

ADMINISTRATIVE DIVISION: NORTH-WESTERN PROVINCE, 1900-1953

- 1901 - 1916 Kasempa District
Sub-stations: Shilenda, Mwinilunga and Kansanshi.
- 1916 - 1923 Kasempa District
District Commissioner and Magistrate located in Solwezi.
sub-stations: Mwinilunga and Kasempa.
- 1923 - 1933 Kasempa Province
District Commissioner and Magistrate reposted at Kasempa.
- 1933 - 1942 West-Luangwa Province
Kasempa becomes sub-station and combined with Solwezi into one district.
Balovale District excised from Barotseland and becomes part of West-Luangwa Province (1941).
- 1942 - 1946 Kaonde-Lunda Province
Headquarters at Kasempa,
Solwezi-Boma closed.
- 1946 - 1953 Western-Province
The whole area is part of the Western Province with headquarters at Ndola.
Kasempa a District - Boma.
Solwezi-Boma re-opened as a District-Boma.
Kabompo becomes a separate district in the Province (1948)
- 1953 - North-Western Province
Prov. headquarters at Solwezi.
- 1978 - Kasempa District divided in two parts:
 Kasempa District with the areas of Senior Chief Kasempa and Chief Ingwe
 Mufumbwe District with the areas of Chief Kizela and Chief Mushima

- ca. 1875 The Kaonde Chief Mudungu (Kasempa) of the Bena Kyowa clan is succeeded by Chief Kabambala. He settled in present Kasempa District at the Luma river near the Kaimbwe saltpan (sometimes called the heart of Kaonde Land). The Mbwela people are pressed further southward by incoming Kaonde clangroups from the north.
- ca. 1885 Chief Kabambala murdered; Jipumpu becomes Chief Kasempa. The name Kasempa comes into use. Chief Jipumpu Kasempa moved further southwards from the Kaimbwe saltpan toward the Busanga swamps, subsequently to the Ntete and Mukunashi stream, and finally, he settled at Kamusongolwa Hill. Several skirmishes between Kaonde clangroups and Masukulumbwe (Ila) people in the environs of Kafue Hook.
- ca. 1895 Lozi tribute collectors sent by King Lewanika of Barotseland are rebuffed by Jipumpu in the Busanga area. Chief Mushima moved from the East Lunga river area to the Lalafuta river and received protection from Lewanika.
- ca. 1897 Fight at Kamusongolwa Hill. Chief Jipumpu defeated a small Lozi army from his stockade on the hill. Later on he made peace with King Lewanika and presents were exchanged.
- 1899 Prospecting expedition by George Grey of Tanganyika Concessions Ltd. along the headwaters of the Kafue river. On September 6th 1899 Chief Kapiji Mpanga guided Grey to the old Kansanshi copperworkings. Return journey along East Lunga river, whereby the Kalasa and Kasonso villages were passed, and several other old copperworkings pegged. Very likely Grey was the first European to travel through the eastern part of Kasempa District.
- 1900 Expedition, October 1900 - January 1901 by Col. Colin Harding (commandant Barotse Native Police and acting administrator Northwest Rhodesia) from Lealui via Kasempa to the source of the Kabompo river to investigate slave trading. During this tour many slaves were set free and a slave-traders village attacked. Harding selected sites for new "forts". Very likely Harding was the first European to reach the middle of Kasempa area, and he probably met Chief Jipumpu and selected the site for Kasempa-Boma.

- 1901 In October or November (at the first rains), an advance party of the colonial administration under sergeant-major Mobbs and trooper Lucas arrived with a detachment of Barotse Native Police at Kasempa. They pitched camp near Chief Kasempa's stockade at the foot of Kamusongolwa Hill near the Lufupa river.
Chikulukumbwe became first Kaonde messenger. George Grey trekked again to Kansanshi with mining equipment and made a track from Nkala to Kansanshi.
- 1902 The first administrative officer stationed (ca. April 1902) at Kasempa was Captain Stennett of the Barotse Native Police.
Shortly afterwards, F.B. Macaulay (known as Tabataba), sub-inspector, arrived from Kalomo (accompanied by a Lozi Headman) and took charge of the newly formed Kasempa District.
A permanent police camp of large earthen ramparts was built at Kasempa.
- 1903 Several reports made of slave-raiding parties in the district and expeditions against the Mambari slave caravans. Boundaries in the northern part of the district (Lunda country) were not yet established.
- 1904 E.A. Copeman (Chikolokoso) arrived from Kalomo to take over from Macaulay.
C.E. Bellis announced that slavery was abolished. First permanent (brick) building at Kasempa-Boma built by Copeman and Bellis.
- 1905 Death of Chief Jipumpu Kasempa (some sources mention 1902 or 1904 as date of death).
Police station established at Shilenda by Major Carden (station closed in 1916).
Boundary line dispute between British, Portugese, and Belgian sphere of influence was settled by the King of Italy.
In the North-Western Province the boundary is situated along the watershed of the Congo and Zambezi river-systems.
- 1906 The Kalene Hill mission-station in the Mwinilunga area opened by Dr.W. Fisher of the Plymouth Brethren. Continuing reports on slave trading in the northern and western parts of the district.
- 1903 - 1907 Early trade and mail - some notes:
First white trader in Kasempa area was W.Frykberg, (alias Kola or Bwana Misha), a former sergeant-major, who opened the first store at Kasempa-Boma ca. 1907. Mail came once a month from Nkala to Kasempa and once a month from Nkala to Kansanshi. For some time there was a sub-Boma at Kaulundia near the ferry crossing of the Kafue at Lubungu (Mumbwa District).

