



1910

1960

The Union of South Africa

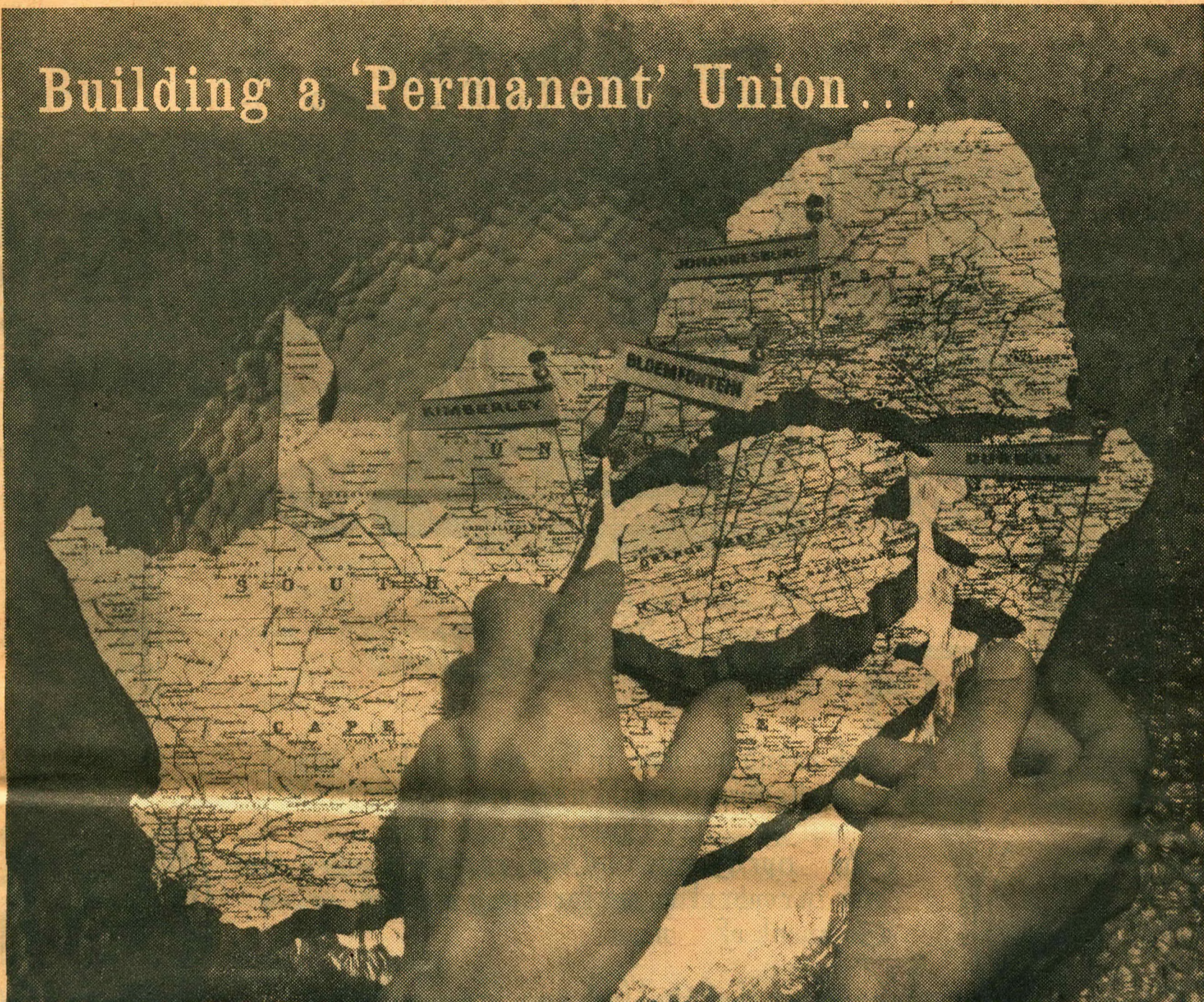

**L**ook round you now, in this our life's high noon!  
 The sun shines bright upon our Afric land:  
 We hear the call of Union far and wide:  
 The Cape, Transvaal, the Free State and Natal  
 Have in convention sat for many months  
 To speak of Union.

**F**orget not that the black man is your child;  
 That Union is but weakness if you fail  
 To mete out justice to the weaker ones;  
 Forget not that the women of your land  
 Have toiled and suffered with you in the past;  
 Have died in thousands on the toil-worn road,  
 And lo- your mountains are their monuments!  
 Imperfect must the Union ever be  
 That reaches not an enfranchising hand  
 To these, the mothers of your Afric race;  
 The mothers of the race that is to be.  
 Towards that perfect Union strive thou then,  
 That casts out love of wealth and power and place,  
 And seeks but righteousness and peace to bring  
 To this our land so lovely and beloved.


(VERSES REPRODUCED FROM THE 'CAPE ARGUS' JUNE 1<sup>ST</sup> 1910.

Brebner '60





**THE CAPE**  
1883. *Still a Colony. The Permanent is founded in the new diamond town of Kimberley.*



**THE O.F.S.**  
1918. *Now for eight years a Province of the Union. The Permanent expands to Bloemfontein, "the centre city".*



**THE TRANSVAAL**  
1889. *Still a Republic. The Permanent comes to Johannesburg not long after gold is discovered.*



**NATAL**  
1922. *"The Garden Colony" of previous days. Here the Permanent establishes in the busy port of Durban.*

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# Our Nationhood was sealed in valour

By Major-Gen.

**F. H. THERON**  
**C.B. C.B.E.**

OUR defence system is based entirely on the Act of 1912. The effective co-ordination of measures for South African defence was one of the larger matters which weighed heavily with the fathers and framers of Union during those pregnant days of the convention, and was counted among the compelling factors which gave birth to Union.

The S.A. Defence Act of 1912 was one of the monumental creations of General Smuts and, with amendments, still remains as the solid foundation of our defence system which bore us triumphantly through the shattering strain of two world wars.

General Smuts, with his fellow Boer leaders, had digested the lesson they had learned the hard way during the South African War of the unreliability of undisciplined and irregular commando forces, and the basis of our defence was therefore an organization founded on the universally accepted European military system, modelled principally on the Swiss Army.

The launching of the U.D.F. in 1913 was given a truly national character by a wisely constituted Defence Council, with such veterans as Generals de Wet, Sir Duncan McKenzie, Schalk Burger and Col. Sir Charles Crewe.

On the outbreak of World War I in 1914, General Botha offered the British Government that the Union Government should take responsibility for S.A. defence, which offer Britain gratefully accepted, and withdrew its garrison of some 6,000 men — a valuable contribution to the 'contemptible little British Army.' Thus Boer and S.A. Briton forged the first link in nascent nationhood.

