

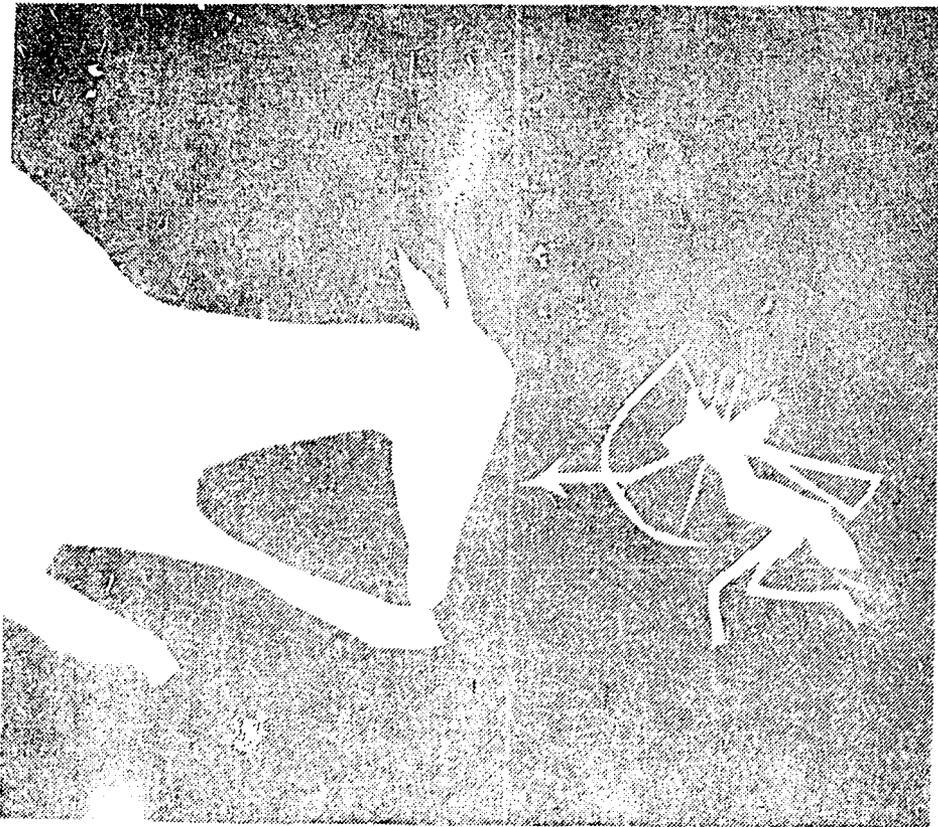
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SENQU

AN ARCHAEOLOGICAL RECONNAISSANCE ALONG THE SOUTHERN PERIMETER ROAD

J.E. Parkington

C.A. Poggenpoel



Roads Department

Box No 104

Lasara 100

W/L/10/9 - A
12/d-1

10 January, 1960

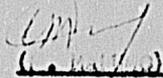
Messrs. Fredrick H. Harris Inc.
Box No 964
Lasara 100

Dear Sir,

AN ARCHAEOLOGICAL RECONNAISSANCE ALONG SOUTHERN
PENINSULAR ROAD FINAL REPORT

Please find enclosed two(2) copies of the final report of the above-mentioned study for your necessary action on the recommendations and comments if any.

Yours faithfully,



W. L. S. SRINIVASAN

cc. Works (4 copies have already been given to the Gen.)

Usaid - Attn: Mr. E. Kim (with 3 copies of the report)

encl as stated

BEST AVAILABLE COPY

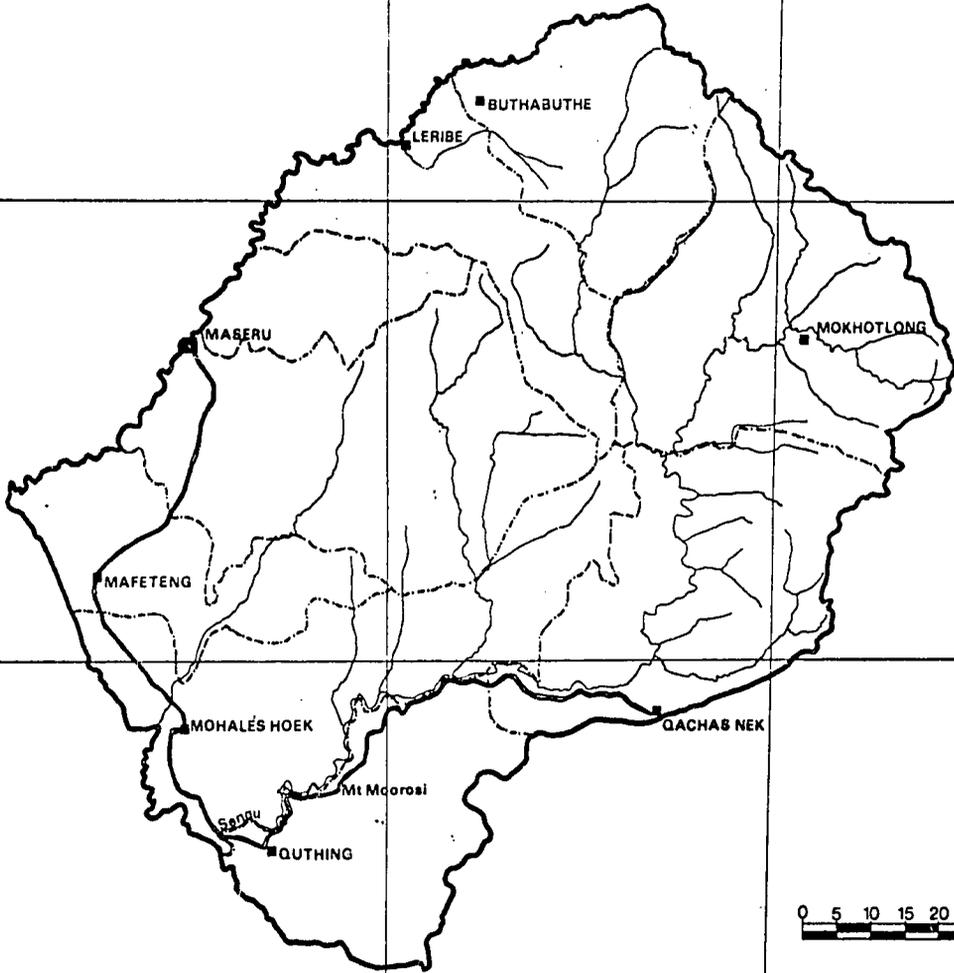
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S E N Q U

AN ARCHAEOLOGICAL RECONNAISSANCE ALONG THE SOUTHERN PERIMETER
ROAD ON BEHALF OF THE LESOTHO MINISTRY OF WORKS IN COLLABORATION
WITH FREDERIC R. HARRIS, INC.

- A. BACKGROUND
- B. SCOPE AND METHODOLOGY
- C. RESULTS
- D. RECOMMENDATIONS
- E. APPENDICES

LESOTHO



0 5 10 15 20 25 miles

A. BACKGROUND

The Southern Perimeter Road Project, involving the improvement of 265 kilometers of road between Mohale's Hoek and Qacha's Nek, is one response to the United Nations Security Council resolution calling upon member states to give immediate economic assistance to Lesotho. The importance of such a road derives largely from Lesotho's position as an enclave surrounded by South Africa and its reliance upon South African roads and services. With the creation of Transkei as an autonomous territory it has become increasingly embarrassing and potentially disabling for Lesotho to rely on external networks for transporting people and commodities between Lesotho towns. In particular the restriction of transport through Transkei has damaged the links traditionally used by Lesotho traffic to travel between Maseru and the South eastern part of the country. The construction of an all season road between Mohale's Hoek and Qacha's Nek will thus form part of the development of an independent internal Lesotho road network making administration of the southern and eastern districts easier.

A second and no less important purpose in this road construction is to open up the mountainous southern area of Lesotho for tourism and development. A major and as yet largely unexploited natural asset of the area is the great scenic beauty of the Lesotho mountains and the wealth of cultural resources such as archaeological, palaeontological and historic materials, which are to be found there. To give but two examples: Lesotho is one of the richest rock art regions of the world with several thousand 'Bushman' painting sites the details of which are unsurpassed in prehistoric art: Lesotho

has provided some of the most crucial fossil evidence for the development of mammals from reptiles some 200 million years ago. These cultural and palaeontological resources are of international significance and by their character can form the basis of a strong Lesotho tourist industry. The Southern Perimeter Road Project will contribute materially to the realisation of this potential.

Road construction by its nature is destructive and can endanger archaeological sites not only directly during building operations but also indirectly by increasing access and therefore inadvertently raising the likelihood of vandalism. The Lesotho Government is concerned about the possibility of destroying or damaging archaeological, palaeontological or historic sites during the improvement of the Southern Perimeter Road and has commissioned a programme of reconnaissance and rescue in order to minimise such negative effects. This report constitutes the first part of the programme in that it lists the archaeological sites located along the proposed road alignment, describes the likely damage to those sites and recommends ways in which the damage can be minimised. It should be very clearly understood that this report tries to pinpoint the problems rather than to solve them. The aims of the programme will only have been met once action has been taken to rescue sites in danger of destruction and to develop some of them as attractions for visitors.

B. SCOPE AND METHODOLOGY

As stated above the brief of the archaeological programme has been to identify sites of some scientific interest in the proposed road alignment. No attempt has been made to write a prehistory of

the area through which the road passes and no claim is made that the distribution of sites is exhaustive in a wider context. It is felt however that all sites in the alignment that can reasonably be spotted by trained archaeologists have been located. There will undoubtedly be others, exposed by the bulldozers and the great earth moving power of modern road construction.

The method of search adopted was to travel the whole of the proposed alignment with the Highway Design Engineers so as to become familiar with the route taken, and then to examine the route for archaeological remains. Prehistoric settlement, like modern settlement, was not randomly distributed about the landscape. People tended to focus their activities and thus accumulate the debris that forms the archaeological record, in favoured localities. The requirements of food, water, shelter and raw materials meant that prehistoric groups littered their environment in a structured way. The archaeologist's job, is to recover and understand that structured way and in this project the search was concentrated on those locations which experience has shown might yield archaeological traces. Rock shelters, stream courses, prominent saddles or poorts through mountains and rock outcrops where stone raw materials may have been gathered, are examples of such locations, and each were systematically searched. Attempts were made to locate rock paintings even beyond the proposed alignment on the grounds that their visibility, attractiveness and vulnerability to vandalism make them likely victims of the proposed increased traffic volume.

Currently occupied settlements were not felt to fall within the scope of this programme.

Both during the planning of the fieldwork and in the writing of the report, every effort was made to collaborate with the Design Engineers in Maseru, and with the Analysis of the Rock Art in Lesotho (A.R.A.L.) group under Dr. L.G.A. Smits in Roma. Such collaboration was extremely profitable and fruitful.

C. RESULTS

A total of 62 archaeological localities were identified (see Appendix A) of which 24 are rock painting sites, 26 are scatters of stone artefacts sometimes in stratified context, and 12 are abandoned settlements of greater or lesser antiquity. The locations of all sites were plotted on 1:8 000 air photographs and on 1:50 000 topographical maps. The locations have already been communicated to the Highway Design Engineers along with recommendations as to which sites should be avoided in the determination of the final road alignment. In Appendices B and c the sites have been plotted at 1:8 000 and 1:50 000 scales.

Each site has been examined for its potential contribution to the growth of archaeological knowledge in Lesotho and three types of recommendations have been made (see Appendix A and Section D below). Some sites are considered to be relatively insignificant and may be ignored in the decisions on road alignment, though their location should be noted as a possible indication of hidden materials of greater significance.

Other sites are more substantial, and it is suggested that they be 'rescued' prior to building construction. This in effect means that the information contained in the sites will be recorded and that subsequently the sites will be at least in part

destroyed. Yet other sites, including all rock painting sites, are considered to be of such value that the road alignment should expressly avoid them. Since even this action is unlikely to prevent ultimate damage to or destruction of sites by increasing traffic flow and either accidental or deliberate abuse, it is felt that the rescue programmes be designed to include all sites in the 'avoid' category.

Perhaps the most significant outcome of the reconnaissance is the discovery of several rock painting sites of outstanding quality within a few hundred metres of the proposed road alignment. This is at the same time exciting and ominous. The excitement derives from the great tourist potential (not to mention the contribution to Science) of the sites in combination with their very attractive localities. However, experience has shown that unless proper measures are taken an increase in visitors to rock painting sites inevitably leads to increased vandalism and well-intentioned but destructive abuse. An example of the latter is the 'helpful' splashing of water on rock paintings by local guides to make the paintings stand out more clearly. In the long run this is very destructive.

The value of the stone artefact scatters is more difficult to assess. They are not immediately as attractive to visitors and their contribution probably lies in their adding to the growing body of data on prehistoric man's use of stone raw materials in Southern Africa. Once people recognise stone artefacts as such surface scatters become even more liable to destruction (albeit sometimes unintentional) by avid collectors than are rock painting

sites. Stone artefact scatters are relatively safe as long as only professional archaeologists can recognise them.

Most of the abandoned settlements have probably been only recently abandoned and should perhaps not be considered as significant factors in road alignment or rescue. This is not to suggest that settlements of the nineteenth or twentieth centuries should not be considered worthy of preservation. On the contrary all mature societies try to conserve examples of their historic periods and Lesotho should be no exception. There is no doubt that examples of Basotho mountain villages should be preserved, for the time will surely come when examples are few in number. Only three of the abandoned settlements located in this reconnaissance including that below Mt. Moorosi, are considered important enough to avoid.

Finally, something should be said about the more obvious historic sites along the proposed alignment. Mt. Moorosi itself is an area which abounds in traces of the historic engagements there in the late nineteenth century. Road construction in this sensitive locality should proceed cautiously and with adequate consultation with historians. Similarly at Fort Hartley, Leloaleng and Masitise Mission, very close to the alignment, there are structures of great historic interest. Although these sites are sufficiently well known to make damage inconceivable, it is possible that major earthmoving will uncover additional and unsuspected finds.

D. RECOMMENDATIONS

1. It is recommended that many of the sites located during the archaeological reconnaissance be ignored in the process

of road alignment. Specifically these are sites SPR1, SPR3, SPR16, SPR20, SPR31, SPR32, SPR32a, SPR33, SPR34, SPR35, SPR37, SPR38, SPR40, SPR43, SPR44, SPR47, SPR52 and SPR54.

2. It is recommended that some of the sites located are of considerably more interest and that a programme of rescue be initiated prior to road construction. This specifically applies to sites SPR2, SPR4, SPR7, SPR18, SPR19 and SPR36. It is assumed that these sites will be partly or wholly destroyed AFTER the recording process.
3. It is recommended that some of the sites are of such interest that they be expressly avoided by road building operations and that programmes of recording and rescue be implemented prior to road construction. This recommendation applies to sites SPR5, SPR6, SPR8, SPR9, SPR10, SPR11, SPR12, SPR13, SPR14, SPR15, SPR17, SPR23, SPR25, SPR29, SPR39, SPR41, SPR42, SPR45, SPR46, SPR48, SPR49, SPR50, SPR53, SPR55, SPR56, SPR57, SPR58 and SPR59.

Two programmes of rescue are strongly recommended, one to cover the rock art sites, another to cover the excavation and recording of archaeological materials in surface and stratified contexts. It is again stressed that without these rescue programmes, damage to and destruction of sites is inevitable. Budgets for such programmes are suggested in Appendix D.

More specifically, it seems certain that at three points on the proposed alignments the road will seriously destroy or damage small rock shelters with archaeological deposits. In each case prehistoric

occupation of the site is evidenced in several ways. Occupation both within and outside the shelters has resulted in the accumulation of debris such as ashy lenses, faunal remains and stone artefacts. At Bolahla the deposits definitely include large amounts of animal bones which will be invaluable evidence of the hunting gathering and fishing activities of prehistoric Baroa. On the talus slope of Bolahla there are very large numbers of stone artefacts

and a number of interesting glass beads which probably indicate trade relations between Baroa and nearby iron using farmers. At Maphutsaneng a small shelter directly in the way of the road alignment also has archaeological deposits, a rich scatter of stone artefacts on the talus slope and the remains of an old wall across the shelter mouth. Near the crossing of the Quthing river, close to Mt. Moorosi, the road will cut down through a 30 m cliff face in which are situated four small rock shelters each containing interesting archaeological deposits.

An excavation programme is urgently required to rescue the information contained in those sites prior to road construction. There is no doubt that in these three cases valuable data will be lost if such rescue is not attempted. The excavation programme would allow archaeologists to extract the data whilst at the same time recording surface scatters of raw materials and artefacts at other, less important sites along the proposed route.

