

WHERE LOBENGULA, THE TYRANT, RULED

WONDERFUL PROGRESS IN MATABELELAND DURING THE PAST FIFTEEN YEARS UNDER BRITISH METHODS

BY FRANK G. CARPENTER.
STAND with me in the public square of Bulawayo in front of the bronze statue of Cecil Rhodes, and take a look at the changes that are going on in Rhodesia. We are in sight of a hill upon which the notorious African tyrant Lobengula had his kraal, and within an hour's walk of the crocodile pool into which he threw, tied hand and foot, any of his subjects who had offended him. The pool was full of man-eating reptiles, and the criminals thus executed needed no burial.

Bulawayo in 1908.
All around us lies the Bulawayo of 1908, the chief city of Rhodesia, and the biggest South African settlement above the Transvaal. The ground is flat, and the wide streets extend out on every side. The place was planned by Jameson, the explorer, and he made every roadway broad enough so that a bullock cart of sixteen span could turn around in it.

The buildings are comparatively low, and the width of the streets makes them look lower. The most of the stores are of one and two stories. They are built of stone and brick. A few are of granite, but the chief building material is a red sandstone from quarries nearby. On one side of us is the Grand Hotel, which covers half an acre. It is lighted by electricity generated by a light plant operated by water falls near by, and it has all the modern improvements. A little farther over is the Bulawayo Club, a bungalow-shaped structure of one story with wide verandas about it. We have friends in the city and they have put us up there for one day free of cost, notifying us that the charge for three days will be \$2.50, and that all we drink will be at club rates.

Bulawayo is a town of clubs. It has several social organizations, a cricket club, a tennis club and a race track, which is two miles around. The town has now five or six thousand people, and its citizens need other exercise than being chased by a native black with a spear in his hand.

Over there at the right is a public library which has more than 5000 volumes, and down the main street is an excellent museum showing the mineral and agricultural resources of the territory, with its wild beasts and birds and all sorts of things concerning the natives. There are four Masonic lodges, seven churches, a musical and dramatic society, a chamber of mines, drill halls, and markets. The stores are large and the windows well dressed. There are three large banking corporations, a chamber of commerce, several newspapers, and all the accompaniments of a thriving community.

The assessed value of the town runs up into the millions, and with the development of Rhodesia, it will eventually be a considerable city. In planning its abundant room has been allowed for growth; all the land within four miles of the boundaries has been reserved as commonage, upon which the town cows can pasture free of charge, but which cannot be sold as farms. It is upon this ground that the cricket, bicycle and football parks lie, and there are held the races and other amusements.

Rhodesia's Wonderful Progress.

This gives one some idea of how Rhodesia is progressing. It is charged by the development has been comparatively slow. It is not as when one remembers that this whole territory is only two decades from absolute savagery. Twenty years ago neither life nor property was anywhere safe, and the country was owned by negro tribes which were warring with one another. Today order is everywhere kept, and the natives have been reduced to peaceful subjects. The country has now something like 2500 miles of railroads, and in Southern Rhodesia alone there are more than 2000 miles of wagon roads. In Matabeleland and Mashonaland something like 2,000,000 acres have been surveyed by the government, and in addition there is a large amount of land which has been surveyed by private owners. All along the railroad towns have sprung up in which are government offices, banks, churches, hotels, schools and public libraries. There is a fine hospital here at Bulawayo and others at Salisbury, Umtali, Victoria and Gwelo. There are cottage hospitals in other towns.

The postal service has been extended until it now reaches every part of the country, mails being sent by runners to the borders of Lake Tanganyika. In Southern Rhodesia there are 17 money order offices, and during the past year something like a million and a half letters and post cards were sent to other parts of South Africa, while a half million went over the seas. The postoffice revenues last year were \$1,000,000. Moreover, Southern Rhodesia has now postoffice savings banks, and her deposits in them already exceed \$300,000. As to telegraphs, the rates are cheaper here than in the United States, and one can send messages to all the settled parts of the country. There are about 50 telegraph offices opened, and the telegraph wire in use is almost long enough to reach through the earth at the equator. Last year about 300,000 telegrams were received and dispatched, and the revenue from the telegraphs and telephones approximated \$150,000. As to the railroad service, I will speak about that in the future. It is excellent for a new country, and one can travel here almost as comfortably as at home.

