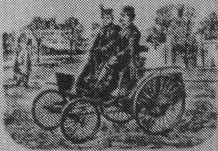


THE INVENTION OF THE AGE!

The First Exhibition in South Africa
of
The Motor, or Horseless Carriage.



AT THE PARK IN THE
BEREA PARK

Monday, Jan. 4th,

AT 4 P.M.

Under the Rules of the South African Cycling Club and under the auspices of the Victoria Mechanic's Amateur Cycling Club.

Great 5 Mile Bicycle Race for the Old Falcon Club £500 0s. Cup.

Great 7 Mile Bicycle Race for Messrs. Hess & Co's Motor Cup.

100 Yards Flat Race for the R. G. Hassen Prize.

Entries Free, at the Post.

Over 250,000 People witnessed the first run of the **MOTOR CAR** between London and Brighton.

THE MOTOR OR HORSELESS CARRIAGE

is destined to work a revolution in Locomotion. Carriages, Cabs, Hotel Busses, and heavy Delivery Vans have been fitted up with the **Motor**, the ox wagon will be propelled by this machinery in time, and they farewell to kinderpost—so shortly we will bid farewell to horse sickness, expensive forage, broken harness, lay groans, and run away horses. Our **Motor Carriage** can stand in the street unattended and the bumptious Zep dare not interfere.

That the **MOTOR CAR**, like the Bicycle, has come to stay and be the craze of the century, is amply proved by the dozens of publications in every country devoted to the **MOTOR CAR**. Exhibitions, Competitions and Races are being held everywhere, and the utility of this marvellous contrivance has not yet been completely grasped.

Messrs. **HESS & Co.**, are the introducers of this wonderful invention to South Africa, and Pretoria will count it a **Red-Letter Day** that **PRETORIANS** will be the **FIRST** to set eyes on and see first the working of this great scientific invention, and if **250,000** people waited with eager eyes to see the first **MOTOR CAR** move on that rainy autumn day in London only a few weeks ago, we think that **3 000 PRETORIANS** at least, will roll up on this anniversary day.

BEREA PARK,

and pay the popular admission price of

2s. 6d. PER HEAD.

for the honour of being the **FIRST PEOPLE** in **SOUTH AFRICA** to have set eyes on that which, no doubt, will supersede all locomotion before the end of this century.

But hold! say some, this **CAR** will no doubt be running as an advertising medium for this pushing firm through our streets ere long, and then we shall see it free of charge. In this they will be mistaken, as, after an exhibition on the **WARRINGTON** Ground, Jockeydown, the **MOTOR CAR** will be sold to one of the **Read's Magazines** for his own private use. So the only chance is to be one of the great and fashionable assemblage.

On Monday Next, Jan. 4th, at 4 p.m.

Photographers will be admitted free of Charge.

A Ride on the CAR by private arrangement.

HESS & CO., Sole Agents for the Benz Motor Car.

Photograph of the poster announcing the demonstration of the first motorcar at Pretoria on 4 January 1897

With thanks to the Department of the City Secretary of Pretoria

The transcription is on page 41-42.

Transcription of the poster on P.40.

THE INVENTION OF THE AGE!

The First Exhibition in South Africa of
the Motor, or Horseless Carriage.

In full work in the BERE A PARK
on Monday, Jan. 4th, at 4 p.m.

Under the Rules of the South African Cycling Club and under the auspices
of the Pretoria Mechanics' Amateur Cycling Club.

Great 5 Mile Bicycle Race for the Old Union Club's £6 6s. Cup.

Great 3 Mile Bicycle Race for Messrs. Hess & Co's Motor Cup.

220 Yards Flat Race for the R.O. Basson Prize.

Entries Free, at the Post.

Over 250,000 People witnessed the first run of the MOTOR CAR between
London and Brighton.

THE MOTOR OR HORSELESS CARRIAGE

is destined to work a revolution in Locomotion. Carriages, Cabs, Hotel Busses,
and heavy Delivery Vans have been fitted up with the Motor, the ox wagon
will be propelled by this machinery in time, and then farewell to Rinderpest
- as shortly we will bid farewell to horse sickness, expensive forage, broken
harness, lazy grooms, and runaway horses. Our Motor Carriage can stand in
the street unattended and the bumptious Zarp dare not interfere.

That the MOTOR CAR, like the Bicycle, has come to stay and be the craze
of the century, is amply proved by the dozens of publications in every country
devoted to the MOTOR CAR. Exhibitions, Competitions and Races are being
held everywhere, and the utility of this marvellous contrivance has not yet
been completely grasped.