4. It was noted during the reconnaissance that many paintings have been deliberately damaged or even destroyed by pecking or scraping at the paint with a stone. This is a much more serious problem than the signing of names around paintings and

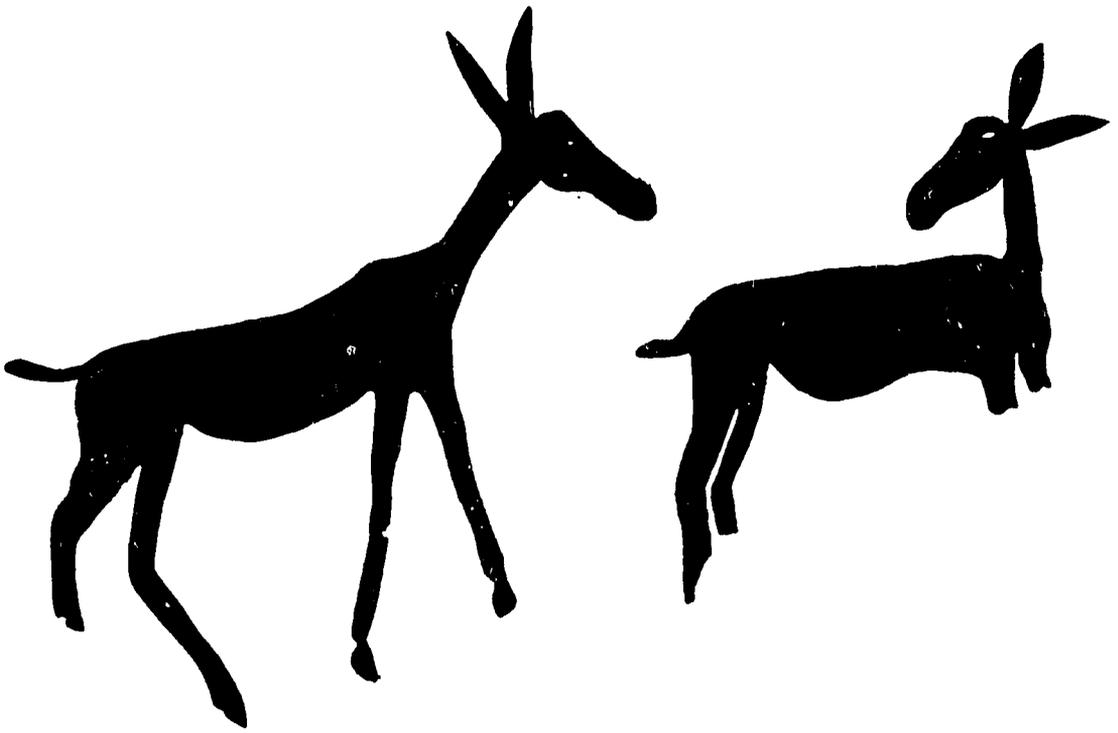
seems to represent damage by local residents rather than visitors. It is strongly recommended that some effort be expended by whatever means are appropriate to establish the value of rock paintings as cultural resources of Lesotho to be treasured and preserved. Since this is likely to be difficult in a rural environment, the problem serves to underline the great urgency of the rescue programmes recommended above. Destruction of sites is to some extent inevitable and one response has to be a programme of recording whilst this is still possible.

5. It is recommended that the services of a qualified palaeontologist be acquired prior to road construction. A likely programme would be for such a palaeontologist to carry out a preliminary reconnaissance of the alignment so as to isolate areas where the route passes through fossiliferous deposits. Having done this it is suggested that a system be established whereby construction workers are alerted to the possibility of footprints or fossil bones and that communication lines between contractors and the palaeontologist be clearly formulated. It is possible that some incentive could be offered to road workers for locating fossils or footprints but the final format of any palaeontological programme should be generated in consultation with the palaeontologist. It is recommended here that such a programme is urgently needed.
6. When road building is undertaken in sensitive areas such as close to Mt. Moorosi, near Quthing or the Masitise Mission it is recommended that the services of historians be acquired.

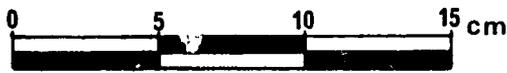
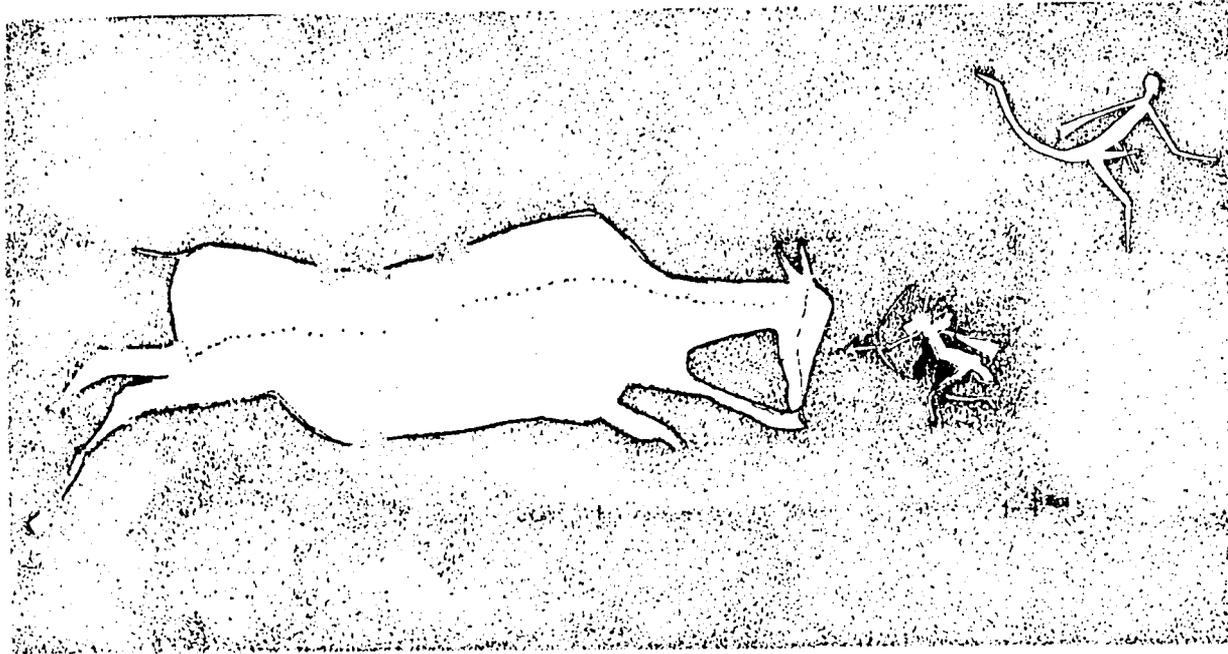
Perhaps the presence of historians at times of earthmoving will help to prevent the uncovering and non-recognition of interesting remains dating from the historic period. Local historians are available at the National University of Lesotho.

7. Certain localities along the proposed alignment would seem to have great potential as attraction for visitors. Within a few kilometers of Quthing there are dinosaur footprints, the historically interesting sites of Fort Hartley and Masitise Mission and several rock pointing sites. It is recommended that consideration be given to the construction of small site museums at some of these localities so that visitors may be guided to places of interest and given information on what is of interest and why. In the case of rock art which is often dispersed over wide areas and therefore difficult to protect it has been found in many parts of the world that the only effective way to safeguard these resources is to sacrifice one or two sites by signposting their position in the hope that others will remain unknown or rarely visited. The two rock art sites at Bolahla (SPR41 and SPR42) will be within 20 meters of the final road alignment and with the associated presence of archaeological deposit in one of the caves should be an ideal place to describe the life style of stone age hunters and painters. It is recommended that, after the rescue programme has recovered the traces of food waste and artefacts which clearly are preserved there, some displays are built to illustrate aspects of 'Bushman' (San or Baroa) life. Some construction will be necessary and the services of a watchman will have to be acquired.

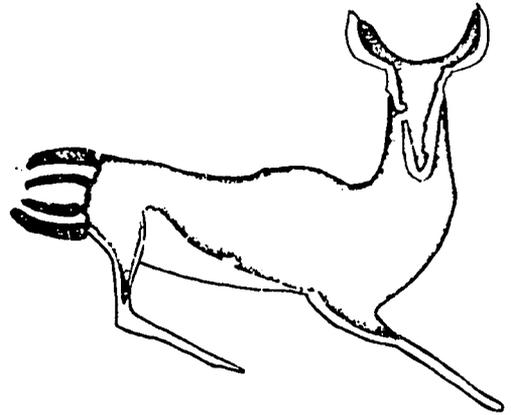
8. One of the problems in co-ordinating archaeological work in Lesotho is the absence of any resident professional archaeologist. It is recommended that funding be obtained to employ a senior archaeologist whose contributions should include some teaching at the National University of Lesotho, the housing and accumulation of archaeological data from Lesotho, the curation of collections of archaeological specimens and the development of a public awareness of the value and vulnerability of cultural resources such as stone artefacts, settlements and rock paintings.
9. The opportunity to locate and rescue sites along the proposed alignment of the Lesotho Southern Perimeter Road will undoubtedly result in real gains for archaeology. It is strongly recommended that in other cases of road building where destruction of or damage to sites is almost inevitable, funding be provided for archaeological reconnaissance of this kind. Only in this way will the valuable cultural resources of Lesotho be salvaged and made available to the public at large. It is surely the responsibility of each generation to protect the heritage of the past so that it may be enjoyed in the future.



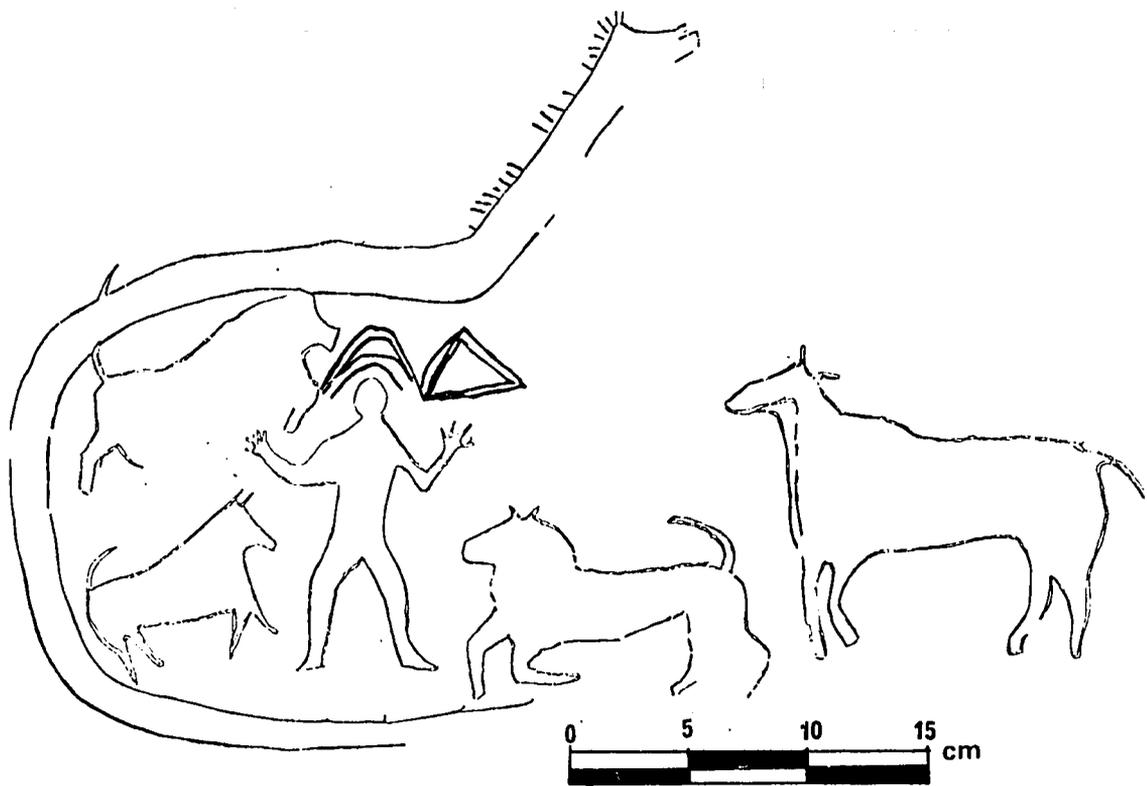
Motutong



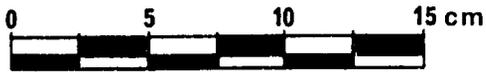
SPR 11 VILLA MARIA



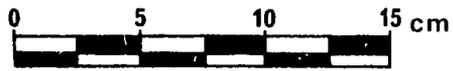
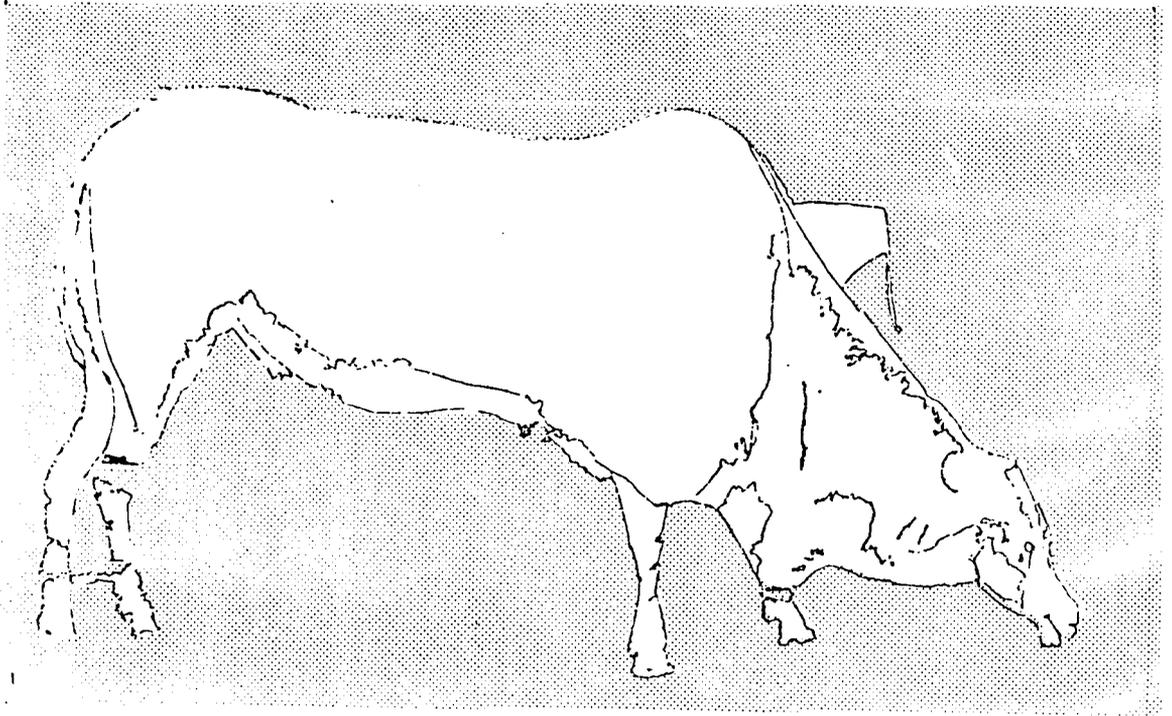
SPR 12 VILLA MARIA



