

- paedie der classischen Altertumswissenschaft", Band 2, Stuttgart 1896. Column 2316. I owe this reference to Dr. M. Kleywegt of Unisa.
- 2) Italo Cossard, "Histoire et géographie de la Vallée d'Aoste", 2nd edition, Aosta 1988, p.9-14.
 - 3) There is also a Via Praetoria in the Roman town Eboracum, now York in England. It was a main street and led to a town gate, now called Stonegate.
 - 4) "Aosta, Guida i monumenti", published by Assessorato del Turismo, Aosta 1993, with a detailed map, photographs and concise descriptions.
 - 5) Photography and explanation in the Catalogue of the Musée du Trésor de la Cathédrale d'Aoste, received by me in 1993; the left part probably represents the emperor Honorius before his victory over the Visigoths in 405 or 406 AD, the right part him after this victory.
 - 6) In voce Saint Anselm in the Encyclopaedia Britannica, volume 2, London 1963.
 - 7) Marcel Boucher, "French speakers in the Cape in the first hundred years of the Dutch East Indian Company rule: The European background" published by the University of south Africa, Pretoria 1981.
 - 8) Pasteur Castellani, "Il Protestantismo del Val d'Aosta", stencilled brochure issued by Chiesa Evangelica Valdese, Aosta 1988, 12 pp.
 - 9) The Malan family in South Africa is said to hail from the Valley of Aosta in the 7th or 18th century. Dr. Gabriele Sani at Bologna states in his book "History of the Italians in South Africa, 1489-1989", published by Zonderwater Block South Africa, Johannesburg 1992, in a reference on p.20: "During a conversation with the Italian minister Frascati, the Prime Minister of the South African Union, D.F. Malan, talked of having originated from Val d'Aosta - Cfr telepresso no. 1121/252 dated 15 May 1951 of the Legazione Italiana a Città del Capo. Other sources mention the Malan family as originating from Val Chisone.

Dr. Sani continues in his reference 20: "It is curious to observe that today, the Valdesi, together with almost all the other Protestant churches around the world, harshly oppose the policies of racial segregation of the South African Government whose leaders often have surnames similar to theirs. After centuries, due to a strange historic irony, the descendants of those who contributed in giving birth to the white Christian South Africa, today wants its transformation into an atheist and probably

Marxist-Leninist State Republic." From this quotation it is clear that history does not always follow the course of human expectations. (C. de Jong)

- 10) Regarding John Calvin in Aosta the following authors have varying opinions:

F.J. van der Walt, "Van Noyon na Genève, Reisindrukke van 'n Calvyn-pelgrim", uitgegee deur Calvynjubileumboekfonds, Noordbrug, Potchefstroom, 1980, p.29-30.

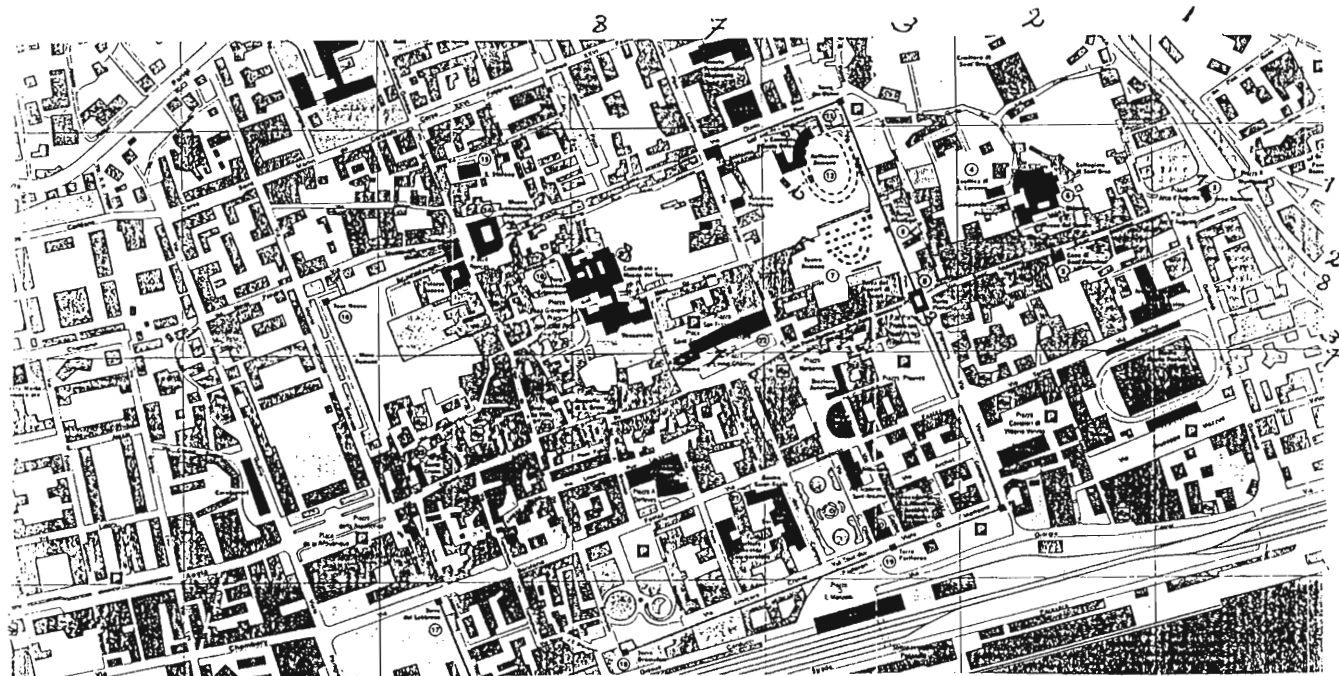
W.F. Dankbaar, "Calvijn, zijn weg en werk", Callenbach, Nijkwek, 1958, p.39-41.

Williston Walker, "John Calvin", Schocken Books, New York, 1969, p.156-157.

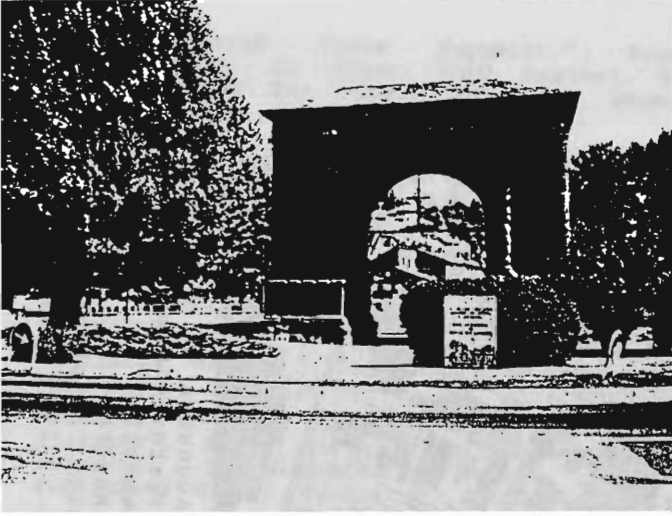
- 11) Articles on the Duke of Aosta in "Enciclopedia Italiana", Rome (no year), volume 2, and "New Universal Encyclopaedia", volume one, Caxton Publishing Group, London etc., no year, p.488-489.

