

Treasure

July - December 2018

Talk SA

boer war
roman
cricket

FAMILY
FUN



2018 Annual Hunts - Finds

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July



About the Editors



roman



Tanya Vosloo

I am an attorney and VW bus lover. I enjoy the rush of every beep under my coil and I am forever dreaming of my next big find. I am in inland relic hunter and I currently use a Minelab Xterra 705. My interest in metal detecting started after I watched a series on TV called 'Mud Men'. It is one thing finding something but the real excitement for me is unearthing the history behind the 'thing'.

Lana Pienaar

I am a principal at a very large NP0 pre-primary school (350 learners and 35 employees).

I started the hobby after my husband bought himself a detector and I will take his and walk off with it. He bought me a detector of my own in 2015. I love the ABW relics and the history around the woman and children in concentration camps. I did 3 Annual hunts so far and was the first lady ever attending!

I just love it !!!

2018 Annual Hunts - Finds

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Cricket South Africa

E A R L Y C R I C K E T D A Y S I N S A

GENTLEMEN'S SPORT



Found by Nantes Nortje

It is believed that cricket was introduced to South Africa by Craig's occupying force. A similar scenario had arisen throughout the British Empire. English soldiers and sailors were the pioneers of the game in numerous foreign lands. One of Craig's officers was Charles Anguish (sometimes known as Charles Clarke) who had been a member of the White Conduit Club and was an early member of Marylebone Cricket Club (MCC). Anguish had played in 32 first-class matches between 1788 and 1795 when he departed for the Cape. He died

there, by committing suicide, in May 1797.

It is generally supposed that

re-occupation. A newspaper called *The Cape Town*

Gazette and African Advertiser carried notice that:

A grand match at cricket will be played for 1,000 dollars a side on Tuesday, January 5, 1808 between the officers of the artillery mess, having Colonel Austen of the 60th Regiment, and the officers of the Colony, with General Clavering. The wickets are to be pitched at 10 o'clock.



The South African Team who lost the first Test match in 1889. Back: A R Innes, A B Tancred, C E Finlason, C H Vincent, F W Smith.

Anguish organised matches in the colony but the earliest definite reference to cricket there is dated 1808, two years after the



Found by Darren Epstein

The venue for the 1808 match is unknown but there was another military match at Green Point in 1810 between the Ordnance and the 87th Regiment. There is a Green Point club, formed in the 1890s, but it is not certain if it is

based at the same venue. If so, then it is the oldest known venue in South Africa.

This article describes the history of South African cricket from its known beginnings until the end of the First World War in 1918.

Test and first-class cricket were both introduced retrospectively to South Africa in the 1888–89 season by the elevation in status of two matches played by an English touring team against a South African national team.

HISTORY OF SA CRICKET

EASTERN PROVINCE, TRANSVAAL, ETC.

At the same time, the Currie Cup was donated by Sir Donald Currie for the domestic championship and this was first contested in the 1889-90 season. Playing standards rose and a number of provincial teams were able to challenge for the championship, including Eastern Province,

Griqualand West, Natal, Transvaal and Western Province. South Africa became increasingly involved in international cricket and the national team undertook six overseas tours (five to England and one to Australia) before 1914. Eight teams, seven English and one Aus-

tralian, toured South Africa during the period. Long before apartheid, cricket was considered "a white man's pastime" in South Africa but there is evidence of it being played by Bantus and Hottentots in 1854. Nevertheless, the surviving records are essentially about games played by whites only only.



Cricket Buckle found by Pieter van der Westhuizen Eastern Transvaal 2018

H. Rider Haggard suggested that it became "an obsession" in the white military community and complained about officers insisting on taking cricket gear with them on the ill-fated Isandlwana mission in 1879.

19TH CENTURY CRICKET

By the middle of the 19th century, cricket had become well-established in Cape Town, Port Elizabeth and Pietermaritzburg. The first club known to have been formally constituted was in 1843 at Port Elizabeth, which then had a

population of 3,000. The club was allocated some land just outside the town which it still uses as St George's Park. A club was founded in Cape Town in 1844 and in Pietermaritzburg by 1848. The military continued to be cricket's

pioneer and staged a match at Bloemfontein, then only a small village, in 1850. There was a match in 1852 between clubs from Pietermaritzburg and Durban.

MOST IMPORTANT MATCH

Cape Colony schools had adopted the game by the 1850s. Its growth in the hinterland was gradual and depended on settlers moving north from the Cape. A match was recorded in the Transvaal in 1861. In 1862, an annual fixture called "Mother Country v Colonial Born" was staged

for the first time in Cape Town and became the most important match of the Cape season for many years. The game's popularity in Cape Town led to the foundation of Western Province Cricket Club in October 1864. In 1876, Port Elizabeth presented the "Champion Bat" for

competition between South African towns; initially Cape Town, Grahamstown, Kingwilliamstown and Port Elizabeth itself. This competition was played sporadically until 1890 when, with provincial teams now involved, it was superseded by the Currie Cup.



The Sporting Times mock-obituary that gave birth to the Ashes

CRICKET

Two major venues opened in 1888: Newlands in Cape Town and the Old Wanderers in Johannesburg. At the end of the year, an English team arrived for the first overseas tour of South Africa. Known at the time as R. G. Warton's XI after its manager, the team played odds matches against several provincial and town teams. Then, in March 1889, it played two eleven-a-side matches



Cricket buckle found by David & Lana Pienaar—Eastern Transvaal, Free State

against a Newlands Warton's XI, captained by the future Hollywood actor C. Aubrey Smith, won both games comfortably; the first was at Cape Town, Lancashire spinner Johnny Briggs had match figures of 15 for 28. St George's Park, the second at

Retrospectively, these two matches were assigned first-class status, although the South African team was very weak and Warton's XI included some players who never otherwise played any first-class cricket. Then, after the concept of Test cricket had been established in the 1890s, it was officially decided in 1897

that the matches should be called South Africa *versus* England and so allocated Test status too.¹⁹ First-class cricket was itself officially defined by MCC and the leading English counties in December 1894. The first match at Port Elizabeth is, therefore, both the inaugural Test played by South Africa and the inaugu-

ral first-class match played in South Africa. The tour was successful, although it did not achieve a financial profit, in that it introduced South Africa to international cricket and provided the domestic game with a huge stimulus.



This was underwritten by tour sponsor Sir Donald

Currie, founder of the Castle Shipping Line, who donated a trophy for the domestic champions. This was the Currie Cup, first awarded in 1889 to Kimberley.

PORT ELIZABETH

Domestic first-class cricket began in December 1889 when Port Elizabeth Cricket Club hosted Natal at St George's Park, the visitors winning a low-scoring match by two wickets. Natal featured in all of the first five matches, which were played

between 27 December and 9 January. Their team, on tour, went from Port Elizabeth to Kimberley where they played two matches against Kimberley at the Eclectics ground in Kimberley, the home team winning both. Natal then played two matches at Newlands

against Western Province (won by one wicket) and Cape Town Clubs (lost by three wickets).



Cricket buckle found by Pieter van der Westhuizen—Eastern Transvaal

CRICKET



Found by Christiaan David Vdm Cardoso
Limpopo

No domestic matches took place in 1891–92, when England was on tour. In 1892–93, Western Province won the Currie Cup after defeating both their rivals Transvaal by 91 runs and Griqualand West by 109 runs. In the other match, Transvaal beat Griqualand West by 8 wickets.

From then on, although it was not contested every season, the Currie Cup was the established national championship. First-class cricket in South Africa was suspended during the Boer War from 1899 to 1902.

In 1903–04 the Currie Cup had a change in format from a qualifying round-robin followed by a final, for which the holders had already qualified, to a knock-out competition. This allowed for the competition to be held in more than one province. In 1904–05, the competition was expanded to allow for the inclusion of Rhodesia.

First-class cricket was suspended during the First World War from 1914 to 1919. Competition began again in the 1919–20 season.

DOMESTIC CRICKET

Four first-class matches were played in the 1890–91 season. The first three were a round-robin between Eastern Province, Western Province and Griqualand West in the Champion Bat Tournament. Western Province were the winners after defeating both their rivals.^[10] It was the last Champion Bat Tournament as it was superseded by the Currie Cup thereafter. The fourth match was for the Currie Cup, still on a challenge footing. Former holders Kimberley challenged

Transvaal and the match was played in April 1891 at the Old Wanderers in Johannesburg. It was into its seventh day before Kimberley won by 58 runs to reclaim the trophy.^[11] This was the last Currie Cup challenge match as the competition went national when next contested in the 1892–93 season.



Found by Charles Pippis

Lana Pienaar

Amateur Treasure Hunter Metal-Detecting On A Farm Makes The Discovery Of A Lifetime

Every so often you hear about a lucky person discovering a rare artifact that makes them instantly rich. Sure, it may seem like the plot of a fairy tale, but these things can—and do—happen. Just take what happened to one man from Bridport, England. Mike Smale had been exploring some farmland with his friends from the Southern Detectorists Club when he stumbled upon something completely unexpected. His discovery was so unusual—and ancient—that it stopped the men dead in their tracks... and made them instant millionaires.

Mike Smale, a 35-year-old man from Bridport, England, was using a metal detector on some farmland with his friends from the Southern Detectorists Club. They were hoping to find some unexpected treasure, whatever it may be.



Mike was an amateur historian and fisherman, and he'd been walking through the farmer's field with his detector in hand when he heard a beep. Right away, he and his friends began digging, even though they weren't exactly sure what they'd found.



They had to comb through plenty of rocks and pieces of debris until they finally saw what set off Mike's metal detector. That was when they quickly realized it was the discovery of a lifetime...



