

JOHANNESBURG - SOUTH AFRICA'S LINK WITH THE OUTSIDE WORLD

- by Martin Agnew

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by

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ADDRESS:

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Mr. Chairman, Ladies and Gentlemen.

You will forgive me if I depart a little bit from my set curricula, but I felt that most of you knew pretty well what the world of the jumbo jet was going to be and that I could give you some more interesting facts and suggestions on the future of Johannesburg.

I would like to preface my remarks by just drawing your attention to a map of the city and surroundings. This map of the Publicity Association covers really only that area within the Municipal boundaries, but you will see from the writing I have put on the board that a great many tourist attractions and facilities lie outside this area and I believe that we must consider at least the area of greater Johannesburg as a whole when considering the incoming tourist, so that we can include such places as the Airport and other items of interest to the tourist.

In my background paper, I talked about signposting. I am talking about directional signs to places of interest and this seems a good point on which to start a discussion. I would like to see included in this signing adequate directions for the tourist as to how to get to the Mine Dances. Since writing my background paper, my attention has also been drawn to the street signing in the city. Perhaps it is time the authorities reviewed the question. I know of no other city in which the street names are shown on the curb rather than at eye level or above. I would also like to see some signs inside and outside the Airport; inside showing a list of hotels in and around the city and if possible whether they have accommodation available for the passenger arriving by air without reservations. This could also be done at the Mainline Station, perhaps outside the Publicity Bureau. I would also like to see signs on the Municipal boundaries on the main routes into Johannesburg saying "Welcome to Johannesburg" or words to this effect as is done in several towns and cities in S.A. I am sure that one of the service organizations - Rotary, Lions or Round Table - would be glad to co-operate on this. Incidentally, more of our citizens that we can interest in this type of project for the visitor the better would be our public relations - this friendliness towards the tourist about which I have been talking or writing.

Now here are a few suggestions for the Johannesburg of tomorrow. I have drawn freely on the information provided to me by the Johannesburg Publicity Association and other sources, as well as my own ideas, and I have tried to depict for you pictorially in terms of posters and calendars from other countries the ideas illustrated overseas to which I would like to draw your attention here.

So I have twelve suggestions for your consideration.

First of all the Airport. I couldn't, I am afraid, find a suitable picture of a new international airport, but I know that a new international terminal building is under construction here and will be the most modern of its kind when it is completed. But I am concerned as to whether we have looked far enough ahead considering that world air traffic is estimated to increase by one-third by 1970 and by one-third again by 1975. I have not been privileged to see the plans of the internal set-up of this terminal, but I would be interested to know who is going to plan the decor of the Arrivals Lounge, the V.I.P. Lounge and so on - the first points of contact with S.A. by the incoming traveller. It is not, I hope, going to be planned by Civil Servants. I would like to see an advisory committee formed from Public Service and private sources with perhaps an architect, an interior decorator, a landscape gardener and to include some ladies to advise on the style and decoration of this building. It would be adviseable to show some truly S.A. motives here and not, please, those depressing stuffed animal heads, one of which, the giraffe, became so depressed that it fell on the head of an incoming tourist.

The second point I would like to suggest is to revive the question of a Monorail. I know the question of a single line suspended or other form of fast transport between the Airport and city has been looked at, but I am not aware that much progress has been made. The era of bigger, faster jet transport will be on us in the matter of four years at the most and the problem of ground handling of air passengers is under study in most countries as well as by the International Air Transport Association. It is an acute problem when you consider that up to 5,000 passengers will arrive and depart on one * 5000? jumbo jet, that is with an all-economy configuration. Can we not reactivate the possibility of a monorail to Jan Smuts Airport similar say to that between Tokyo Airport and the city? There is quite a lot of commutor traffic to Isando which would perhaps help pay for it in times which are offpeak hours for airline arrivals and departures.

The three main unique attractions in S.A. which overseas visitors come to see are still game, mines and native life. This is apart from our modern cities' beaches and other natural attractions in modern life which I will come to later. I am talking of the tourist and not the businessman. I would like to take these three items in turn in relation to Johannesburg.

First of all, Wild Life. While we don't get elephants in this area and I wouldn't recommend it, but very good efforts have been made at Heidelberg and at the new Lion Park to provide wild life for the fast-moving tourist to see and the new look at the Zoo is also an attraction. Let's make these attractions more widely known and try to improve the access to them. A private bus company is actively promoting the Lion Park. Perhaps the city, through the Publicity Association, could do the same and provide some means of public transport to get there.