- 12) Sani, "History of the Italians in South Africa", loc. cit., reference 9, p.184.

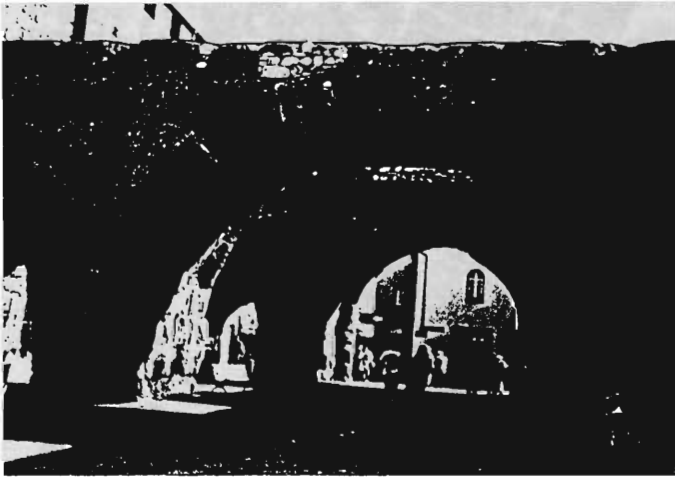
Dr. G. Sani, "History of the Italians in South Africa", loc. cit., p.21, states: "It is curious to note that 'biltong' (the typical dried meat of the Boers) probably originated from the nodsetta (pronounced nocetta) speciality of the Val d'Aosta and of the northwestern valleys of Piedmont. This generally consists of ibex and chamois thighs salted and dried in the crisp mountain air and then served out into strips like its possible South African derivative." Ibex is a species of wild goat inhabiting the Alps and Apennines. Chamois, Dutch gems, is a capri-form antelope, inhabiting the loftiest parts of the Alps, Pyrenees, Taurus, etc.



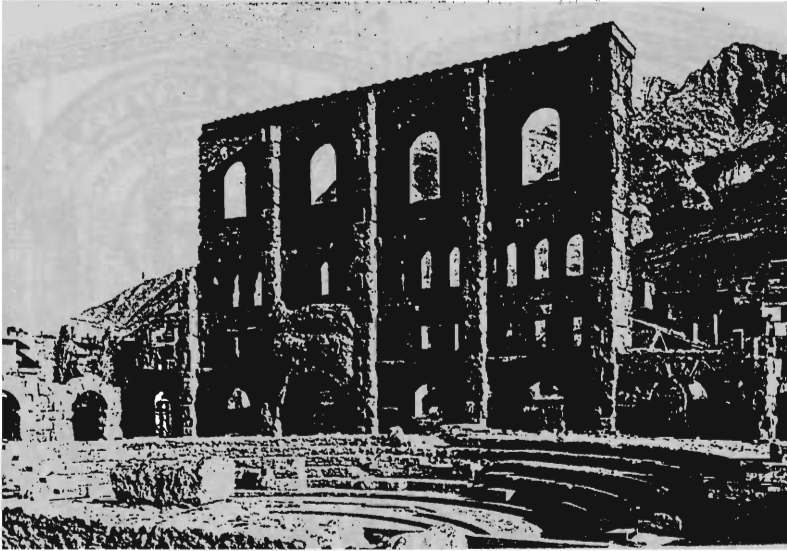
SIGHTS OF THE CENTRE OF AOSTA: (1) Triumphal arch of Augustus -
(2) House of Anselm on the Rue d'Anselme - (3) Porta Pretoriana and
Tour de Quart - (4) Tour de "fromage" in the Roman townwall -
(5) Roman Theatre with front gable - (6) Roman Amphitheatre -
(7) Town Hall on the Place Charroux - (8) Cathedral with diptych
of Honorius



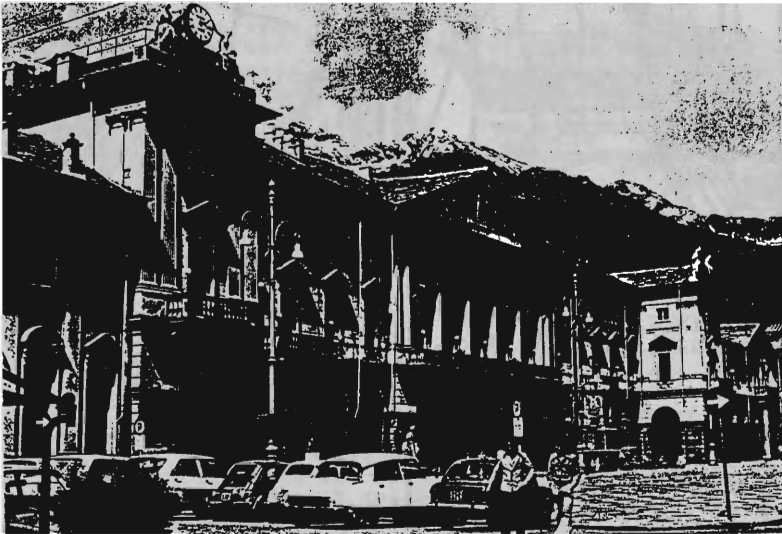
Triumphal arch at Aosta, erected on command of the Emperor Augustus about 24 B.C.
Photo C.de Jong 1993