Just a few feet underneath the dirt was a collection of rare 2,000-year-old silver Roman coins! They'd stumbled across an incredible piece of history, and it was a discovery none of them saw coming.



Thankfully, Mike and his friends had an audience to hear their good news. The farmland where they found the trove of coins was located near Devon, and it occurred during the Southern Detectorists' annual meeting—during which 300 people were in attendance! Needless to say, everyone was stunned at Mike's find.

It was a wild experience for everyone there. Discoveries as big as Mike's rarely happened in Bridport. Occasionally, people would come across something unique, but rarely were these items ever worth a ton of money.



So, how many coins did he find? Well, there were six hundred 2,000-year-old silver Roman coins in total! Some of them were said to have been minted while Mark Antony was allied with Cleopatra...

“Republican coins and those of Antony were issued before the Roman invasion of Britain in AD 43, and would have drifted over in the pockets of Roman soldiers and citizens alike,” said coin expert Dominic Chorney. So, how much





Experts weighed in on Mike's discovery and offered some very promising news. His haul could've been worth roughly \$267,000! And to think it was all just sitting underneath an unassuming patch of farmland...



Furthermore, experts estimated that a single Roman coin was likely worth about \$12,000. Some of the coins were issued by emperors who ruled during the first century AD!



"I had a good idea about what it was—I had already found one or two Roman denarii that morning," Mike explained to reporters about his discovery. "It's a great find, my biggest one, but I shan't be giving it up. ."



Now, Mike's team is working to figure out just how the coins ended up in the farmer's field to begin with. They assumed they must have been stored in a large pot that was struck by a plow and spread around like seeds...



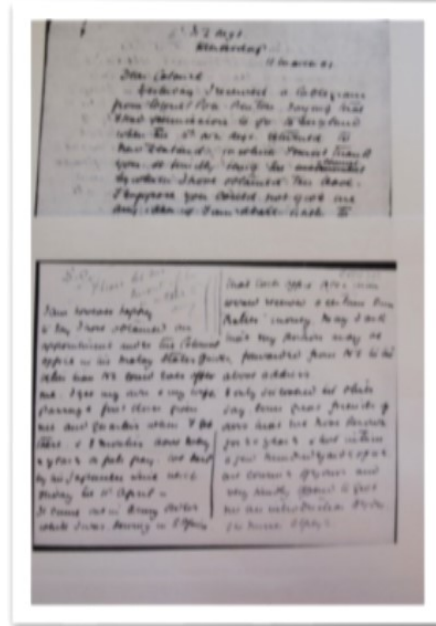
The chances of the coins all being found within a relatively small area would have been very slim if a plow had run over them again and again. Luckily, they were within close proximity of each other.



Because the coins were found on the farmer's land, Mike said that he planned to split the earnings with farmer—and, of course, his friends from the Southern Detectorists Club who were there that day.

Major A. R. J. Dewar

Info on your Boer War Site ?



Arthur Robert Johnstone Dewar was born in Karachi, India in October 1869 and, as cited above, enlisted in the ranks of the Gordon Highlanders in 1889 after failing his officer's entrance examination. He did not, however, witness any active service, prior to leaving the Army in 1893 and making his way to Rhodesia. Enlisting in 'B' Troop of the Mashonaland Mounted Police, he gained advancement to Corporal and participated in the famous Jameson Raid in 1895-96 - captured by the Boers at Doornkop, he was among those repatriated to England in the *Harlech Castle* in January of the latter year.

He next made his way to New Zealand, where he settled in Wanganui and, in May 1897, enlisted in the New Zealand Defence Force. He subsequently attested for the 5th N.Z. Contingent for service in South Africa and, having been quickly commissioned as Lieutenant, was embarked in the S.S. *Waimate* in March 1900. He was present in the operations in Rhodesia and the Transvaal, including the actions at Malmani on 18 August 1900 and at Kaffir Kraal on 24 October 1900, and was appointed Adjutant of the 5th New Zealand Mounted Rifles (Imperial Bushmen) at the end of the same year. Having then seen further action in Orange Free State and Cape Colony, he was embarked for England, where he received his Queen's South Africa Medal from King Edward VII at a special ceremony held at Marlborough House in July 1901.

Dewar next set sail for the Far East, where he was appointed a Local Lieutenant in the Malay States Guides in April 1902. Later in the same year, he became Adjutant of the Selangor Volunteers and, in May 1903, a Superintendent of Prisons. In August of the same year, he was appointed Lieutenant in the 5th Battalion, Royal Warwickshire Regiment, seconded to the Malay Guides, in which capacity he gained advancement to Captain in May 1906. Having about this time moved to Singapore to take up appointment as a Superintendent of Police, he held the same rank successively in Penang (March, 1910), and Malacca (August, 1911), prior to being appointed Second Superintendent of Police in Singapore in July 1912. During the Great War, he faced many challenges, among them the mutiny of February 1915, when he was serving as Major and Commandant of the Sikh Police. In 1916, he became Superintendent of Police in Penang and his final appointment appears to have been his term in office as Major and Commandant of Police at Labuan in the Malay Straits in the mid-1920s

Lukas van der Merwe



“Whatever I do get I’m going to split with the guys I went up there with,” Mike said in an interview afterwards. The Southern Detectorists always dispersed the money they received from their findings fairly.

The group frequently traveled to locations far away if they had an inkling there was treasure. Sometimes, they’d come up empty-handed, but often, they would discover something that made their trip worthwhile.



Mike wasn’t the first of the Southern Detectorists to find something incredible. In 2014, a detectorist named Derek McLennan came across the largest hoard of Viking treasure ever found in Scotland.



Then, in 2016, a bricklayer named Jason Baker came across another incredible treasure; it was 2,000-year-old lead bar used by the Romans. Even though his find wasn't as lucrative as Mike's, it was still worth \$74,000!



As for the rare 2,000-year-old Roman coins themselves? They were going to be delivered to the local authority to determine their final value. They would then be sold to a museum for display or research.



M

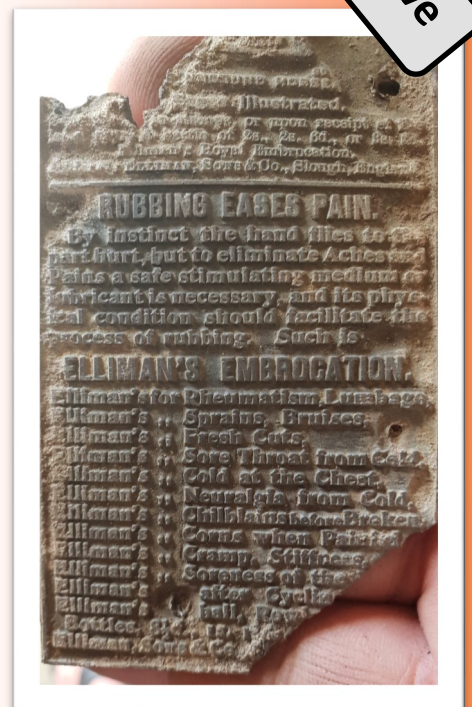
ike sure made off like a bandit with his incredibly rare find! These are the kinds of discoveries that keep the Southern Detectorists excited about their work. As long as there's unexplored land, there are more incredible riches to uncover!



Most days spent metal-detecting are fruitless, but all it takes is one lucky find and you'll be set for a while—just like Mike!

Lukas van der Merwe

Found this Printers Plate !



NEWBIES—DAVID ERLANK

BOMB TIMER—1942

Bomb Timer found mostly above ground hidden amongst rocks in Dullstroom. Dates back to WW2, 1942.

Proper description: Ordinance - Fuze No 221 with timer for a 25 lb artillery round

Was exhilarating when I picked it up, my blood had not coursed through my veins like that for many years!! I was astounded as were my detecting mates!



Recognize
Retreat
Report

Lana Pienaar

**Facebook
Find of the
Month 2018**

Kobus Nel—MARTINGALE
FOUND WITH F5 De Aar



Andry du Prees—1900
Pocket watch



David Eden—Ladies Brooch/Buckle found in
British Camp ABW



Hennie Kruger
Hoof Pick . Found at Kaapsehoop where the
"Steinaecker's Horse Camp " has been



Jaco van Tonder—1935 King George V
Queen Mary Medal. Teknetic Pro 11'DD



Fred De Jager
I found this wine barrel tap on a British camp site (Anglo Boer War 1896-1902)



*Oranje Vrijstaat Staats Spoorwegen (OVSS) knoop. (25,2 mm deursnee)
OVSS is gestig in Sept 1892 deur die Oranje Vrijstaat Re-
gering onder leiding van president Steyn. Found by Steve
Brooks*



Hennie Kruger
Padlock . Found at Kaapsehoop
on 2nd Boer War site at Stein-
aecker's Horse Fortification
and surroundings .



David Robin
In another desperate at-
tempt to win a new cap, I
submit this find from the
western Cape annual hunt in
Clanwilliam. I wish I could
give you more info on it
other than it's likely copper
so isn't what it looks like. A
revolver's hammer.

The Karoo Annual Hunt 8th August to the 12th August 2018

GOOD FRIEND, GOOD FOOD

It was with sadness in my heart that this weekend hunting at Noupoort came to an end so soon.

Sunday evening the 12th of August when I was



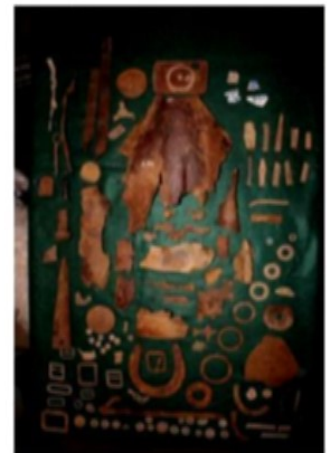
back home, I already started to miss the delicious food that Tjaart van der Walt prepared for us all every day.