THE actions during the conquest of German South West Africa, seen in perspective, rank really as skirmishes, the notable feature of those operations being the successful, wide, sweeping, outflanking movements carried out by Botha in the north and Smuts in the south against the outnumbered German forces under Francke.

Thus, mobility and concentration of strength at the decisive points secured an almost bloodless victory by the German surrender in mid-1915 which greatly heartened the Allied cause as our first major success in the dark early days of the war.

General Collyer, Chief of Staff to General Botha in this campaign, wrote: 'Whatever may be the future of the military forces of the Union, the successors of these men will find much to inspire them and will derive instruction from the first campaign which the Union of South Africa conducted solely on its own responsibility.'

The young Union army received its first real baptism of fire in East Africa, where it served under very different circumstances. Instead of the dry, healthy climate of South West Africa, the men now struggled in tropical heat and torrential rain against various endemic diseases, often half-starved, and through almost impenetrable forest or thick bush, trying to grapple with an unseen and cunning enemy.

Thus, the first action at Salaita almost ended in disaster, largely owing to inexperience in this type of bush fighting and lack of reconnaissance of the German-Askari position. They were ultimately extricated 'covered by a finely fought action by the 130th Baluchis' (Collyer.)

THIS 'baptism' cost us 138 casualties, about half our losses during the whole of the German South West campaign! It was a new experience for the South Africans in this campaign to fight alongside other Imperial troops, and they learnt to respect the soldierly qualities of their Indian comrades, and particularly to respect the tough fighting stamina of the German-officer-led African Askaris.

The campaign dragged on till the end of the war in November, 1918, through many hard-fought engagements under most difficult conditions.

'Bush and forests, mountains, rivers and deserts proved far more formidable than the enemy army. The equatorial sun blazed on them from above, disease and hunger sapped them from within. All around spread the endless bush, cutting off vision, full of lurking, invisible danger, fear-inspiring, heart-breaking. With this went hard labour in long marches, in road and bridge making, in cutting their way through endless obstacles.

'And all this immense exertion under conditions of intolerable lassitude and weakness from disease. It was their greatness of spirit, the high tension of their effort, that kept them going, kept them from faltering . . . They stood a test almost beyond human endurance.' (General Smuts.)

At the same time a South African infantry brigade, a heavy artillery brigade and other units embracing various auxiliary services went to represent the Union in the main theatre of war.

AFTER a brief spell of service in North Africa, which hardened the brigade and also seemed to be a prophetic prelude of service by the sons of these men some 25 years later in the 1941-42 campaigns in the Western Desert, our troops joined the famous 'Fighting IXth Division' in France. Immortal glory crowns the heroic story of Delville



*'Not in mastery but in service, not in dictatorship but in freedom, lies the secret of man's destiny,' declared General Smuts in a message to his men.*

Wood, which every adult knows, but it is a reproach to the fostering of our national pride that but few schoolchildren to-day are told this epic tale of valour, which should be enshrined among the most cherished traditions of our adolescent nation.

*It would be so very fitting if, in this Festival Year after 50 years of Union, this stirring episode should be told in schools during Delville Week in July, and then ring out again each year a trumpet call to all our still unborn youth to honour with service to our motherland this debt of duty done by gallant men of both races, whose blood flowed together, crimson red like the blood-red poppies in the fields of Picardy; and so, for all time, sealed our nationhood by their inspiring comradeship and the supreme sacrifice they made.*

John Buchan (the historian), afterwards Lord Tweedsmuir, wrote: 'The six days and five nights during which the South African Brigade held the most difficult post on the British front — a corner of death on which the enemy fire was concentrated at all hours from three sides, and into which fresh German troops, vastly superior in numbers to the defence, made periodic incursions, only to be broken and driven back — constitute an epoch of terror and glory scarcely equalled in the campaign . . .

THE South Africans measured their strength against the flower of the German Army and did not draw back from the challenge. As a feat of human daring and fortitude, the fight is worthy of eternal remembrance by South Africa and Britain.'

In all, the brigade suffered 2,320 casualties. 'And,' again quoting from Buchan, 'about 15 per cent of the original brigade was Dutch.' The proportion rose to something like 30 per cent before the end of the campaign.

This tale of heroism goes on — at the Butte de Warlencourt, Arras, the bloody battles of the Somme and Ypres, Gouche Wood, Meteren, and the heroic stand at Marrières Wood during the retreat in March, 1918. Again Buchan records: 'The South Africans seemed fated to have their greatest deeds linked always with some broken woodland.

'So far the proudest names in their record were those wraiths of copses — Delville and Gouche. To them must now be added a third, the splintered desert which had once been the Wood of Marrières.

## Blow out, you bugles

*Blow out, you bugles, over the rich Dead!*

*There's none of these so lonely and poor of old,*

*But, dying, has made us rarer gifts than gold.*

*These laid the world away; poured out the red*

*Sweet wine of youth; gave up the years to be*

*Of work and joy, and that unhop'd serene,*

*That men call age; and those who would have been,*

*Their sons, they gave, their immortality.*

— Rupert Brooke

'On the road to Le Cateau, a party of British officers was stopped by the Emperor, who asked if anyone present belonged to the IXth Division. "I want to see a man of that division," he said, "for if all divisions had fought like the IXth I would not have had any troops to carry on the attack!"

'During the German advance, Captain Peirson, the brigade major of the 48th Brigade of the XVIIth Division, was taken prisoner. When he was examined at German H.Q., an officer asked him if he knew the IXth Division, for, said he, "we consider that the fight put up by that division was one of the best on the whole of your front, especially the last stand of the South African Brigade (i.e., at Marrières), which we can only call magnificent."

'No British division did more nobly than the IXth. It held a crucial position in the line, and only by its stubborn endurance was a breach between Gough and Byng prevented. Among the brigades of the IXth, the chief brunt was borne by the South African Brigade.'

Buchan added: 'The story which I have endeavoured to tell is to be regarded in the first place as the achievement of a people — that South African people in which the union of two race-stocks is in process of consummation. The war record of South Africa, from whatever angle it is regarded, is one to be proud of. All were South Africans and citizens of no mean country. The brigade was a microcosm of what South Africa may yet become if the fates are kind. It was a living example of true race integration.'

I HAVE so far referred to, and reminded my fellow-countrymen, only of the heroic deeds of the official contingents which represented South Africa in World War I: young South Africa streamed overseas voluntarily in their thousands, as individuals, and served alongside the men of the Commonwealth — or Empire as it then was — and through their comradesly and gallant qualities also passed respect for our motherland.

Among the foremost were our airmen, whose skill and matchless courage had a proud share in the daring exploits of the R.F.C., the R.N.A.S., and then the R.A.F. And these men, on returning home, were the corner-stones and breathed the first breath of daring life into our own, now celebrated, S.A.A.F.