- 1907 Kalusha became Chief Kasempa. Sub-Boma in Mwinilunga District (at that time Lunda sub-district) established by Copeman and Bellis at Kalalua (in 1910 moved to present site of Mwinilunga Boma). C.E. Bellis - native commissioner of that sub-District. Unrest because of irresponsible actions by Europeans; many villages moved into the Congo. Bellis shot in an ambush while investigating a slave raiding party; rescued by district messengers. First [✓] of 5 sh. collected by Copeman in the environment of Kansanshi mine and in the area of Kasempa and Kalasa. Railway reached Broken Hill. Connections with Kasempa intensified. A road made from Broken Hill to Kansanshi via Kapopo village on the Kafue river.
- 1908 First copper smelted by European methods at Kansanshi and transported to Broken Hill. Balovale-Boma opened by J.M. Venning. Troubles in Mwinilunga area due to oppressive conduct of the administrative officer, "one-eyed" MacGregor.
- 1909 Sub-district of Kansanshi established by Mr.F.H. Layman. MacGregor, DC at Kasempa, requested to resign. W.H. Hazell became DC and C.S. Parsons, Native Commissioner. Trader Richardson murdered in the Kabompo river area.
- 1910 A.W. Bailey opened mission-station of the South African General Mission, SAGM, (later the African Evangelical Fellowship and subsequently the Evangelical Church of Zambia) at Kisalala (Solwezi District).
- 1911 At Shindamona gold workings, 13 miles north of Kasempa Boma, A.H. Ohlund, a storekeeper employed by W. Frykberg, was murdered by 3 men (May 31st). Fort constructed and police reinforcement at Kasempa Boma. Anglo-Belgian border commission pegged boundary line with Congo Free State (1911-1914).
- 1912 Public hanging in the presence of Kaonde Chiefs and headmen, of 4 people charged with murder at Kasempa Boma (November, 12th). Hazell, magistrate at Kasempa. Bellis caught again in an ambush in Mwinilunga District. Bailey travelled in Kasempa District and chose site for a new SAGM mission station on the Lalafuta river. Mr. and Mrs. Harris in charge at Kisalala Mission station. A village school opened with the help of John Pupe. Copper from Kansanshi transported to Broken Hill and to Baya in the Congo.

Annex II

Former European cemetery at Kasempa Boma - graves 1909 -1961

Location near the junction at Kasempa main road and the road to Kaoma

Source : Kasempa District Note Book at National Archive Zambia, Lusaka

Refer attached maps from the Kasempa District Note book pages 143 and 144.

Names and short biographic information The following sequence is according to the numbers on the attached map - District note book page 143.

1. Tom Stainton 1909 - 2nd - Jan.
2. W.H. Sargent 1919 - 24th - Oct. Lt N R Police
3. Niels Albert Ohlund 1911 - 22nd - May Swedish trader/miner

The Swedish store keeper Niels A. Ohlund, known locally as Bwana Chiyumbi. He was an electrician who came to Africa in 1904. He lived 12 km north of Kasempa Boma at Shindamona, a small gold mine and was employed by the Swedish trader and labour recruiter William Frykberg. Ohlund was shot at night at his home in revenge of non-payment by Frykberg of compensation for labourers who died while at the mines. (refer further note 1 beneath)

4. R.D. Munro 1916 - 26th - April
5. G E Skoglund 1916 - 31st - May Swedish trader

Gunnar Skoglund managed the store of Frykberg at Kasempa. He became depressed and shot himself. His personal belongings were sold and the money was sent to Sweden. The work at the store was taken over by Henrik Stiernspetz.

6. Mrs Norah C. Dollman 1926 - 5th - July British, wife of colonial administrator

Mrs Dollmann was just married to a British colonial officer, she died while giving birth.

7. G.B. Darke 1923 - 9th - Nov. Scottish hunter

Drake was a Scottish commercial hunter, residing for a while in Kasempa, one night he went unarmed for a stroll outside his home and was mauled by a lion, his remains were gathered in a suitcase and buried.

8. C W Hammerton 1924 - 1st - Jan Captain Scots guards
9. W. M. Burden 1926 - 26th - Oct.
10. Henrik Stiernspetz 1927 - 22nd - Nov. Swedish storekeeper, hunter, miner

Henrik Stiernspetz was a well known hunter and trader, he did run on behalf of Frykberg the

shop at Kasempa, near Lufupa river from 1917 till 1927. He embarked also on mining exploration at the Jifumpa mine (for details refer note 2).

- | | | |
|--------------------------|---------------------------------|--------------------------------|
| 11. Patricia Mary Tweedy | 1929 – 5 th -Jan. | called Tishy- 5 month old, |
| 12. Edwyn Hough | 1952 – 29 th - March | information not clear (error?) |
| 13. V. H. Magee | 1961 - 16 th - Jan. | British colonial administrator |

Victor Magee, a cadet at Kasempa died in a motor accident, 45 miles south east of Kasempa, while on his way to Lusaka (refer note 3).

The cemetery was renewed in 1955 with wooden crosses and metal name plates were placed on the square stones of the graves. Today however (and over the last decades), there are no name plates anymore, only small identical square stones which are visible between the bush and these are accordingly the lining on the archive map page 143. At the Kasempa Civic Centre and at the National Heritage Conservation Commission (NHCC) the process to gazette the site as a district heritage site is under consideration. The site is over 100 years old.