He sure is an excellent

Chef and he went the extra mile to feed us all.

Hunting for relic's is only part of the fun, this whole hunting issue for

lost relic's and winning prizes is not important, I believe it is more important to meet and make new friends, male and female and enjoy this hobby that we all enjoy.



Finds on the 2018 Karoo Annual Hunt organized by Simon Morris

WELCOMING AND HOSPITALITY

After a two and a half hour drive from Queens-town here in The Eastern Cape along some fantastic roads and views, I eventually arrived at The Dairy B & B which is about 2km from Noupoort on a good gravel road contact details are 079 526 3913. Steve Brooks and Tjaart van der Walt had already arrived

before me and had made



things comfortable for my arrival.

They showed me my room that I was sharing with a good friend Jono Rudolph and then Johan van Rensburg also arrived, we then ventured out for a short hunt and to stretch our legs before the evening

I believe it is more important to meet and make new friends—Simon Morris

BRAVE MEN COLD WEATHER

Wednesday evening we had a 'braai' and then soon settled in for the night as it was alarming cold outside. Early Thursday morning after breakfast and removing the ice from our vehicles wind-screens we were soon on our way to the hunting fields, various relics were

found and a fine interesting day was had by all. Once again I must just share with you all that Tjaart went the extra mile and made us hot meat patty hamburgers out in the field, he had his Landrover trailer which he towed behind his Toyota 4x4 vehicle that is fully

kitted out as a kitchen and even a place to sleep in for one person.



Lana Pienaar

MOUNTAIN VIEWS

Thursday evening we all enjoyed a braai and William braaied the meat for us in the cold windy weather. He sure knows how to braai meat, it was delicious and then Tjaart brought out *this huge yellow dish of potato salad that we all enjoyed.*

Friday morning up early, once we had eaten breakfast, consisting of bacon, scrambled egg,

cereal, yogurt and bread, we ventured out in a different direction and hunted all day long. The Karoo views of the rolling fields, mountain's, were very beautiful, 100% better than having to work or sit in front of a computer or TV at home.



-6 DEGREES AND STEEP HILLS

Friday evening once again we all enjoyed a braai and fellowship and then Saturday morning it was minus 6 degrees and very cold, we ventured out to a wonderful place for the day to hunt, but this time round we had to climb this steep hill which was very demanding on my old body and in fact I was abusing this body of

mine climbing to the top. It must have been tough for the British and The Boers getting cannon's to the top of these hills by using man power only.

Walking through the veld swinging a lance in front of you from side to side and then trying to dig a small hole in the ground to look for some rotting rusty piece of metal

surely is only for people that claim to be mad in their heads, what a way to spend a few days on holiday when a person should be resting. For other people that think digging a few holes in the ground is easy, try digging in hard ground and tell us how you feel after digging a hundred holes and walking about thirty kilometres a day looking for rusty pieces of metal.

'This hobby is complete madness, but rewarding by giving a person exercise and fresh air and been able to meet new friends.'

THANK YOU MINELAB AND SPONSORS

Walking in the veld you are given the opportunity to see fossilized trees (in other words they are trees that have turned into rock over a long period of time. Small Karoo flowers as well as various shrubs were seen.

The only problem about eating these wonderful

meals three times a day is that nature also calls and we all had to carry "white gold" around with us at all times to enjoy the comfort of having a boskak out in the veld. Not sure if a lady would be tough enough for this, because you have to watch out for Karoo bush

thorns and balancing at the same time. These few days out hunting would not have been possible, without the dedicated planning by Tjaart, Steve, Jono as well as Minelab and the other companies that sponsored towards it.

A huge thanks' to you all for going the extra mile to make this hunt so successful.—Written by Simon Morris



Eastern Transvaal Annual Hunt 2018

1 Oktober 2018 tot 6 Oktober 2018

WATER CANTEEN HOARD

So ons het Bridge Post gaan grou by ou Spekboom brug.

Finds was Min en ouens het maar gesukkel. Paar doppies en knope het uitgekrom. Ek was hardop en oppad oor koppie Na n ander skans toe Ek n scrap sein kry. Daar was alreeds n gat deur iemand gegrou. Ek het n Kans gevat en die target gegrou. Ek sien toe n geroeste blik met n stukkie blou enamel. Ja. Dit is hoekom ander persoon Nie verder gegrou het Nie. Scrap!
Omdat Ek hard op is het Ek toe nou maar gegrou en gehoop vir n mooi ou pot of Ketel miskien.
Tot my verbasing Kom die eerste water canteen uit. Boom!!
Ek lê en bekyk my find en

Vee hom so bietjie af toe vang iets my oog. In die gat lê nog iets. Kan dit wees? Lyk Soos nog een. Nou sit



Ben van Wyk, Tjaart van der Walt, Hein Nortje, Xander van Wyk. Hein het die 'hoard' met sy Minelab Equinox gevind, die res van die manne help uitgrou

Ek pinpointer en Equinox 600 af en skuif hulle Kant toe. Ek lê en bekyk my find en Vee hom so bietjie af toe vang iets my oog. In die gat lê nog iets. Kan dit wees? Lyk Soos nog een. Nou sit Ek pinpointer en Equinox 600 af en skuif

hulle Kant toe. Dis ek en die gat en my home made grou ding. Die stof trek Jy Sien net grond spat



Soos Ek tekere gaan. Een,twee,ses,nege. Sestien Kom uit. Jackpot!!!



SPANWERK!

Die hele span help grou. Ek ,tjaart,Ben en Xander. Dis span werk en ons grou dat die stof trek. Die grond vlieg Alle rigtings Oor koppe,in oë,ore,bene en arms.
En daar bond ons vier Manne

Soos Bloed broers in daai gat. What a feeling. Vir almal se moeite het ons die canteens gelyk opgedeel. Almal het hulle find of a lifetime verdien. Well-done ouens. Die Naam Eastern Transvaal Dirt Dig-

ger's het hom letterlik en figuurlik goed gedoen. Tjaart Van Der Walt Xander van Wyk Ben van Wyk Hein Nortje'



Boer War Relic



ITEM FOUND: BED PLATE
FOUND BY: JOHAN ERASMUS
FOUND AT: PRETORIA

ITEM DESCRIPTION



A BEDPLATE FEATURES A SOLDIER'S NAME, REGIMENT AND NUMBER, THEY WERE USED TO MARK ALLOCATED BEDS IN BARRACKS FROM ABOUT 1900 UNTIL 1939. WHEN A SOLDIER'S BED WAS LAID OUT FOR INSPECTION A PLATE LIKE THIS WAS OFTEN HUNG ON IT. THIS ENABLED THE INSPECTING OFFICER TO SEE THAT THE MAN'S NAME AND NUMBER MATCHED THE NUMBERS ON THE CLOTHING AND EQUIPMENT LAID OUT FOR INSPECTION. VACANT BED SPACES HAD TO BE ACCOUNTED FOR DURING INSPECTIONS, SO THE PLATES COULD BE TURNED AROUND TO SHOW THE WORD 'DUTY', EXPLAINING A SOLDIER'S ABSENCE.



HISTORICAL SIGNIFICANCE: THIS BEDPLATE BELONGED TO JAMES LAIDLAW ENLISTED AS A CAMERON HIGHLANDER (NR 4941) ON THE 18TH SEPTEMBER 1899. THE SECOND BOER WAR STARTED ON THE 11TH OF OCTOBER 1899 WHERE PRIVATE JAMES LAIDLAW SERVED HIS FIRST YEARS IN THE 1ST BATTALION OF THE CAMERON HIGHLANDERS. BRITISH REGISTERS SHOWS HE WAS PRESENT FOR THE ENTIRE WAR PERIOD AND WAS STATIONED AT THE CAPE COLONY, ORANGE FREE STATE AS WELL AS TRANSVAAL. FOR HIS SERVICE TO THE BRITISH CROWN HE WAS REWARDED WITH THE BRITISH WAR MEDAL AS WELL AS THE VICTORY MEDAL.



Tanya Vosloo

Relics

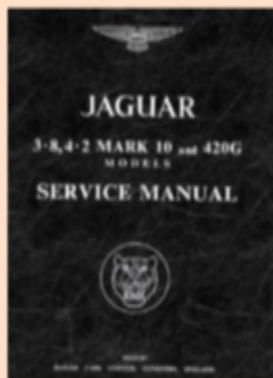


ITEM FOUND:

FOUND BY:

FOUND AT:

ITEM DESCRIPTION



1964 COMPLETE JAGUAR MK10 (#28) MATCHBOX CAR

CHRIS CARDOSO

CULLINEN

MATCHBOX CARS WERE PRODUCED BY LESNEY WHICH WAS AN INDUSTRIAL DIE CASTING COMPANY FOUNDED IN 1947 AND SUPPLIED CASTINGS AND SMALL PARTS TO AGRICULTURAL AND AUTOMOTIVE COMPANIES. THE NAME "MATCHBOX" AND THE ENDURING SUCCESS OF THE TOYS CAME FROM THE COMPANY'S OWNER'S DESIRE TO PRODUCE A TOY FOR HIS DAUGHTER. IT'S RED AND GREEN ROAD ROLLER WAS POPULAR, BUT O'DELL'S DAUGHTER COULDN'T BRING IT TO SCHOOL BECAUSE SHE WAS ONLY ALLOWED TO BRING TOYS THAT COULD FIT INTO A MATCHBOX. O'DELL SCALED THE ROAD ROLLER DOWN TO FIT THAT SCALE, AND THE NAME STUCK. SOME OF THE MOST EXPENSIVE RARE MODELS SELL FOR WELL OVER R140 000.00

HISTORICAL SIGNIFICANCE: THE 1964 JAGUAR MK 10 (#28) HAD A METALLIC BROWN COLOUR AND THE BONNET OPENS. THERE IS A VERSION OF IT THAT HAS GREY WHEELS AND IN MINT CONDITIONS IT SELLS FOR OVER R10 000.00



Tanya Vosloo

The Pith Helmet

Tanya Vosloo

The Pith Helmet was developed in the mid-1800s as military-wear. It was modelled after the German Pickelhaube helmet and was issued to troops stationed in Africa, the Middle East and Asia from the 1850s up until after the Second World War.