And the volunteers from our own, as yet small, R.N.V.R. divisions served modestly but gallantly in the Royal Navy, and on their experience was launched our tiny S.A. Naval Service, which was planned by Smuts as the embryo of our future navy.

It is a pity the names of the first two South African naval motherships, the minesweepers H.M.S.A.S. Immortelle and Zonnebloem, have not yet been repeated as part of the developing tradition of our young navy.

THE stirring story of gallant service by our men in World War II is, of course, part of the experience of this generation. Again they also went forth as volunteers and helped to free the world of the menacing scourge of the ruthless forces of Nazism and Fascism which Hitler and Mussolini had let loose upon our civilization.

These sturdy South Africans also added to the lustre abroad of the fame their fathers had brought their country 25 years before — and many of those fathers served again among the soldiers, the intrepid airmen, and the gallant sailors who manned our 'little ships.'

These all helped to forge further locking-links in our growing nationhood by their common comradesly devotion to duty. The memory of their deeds and sacrifice has blazed a trail of honoured memorials right through Africa to Abyssinia, Egypt and Palestine, across the sea-sands of the Western Desert, over the Mediterranean, through the length of Italy, and ended in June, 1945, with our Sixth Armoured Division, sappers and airmen, appropriately at Finale, on the Po.

Lack of space forbids the recalling of their gallantry in the many battles, their fortitude under privation and hardship, but as these young men served and suffered side by side, the bonds of comradeship swelled and grew in strength to bind together a nationhood of proud, enduring strength.

Of them, their proud Commander-in-Chief said: 'The sight of those young men, with their happy, eager faces, with the thought of what they had given up to serve their fellows and to make this a safer world for the spirit of man to dwell in securely — that sight, that thought, made me realize that their souls were worthy to match this glorious setting of nature that the goodness of man was a worthy match for the greatness of nature.'

'They are the happy warriors of the new order, the champions of that spiritual order of the universe which, in the end, is more deeply founded and more secure than these ancient hills and craters.'

'The new order will not arise under the swastika, which is the symbol of past tyrannies and the moral enslavement of the human spirit. It can only arise under the Sign of the Cross in the spirit of service and self-sacrifice that has carried man from his brutal, bestial past to the height of his spiritual vision.'

'Not in mastery but in service, not in dictatorship but in freedom, lies the secret of man's destiny. This is what these young South Africans stand for; for what I trust South Africa will stand for till the very end.' (General Smuts — 'The Crusaders Go North.')





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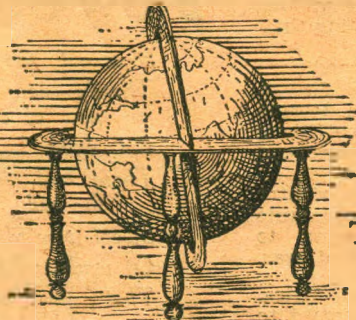
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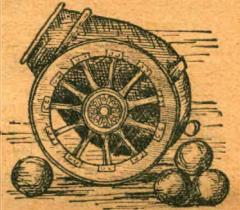


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**1939**



**1948**

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# Historic voyages mark (and match) progress made by the Union

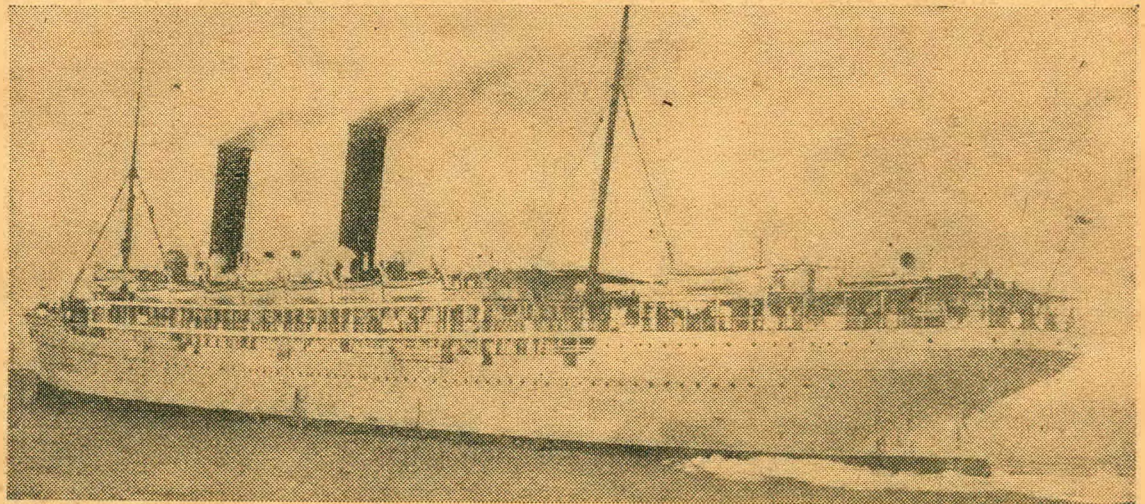
By CONRAD LIGHTON

THE South African mailship services have paced the progress of our nation. In fact, two shipping lines set an example of union a decade before the four provinces merged into the Union of South Africa. I refer to the merger of the Union and Castle Lines in 1900.

The company began as the Union Line in 1853, the first voyage to this country being made by the R.M.S. Dane, of about 500 tons, carrying a handful of passengers in 1857. This vessel took 44 days for the passage, and her maximum speed, under steam alone (she was also equipped with sail), was seven and a half knots.

Sir Donald Currie came into the picture with his first Castle ship in 1872. It was he who dictated the terms of the merger in 1900. The company is now part of the British and Commonwealth Shipping Company Group under the chairmanship of Sir Nicholas Cayzer, Bart.

Biggest South African shipping event in this year of the Union's jubilee will be, appropriately, the maiden voyage of the largest liner ever to be engaged



1910: The Balmoral Castle chartered by the Royal Navy, brought the Duke of Connaught to South Africa to open the first Union Parliament.

in the weekly mailship service, the 38,000-ton air-conditioned Windsor Castle, sailing from Southampton on August 18.

A feature of the vessel is the layout of the passenger decks. All tourist class public rooms (with lounge facing forward) and recreational spaces are on one deck, with a completely separate deck above given over to corresponding facilities for the first class.

The maiden voyage of this magnificent mailship is a far cry from the pioneering voyage of the Dane in 1857, or even, for that matter, the maiden voyage of the Balmoral Castle, crack mailship of 1910, which was chartered by the Royal Navy and became H.M.S. Balmoral Castle for the purpose of bringing the Duke and Duchess of Connaught to Cape Town to open the first Union Parliament.