Messrs. HESS & Co., are the introducers of this wonderful invention to South
Africa, and Pretoria will count it a Red-letter Day that PRETORIANS will
be the FIRST to set eyes on and see first the working of this great scientific
invention, and if 250,000 people waited with eager eyes to see the first
MOTOR CAR, move on that rainy autumn day in London only a few weeks
ago, we think that 3 000 PRETORIANS at fewest, will roll up on this sun-
shiny day at BERE A PARK, and pay the popular admission price of 2s. 6d.
PER HEAD, for the honour of being the FIRST PEOPLE in SOUTH AFRICA
to have set eyes on that which, no doubt, will supersede all locomotion before
the end of this century.

But hold! say some, this CAR will no doubt be running as an advertising medium for this pushing firm through our streets ere long, and then we shall see it free of charge. In this they will be mistaken, as after an exhibition on the WANDERERS' GROUND, JOHANNESBURG, the MOTOR CAR will be sold to one of the Randt Magnates for his own private use. So the only chance is to be one of the great and fashionable assemblage

On Monday Next, Jan. 4th, at 4 p.m.

Photographers will be admitted free of Charge

A Ride on the CAR by private arrangement.

HESS & CO., Sole Agents for the Benz Motor Car.

VERSKYNING VAN BOEK OOR DIE GESLAG DU PLESSIS

Ons voorsitter, Dr. N.A. Coetzee, het jarelank navorsing oor die geslag Du Plessis in Suid-Afrika, waartoe sy eggenote behoort, gedoen en onlangs vir eie rekening 'n boek getitel *Die Du Plessisfamilieboek 1688-1988*, gepubliseer. Dit is gedruk by die V & R-Drukkery in Pretoria. Besonderhede van die verskillende families waarvan lede met 'n Du Plessis getrou het, word ook in hierdie werk verskaf. President S.J.P. Kruger se geslagte word hierin behandel omdat albei sy gades Du Plessis-nooiens was. Die boek tel nie minder as 1256 bladsye nie. Die oplaag is 250 eksemplare. Die prys is R100, algemene verkoopsbelasting ingesluit.

Belangstellendes kan die boek van Dr. N.A. Coetzee op sig kry. Sy adres is: Dr. N.A. Coetzee, Julius Jeppestraat 246, Waterkloof, 0181 Pretoria, telefoon 012 (kode van Pretoria) – 463 142.

THE CHECKERED CAREER OF GEORGE KYNOCH

by C. de Jong

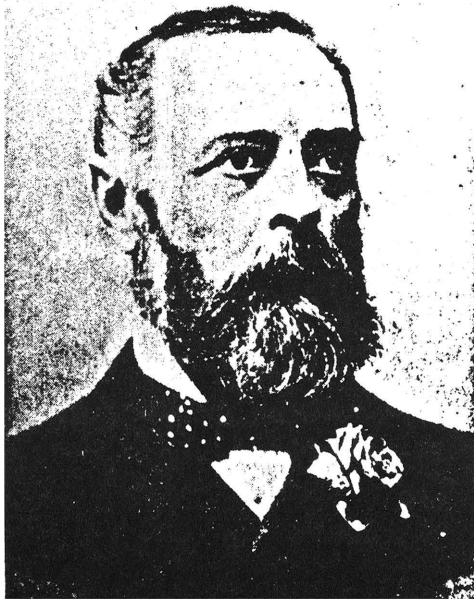
On Church Street East, opposite the State Theatre, a small, somewhat dilapidated, closed building leans wearily against the Samuel Marks or Metrocycle Building. It is called the Kynoch Building. Some people maintain that it is the oldest building in Pretoria. Thanks to them it narrowly escaped the shuffling of the bulldozers round the Samuel Marks Building. Pleads are held to preserve it for posterity, combined with the more picturesque S. Marks Building.

It is said to date back to the 1880s and it housed the shop of a Mr. Kynoch who dealt in fire-arms and ammunition. The main facts of his life are recorded in the book by Barry M. Berkovitch, *The Cape gunsmith*, published by the Stellenbosch Museum in 1976 in English and Afrikaans, on p. 85-88, with three of his advertisements.¹ He was born at Peterhead in Scotland in 1824 as the son of a tailor. He was educated at the local National School and started his career with a Glasgow insurance company. He soon joined the firm of Pursall & Philips in Whittall district, Glasgow. They manufactured percussion caps and cartridges. This was the first step in his life-long career in fire-arms and ammunition.

