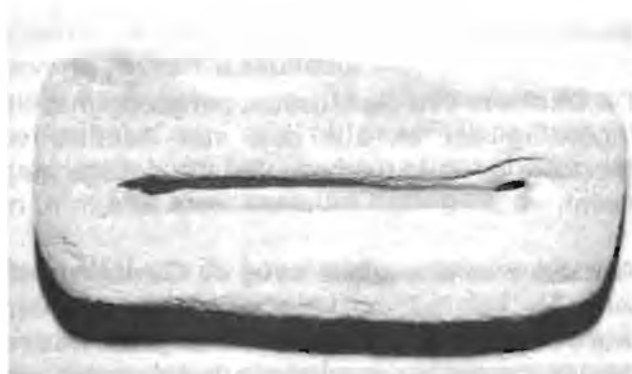


TRADITIONAL DAGGA USAGE

S.D. Bishop



Dagga pipe made of sandstone

Traditionally dagga (*Cannabis sativa*) and a variety of other aromatic herbs, as well as tobacco, were smoked or used as snuff by the Bantu-speaking and Khoisan peoples. Dagga was originally introduced on the east coast, supposedly by Arab traders and probably before the introduction of ordinary tobacco. Like tobacco, it was grown in gardens next to the homestead, until the cultivation, trade in and use of it was made illegal. The Khoisan people did not normally cultivate their own dagga, but obtained it through trade. Smoking dagga was a communal activity indulged in mainly by the old men and involving a lot of spitting and coughing and shouting of praises. The old men played games of raiding and warfare, drawing kraals, fences and mazes on the floor or earth with dark dagga-induced saliva blown through a reed. When a saliva 'fence' dried, it was breached by an 'enemy's' saliva. The game was usually played in teams.

Dagga was also used by Zulu and Swazi warriors to give them courage, although the use of it by young men was generally frowned upon as it was said to dull their brains. It was also used by the praise-singers of chiefs to inspire them and enhance their performances.

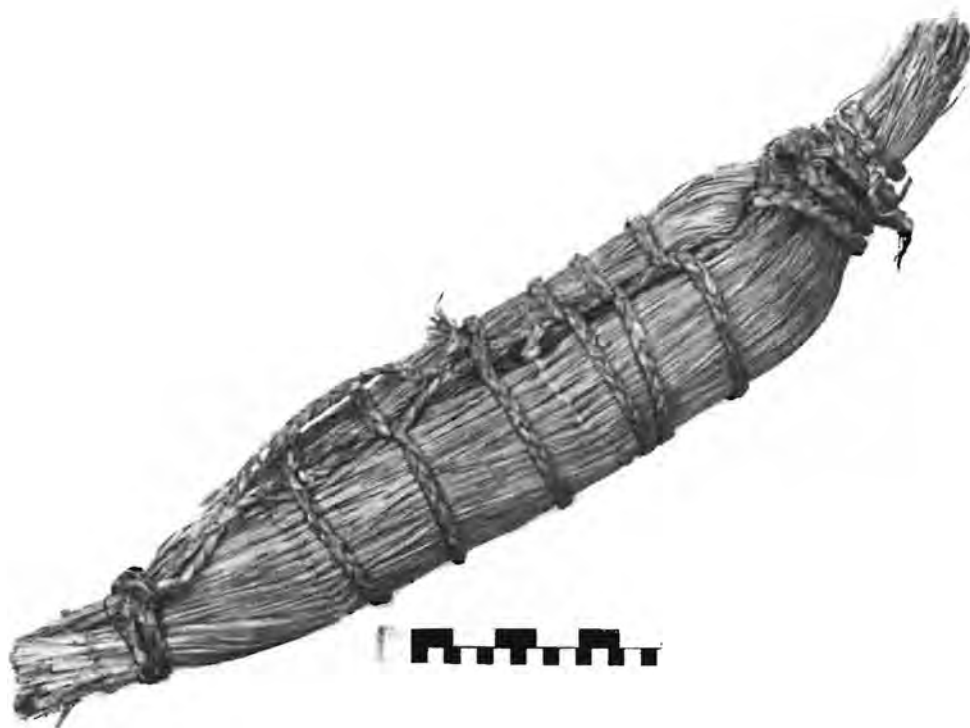
Dagga is smoked through water with a special pipe. The essential components of a dagga pipe are a pipe bowl in which the dagga is burnt and a

water vessel through which the smoke is sucked in order to cool it. Normally these two components are connected by a hollow reed, but they may be connected directly to each other. Gum or wax may be used to seal the joints. The most usual type of water-vessel is a horn with the reed passing either into its wide end or through a hole in the horn. There are many local variations of this horn dagga pipe. Water-vessels may also be made of clay, a hollowed brick or a gourd. In recent times glass bottles and even enamel bowls have been used. Depressions in the ground have also been used, the smoker then having to lie on the ground to smoke. In the absence of a water-vessel dagga can also be smoked through water held in the mouth of the smoker. The pipe bowl is made of baked clay, carved stone or in some cases even wood. Many of the bowls are decoratively carved. Earlier bowls excavated in archaeological diggings are small, dagga presumably being more scarce at that time. Later bowls are larger.