But even the new Windsor Castle, with its many history-making features, will remain the flagship only until the still newer and yet more revolutionary mailship, the classless Transvaal Castle, comes into the service of South Africa at the end of next year.

The Pendennis, Windsor and Transvaal Castles represent pinnacle achievements in mailship construction and set new standards. The merit of these new standards is a yardstick for the measurement of the progress made by the Union of South Africa itself. For the Union-Castle Line is so much a part of South Africa that it has come to be looked upon as institutional and indivisible.

This is not surprising when official figures reveal, for instance, that 33,000 passengers came by sea from England to South Africa in 1958, and 28,000 passengers travelled in the reverse direction, and well over 90 per cent of this traffic was carried by Union-Castle ships.

IN 1910 the Balmoral Castle, under naval charter, took 20 leisurely days to reach Cape Town with the royal party on board. The normal time for the mailships was then 17 days, although a record passage of under 15 days had been made by the Union mailship Scot in 1893. The Scot's record remained until 1936, when it was broken by the Stirling Castle in 13 days 6 hours 30 minutes.

The record next went to the Carnarvon Castle in 1938, which sailed from Southampton to Cape Town in 12 days 13 hours 38 minutes. Then, in 1954, the Edinburgh Castle did the voyage in 11 days 21 hours 5 minutes.

## RAND TO THE CAPE.

IN LESS THAN 36 HOURS.

The test train which left Johannesburg on Thursday night, arrived at Cape Town at 7.45 a.m. on Saturday, having accomplished the journey in 35½ hours, actual running.

The train came in 90 minutes before she was expected, having made up time on the way.

On the train were Mr. W. K. Hoy (General Manager of the South African Railways), Mr. Greaves, of the Mechanical Engineering Staff at Bloemfontein; Mr. Sims, Mechanical Adviser at Cape Town; Mr. J. Patterson, Assistant Traffic Manager; and one or two subordinate officials. No passengers were carried.

The result of the test is considered highly satisfactory. The train leaves

This Press cutting (dated August 1910) is a reminder of the progress made in rail transport in South Africa since Union.

## Aeroplaning on the Rand.

M. KIMMERLING MAKES TWO SUCCESSFUL FLIGHTS ON HIS VOISIN.

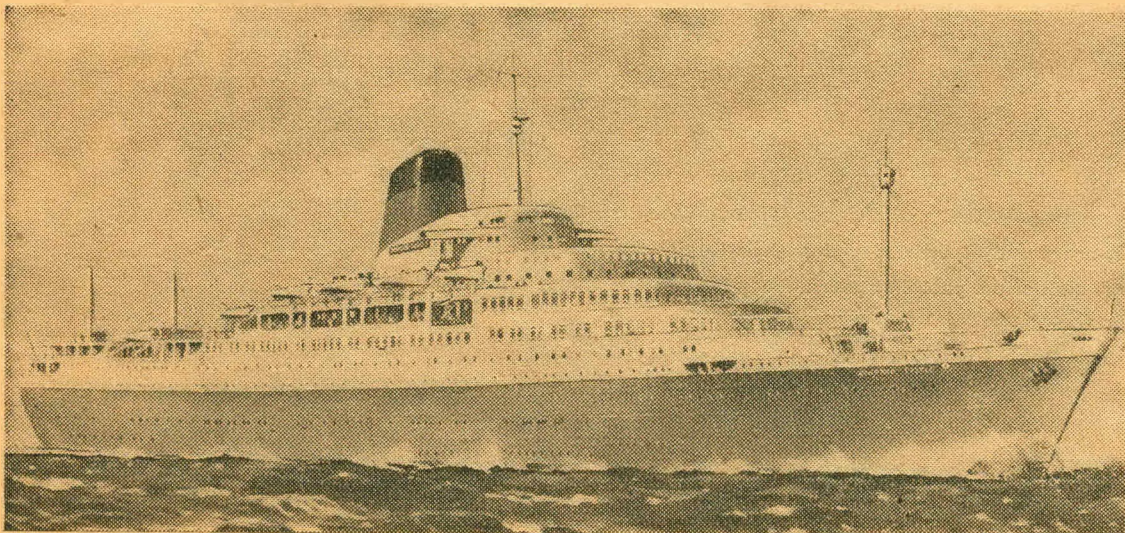
S.A. Amalgamated Press Agency Special.

JOHANNESBURG, Wednesday. Those who were sceptical of M. Kimmerling's ability to fly in Johannesburg must now be thoroughly convinced.

At Orange Grove to-day, on Sydenham Township, M. Kimmerling made his Voisin biplane leave the ground on three short flights. The longest flight was about 300 yards, and the two others were between 150 and 200 yards. On none of these occasions did the machine go higher than 30 feet, but M. Kimmerling explained, with great frankness, that he did not intend to venture upon a big flight until Saturday, when, according to his contract, he will rise at least 70 feet, and travel about three miles.

To-day's attempts were made largely with the idea of giving the aviator an

This excerpt from the Cape Argus in February 1910 is a reminder of the vast strides made in aviation. Eight overseas airlines maintain scheduled flights to and from the Union now and more than a third of a million passengers a year are carried by S.A. Airways.



1960: Artist's impression of the Windsor Castle making her maiden voyage in the year of the Union's Golden Jubilee.

IT was while the question of Union was a major topic that the Union-Castle mail steamers Norman and Armadale Castle took the first large shipments of citrus to Britain in July-September, 1908.

In this golden jubilee year of Union, two new wholly refrigerated cargo ships, the Rotherwick Castle and Rothesay Castle, bring the total of 'R' ships engaged in the carriage of South African fruit to Britain up to nine.

The first of the 'R' ships, the Roslin Castle, was built in 1935, the silver jubilee of the Union.

The extraordinary expansion in South Africa's fruit export trade has been made possible by the shipping facilities provided ever since Sir Donald Currie and Percy A. Molteno, his son-in-law, more than 70 years ago began fostering the trade by experimental research.

IT is a success story in which many men prominent in Union history have taken part. It was John X. Merriman, farmer statesman of Stellenbosch, who accompanied Percy Molteno to Covent Garden and saw the first South African peaches sold in London. The year was 1892 and the peaches had been shipped in the Drummond Castle from Cape Town. "With great delight we saw case upon case opened with fruit in splendid condition," they jubilantly reported.

These peaches provided more than a ready sale. The news of the successful shipment in the Drummond Castle led to the interest of Cecil Rhodes being aroused. Rhodes asked Molteno to see him, and the historic Rhodes fruit farms in the French Hoek and Drakenstein Valley sprang into being.

From these farms other fruit export industry pioneers such as P. R. Malleson and H. E. V. Pickstone began their vital contribution to the loads of peaches, plums and pears which were shipped by Union-Castle 6,000 miles to new markets which enriched the Union of South Africa.