SPR 13 QUTHING

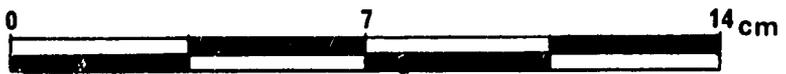


SPR 39 Molilimanyane

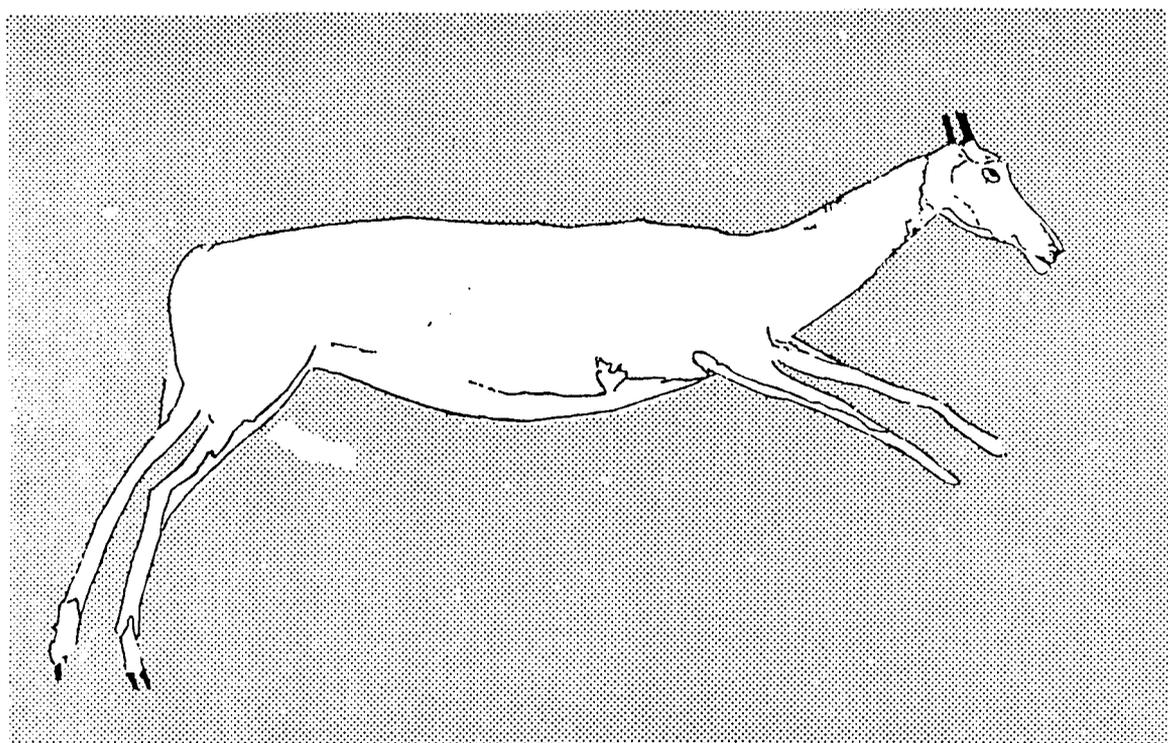


SPR 56

Eagle's Peak



SPR 57 QACHA'S NEK



SPR 57 QACHA'S NEK

APPENDIX A: site register

SITE NUMBER	AIR PHOTO LOCATION	SITE TYPE	RECOMMENDATION	COMMENTS
SPR 1	16581	ARTEFACTS	IGNORE	VERY FEW ARTEFACTS POSSIBLY NOT IN POSITION
2	26551	"	RECORD	USEFUL SAMPLE
3	36575	"	IGNORE	FEW ARTEFACTS
4	36577	"	RECORD	USEFUL SAMPLE
5	36583	"	AVOID	CAVE SITE WITH ARTEFACT. <u>IMPORTANT TO EXCAVATE</u>
6	36583	ROCK ART	AVOID	NOT ON ROAD ALIGNMENT, BUT CLOSE
7	66638	ARTEFACTS	RECORD	USEFUL SAMPLE
8	86673	ROCK ART	AVOID	INSIDE MISSION GROUNDS, HISTORICALLY VERY INTERESTING
9		"	"	
10		"	"	
11		"	"	
12		"	"	
13		"	"	
14		"	"	
15		"	"	HAS ARTEFACTS OF VERY GREAT INTEREST
16		ABANDONED SETTLEMENT	IGNORE	PROBABLY NOT IN DANGER
17		ROCK ART	AVOID	HAS ARTEFACTS OF GREAT INTEREST. MUST RECORD
18		ARTEFACTS	RECORD	VERY EXTENSIVE SCATTER OF STONE TOOLS
19	146809	ARTEFACTS	"	ARTEFACTS ON NEK BETWEEN TWO VALLEYS
20	146811	"	IGNORE	PROBABLY NOT A SIGNIFICANT SITE
21	156826	"	"	" " " " " "
22	156824	"	"	" " " " " "
23	1018607	ABANDONED SETTLEMENT	AVOID	VERY LARGE SITE BELOW MT. MOOROSI. <u>AVOID AND INVESTIGATE</u>
24		"	IGNORE	PROBABLY NOT IN DANGER
25		ROCK ART	AVOID	NOT VISITED, FAIRLY WELL PROTECTED
26		ABANDONED SETTLEMENT	IGNORE	WALLED ENCLOSURE IN CAVE
27	1038651	"	"	INTERESTING BUT PROBABLY NOT IN ALIGNMENT
28	"	"	"	" " " " " "

APPENDIX A: site register cont.

SITE NUMBER	AIR PHOTO LOCATION	SITE TYPE	RECOMMENDATION	COMMENTS
SPR 29	"	ARTEFACTS	AVOID	SERIES OF CAVES WITH DEPOSITS OF GREAT INTEREST
30	"	"	IGNORE	VERY FEW ARTEFACTS
31	1038655	"	"	" " "
32	1058705	"	"	" " "
33	218874	"	"	" " "
34	"	"	"	" " "
35	228892	ABANDONED SETTLEMENT	"	VERY LITTLE SURVIVES OF THIS SITE
36	"	ARTEFACTS	RECORD	USEFUL SAMPLE
37		ABANDONED SETTLEMENT	IGNORE	VERY LITTLE WALLING SURVIVES
38	238910	ARTEFACTS	IGNORE	POTTERY, BUT VERY LITTLE
39		ROCK ART	AVOID	PROBABLY NOT IN ALIGNMENT
40		ARTEFACTS	IGNORE	VERY FEW TOOLS
41	248927	ROCK ART	AVOID	EXTREMELY IMPORTANT AND <u>IN GRAVE DANGER</u>
42	"	ROCK ART & ARTEFACTS	AVOID	EXTREMELY INTERESTING DEPOSITS <u>WELL WORTH EXCAVATING</u>
43	"	ARTEFACTS	IGNORE	VERY FEW TOOLS
44	248931	"	"	" " "
45		ROCK ART	AVOID	PAINTINGS CLOSE TO ALIGNMENT
46		"	"	" " " "
47	258947	ABANDONED SETTLEMENT	IGNORE	NOT MUCH LEFT TO VIEW
48	268965	ROCK ART	AVOID	PAINTINGS RIGHT NEXT TO ROAD
49	268967	ROCK ART	AVOID	PAINTINGS CLOSE TO ROAD
50	"	"	"	" " " " "
51	"	ABANDONED SETTLEMENT	AVOID	INTERESTING SITE
52	"	"	IGNORE	NOT MUCH REMAINING
53	279015	ROCK ART	AVOID	PAINTINGS RIGHT NEXT TO ROAD
54	"	ARTEFACTS	IGNORE	NOT VERY MANY ARTEFACTS HERE
55	289039	ROCK ART	AVOID	PAINTINGS AT ROADSIDE
56		ROCK ART	AVOID	PAINTINGS FAIRLY CLOSE TO ROAD
57		ROCK ART	AVOID	PAINTINGS IN QACHAS NEK
58		ROCK ART	AVOID	" " " "
59	188806	ARTEFACTS	IGNORE	FEW ARTEFACTS
32a	198837	ABANDONED SETTLEMENT	AVOID	QUITE CLOSE TO PROPOSED ALIGNMENT. BE CAREFUL.

APPENDIX B

LEGEND



ROCK ART



STONE ARTEFACT SCATTER



ABANDONED SETTLEMENTS



EXISTING ROAD



F.R. HARRIS PROPOSED ALIGNMENT



GRAVES

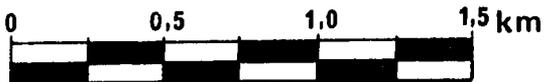


BOX CULVERTS



TO QACHA'S NEK

Scale



16531 3

SPR 1

5 km

A

2 km

125 m 125 m

26551 7

SPR 2

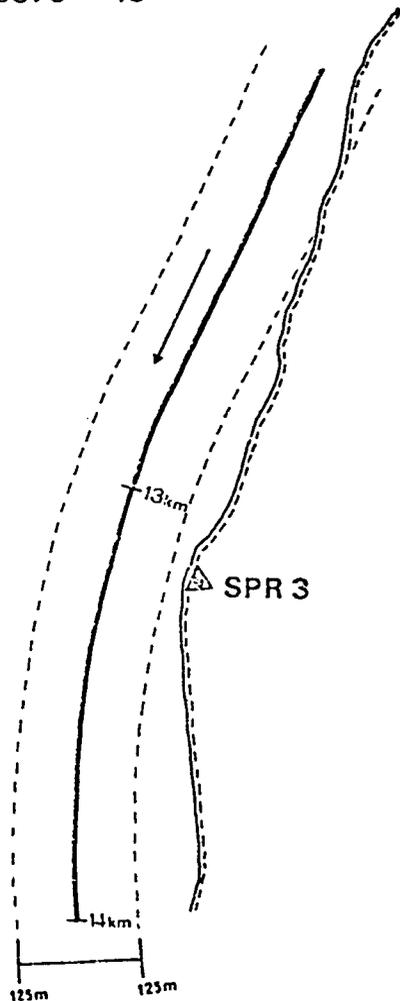
6 km

7 km

125 m 125 m

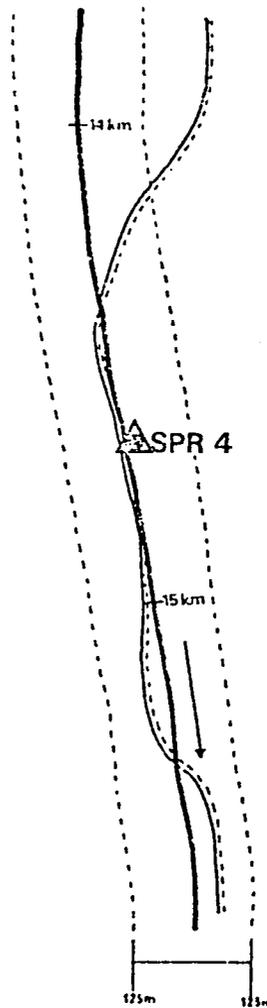
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36575 = 13

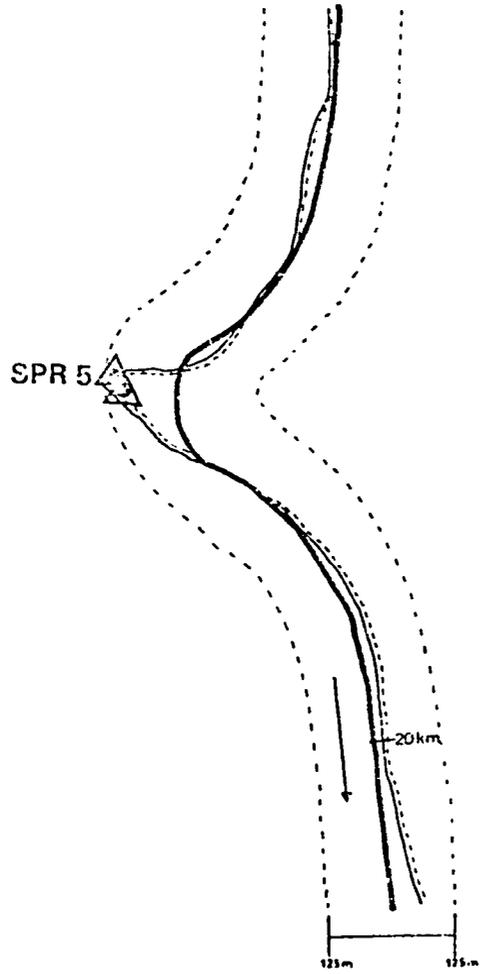


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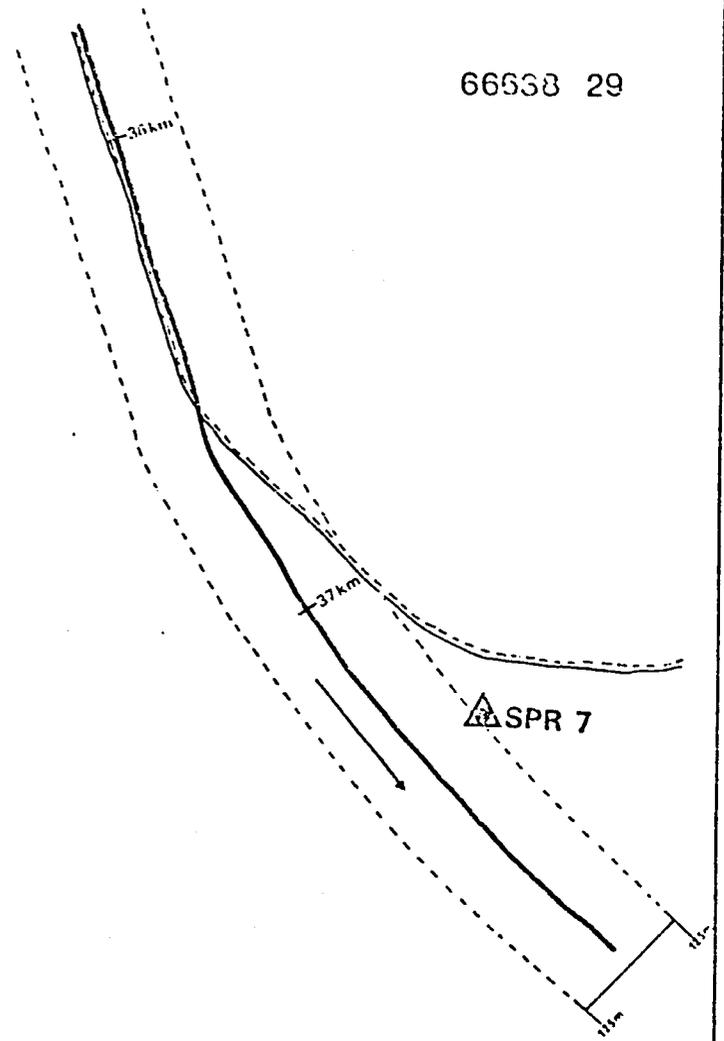
36577 14



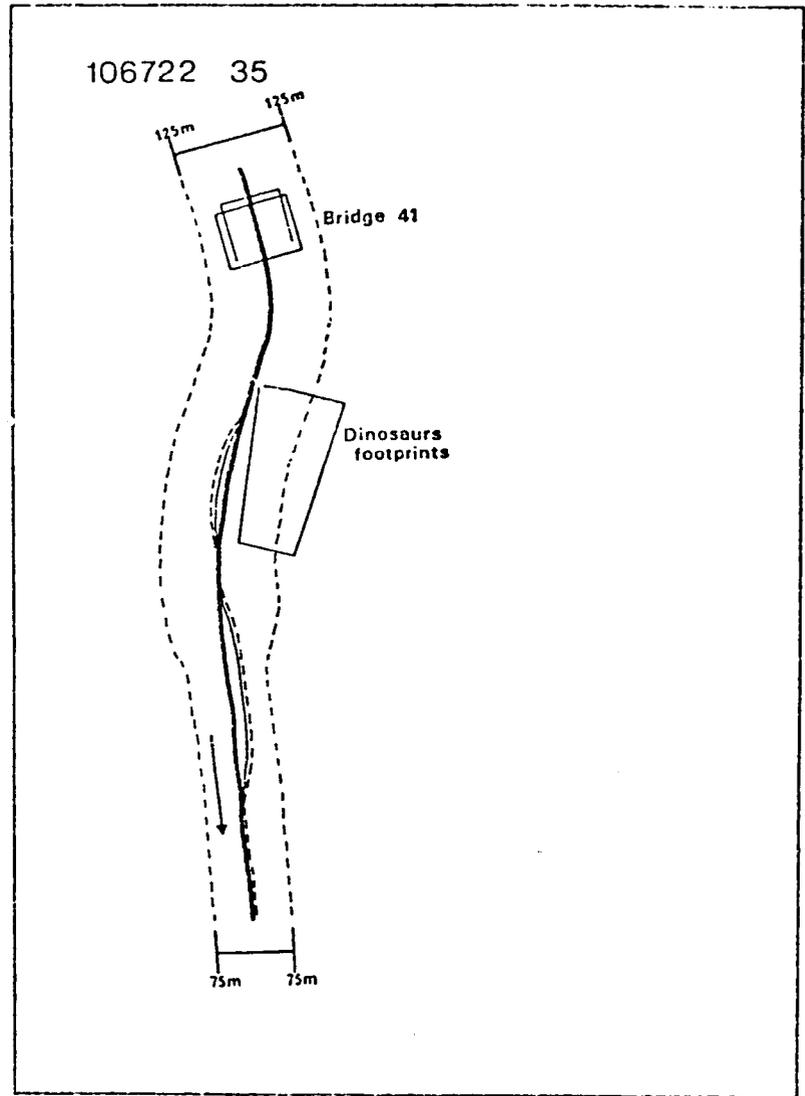
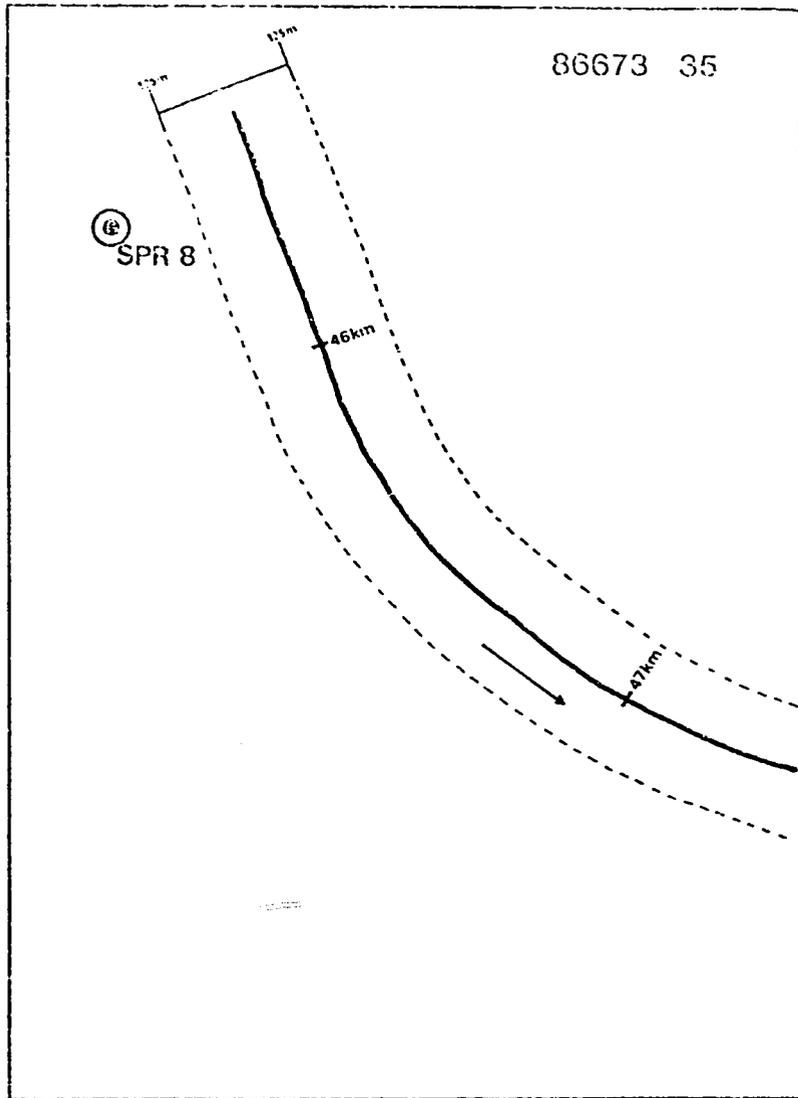
36583 17