Suggestions have also been made for a Honeysucker Bird Sanctuary at the Wilds. This is a feature of the London Zoo and an Aquarium of Freshwater Fish in the Zoo Lake area. There is already one on the way to Hartebeestpoort Dam. These could

also be weekend attractions for local residents as well as for tourists.

A mock-up Gold Mine. As I said in my paper, visits to gold mines are normally booked far ahead and as a result the mines, which second only to the Kruger Park are prime draws for the tourist, are extremely difficult for the tourist to see. It has been suggested that a mock-up Gold Mine be constructed at one of the disused mines complete with headgear. I understand that the Africana Museum is trying to organize something of this sort to include a mining museum and this could be a weekend attraction to Johannesburg, where as at the present time visits to mines are limited to certain weekdays only. Kimberley, as you know, is very progressive in this respect with a very good exhibit at the Big Hole depicting the early diamond mining days with Cecil John Rhodes' railway coach, examples of early houses, a church, a bar, early mining equipment, fire engines and items of this sort.

What about a reconstruction of Ferraira's Camp on a small scale? Some trams, if there are any left and other relics of the early days on such a site.

Native Life or Ethnic Groups. The N^oDebele Village beyond Pretoria draws a tremendous stream of visitors, but it is quite a hike to get there and of course this village is only representative of one of our many tribes in the country. It has been suggested that a small village should be constructed where the different Ethnic Groups on a small scale and under proper supervision would live in their traditional huts wearing traditional dress as a tourist attraction. Now I know we have to be careful here in relation to the dignity of these people, but I believe that if this was properly handled it could also be a major attraction for the city. I will come to the proposed site later.

I don't really want to touch deeply on sporting events, which was Charles Fortune's prerogative, but I believe we could make more of our sporting facilities which are so popular here and to let the tourist know what is going on. I would sight to you the examples of the Grand Prix at Kyalami and other events.

The Grand Prix was of course a world event in 1968, the S.A. Tennis Championships at Ellis Park at Easter which attract some of the worlds' best players, the S.A. Golf Circuit which attracts overseas competition annually as well as our own leading golfers, cricket at the Wanderers, rugby at Ellis Park, football at Rand Stadium, polo at Inanda, all of these are spectator sports, all of these if you are lucky or book early you can get seats for. I don't know about a new stadium, but you have available facilities in this city but you don't tell the tourist when they are taking place and what is happening and by the time he gets here it is probably too late. Also for those who want to participate in sports, again from outside Johannesburg, let us make it know that the following are available and make it easy for them to enjoy them by giving them preferential entrance or complimentary entrance. Such things as water skiing on the Vaal, golf at the courses in and around Johannesburg - I think there are some 22 within the range of the city - tennis at Ellis Park or on Municipal courts.

Restaurants. The tourist wants to see the sights during the day, and we will assume that he has been able to find hotel accommodation, but he must eat and he may not want to eat in his hotel. Some tourists like to eat in their hotels but many prefer to eat out. At night he wants to relax, go on the town, go to a concert or see a show. There is almost a complete lack

in S.A. of openair cafes, restaurants and lidos and we have the climate for it. So why can't we make a few restaurants in the city, in the civic parks and around, where a tourist can eat out of doors. This picture show the Piazza San Marco in Venice; an openair restaurant in Holland; in France. I don't know how many of you have seen the very modern, very striking Fortes restaurant on the Serpentine in London. This is the type of construction I have in mind where people can either eat outside on the water edge at Zoo Lake or elsewhere or if it is too cold go into a glassed-in cafeteria or restaurant. I was also thinking of pavement cafes in the city. I believe that Joubert Street is under consideration for closing off as a boulevard and here we could have a few cafes outside which would be extremely inexpensive to run. Look at any Mediterranean village restaurant with a few pots of plants, a few tables and chairs and its umbrellas. You immediately have atmosphere. We could site some in the Zoo Lake area and with no disrespect to the Zoo Lake Restaurant, I think we could do with more than one. We could have one in Joubert Park and in other open spaces. And why not have a rooftop restaurant with a view glassed-in on top of one of the hotels. Such restaurants would serve the working population of Johannesburg. The figures given to me of commuters into the city are quite staggering. 319,000 people come into the city every day by train throughout the year. Now this includes the Bantu but even supposing a 2 to 1 proportion, it is still 100,000; 86,000 by bus and 56,000 by car. No wonder we have a traffic problem. All these people have to eat at midday even if it is only a sandwich or to buy cigarettes or a before-lunch drink, if they are lucky, makes purchases in the city, all bringing a considerable volume of money to the shops, restaurants and to the hotels. At present I would be proud to take a tourist to the Civic Theatre or the City Hall for a concert or a music festival or to some of the Repertory Theatres after having had dinner at one of a handful of picked restaurants or hotel dining rooms where I know that I will get good service, but after the show what can you do? Coffee in Hillbrow is about the best thing I could suggest. Can we not encourage something brighter in nightlife than we have at present.