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Roworth's great picture of the National Convention made an impressive backdrop when the British Prime Minister, Mr. Harold Macmillan, addressed both Houses of the Union Parliament in Cape Town in February, 1960. From the left: President of the Senate, Senator C. A. van Niekerk; Mr. Macmillan; Speaker of the House of Assembly, Mr. J. H. Conradie; Prime Minister, Dr. H. F. Verwoerd; Leader of the Opposition, Sir de Villiers Graaff.

## Story of Roworth's historic painting

WE do not know officially what delegates to the National Convention that preceded Union said to each other, for it was decided it would be better if their deliberations were held in private and that nothing would subsequently be published.

There is one man in Cape Town to-day who was one of the privileged few allowed into some of the meetings of this National Convention — but he has no secrets to give away.

He is Edward Roworth, the artist, who was there for one purpose only, not to listen, but to study the faces of the men making those momentous decisions, so that he could paint the great picture of the convention which hangs now in the dining-room of the House of Assembly.

But if Professor Roworth remembers nothing of the words those men spoke during their deliberations (or did he discreetly forget?), he still has clear memories of many of the men themselves. They came to his studio individually to sit for him so that he could get each portrait exact. Some of them became lifelong friends.

'Dr. Jameson had the most magnetic personality of them all,' Professor Roworth told me. 'He was so quick and so full of life.'

'I was working on his picture once when he suddenly asked me whether I wanted the painting to be a true, historical record of the convention. I replied, "Yes." "Then," he said, "you must paint me asleep, for I slept all through the blessed show!"

'I don't think I have ever met a man with greater charm of manner than Dr. Jim — but I also remember him white with rage during the debate in the Old Cape House on Chinese labour shaking his fist at Mr. Merriman and his party.'

'General Smuts was outstanding, different from all the others, and always very much alive. You could talk to him about anything (though I preferred my sitters not to talk while I was working).'

'I remember he asked me what I was reading — it was Wells at the time, and we discussed him. He also talked a great deal about William Blake, for whom he had a lifelong admiration and from whom he could quote freely.'

'There was no doubt, too, that General Botha was a great man, though a very different personality. I knew him well later on, and also "Aunt Annie," and liked them both very much. Those old Afrikaners were all natural gentlemen.'

'Botha introduced me to General Hertzog, with whom he was very friendly then.'

'Hertzog was fiery and full of energy in those far-off days. He remained a dear friend of mine until he died, an old, broken man.'

### It took three years to complete and £1,000 was paid for it

'I was having coffee with him one morning in the House at a moment of great political significance to South Africa. The morning papers carried reports of General Botha's speech in the Transvaal in which he declared against the policy of Hertzog, then Minister of Justice in the first Union Cabinet.'

'I asked him if he had seen the report of Botha's speech. He answered, shortly, "Yes." I said, "What are you going to do about it?" He replied, "I am going to fight him like hell!"

'Abram Fischer, Prime Minister of the Orange River Colony, and Hertzog's great friend, was a charming and delightful personality. With his full beard, he is one of the most prominent figures in the convention painting. His death in 1913 was a great loss for the young Union of South Africa.'

**L**ORD DE VILLIERS, then Sir Henry de Villiers, the Chief Justice and the president of the convention, had a very interesting face, Professor Roworth said.

'He also had a great legal brain. But he could not understand the laws of perspective. On one visit to my studio, when the picture was well advanced, he stood in front of the canvas and said, rather puzzled, "Why is my head so much larger than De la Rey's?"

'As president, Lord de Villiers is in the immediate foreground, and De la Rey is away at the other end of the hall. I tried to explain about the laws of perspective, but he still said, "I know my head is not so much larger than De la Rey's," and I fear he left the studio unconvinced.'

General de la Rey, leader of the Western Transvaal, was also one of the old Boer aristocrats, Professor Roworth said, with excellent manners — and a very paintable face. But he spoke little English and did not talk much. Neither did General de Wet.

Professor Roworth had to make individual drawings and paintings of the 33 members of the convention and of Sir Ernest Kilpin, the chief secretary.

'Time has faded out many of my impressions, and some of the men could give me only one brief

sitting. I insisted that I must have at least an hour, but some of them had to be badgered and cajoled into giving me even that.

'Sitting for a portrait is an irksome business. They were busy men, and the convention did not meet only in Cape Town; it held sessions in Durban and Bloemfontein as well.'

Professor Roworth's picture introduced him to another noted person, King George V. Before the picture was hung in Parliament it was sent to Buckingham Palace so that the King could see it, and it hung there for two weeks among works by such masters as Rembrandt, Rubens and Titian.

Professor Roworth had the honour of meeting the King and showing the picture to him. 'He was a wonderful man. He apologized to me for keeping me waiting and then said, "Let me pick out the men I know."'

'I was amazed at how many he knew. Mr. H. C. Hull, who became Minister of Finance, was one he knew readily, and he said he had been a great favourite of Edward VII because he entertained him with stories.'

**T**HE idea of a painting of the convention originated with two nieces of Lord de Villiers, Miss Winifred de Villiers and her sister, who later became Mrs. Hattingh of Zastron.

They took their suggestion to their uncle, who fully approved and gave Professor Roworth permission to attend some of the sessions so that he could make preliminary sketches.

Finally, Mr. John X. Merriman, Prime Minister of the Cape Colony, proposed to General Smuts that the states represented in the convention should, among them, contribute £1,000 for the picture.

Professor Roworth was fortunate in obtaining for his studio a large room in the fine old Cape building at the corner of Burg and Church Streets, which had formerly been magistrates' courts. An electricity substation later occupied the site for many years.

To-day, the artist has not a single one of the portrait sketches he made. A number of them were acquired by Mr. C. J. Sibbett, who presented them to the University of Cape Town library. Included among them is the portrait of Dr. Jameson. The rest have been scattered.

The portrait of De la Rey, a sketch in colour, was given by Professor Roworth to the sculptor Anton von Wouw in exchange for a bust of President Kruger. Von Wouw made a bust from it.

The great painting, measuring 20 by 17 feet, took from 1908 to 1911 to complete.

Dominating it is the tall figure of Lord de Villiers, his fine, austere face framed in white whiskers. He stands in the centre, and on his right are bearded Abram Fischer, with General Hertzog next to him, then General Botha and General Smuts.

By ARDERNE TREGOLD





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# Union's fabulous 50 years in sport



Gerry Brand, Bobby Locke, Jack Cheetham, Hugh Tayfield, Vic Toweel and Gary Player are some of the Springbok sportsmen mentioned in this survey of our sporting triumphs.

## By Louis Duffus

THE sports scene in South Africa in 1910 resembled a piece of bare veld. There was nothing on it . . . except three saplings. To-day, after 50 years, it is a forest bursting with growth.