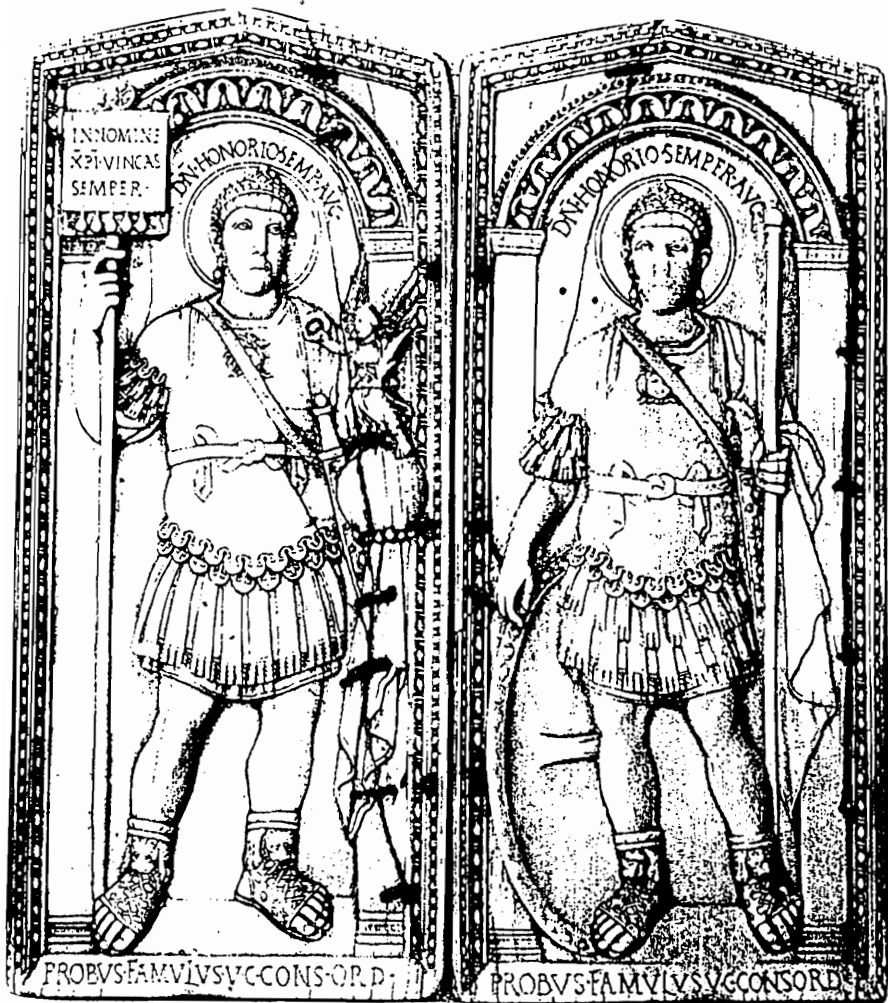
Porta Pretoria, leading to the Via Pretoria in Aosta: the middle arch for vehicles to pass the two parallel curtains of the gate; the two arches left and right are only for pedestrians.
Photo C.de Jong, 1993



The front gable of the Roman Theatre at Aosta with 4 tiers of arches; in front of the gable part of the amphitheatre



The front of the neoclassic Town Hall of Aosta, with the Alps on the Swiss border in the background; to the left of the central entrance is the white statue of the goddess Salacia, spouse of Neptune.



Diptych, i.e. an altar piece with two hinged tablets, of 28 x 30 cm, of unmentioned material, in the Cathedral of Aosta. It bears the date 406. The two figures are the Roman emperor Honorius, born 384, died 423. He is shown before and after his victory over Alaric, king of the Visigoths, at Pollentia in 403 or Fiesole in 406. The diptych was probably a present by Honorius to thank for this victory. Thanks to Archives Historiques Régionales at Aosta



Monument to commemorate the flight of John Calvin from Aosta in 1536 and the expulsion of the Protestants, erected in 1541 and renovated in 1741 and 1841. Right of this caption is the socle with inscription in Latin.



THE QUEST FOR A ROUTE TO THE SEA AND THE
OPENING OF THE DELAGOA BAY RAILWAY LINE
NOW 100 YEARS AGO

by C. de Jong

Prelude

There are many national states in the world, but remarkably few without access to the sea and a seaport of their own. Most countries have succeeded in gaining this access. Among the states without a road to the sea and without ports in the 19th century were the Boer republics of Transvaal and the Orange Free State. They had been founded by the Voortrekkers who had left the Cape Colony in 1836 and following years because they were dissatisfied with the British Government and wished to found independent states. They occupied Natal in 1840 and settled there at a good harbour, Port Natal, now Durban. But Great Britain annexed this Boer republic in 1845 and the Voortrekkers moved again to the interior.

Great Britain recognized the independence of Transvaal in 1852 and after annexation and war again in 1881. She annexed the republic of Transorange in 1848 and restored its independence in 1854. But she impeded the Boer republic in opening a port of their own and kept them away from the sea-coast in order to keep them strategically and economically dependent on Great Britain. The republics strove as perseveringly for an outlet to the sea, because the British coastal colonies Natal and the Cape Colony levied import duties on goods destined for the republics and paid nothing of the duties to the republics, and because the British government interfered with imports of arms and ammunition by the republics.

Transvaal took the lead in the quest for a route to the sea. She attempted to annex Saint Lucia Bay, but Great Britain thwarted these attempts in 1854 and again in 1887. Thereafter the Transvalers directed their attention to the Portuguese harbours at Lourenço Marques and Inhambane. These ports are much closer to Transvaal, but before the construction of railways they could not be reached in summer because of the presence of two small insects in the Lowveld. They were the malaria mosquito which inflicted dangerous fever to whites, and the tsetse fly which killed the draft oxen, indispensable for transport, and other cattle. These insects were inactive during the winter months, but this time was too brief for the slow ox wagon transport to and from the harbours.¹⁾

It is moving to read how the Transvalers defied the malaria and the tsetse fly and how Dutch sympathizers with the Voortrekkers defied malaria in ports and financial losses to meet in those ports and to open trade with each other. The Amsterdam

merchant Georgius Ohrig (1806-52) equipped in 1842 and '43 the brig 'Brazilië' to South Africa and loaded her with a thousand and one articles which would presumably be welcome to the Voortrekkers, paper, ink and bibles included. The 'Brazilië' visited Port Natal in 1842 and '43 with J.A. Smellekamp (1812-66) as supercargo. The first visit excited the Voortrekkers. At the second visit the British had just occupied Port Natal and they commanded the Dutch ship to depart immediately. It sailed to Delagoa Bay to trade there with the Transvalers, but both voyages were commercially unsuccessful,²⁾ Ohrig lost f.35 000, went bankrupt, emigrated to South Africa, but did not proceed past Cape Town and died there in poverty. His name is preserved in the name of the village of Ohrigstad in Eastern Transvaal, which was founded by the Voortrekkers in 1845.³⁾

The active Mr. Smellekamp twice persuaded other Dutch merchants to equip a ship with schoolmasters, a parson and merchant goods to Delagoa Bay. He visited the Bay as supercargo in the ships 'Animo' in 1848 and 'Vasco de Gama' in 1852/53. Also these voyages brought financial loss, because contact with the Transvalers was difficult and because they could offer little produce, apart from ivory and other hunting products, so that they could not pay for imports. Thereafter the Dutch stopped their trade with Transvaal. Smellekamp became a high official in Transvaal and, after his banishment from there, in the Free State. He became involved in internal disputes and ended as a law agent in the Free State.⁴⁾

The switch from the draft ox to the fire ox

Because of the difficulties of ox wagon transport and of fever in the Lowveld people in Transvaal and the Free State routed their imports and exports mainly via Durban and Port Elizabeth, but the Transvalers did not abandon their quest of a route to the sea in Lourenço Marques. An enterprising Scotchman, A. McCorkindale, proposed the State President M.W. Pretorius the construction of a dock on the south shore of Delagoa Bay and to make the Maputo River to that Bay navigable for barges. For road transport steam traction would be used. Nothing came from this plan and this contributed to Pretorius' dismissal by his parliament in 1871.