How Lobengula Ruled.

Indeed, it is hard to realize that it is now only 15 years since this was the capital of Matabele. I rode out today to the government house, which stands on the very site of the great hut in which Lobengula lived and ruled. It is reached by a wide drive shaded by trees, which were planted at the direction of Cecil Rhodes. It is on a hill, and in the grounds is the very tree under which this savage African king sat upon his biscuit-box throne and gave forth his decrees of life and death. Some of his numerous family still live, and I have a photograph before me of his favorite daughter. She measures 6 feet 11 inches from her bare yellow heels to her shaved black crown, and is fully as



A MATABELE WITCH DOCTOR.

just as the old tyrant was in his prime. There are many men here who know Lobengula. He was enormous. He stood six feet tall and weighed about 300 pounds. He was so fat that when he squatted on his biscuit box his flesh hung down in folds over his hips, and when he walked his elephantine frame rolled from side to side. He had bulging bloodshot eyes, thick lips and was the personification of cruelty. Stanley describes him as one of the bloodthirstiest of African kings, and Frank Thompson, of Natal, who negotiated the mining rights of Mashonaland for \$500 a month, gives an incident of how he treated a native warrior who had drunk some of his beer. It was at the time of a great dance and Lobengula's women were bringing the beer to him. This man snatched a gourd and took a sip. The offense was reported to the king, and the criminal was dragged before him. As he stood there Lobengula looked at him and said: "You drank the King's beer. That nose of yours is guilty. It smelt the beer. Let it be cut off." And with that the executioner cut off the man's nose.

The King then said: "Those eyes of yours saw the beer. They are a temptation to you. They are guilty. They should be put out." And with that the executioner did the gouging. "You have now heard with your ears that it is not allowed to drink the King's beer. Your ears are of no good to you and they shall be cut off." After this the man was beaten within an inch of his life, and he dragged himself away and died.

Stories of Lobengula.

I understand that Lobengula was fond of beer. He was accustomed to make his white visitors drink with him, and every one who called was expected to take three cans of beer and to eat three plates of grilled beef. The cans each held a gallon and they were served between the plates. The King would not drink champagne, and he gave all that was presented to him to his wives, of whom he had a large number.

Lobengula was supposed to own all the country; he had vast herds of cattle. He had control of the mines, and every one was subject to him. After his death the natives surrendered, and since then they have been comparatively quiet, except for the revolt of 1896, which was caused by the witch doctors. Lobengula himself claimed to be a witch doctor. He said he could make rain, and he did this by cooking a kind of devil's broth of crocodile livers, snake skins, frog toes and hipopotamus fat. As the steam of this compound went up he petitioned the god to open the clouds and the rain was supposed to fall.

Speaking of rainmaking, shortly after the statue of Rhodes was erected in Bulawayo there was a drought, and the natives believed that the lack of rain came because Rhodes' head was uncovered, saying that the spirits would not offend the great man in that way.

They Believe in Witchcraft.

All of these South African natives believe in witchcraft, and every tribe has its witch doctors. In coming here I traveled for one day with the chief native commissioner of Rhodesia, a man who has charge of all the negroes of Mashonaland. He tells me that the Mashonas have trials by ordeals to determine the guilt of the accused. The accused lick it with his tongue. If he is guilty his tongue will blister. If not, he is innocent. Another test is by certain medicines. If the medicines make the man sick or cause his death, he is supposed to be a witch. If not, he is allowed to go free. A third test, used especially for thieves, is to drop a stone in a pot of boiling water. The accused must take this out with his bare hand, and if the hand shows no sign of the burn the man is cleared.



LOBENGULA'S FAVORITE DAUGHTER.

is to undergo a course of training before he can practice, and he must exhibit certain idiosyncrasies which prove him fitted for his job. He falls into trances and pretends to have seen spirits. He has a special address of fur and feathers and has charms of many kinds about his neck. He must be able to handle poisonous snakes. He must be a sleight-of-hand performer and able to make the people believe he has miraculous powers. As a rule he kills more than he cures, but this does not seem to affect his reputation.