With those three exceptions, all the country's great feats, including many triumphs that carried it to the top of world competition, have been accomplished in half a century. A man of 65 could have felt every thrill of the vast achievements.

For a land of so small a population its record is remarkable, and striking evidence of the versatility and natural talent for games with which South Africa's youth is endowed.

Since Union, wearers of the Springbok emblem have won fame as outstanding exponents of rugby football. They have matched the strongest teams in cricket. They have won a world boxing title, developed some of the greatest golfers in the game, won Olympic titles in athletics, boxing, swimming and cycling, broken world's records, become champions at Wimbledon, earned the King's prize at Bisley, led the Empire at bowls and finished top in an international women's hockey tournament.

HOW much has been accomplished in a single lifetime is demonstrated vividly if one goes back to 1910. On May 31 that year there were only three attainments that could be ranked in world class — the three saplings.

The rugby team had made one tour abroad — Paul Roos's side of 1906-07. They had lost only two matches — to Scotland and Cardiff — and laid the foundation of the new nation's most cherished tradition in sport. It was to be another 15 years before they met the All Blacks.

Beginning with the memorable match at the Wanderers in 1905-06, when Dave Nourse and Percy Sherwell made history with their last-wicket stand of 45, the cricket team had won its first test matches. They were all at home, against England, but not yet against the full strength of their opponents. Teams visiting South Africa still played against provincial sides of 15.

In one other sphere—athletics—two pioneers had given the first glimpse of the country's capabilities. At the Olympic Games in London in 1908, the stripling Reggie Walker had won the 100 metres, and Charlie Hefferon finished second in the marathon.

The modest record in sport by 1910 was not surprising. The population was a mere 1,276,000 Whites. Cricket was played on soil outfields with matting wickets. Inland rugby grounds were ploughed earth. There were few golf courses, and some had sand greens.

The Transvaal goldfields were a few years old. On the Rand and at Kimberley the most popular sport of the rugged inhabitants was prize-fighting. Thus early was established a fascination for boxing that has never faded on the highveld regions.

THE formation of Union opened the gates on a fabulous 50 years. Nowhere was progress more spectacular than in rugby. Tom Smythe's British team was touring the country at the time. They were beaten in two of the three internationals. So began an era in which the Springboks were never defeated in an international series at home . . . until the French won one and drew one 48 years later, in 1958.

The fame was established of such players as Bennie Osler, Gerry Brand, Danie Craven, Phillip Nel, Ferdie Bergh, Boy Louw, Hennie Muller and many more.

On tours abroad, Osler's team of 1931-32 lost one match out of 26 in Britain, and Basil Kenyon's side of 1951-52 one out of 31.

On the first two visits to Australia and New Zealand — by Theo Pienaar's side of 1921 and Philip Nel's of 1937 — each team suffered only two defeats.

Rugby rivalry with New Zealand, which is beyond compare the biggest attraction of all the country's sport, was responsible for remarkable results in 1949. The All Blacks were leading 11-3 at Newlands in the first international. Five penalty kicks by Okey Geffin gave South Africa victory by 15-11. They went on to win all four games of the series.

AT the end of 1910, the cricket team toured Australia for the first time and won a test match at Adelaide. It was not until 1935 that they achieved the same feat in England, with Herby Wade's



Paul Roos and the Springbok badge.

## How Springboks received their name

IT was a happy stroke of luck that the late Paul Roos, captaining a team of South African rugby tourists in England in 1906, thought of Springboks as a name for his footballers. I heard Paul Roos tell the story to Sea Point schoolboys one prize-giving night.

When the touring team reached Eastbourne to play the first match of the tour, a reporter pressed Roos for a nickname for his team. The team thought of the mimosas, but did not like the idea of being called after thorn bushes. They thought of the lovely proteas, floral emblem of their country, but did not fancy their husky selves as flowers on the rugby field.

They thought of the animals on the veld, and, hey presto, the Springboks were born. The Eastbourne paper carried a banner line: 'South African Springboks play the British Lion.' To-day the term Springbok is applied, as all the world knows, to anyone representing South Africa in any capacity from the field of sport to the field of battle. — Conrad Lighton in 'Sisters of the South' (Timmins).

team. Between 1952 and 1957, under the captaincies of Jack Cheetham, Jackie McGlew and Clive van Ryneveld, the national eleven, aided by the outstanding bowling of Hugh Tayfield and an unparalleled standard of fielding, enjoyed the most successful period of its history.

Against Australia, England and New Zealand, 11 tests were won and seven lost. They included two magnificent victories at Melbourne, when all the odds were against them; the thrilling win with five minutes to spare at Old Trafford in 1955, and the defeat of England by 17 runs at the Wanderers in 1956-57, when Hugh Tayfield took nine wickets in an innings.

In the span of 50 years all but a few of the country's most celebrated players — Herby Taylor, G. A. Faulkner, Percy Sherwell, Ernie Vogler, Reggie Schwarz, Jimmy Sinclair, Jock Cameron, Bruce Mitchell, Alan Melville, Dudley Nourse and the stars of the modern generation — reached their peak in cricket.

IT was a happy coincidence that on the 40th anniversary of the Union, on May 31, 1950, before a record crowd of 28,000 at the Wembley Stadium, Johannesburg, Vic Toweel won the bantam-weight title of the world. In an unforgettable 15 rounds of singularly clean and fast fighting — it was not until the 14th round that the referee had to tell the boxers to 'break' — Toweel beat Manuel Ortiz, the American-Mexican holder, on points. It was the first, and only, time that a world boxing championship had been won by a South African.

Toweel held it for two and a half years, defending it three times before he was knocked out sensationally in the first round by the Australian Jimmy Carruthers in 1952.

MIDWAY through the half-century there flashed on to the sports scene the prodigy destined to become perhaps the most famous of all the country's sportsmen.

The development of the genius of Bobby Locke, who won both the amateur and Open titles at

the age of 17 in 1935, was one of the most unexpected phenomena of the natural talent nurtured on the veld. Sid Brews had imported a high standard of the game from Britain but in a country so isolated from major competition and modern methods, the rise of Locke was an event at which to marvel. For 26 years since the day when the 16-year-old player returned a 65 at E.R.P.M., Locke has kept in the forefront of the world's golfers.

Foremost among his perennial distinctions achieved in all parts of the globe was his winning of the British Open four times, the last at the age of 39, and his finishing third in 1949 and fourth in 1951 in the United States Open.

He established a perfection at the game undreamed of by South Africans and which to-day is being carried on almost as brilliantly by Gary Player. He has already won the British Open and finished second in the United States Open.