The discovery and exploitation of alluvial gold in Eastern Transvaal inspired the idea of laying a railway from Delagoa Bay to the fever-free Highveld. A certain G.P. Moodie obtained a government concession for such a line. When he achieved nothing, the successor of President M.W. Pretorius, the visionary Ds. T.F. Burgers, persuaded his parliament to have the railway constructed on state expense. He thought erroneously that development of his backward country would follow spontaneously the construction of the

railway and in 1875 he left for Europe without detailed plans and figures. The Portuguese government promised him the construction of the railway from Delagoa Bay to the Transvaal border. He did not obtain a loan in London and in Amsterdam he received only a third of the £300 000 which he wished. He rashly ordered railway material in Belgium. After lying some years in Lourenço Marques it was sold as scrap, for the construction was impeded by a native war. These mishaps led to Burgers' fall as president. In 1877 the British government annexed the virtually bankrupt Transvaal and Burgers resigned.

After the restoration of the republic in Transvaal in 1881 Burgers' successor President Paul Kruger returned to the plan to have a railway to Delagoa Bay. He tackled this great work more pragmatically than Burgers had done. The Portuguese officer J.J. Machado had surveyed the terrain for a railway from the Bay to the Transvaal border. Thereafter President Kruger invited him to survey the terrain for a line from the Transvaal border at Komatipoort to Pretoria, the Eastern line. Machado completed the survey in only eight months and very ably. After the completion of the railway in 1895 one of the stations was named Machadodorp as a token of appreciation.

During his visit to the Netherlands in 1883/84 Kruger granted a concession for the construction of the Eastern line to J. Groll and D. Maarschalk, experts in railway construction and exploitation in the Dutch East Indies. They died soon thereafter and the concession was taken over by R.W.J.C. van den Wall Bake, another Dutch railway expert. European capitalists lacked confidence in the development of the backward Transvaal, and Bake could not find sufficient capital, until the Great Gold Reef on the Witwatersrand was discovered in 1886. Then suddenly economic prospects in Transvaal brightened and capital for the Eastern line soon became available in the Netherlands and Germany. British capital was excluded and French capitalists followed the trails of the British. On 21 June 1887 the Nederlandsche Zuid-Afrikaansche Spoorweg-Maatschappij (NZASM, i.e. Dutch - South African Railway Company) was founded at Amsterdam.

Owing to the discovery of the Great Gold Reef the quest of the Afrikaners in the republics for a road to the sea was suddenly followed by a race in railway construction from the five ports in Southern Africa to the Witwatersrand as the newest, most promising development area, and by ready transfer of received import duties by the Cape Colony and Natal to the two republics.

The Netherlands was a latecomer in the field of railways because they had many efficient water routes. The Dutch railways were laid in a flat country. The Dutch learned to construct excellent railways in the mountain regions of the East Indies and this

experience benefited them very much in South Africa. Several NZASM employees had built railways in Java and Sumatra. Most NZASM employees in high and low ranks were Dutch. They formed a society of their own in Transvaal. but the NZASM also employed many people of numerous other nations. Of the 3075 white employees in its service in 1899 1777 were of Dutch birth and 1298 others.

The construction of the Eastern line lasted from 1890 up to 1895 and was delayed by many difficulties. Therefore the Transvaal cartoonist William Schröder drew in 1892 the NZASM in a cartoon in the shape of a snail, hurried on by President Kruger. The criticism of the NZASM's slow speed was unfounded. It struggled with the following problems:

- (1) Diplomatic problems - The Portuguese government granted in 1884 an ill-considered concession for railway construction and exploitation from Delagoa Bay to the Transvaal border to the North American E. McMurdo. He collected capital in London and announced that he would fix his tariffs for the line independently of the NZASM, which would be at his mercy. Therefore the Transvaal government prohibited the NZASM to start the construction of the Eastern line. McMurdo hastily completed the line in Mozambique, but the Portuguese government was dissatisfied with his work and disappropriated the railway. It came to terms with the NZASM on railway tariffs. Then the Transvaal government allowed the NZASM to start work on the Eastern line; the delay in this work had been three years. Meanwhile the NZASM constructed the very useful Rand Tram Line in 1890 for transport of coal from coal pits on the Witwatersrand to gold mines.
- (2) Financial difficulties - In 1892 the NZASM needed additional capital, but there was an international depression in money and capital markets in Europe and borrowing money on long term at a reasonable rate of interest was virtually impossible. One of the reasons was that the important merchant bank house Baring Bros. in London had landed into a liquidity crisis in 1890, just as 1995.⁵⁾ The prime minister of the Cape Colony, Cecil Rhodes, came to the rescue. He persuaded the banker Rothschild in London to lend money at a reasonable interest to the Transvaal Government, which lent the money to the NZASM. In return the Cape Colony Government got permission of the Transvaal Government to construct a railway line across the Vaal River to the Witwatersrand, so that Cape Town would be linked to the Rand. Trains left Cape Town for the Rand from 1892 on, three years before the Rand was linked to Delagoa Bay.

- (3) Technical difficulties - These turned up in the wild mountain region of Eastern Transvaal with steep gradients and torrents. The engineers and subcontractors of the NZASM solved these problems very successfully, inter alia by boring a tunnel and constructing a cogwheel track between Waterval Onder and Waterval Boven, after the example of the railway in the Padang Highlands in Central Sumatra.
- (4) Health difficulties - In Mozambique and the Transvaal Lowveld in the summer months anopheles mosquitos spread malaria fever which affected many whites and caused illness and death. The popular saga tells that a dead white man has been buried under every sleeper of the Eastern line. This story is very much exaggerated, for the NZASM had a good health service with physicians and hospitals, and on the Highveld the health situation was much better, because fever was absent there. There was much illness owing to fever and several deaths, also due to accidents.
- (5) Political problems - There was a persistent propaganda against the NZASM waged by English speakers and by Afrikaner opponents to Kruger's government, supported by several periodicals. The NZASM was seen as an instrument and ally of the corrupt Transvaal government. Moreover, the NZASM had a concession, i.e. a legal monopoly, of railway transport in Transvaal and the Dutch had a privileged position under Kruger's government. As an answer to the press campaign in "The Star" and "Land en Volk" (edited by Eugène Marais) and others, the Government and NZASM subsidized "De Volksstem" (edited by F.V. Engelenburg) and "The Press" (edited by Leo Weinthal) to obtain their support.

The NZASM was criticized because of its pretended high tariffs and poor service. There were reasons for complaints. In the first years the NZASM used a great deal of light matériel (locomotives, goods vans and coaches) because it was short of capital, and the directors paid more attention to goods transport than to passenger transport. But after a few years it ordered heavier matériel, improved its services and lowered its tariffs.