A Talk With a Native Commissioner.

The government has white officers who watch out for the interests of the natives. I talked with one of these, a Mr. Taber, for many years. He tells me that the whites are now respected and that the natives are better off than they were in the days of Lobengula. So far, comparatively little of the country has been taken up by white settlers, and they plant their corn and graze their cattle about where they please. They live in little kraals or villages ranging in size from 20 to 100 huts each, and their corn fields are scattered over the country outside the villages. They gather their crops at harvest time, and store them in little granaries made of mud, thatched with straw. Such a granary is about as big around as a hoghead and four or five feet in height. It is raised upon stones and is



A NATIVE CORN CRIB.



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in winter nor choked with dust in summer. Both of these evils arise from the use of unsuitable surface material and defective drainage. In order to accomplish practical and desirable results and to assist in the removal of existing obstructions to the farming community, the good roads convention should view the making and maintaining of all public roads from a national standpoint. Public highways are as much a national service as is education through the common schools of the state. They should be fully as much a state and Congress concern as are the maintenance of law and order, of navigable rivers and harbors, forest reserves, irrigation works, and state militia, and insane asylums. Public highways which form inter-county and interstate lines of communication cannot in equity be made and maintained in the good condition the public demand at the sole expense of individual landowners. Limited districts, or sparsely populated counties, Tom, Dick and Harry start from Portland in their wagon, buggy or automobile, on business or pleasure, intent, on a trip into California via Salem, Roseburg, Grants Pass, Medford, and Yreka. Or they may go into Nevada via Albany, Prineville, Burns and Winnemucca, or they may go east into Idaho via Baker City, Huntington and Boise; or they may go north into either Eastern or Western Washington. In like manner any other Tom, Dick and Harry from any of those states can enter and travel on the public roads of Oregon. As these are merely the users of the public roads and contribute nothing to the cost of maintenance, why should the several districts and counties maintain, at their ratepayers' sole expense, good roads for their occasional use of them? The above argu-

The native women are gradually acquiring more rights under the rule of the white men. In the past they had but few that their husbands were bound to respect, but today the government grants divorces on the ground of infidelity and cruelty, and a woman may bring her husband into court. Among the various tribes of South Africa divorces are frequent. There are some in which a woman can be divorced if she takes milk out of the family supply without asking her husband, and some in which infidelity is punished by death. In such a case the husband can demand back the cattle he paid for his wife, or if he cannot get the cattle he can claim all the children as his possession. As a rule most of the natives think quite as much of their cattle as their wives.

The natives are bad farmers and they do not form a good labor supply. In raising their own crops they do no plowing. They merely hoe the ground over and drop the corn. The crop is weeded once or twice and then allowed to ripen. Nothing is known about fertilization, and as the soil is virgin, this is not necessary as yet. The negroes are largely used to work in the mines of Rhodesia, and there is a demand for them in those of the Transvaal. The whites of this country object to their transportation on the ground that they are needed for the local development and for the building of railroads both in Southern Rhodesia and in the lands farther north. I understand that the natives have been increasing in number under the rule of the white men, and that they are better off than ever before.

Bulawayo, July 12.

National View of Public Roads

Why Should Entire Cost of Construction and Maintenance Fall on the Farmer?

BY R. M. BRERETON, C. E.

IN the consideration and discussion of the making and maintenance of the public highways in annual state convention these naturally arises diversity of opinion among the delegates in regard to method of construction, annual maintenance and cost of good roads per mile. Each delegate is apt to view such matters from his own local horizon and conditions. It should be borne in mind that the costs of making and maintaining public highways depend upon topography, climatic conditions throughout the year, quality and length of haulage of the available stone or gravel materials, and the amount of traffic on the roads. The latter item is subject to considerable increase with the advent of railroad communication and increase in population. Hence the cost per mile of making and maintaining good public roads throughout the state can never be estimated upon an average basis per mile.