Note a) Frykberg, known as 'Bwana Mecha', served with the Barotse Native Police and did visit in that capacity Kasempa . Later he became a merchant and labour recruiter. He did run for some time a store at Kasempa. He was an active labour recruiter in North West Rhodesia, his company was stationed at Cape Town, later at Johannesburg , and he possessed a farming enterprise in the Mwinilunga District. Ohlund was shot in revenge for several labourers recruited by Frykberg ,who died and had not returned from the mines in Bulawayo. Usually compensation was paid in such cases to the family , but not in this case. The assassins, led by Tumila Sakutenuka, one of the brothers of a deceased labourer, could not get hold of Frykberg and attempted in retaliation to murder one of the Europeans living at Kasempa Boma , but failed and they then shot Ohlund who was living at an isolated place north of Kasempa. After several month and a long pursuit, Sakutenuka and some others were caught in the region of the Kabompo river. There was a court case at Kasempa Boma and four people were hanged in the presence of all the chiefs and headmen of the District in 1912. A hanging pan is still present , today a heritage site, in Kasempa centre, near the Tamara resthouse. A detailed account is given by: Chibanza, S.J. "Kaonde History" Central Bantu Historical Texts, Rhodes-Livingstone Institute, Lusaka 1961, page 71 . Refer further: Short, R. "African Sunset" Johnson, London, 1973, page 28; Grimstvedt, S. "The Swedish Settlement in the Kasempa District" Northern Rhodesia Journal (NRJ) 1956, 3,1, page 34 and the unpublished Ph thesis by Kakoma, B.C. "Local politics in the North Western Province of Zambia" University of Sussex, 1977. Refer for an account of the life of Frykberg the website <http://Kaondewordpress.wordpress.com> – chapter Kasempa.

Note 2) Much details are known about the Swede Henrik Stiernspetz ,no 10 on the above list. He was born in Stockholm 3 /9 /1891. He had one artificial eye, nevertheless he was a very good hunter. In 1912 he left Sweden via England to Cape Town. For some years he had a hardware shop there.

2) During the economic depression of WW I he trekked as a trader and hunter north towards to Kasempa District in 1915. He worked for the company of William Frykberg.

His large trading shop was located near today's Lufupa bridge. Stiernspetz died of pneumonia

22 november 1927, and was buried at the graveyard by the SAGM Missionary rev. Charles Foster stationed at the Mukinge mission post (SAGM later became ECZ - Evangelical Church of Zambia). Stiernspetz had the Kikaonde name 'Djifumpa' and was known for his friendly attitude and as a very active and good hunter (despite only one eye). In his last years he worked together with Jack J.C. Merry, a British mine explorer and builder; they started for a couple of years copper mining activities at the Jifumpa mine, an old traditional Kaonde copper mining site, located near the East Lunga River and the ferry across that river. But not with much success. The investments of Stiernspetz's family in Sweden were lost. He hesitated to return to his home country.

Refer for details on the life of Henrik Stiernspetz, the publication (in Swedish) of sixty of his letters to his family in Sweden, written by his niece:

Killander, E. "Sista Brevet Fran Kasempa", Roos & Tegner, Malmö, 2014.

Note 3) Refer: Grant, W.J. "Zambia now and then", Routledge London 2009, page 120, 121, 224, 225.

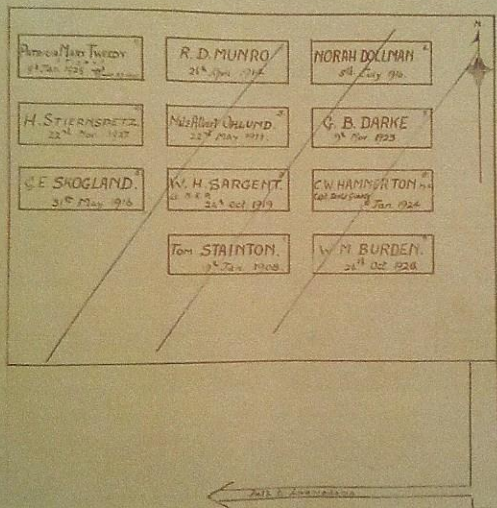
NB Another Swede who died at Kasempa of malaria was Kola Frykberg, younger brother of William Frykberg, but it is not clear if he is buried at this cemetery.

Compiled by Dick Jaeger, Lusaka October 2018, dick.jaeger@gmail.com

NB The author visited Kasempa in 2013 and 2014. With the assistance of the Rural Council Secretary (the late Mr. Maseka Najapawu), visits were made to the cemetery and bush cover was cleared away. The grave stones are visible, but no name plates anymore.

April 1933.

New courses were made to the order of Mr L.A. Duval
acting Municipal Commissioner, and were affixed in brick
and cement foundations under his supervision. Small metal
plates bearing names and dates were affixed to the courses.
1/4". The metal plate the found.



1935. Course in place very plain & one out of
which the brick work is well & well
1936. Course cast & sealed. *Aluminum*

1937. One metal plate found and laid on original group. H. O. Morris (1937)

Cemetery.

The Cemetery lies about 600 yards west of the
 Old Roma off the road leading to Lismore Point

In 1920 Mr. P. Hall &c. kindly made (with his own hands)
 wooden frames for these graves without head-stones and painted
 names & dates of death thereon.

