

Seven Days in South Africa Gives Opportunity for Trip to Zululand

(Editor's note: This is another in a series of articles by Luke Lange, former Medford resident who is on an around the world cruise aboard the freighter, SS Friesland. Today's article concerns his arrival at Durban, South Africa, and arrangements for a safari.)

By LUKE LANGE
Upon arriving at Durban, the third or fourth largest city in Africa, we were told we had seven days before leaving. The crew had 4,000 tons of steel to load for shipment to the U.S. and Canada. Durban has a large steel plant and it seemed strange to see large steel sheets being shipped from Africa to the U.S. and Canada where there are the most efficient plants in the world. It makes one wonder if, with their cheap labor and our technical help, we are not going to price ourselves out of markets abroad. Most of the heavy equip-

ment I have seen in Africa has been of German and Russian manufacture, and most of the smaller products like fishing tackle, lines, cigar lighters, etc., have nearly all been from Japan. The cranes and dock equipment was all made in England. In the city we did see large amounts of American clothes and appliances for sale.
First Greeting
Our first greeting after getting off the ship was from a native Zulu rickshaw boy. He was dressed in a colorful costume of Zebra skins, beads and bracelets. He was barefooted, but around his ankles were pounds of metal bracelets. He had a headress of feathers and horns, which were from oxen and at least two feet long.
All this regalia, along with the cuts and tattoos on his face put there by his mother for tribal identification when he was an infant, makes him look more savage than his brothers in the bush.

He was soliciting riders to the post office. Like other eager American tourists, the three of us squeezed into his rickshaw.
Along with his regalia is his art of imitating a horse. He feels he is taking the place of a horse, so thinks it is part of the job to mimic one. While he is trotting up town he is snorting at people on the sidewalk and shieing away from cars. Ever so often he jumps high in the air and hangs there. While he is in the air you are on the ground.
Fare on Arrival
You can't wait to get out of the contraption, but he insists on taking you to the post office. His fare on arrival was one pound, \$2.80 American.
As soon as he collected, he ran around the corner, and would not wait for us to take his picture. We soon found the reason why he hurried. There was a large sign

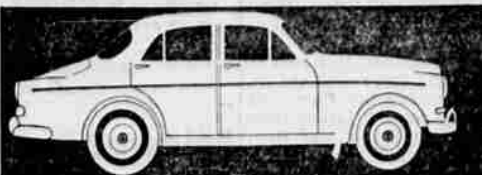
next to the post office giving the fares for rickshaws and taxis, with the request that any overcharge be told to the proper officials at once, along with the driver's number.
Our fare should have been 50 cents.
This guy's quick and accurate gyping of an American tourist gives me some hope that maybe these people will learn to run their country after all.
With seven days to spend, we rented a car and drove nearly 900 miles around South Africa. All driving is left hand side. Controls, such as gear shift, clutch, etc., are backward. Immediately after leaving the agency, I jumped the curb and ran two wheels on the sidewalk for half a block, but in an hour or two got used to it.
Poor Place to Learn
A city of a half a million population, and all of them crossing streets at the same time, seems like a poor place to learn to drive a new way, but I was afraid if I told the man at the car rental I had never driven in Africa before, he would either give me a two-hour driving lesson or insist on a guide, which he had already recommended.
We proceeded to the main police station where I requested a permit to take one of my shotguns on our safari (any trip in Africa out of a town is called a safari). This, I was informed, was impossible. They made it plain that no one in South Africa except white officials could carry guns.
The blacks will give anything that they own to get their hands on any kind of armament that shoots bullets. They assured me, that being an American tourist, they knew I would not sell it to a native, but thought there would be a chance of it being stolen or taken away by a group of natives if I were going to Zululand.
Offer An Officer
They did offer us an officer, who would be armed, as a guide. We would have to pay his wages and expenses.
This was the last thing we wanted, since they have their segregation or Apartheid law that forbids talking to a black or colored person. We wanted to see these people in their villages and in the bush, and taking an official along would ruin any chance to see the things we wanted to see or talking to the natives.
So, after the hassle and advice from the British, we took our camera and plenty of film and took off for Zululand.
The first 50 miles takes you to Pietermaritzburg, which is a small modern town and most of the Europeans are of Dutch descent. The road is a two lane blacktop highway. From here we took a dirt road, and after about 10 miles started through the land of the Zulus.
Size Depends on Wealth
In the cities and larger towns, the natives must wear clothes, but it ends right there. These small Zulu villages are called a Kraal. Its size depends on the wealth of the chief, and his wealth is determined by the number of cattle he owns. Quality does not enter in, just how many. The cattle are skinny and starved, but if a man has a lot of them, he is rich.
In the front of the kraal is a large round hut made of sticks, covered with mud clay, and a roof of banana or coconut leaves. The floor is dirt. Now and then one of them will scrounge an old car top