- (6) Port difficulties - Since the visits of Voortrekkers and Dutchmen to Delagoa Bay the Portuguese authorities usually promised their full support, but this often was absent. The means of the Portuguese were very limited and as members of a poor, weak nation, which was threatened by foreign powers, they were often mistrustful to foreigners, more than before, in 1880-1914. Therefore the NZASM had many problems with clearance and transport of imports of heavy

material, until it received permission to install its own loading and unloading facilities in Lourenço Marques.

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At the end of 1894 the iron road to the sea, over which speedy fire oxen moved, as the natives expressed what they saw, was largely completed. President Kruger put in the last screw on 2 November 1894 during a special ceremony at Brugspruit.⁶⁾ From January 1895 trains ran regularly on the Eastern line. The official opening was joyously celebrated in July 1895 in winter when the Lowveld was malaria free. At last a long fostered desire of many Transvalers was fulfilled, now they had an iron road to a non-British harbour, shorter than all other railways to the coast. The Government gave at the opening to all citizens of Transvaal a free return ticket between Pretoria and Lourenço Marques.⁷⁾

In the same memorable year 1895 the South Eastern line was opened. As Kruger had permitted the Cape Colony Government to complete a line from Cape ports to the Rand in 1892, he could not refuse Natal the completion of her railway from the Natal-Transvaal border to Johannesburg. The last rail was fixed at Heidelberg Station on 10 October 1895, President Kruger's birthday. Then a Natal and a NZASM locomotive were drawn up opposite each other and the point of junction was marked with a simple triumphal arch beflagged with the Vierkleur (the Transvaal flag) and the Union Jack. Sir John Robertson of the Natal Government was present; so was Dr. W.J. Leyds, the ZAR State Secretary (not President Kruger).⁸⁾ With this railway Transvaal obtained a second line of communication with a large port, a fact of great importance.

Brief prosperity

The NZASM has left many constructions, not only railway stations, bridges, culverts and tunnels but also houses. They are solid structures and many are still used. Many of its station buildings are more stylish than stations built in the same years in the East Indies, the uncompleted stations of Johannesburg and Pretoria excepted. Its station buildings, bridges and several houses have been declared national monuments.

It attempted to be a model enterprise by paying good salaries and pensions and providing houses, health services, schools and recreation for its numerous personnel, of whom many did pioneer work in lonely, sometimes dangerous places.⁹⁾ The NZASM aimed at keeping a high reputation of the Dutch. Its top managers were all experienced, expert and tactful men, for example R.W.J.C. van den Wall Bake, J.L. Cluysenaer, G.A.A. Middelberg and J.A. Kretschmar van Veen.¹⁰⁾

After the completion of the Rand Tram Line and the Eastern, South Eastern and Southern Western lines the NZASM constructed one line, the South Western line, from Krugersdorp to Klerksdorp, an abortive goldfield. The company made good profits and had a brief spell of prosperity. Then war with Great Britain broke out on 11 October 1899, which added the last chapter to its epic history. When the Transvaal Government mobilised in September 1899, it put the NZASM entirely into military service, as it had done during the Jameson raid in 1895/96. By virtue of the concession granted to the NZASM in 1887. The NZASM personnel rendered outstanding services to the republican forces.¹¹⁾ The NZASM went down as heroically as the Boer republics which it assisted so loyally. After the occupation of Pretoria (5 June 1900) the British authorities seized and disappropriated the properties of the NZASM and banned its personnel from South Africa, except very few who entered British service. This was the end of the largest and most ambitious Dutch enterprise in South Africa.

After the war a long lawsuit of the NZASM against the British Government ensued. This Government paid a reasonable sum to the shareholders to indemnify them in 1908. Then the NZASM was liquidated. Its managers published in 1909 its proud memoirs "In memoriam NZASM".¹²⁾

It left a deserving heir. One fund of the NZASM was kept secret and stayed out of the liquidation and of claims by the British Government and its personnel. It became the founding capital of the Zuid-Afrikaansche Stichting Moederland, founded in 1909 with the same initials as the NZASM. It always stayed in the background, while it used affiliated institutions, such as the Nederlands-Zuid-Afrikaanse Vereniging, to canalize its considerable donations to projects in South Africa, intended to further the cultural, linguistic and economic relations with the Afrikaners. The ZASM remained virtually unknown in South Africa in accordance with its wishes. Only very recently, in 1993, a book was published which describes in details its history up to 1930.¹³⁾ Its further story has still to be written.

Homages

The NZASM was never popular during its active life, the war time included. None of the numerous publications by non-Dutch on the war in 1899-1902 refers to anything other than its ambulance trains services. Official and public appreciation was shown in 1936 when a group of ex-NZASM employees unveiled a very simple monument at Waterval Boven. Its centenary in 1987 ushered in a series of celebrations, in 1987 at Johannesburg and Pretoria, in 1990 at Germiston, in 1992 at Vereeniging and in 1995, the centenary of the Eastern line and of the South Eastern line, again in Johannesburg and

Pretoria, as well as Maputo, once named Lourenço Marques. For the NZASM the optimistic saying applies: In history nothing goes lost.¹⁴⁾

References

- 1) The quest for a route to the sea and a non-British seaport has been extensively described up to 1877 by D.W. Kruger, "Die weg na die see of die oopkus in die Boerebeleid voor 1877, met besondere verwysing na die verhouding tot die Portugese", in "Archive Year Book", vol. 1, no. 1 Government Printer, Pretoria, 1938, p.311-392 (The road to the sea or the east coast in Boer policy before 1877, with special reference to relations with the Portuguese).
- 2) B.J. Liebenberg, "Nederland en die Voortrekkers in Natal, Mededelings van die Universiteit van Suid-Afrika", no. C 51, Pretoria 1964, 60 pp.
- 3) Article on G.G. Ohrig in "Dictionary of South African Biography", vol 1, Human Sciences Research Council, Pretoria 1968, p.638-639.
- 4) Article on J.A. Smellekamp in "Dictionary of south African Biography", vol. 1, HSRC, Pretoria 1968, p.759-760.
- 5) Baring Bros. survived their financial crisis in 1890 thanks to the help of the central bank, the Bank of England, (see P.J. van Winter, "Onder Krugers Hollanders", vol. 2, Amsterdam, 1938, p.), their financial crisis in 1995 thanks to the take-over by a Dutch financial group IMG, which forestalled the largest Dutch bank, ABN-AMRO.
- 6) R.C. de Jong, G.M. van de Waal and D.H. Heydenrych, "NZASM 100", Chris van Rensburg Publications, Pretoria 1989, p.116.
- 7) In 1895 three publications appeared to celebrate the opening of the Eastern line; the first one was the book issued by the NZASM which had a good feeling for public relations, furthered by the press campaign against this company; the title is "Gedenkboek uitgegeven ter gelegenheid der feestelijke opening van den Delagoabaai-spoorweg 1895", J.H. de Bussy, Amsterdam 1895. The other two are: F.V. Engelenburg, "De Delagoabaai Spoorweg, Een terugblik", - published by "De Volksstem", Pretoria 1895, reprinted in 1987 with a foreword by C. de Jong; this paper also appeared in the Dutch journal "De Gids", nr. 59, 4th series, vol. 13, vol. 1, p.44-71 Amsterdam 1895; Leo Weinthal, "The Press - De Pers Gedenkboek uitgegeven ter gelegenheid der feestelijke opening van den Delagoabaai - Pretoria Spoorweg, Juli 1895", Pretoria, 1895, reprinted in 1995