Another tourist attraction for Johannesburg which has been under discussion with the City Council is a Mini City to be formed under the auspices of the South African National Tuberculosis Association. SANTA has in mind a 5 acre site by the Rose Garden at Emmerentia Dam and is considering the construction of a model village on the lines of Madurodam in Holland, which attracts 1,000,000 visitors a year over the six months period it is open. Our climate would permit such a place to be open over ten months of the year allowing two months in the winter for maintenance. The idea would be to create a fantasy city in miniature depicting every aspect of life in S.A., not only Johannesburg, providing for various aspects of urban and rural activities including typical buildings, houses, industries, churches, carriage ways, railways, a mine, Bantu township, an airport, a port, shopping centre, a Game Reserve, historical buildings, in fact models of all possible items of interest in this country. It would provide funds on a permanent basis to enable SANTA to continue its work in its campaign against TB throughout the Republic, in which it maintains 33 treatment centres. The revenue would be derived from the hire of models to commercial organisations and from entrance fees to visitors.

Here is a rough plan of Santa Burg, which is the name which has been suggested for this mini city, and I commend this scheme to the city as a means of helping a very fine charity and at the same time providing an additional attraction for visitors. When

I speak of visitors, I am not only speaking of the overseas visitors in all these contexts, but for the local visitors and residents as well.

The Museum of Man. I presume most of you know that this project is under study by the Johannesburg Museums of Man and Science Association. They were kind enough to circulate it to me and the knowledge I have gained is obtained from their circulars. This scheme seems to be a co-ordination of the existing museums in Johannesburg into one coherent body related to each other and consists of a great number of halls, anthropology, archaeology, physical anthropology, culture anthropology, customs, rituals, music, general medicine, tropical medicine, and on the scientific side, industrial development, management and economics, agriculture, transport, water supply, mining, petroleum and so on. I am not able to comment on the development of this far reaching scheme or the progress it has made, but it certainly seems to be an ambitious and exciting project.

This next picture is supposed to depict Suikerbos Rand, a recreation area to which I would like to draw your attention, which has been under consideration I understand for several years by the Reef Municipality. I believe a report has now been made by the Department of Planning. Suikerbos Rand, south of the city, where there is a vast tract of typical kopje-type country of about $5\frac{1}{2}$ thousand morgen which could be turned into a park and recreation area for picnickers and walkers in our Transvaal countryside. I believe some progress has been made on this idea.

I believe that a Johannesburg Festival of Nations or a sort of Carnival is under consideration for 1969. If this worthy project is going to come to fruition, and I don't know very much about it to date, let us try to make Johannesburg a really attractive city for the international visitor before it takes place. One of the attractions of Rome, as you all know, are the fountains. Would not some more public-spirited citizens come forward and donate fountains to decorate the city, such as the Oppenheimer Fountain we have between Market and President Streets and the fountain donated by Mr. Jack Mincer at the parking garage of his name.

A wave Bath. The idea of a swimming pool with simulated waves has been suggested to bring the sea to Johannesburg, which is about the only thing we lack here and as a boost to the tourist industry. This would be a costly venture but I can tell you in all seriousness that one was constructed in Budapest in 1930 and proved to be by far the most popular tourist attraction in the city before the war. There are now two there and one I believe in Zurich. The idea of the wave bath is that it would be about 50 yards long and at its deepest about 15 feet. If you could envisage yourselves on a beach, the steps at the shallow end of the wave bath would be similar to the edge of the surf and these steps are hollow to receive the water and to turn it back again. There is a protected mechanism at the bottom of the bath to pump the water and an irregular shaped large metal section the width of the bath which would push the water down and out creating waves which could be up to 6 or 8 feet high or up to 15 feet according to the construction. The bath slopes gradually as on a beach and then drops down steeply simulating an actual coastline to create surf and I can tell you that this is no play thing, in fact you would have to station lifesavers at the side - exactly the same as on the Natal beaches. Actually this is a highly intricate engineering construction and a model was made to get exactly the right dimensions and effect before

creating the first wave bath, but I believe that this could be a tremendous draw. I have in mind a site in the Zoo Lake area which could form a focal point for a concourse of restaurants and out of door amenities. You could have dancing, fashion shows, lighted up at night and make the whole thing a focal point of Johannesburg at day and night. This may sound a far-fetched project but I do believe that the Zoo Lake area has tremendous potential for development for recreation.