Helmets were originally white, but the whiteness made the soldiers which wore them easy targets. To make them less conspicuous, they stained them with coffee, tea and sand resulting in a sandy yellow-brown hue which was named 'Khaki', after the Persian word 'Khak' (meaning 'Dirt'). This led to the helmets being manufactured in both white and khaki. The colours of the helmets issued to soldiers varied according to the uniforms they wore and the ranks they held. Plates of rank and regiment were placed on the fronts of the helmets.



Traditionally, pith helmets were constructed of sola pith plant, although when pith wasn't available, they were also made of cork.

The Pith Helmet was designed for use in hot, dry and humid climates. It has a high crown. This keeps the top of the helmet away from your hair and prevents sweat-build up. It further has a wide, sloping brim, designed to keep the sun and rain off your face and neck. The vent-holes on top allow for the wind to blow through and cool the head down. The most famous characteristic of the pith helmet is that it's designed to get wet as it retains water. The helmet is dunked in water and after the excess water is shaken off, it is put back on the head. Out in the heat of the sun, the water evaporating from the helmet keeps the head cool. It was the Pith Helmet's ability to act as your own personal cooling-device that made it so popular in hot and humid countries.

Dress Regulations as published in 1904 set out the following requirements for how exactly a Pith Helmet had to look

"Helmet, Universal Home Pattern -

- (a) Cork, covered with blue cloth in four seams, two on each side; peaks front and back, stiffened and covered with cloth with a seam at each side; the front peak bound with metal $\frac{3}{16}$ inch wide, the back peak with patent leather $\frac{1}{8}$ inch wide. Above the peaks and going round the helmet a cloth band $\frac{3}{4}$ -inch wide, and stitched top and bottom. Back peak to centre of crown $10\frac{1}{2}$ inches; front peak to centre of crown $10\frac{1}{4}$ inches; side to centre of crown 8 inches. Curb-chain chin strap, the links $\frac{5}{8}$ inch wide and the strap lined with patent leather, backed with black velvet. Rose fastenings at the sides; convex bar, $\frac{1}{4}$ inch wide, down the centre of the back and to the bottom of the back peak. The bar is in one piece, and is fastened to the helmet by means of two studs and a flattened prolongation of the bar under the back peak. At the top of the helmet, a spike mounted on a cross-piece base. The dimensions of the spike are—

Height of spike from place of insertion in the top rose of the cross-piece base.... $2\frac{3}{4}$ inches.

Total height of spike and base..... $3\frac{1}{4}$ inches.

Diameter of spike at point of contact with the top rose of base..... $\frac{7}{8}$ inch.

The cross-piece base is of metal; there is a rose at the top into which the spike is screwed, and a smaller rose on each of the four terminations of the base. A hook at the back of the base, to which the chin strap is attached when not required to be worn under the chin. The width of the base from the point of the front termination to the point of the rear termination, measured in a straight line underneath, $4\frac{3}{8}$ inches, that from side to side $3\frac{1}{2}$ inches. The base is attached to the helmet by four screws and nuts.

For ventilation, the base is perforated with four holes. A collet is inserted in the crown of the helmet.

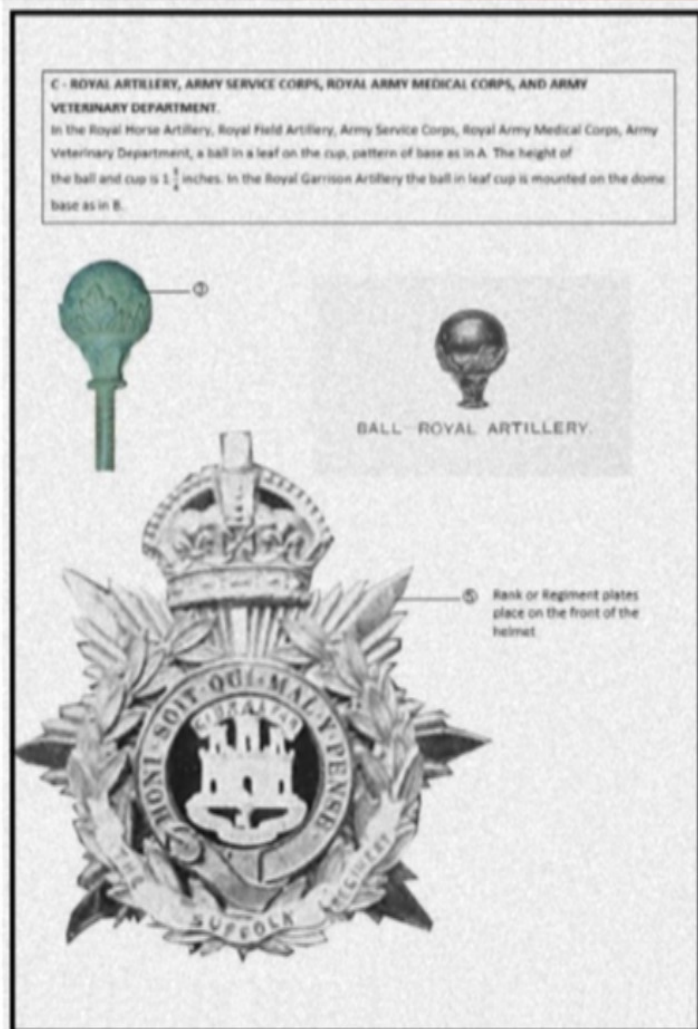
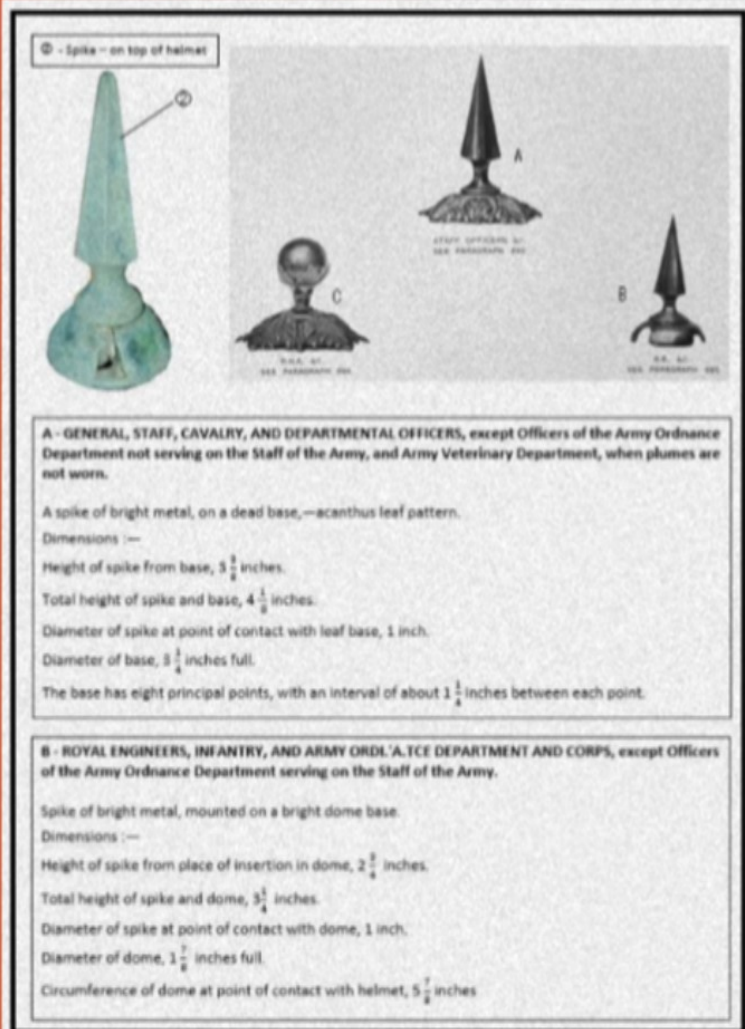
- (b) In Field and Garrison Artillery, in the Army Service Corps, the Royal Army Medical Corps, and the Army Veterinary Department, a ball in a leaf cup is substituted for the spike. Height of ball and cup, $1\frac{3}{4}$ inches.
- (c) In Light Infantry, the helmet is covered with dark green cloth.
- (d) A description of the plates worn with this pattern of helmet is included in the Dress of the Services for which it is regulation."

For Service Abroad, the Helmets had to look as follows:

"A helmet of the following description is worn by all Officers :—

Wolseley pattern, cork covered with khaki drill, made with six seams, bound with buff leather, projecting peak all round, 3 inches in front, 4 inches at back, and 2 inches at sides, ventilated at top with zinc button covered with khaki drill, side hooks. At top of helmet a collet riveted on to a collar $\frac{3}{4}$ inch wide to receive button, brown leather chin strap, $\frac{3}{4}$ inch wide. Plumes, spikes, chin-chains, etc., will be worn on ceremonial occasions when not on duty with troops."

We can assume the regulations for the Pith Helmets during the Boer Wars must have been similar.