or fender or piece of sheet metal and work it into one of the sides of his main hut.
The main hut in the front is occupied by the Chief and his, at the time, number one wife and any children by her. Directly behind the first large hut will be a smaller one and so on around, all occupied by his other wives and their children. Their distance from the main hut is measured by how big a favorite they are with the chief.
The last hut is usually occupied by an old woman who was probably his first wife, before he became wealthy with cattle and bought more women. A pretty good woman can be bought in Zululand for two cows, and five cows will get you a real doll.
Water Is Scarce
Chickens, dogs, goats and wild swam all over the place as well as flies. Water is scarce, and is not wasted on anything foolish, such as a bath. In many kraals, the entire water supply is carried for a mile or more on the heads of the wives. They can walk perfectly straight with a 5-gallon can of water on their heads.
All through Africa, a great number of the natives have scarred faces. All tribes have certain marks, and not too long after birth the mothers take knives, and now razor blades if they can get them, and cut these marks on the faces of their children and rub hot ashes in the cuts while they are healing. A person familiar with Africa can tell to which tribe any native belongs by the marks on his face.
They have another custom of marking that grew from the slave days. Some tribes still practice it (Nsani in particular). Many years ago, a chief discovered that the slavers took only the most attractive women, so they started to make their women as unattractive as they could to prevent this.
They made pie crust cuts on both cheeks and forehead of a young girl's face. After this healed, they cut a hole through her upper lip, and put a big plug in it. The skin grew tight around the plug and the plug was there the rest of her days.
The Europeans run the cities in Africa pretty much to suit themselves, but they no longer make an effort to change the customs of these different tribes. If a murder or cannibalism is committed then the law steps in, but beyond this the people in the bush live as their ancestors did before the white man came to Africa.

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*that's Swedish for beauty



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RODEO FINALS—These five beauties from the University of Colorado will be sitting on the top rail when collegiate teams compete in the Championship College rodeo finals June 21 to 24. Left to right are Terry Fellers, Denver, Colo.; Dusty McEvoy, Vacaville, Calif.; Pat Fullerton, Englewood, Colo.; Lynn Wolf, Grand Junction, Colo.; and Stephanie Klimoski, Littleton, Colo. (UPI)

Reclamation Bureau Observes 60th Anniversary of Act Today

The 60th anniversary of the signing of the Federal Reclamation Act of 1902 is being observed today, the bureau of reclamation has noted.
Since passage of the act, the bureau of reclamation has been an important factor in the economy of Oregon, and two of the first projects under the reclamation act still are in operation.
They are the Klamath project in southern Oregon and the Umatilla project in eastern Oregon. Surveys of both projects were started in 1903, and they were in operation a few years later.
Through June 30, 1961, the federal government, through the bureau of reclamation, had invested more than \$75,000,000 in reclamation projects in Oregon, exclusive of the Klamath project which covers reclaimed lands in both southern Oregon and northern California.

13 Other Projects
In addition to the Klamath project, there are 13 other irrigation projects, embracing more than 325,000 acres of irrigable lands, receiving water through or from facilities constructed by the bureau in Oregon.
During the crop year 1960, the latest year of record, crops produced on these lands that season had an estimated gross value of about \$40,500,000. A total of 296,994 acres were actually irrigated, making the estimated gross per acre value of the crops raised slightly more than \$136.