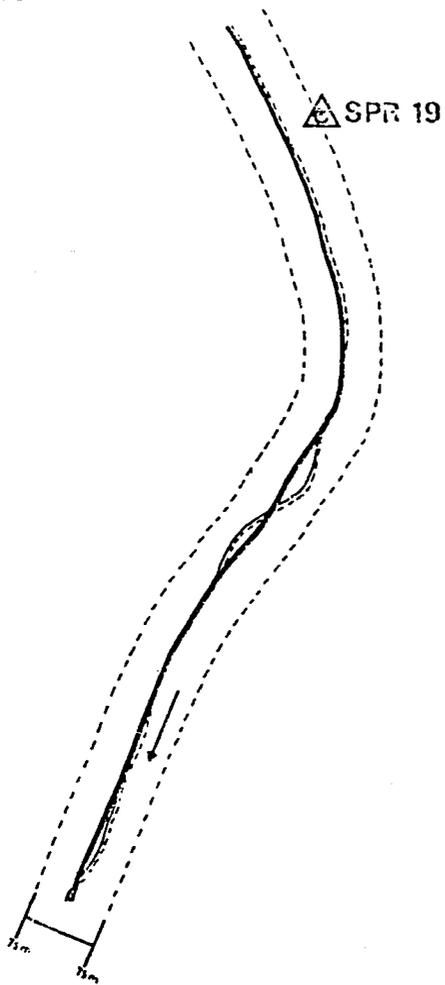
66533 29



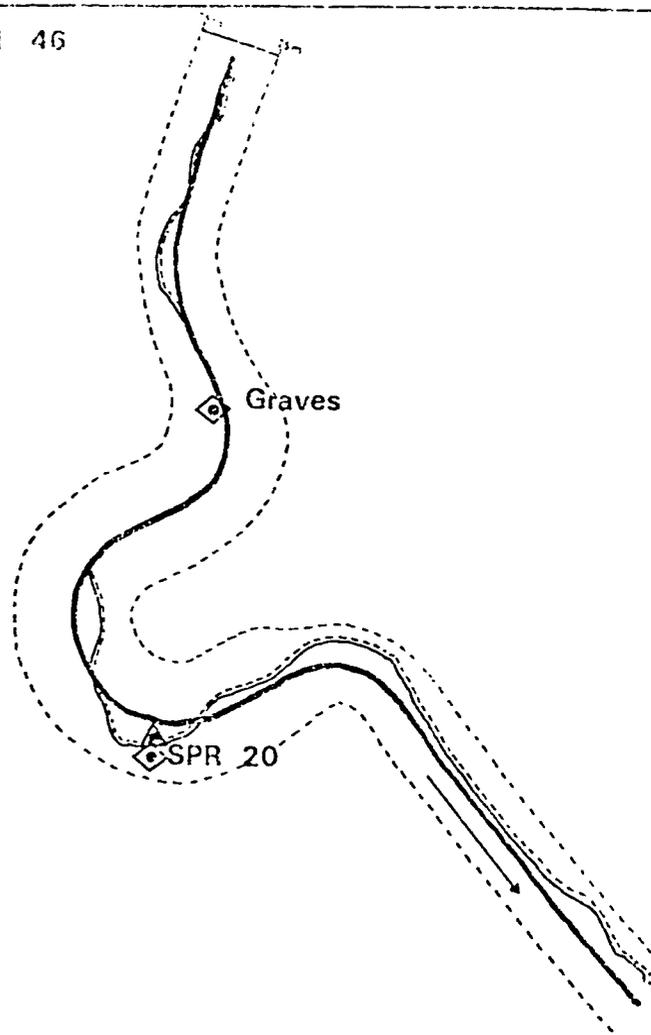
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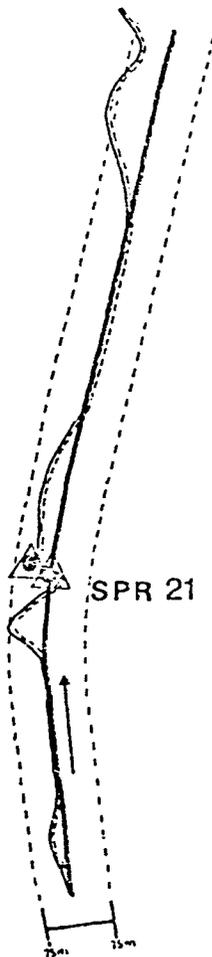
146809 45



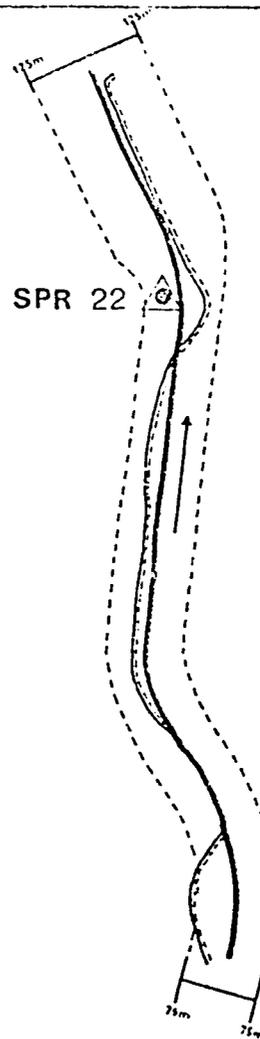
146311 46



156826 47

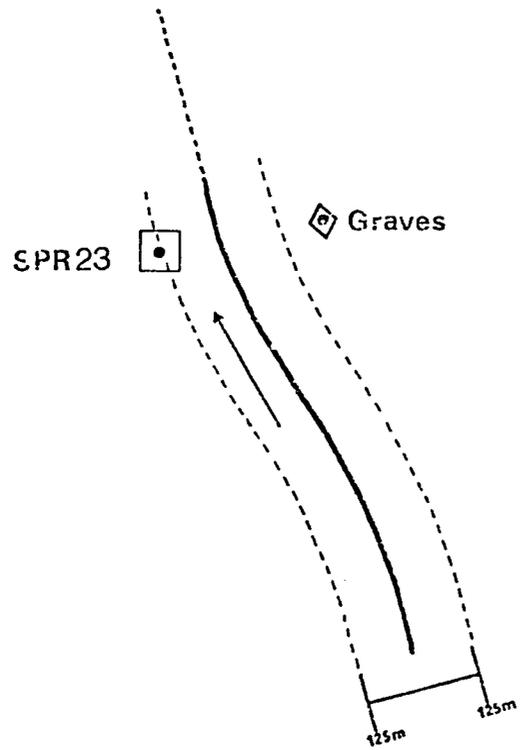


156824 48

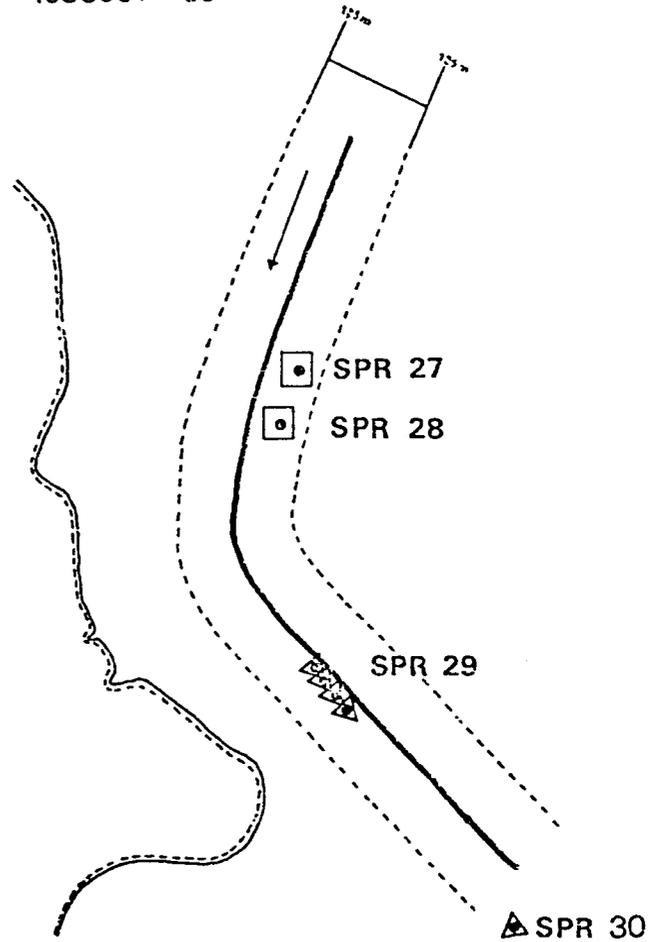


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1018607 57

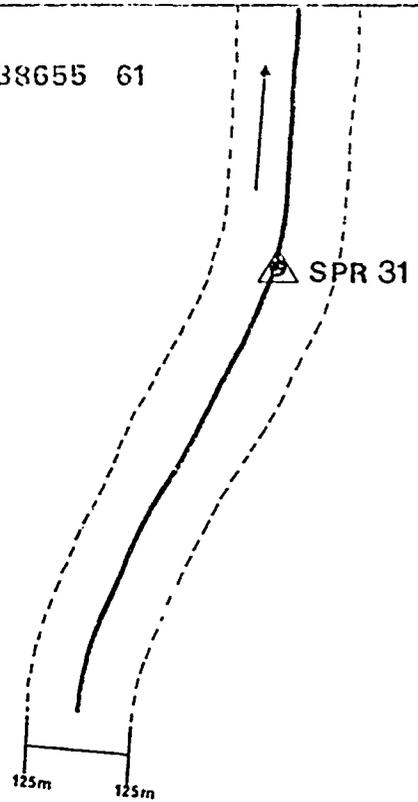


1038651 59

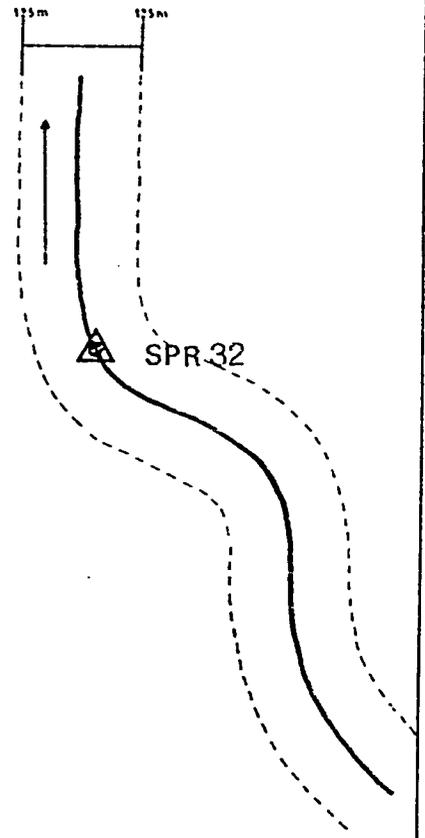


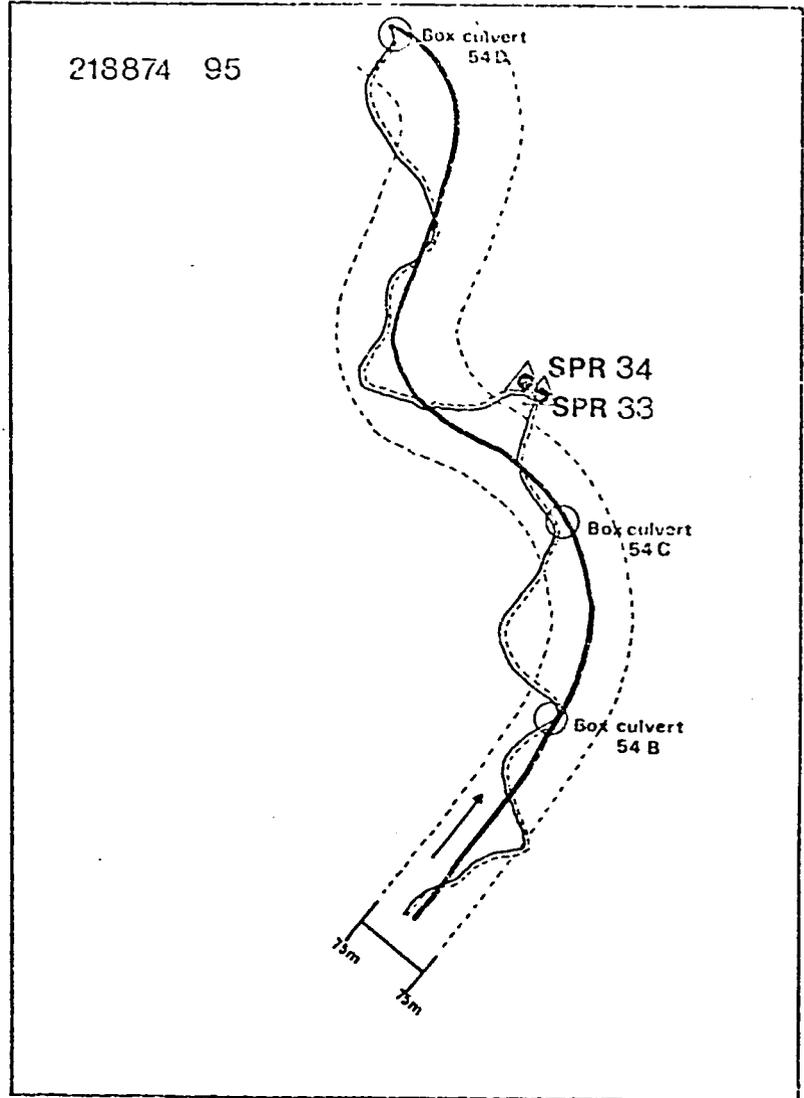
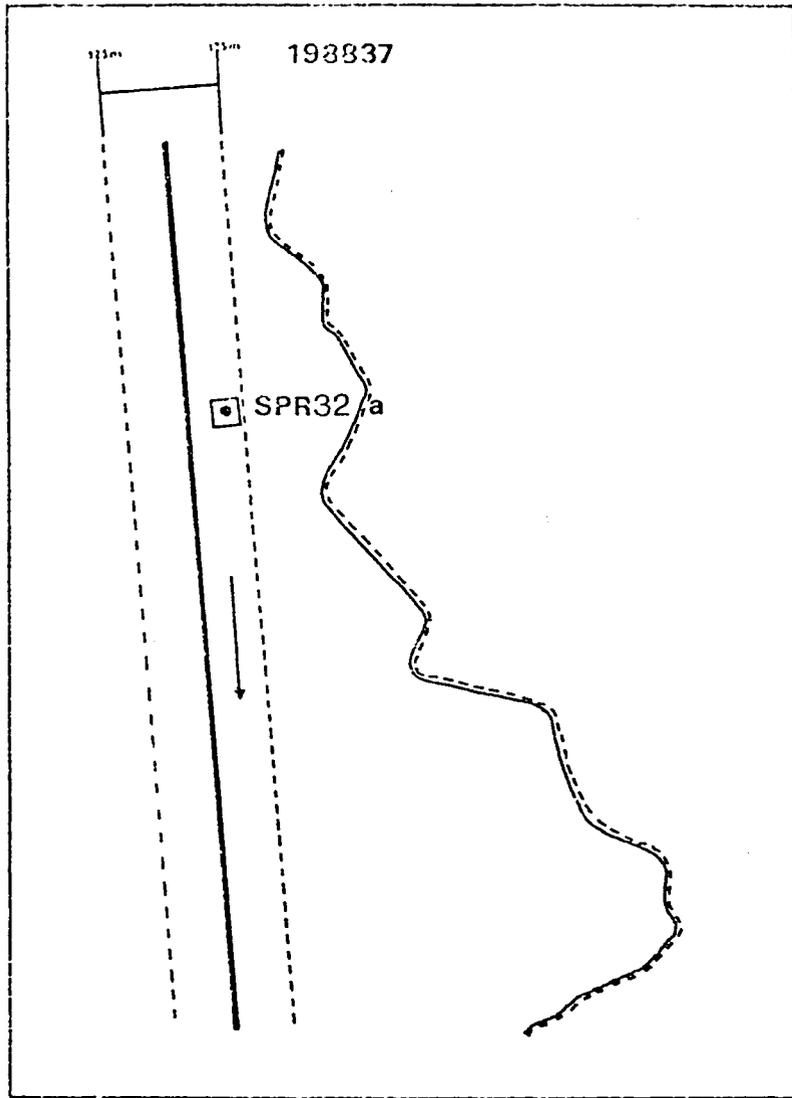
11