13. U. H. HARRIS 18/1/61	14. R. J. HARRIS	15. Mrs. H. C. Rollman
16. MARY MARY TWEEDY "1871" 1871-1942	17. W. A. O'NEILL	18. G. B. DORRIS
19. Patrick Sheehan 1871-1942	20. Lt. Seagrave HARRIS	21. C. W. Hamington M.C.
22. J. S. Skelton	23. T. Stanton	24. H. M. BARRON 18/10/18
		25. EDWIN HOGAR 28/3/52

Lismadamba Road

**'FROM ANCIENT FOOTPATHS to intensively used CYCLE ROUTES'
PRE-COLONIAL and EARLY-COLONIAL TRACKS in the NORTH-WESTERN
REGION of ZAMBIA**

1. Introduction

Our century knows a dense network of roads, motor highways, railways and plane connections all over Africa. But in former centuries there were also networks of paths and caravan routes for many ages all over the continent. Linkage existed between villages and village groups and between the palaces of kings and chiefs, as well as trans-continental trade routes. In Central Africa the caravan routes through Tanzania, DRC Congo and Angola are well known, with trade contacts to and from the east and west coasts of Africa. The Portuguese attempted to establish a Trans-Atlantic Trade route from Mozambique (Tete) to the Atlantic Ocean (Angola). in the early 1800's. But the attempts were unsuccessful due to the obstructions by the Bemba King Kazembe (Cunnison 1961, Macola, 2002).

The influence from Arabia and India stretched far into landlocked regions ages ago, refer for instance archaeological evidence from the old town of Zimbabwe and the excavations at Mapungubwe in South Africa.

Less is known about the geographical position of the many small paths across the continent.

This article explores only a tiny part of the former routes that existed in Africa, with the focus on the north-western part of today's Zambia.

It is a tentative approach of the approximate course of the paths used in the pre-colonial times and subsequently in the first decades (1900-1920) of the colonial period in the north-west of Zambia.

The century old tracks were some times already created by animals in particular elephants and buffalos to water-pans and subsequently used by human beings (Moubray, 1912, page 97).

The picture of European explorers cutting their way through dense forests and bush regions is exaggerated. They mainly used existing routes and were assisted by local guides, with the consent of the local chief. David Livingstone was guided in this way and received a lot of

assistance during his crossing from the Zambezi region to the west coast and his return to the east coast (his first long expedition of 1853-1856). He explored routes to augment trade to the interior, according to his adage: 'commerce and Christianity' (Jael, 2011). This in contrast to for instance Henry Stanley, who did not hesitate to show and eventually use arms when he was denied permission by local chiefs to cross their territory; he then made his way by brutal force.

A distinction is often made between local trade and long distance trade (Roberts 1970), although they are interconnected. Local trade consisted of perishable products and daily-use products, like mushrooms, dried fish, honey, salt, pottery. The high valued products like ivory, gold, copper implements and slaves were main products on the long distance trade, in exchange for products like calico, beads, *mpande* shells and muzzle loaders.

Descriptions of the many foreign products available at the palaces of important chiefs along the trade routes (for instance King Kazembe in Zambia and the Lunda Paramount King Mwata Yamwo in the Congo and the notorious slave trading Chief Msidi in Katanga- Congo) provide an example of the variety of trade goods transported. (refer for instance: Arnot 1890, Cameron 1911, Cunnison, 1961)

2. The nature and routes of the tracks.

Most of the paths were small, just 3 or 4 feet wide, and well-trodden. Long caravans of persons in single files followed it with a heavy load (of about 60 lbs per person) on the head or shoulders. The densely infected tsetse fly regions in the centre of Central Africa didn't allow any use of oxen, donkeys or horses. Transport of goods depended fully on human manpower (note 1).

In parts of Angola and Tanzania wider caravan routes came into existence, widened by the Arab and Portuguese traders. The Voor-trekkers in South Africa with their ox-drawn wagons used also existing local tracks (or widened the track) up northwards from the Cape Colony. The well-known track mentioned above in central Africa is the caravan route from the east coast on the Indian Ocean, it went from Bagamoyo, via Tabora in the middle of Tanzania towards Lake Tanganyika, to the small Arab town Ujiji where Stanley met Livingstone (1871). Another intensively used caravan route went from Benguela on the Atlantic coast through Angola into the Congo, towards the Garangenze/ Katanga region (refer map in Cameron 1911).

This main trading route was not far from today's Zambia's northern border and the Kansanshi mine, as well as from the other small local mines further south along the Lunga and Kafue rivers, local paths went to that route. (Moubray 1912, page 62 and map I). There were no main caravan trading routes through the north-west of Zambia, however many smaller paths. The inter village paths were important not only for trade but also for paying tribute to a chief and for inter village personnel contacts (the Kaonde clan exogamic rules demanded that wives had to be found from another clan, often at another village group of a different clan further away).

In the older times the paths followed the rivers and dambo's, the higher crests were avoided. A daily water supply 'en route' was essential. Small rivers were bridged by fallen trees or simple bridges. Often there were rock outcrops or ledges where a river could easily be passed by foot, especially in the dry season.

Serviceable canoes were available at nearly every village along a larger river, like in the north western province of Zambia at the Lunga, Kapompo, Kafue and Lalafuta rivers, and through the Busangwa swamps. Longer distances could be done also by canoe on these rivers. Sometimes canoes had to be transported over stretches of land where there were waterfalls and rapids.

Later in colonial times villagers were obliged to maintain the main paths and the local inter-village paths well and to clear yearly after the rain season. The width had to be 4 to 6 feet and the surface well scuffed. These paths became important as cycle path-connections and as mail routes between the main administrative centres in colonial times.