Owyhee dam, on the Owyhee river in eastern Oregon, constructed by the bureau from 1928 to 1935, is one of the major storage facilities in the Pacific Northwest. Its reservoir has a capacity of 1,120,000 acre feet, and serves more than 85,000 acres of agricultural lands.

Central Oregon Projects
In central Oregon the bureau of reclamation has constructed or rehabilitated storage facilities serving almost 120,000 acres on the Deschutes, Arnold, Crescent Lake and Oronho projects.
The Baker and Burnt river projects in eastern Oregon embrace almost 23,000 irrigable acres, and are served by Thief Valley reservoir on the Powder river, and the Unity reservoir on the Burnt river, respectively. The structures were built by the bureau during the 1930's.

Eighth St. To Be Closed One Day

Eighth st. between Riverside ave. and East Main st. is expected to be closed to traffic one day this week while forms are being removed from the freeway.

Vern Thorpe, city engineer, said the closure is a safety precaution since some concrete may fall from the freeway structure when forms are removed.

City police said motorists should be on the alert for "road closed" signs and obey them.

Main st. in the vicinity of the freeway structure was closed to traffic last week. Police said traffic was delayed on some streets because some motorists did not obey the "road closed" signs.

ing the 1930's.
In eastern Oregon along the Idaho border, some 35,000 acres are served by Warm Springs and Agency Valley reservoirs. The first of these was constructed privately in 1919. The latter was built by the bureau in the late 1920's.
Area Projects
In the southern part of the state, the bureau of reclamation has rehabilitated facilities serving more than 10,000 acres in the Grants Pass project, and nearly 14,000 acres in the Medford and Rogue River Valley Irrigation districts.

Construction is practically complete now on the Talent division of the Rogue River Basin project serving about 5,300 acres of new lands and a supplemental irrigation water supply to another 23,800 acres in southwestern Oregon.

This project included construction of the 62,000 acre-foot Howard Prairie reservoir, the 40,000 acre-foot Emigrant reservoir, the 16,000 acre-foot Hyatt Prairie reservoir, and the 16,000 kilowatt capacity Green Springs power plant.

Construction is nearly completed on the Crooked river project serving irrigation water to 9,500 acres and supplemental water to another 10,800 acres in central Oregon.

Recent Construction Work
Other recent construction work in Oregon included the 13,060 acre-foot capacity Was-

co reservoir on Clear creek serving 2,100 acres on the Juniper division of the Wapinitia project.

Construction was started recently on two new Oregon reclamation projects. The \$5½ million The Dalles project will provide irrigation water under sprinkler pressure to 5,420 acres near the city of The Dalles.

The second project, Bully Creek dam on Bully creek, will be an earthfill structure 104 feet high and about 3,100 feet long. Bully Creek reservoir will have a storage capacity of 32,000 acre feet which will provide needed supplemental irrigation water to the 35,000 acre Vale project.

Legislation is now pending before the Congress to authorize construction of the lower division of the Baker project in eastern Oregon.

CRATER HIGH Stadium Boosters

The Stadium Drive is almost over the top! Your help is needed to complete the drive. If you haven't already contributed will you give now? Amounts of five, ten, or fifteen dollars are suggested but no amount is too small to be of help.

Mail a check or leave a contribution at the First National Bank in Central Point. Make checks payable to Crater Stadium Fund. A receipt will be mailed to you.

Funds now on hand (including estimated value of donated material) amount to \$24,325.55. An additional \$3000 to \$5000 is needed.

HURRY! Please make your contribution at once! Bids for construction will be opened Thursday, June 21st and will be let for only the amount of money on hand at that time!

346 persons have already bought tickets or contributed to the fund. Let's add your name to this number!

This advertisement is sponsored and paid for by: Everett Faber, F. C. Ayres, Paul Mallory, Don Patterson, Don Morrow, H. P. Jewett, Bill Askwith, George Exors, C. A. Meyer, Don Faber, Ernest Kennedy, Charles Bateman, Otto Bohnert, Vern Tomlinson.

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