Ⓢ - Chin Chain

Ⓣ - Chin chain hook or rosettes, displayed on the outside of the helmet



Studs that held the rosettes or hooks to the helmet from the inside

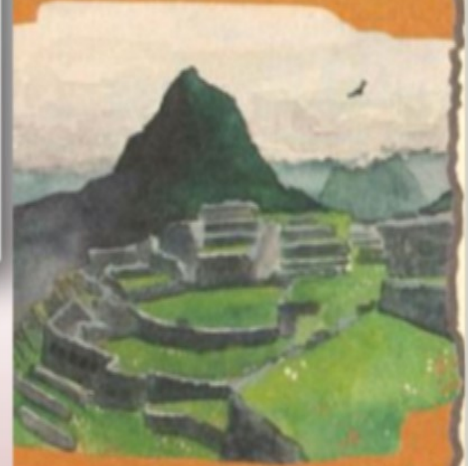


Chin chain hooks that were on the inside of the helmet



Tanya Vosloo

Empire that the Spanish conquerors never found all of it...Never found, most notably, Machu Picchu, even though the Incas had built a virtual "highway" to get there. After Sayacmarca, ruined city clinging to a spur, the 3-foot wide foot highway is the trail itself. Every inch of it, including staircases, is carefully carved and laid granite...Machu Picchu was not found until 1911, when Hiram Bingham, an adventurous Yankee (and later U.S. Senator), tracked down a hunch and hacked his way through the jungle to reach it...One last relentless climb up a steep flight of stairs out into a rock hugging a ridge, and then suddenly we see it as Bingham did: *Intipunku*, the spectacular trapezoidal Sun Gate, where travelers in Inca



our first view of Machu Picchu from the Sun Gate

DOG DAYS...

The Romans thought the ferocious heat between July 3 and July 11---when the Dog Star, Sirius, rises at the same hour as the sun---was caused by the combined force of two suns. Nowadays we stand less on astrological ceremony, preferring to take note of the mercury and of Fido's lolling tongue, place a well-timed call to the office, and spend the afternoon listening to the bracing clink of ice on ice.

**Thanks for those
joining the Annual Hunts.
Make History Happening**

Annual Hunt's September

Eastern Cape

Nothern Cape

Western Cape

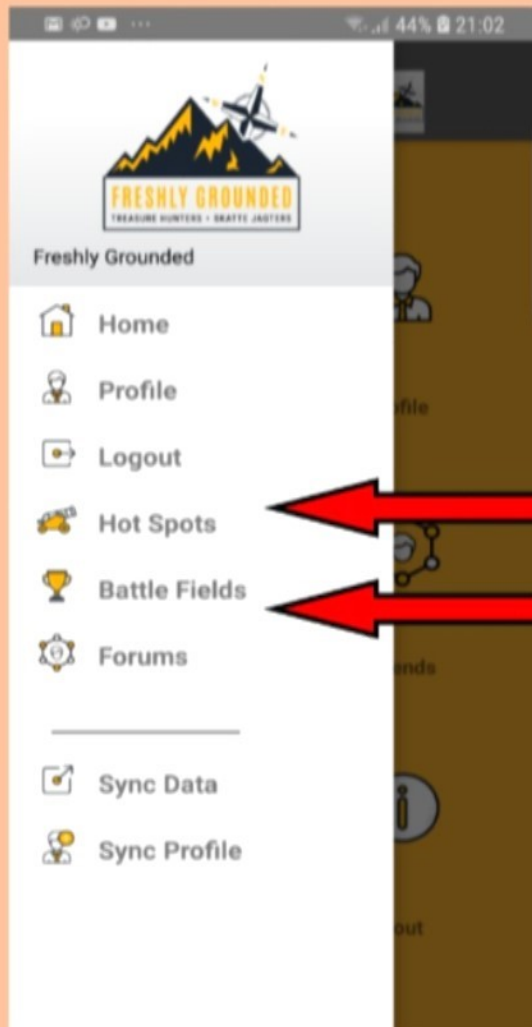
Natal

Gauteng

Eastern Transvaal

1

Freshly Grounded War and Relics APP



PG 2

PG 3

Heritage Sites



Heritage Sites

1839 Hotspots with Descriptions

Victorian Crosses

114 Recipients and where with descriptions

Chris Cardiso

3000 plus Historical sites

Roll of Honour

1160 Places where British Officers Died

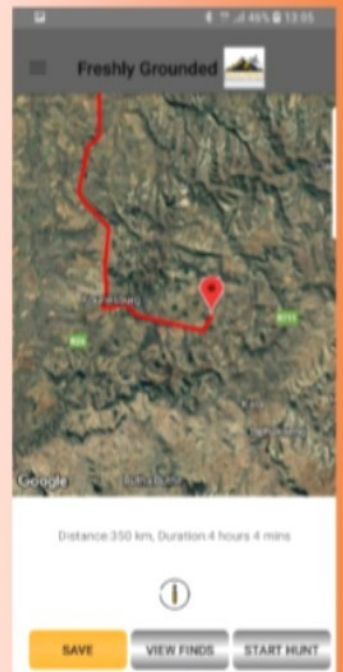
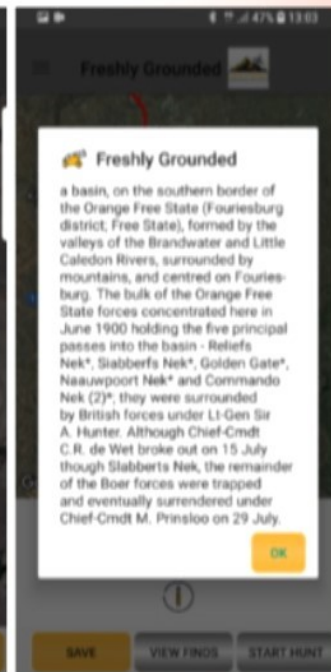
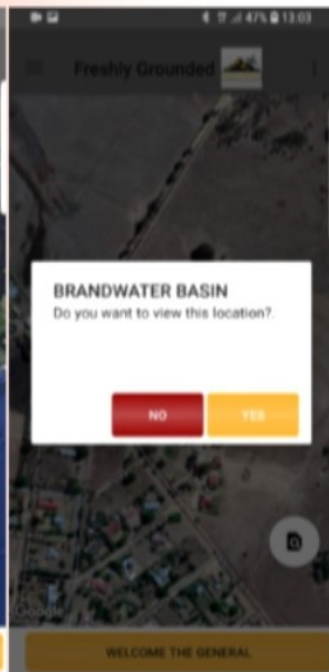
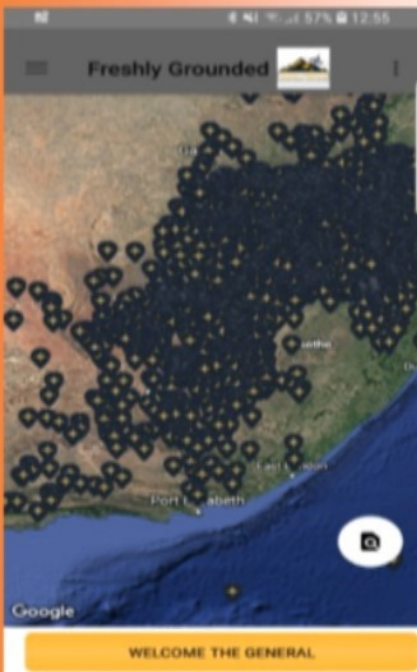


Find your Hotspot

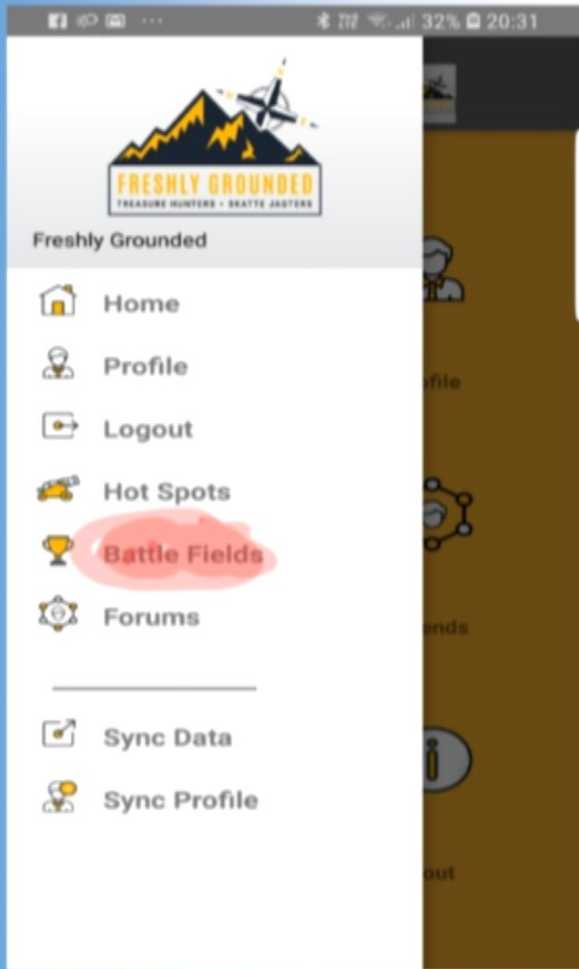
Your Hotspot

Info

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3



All these Hotspots can be follow on Google Maps in your Area—Work around it find it - update—Geotagg—and make it your own—Making History



Your Find - Your Historical Finger Print For Ever

Freshly Grounded APP



Future Hotspots and Virtual Reality of Freshly Grounded

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- View it as if you where part of the Battle with pop up relics
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- Virtual reality of Battles like Blood river , Vegkop , Battle of Blaauwberg 1806 etc and other major Battlefields already founded relics before 1990's . As if you where part of the Battle !
- Virtual Googles with an Explosive Jacket as if you where shot or stabbed with the “ Spear—musket Ball - Lee Metford—Martini Henry—15 Pounder - Long Tom –etc—Found and Geotagged by Treasure Hunters



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Dump Dug Bottle & Treasure

Eerste Fabrieken



Dump Dug

- **Opsomming:** In 1881 het die Volksraad van die Zuid-Afrikaansche Republiek 'n Konsessie aan A.H. Nellmapius toegestaan om plaaslike produkte te verwerk. Dit was die eerste stap om die Republiek wat pas politieke onafhanklikheid verkry het, ook op die pad na ekonomiese onafhanklikheid te plaas. In die loop van 1882 het Nellmapius in vennootskap met Isaac en Barnett Lewis en Samuel Marks 'n fabriek oos van Pretoria by die huidige Eerste Fabriek opgerig. Hierdie fabriek was reeds in Februarie 1883 gereed om sterk drank te lewer. S.J.P. Kruger wat in Mei 1883 tot president van die ZAR gekies is, het die amptelike ingebruikneming van die fabriek op 6 Junie 1883 waargeneem. Die bedrywighede van die onderneming wat later deur Nellmapius se vennote oorgeneem is, het in die daaropvolgende jare aansienlik uitgebrei. Wysigings aan die Drankwet ingevolge waarvan die verkoop van sterk drank aan Swartes aan die Rand in 1896 verbied is, het egter tot die agteruitgang van die onderneming bygedra en met die inname van Pretoria in 1900 deur die Britse magte is produksie finaal gestaak.