1038655 61



1058705 V15





16

228892 99

SPR 36 SPR 35

115m
115m

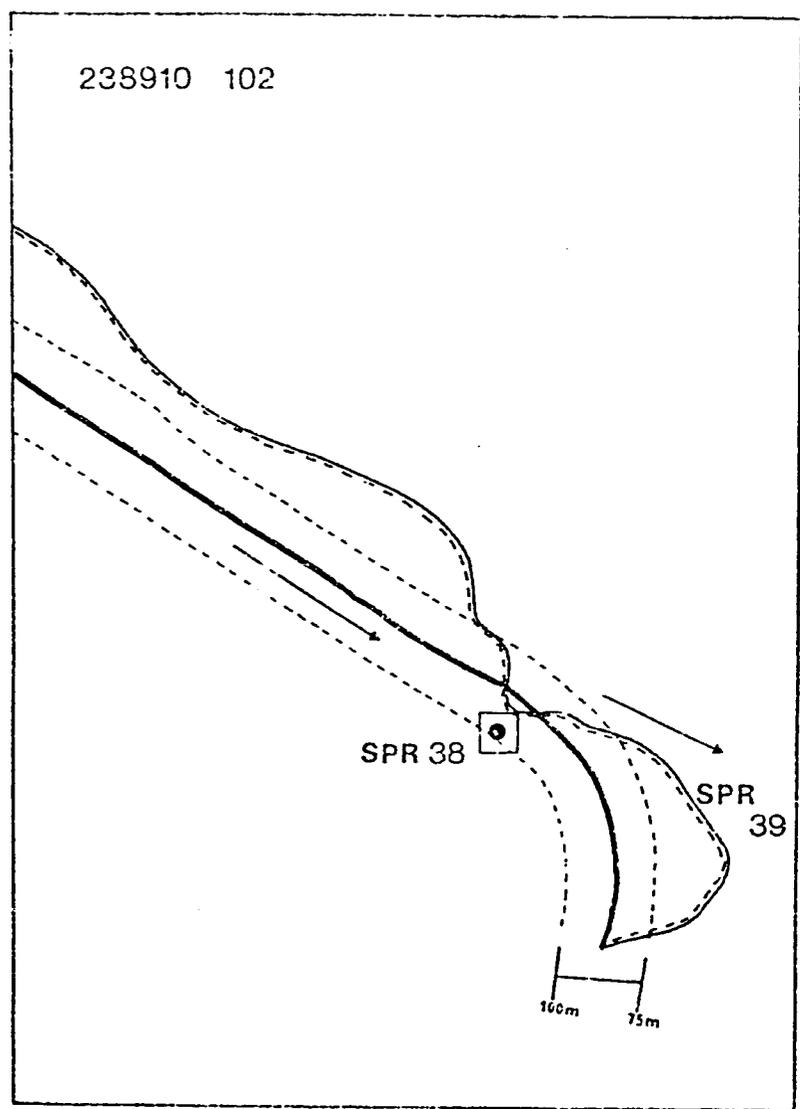
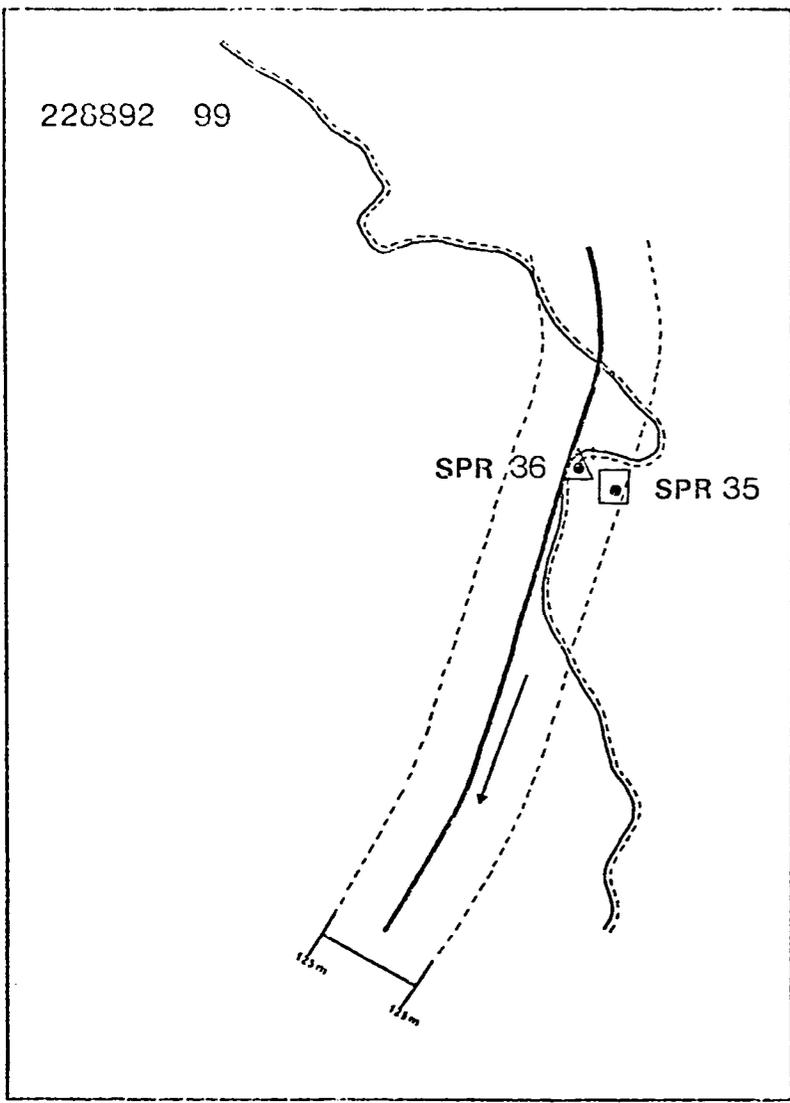
238910 102

SPR 38

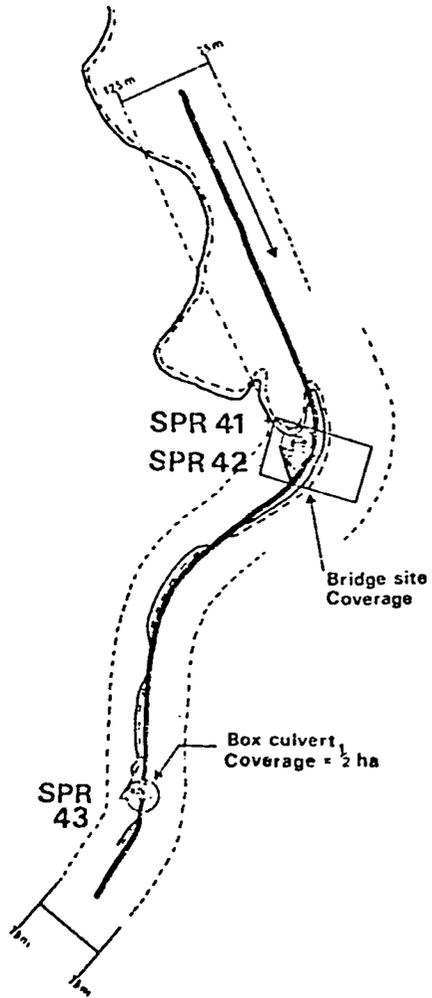
SPR 39

160m
75m

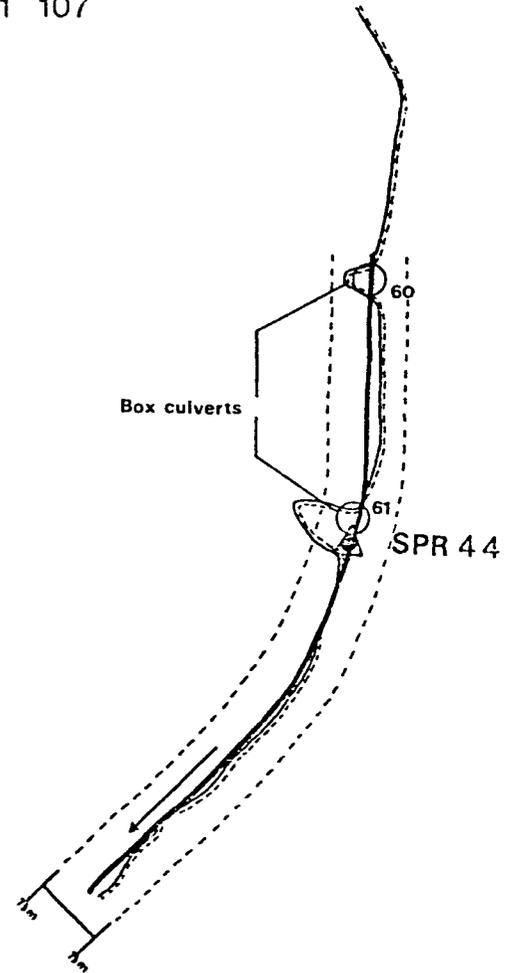
22



248927 105

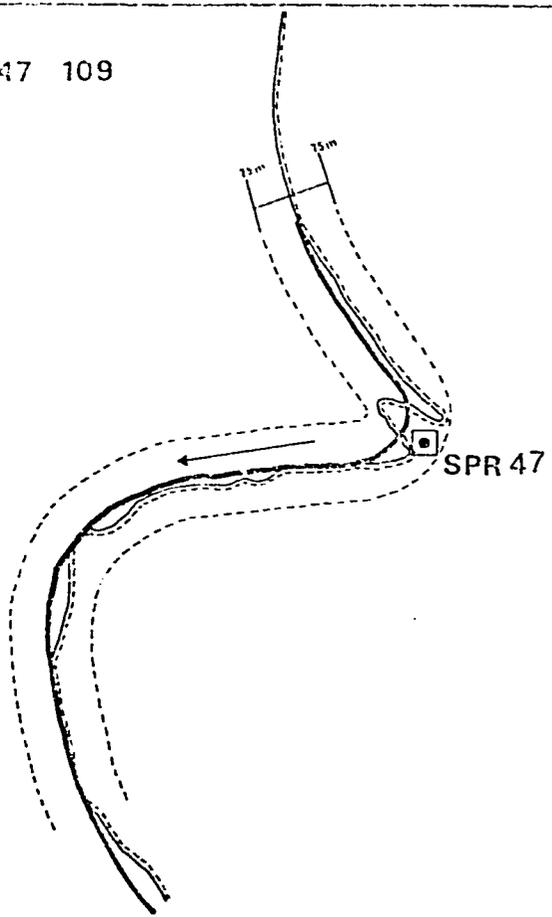


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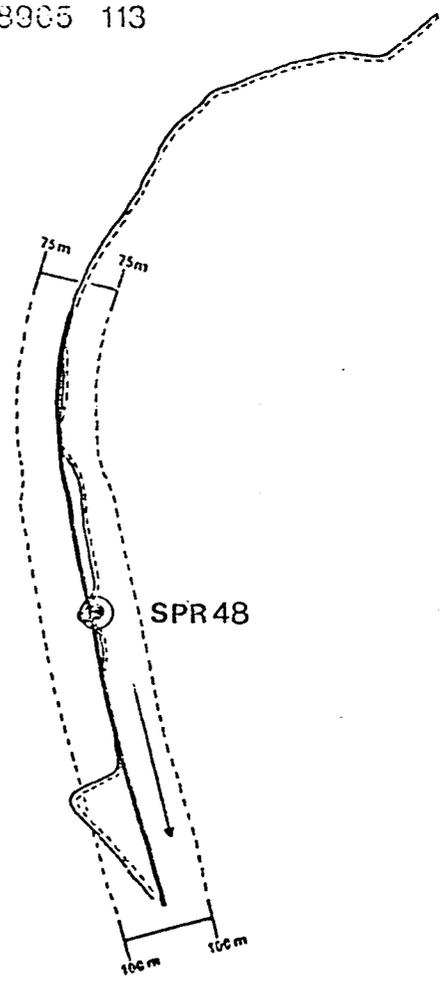


23

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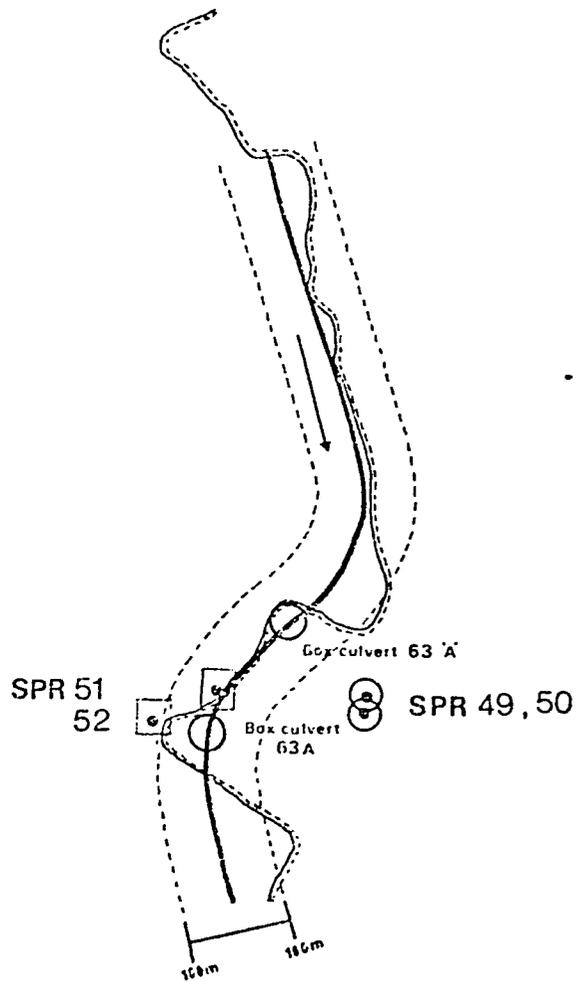


268905 113

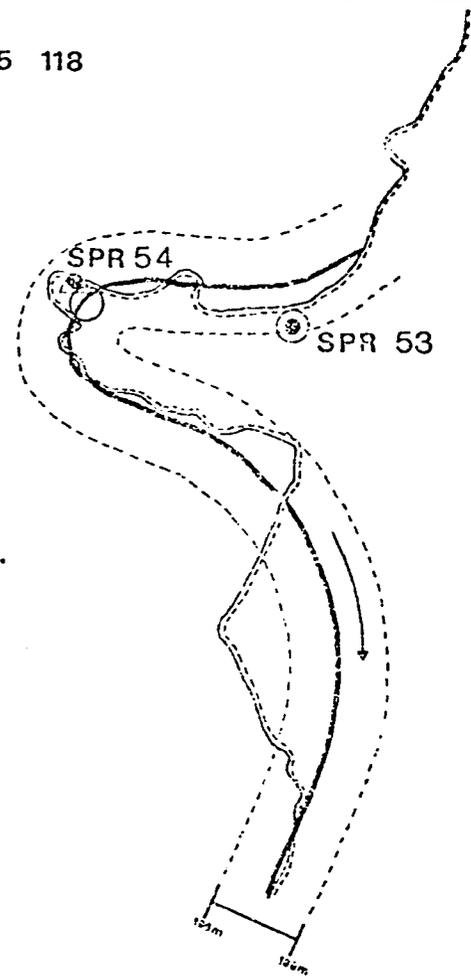


66
m

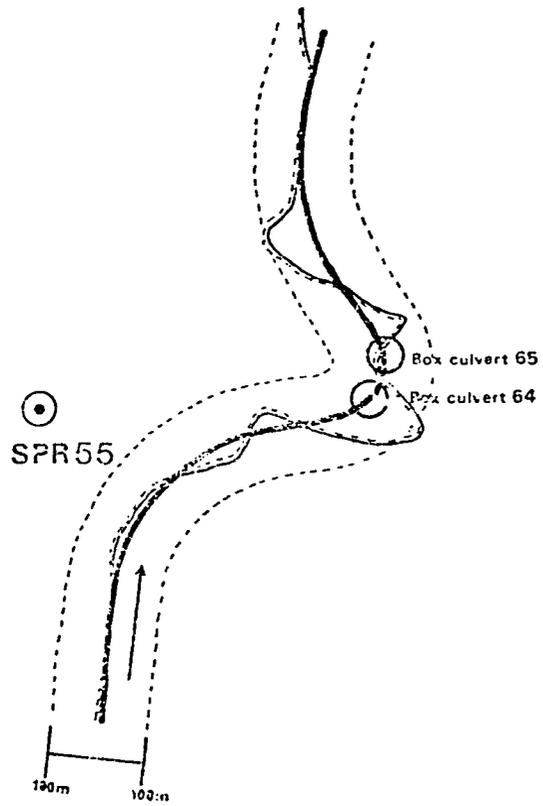
268907 = 114 (139)