The small factory was a serious danger to the surrounding densely populated area and several accidents did occur. Kynoch must have been an enterprising young man, for within five years he acquired the control of the factory. But in 1859 it was completely destroyed by an explosion which killed 19 of his 70 employees and injured many more. A new factory was built at Watton, three miles from Birmingham, and completed in 1862. Kynoch expanded this factory continuously. When the solid drawn brass cartridge came into use and was adopted by the British army, Kynoch patented a device to manufacture these cartridges. He founded another factory for rolling the brass for his cartridges. He became Britain's second largest ammunition manufacturer with depots and agents in several countries. By 1882 he also owned a fire-arms factory, a patent lamp factory and a printing works.²

He needed capital for his growing business concern and in 1884 he founded a limited liability company to attract capital. But this caused his downfall. He was apparently a better technician than financier and in 1888 the company was virtually bankrupt. He was obliged to resign as its head. Arthur Chamberlain of a reputed Birmingham business family, reorganized the company. It prospered again and changed its name to ICI (Metal) Limited during World War I. Its factory was popularly known as 'The Lion Works' after the moulded lion figure above the main entrance.

George Kynoch had important business relations with South Africa. He had a partnership with Thomas Barnsley, dealer in arms and ammunition at Port Elizabeth and Grahamstown, which lasted only in 1884-85. He founded



Portret van George Kynoch, 1834-1891

Met dank aan B.M. Berkovitch, *The Cape gunsmith*

GEORGE KYNOCH & CO.,

*Contractors and Armourers to the Government of the
S. A. Republic,*

**HEAD OFFICE—62, MAIN STREET,
PORT ELIZABETH,**

BEG TO CALL ATTENTION OF MERCHANTS AND TRADERS TO THEIR LARGE STOCK,
CONSISTING OF:—

<p>RIFLES & CARBINES (Military and Sporting Models)</p>	}	<p>MARTINI HENRY. WESTLEY RICHARDS. SNIDER. MATCH RIFLES, and other patterns.</p>
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<p>SHOT GUNS (Muzzle and Breech-Loading),</p>	}	<p>ALL QUALITIES; BEST VALUE.</p>
<p>REVOLVERS.</p>		

Newspaper advertisement of George Kynoch for his
fire-arms shop at Port Elizabeth

Thanks to B.M. Berkovitch, *The Cape gunsmith*

an agency at Port Elizabeth and established branches at Kimberley and Pretoria. By 1888 he had a branch at Johannesburg and agents in several Transvaal towns. On 21 February 1884 he concluded a contract with the government of the Transvaal. He received a monopoly for the import of specified trademark fire-arms ammunition, swords, sights and other military equipment. The contract was signed for the government by the State Secretary, W. Eduard Bok, and by the Acting State President, P.J. Joubert, as the State President, S.J.P. Kruger, was with the third Deputation in Europe. The contract was signed by Thomas Barnsley and Richard R. Hollins for Kynoch.³

Kynoch needed a shop for his trade at Pretoria and in or round 1884 he established it in the building which was called after him.

No wonder that Kynoch emigrated to South Africa. He settled in the growing town of Johannesburg, but retained strong ties with Britain, where he had been a member of the British Parliament for Aston Manor. In 1890 he resigned as head of his South African business, probably because of ill-health. He died on 23 February 1891 and was buried in Braamfontein Cemetery. He seems to have been a popular person, for in March 1894 his former employees and constituents in Britain erected a monument on his grave. It is now in a dilapidated state: the brickwork base is crumbling and the cross has fallen upon the slab with the memorial inscription. It is high time to restore this monument. Pretorians should show an interest in this restoration.

1. It was Mr. John McKibben at Johannesburg who attracted Mr. Tom E. Andrews' attention to Mr. B. Berkovitch's information on Kynoch and who supplied the photographs of Kynoch's tombstone. He deserves thanks from the Pretoria Historical Society.
2. Apparently the Kynoch concern also made cycles (bicycles and/or motor-cycles) after George's resignation. An advertisement of Percy Hotine in *Lochhead's Guide, Handbook and Directory of Pretoria for 1913*, p.2, mentions among various brands of cycles. Kynoch cycles, probably imported from Britain.
3. See the text of the long contract in Berkovitch, *The Cape gunsmith*, p.114-122.