New ground in golf was broken when Arthur Walker became the British amateur champion in 1957, the amateurs last year won the Commonwealth tournament, and the Indian 'Papwa' Sewsunker Sewgooloom came home with the Dutch title.

ONLY two years after Union the success of Reggie Walker was followed by another outstanding display of the country's natural aptitude for athletics.

At the Olympic Games in Stockholm in 1912, Kenneth McArthur and Chris Gitsham finished first and second in the marathon, a triumph that has never been equalled by any country.

At the same meeting, Rudolph Lewis came first in the 320 metres cycle road race and Charlie Winslow became the tennis champion.

The versatility of the Springboks was extended at one Olympic Games after another. Bevil Rudd won the 400 metres, and Louis Raymond another tennis title. Clarence Walker, Willie Smith, Laurie Stevens, Dave Carstens, Gerald Dreyer and George Hunter, who was awarded the Val Barker Trophy for the best boxer, created an enviable reputation for South Africa's amateur fighters by their success in the ring.

Sid Atkinson won a gold medal for the 100 metres hurdles in which George Weightman-Smith broke the world's record as early as 1932, women entered the roll of fame when Marjorie Clark stood on the dais at Los Angeles as winner of the high jump. The same event, at Helsinki, was carried off by Esther Brand, and Joan Harrison introduced yet another facet in the country's capabilities by winning the back-stroke in swimming.

As far back as 1921 South Africa first made her mark at Wimbledon, when Brian Norton reached the final of the singles and was beaten by Bill Tilden. War interrupted the career of the country's most distinguished player, Eric Sturgess, but in 1949, with his fellow South African, Sheila Summers, he won the mixed doubles. He retained the title a year later with Louise Brough.

THE national craze for rugby has hampered progress in soccer, yet down the years individuals have played in Britain with outstanding success. Doug Wallace and John Hewie were chosen for Scotland and Gordon Hodgson and Bill Perry for England. Perry accomplished one of the most spectacular achievements in the game. In 1953 he scored the winning goal of the Wembley Cup Final when Blackpool defeated Bolton Wanderers 4-3.

In recent times, when women hockey players have finished top of an international tournament in Australia and the men have defeated England in England, South Africa's catholic taste in sport has spread to even wider fields.

To-day they seek national competition in netball, badminton, baseball, bowls, table tennis, polo, rowing, squash, yachting, softball, water-skiing. There is no end to their ambition in games.

In a mere five decades they have risen to the heights of world renown. There is no reason why they should not enjoy another 50 glorious years in sport.



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# Budgets as yardstick of progress

By  
**O. P. F. Horwood**  
(Professor of Economics,  
University of Natal)

**T**HE economic progress in South Africa since Union in 1910 is one of this country's better achievements. There are several ways of appraising economic progress or growth. One is by way of analysis of the budgets regularly presented to Parliament year by year by successive Ministers of Finance, always bearing in mind that a bigger budget does not necessarily mean a wealthier nation. This account is confined to a short comparison of the earliest and the most recent of the Union's budgets.

The first Union-wide budget was that introduced in the Assembly in November, 1910, by the Hon. H. C. Hull. It revealed a total revenue (revised figures) of just over £14,000,000 a total expenditure of £13,500,000 and an anticipated surplus of £478,000.

But, warned the Minister, 'in reality our position is not nearly so favourable because this surplus of £478,000 is only arrived at after taking credit for the full amount of the contribution of £1,220,000 from the Railways and Harbours fund.'

**UNFORTUNATELY**, for our purposes, the first budget covered a period of only 10 months (May 31, 1910, to March 31, 1911). To have a valid comparison with the latest budget, therefore, it is necessary to take as a starting point the Hon. H. C. Hull's second budget, presented on March 10, 1911.

At that time the population of the Union was not quite 6,000,000 people of all races and the national income something like £130,000,000. To-day there are nearly 15,000,000 people in this country and the national income (net geographical income) stands at £1,800,000,000.

In the interval, prices have risen substantially, and so, to obtain a true comparison of the monetary aggregates it is necessary to adjust for the fall in the value of the pound.

When that is done, the increase in the national income over the past 50 years is of the order of five-fold. Taken per head of the population, 'real' (that is, price adjusted) income has more or less doubled in the same time—though, lest complacency sets in, it is well to remember that income per capita has actually fallen in South Africa in the last two years.

In 1911, ordinary expenditures from Revenue Account were the order of £16,500,000 and ordinary revenues £17,400,000 (at actual prices prevailing).

This year the corresponding ordinary expenditures (excluding an amount of £18,500,000 to be transferred to Loan Account) are estimated at £325,000,000 and the revenues at £343,000,000. On Loan (Capital) Account, expenditures were £3,300,000 in 1911 and £138,000,000 to-day.

**S**O far as the Railways and Harbours are concerned, current expenditures were £8,000,000 in 1911 as against £205,000,000 to-day; and capital expenditures were £1,900,000 in 1911 as against £72,000,000 to-day.

In sum, Government expenditures on current account have increased from £24,500,000 in 1911 to £534,000,000 to-day (the latter also including Bantu Education, which is now separately accounted for); and, on Capital Account, from £5,200,000 to £144,000,000.

Taken together, the aggregate of direct Government expenditures has risen in round figures from £30,000,000 in 1911 to £680,000,000 to-day.

Adjusting for the fall of the value of money, this means that direct Government spending of all kinds has risen more than eight-fold in the 50 years since Union.

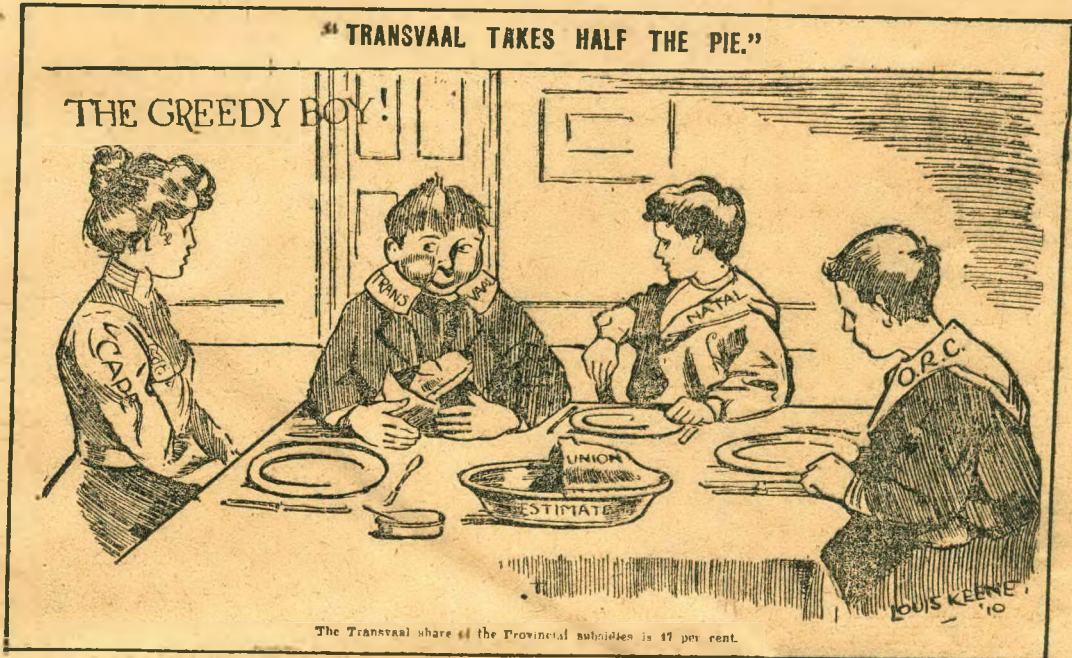
The real national income—and, by the same token, the gross national production—having increased five-fold, it is clear that active Government intervention in the South African economy has proceeded apace since 1910.

