

SUGGESTED MATERIAL FOR AN ARTICLE ON THE MAYORAL CHAIN.

Give brief review of system of management of Johannesburg from 1886, beginning with Diggers' Committee, Sanitary Board, Burgomaster, position during Anglo Boer War, position thereafter, appointment of first elected city council 1903.

First Mayoral chain worn 1909-1910.

Detail decision leading to the making of the chain;

the design of the chain;

who presented the gold;

the number of links on the single chain;

when it was changed to a double chain;

the increase in the number of links;

the filling of all the links by 1936;

no names of Mayors on chain after 1936;

the resolution to make new chain;

presentation of gold by Transvaal Chamber of Mines;

who designed new chain;

who made the new chain;

new chain first worn by Councillor Attwell 1952;

the number of links on new chain;

insertion of links of mayors who had been left off first chain;

the design of the new City Crest paid for by Col. A. D. Viney.

Description of old and new Crest;

theft of old chain;

discovery of remains in Durban jewellery shop;

arrest of man for theft;

what remains of the old chain;

the Mayoress' chain;

the Deputy Mayor and Deputy Mayoress' chain;

badge presented to ex-mayors upon retirement;

Suggest the names of mayors be listed of those whose names were on the old chain and those which are on the new chain.

The origin of wearing of chains.

PL/ZMB.

4.12.69.

*Stolen gold
4/8/62 chain*



Police are investigating the theft of the gold chain (above) worn by Johannesburg mayors from 1903 to 1950, which was stolen from a case in the Africana Museum yesterday. Also stolen was a mayoress's gold badge (below). The chain is insured for R2000 and the badge for R300. The case had been broken open without the bullet-proof glass breaking. Worn by Johannesburg's first Mayor, Sir William Carr, the chain consisted only of links and the crest. After that a link was removed every year and replaced by a small crest bearing the name of the mayor in office—until it became too heavy.



Star 27th February 1950

Mayor
352 16211 (15)

NEW MAYORAL CHAIN FOR CITY

OLD ONE MAY GO TO AFRICANA MUSEUM

About 3½lb. of 18 carat gold (37.7 troy ounces) will probably find a home in the Africana Museum when Johannesburg's Mayoral chain is "pensioned."

Steps to put the chain in "retirement" after 40 years' service are now under way, and tenders have already been invited for a new "Mayoral chain and badge and other symbols of office." The tenders will be opened at 10.30 a.m. on Monday, March 20.

Mr. Harold Jowitt, Mayor's Commissioner, who is responsible for the safety of the chain (it is insured for £550), to-day allowed a representative of The Star to examine it. It has not carried the name of a Mayor of Johannesburg since 1936-37 for the 33 links on the double chain are all engraved from 1903-04. Sir William St. John Carr, to 1936-37, Mr. Donald W. Mackay.

LINKS "BOOKED"

Twelve of the links in the new chain have already been "booked" for the names of Johannesburg's Mayors since 1937. The City Council agreed some time ago that the new chain should have 50 medallions. The Council first contemplated repairing the old chain, but it already bears many patches, and the links in some places have worn very thin.

The present chain bears the old coat-of-arms, changed in 1927. The new chain will have the new arms of the city.

The present chain was made from a 40-ounce ingot of gold which was a gift from mining companies in the Johannesburg municipal area. Mr. Denis Santry made the chain to the design of Mr. A. E. Till. It is kept in a leather case lined with chamois leather.

NEW MAYORAL CHAIN PRESENTED TO CITY BY CHAMBER OF MINES

THE Transvaal Chamber of Mines yesterday presented the City of Johannesburg with a new mayoral chain. The chain, which replaces one given by the Chamber in 1910, was received by the Mayor, Mr. C. F. Beckett, M.P.C., who also received a smaller chain for the Mayoress.

The ceremony was attended by members of the Executive Committee of the Transvaal Chamber of Mines and City Councillors, and was held in the Chamber's council room in Hollard Street.

Mr. R. B. Hagart, President of the Chamber, who made the presentation, said that the chain had been made in South Africa by South African craftsmen, who had worked to a design prepared by a member of the City Engineer's Department. It carried both Johannesburg's town and city coats-of-arms.