To smoke the water-pipe, or hubble-bubble, the smoker closes the end of the water-vessel with his hands or cheek, depending on the size and type of vessel, leaving a small opening through which he sucks the smoke through the water. Ordinary tobacco was also smoked in such a manner in the past before the European method of smoking was adopted.



Horn dagga pipe with stone bowl



Dagga container

The National Museum possesses a collection of dagga bowls which have been described by Baard (1967).

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PROMINENT ORNITHOLOGIST VISITS THE NATIONAL MUSEUM

Dr H. Schifter (left), curator of birds in the Department of Vertebrates of the Natural History Museum in Vienna, Austria, his wife (middle), and Mr H.G. Wiedenroth (right), Chief Taxidermist of the Vienna Museum, visited the National Museum, Bloemfontein, during April to study mousebirds in the Orange Free State. Dr Schifter, who is working mainly on the taxonomy and distribution of mousebirds, which he has studied in Senegal, Kenya, Tanzania and Transvaal, is a distinguished ornithologist. He is chairman of the Austrian section of the International Council for Bird Preservation, Vice-chairman of the Austrian Ornithological Society and member of the British, German, French and Middle-Eastern ornithological societies and corresponding member of the "Deutscher Bund für Vogelschutz."

The Bird Collection of the Vienna Museum dates back to 1793 when a private collection was acquired by the Emperor of Austria. The first specimens from Africa were received in 1799 when Scholl, an Austrian botanist, returned from the Cape. Subsequent additions were made by the famous Baron C. von Hugel, Dr T. Heuglin and Dr E.

Holub who collected in South Africa during the seventies and eighties of the 19th century. Hereafter many collecting trips were undertaken in Africa. Of the 80 000 specimens preserved in the Vienna Museum, 12 000 originate from Africa.



DIE ERA VAN DIE TRANSPORTRYER

J. Haasbroek

Die era wat transportry in Suid-Afrika omsluit het, is 'n tydperk waarvan menige avonturiers vandag slegs kan droom. 'n Tydperk wat vir die hedendaagse mens geheel en al iets vreemds is, 'n tydperk wat nooit weer na Suid-Afrika sal terugkeer nie. Die transportwaspore het op die Suid-Afrikaanse vlaktes verdwyn, toegeweb onder kronkelende spoorlyne.

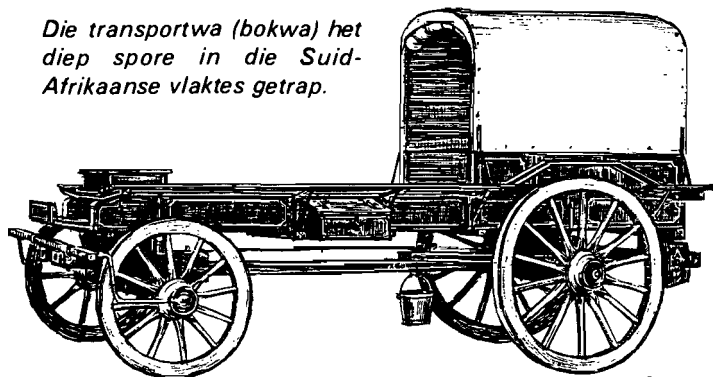
In die tweede helfte van die vorige eeu, veral na die ontdekking van diamante in 1867 en goud in 1886, het transportryers die binneland deurkruis om materiaal te vervoer. Die transportryer het inderdaad sy beskeie deel bygedra om van Suid-Afrika die vooruitstrewende land te maak wat hy vandag is. "If the railway men exposed Southern Africa to the stern winds of twentieth century progress," getuig Peter Joyce tereg in *The World of the Wagon*, "it was the transport riders who laid the foundation on which others could build."

Wie en wat was die transportryer? Die man van die wapad het gewoonlik krag, stamina, 'n hardnekkige wil van sy eie en 'n onversadigbare swerwersdrang gehad. Fisies het hy fors daar uitgesien. Hy het 'n sfeer van dapperheid uitgedra, want sy lewe was dikwels bedreig deur roofdiere, vyandige swart stamme, dodelike siektes en vol riviere. Sy metgesel was 'n transportwa en trekosse wat tot die uiterste beproef kon word.

Kommandant C.F. Gronum se boek, *Transportry, Runderpes en Poskoetse*, bied interessante mededeling oor die soet en suur, die ontberinge en teespoed van die transportryer. So vertel Gronum onder andere: "Wanneer hulle by 'n spruit kom wat water het of 'n rivier, word eers deurgery tot oorkant, span daar uit en die oorkantse mense wat terugkom, kom span weer duskant uit. Elkeen neem sy handdoek en klere wat moet gewas word, hang dit oor sy skouers en klompies-klompies stap hulle af na die rivier toe. Daar word gewas en klere gewas en grappe gemaak en gejol. Dan is hulle weer reg vir die volgende skof: voorwaarts, voorwaarts."