Photos from Torie Callers's post in Dump Dug Bottle & Treasure Club SA
Bottle cleaned up nicely. Says "The Langford Mineral Water Company Limited". Back "Eerste Fabrieken 23 Hatherley"

- **Summary:** In 1881 the Volksraad of the Transvaal Republic granted A.H. Nellmapius a concession for the processing of local produce. This was the first step on the road to economic self-sufficiency of the Republic which had only recently regained its political independence. During 1882 Nellmapius in partnership with Isaac and Barnett Lewis and Samuel Marks established a factory east of Pretoria at the present Eerste Fabriek. By February 1883 they were already producing spirituous liquor. The factory was officially opened on 6 June 1883 by S.J.P. Kruger who was elected president in May 1883. The undertaking, which in due course was taken over by Nellmapius' partners, expanded considerably in the following years. However, a severe setback was experienced when in 1896 the Liquor Law was amended and the sale of alcohol to Blacks on the Rand was strictly forbidden. This led to a steady decline in business and with the occupation of Pretoria by the British forces in 1900 production



Although this falls outside my field of collecting, this mint green W Daly of Durban with magnificent buffalo pictorial was just too good not to be grabbed! I might just be tempted in swapping for wanted SA potlids, L or G&L teal colored SA made Codd's / Eerste Fabrieken Codd's or GBs.

The British defence of the Pretoria - Delagoa Bay railway

D W Aitken

Dudley Aitken is the curator of the Edged Weapons and Flag collections at the South African National Museum of Military History

Introduction

Important railway junctions and stations in the Zuid-Afrikaansche Republiek (the Transvaal) fell to the British in rapid succession after the main British Army under Field Marshal Lord Roberts crossed into the Transvaal from the Orange Free State in late May 1900. On 27 May 1900, the British Army headquarters occupied the railway station at Vereeniging, the southern terminus of the NZASM. Elandsfontein, the key to the Transvaal railway system, was occupied on 29 May in full working order and, on 1 June, Colonel Girouard DSO, Royal Engineers, took charge of the railways in Johannesburg.

On 6 June 1900, the British occupied Pretoria Station and on 8 June locomotive and traffic officers of Colonel Girouard's staff arrived in Pretoria. British military rail traffic was started to the south of Pretoria, to Waterval on the Northern Line from Pretoria, and to the British army outposts near Eerste Fabrieken, sixteen kilometres from Pretoria on the Pretoria-Delagoa Bay Railway Line. In June 1900, NZASM officials were deported and the Transvaal railway network was incorporated into the Imperial Military Railways system. Soldiers with railway experience were called upon to volunteer for work on the Imperial Military Railways. Those selected received, in ad-

dition to their regimental pay, engineer remuneration at rates which varied according to their qualifications.(1)

On 23 July 1900, the British Army began their advance eastwards along the Delagoa Bay Railway Line. For some weeks the 11th Division and mounted troops had been encamped near Lerste Fabrieken, the eastern railhead for the British. A supply depot had been formed at this point.(2) A construction train, fully equipped to cope with anticipated damage, left Pretoria and on 24 July began work on a small bridge near Van der Merwe Station. The British Army made rapid progress along the railway while the railway construction engineers followed closely on their heels carrying out the necessary repairs along the line. This included deviation works at two large bridges over the Bronkhorstspuit and Wilge rivers, which were completed by 6 August 1900.(3)

Besides attending to the necessary defence of that portion of the line already under their control, the Royal Engineers also constructed auxiliary platforms and installed portable electric lights and supplementary water supplies at some stations to cope with the military traffic using the line.(4)

On 13 September 1900, the construction train commenced work

on a large bridge that had been destroyed near Godwan Station in the Elands Valley. Troops of the 11th Division kept guard. By 25 September 1900, when Komatipoort Station had been occupied by the British Army, the entire Pretoria-Delagoa Bay Railway was ready for use by the British.(5)

The British defence of the Pretoria-Delagoa Bay Railway
The first major task undertaken by the British authorities controlling the Pretoria-Delagoa Bay Railway after the capture of Komatipoort Station was the transportation back to Pretoria of most of the British force which had been used during the advance drive into the east.

Between 26 September and 10 October 1900, a total of 102 trains were used to transport these troops back to Pretoria. From the beginning of October 1900, owing to the presence of ZAR forces near the line who used every opportunity to attack and damage the railway, the running of trains at night on the line between Pretoria and Waterval was suspended.

Some of the troop trains returning to Pretoria came under fire along certain sections of the line and it became clear that suitable defence was essential if the British were going to be able to continue to make use of the railway(6)

One of the first reforms introduced by Lord Kitchener when he assumed command was the strengthening of the railways. In October 1900, the railway defences were rudimentary, consisting of open trenches at stations, bridges and culverts, while the line itself was patrolled by small parties of mounted men. In laying out the trench defences, the principal object was to render them inconspicuous and thus immune from artillery fire. The system required enormous numbers of troops, both for patrol work and for manning the long lines of trenches. Thus, it was not long before it proved to be both inefficient and wasteful.(7)

The number of successful attacks carried out on the Pretoria-Delagoa Bay line by ZAR forces in October 1900 soon illustrated the inadequacy of the railway defence system. On 1 October, for example, the ZAR forces derailed a train at Pan Station. There were 300 British troops on board. Twenty-three were killed by the terrific fire which was directed at the wreckage of the train during the attack. On 6 October, an engine was blown up and five trucks derailed at Balmoral Station; the next day a culvert was destroyed at Brugspruit, east of Balmoral; and two days later a train was derailed at Kaapmuiden.(8) It was only too obvious that the defence of the line was far from satisfactory

Lord Kitchener was determined to stamp out attacks on the railway. On 26 October

1900, he ordered the troops under Smith-Dorrien to undertake active offensive operations against the burghers who were interfering with the Pretoria-Delagoa Bay Railway. The headquarters of the railway attackers was traced to a laager at Witkloof, located thirty kilometres south of Belfast, and British troops raided this area on 2 November and again on 6 November. Fierce fighting took place along the Komati River. Attacks on the



A British armoured train, manned by soldiers and armed with a Maxim machine gun, during the Anglo-Boer War (Photo: SANMMH)

railway line did not cease after the raid and the British forces continued their policy of raiding and burning farms which were being used by the burgher forces as launching sites for attacks on the railway. The climax to the British raids took place on 13 and 16 November 1900, when the flour mills and a number of houses were destroyed at Witpoort and Dullstroom.(9)

The British policy of burning and raiding farms in the vicinity of the railway in an attempt to stop attacks on the line did not have the desired effect and attacks by the ZAR forces not only became more frequent but also more destructive. In December 1900, Helvetia was attacked and 250 British troops, mainly prisoners, and a 4,7-inch gun were captured while the Republican forces were planning a large-scale attack on five big railway stations on the railway, namely Machadodorp, Dalmanutha, Belfast, Wonderfontein and Pan, in early January. Other methods of defending the railway would have to be used if the line was to be successfully defended.(10)

The large-scale attack by the Republican forces on the stations mentioned above took place on 7 January 1901. The biggest attack took place at Belfast, during which the British lost 71 men and fought desperately to prevent the entire town from falling to the Boers.(11)

The British Army had made a close study of the use of railways in times of war and of the various methods of defending a railway from enemy attack. Railways had played an important part in the American Civil War (1861-65) and contributed greatly to the success of General Sherman's campaign. Railways had also played a major role in the Italian Campaign of 1859 and the Franco-Prussian War of 1870 and the British Army experts could use the knowledge gained in these previous wars.(12)

The 8th (Railway) Company, Royal Engineers, was sent to the Cape in July 1899 and a Department of Military Railways was created with Major Girouard, RE, in charge as 'Director of Railways for the South African Field Force'. A number of other Royal Engineer officers who had experience of railway work in India served as assistant directors or staff officers in various capacities. These men and their staffs now built up a railway system in South Africa that would be run on strictly military lines with military efficiency.(13)

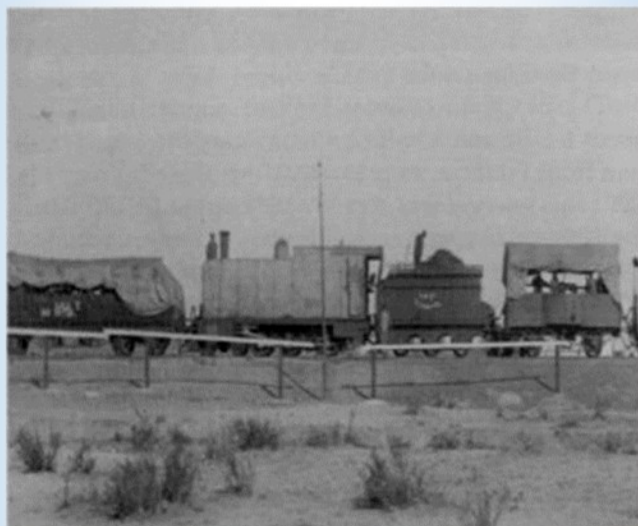
To improve the defence of the Pretoria-Delagoa Bay Railway, the British Army began to make increasing use of two particular inventions from January 1901. These were the armoured train and the blockhouse system with its wire entanglements and other obstacles, including deep trenches and alarm systems such as spring guns, flares and tin cans tied to wire fences. What follows is a discussion of the use of these inventions in defending the Pretoria-Delagoa Bay line.