28 OUNCES OF GOLD

Consisting of 28 ozs. of 18 carat gold, and bearing 51 medallions with the names of former Mayors of Johannesburg inscribed on them, the chain was a gift from the gold mining industry as a whole.

"Johannesburg has grown up in the centre of the Witwatersrand gold mining industry," said Mr. Hagart. "There has always been a happy spirit of co-operation between the city and the industry, and I hope that these good relations will continue."

Replying, Mr. Beckett said that the gold mining industry had taken the lead in projects, such as housing schemes for Europeans and Natives, which benefitted the people of South Africa.

WORK OF CHAMBER

"The Chamber of Mines, concerned not only with the extraction of gold, has built up South Africa and the Transvaal particularly."

"Both the City Council and the people of Johannesburg are delighted with your gesture in presenting this chain."

"The men who wore the first one lived up to a high tradition as Mayors of Johannesburg. The prestige of the past will never be lowered."

Mayor
350.16.11(3)

352:162.1 (6822)

62 links of
^{STAR}
gold chain
^{15/9/62}
are still
missing

An application for bail for Sydney Arnold Latty (29), of no fixed address, was refused by Mr. R. G. Dowling in the Johannesburg Magistrate's Court today. Latty is charged with housebreaking.

It is alleged that he broke into the Africana Museum and stole two mayoral chains.

The prosecutor, Mr. Wessel C. van Niekerk, opposed the application.

He said that investigations were not complete, that 62 links of the Mayor's chain were still missing, and that two crests of the City of Johannesburg had also not been found.

He pointed out that the parts of the chain which had been recovered had been found at different places and in the possession of different people.

The State feared that the accused would try to interfere with some of the witnesses.

Mr. Dowling remanded Latty in custody to September 27.

He bought 2 mayoral chains as 'necklace'

204 Court Reporter 22/2/63

TWO Johannesburg mayoral chains which disappeared from the Africana Museum on August 3, were to be melted down to make jewellery, it was said in the Johannesburg Magistrate's Court yesterday.

Mr. Vassan Ravjee, salesman of a Durban jewellery shop, gave this evidence when Sydney Arnold Latty, 29, no fixed address, appeared on a charge of housebreaking and theft.

Mr. Ravjee said he had bought pieces of what he took to be a necklace, for R114 from a White who signed the register as Mr. S. Petters, of Willoughby Road, Yeoville, Johannesburg.

PHOTOGRAPHS

Cross-examined by Mr. P. M. Wulfsohn, for the defence, Mr. Ravjee said he was going to melt the chains, but had not applied for police permission. "We usually have to keep it first for 14 days."

Detective Warrant-officer Daniel Wessels said he went to the shop in which Ravjee worked on August 17. He found the two pieces in a brown-paper bag.

On August 27 he received 14 photographs from the Johannesburg police. These were shown to Mr. Ravjee and another jeweller who both identified one of the photographs as being the picture of the man who had sold them jewellery.

The hearing was adjourned to today.

ACQUITTED OF
CHAIN STEALING

JOHANNESBURG, Friday. — Sidney Latty (29), a miner, of Madeline Street, Florida, was today acquitted in the Johannesburg Regional Court of house-breaking and the theft of two mayoral gold chains from the Africana Museum last August.

The magistrate said that the State had failed to prove Latty's identification by two Indian jewellers of Durban, to whom he was alleged to have sold parts of the chains, beyond all doubt. The State had also failed to prove that he was the one who had taken the chains from their glass cases in the museum. — (Sapa.)

Mayoral chain links shown for 21/2/03 in court

Battered links of the two Johannesburg mayoral chains missing from the Africana Museum on the night of August 2 were exhibited in the Regional Court this morning when 29-year-old Sydney Arnold Latty appeared before Mr. W. F. van der Merwe on a charge of housebreaking and theft.

Appearing for the defence was Mr. P. M. Wulfsohn, instructed by Sapire, Jacobson and Creswick. Mr. J. Naude prosecuted.

Mr. E. H. Vermaak, caretaker of the Africana Museum, said he found the chains missing when he came on duty on August 3.

JEWELLERS

Det. Warrant Officer D. Wessels said he went to a jewellers firm in Durban on August 17. There Mr. Vassan Rhavjee showed him a gold chain he had bought from Mr. S. Petters, of Yeoville, Johannesburg, for R114 on August 9.

