

**SURGICAL EXPERIENCES  
IN THE ZULU  
AND TRANSVAAL  
WARS, 1879 AND 1881**

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Surgical Experiences in the Zulu and Transvaal Wars, 1879 and 1881 by D. Blair Brown

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**D. BLAIR BROWN**

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SURGICAL EXPERIENCES

IN THE

ZULU AND TRANSVAAL WARS,

1879 and 1881.

BY

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## P R E F A C E.

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IN sending forth the following pages I have to acknowledge three things :—*First*, The great help and encouragement I received from my immediate seniors; *Second*, The remarkable ability and zeal of the ladies who, as nurses, attended many of my most serious cases; and *Thirdly*, The truthfulness of the drawings made by F. W. Brookman, A.H.C., from specimens in my possession, and from which the plates have been produced.

But for the long period over which the periodical publication in the *Edinburgh Medical Journal* extended, my friends would have had this small work in their hands before this.

DOVER, 15th November 1863.





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# SURGICAL EXPERIENCES IN THE ZULU AND TRANSVAAL WARS.

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## INTRODUCTION.

IN South Africa our army certainly found foemen worthy of its steel. Though the same amount of glory has not been attributed to the work done there as in some other wars, still the practical experience gained by every branch of the service is such that, systems thought complete having been found wanting, the whole military fabric has undergone revision of an almost revolutionary nature.

Into these changes it is not now my purpose to enter. I shall keep solely to the surgery of the two wars.

Late in 1878 I sailed for Natal in medical charge of the head-quarter companies of the 99th regiment. War was not proclaimed against the Zulus, but it was thought that the Government would soon do so. By the date of our arrival in Durban war was certain, and our troops were marching on to the Zulu frontier. On disembarking, a telegram was waiting me from the Surgeon-General, directing that I was to proceed at once by post-cart to join the head-quarter column. Several days' continuous rain brought the roads into so soft a condition as to prevent any such vehicle proceeding. The railway then only went as far as Pine Town—10 miles—and I had over 150 to travel. But for this, as events turned out, I should have been in the camp of Isandhlwana on the day of the disaster that happened there. I got to Helpmakaar on the morning of the 21st January 1879, and on the 22nd I accom-