May I conclude my talk by suggesting that Johannesburg must take the initiative in putting across its existing and projected attractions overseas and not leave it to the commercial organizations only. I believe the time has come for serious consideration to be given to sending a small deputation to make known these attractions overseas, initially perhaps in Europe and secondly, if money can be spared, in the United States and other parts of the world from where we draw our visitors. Many cities are active in this respect and send goodwill delegations consisting perhaps of a representative of the City Council, an industrialist and a technical man well versed in publicity, tourist publicity, to put across the attractions in the cities and countries visited. We have had here recently leading hoteliers from Spain, Switzerland and other countries, travel agents from many parts of the world and eminent persons representing cities like Manchester, Boston and others. These people have obtained excellent publicity in our press and I believe that this public relations aspect is a vital one if Johannesburg is to compete in attracting tourist trade in the future.

To this I would couple advertising, naturally through the S.A. Tourist Corporation basically, but you may like to do some on your own, the use of the excellent film which we saw last night, and to adapt the commercial maxim, some real hard selling.

Thank you very much.

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BACKGROUND PAPER:

JOHANNESBURG - LINK WITH THE OUTSIDE WORLD

- by Martin Agnew.

This is a challenging topic on which to speak, when I consider that my family art firms of Thos. Agnew, as you may have read in the newspapers recently, celebrated its 150th anniversary in November; and the firm for which I work is in its 118th year, whereas Johannesburg is in its 81st year since George Harrison and George Walker examined Mr. G.C. Oosthuizen's farm at Langlaagte, and Harrison reported: "I have had long experience as an Australian digger and I think it is a payable goldfield." This was the Main Reef Series and led to the proclaiming of the farms on the Witwatersrand which became known as the Rand Goldfields. Incidentally, why are so few tourists taken to see Langlaagte, which is within easy reach of the city and has been attractively preserved with the old steam-driven headgear and the entrance to the shafts still visible? A presentation of the early mining days is something which Johannesburg lacks and is a subject on which I will speak at the symposium, but I must emphasise here that one of the things that the overseas and local tourist is looking for when he comes to Johannesburg is gold - if not to pick up on the streets, at least evidence of gold mining and in many cases, he wants to go down a mine, which is not so easy nowadays. Surely this should be one of the primary facilities we should provide him with in the "City of Gold" as the 80th Anniversary publication of the founding of the City is called?

Let's take a look at Johannesburg today, as seen through the eyes of a tourist. In spite of its comparative newness as a city, we seem to be beset with all the problems of most big cities in the world and a few more besides of our own making.

As the air gateway to Southern Africa, we have unattractive looking airport buildings which are inadequate for the traffic they have to handle. (I'm not talking about the operational side, which is as modern as any in the world, but the passenger handling.)

We have a double-lane highway in the course of construction which will ultimately give access to the boundary of the city but then we allow Germiston, Bedfordview and other municipalities to slap on 35 m.p.h. restrictions over most of it - imagine what a harvest the traffic cops reap from travellers in a hurry - and what frustration it causes the travellers!

In the city itself we have a major traffic and parking problem (even outside the new station) and no city hotel has an access entrance for travellers to load and unload with convenience. We have no roving taxicabs and the public transport system, as far as the tourist is concerned, leaves much to be desired. A colleague of mine from London, for example, wanting to get to the Wanderers to see the Currie Cup cricket before Christmas, was directed by an inspector to a bus which took him nearly there -

but in two hours and via Orange Grove! And if he wanted to get from there to say, the Zoo without coming back into town, he'd have a problem on his hands.