The main sources to examine the course of the paths in the north-west region of Zambia have been the following. Several publications of the early 1900's give an indication of the geographical position; such as maps in the publications by Moubray (1912), Thornhill (1915), Melland (1923). George Grey reports also about his expeditions on foot and by bicycle to and from Katanga in 1899, 1901 and 1903 (Grey 1901 and Moubray 1912). (note 2). The Kasempa District Note Book at the National Archives of Zambia (NAZ, KDD, page 94-96) lists several mail routes and the villages and rivers, where camp was made by the mail runners (refer annex) On this basis the approximate route of the pre-colonial and the early colonial paths in the north-west of Zambia are shown on attached Map I.

In the early decades of the twentieth century there existed a network of hundreds of miles of good cycle surface routes through the NW province. Even today these connections are

partly in use as short cuts, where the main motor routes makes a deviation over the crests. The cycle routes played an important part in the development of the country in those first decades of the 20th century (Thornhill 1915 p 28 , Gewald 2009 ,p 19).It was only since the 1920's, after WO I, that motor transport routes became important. The motor roads were built on the higher crests and avoided streams and dambo's as much as possible. Since that time the connection network clearly changed. Village groups in older times were located along rivers, streams and dambo's. The settlement pattern changed with the construction of the motor-able roads into a pattern where village groups are located along the new main roads ribbon wise. To live nearby a motor road provided opportunities for trade and for transport towards town, and later on government started to provide services along main roads, like schools and clinics.

For the location there was a preference for those sites where a motor road came nearby a dambo or where it crosses a river. Refer Map II with the settlement pattern in the Kasempa District in 1940 and in 1975 , which shows the change from settlement along the rivers towards the main roads(Jaeger 1981 p 83).

Gewald (2009) reports the same type of change in the northern part of Zambia after World War I. The first motorway on the higher crest in the North-Western Province was the connection from the Copperbelt (Chingola) towards Kansanshi mine and Solwezi, followed by the connection to Mwinilunga. Later came the motorways to the west and southwest, towards Kasempa, Manyinga , Kabompo and Balovale (today Zambezi).

3. The old paths in the north west of Zambia

This paragraph refers in detail to the routes in the Kaonde tribal region of the North Western Province of Zambia in pre-colonial times. A very important route was the path along the East Lunga river. From the Sanga tribal area (Garanganze/Katanga) in the Congo a route went to Kansanshi mine and from there to the south along the perennial East Lunga River. Many small Kaonde clan groups (a group of people with their headman- of a specific clan – refer, Jaeger 1971) migrated along that route towards the south into Mbwela tribal land (note 3) towards the confluence of the Lunga and Kafue rivers and the Kafue Hook region. Further south they were blocked by the stronghold of the fierce Mashukulubwe people, better known as the Ila tribe (Smith and Dale 1920). There were old mine workings near the East Lunga river (Buffalo Mine) and further south near Kafue Hook (such as the Hippo mine, Silver King mine, and Sable Antelope mines) (refer map of 1908 by Moubray 1912). Several

of the old mines go back to the period that the Mbwela groups lived in that part of today Kaondeland (and maybe even before their arrival exploited by former inhabitants - refer Roberts 1970). Transport for the produce such as copper- ornaments, copper and iron bullets , salt, and rubber took place along the East Lunga river route to the north in exchange for fire arms and calico and other products from the coast. It is also along this river that a chain of Kaonde (and Kaonde-Lamba) chiefdoms were settled. From north to south: Kapiji Mpanga , who usurped a chieftainship position from Chief Mujimanzovu. The later is of senior chief position and became acknowledged as the Senior Chief in the Solwezi District. He is of the old Balonga clan and his name was : ' the one who grows tusks'. An indication for the importance and trade in tusks, from that region to the north. Other chiefs along the East Lunga river were/are Nyoka, Kinsengwe (Kaonde-Lamba), Kalasa (also Kaonde-Lamba), the old BenaKuyilu chiefdom of Kasanso, and further Kaindu and Kapingere. The last three mentioned groups were also referred to as Kaonde-Luba (Brelsford 1965, Jaeger 1971), as they arrived earlier as the other groups and settled in the Kafue Hook region. A rich natural region with much opportunities for hunting and fishing and many mineral deposits.

Later these three Kaonde chiefs with their villages had to move away due to the establishment of the Kafue National Park (1952). Part of the Kasonso villages were moved to the north into the Kasempa region (environment of the Jifumpa mine), others opted to separate and settled in the Mumbwa District, like chief Kaindu and Kapingere. By the end of the 19th century the Kaonde Chief Mushima, settled in the south along the Lalafuta river and paid tribute to the Barotse Paramount King Lewanika. A path went from the Lalafuta river towards the nowadays main road Kaoma- Mongu and from there to Lealui (the palace of the Barotse King). Probably Mushima settled in that region to obtain protection from the Barotse to save guard him from the increasing mighty of Jipumpu Kasempa and likely Mushima was also lured by the mineral deposits along the nearby Dongwe river (refer map page 718 in Roberts, 1970). By the end of the 19th century slave trade intensified. Many slave raiding parties took place by the BaYeke from the Garanganze region into Kaonde land under the leadership of the notorious half caste Chief Msiri (Mishidi)(Arnot 1890) (note 4). The route along the East Lunga was used to raid the Kaonde villages. As defence the villagers erected strong stockade- settlements, the populace dwelled together with their headman/chief in the stockade. For agricultural work on the their shifting gardens temporarily small primitive shelters were erected, .the garden village, near the fields and

one could fly to the stockade in times of danger. When the expedition of George Grey went south along the East Lunga river , in 1899, after he had been guided by Chief Kapiji Mpanga to the old mining site of Kansanshi, on 6th of September 1899, some shots were fired to Grey's caravan at the stockade of Chief Kalasa located near the East Lunga river (Thornhill, 1915,p. 31). On Grey's expedition in 1901 to the north with a lot of equipment for the Kansanshi mine (refer Grey report 1901) he passed again the Kalasa stockade and his last donkeys died at that place due to sleeping sickness in this heavy tsetse fly infected region (oral information by a former Kalasa chief (note The Kalasa region (as well as other regions in the area) were regularly attacked in the last part of 1800's, as mentioned above, by the Bayeke, from the Garanganze region in the Congo. However it might also be likely that chiefs in the region cooperated with the Bayeke, to capture people as slaves and to sell them to the Bayeke. All these trade movements must have taken place along the East Lunga river route.