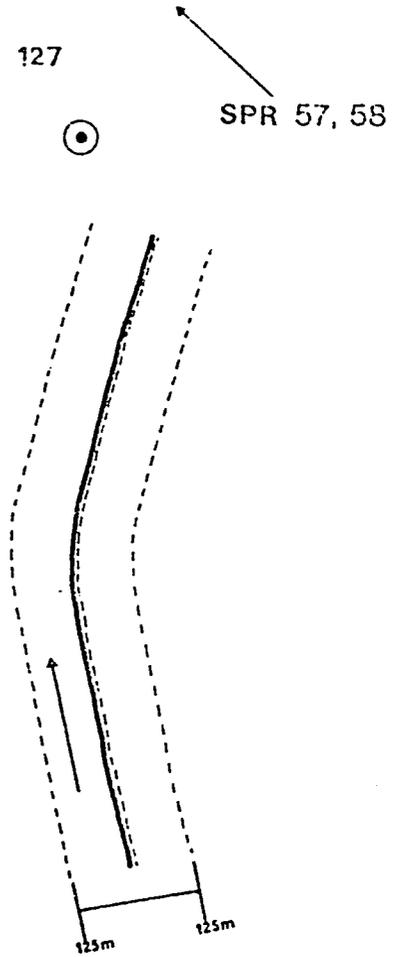
279015 118



289039 121



289029 127



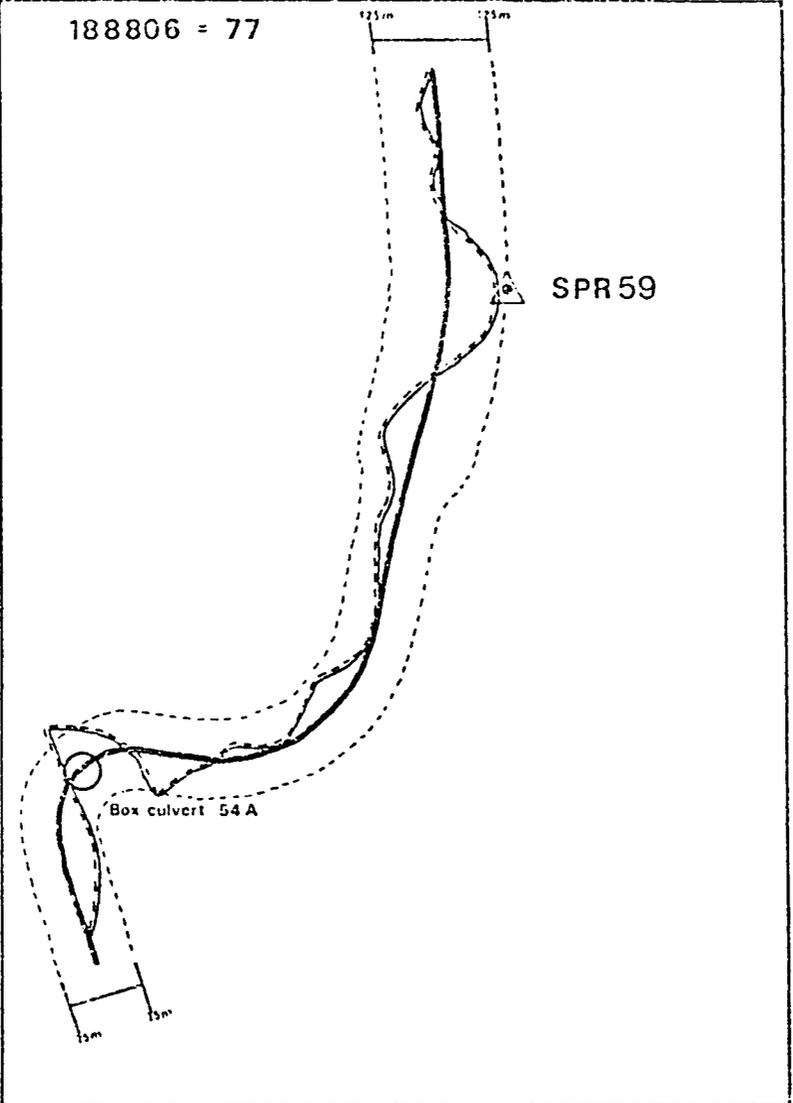
188806 = 77

125m 125m

SPR 59

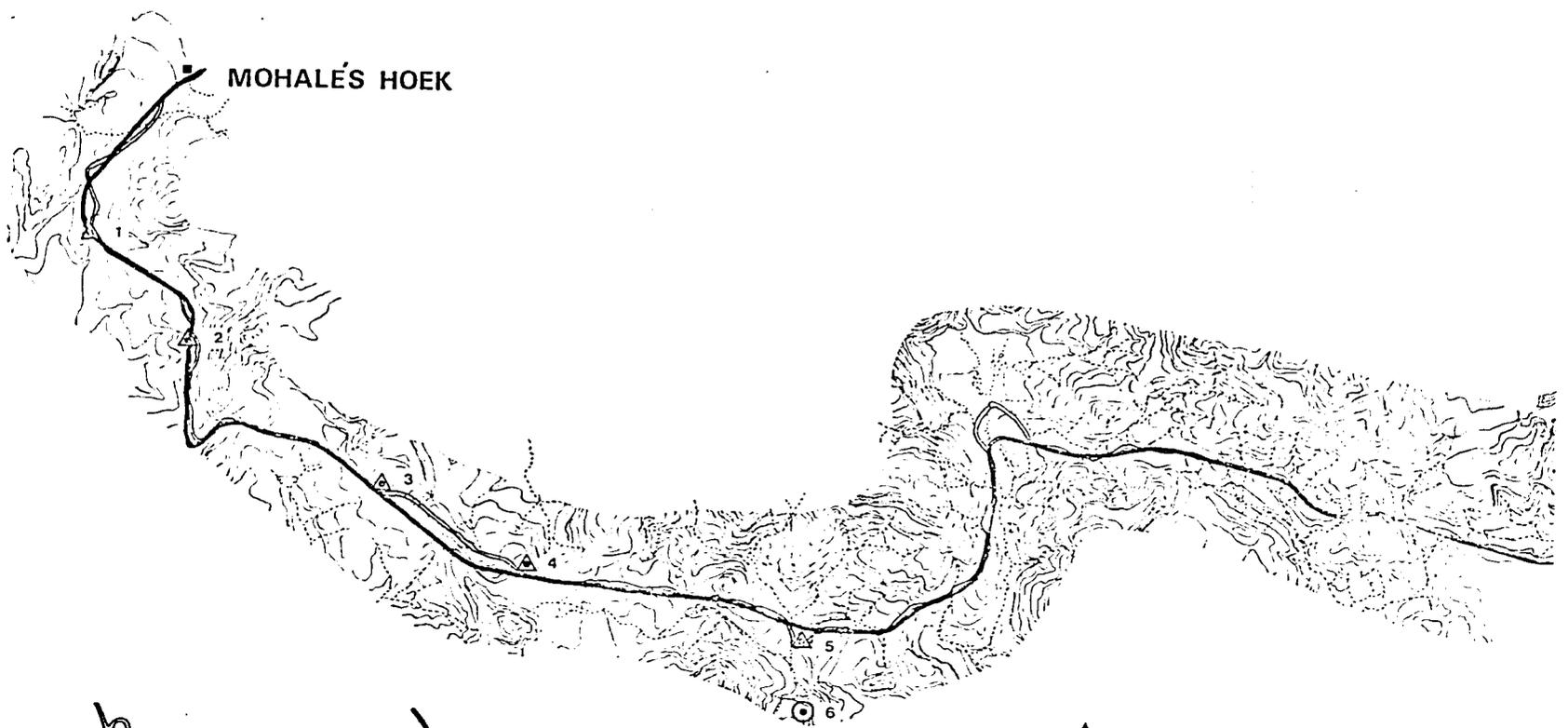
Box culvert 54 A

12m 12m



77

SOUTHERN PERIMETER ROAD A

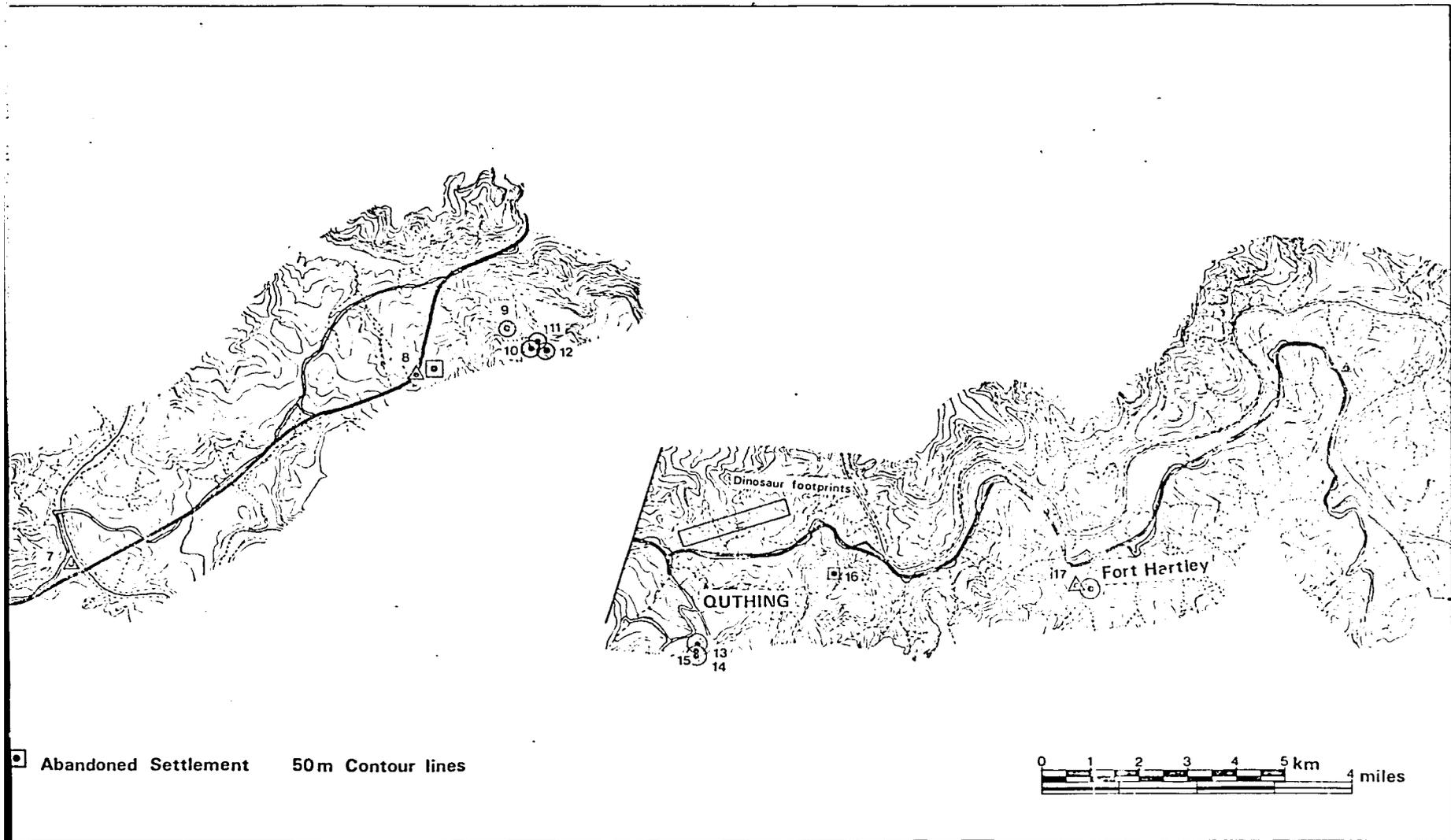


 Existing road

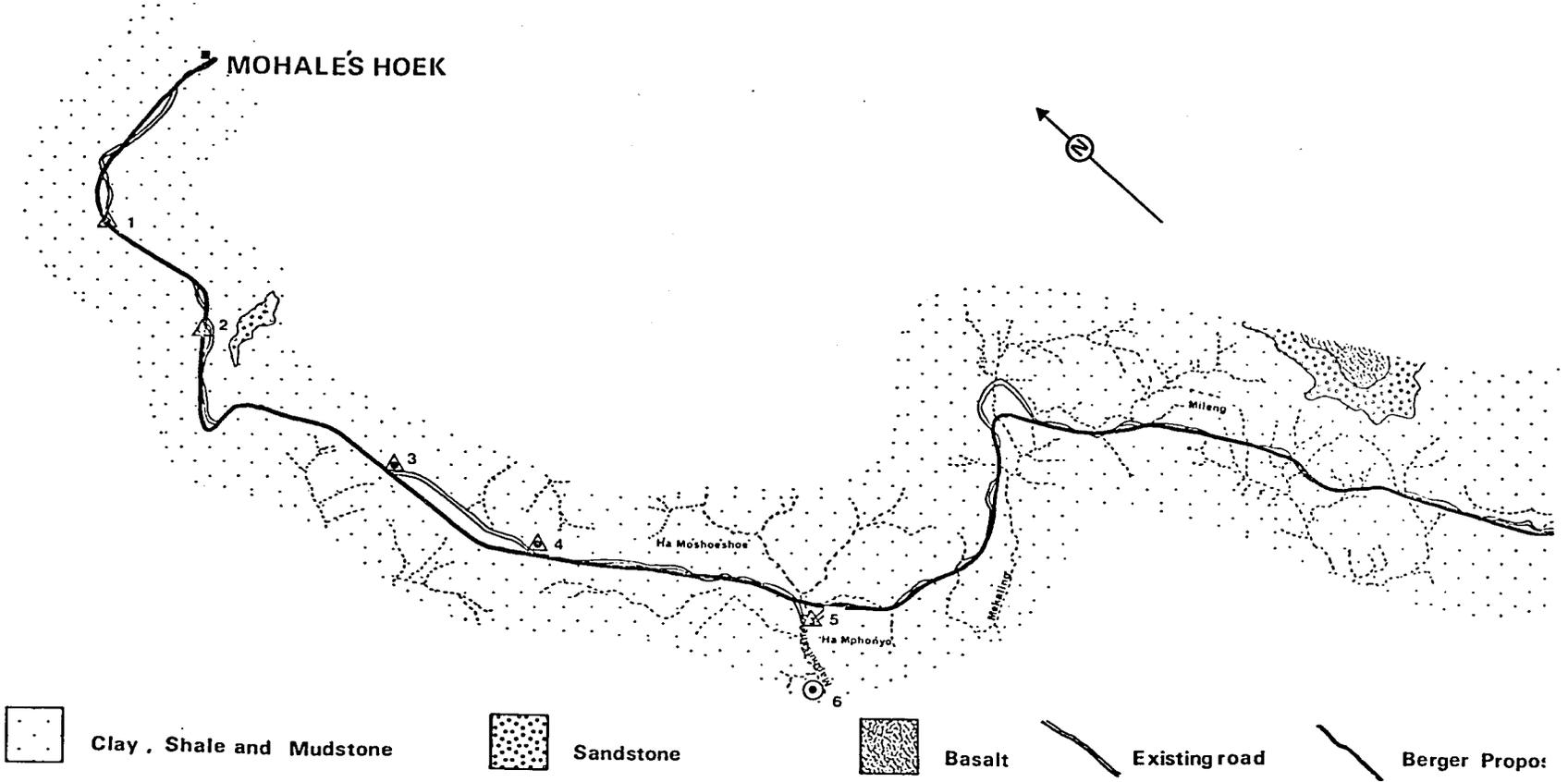
 Berger Proposed Alignment

 Artefacts

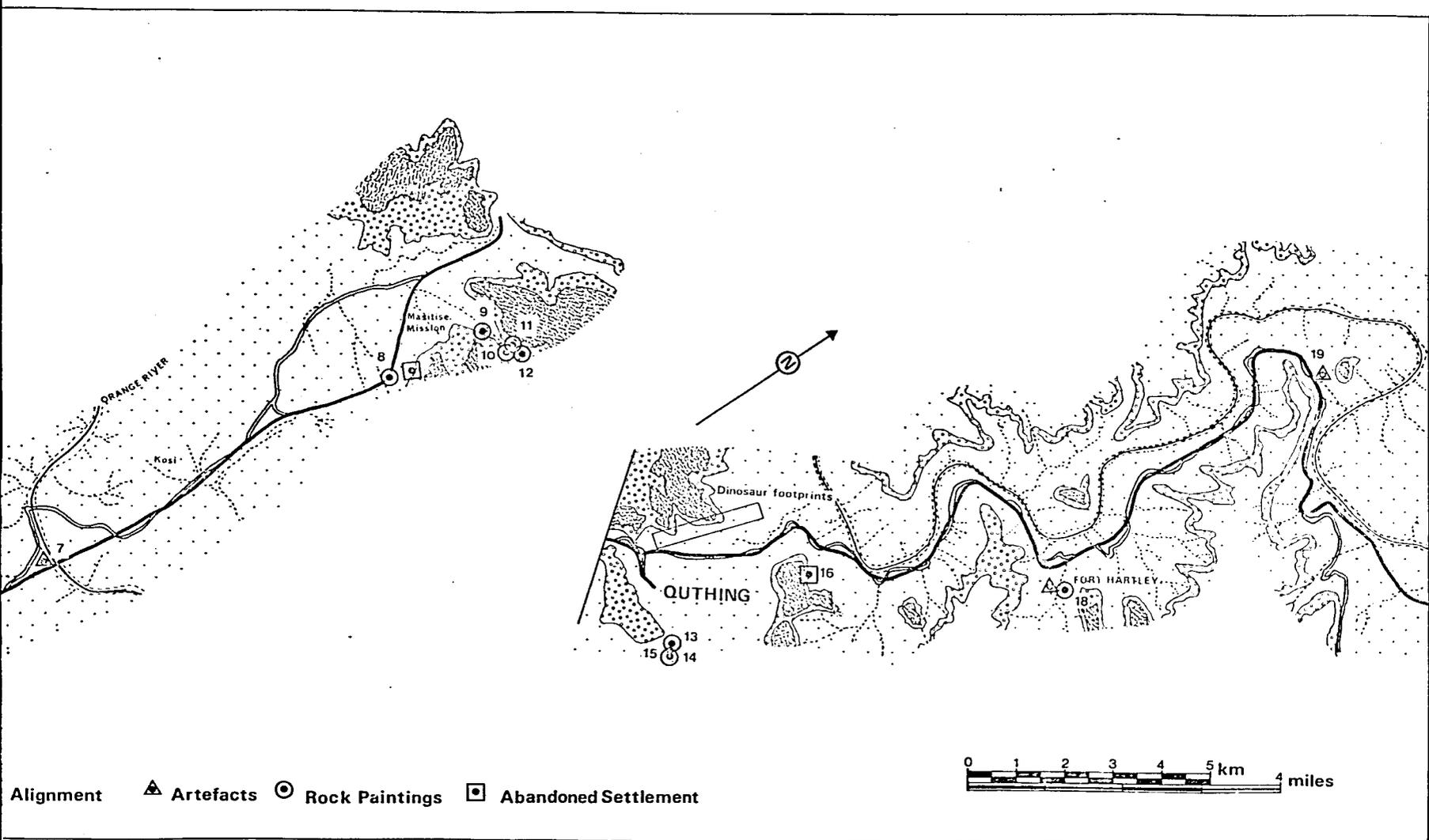
 Rock Paintings



SOUTHERN PERIMETER ROAD B



20

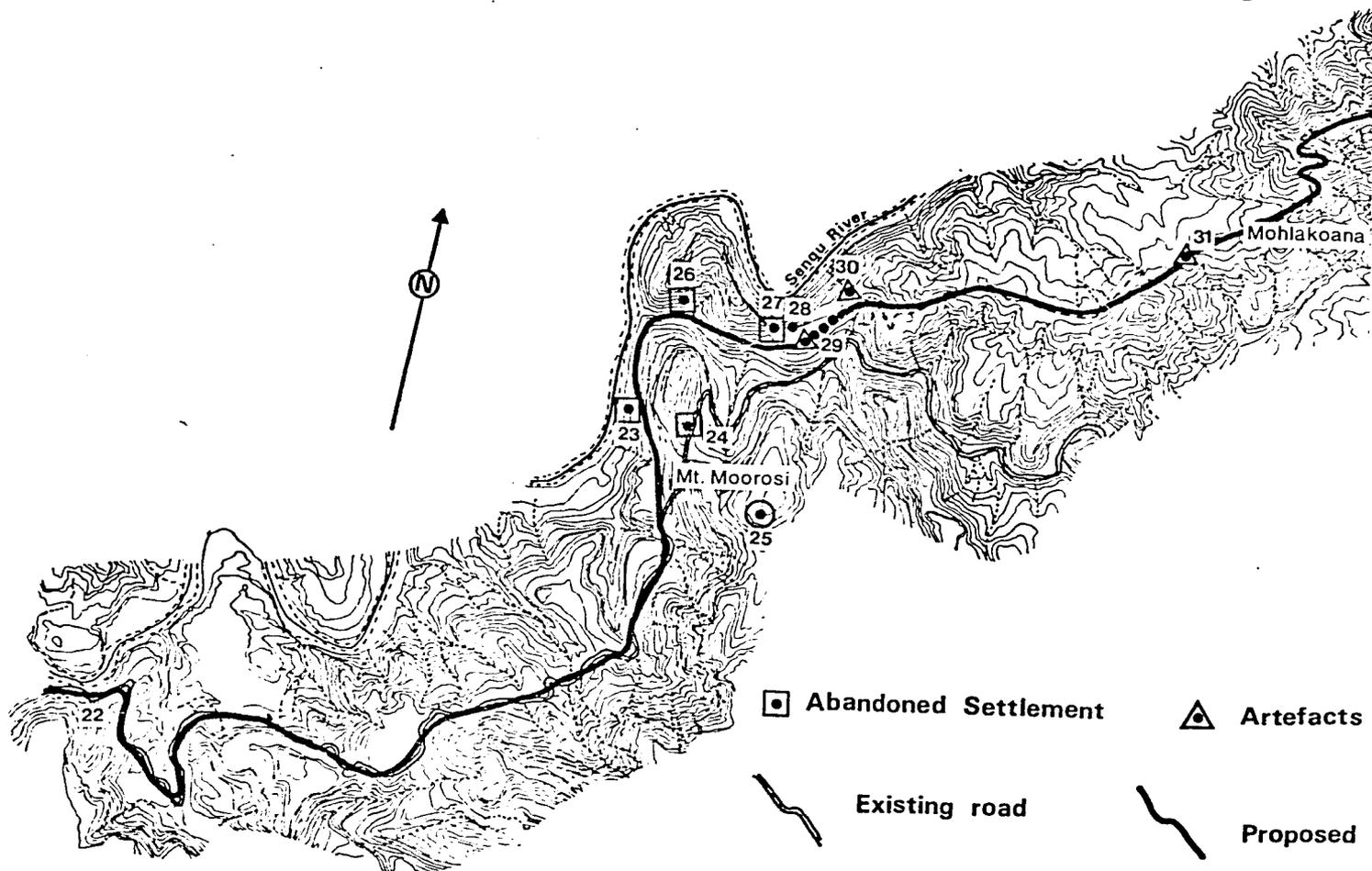


Alignment ▲ Artefacts ● Rock Paintings ■ Abandoned Settlement

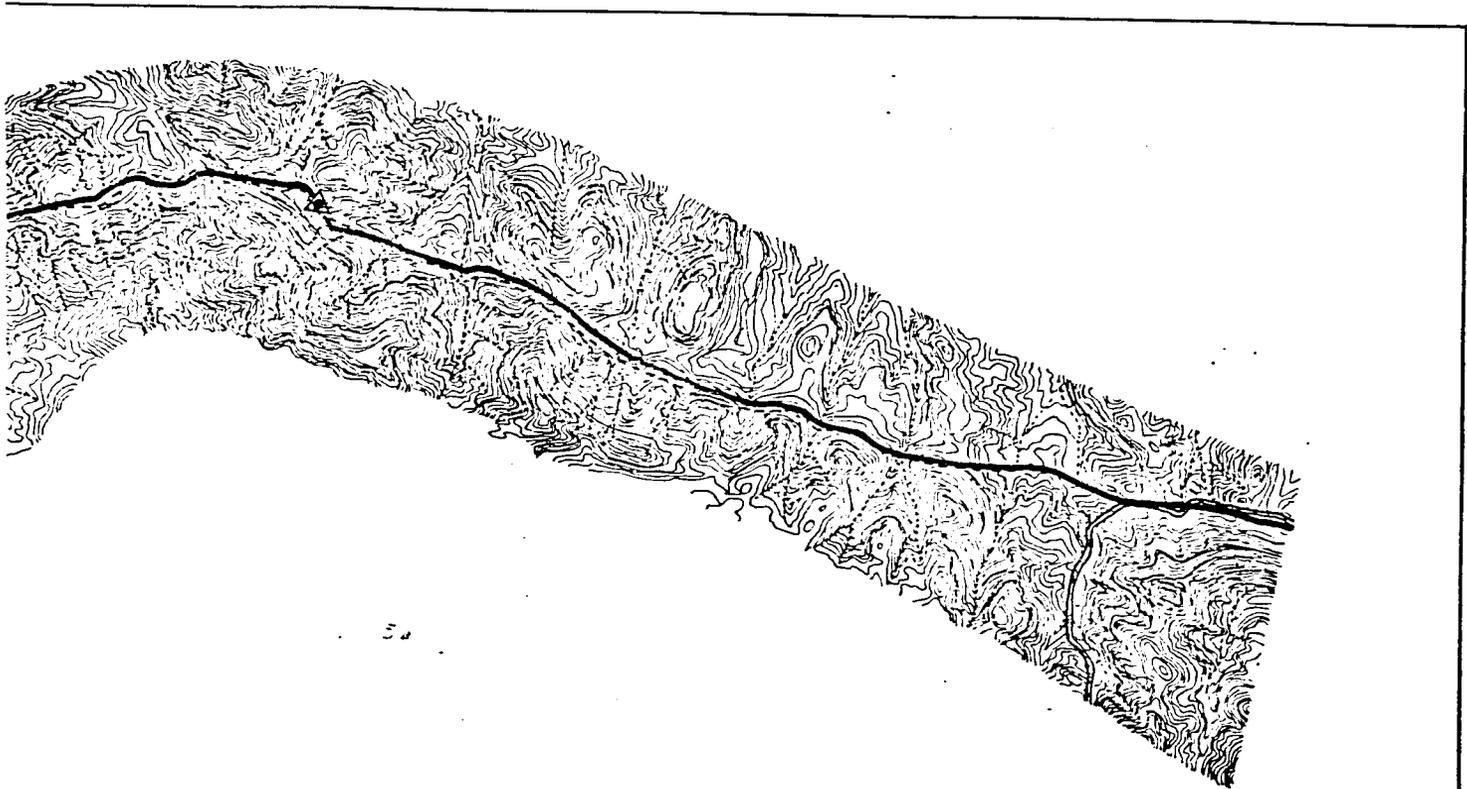
0 1 2 3 4 5 km 4 miles

SOUTHERN PERIMETER ROAD

C



42



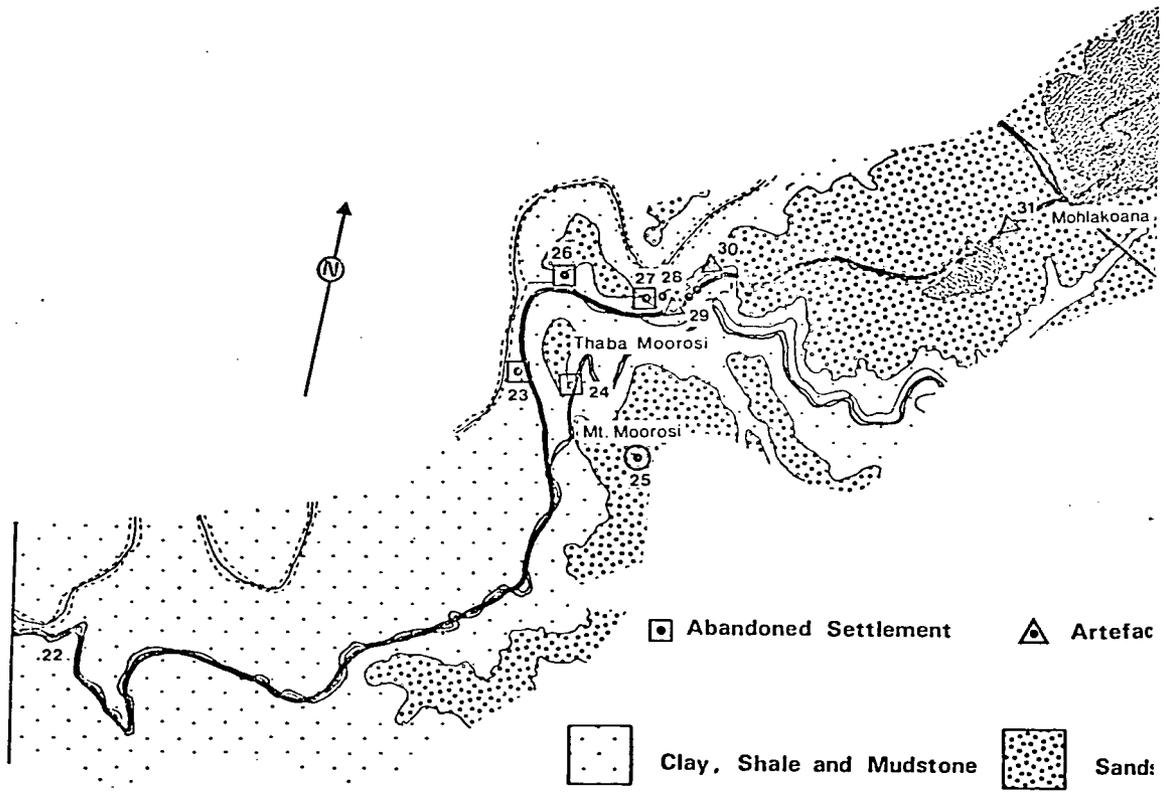
⊙ Rock Paintings

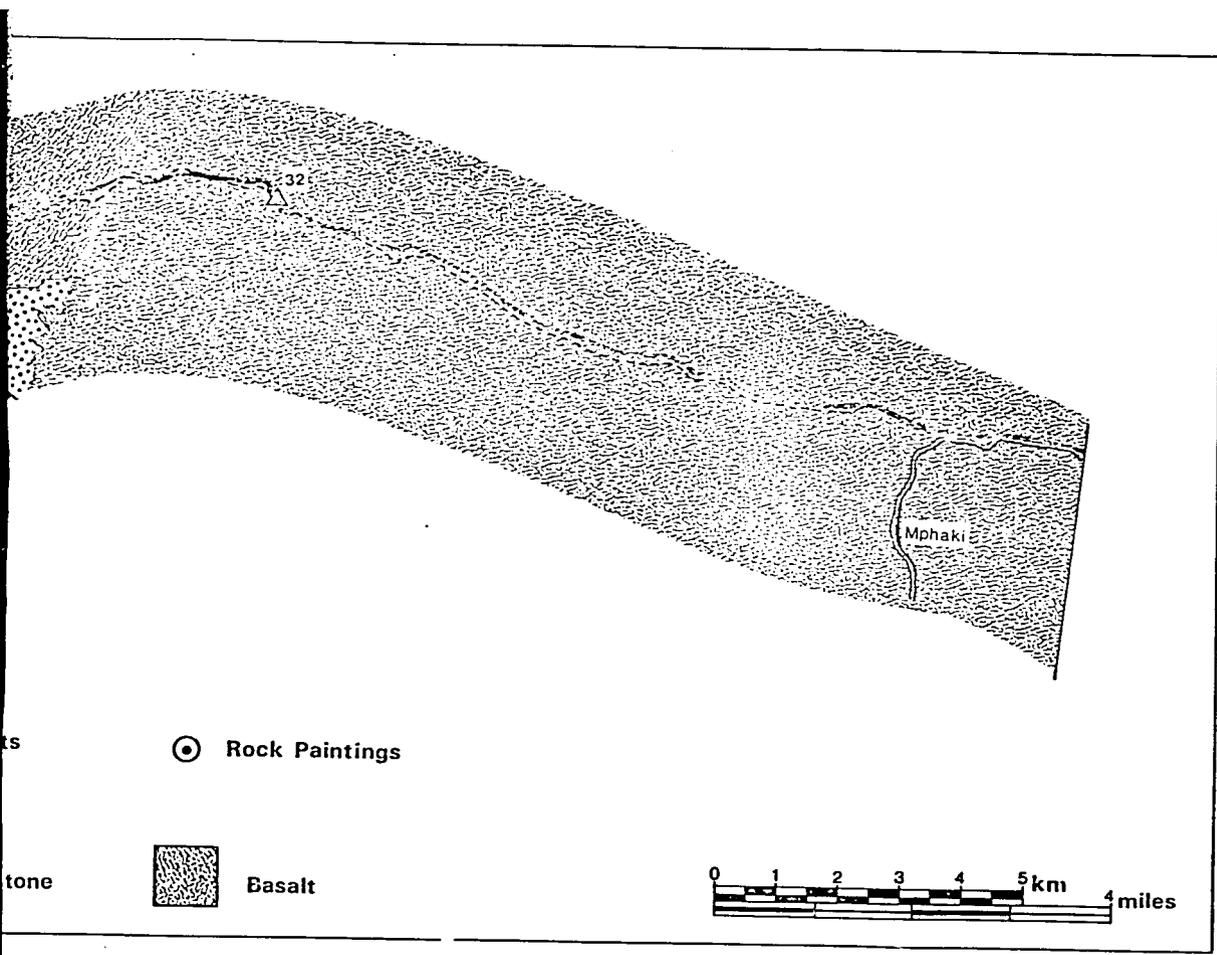
road 50 m Contour lines



113

SOUTHERN PERIMETER ROAD · D





ts

⊙ Rock Paintings

tone

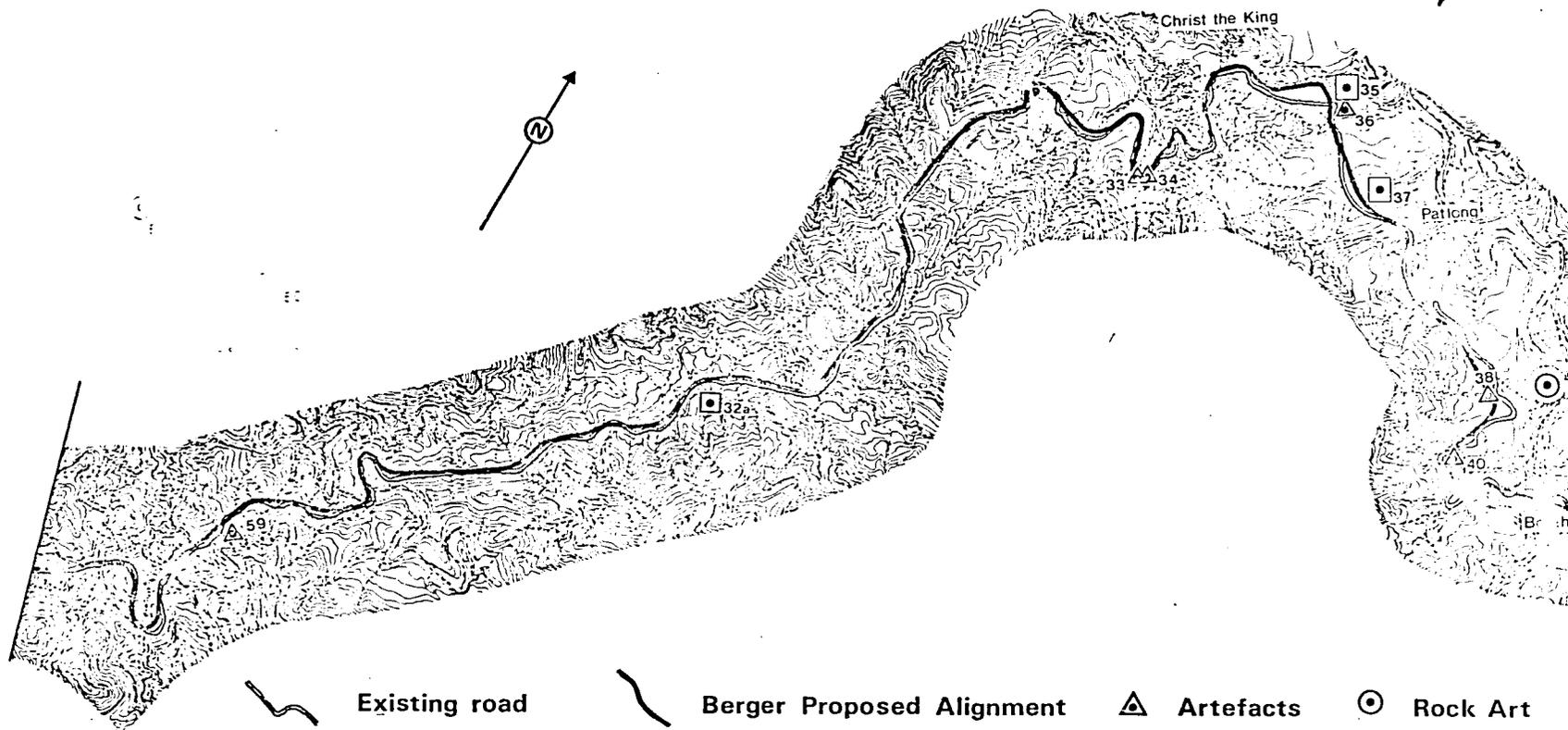