We have no adequate signing of places of tourist interest or even of routes; I've lived in Johannesburg for eight years but I have yet to see a prominent direction sign to show the tourist the way to the places he wants to see, with the exception of drive-in cinemas. And I'm fascinated by those green and white signboards which sprang up all over the main routes through Johannesburg a year or so ago - J3 - OE18 and all that but who holds the key to these routes? I took one the other day out of curiosity, pointing me north off near City Deep to avoid the city traffic and after following a magnificent road for about a quarter of a mile, leading me, I thought, to the northern suburbs, I ended up in a backstreet garage in Benrose.

Why does Sunday have to be so dreary? I know many people rescue visitors from the city and take them to their homes on Sunday but they should be able to find their own amusements - theatres and cinemas in the afternoon, restaurants open on Sunday, places they can get a drink other than their hotel. I know the licencing laws extend throughout the country, but surely it is carrying things a bit too far to treat New Year's Eve as a Sunday and refuse a tourist a drink after 9.00 p.m. unless he is a resident, as happened to one of my clients in Durban this New Year.

The book on Johannesburg which I have already quoted tells us that on Christmas Day, 1895, there was a carnival at the Wanderers and that the theatres and music halls did well over the Christmas holidays. The theatres were even open after news of the Jameson raid was received in Johannesburg. Where are they now? Apart from some repertory theatres and cinemas, which did not excel in their programmes this Christmas, our main source of entertainment now is listening to the radio at home.

And if the mine dances - one of the easiest ways of entertaining a visitor on a Sunday morning - are primarily for the enjoyment of the native mineworkers, as I'll concede the Mines have every right to stipulate, why advertise them at all? Either they should be put on every Sunday in a central location on a commercial basis or the tourist should not be encouraged to believe that he can definitely see one if he is here on Sunday, which he certainly is at present and which leads to disappointment when he learns on arrival that there is no performance or that it is taking place the other side of Brakpan.

The same problem arises with a visit to a goldmine, for which it is now necessary to book several weeks ahead. The generosity of the Chamber of Mines in operating these tours should not be underestimated but they ought to be put onto a regular, commercial basis. Surely it is excellent public relations for them?

And there seems to be some mystery and difficulty about getting to see a native location - one American told me in December that he was told he had best dress like an American - which was meant as a Texan in sombrero, loud shirt, etc. so that there would be no mistaking who he was. If we've got to go to these lengths, let's forget about locations but it won't do our public image any good overseas.

And finally, on Johannesburg today, let's have a campaign for the public to be friendly to the tourist - after all, it is our bread and butter and unfortunately the tourist judges the people, the city and the country by the people he meets face to face - the hostess at the airport, the bus or car driver, the hotel receptionist, the waiter, the shop assistant, the travel agent, apart from the people he meets casually. And in some cases, I'm afraid, he doesn't get all the courtesy he

deserves - as a visitor, as a stranger and as the man who is paying the bill, to our benefit. I don't need to tell you how much money is generated in different services and purchases by the tourist - I estimate it at R annually - but as a visitor myself, I have been entirely put off certain cities in the world by rudeness, indifference or uncouthness of receptionists, shop assistants, government or transport employees, even porters, who ought to know better; I know prejudice has entered my view here but unfortunately one can only judge by one's individual impressions.

So I repeat, let us have a public relations campaign to educate these people who are likely to come into contact with the tourist, with the importance of treating him in the manner we would expect if we were visitors. South Africans are some of the most friendly and hospitable people in the world, so let's make Johannesburg the number one city for friendliness to the visitor. I'm sorry to say that Port Elizabeth has already capitalised on the slogan "The Friendly City" but let's think of another one - say "Feel at Home in Johannesburg".

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ADDENDUM TO BACKGROUND PAPER
JOHANNESBURG-LINK WITH THE OUTSIDE WORLD

- by Martin Agnew

I think you are all familiar with the present links which Johannesburg has with the outside world, primarily through the medium of air transportation. Three new airlines - Iberian Airlines of Spain, Swissair and Olympic are likely to be added to the already impressive list of International Air Transport Association members serving Johannesburg in 1968. New routes and equipment - the proposed route of South African Airways to New York via South America, the jet equipment of South African Airways and Qantas to Australia, a sixth Boeing for S.A.A. in April to link Johannesburg-Windhoek-Luanda-Frankfurt twice weekly - open up possibilities of a southern round-the-world jet routing from the United States to add to the existing routing from Australia to Europe via Johannesburg, which will make the city a stop-over point as well as a turn-around point as at present; and new cities which have been linked recently with Johannesburg - Luanda by Transportes Aereos Portugueses and South African Airways, Tananarive by Air Malagasy are the most recent examples, increase the potential of Johannesburg for two-way tourism and business travellers.