Good roads, such as the traveling public now cry for in these days of fast travel, must be good throughout the year, as the public users must not be stalled in mud

ment explains the National view that should be taken about public roads. Services used by all should be supplied at the cost of all. The Port of Portland maintains a navigable channel in the Willamette and Columbia Rivers from Portland to the ocean and Congress contributes to the same object above and below Portland and elsewhere by annual grants expended under Government control. The Government uses the public roads for the services of its Postal, Military and Reclamation Departments, but it contributes not a cent towards their maintenance; it pays for its use of the railroads. The present system of making and maintaining the public roads of the state forms a most unjust and invidious burden upon the pockets of the farmers and rural community.

I have had a wide and extensive practical experience in all matters concerning public highways and bridges—their construction, maintenance and costs thereof. For six years I had the general supervision over 500 miles of the public highways of Norfolk, England's largest agricultural county, containing 200 square miles of farm lands in 700 parishes and a population of 400,000. These roads were maintained by the several parishes and urban sanitary authorities. The cost of a highway rate levied on the rent of land and houses. The road supervisors numbered over 100; they were annually elected by the principal ratepayers. They had to render yearly statements of amounts received from the rate and of the expenditure. These accounts were subject to audit by the Justice of the Peace and by the Government District Auditor. I had the opportunity of judging of, criticizing and disallowing unlawful items of expenditure in these numerous separate accounts by being appointed one of the Government Auditors during the period of my County Surveyorship. The county bridges and road approaches were under the supervision of a kind in construction and maintenance were under my supervision.

At another period I was chairman of the public roads committee in the South and Rosshire Counties of Scotland. Previous to the advent of the railway age in Norfolk the annual repairs to the public roads averaged \$100,000. After the introduction of the railways this annual cost increased to \$200,000. There were 360 miles of public roads in the county made and maintained by the Turnpike Road Trusts. The tolls collected from the public users of these roads averaged \$75,000 a year, or at the rate of \$200 per mile. The introduction of the railways throughout the county caused the diversion of tolls from the turnpike roads to the parish roads, which became feeders to the railway stations. The turnpike system was then abandoned and the additional cost in maintaining the parish roads was thrown on the ratepayers. Later Parliament created a new Highway Act (1875) which enabled the county highway authority to make main roads of most of the parish roads, and to pay one-half the cost of maintenance thereof to the parish out of the county treasury, upon the County Surveyor's certificate of approval of the maintenance.

The maintenance of good road surface throughout the year involves the provision of a large amount of good material. A macadamized road 20 feet wide has a surface area of 11,722 square yards, nearly two and a half acres, per mile. A surface casting of broken stone or gravel of one and a half inches in thickness, requires 651 cubic yards of stone, weighing from 500 to 600 tons. The cost of such material distributed and consolidated in a road surface will not average less than \$2 per cubic yard.

During the past 15 years I have traveled throughout the length and breadth of the state along the roads known as stage and postal lines. I estimate the total aggregate length of these exceeds 3000 miles. Many of these are county highways and some are interstate highways. The cost of improving these to the present public estimation of the standard of good roads throughout the state with a macadamized surface of only 10 feet in width would not be less than \$300,000. Besides the cost of making and maintaining the public roads, the farming community have to bear the cost of the construction, reconstruction and annual repairs of all the public road bridges and culverts. During the past 25 years the total cost of these has been a severe drain upon every county treasury. The only way to secure the good roads desired by the public, and at the same time to remove the present unjust burden on the agricultural community, is through the Legislature at Salem, and the persuasive activity of our Senators and Representatives at Washington. It is reasonable to assume that Congress will later; because the same unjust and invidious system of making and maintaining the public roads and bridges prevails throughout the Union. The present Reclamation Service owes its origin to the efforts of the Senators and Representatives of California and Nevada in Congress some 20 years ago. In support of my general proposition and plans of irrigation, Congress recognized that this was a national service and one which required Government control. Congress also recognized the railroad enterprise to and along this Coast as a national service, and so donated large grants of the public lands to these corporations. Congress also recognized the adoption and maintenance of public school education as a national service, and so donated two sections in every township to the state for such purpose. What are railroads and navigable waterways but public highways? They form the main arterial system of the country's internal communications. So, likewise, the public roads form the vein system of the same. What is necessary and reasonable for the construction and maintenance of the artery is especially so for the vein.

Woodstock, August 1.