During the Anglo-Boer War, the armoured train was developed possibly to its climax, both in manner of employment and in organization. In the first year of the war, the use of armoured trains had proved disastrous but slowly a sensible control system was established. Captain H C Nanton, RE, was appointed Assistant-Director of Armoured Trains and he was responsible for controlling all of the armoured trains in South Africa. Nanton saw to it that all armoured trains were

used in the best manner possible and carefully defined the purpose and duties of these trains.(14)

The armoured train was virtually a fortress on wheels and a typical one used to defend the Delagoa Bay line from January 1901 would have comprised the following, as seen from front to rear: (15)

- An open low-sided bogie wagon, loaded with railway stores (rails sleepers). This was pushed ahead of the train and provided some protection in case of a mine or a break in the track.



A typical British armoured train during the Anglo-Boer War (Photo: SANMMH)

- An armoured bogie vehicle equipped with Maxims and/or a one-pounder 'Pom-pom' and fitted with an armoured roof to protect its occupants from plunging fire. It was manned by an infantry section.

- Two or three armoured four-wheeled vans which acted as ammunition stores, living quarters, a

telegraph office and searchlight carriers. The officer commanding the train had his headquarters in the telegraph van and was in communication with the other vehicles via an internal circuit.

- The locomotive itself, comprehensively armoured with sheet metal.
- A water tank.
- An armoured gun truck, usually mounting a 12-pounder quick-firing gun.
- Another armoured bogie truck, complete with Maxims and a rifle section.

The armoured train proved most effective in defending the Pretoria-Delagoa Bay Railway once it was used in conjunction with the blockhouse system and with rail-borne artillery, which was more frequently used from about July 1901. Two 6-inch naval guns were sometimes fitted to bogie wagons and accompanied trains on expeditions or came to the aid of a blockhouse under attack. These guns were sometimes left under cover of darkness at a station where an imminent attack was expected to occur.

cur.

The effectiveness of the armoured train combined with the blockhouse system as a means of defending the railway was proved on 27 June 1901 when the ZAR forces under General Ben Viljoen were surprised while crossing the line. In the ensuing action,

Viljoen's forces suffered heavy losses: six men and 40 horses and mules killed.(17) A further 25 Boer men were killed or wounded and 35 cattle killed and a wagon destroyed in the same incident by a shell from a 12-pounder gun on board the armoured train that exploded among them.(18)

Towards the end of 1901, there were more than twenty armoured trains in service in South Africa, but even this number was insufficient to protect all the ordinary trains. An armoured wagon, a standard bogie wagon protected by lengths of rail in clips to a height of five feet with sleeper-mountings at each end for Maxims and a canvas awning cover, was therefore coupled to an ordinary train to defend it in case of attack.(19)

The Anglo-Boer War, especially in the last eighteen months, provided an ideal opportunity for the use of armoured trains in patrolling long stretches of line while the Republican forces had very few heavy weapons of sufficient mobility to confront them.(20)

Nevertheless, the so-called 'Blockhouse System' introduced by Lord Kitchener in January 1901 to fence off the country, was also a vital element in the successful defence of the Pretoria-Delagoa Bay Railway during the last fifteen months of the war. The first blockhouses were built along the railways as a means of protecting the lines from attack by raiding parties. Later, the system of blockhouses was extended across the open veld in some

parts until eventually there were some 8 000 of these structures in South Africa, usually spaced between half a mile and a mile (0,8 to 1,6 km) apart. (21)

The number and intensity of the Boer attacks on the Pretoria-Delagoa Bay Railway continued to grow steadily during the last two months of 1900. Thus it became increasingly clear that some form of permanent or semi-permanent defence was urgently required if some level of security was to be achieved and the number of railway guards reduced. Early in January 1901, therefore, the first blockhouses were constructed and by March 1901



A blockhouse, made of two skins of corrugated iron nailed onto a wooden frame, situated two miles east of Pretoria, June 1902 (Photo: SANMMH)

blockhouses were being built along the Delagoa Bay Railway. As the ZAR forces had lost most of their artillery by January 1901, shell-fire no longer presented a great threat to the blockhouse. The open trenches along the railway were replaced by closed works, allowing for a wide field of fire, and they were also protected from assault by barbed wire entanglements and other obstacles.(22)

At important bridges along the line, the blockhouses were built in the form of substantial stone forts, the construction of which required much labour and time. The majority of blockhouses consisted of small, octagonal structures made of two skins of corrugated iron nailed onto wooden frames, the space between being filled up with gravel and earth. To enable the defenders to fire at anyone attacking the blockhouse, loopholes were formed by drilling through the centre of steel plates and these were placed either on wooden cases which rested on the gravel or on wooden cross-pieces. This early type of blockhouse had many disadvantages - it required a regular foundation, the loopholes were complicated and inefficient, construction was slow (involving the transportation of much of the material and the necessity of having experts on site) and it soon proved to be too expensive and too elaborate.(23)

In February 1901, Major Rice RE devised a new pattern for the building of blockhouses. While the octagonal shape

was retained, the two skins of corrugated iron were placed only 11 cm apart. Both skins were nailed to a single wooden frame and the space between the skins was filled with hard shingle to prevent penetration by bullets. The blockhouse stood on a platform of stone and/or earth, which was about four meters in diameter and 30 cm high.

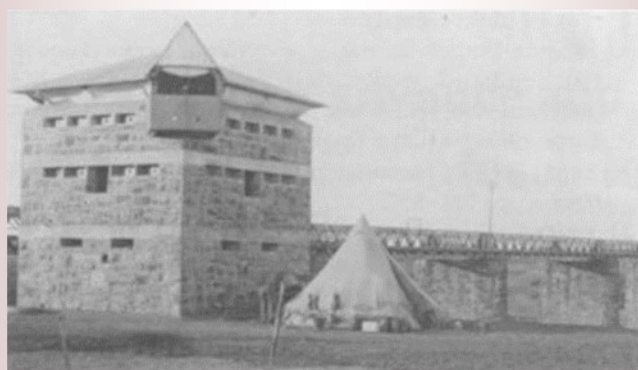
Around this platform was raised a bank of unrammed earth which reached a height of some twelve metres and was a metre thick at the top. Through the corrugated iron sheets, twelve loopholes were cut at a height of 120 cm from the ground inside the blockhouse. The loophole was formed of sheet iron in the shape of a double funnel with the neck in the middle of the wall. A roof of corrugated iron was placed on top of the blockhouse to give protection from the sun and rain.(24) Outside the low earthwork which formed the lower part of the blockhouse ran a trench and beyond that, though not in every case, was a complicated entanglement of barbed wire. Tins suspended on sticks on the wire gave audible warning by tinkling whenever anyone approached and attempted to pass through the entanglement. These measures were introduced to prevent the enemy from stealing up at night and firing through the loopholes.(25)

Although blockhouses were being built along the Pretoria-Delagoa Bay Railway as early as January 1901, progress in attempts to improve the defence of the line in the face of frequent attacks by train wreckers such as Captain Hindon and his men, proved to be slow and unmethodical. This continued to be the case until March 1901, when Major Rice again introduced a new type of blockhouse.

Each blockhouse was furnished with a small, cylindrical water-tank of corrugated iron. To produce these, iron sheeting

had to be rolled in a machine to give it the proper curve and, in observing this process, the idea of the circular blockhouse occurred to Major Rice. The new pattern proved to be an immediate success and became the standard pattern used on the Delagoa Bay Railway and elsewhere in South Africa from March 1901.(26)

This new blockhouse consisted of two corrugated iron cylinders without any woodwork, the space between the cylinders being packed with shingle, and the whole structure roofed and loopholed as before. These blockhouses were more durable than the octagonal form which tended to bulge, and



*A stone blockhouse, used for guarding the railway bridge
(Photo: SANMMH)*

they were also much cheaper to build, requiring little material or transport or skilled labour, and proved very successful in defending the Pretoria-Delagoa Bay Railway.(27)

Such was the progress made with the construction of the new circular form of blockhouse during March and April 1901 along the Delagoa Bay line that by May most of the line between Pretoria and Komatipoort was well-protected. The blockhouse garrisons,

working in conjunction with the crews of the armoured trains that were also steadily increasing in number and improving in efficiency, took over the work of patrolling and defending the railway from the mounted patrols and an immediate improvement in the defence of the line was noticed.(28)

The blockhouses were initially constructed only at stations, bridges, culverts, important cuttings and curves along the railway as these proved to be most vulnerable to attack by enemy raiding parties. With the introduction of the new circular blockhouse which could be manufactured and erected cheaply and rapidly, however, the function of the blockhouse was extended to serve the additional purpose of converting the railway into a barrier against the free passage of the enemy.(29)

This new function of the blockhouse was put to the test on 27 June 1901 when General Ben Viljoen and about 600 men attempted to cross the railway between Balmoral and Brugspruit. In describing the events which followed, General Viljoen wrote:(30)

'The blockhouses were only 1 000 yards (914 metres) distant from each other, and in order to take our wagons across, there was but one thing to be done, namely, to storm the two blockhouses, overpower their garrisons, and take our convoy across between these two ... When 150 yards (137 metres) from the blockhouses the garrison opened fire on our men

bullets spread over a distance of about four miles (6,4 km) the British soldiers firing from within the blockhouses and from behind mounds of earth. Our men thrust their rifles through the loopholes of the blockhouses and fired within. Meanwhile the fight at the other blockhouse continued. Commandant Groenwal afterwards informed me that he had approached the blockhouse and found it built of rock; it was in fact, a fortified ganger's house built by the NZASM. He did not see any way of taking the place - many of his men had fallen and an armoured train with a searchlight was approaching from Brugspruit. On the other side of the blockhouse we found a ditch about 3 feet deep and 2 feet wide. Turning the searchlight on us, the enemy opened fire on us with rifles, maxims and guns, firing grape-shot. The searchlight made the surroundings as light as day, and revealed the strange spectacle of the burghers, on foot and on horseback, fleeing in all directions and accompanied by cattle and wagons, whilst many dead lay on the veld.'