In the next 3 or 4 years, the Boeing 747, the Lockheed L.500 or L.1011 and the stretched version of the Douglas DC8, forerunners of the new generation of subsonic airlines, will give an opportunity for the airlines to get closer to the requirements of the peoples of the world for long-haul travel. The Boeing 747, which is an all-economy configuration, can seat almost 500 people, 10 abreast or in the first and economy configuration 380 people, is on order with B.O.A.C. and, should the traffic warrant it, in my opinion, the international airlines are likely to bring these jumbo jets down here. The most lucrative route in the world - the Atlantic - will however doubtless be developed first. Whether fares will come down, and by how much, I would not like to predict, but it is certain that they will offer much greater capacity in one aircraft than ever before at slightly higher speeds and hopefully lower costs.

These giant planes raise all sorts of problems as to schedules, loading and unloading of passengers, handling their luggage and facilities at airports including accommodation. I must emphasise that the creation of traffic is a prerequisite to such aircraft flying this route and this of course is not only an airline problem but our problem as well, which South Africa will have to meet. And looking further ahead,

there is a new breed of supersonic aircraft under development.

I have not touched on the delicate subject of air charter operations or subsidised operations into Johannesburg, but here again many countries are developing their traffic by this means, attracting a lower-income group of travellers and I know that the authorities are well aware of the potential of this type of traffic.

My conclusion is that Johannesburg must take active steps now to try to improve her amenities for the tourist and to attract the overseas traveller - this is a very competitive field - if we are to keep pace with the development of international tourism, which has proved to be just as stable as any other item of international trade and continues an stable as any other item of international trade and continues an upward trend of about 12% annually; it was the largest single factor in international trade in 1966, \$12,997 billion, generated by approximately 85 million people visiting other countries. Let's go for a bigger slice of this vast potential!

DISCUSSION ON ADDRESS:

JOHANNESBURG - LINK WITH THE OUTSIDE WORLD

- by Martin Agnew

QUESTION:

Mr. Chairman, you mentioned all the meat that was presented this afternoon. This is what worries me. We haven't time to chew the meat. I would like to discuss my pet subject, which is the Bantu of this country, and the complete ignorance that prevails in this country and overseas with regard to our indigenous people and secondly, the tremendous interest that this does create among visitors. Could I ask Mr. Agnew if there has been any planning for the project he mentioned? Conversely, if not, could I ask what happens to suggestions like this.

Mr. Steenkamp - Johannesburg Publicity Association.

Mr. Chairman, seeing it has been mentioned on our own platform this is certainly one project which should be channelled through the Publicity Association.

Comment:

Speaking on behalf of the Non-European Affairs Department, it may be of some interest to you if I tell you what has already been done in this field. Quite a number of people have asked me how they go about visiting Soweto and seeing something of the Bantu life of the city. Well, Soweto is quite simple. It is simply a question of phoning my office and booking a seat on the tourist bus which leaves the office at 9.00 a.m. every morning weekdays. We take you on a tour of Soweto for 50 cents. You are given a very nice cup of coffee at the Oppenheimer Tower, where we also have a most attractive, modern, Bantu art gallery. We have only one bus which seats 22 people and it is a question of finance whether this can be extended.

One must remember, however, that Soweto is not a rural village. It is in fact an adjunct to a large industrial centre and the people who live there are your and my employees in the city. From this point of view they are not particularly spectacular in that you do not see women walking round the streets in tribal dress, nor of course, men. During the day, in point of fact, it does present a rather quiet appearance because it is a dormitory town.

What we really have to show you is the largest housing scheme in the whole world, which can be really rather monotonous, other than to people particularly interested in this field. There is one point which must be kept in mind. If one is going to expand the number of visitors taken to Soweto, say 4 or 5 times as many again, then we must take into account the reaction of the people who live there. Soweto is not a place of public entertainment nor of public exhibition. It is a private residential area and the people living there are entitled to the normal privacy that you or I demand in our own homes.

So there is a limit to the number of visitors that can be taken there. Within those limits we are anxious to show as many people as possible what has been done there.

Comment:

During a visit to Europe, it was my habit to arrive at the Airport, go to the existing hotel bureau there and tell the assistant the price I wanted to pay and he would ring up the hotels in that group, find me a vacancy, tell me how to get there and it would be as simple as that. Could we have perhaps a similar bureau at this airport.

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