- with a foreword by C. de Jong, Pretoria, 10 + 110 pp.
- 8) R.C. de Jong, a.o., "NZASM 100", loc. cit. p. 183.
 - 9) R.C. de Jong, "Die lewensomstandighede en kulturele bydrae van die Nederlandse NZASM-werknemers, 1887-1909", doctoral thesis University of Pretoria, November 1989, 276 pp.
 - 10) The history of the NZASM and of contemporaneous immigration of Dutchmen into Transvaal has been described in details by P.J. van Winter, "Onder Krugers Hollanders", 2 volumes, J.H. de Bussy, Amsterdam 1937-38.
 - 11) A contemporaneous report on the war activities of the NZASM up to April 1900 was published in the Netherlands by a NZASM head engineer, Th. Steinmetz; a translation in Afrikaans was published by C. de Jong in "Pretoriana" no. 99, August 1991, pp.12-30.
 - 12) Anonymous, "In memoriam NZASM", J.H. de Bussy, Amsterdam 1910, 177 + 50 pp.
 - 13) B.J.H. de Graaff, "De muythe van de stamverwantschap, Nederland en de Afrikaners, 1902-1930", published by Suid-Afrikaanse Instituut, Amsterdam 1993, 406 pp.; it is a doctoral thesis, submitted in the Vrije Universiteit at Amsterdam, promotor G.J. Schutte.
 - 14) Articles on the NZASM by Dr. J. Ploeger, Dr. Kenneth Wilburn, Dr. R.C. de Jong and Dr. C. de Jong appeared in the following numbers of "Pretoriana": 90, November 1986 - 91, April 1987 - 92, November 1987 - 93, April 1988 - 94, November 1988 - 95, April 1989 - 96, November 1989 - 97, November 1990 - 99, August 1991 - 100, April 1992 - 104, March 1994.

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**ALPHABETICAL REGISTER ON "PRETORIANA" AND
"NEWSLETTER" ON SALE**

Mr T.E. Andrews, a member of the committee of our Society and editor of the monthly "Newsletter", has composed an Index and Alphabetical Register on issues nos. 74 to 100 of "Pretoriana" and on the issues numbers 31-65, 66-92 and 93-115 respectively of the "Newsletter". He has done a time-consuming and very deserving work. Fifty copies of his Index have been photostated and bound in a paper cover. It is an extensive book of 168 pages, size A4. It is on sale at only R15,00 plus R3,00 postage. The book was financed by a special grant of one of the sponsors of our Society. It is to be ordered from the Secretary of our Society, P.O. Box 4063, Pretoria 0001.

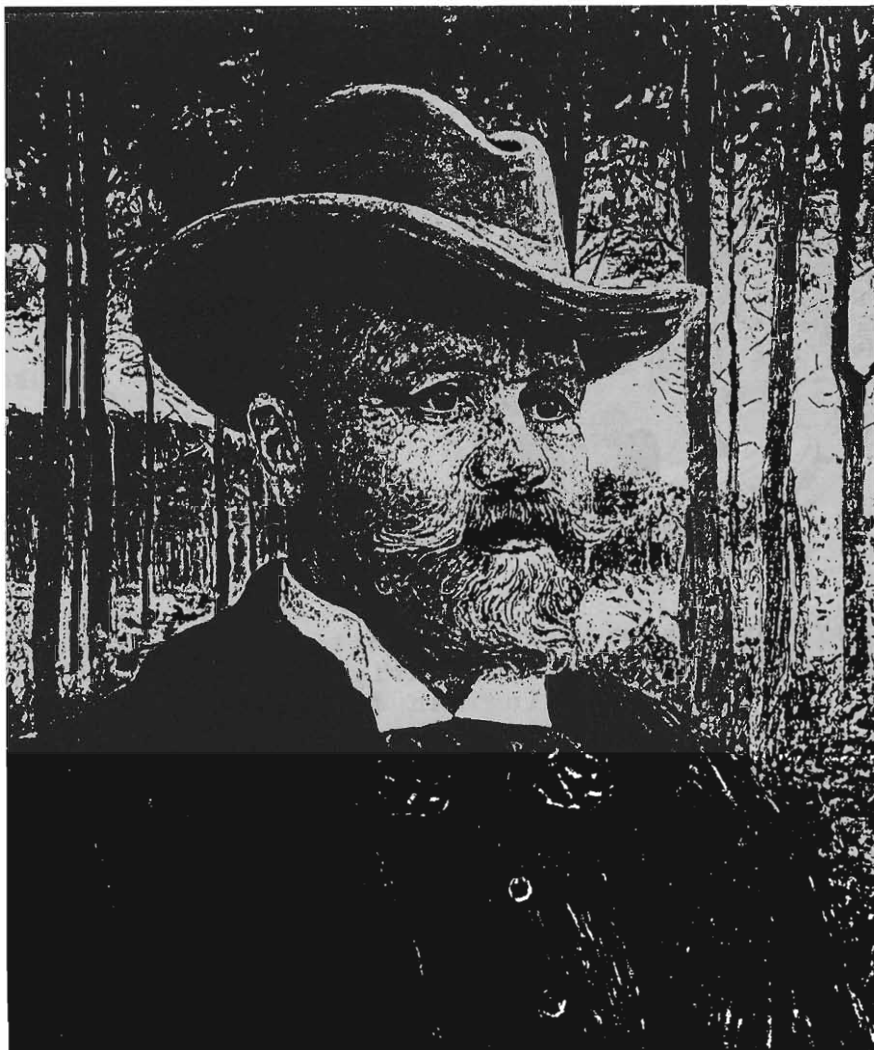
The Editor



Voorsy van die silwergedenkmunt in 1995 uitgegee deur die Staatsmuntinrigting te Pretoria by die herdenking van die opening van die Oosterlyn in 1895. Die waarde is nominaal een Rand, maar die munt is nie in omloop nie. Die beeldenaar toon 'n NZASM-lokomotief wat uit 'n tunnel (Waterval Boven) kom en oor 'n boogbrug (eweneens by Waterval Boven) stoom. Op die voorgrond is die tandradspoor na die tunnel.