This is further borne out by comparing the proportion that Government spending bears to national income in 1911 and to-day. About the time Union was established, Government spending comprised 23 per cent of the national income. To-day the proportion is 40 per cent.

Thus, of every £100 currently being spent in South Africa, the Central Government spends £40. Per head of the population, Government spending, in real terms, has increased more than three-fold since 1910.

These are remarkable increases by any standards. To understand their import, it is necessary to view South Africa's growing budget not only in relation to population growth and rising national income but also in the light of changing ideas of the functions of the state and of sound financial policy.

**I**N the 'good old days' of Adam Smith, and even much later, of John Stuart Mill, the legitimate functions of the state were held scarcely to extend beyond the provision of defence against aggression,



The first share-out of provincial subsidies after Unification is the subject of this cartoon drawn in 1910.

## Union's revenue from tax on cigarettes now dwarfs the entire budget of 1910

the maintenance of law and order and the provision of essential public works and institutions not easily supplied by private interests.

At the time of Union the burden of these 'traditional' public services absorbed some two-thirds of ordinary budget expenditures; this year the proportion is but two-fifths.

Shades of the Welfare State indeed, although, to the extent that education is far better financed to-day than it was, there are good features about this trend.

*Fifty years ago our rulers were old-fashioned enough to believe in the balanced budget as a sine qua non of financial propriety. In these sophisticated days we turn up our noses at the balanced budget as a legacy of what Keynes disparagingly called 'the penny-wisdom of Gladstonian finance.'*

The years since the last war have seen mounting budget surpluses which have been carried without fail to Loan Account to finance the Government's capital outlays.

**N**OT so in 1910 and for some time thereafter. Referring to certain revenue items which had accrued to the Union from the four colonies, the Hon. H. C. Hull made his policy quite clear.

'The course which the Government favours,' he said, 'is to apply these revenue balances towards the reduction of the floating debt of the Union. The benefit will be secured to the community as a whole through the proportionate reduction in the public debt charges; the stability of the fiscal system will be preserved, and the credit of the Union will be improved in the eyes of the investor.'

In those days be it noted, the gross public debt of the Union was £118,000,000; to-day it is £1,250,000,000. And the floating or temporary debt, the 'necessity for redeeming' which was 'a matter of some urgency' in 1910, then made up 1-12th of the total debt, whereas to-day the proportion is 1-7th.

One point more. In 1911, the Minister of Finance somewhat apologetically announced the extension to the whole Union of the tax on cigarettes, hitherto confined to the Cape, and gave as the aggregate receipts from excise duties of all kinds the sum of £370,000. To-day the revenue from the excise duties on cigarettes alone, at £24 millions, dwarfs the entire budget of 1910!

## Facts and Figures

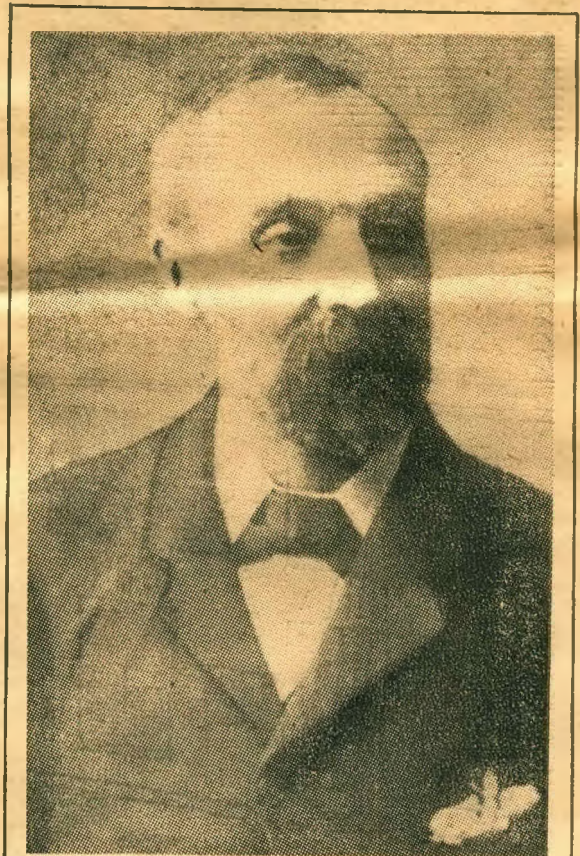
**T**HE population of the Union was 6,000,000 in 1910. This year it is expected to exceed 15,000,000.

\* \* \*

**J**OHANNESBURG now has more than a million inhabitants, of which it is estimated that 593,000 are Africans and 405,000 are Europeans.

\* \* \*

**S**OUTH AFRICA'S biggest earner of currency is gold, with wool next. Wool has contributed some £55,000,000 a year to the national economy in the last five years.



A picture taken in 1910 of J. W. Jagger, who rose to Cabinet Minister's rank.

## Benefits that began on May 31, 1910

**O**N May 31 the present artificial boundaries in South Africa will cease to exist, and in future we shall be one country politically, as we have always been geographically.

With the removal of the artificial lines of demarcation the trade of South Africa will be further facilitated, and our internal relationships as producers, merchants and exporters will be mutually one.

There will be no embargo upon the trade of any part of the country, and the danger of hostile tariffs between the colonies and the presence of customs' houses and officials at the borders will have entirely disappeared.

Even though this is the only benefit Union will bring to us, in the light of the acute rivalry between ports and between the various railway systems, which formerly seemed to be ever present and ever increasing in their danger and complications, the results will, I believe, be inestimable in their value.

— Mr. J. W. Jagger in his presidential address to the Cape Town Chamber of Commerce on April 11, 1910.



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