Chief Kasempa lived for some time at the Kayimbwe saltpans (known as the Kaonde heartland) and subsequently more south near the Busanga swamps , also a salt producing region. He was lured to these areas for its economic potential and as a war faring chief drove others away. By the end of the 1800's he built a well-fortified stockade at Kamusongolwa Hill. He fought against Chief Mushima, who accused him that he had stolen two of his wives. The most well-known is his battle against a small Lozi army at Kamusongolwa Hill. A small army with Lozi indunas came from Barotse land, they were ordered by King Lewanika to demand tribute from

Chief Kasempa (Chibanza 1961, website: Kaondewordpress.com). However the Lozi warriors were quickly defeated. This victory made him the primus inter pares among the Kaonde chiefs. In colonial times he was recognized as the Senior chief of the Kaonde in the south, the Kasempa region. (Like Chief Mujimanzovu in the Solwezi region). The small Lozi invasion army likely made use of the paths from the south west, via Mushima at the Lalafuta river towards the north east. Since that battle Kasempa became a central place for the southern Kaonde.

5. Kasempa as a Central place

The British South Africa Company (BSAC) organized expeditions in 1899 and 1900 into the north west, to claim the north-west region of North-Western Rhodesia territory, according the principle of effective occupation (Andrew, 1976), to facilitate the increase of mining

explorations and to curb the intensive slave trading still continuing from the Angola side. In 1901 a hill opposite the Kamusongolwa Hill was chosen as the first administrative centre in the NWP region (Clark,1955).That hill is in a strategic position opposite the site where Chief Jipumpu was settled. Since that time Kasempa Boma became the central nodal place in the district and in the early colonial years also the capital of the newly created NW province (first called Kasempa Province, refer Annex I). It is the only administrative centre with the name of a local chief and also one of the few administrative centres that remained at the exact same location in the Northern Rhodesia territory (and in today's Zambia). From there a further occupation of the north west, were slave trade continued at a considerable scale by Mambari and half cast Portuguese traders.

Use was made from the existing local paths to and from Kasempa. The main connection to the south was the path along the East Lunga river and Kafue river towards Kafue Hook and from there to Nkala and Kalomo. Building materials were carried from there. Another connection route to the south was via the Busanga swamps, but difficult to pass in the rain season, then canoes had to be used through the various small channels. It was in this region that also use was (and is) made of sledges.

The old paths became the cycle routes for the colonial administrators and their messengers and for European explorers, traders and professional hunters. When local people went to work at the Copperbelt mines to earn some money, forced as they were to do so for payment of the hut taxes, the purchase of a bicycle was an important achievement. The payment of tax was a heavy burden, like the local saying: "colonial occupation freed us from slavery but brought us the burden of paying taxes".

At Kasempa, a boma was built with houses for colonial officers, a police camp for the Barotse Native Police, a prison, a compound with houses for the mail runners and messengers, a European cemetery (refer Annex II) , and a large open field for Indabas, for the yearly great gatherings with Kaonde chiefs and village headmen. Nearby is the Lufupa river providing a good and perennial clear water supply to the Boma and its people. In 1908, a trading shop was erected by the Swedish trader W.Frykberg, located nearby the Lufupa river (website: Kaonde Archives and Killander 2014).

Kasempa was for many years an important colonial centre in the north west of the Northern Rhodesia Territory. There was present a large Native Police contingent of 32 men and a post of mail runners of 30 men. One of the largest contingents of police and mail runners in the

whole of the NR territory (Clark, 1955). In the first decade of the 1900s the mail runners were supplied with a muzzle loader, for their protection against slave raiding groups and wild animals.

From Kasempa the rest of the province was brought under control and some sub-stations were erected (like at Shilende, later moved to Mutanda). When in accordance with the international agreement the boundaries between the British, Belgian and Portuguese empires were established in 1905 (note 6). Stations were erected at Kansanshi Mine (after some years moved to Solwezi), Mwinilunga, Kabompo and Balovale (today Zambezi) which was part of the Barotse province in that time.

Kasempa was the central node in the tracks in the NW region (refer map I). The connection to Broken Hill became important and much used when the railway siding was opened there in 1906. The Kasempa-Broken Hill connection was used over many years to bring goods and mail to Kasempa and from there further north west. Even when the railway reached the Copperbelt and from there, Solwezi could also be served, the Broken Hill-Kasempa track continued to be used intensively as it was a shorter route (refer note 7). There was also a branch from this route towards Mumbwa Boma. Northward, a path led to Chief Ingwe and to the Kayimbwe salt pans and further to Solwezi, and others to the Musonweji region where a South African General Mission (SAGM –later ECZ) mission post was erected. There was also a path to Manyinga and one south-westwards to chief Mushima at the Lalafuta river and onwards to Mankoya (today Kaoma) (note 8).