Keersy van die gedenkmunt in 1995 uitgegee by die herdenking van die opening van die Oosterlyn in 1895. Die keersy toon 'n koningsprotea.





Olieverfportret van Ir. Jacob Adriaan Van Kretschmar van Veen, geskilder deur Jan Veth, afmetings 49 x 63 cm. J.A. van K. van Veen, 1857-1931, was onder andere besturende direkteur van die NZASM en bekwame opvolger van Ir. G.A.A. Middelberg in die funksie in Transvaal 1899-1900. Hy het die NZASM volledig in diens van die oorlogvoering deur die republieke gestel. Daarom het die Britse bezetter van Transvaal in Augustus 1900 die eiendomme van die NZASM in beslag geneem en Van Veen en die orige NZASM-personeel uit Zuid-Afrika verban. Die portret is in familiebesit. 'n Kopie is in die Nederlandse Spoorwegmuseum te Utrecht. Foto van Mev. M.A. Asselbergh te Utrecht.

DIE SKERMVERENIGING "DE VRIJE WAPENBROEDERS"

deur Kol. dr. Jan Ploeger

Hierdie Pretoriase vereniging, waarvan die meeste werkende en kunsliewende lede Nederlandse immigrante was, het - volgens 'n mededeling op die vaandel - op 5.2.1898 tot stand gekom. Tot die uitbreek van die vyandelikhede in 1899 het die V.W. 'n bloeiende tydperk in sy bestaan belewe.

Die oorlog het o.m. meegebring dat die lid W. van Wermeskerken met sy ouers in die burgerkamp by Howick beland het, terwyl die meeste ander lede in krygsgevangenskap geraak het. Onder hulle was die latere dr. J.A. Valks, wat sy vryheid na die slag van Elandslaagte tydelik verloor het.

In sy oorlogsdagboek, wat in 1950 onder die titel "Boere op St. Helena" (Kaapstad, verwerk deur prof. P.J. Nienaber) die lig gesien het, het H. de Graaf o.m. aangeteken dat "De Vrije Wapenbroeders" onder die krygsgevangenes as "De Wapenbroeders Schermvereniging" herlewe het. Die stigtingsdatum was 21.8.1901 en o.m. is die name De Haas, Valks, Hoogland en Saris (moet wees: Schallies) genoem. Weens 'n tekort aan skermbenodigdhede kon die vereniging nie meer as 35 lede tel nie. Die bestuur het uit J.H. van Zuylen (voorsitter), W.C. van Gheel (sekretaris), J.A. Schallies (penningmeester), H.A. de Haas (instrukteur), J.A. Schallies en S. Hoogland bestaan (pp.189-190).

Teen die einde van 1902 het "De Vrije Wapenbroeders", met W. van Wermeskerken as sekretaris, herry's en vermoedelik is vroeg in 1903 met oefeninge onder leiding van J.A. Valks begin. Volgens Van Wermeskerken was die tydperk tot 1910-1911 'n periode van bloei. Aan dié tydperk herinner name soos dié van Valks (voorsitter), Van Wermeskerken en Herman A. de Haas ('n swaer van N. van Malsen, voorsitter van die Pretoria Gymnastiek Vereeniging (PGV)).

Later was lede van die "V.W." die grootste ondersteuners van die Zuid-Afrikaanse Scherm Bond, ook bekend as die South African Fencing Association.

Tewens het daar 'n goeie gees van samewerking tussen die lede van die PGV en die VW bestaan. Volgens mnr. Van Wermeskerken is die laaste uitvoering van die VW in 1910 gehou, terwyl die eerste na-oorlogse uitvoering van 1905 dateer. By albei geleenthede is foto's geneem.

Op die foto van 1905, wat voor, die Oost Eind School geneem is, kom die volgende kunsliewende of werkende lede voor: W.P. Gate (Engelsman), E. van Wermeskerken (kunsliewende lid), J. Barendrecht (konsul-generaal van Nederland, ere-voorsitter), Cornelis de Roy (kunsliewende lid - een van die oprigters), Connie A.L. Wabeke, Jan Mokken, J.A. Valks (instrukteur), G en ? Sachse, Willem van Wermeskerken (sekretaris), Roelof Schallies, Herman de Haas en Henk Bakker.

Van Mokken is die volgende gedig in verband met "De Vrije Wapenbroeders" afkomstig:

1. Vrije Wapenbroeders zijn
 Flink van lijf, vlug van lēen
 Op 't appèl bij 't eerste sein

Blijft er achter niet een.
 Wij hanteeren het geweer
 Sabel, degen, stok, met eer,
 Oefnend ons steeds meer en meer.

Refrein: Wij zijn vroolijke kornuiten maken pret. Ha, ha!
 Waar de V.W. zich bevindt is dit wet. O, Ja!
 "Leve de Vrije Wapenbroeders!"
 Hiep, hiep, hiep! Hiep, hiep, hiep! Hoera!

2. Flink marcheeren w'in den pas
 Schrijden voort, zij aan zij;
 Onze uniform jas
 Staat zoo kranig daarbij
 Met het vaandel¹⁾ in het front
 Vormen wij een sterken bond,
 Steunend op een hechten grond.

Refrein:

3. Daarom sluit U bij ons aan,
 Neem de wapens ter hand;
 Laat voor 't schermen alles staan;
 Vorm met ons een' Broederband,
 Die van God de glorie wacht.
 Eert het Wapen, niet de kracht,
 Meesters steeds Eerbied'gend acht.

Refrein.

Verwysing

- 1) Deur bemiddeling van dr. J.A. Valks is die vaandel (met medaljes) van die V.W. tydens die Tweede Wêreldoorlog vir veilige bewaring na die Nederlands Cultuurhistorisch Instituut, Universiteit van Pretoria, oorgebring.

-o-

ALFABETIESE REGISTER OP "PRETORIANA" EN
 DIE "NUUSBRIEF" TE KOOP

Mr. T.E. Andrews, bestuurslid van ons Vereniging en redakteur van die maandelikse "Nuusbrief", het 'n Indeks en Alfabetiese Register op die uitgawes nos. 74 tot en met 100 van "Pretoriana" en op die uitgawes nos. 31-65, 66-92 en 93-115 onderskeidelik van die "Nuusbrief" saamgestel. Hy het daarmee 'n veel tydeisende en verdienstelike werk verrig. Van hierdie Indeks is 50 eksemplare gefotokopieer en in 'n slap band ingebind. Dit is 'n lywige boek met A4 formaat en 168 bladsye. Dit is verkrygbaar vir slegs R15,00 plus R3,00 posgeld. Die boek is gefinansier met 'n besondere skenking van 'n begunstiger van ons Vereniging. Dit is te bestel by die Sekretaris van ons Vereniging, Posbus 4063, Pretoria, 0001.