GEORGE KYNOCH & COMPAGNIE,

Contractanten en Wapensmeden voor het Gouvernment der Z.-A. Republiek,

WENSCHT de aandacht van Koopmans, Handelaars en Liefhebbers v n de Jacht te bepalen bij hun Grooten Voorraad, bestaande uit:—

RIFLES EN KARABIJNEN,

Militaire en Jacht Modellen.

MARTINI-HENRI,
WETLEY-RICHARDS,
SOPEL,
FIELD'S PATENT,
WINCHESTER REPEATING,
SNIDER en andere soorten.

EEN SPECIALITEIT.—MILITAIRE MARTINI-HENRI KARBIJN, die competitie uitdaagt wat betreft prijs, nauwkeurigheid en schietkracht.

SCHIETGEWEREN

(Voor en achter Laad)

REVOLVERS.

Alle kwaliteiten; beste waarde.

PATRONEN, alle soorten en modellen,

Eenig soort hier niet verkrijgbaar kunnen spoedig van onze andere Takken verkregen worden of uit Eu opa ontboden worden.

DOPJES, alle soorten

*Maat en Laad Gereedschap.
Patroon Tasschen en*

DYNAMIET

ONTPLOFFER

TEGEN LA/

TERMEN

PRIJSLIJSTEN

TAKKEN EN

Potchefstroom ...	...	F. W. REED & Co
Barberton ...	...	G. BOWNESS & Co
Middelburg ...	...	R. WHITE & Co.
Maquassie ...	...	W. LEASK & Bro.
Lak Chissie ...	...	SIMMER & JACK.
Bergendale ...	...	KING & Co.

GEORGE KYNOCH

MARKTPLEI

Newspaper advertisement of George Kynoch
on the Market Square at Pretoria, where now the Kynoch building stands

Thanks to B.M. Berkovitch, *The Cape gunsmith*



Photo by Mr. John McKibben of the Braamfontein Cemetery at Johannesburg with to the right the crumbling, sagging tombstone of George Kynoch

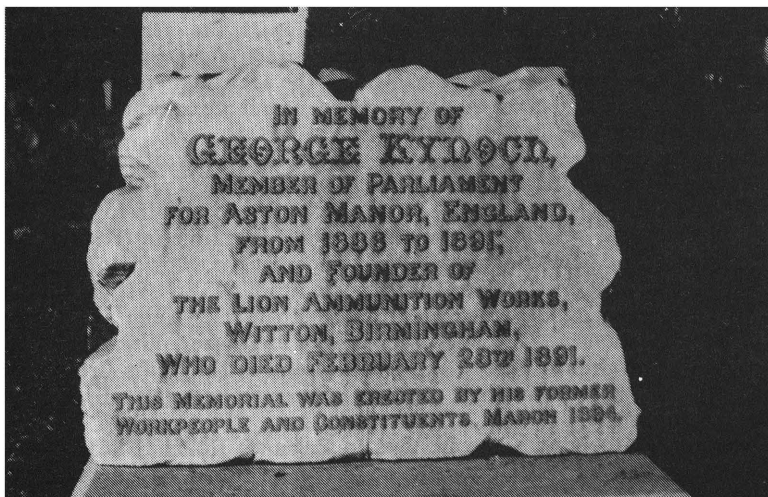


Photo by Mr. John McKibben of the dilapidated tombstone of George Kynoch on the Braamfontein Cemetery at Johannesburg

'The Climax of Railway Competition in South Africa, 1886-1899'

Kenneth E. Wilburn, Jr.

New College, Oxford

D.Phil.

Michaelmas Term, 1982

2,500 Word Abstract

The building of South African railways was a critical factor in deciding the economic and political development of a balkanised South Africa. After the discovery of gold on the Witwatersrand in 1886 the three trunk lines of the Cape, Natal, and the Transvaal projected from the coasts to their Johannesburg terminus. Each province gambled on the commercial and political success of its trunk line. The competition between the provincial governments' efforts to extend their trunk lines to the Rand produced strange alliances transcending heritage and politics. An unofficial economic alliance between the Colony of Natal and the Republic of the Transvaal was opposed by the Railway and Customs Union between the Cape Colony and the Republic of the Orange Free State. From 1887 to 1894 the Orange Free State held the political and economic key to a prospective railway and customs union because of its intermediate geographical position and its political influences with the Afrikaner populations in both the Cape and the Transvaal. Only the Orange Free State could benefit from admitting both the Cape and Natalian lines to develop her territory on their way to Johannesburg. Bloemfontein, however, failed to bring about a general railway union against more powerful sectional forces operating in the other three states. While Cecil Rhodes, the Cape Prime Minister, sought to achieve South African unity through Imperial hegemony, Kruger, the Transvaal President, worked to create an alternative axis of political and economic independence based on the Delagoa Bay line.