The blockhouses were built at regular intervals of about a mile and a half (2,4 km) along the extent of the line from Pretoria, as previously mentioned. From May 1901 this interval was steadily lessened until, ultimately, the distance between each blockhouse was reduced to as little as 400 yards (366 metres). The barbed wire entanglements and the till cans

which served as a warning device to the garrison, as well as barbed wire on either side of the shoe of the railway track and the additional trenches made it very difficult, if not impossible, for the ZAR forces to drive wagons or carts onto the line to block the path of on-coming trains.

The garrisons of the blockhouses along the Delagoa Bay Railway were instructed to fire upon anything seen moving after dusk and wild animals, stray horses, oxen and even ostriches paid the penalty for venturing near the line.(31)



Flares, ignited by a string, which led up to one of the nearest blockhouses, lit up the veld whenever the enemy was thought to be attempting a crossing. Rockets were always at hand to call in the help of the nearest armoured train. (32)

As increasing numbers of blockhouses were erected along the Delagoa Bay line, attacks on the line became increasingly more difficult to carry out. Even Captain Hindon and his determined hand of train

wreckers decided the Delagoa Bay line was too well defended and left for the northern Transvaal towards the end of July 1901.(33)

The growth in the number of blockhouses throughout 1901 also created problems for the British Army, as a large and ever-expanding number of men was required to man them. At first, there had been ten to fifteen men to a blockhouse, but with the construction of more of these structures, the number of available men per blockhouse decreased.

(Reinforcements from Britain did not substantially increase the total strength of the army.) From the initial ten men, the blockhouse garrison was reduced fewer men could be spared for this work, although the effect of the fire of so few rifles, especially in the dark, hardly presented a formidable deterrent to a determined attack on the railway or an attempted crossing of the line by a cunning enemy.(34)

Besides the methods already discussed, many other schemes for reducing the danger of enemy attacks on trains were proposed, but the majority of these were more ingenious than practicable. For example, one scheme involved running a heavy electric motor some distance from the engine which worked from the locomotive, to which it would be connected with electric leads. There were many practical difficulties associated with this scheme

The wires between the motor and the train had to be kept taut over a distance of at least 300 yards (274 metres), the minimum interval required for effectiveness. Also, the wire had to be kept free of trees, telegraph poles, blockhouses, and so on, and had to fit around sharp curves in some instances. The scheme was also only effective against contact mines, and when the ZAR forces took to using observation mines, as Captain Hindon's men did on 20 May 1901 near Godwan Station, this costly and elaborate arrangement proved useless as a means of defending the railway.(35)

The blockhouse system, used in conjunction with armoured trains, deep trenches and barbed wire guarded by troops, proved to be a practical solution to the problem of defending the Pretoria-Delagoa flay Railway and other lines in South Africa. By the beginning of July 1901, attacks on the Delagoa-Bay Railway had virtually ceased.

From August 1901, the British columns began to use the Delagoa Bay Railway as a barrier against which to drive and trap the scattered Republican forces. The main purpose of the blockhouse system by then was to prevent the ZAR forces from crossing the railway line and thus escaping the net that the British columns were continually trying to cast around the Boer forces.

Just before the conclusion of the Peace at Vereeniging in May 1902, Captain Hindon, the famous train wrecker who had caused so much damage and destruction along the Pretoria-Delagoa Bay Railway, especially in the period October 1900 to June 1901, surrendered with several of his men. (36) In August 1901, after Hindon and his men had destroyed a train at Waterval about 30 km from Pretoria, Lord Kitchener had stated: (37) 'Although it may be admitted that the mining of railways and the derailment of trains is in no way opposed to the custom of war wherever



A blockhouse of cut stone silhouetted in the botanic gardens near Harrismith (Photo: SANMMH)

any definite object is in view, it is impossible to regard senseless and meaningless acts of this nature, which have no effect whatever on the general course of operations, as anything better than wanton murder.'

General Ben Viljoen, on the other hand, justified the actions carried out by Captain Hindon and other train wreckers when he stated:(36) 'It seems a very barbarous thing

to derail and destroy trains with dynamite, but this was the only course open to us, since large military stores were being continually brought in by the British from the coast ... We acted entirely within our rights in derailing and destroying trains. This was the only means we had of breaking the British lines of communication and of interrupting the conveyance of British troops and food. Moreover, we were more than justified in any act of train derailment that we committed, by the instructions of Lord Wolseley as expressed in his handbook. In that well-known publication this distinguished

soldier actually prescribes the use of dynamite, and even suggests the manner in which it may be employed to the best advantage.' Ben Viljoen concludes by saying: 'The blowing up and destroying of trains was as distasteful to me as I hoped the burning of our houses was to His

Excellency; and that when we derailed trains we entered upon the task with hearts quite as heavy as those which I presumed weighed down his [Lord Kitchener's] troops when they deported our women and children from their homes to the Concentration Camps.'

After the surrender of Captain Hindon and his men in May 1902, they were cleared of all infractions of the laws of war.

Lost and found

So here is the story about a ring that was lost almost a year ago:

On 10 January 2018 I saw a post on facebook saying that a men's wedding band was lost on a beach in jeffreys bay. I went out after work and found it was high tide, I looked around but could not manage to find anything. On 23rd of December 2018 me and the family went out for a day on the beach. I took my trusty Garrett sea hunter mark ii out for a swing. After approximately one and a half hour search I managed to find a ring. The moment I took it out the water I realized it was the ring that was mentioned in the original post I saw on face book on the 10th of January.

The feeling I felt was indescribable and my hands was shaking!. The moment I got home I started searching high and low on facebook for the original post of the lost ring. After about an hour I eventually found it and immediately phone the cell number on the post. Surina Scholtz, the wife of Gideon Scholtz who the ring belonged to answered the phone, I explained to her that I have found her husband's wedding ring and she was in tears. She explained that they thought and believed that the ring was lost for ever and would never be found. It turned out to be a titanium and gold wedding band containing three lazered engraved finger prints of his wife and two kids. She had it made for him for their 10th wedding anniversary and as such it had sentimental value to both of them. As they reside in Potchefstroom and will only be arriving for their annual vacation in Jeffreys Bay on the 26th of December, we arranged that she phones me when they do arrive so that I can hand it personally to her husband and she was going to keep it as a surprise. I waited in anticipation for her phone call. After receiving that important call we drove to their beach house where she met me as her husband was playing with their daughter on the same beach he lost the ring almost a year ago. We walked down to the beach and she called her husband. I introduced myself to him and told him I believe that you have lost something on the beach almost a year ago and showed him my finger with his ring on it the facial expression of Gideon was priceless and all he could managed to say was "my magtig wanneer het jy hom gekry? Well done!!!!". It was an unbelievable feeling to re-unite Gideon with his lost wedding band and it is not every day that you manage to find owners of lost items.

Jean-Pierre Le Roux

Goeiemôre! Is daar dalk iemand met 'n "metal detector" wat vir my na 'n ring kan gaan soek wat op die strand weg geraak het? Kontak my asseblief per whatsapp. 0725669977 Dit is 'n mansring met drie vingerafdrukke binne-in gelaser. Groot beloning aangebied indien iemand hom dalk optel, want die ring het groot sentimentele waarde.



Dump Dug

By far my best find



On the 2 November 2018 and just on pension I decided to went for a hunt with the Equinox 800 on a park in Cape Town. I know the park was already hunt by a few hunters. But it is a nice park to learn and play with the settings of the Equinox be-

AV/AU Dutch 14 gulden / guilder
"gold rider" (gouden rijder), Zeeland
1760



cause there are plenty of scrap in the ground also. After a half hour of hunting i made a change in settings and boom my next hit vdi solid 17 out comes this coin. At first glance I know it was something special. Second the date 1760 and the golden shine I told myself it must be gold and my hands begin to shake. Needless to say i cannot carry on metal detecting went to my car grab my cell phone and Google information of the coin. There it stands to confirm it, it is a 22ct gold coin. By far my best find since I started with this nice hobby.

Found by Hennie van Niekerk

Lana Pienaar



HALLS, though now populating the shelves at CharMar and many other stores across the U.S., began in Britain. The Hall brothers — Edwin Franklin, Thomas Harold and Norman Smith — started their business in 1893, originally as jam manufacturers. Edwin left the partnership in late 1902, but Thomas and Norman carried on, and their business eventually branched out to sell boiled sweets, caramels and other candies.

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Treasure Talk