In 1920, the provincial capital was moved from Kasempa to Solwezi. That was the time Kasempa lost its central place location in the province and became a remote boma in the so called Cinderella Province- as the NW province was nicknamed (Johnson, 1980, von Oppen, 2002).

For a short while Kasempa was a provincial capital again, from 1923 till 1933 (during the period that Kansanshi mine was closed due to flooding). In 1933 Kasempa became a sub-station again (refer annex I). Kasempa Boma and the Kasempa Royal Chiefs Palace remained, however the central nodal place in the district. People came for visits and trade, using the old network of paths. As mentioned a network of motorways came into existence after World War I. First around the region of Kansanshi mine and Solwezi, and afterwards to Mwinilunga and Kasempa (the first motorcar reached Kasempa in 1926) and subsequently to Kabompo and Balovale, which centre became part of the north-western province in 1941.

The region around Kasempa is also the area where most of the later developments in the district took place. However it was a remote silent place, surrounded by extensive rural areas sparsely populated with villages where the traditional subsistence agriculture practice continued.

A vivid description of the dull and silent life at Kasempa Boma in the 1950's is depicted in the publication by Robin Short "African Sunset" (London 1968). For a detailed account of today's infrastructure at Kasempa town and a map of the town (refer Jaeger, 2015).

MAPS

MAP I A- Ancient paths in pre-colonial times MAP I B- Motorways 2015

MAP II Settlement pattern around 1945 and in 1970

ANNEX I : Administrative Division NW Province 1901-1955

Annex II : European cemetery at Kasempa

NOTES and Photos will follow

ANNEX III - note on the Routes in the Kasempa District(and for some years Kasempa Province)

Source : NAZ Kasempa District Note Book (period 1901- 1930).

Route from KASEMPA to railway siding at Broken Hill /today Kabwe. Total 243 miles

Per day circa 15 miles, total circa three to four weeks.(Load about 60 lbs per carrier).

Route: From Kasempa Boma via Mpungu area, across Lubofu stream, towards Lunga river, across this river at former Chinsengwe villages (at Jikunkula village ?), south wards along east side Lunga (more or less the present road) to Kafue river, across Kafue river near Lubungu (region of present ferry) then east wards along via Ipongo, south of the Lukanga swamps to Broken Hill (the railway station).

Places for water and camping: (according Kasempa District notebook p 94, year 1920)

(Between brackets additions –comments by author 2014)

Kasempa

Kamabwe stream

Kale village

Ngoma pan

Chinsengwe village

(in this region the crossing by canoe of the Lunga-East river) (Chinsengwe (Kinsengwe) villages in that time were located on the east side of Lunga river and along Kaungashi river. There was also a crossing site near the Jifumpa mine (at Jikunkula village?),the region were Kalasa was located early 1900's)

Mufumambila stream

Mufupanda stream (or Mutapanda river) (in that region the crossing of the Kafue river must have been) (or at Lutuma ?).

Chisoka village

Likoma village

Chiumbu village

Ipongo

Chiumi stream

Mukua village

Kanyumbo village

Chilukuta (well)

Broken Hill – railway station

Along the Lunga there were nearly at every village canoes available to cross the river or to navigate some distances on the river.

NB The identification of the exact geographical position of villages in the older times is often difficult to assess- villages moved, changed name, or disappeared. The name of rivers gives a more reliable

Approximate route from Kasempa to Kansanshi mine / Solwezi station - 112 miles

Source: District note book p 95 (between brackets observations author 2014).

Kasempa

Jivuma (Shivuma) stream

Shashale stream

Shamakumba village

Mufwashi stream (with a branch to the Kaimbwe salt pans ?)

Musambelombe stream

Ingwe village (in that time Ingwe was located not far from the Lunga – east river)

Mesha stream

Kalala village

Makalonga stream

Mayonde village

Mutanda stream

Nyunda village

Kansanshi (mine and for a while an administrative sub-station)

ROUTE Kasempa- Mwinilunga source: Kasempa District Note Book (P.E.Hall 1923)

Kasempa , from Luamadamba towards Musonweji river south and Musonweji river north, to Mwombezi river (across that river at Majamwila village), Lualaba river, across Kabompo river at Katotola or Makuya village, later there came a ferry at Ntambu), along Kasanjiko river and Kankulili stream towards West Lunga river, across the Lunga river to Mwinilunga – distance 176 miles, from there a route towards Chief Kanongesha and one to Kalene Hill and into D R Congo.

Route Kasempa- Mankoya (today Kaoma) source: Kasempa District Note Book

From Kasempa towards Njenga stream, along the villages Bufuku, Kabanga, Kajilambingi and Kakumbi to Chief Mushima palace at the Lalafuta river (a location with excellent fresh water and nice view), to Jinainas , Kasimba and Shikalenga villages to Luena river and then to Mankoya station. 152 miles . Before reaching Mankoya there was a branch in south west direction to Lealui/Mongu.

Route Kansanshi to Broken Hill source (partly): map in publication Melland 1923

Approximate route (incomplete information available): From Kansanshi to the palace of Chief Kapiji Mpanga, across East Lunga river, to Kalille , Kambilombila and Maponga villages , along Luwishi river to Machiya, there across Kafue river to Kapopo (and store Ullman) to Mukubwe and Chipepo to Broken Hill (Another route might have gone via St Mary Mission and probably via Kangonde and Matabula villages .and there the across the Kafue river). For a while the route Broken Hill - Kansanshi was used by light steam engines to bring supply from the railway line to the mine and to transport copper produce to the line of rail.

