors of *Heritage* magazine (whom Dennis keeps on board year after year).

I also extend my gratitude to Jo and Dennis Stephens and Robin Taylor who have skillfully undertaken the tedious task of keeping minutes of the meetings of the NEC over the last year.

Bill Sykes will report shortly on the activities of the Mashonaland Branch of our Society (with which Committee your NEC liaises) but I would like to say that the NEC feels Bill and his committee members performed a sterling job in the presentation of talks over the last 12 months and are to be congratulated.

Members are reminded that Bill Sykes (490158) has a number of DVD's for sale concerning the heritage of our country (including the excellent three short films on Operation Noah and the formation of Lake Kariba).

Efforts continue on the part of the NEC with regard to advising in the protection and preservation of historic buildings by the Department of National Museums & Monuments. We hope to have something positive to report at the next Annual General Meeting.

The newly formed Bulawayo branch of the History Society of Zimbabwe has been hurt by the death in 2012 of Phil Gifford, who was Chairman and its driving force. Robin



Taylor continues to monitor the activities of the Bulawayo branch and it is hoped that its revival will continue through 2013. It was our great pleasure in February 2013 to receive from Paul Hubbard an excellent talk on the history of Bulawayo.

Throughout my year in office I have received nothing less than the full help and co-operation of all of the members of the NEC and being Chairman has been not only a privilege but also an easy task with so many competent and conscientious Committee members to whom I have been able to delegate chores and responsibilities! Thank you all.

In conclusion, (notwithstanding the work of our excellent Committee members) the History Society of Zimbabwe would be nothing without the wonderful support of its ordinary members. With that support we have become, in my opinion, the most successful private society in Zimbabwe. We average between 60 – 200 attendees at each of our talks (in all sorts of weather and braving all sorts of traffic conditions). Bless all of you for that support and I look forward to the same in 2013/14.

F.A. EDKINS
NATIONAL CHAIRMAN

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