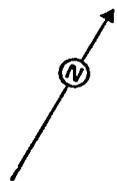


Basalt

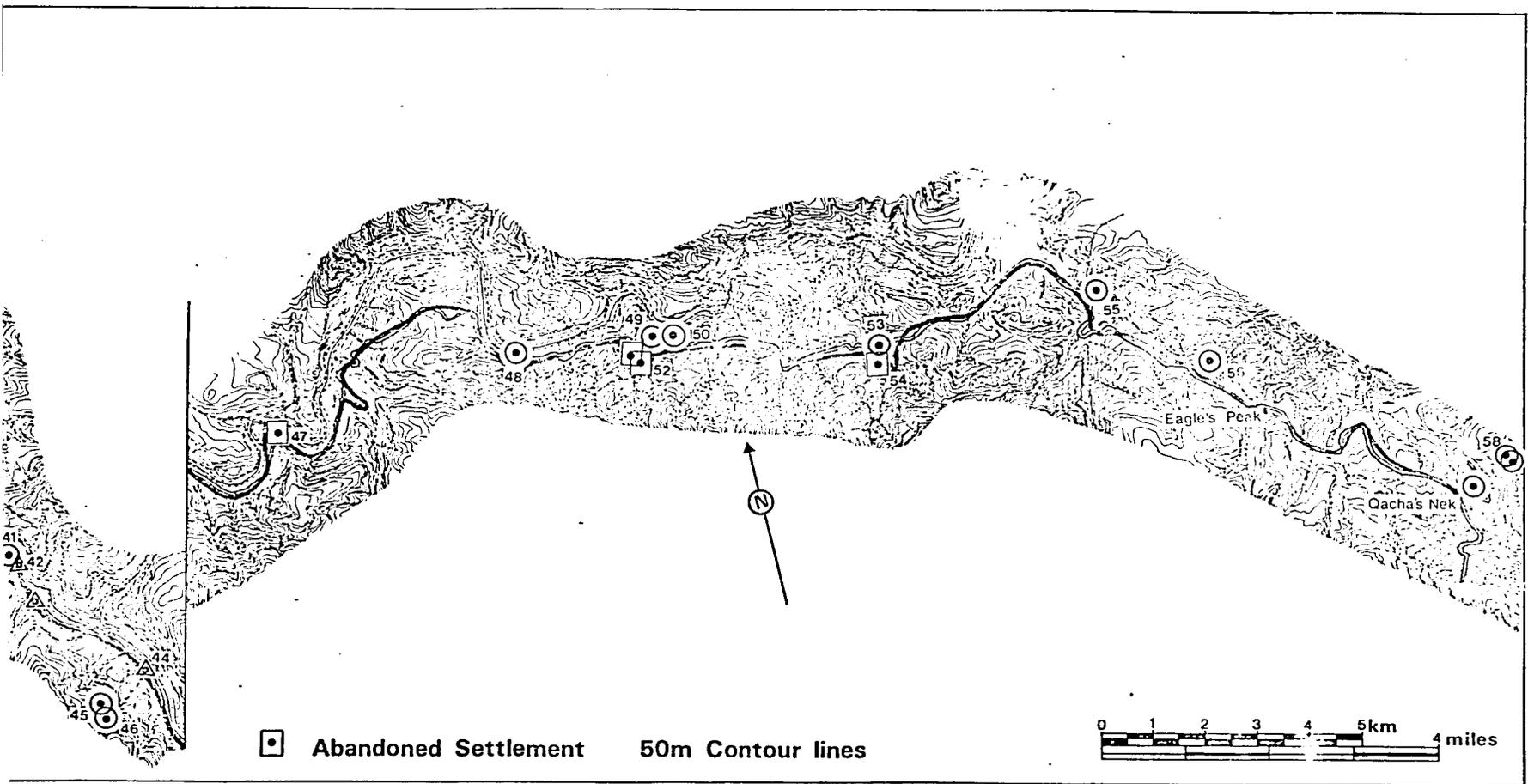


str

SOUTHERN PERIMETER ROAD E

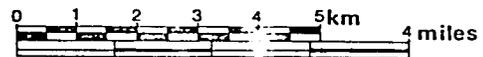


4/1

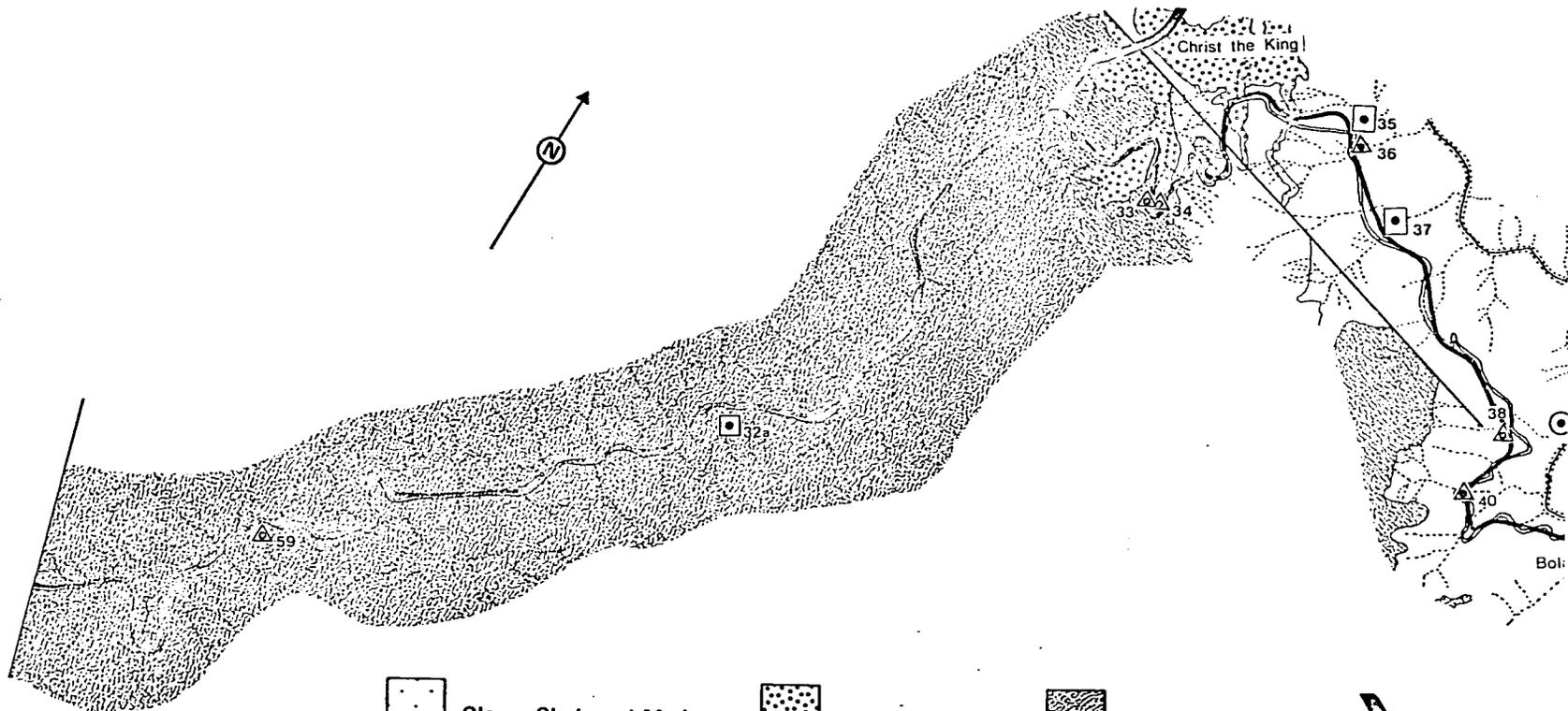
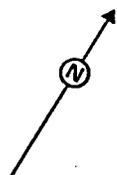


Abandoned Settlement

50m Contour lines



SOUTHERN PERIMETER ROAD F



Clay, Shale and Mudstone



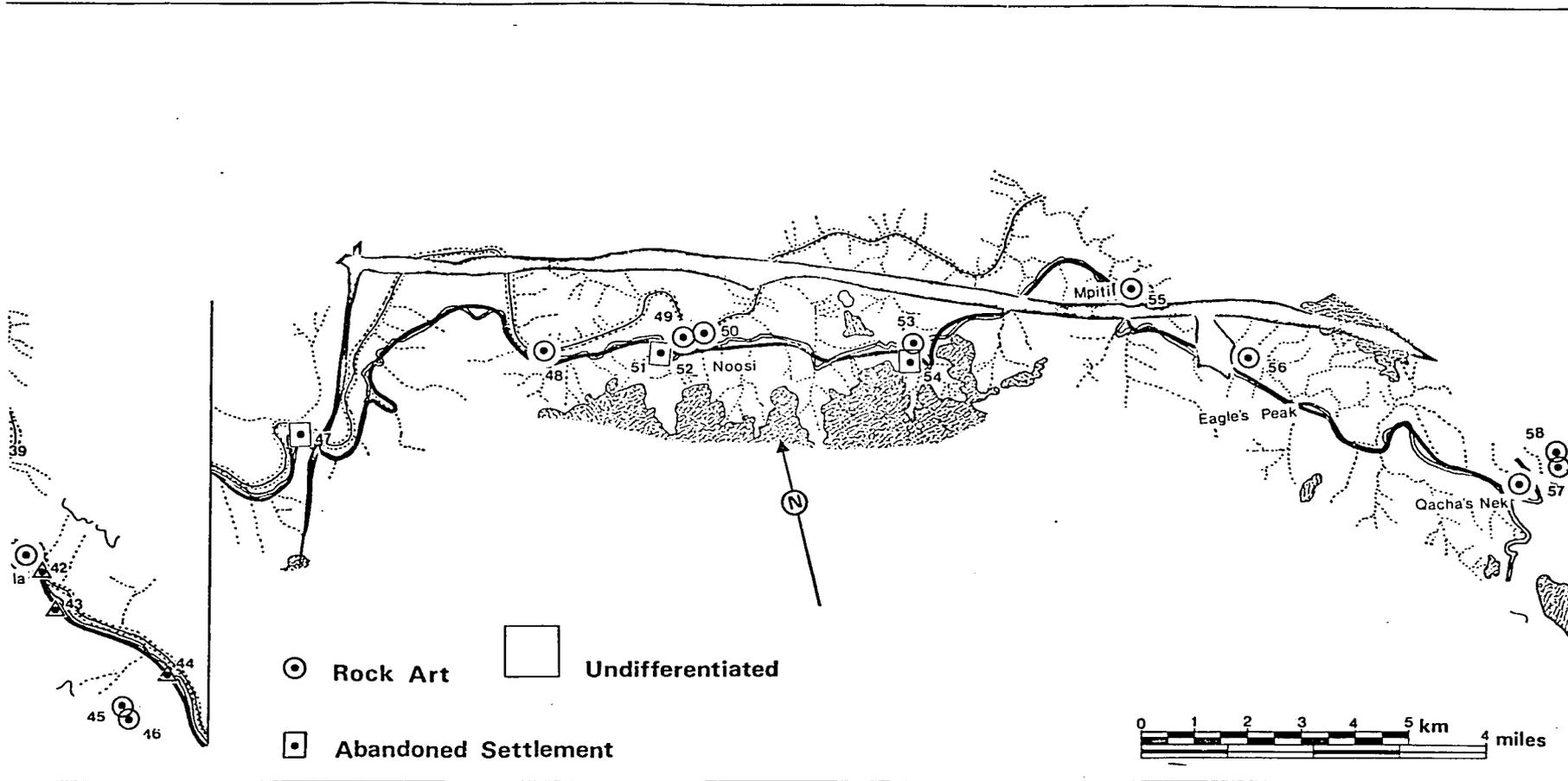
Sandstone



Basalt



Dyke



APPENDIX C

Archaeological sites plotted against topography and geology

A Mohale's Hoek – Fort Hartley = topography

B Mohale's Hoek – Fort Hartley = geology

C Fort Hartley – Mpaki = topography

D Fort Hartley – Mpaki = geology

E Mpaki – Qacha's Nek = topography

F Mpaki – Qacha's Nek = geology

APPENDIX D

Suggested budgets for rescue programmes.

(a) Rock Art

Dr. L G A Smits at Roma has a programme of rock art recording in progress. It is recommended that funding be obtained to maintain his field work and laboratory teams for a period of six weeks. This would be

Field Work

Experienced photographer's salary	R1 000
Assistant	500
Local Guides	100
Maintenance of cameras	100
Film	300
Transport : 25c/km 4-wheel drive vehicle	375

Laboratory Analysis

Director : Dr. L G A Smits	R2 000
Assistant	500
Two Student Assistants	480

Total R5 355

(b) Excavation and Recording

It is assumed that a team of archaeologists from one of the centres in Southern Africa will be enlisted. It is also assumed that the transport and accommodation arrangements of the reconnaissance phase will be made available in the rescue phase.

Field and Laboratory Work

Transport to Lesotho (Two Kombis/+ 10 students/staff)	R 900
Subsistence at R3/person/day : 12 people/ 42 days	1 512
House rental : 2 months Meseru	700
Minor equipment, film, stationery	400
14 _C dates	500
Directors' fees	2 000
Two experienced field assistants	2 000

Total R8 012