This thesis is concerned with the climax of the rivalry of railways which includes negotiations conducted in bad faith between the Transvaal, Portugal, and the American concessionaire, Edward McMurdo, to obtain for the Transvaal an independent way to the sea, the sectional maritime interests of Natal which inspired the construction of the Durban/Charlestown/Johannesburg line in competition with the Cape-Orange Free State railway system, the significance of the Sivewright Agreement and the Rothschild Loan and their interdependent relationship, the failure of railway diplomacy during 1894-1895 to replace the Sivewright Agreement, the meaning of the Drifts Crisis and its relationship to the Jameson Raid, and the connexion between railway rivalry and the Second Anglo-Boer War.

Research was conducted in archives in England, Holland, Scotland, and South Africa. This international effort to obtain an *au fait* view has uncovered evidence to support a new interpretation on the origins of the struggle for Imperial supremacy which led to the Second Anglo-Boer War. Analysis of the Sivewright Agreement, the Rothschild Loan, the Drifts Crisis, and Selborne's memorandum of 1896 has revealed new interpretations of these events.

Early Cape railway development towards Kimberley and other hinterland areas gave way after 1886 to the necessity to reach the Transvaal gold fields. Enlisted in this quest through railway and customs agreements was the Orange Free State. Somewhat wary of the growing political and economic power of the Transvaal, Bloemfontein was quite happy to have Cape finance developing her agricultural southern districts through railway expansion. Cape Town and Bloemfontein were not able to separate the old Durban-Pretoria bedfellows until it was far too late in railway development.

The Sivewright Agreement of 1891, whereby the Cape agreed to finance construction of the Pretoria/Johannesburg/Vaal River line in return for two years of running powers giving the Cape almost monopolistic access to the trade of the Witwatersrand gold fields, was an astounding breakthrough in railway diplomacy. It significantly advanced the fortunes to all but a somewhat self-exiled Natal who soon chose to go her own way with the Charlestown extension. The Sivewright Agreement was accomplished because Kruger's NZASM, unable to raise funds in South Africa or Europe, was on the point of collapse after temporary help from the Advance Syndicate had spent its course. While the Sivewright Agreement saved the NZASM from approaching insolvency, it also bolstered Cape finances which would soon profit immensely from ensuing trade. Rhodes manoeuvred his railway foot through the Transvaal door in his quest for the extension of British influence. Whether he would stumble or take another bold step depended on future events including the mal-effects of the Sivewright Agreement's main defects: the exclusion of Natal and inclusion of the Solemn Promise.

By July 1892 the South African and European economic climates had so improved that the Transvaal was able to raise a £2-1/2 million loan through Rothschild to complete the NZASM's Pretoria/Mozambique frontier trunk line. The loan, which naturally flowed from the rehabilitating Sivewright Agreement, was supported by Rhodes for reasons very different from Kruger's aspiration of a seaport free from British influence. Rhodes had a hand in the loan's clause which prevented Kruger from using the monies to purchase the Portuguese section of the line which Rhodes hoped to purchase for the Cape, thereby cutting off independent Transvaal access to the sea. Rhodes also recognised the beneficial effects the loan would have on Witwatersrand mining in which he had large interests. Rhodes even persuaded Rothschild to lecture Kruger on the evils of railway competition and rather indiscreetly suggested Kruger should not sanction Natal's Charlestown extension. Yet Kruger had the last word. The Advance Syndicate's repayment to come out of the Rothschild Loan, was instead repayed by allowing the Advance Syndicate to launch a new bond issue. This contributed to Kruger being able to secretly set aside £650,000 for the purpose of purchasing Delagoa Bay.

The Sivewright Agreement and subsequent Rothschild Loan helped set the stage for unparalleled South African prosperity. Yet as trade increased so did sectional tension which aggressively competed for a predominant share of the Transvaal transit trade. What satisfaction and appreciation there were during Cape-Transvaal railway diplomacy in late 1891 and early 1892 soon gave way to such contentious issues as Swaziland, the Charlestown exten-