Met die koms van die spoorweë is die transportryer in die laat negentiende eeu uit die

Die transportwa (bokwa) het diep spore in die Suid-Afrikaanse vlaktes getrap.



(Foto: Shell S.A.)

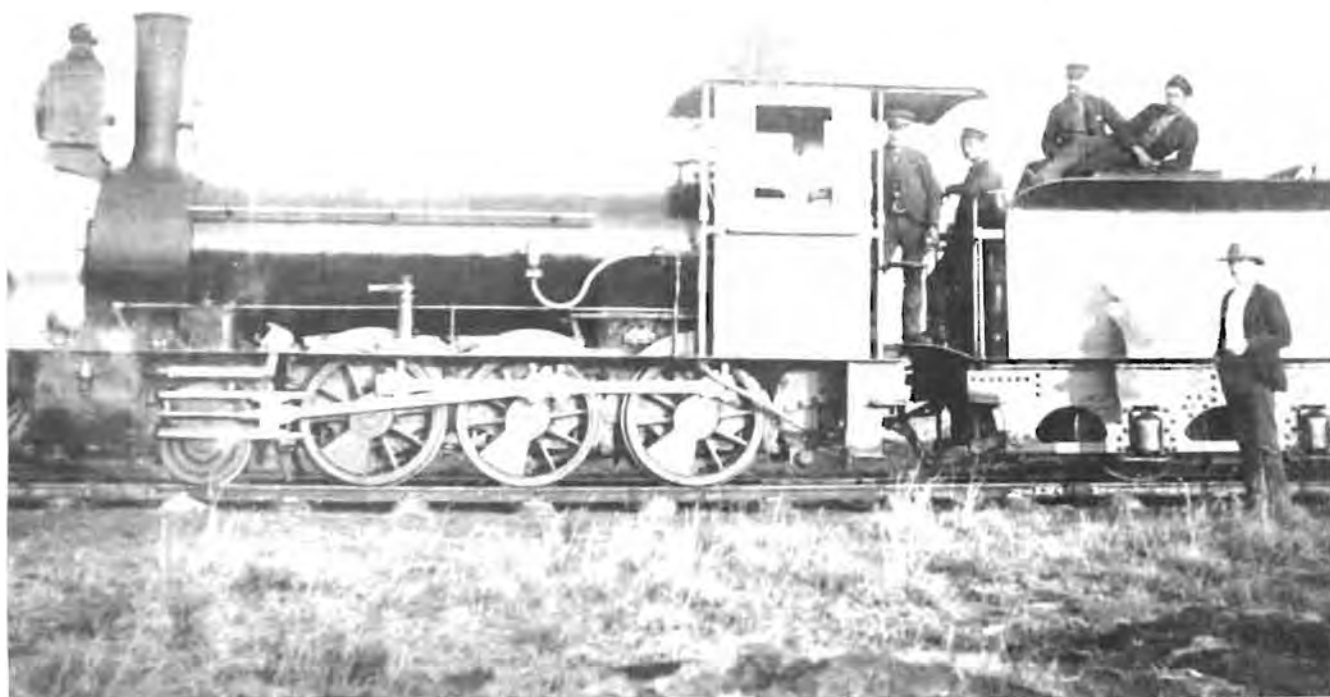
samelewing verdring. Die transportryer het die uitsterf van dié epog diep betreur.

Stanley Portal Hyatt, wat baie ervaringe tydens transportry deurgemaak het, bring in sy boek *The Old Transport Road* die innerlike wese van hierdie manne na vore. Wanneer hy in sy verlede terugdelf, skryf hy: "I have known the love of a woman, but love and friendship are two very different things, and I have made no new friends. How can you be friends with a man whose grit you have never tested? You may like him, but that is all. You must be quite certain of his personal courage before you can admit him to intimacy. And so I remain a very lonely man. Amyas, my brother and comrade of those days, died ... and I never met any one else who can talk to me of yoke-locks and strops, of the guinea-fowl calling in the mealie lands and the reeduck whistling in the long grass just before dawn, of the hyena reviling all creation and the go-away bird warning the game of your approach. Sometimes, I feel I have been cursed in having been given so good a memory. I cannot forget..."

Vandag is hierdie "men of the road" vergete, maar hulle het as onverskrokke pioniers 'n beslissende rol in ons beskawingsgeskiedenis gespeel en daartoe bygedra dat groot dele van die binneland getem is.



Die Waenhuismuseum, 'n satelliet van die Nasionale Museum, wat direk agter die historiese Eerste Raadsaal in St. Georgestraat, Bloemfontein, geleë is, het transportwaens op uitstalling.



Die eerste trein wat in 1890 oor Kaalspruit naby Bloemfontein gestoom het. Die koms van die spoorweë het 'n groot bedreiging vir die transportryer ingehou.



Twee transportryers by hul wa.