Route from Kansanshi mine to the capital of North - West Rhodesia , Kalomo:

This route went along the East Lunga river (partly navigable) along the west side of the river to Kabanga and Ntemwa to Kafue Hook and then along the west side of the Kafue river to the police station at Nkala, and from there to Kalomo (for some years capital of the territory) and onwards to Livingstone.

When the railway reached Broken Hill in 1906, the railway siding at Broken Hill was used for the connections to Kansanshi and Kasempa.

When the railway line reached into the Congo in 1910 ; a route from Kansanshi went along the Congo border towards Kipushi (90 miles) from there to Mbaya in the Congo (20 miles). This route was used by steam engines to transport copper ore to the railway line at Mbaya.

There was also a route from Elisabethville (in the Congo), via Kipushi , Kansanahi and Kasempa to Lealui/Mongu, :

Elisabethville, Kipushi (boundary Congo-N,Rhodesia), Kansanshi, East Lunga river, Kasempa Mushima at the Lalafuta, to Lealui, in total 461 miles(and from there mainly by canoe to Livingstone).

Literature list Annex III
(Refer for a complete Bibliography and Literature list, Jaeger 1981 and 2015)

- Arnot F.S. 'Garenganze; Seven Years Pioneer Mission Work in Central Africa', London 1890
- Birmingham D. 'Central Africa to 1870, Zambezia, Zaire and the South Atlantic', Chapters from the Cambridge History of Africa, Cambridge University Press, 1991
- Brelsford W.V. 'The Tribes of Zambia', Lusaka 1965
- Cameron V.L. 'Across Africa', 2 volumes, London 1877
- Chibanza S.J. 'Kaonde History' Central Bantu Historical Text I, Part II, Rhodes-Livingstone communications, 22, p 41-114, Lusaka , 1961
- Chapman W. 'A Pathfinder in Central Africa, 'A story of pioneer missionary work and adventure', London,1909
- Clark P.G.D. 'Kasempa 1901-1951' Northern Rhodesia Journal vol 2 , 5, Livingstone 1955
- Crawford D. 'Thinking Black, Twenty two years without a break in the long grass of Central Africa', London, 1912
- Cunnison I. 'Kazembe and the Portuguese 1798-1832' Journal of African History II ,1 (1961) pp 61-76
- Fabian J. 'Out of our Minds, Reasons and Madness in the Exploration of Central Africa', Berkeley 2009
- Gewald J-B. 'People, Mines and Cars: Towards a Revision of Zambian History, 1890-1930 ' In: K.van Walraven (editor) 'The speed of change: Motor vehicles and People in Zambia', Leiden, 2009
- Gewald J-B. 'Forged in the Great War, People, transport and labour in the establishment of colonial rule in Zambia, 1890-1920 ', ASC, AFRICAN STUDIES COLLECTION, VOL 61, LEIDEN , 2015
- Gewald J-B, 'From roads for form to roads for war, towards a history of roads in colonial Zambia, ' In: W.E.A.van Beek (editor) 'The Face of Africa: essays in honour of Ton Dietz' p 247- 264, ASC Leiden, 2015
- Jaeger D. 'A general survey of the historical migration of the Kaonde clans from southern Congo into Zambia, Tropical Man, Vol IV ,page 8-45, Brill, Leiden 1971 (refer website Jaeger 1981)
- Jaeger D. 'Settlement Patterns and Rural Development: A Human Geographical Study of the Kaonde in Kasempa District' Amsterdam, 1981 (<http://Dare.UVA.NL/> records 394642)
- Jaeger D. ' Fifty Years of the Kasempa District 1964-2014' ASC Library Leiden, 2015 (www.: DavidwilkinNWP Zambia.com/ Kasempa-by-Dick-Jaeger)
- Jaeger D. 'Changing Settlement Patterns in the Kasempa District' In: D.S. Johnson, 1980
- Johnson D.S. (editor) 'North-Western Province', Regional Handbook 8, Zambia Geographical Association, Lusaka ,1980
- Grey G.' The Kafue river and headwaters', The Geographical Journal 18, 1901, pp 62-77
- Killander E. 'Sista Brevet fron Kasempa', Roos&Tegner, Mälmo, 2014
- Kaonde Archives- website: Kaondewordpress.wordpress.com
- Katzenellenbogen S.E. 'Railways and the Copper Mines of Katanga' Oxford, 1973
- Macola G. 'The Kingdom of Kazembe: History and Politics in North-Eastern Zambia and Katanga to 1950', Hamburg 2002
- Melland F.H. and Cholmeley E.H. 'Through the Heart of Africa', Constable, London 1912

- Melland F.H. 'In Witch-bound Africa' London, 1923,1967
- Moubray J.M. ' In South Central Africa', Constable, London 1912
- Oppen von A. 'Cinderella Province, Locality and Nation State in Zambia',Sociologus 52, 2002
- Roberts A.D. 'Pre-Colonial Trade in Zambia' Africa Social Research, Vol. 10, page 715-746,1970
- Rockel S. J. 'Carriers of Culture: Labor on the Road in Nineteenth-Century East Africa', Portsmouth, 2006
- Särkkä T. 'The Lure of Katanga, Tanganyika Concessions Ltd and the Anatomy of Mining and Mining Exploration 1899-1906' ,South Africa Historical Journal, 2016, <http://dx.doi.org/10.1028/02582473.2016.1153707>
- Stjernstedt R. 'The Tsetse Fly in the North-Western Province' In: Johnson D.S. Lusaka, 1980
- Swann A. J. 'Fighting the slave-hunters in Central Africa', Frank Cass ,London 1910 and 1996
- Thornhill J.B.' Adventures in Africa', John Murray, London 1915