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In the Transvaal During the War:
Reminiscences of
A British Subject Under Permit

by
Edward Bushman Rose.

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Profusely Illustrated

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I

Preface.

[During the war in the Transvaal the number of British subjects remaining in the country under permit from the Government, numbered from several thousands at the beginning of the war to ~~several~~ ^{a few} hundreds towards the end. The greater number of these remain in Johannesburg and Pretoria. An account of life in those towns during the war, from the point of view of the British Subject under permit and with special reference to the treatment accorded us by the Boer authorities, will doubtless be of some interest to the British public at large.

[In the following pages is recorded practically every incident of importance and interest which happened in Johannesburg or Pretoria up to the

surrender to Lord Roberts and the termination of the Boer régime so far as those towns were concerned; as well as personal reminiscences and experiences germane to the subject or likely to add to the interest of the book.

In some portions of the present volume have appeared in the form of articles in The Reformer and The Sphere, and I have to acknowledge the courtesy of the editors of those publications in according me their permission to reproduce them. I must in the same way express my obligation to the editor of The Times for his permission to reproduce the photographs of the Jewish Ambulance Corps and the temporary hospital at the Charist Bros. school.

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But by far the greater part of the volume, both as regards letterpress and illustrations, is entirely new, and will be found to contain many interesting facts and incidents now published for the first time.

Edward B. Rose.

London,

Chapter I

The exodus from the Transvaal - gradual increase - panic -
- 1000 miles in coal and cattle trucks - carriages reserved
for women & children - the ultimatum to get Britain and
the reply - eight days to clear out - free tickets - numbers
carried - ~~extra~~ ^{honour} ~~carried~~ ^{by} ~~honour~~ of
railway officials - railway company's creditable performance
- repopulation of Johannesburg probably a unique occurrence.

1.

[The exodus from Johannesburg during the few weeks immediately preceding the outbreak of war, and during the eight days after hostilities had actually commenced - the time allowed by the Boer Government for British subjects to leave the State - was an experience which no one of mature years who participated in it or even witnessed, would be likely to forget in the longest lifetime. Long before war was declared or even ~~thought~~ considered by the majority of people as inevitable, Johannesburg had been in a state of trepidation and alarm bordering upon panic. People had been fleeing the place as from a plague; nearly every store and shop and a large proportion of private houses were barricaded, and the town generally presented an appearance of the utmost confusion and disquietude. As the situation became more and more critical and the relations between Great Britain and the Transvaal more strained, this feeling became intensified. From scores leaving daily the numbers rapidly increased to hundreds, and from hundreds to thousands until, at about the middle of September it was computed that the daily departures amounted



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THE WAR SCARE
ASCRAMBLE FOR SEATS
IN OPEN COAL TRUCKS

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to an average of something like two thousand ^{persons.} Towards the end of September, when the exodus proper may be said to have commenced the railway authorities dispatched two trains daily both to Natal and Cape Colony instead of one only as previously, but still every train leaving was crowded to its utmost capacity.

[With the dispatch of the momentous ultimatum to Great Britain by the Transvaal Government on Oct 9 however, a veritable stampede set in, no less than seven or eight trains were sent away daily, the ordinary rolling stock proved quite inadequate to carry away the crowds of panic-stricken fugitives, and thus began the daily and nightly scenes at Johannesburg station which, once having been seen - at a time experienced - can never be effaced from the memory.

[Every description of open and covered cattle, goods and coal trucks was eagerly, desperately scrambled for, and for two or three days not only were white men, women and children huddled ^{promiscuously} ~~with~~ into such conveyances, but Kafirs, Indians, Chalays and other varieties of the heterogeneous population of the Rand were

conveyed away on a three day's journey with whites of both sexes and every degree of birth, culture and position.

[It is only fair to the railway officials to say that so far as passenger carriages of any description were available they were reserved exclusively for women and children; an official being stationed at either end of each carriage and no man was allowed to ~~enter~~ ^{enter} them under any circumstances.

[That a large amount of the feeling which prevailed was sheer unreasoning panic was proved by the fact that on several occasions ^{no} amount of persuasion, either by the railway officials or by ^{efforts to induce} ~~well-meaning~~ women who had got into coal trucks with booties and shalays ~~to~~ ^{would} leave them even when assured that they could be accommodated in carriages reserved entirely for members of their own sex; so fearful were they of not being able to board the train again if they once left it. Several such incidents came under my own observation and I can, therefore, vouch for the truth of ^{the statement} ~~what I have stated~~.

[The excodus, as was to be expected, brought out many of the best as well as exhibitions of the worst traits of human nature amongst those participating in it. But whilst a certain



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JOHAN NESBURG REFUGEES
IN CATTLE TRUCKS

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