Die redakteur



Sewe lede van die Pretoriase skermvereniging "De Vrije Wapenbroeders", gestig in 1898, met hul verenigingsvaandel. Helaas is op die oorspronklike foto die lede se name en die datum nie vermeld nie. Op die foto van die lede in 1905 gemaak en deur Dr. Ploeger vermeld, staan naamlik 13 persone, dus dit is 'n ander foto.

BOEKAANKONDIGING: TUSSEN MUSIEKNOTE EN FOSSIELE

Anna Bender, "Note van herinnering", eie uitgawe, Johannesburg 1995, 292 pp., prys R49,50

deur C. de Jong

Daar is verskeie Suid-Afrikaanse dames wat sterre is op kultuurterreine. Anna Bender vermeld van hulle in haar boek: Anna Neethling Pohl op toneelgebied, Cecile de Ridder vir volksdanse en Mimi Coertze en Nellie du Toit as sangeresse.

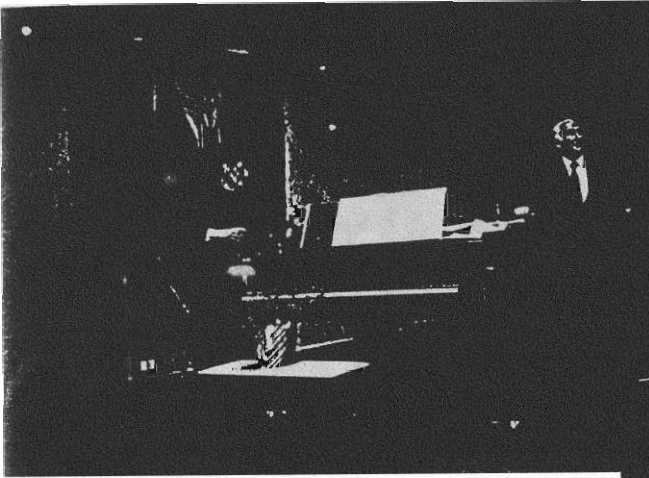


Foto links: Mevrou Anna Bender en Dr. A. Jooste, oudvoorsitter G.O.P., na die musiekuitvoering in Pretoriase Kunsmuseum op 22 Oktober 1994

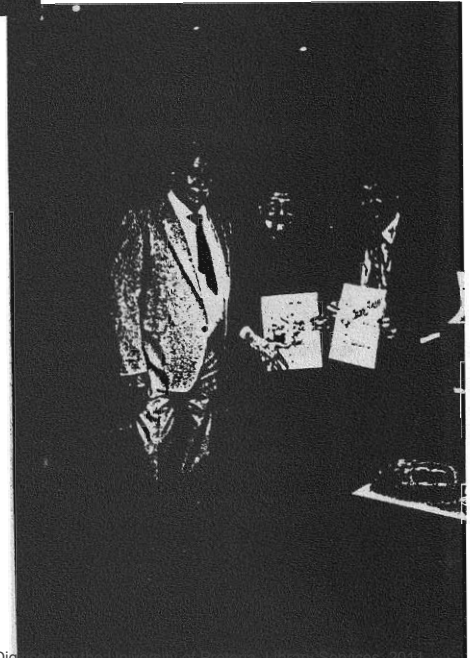


Foto regs:
Van links na regs: bassanger Louis Baumgarten, Mevrou Anna Bender, klavier, en Mnr. W. du Plessis, bestuurslid G.O.P., na die musiekuitvoering in Pretoriase Kunsmuseum op 22 Oktober 1994

Anna Bender self het uitgeblink as bewaarder van ou musiek en liedere in Suid-Afrika. Sy het in 1995 haar outobiografie gepubliseer. Dit word hier bespreek. Ons lees daarin dat sy gebore is te Amsterdam in Oos-Transvaal as dogter van 'n polisie-offisier en 'n musikale moeder. Die gesin het spoedig na Pretoria verhuis. Sy het daar die Hoër Meisieskool in 1932-36, die Normaalkollege en die Universiteit van Pretoria besoek en bykomende lesse in klavierspel ontvang, onder andere van Isador Epstein in Johannesburg.

Na 9 jaar as musiekonderwyseres in middelbare skole te Pretoria en 'n vakansiereis na Europa word sy talentvolle begeleidster op die klavier van orkeste en soloïste by die Suid-Afrikaanse Uitsaaikorporasie in Johannesburg van 1949 tot 69. In die volgende vyf jaar was sy musiekkonsultante van klavierfirma's en redaktrise van die musiektydskrif "OPUS". Daarna word sy lektrise en seniorlektrise vir liedkunde by die Operaskool in die Technikon te Pretoria. Sy doseer tot haar pensioenering.

'n Lang stoet van Suid-Afrikaanse en buitelandse musici en sangers wat sy begelei het, trek deur haar boek. Dit is 'n waardevolle kroniek van musikale gebeurtenisse in Transvaal in 1930-90. Onder hulle is internasionale beroemdhedes soos Malcolm Sargent, Gaspar Casado en Igor Strawinski, ook Nederlanders, naamlik die musiekdosente in Pretoria Willem Geerke, Halbe Wissema, prof Gerrit Bon en Willem van Warmelo, en die sangers Laurens Bogtman en Hermann Schey. Voorts kry die Vlaamse letterkundige prof. Marcel Breyne en die Russiese sanger en kunsskilder Victor Ivanoff haar besondere aandag.

Sy is getroud met die paleontoloog Dr. A. Smuts Brink. Hulle het twee musikale dogters, beide harpspeelsters, gekry. Weens Anna se belangstelling vir begraaftplase as geskiedenisboek - wat ek deel - het haar eggenoot opgemerk: Anna, kan jy die dooies nooit met rus laat nie? Maar sy merk op dat hyself altyd besig was met dooie diere.

Sy vertel uitvoerig oor die reis van haar en haar eggenoot as ontvanger van 'n Carnegiebeurs in 1955 deur die VSA tussen New York en San Francisco in die winter vol sneeu en ys, en oor haar toer met 'n orkes van 7 musici deur heel Suidwes-Afrika. Dit was groot belewenisse weens die avontuur, die grootse Natuur en die mense.

Anna Bender het besondere verdienste verwerf deur haar versamel van ou melodieë en liedertekste in Suid-Afrika en daarvoor onderskeidings ontvang. Sy het veel goed teen vergeetheid behoed en verskeie uitvoerings van die ou musiek gegee. Ek het die genoeë gehad om van haar uitvoerings te Pretoria in 1980, 1994 en 1995 by te woon. Verdienstelik is die indeks met alfabetiese lys van persoonsname in haar boek.

Sy het 'n besonder vlot, onderhoudende en humorvolle outobiografie geskryf. Die boek kan by haar bestel word op telefoon nommer 011-646-4952 in Johannesburg.

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