On August 21, he was shown another chain by Mr. Rhavjee.

On the same day he was shown a gold pendant by a Mr. O. M. Soni of Orient Jewellers, Durban. Mr. Soni said he had bought the pendant from a Mr. P. Trevors, of Hope Road, Heidelberg, earlier in the month for R7.

IDENTIFICATION

At a photograph identification parade in Durban on August 30, both Mr. Rhavjee and Mr. Soni identified the photograph of the man with whom they had dealt.

The man in the photograph was Latty, said Mr. Wessels.

The gold pendant bought by Mr. Soni corresponded with a photograph of the pendant at the base of the Johannesburg Mayoral chain.

(Proceeding)

Mayors

352:162.1(I)

FOUR TENDERS FOR NEW MAYORAL CHAIN 21350

Four tenders have been received by the Johannesburg City Council for a new mayoral chain.

The old chain, which is insured for £550, will probably find a home in the Africana Museum. It weighs 37.7 troy ounces (about 3 1/2 lb. of 18-carat gold) and has not carried the name of a Mayor of Johannesburg for 12 years for its 33 links are all engraved from 1903-04 (with the name of Sir William St. John Carr) to 1936-37 (Mr. Donald W. Mackay).

It is patched and worn thin.

The new chain will probably have 50 medallions and will carry the city's "new" coat of arms which was registered in 1927.

352 : 162.1
(6822)

A Weight Off His Shoulders

THIS is Johannesburg's mayoral chain of office, which in future will only hang around the mayoral shoulders on rare ceremonial occasions and at City Council meetings.

It has been decided that the chain, which, according to the Mayor's Commissionaire, weighs more than 3½ lbs. Troy, is too heavy to wear continually. Instead, the two large medallions at the base of the chain will be disconnected



from the other 50 and suspended about the Mayor's neck by a ribbon.

The present Mayoral chain is five years old. It was presented to the City Council in 1950 by the Transvaal Chamber of Mines to replace the old one which the Chamber presented in 1910.

On 19 of the 50 smaller gold medallions are inscribed the names of the last 19 mayors.

Although the first chain was abandoned only in 1950 the names on the present one go back to 1937. That was when space on the old chain ran out.

At that time there had been 33 mayors and there were 33 medallions on the chain.

Mayors who held office between 1937 and 1950 had to wait for the new chain before having their names recorded for posterity.

The "streamlined" version of the chain will consist of the two larger medallions.

The smaller one has the old Johannesburg coat-of-arms of a pestle-and-mortar and the date "1903."

The large medallion has the present coat-of-arms and the date "1928," the year Johannesburg became a city on it.

When the alterations have been made, probably after the next council meeting, it will be indeed a weight off the Mayor's shoulders.

THIEVES TAKE HISTORIC GOLD MAYORS' CHAIN

R.D.M.

CRIME REPORTER

4/8/62

A GOLD chain worn by Johannesburg mayors up to 1950 and valued at thousands of rands was stolen from a display case in the Africana Museum in the Public Library yesterday. A gold mayoress's badge — insured for R300 — was also stolen.

Attendants discovered the theft when the museum opened. The mayoral chain was made up of 33 gold links, each inscribed with the name of mayors who served until 1937.

It was one of the Museum's prize exhibits.

The acting librarian, Miss Gwenn Elliott, said yesterday: "It was insured for R2,000, but its historical value is incalculable. We can only hope it was taken by a practical joker."

The museum is guarded by a caretaker day and night.

An official said: "There are no signs of entry into the building. The two exhibits were displayed in a wall safe covered by bullet-proof glass. The wood-and-iron paneling around the glass was cut."

TOO HEAVY

The display cards were undisturbed. The description for the mayoral chain reads: "A number of Johannesburg mines presented the gold ingot from which the chain was made by A. E. Till after a design by Denis Santry."

Officials said the thieves "obviously knew what they were doing."

No more links were added to the mayoral chain after 1937 because mayors complained that it was too heavy to wear. It was used up to 1950 when a new mayoral chain was brought into use.



MR. JACK MINCER . . . last Mayor to wear the chain.

WHAT MAKES A CITY GREAT?

IT is difficult to speak adequately or justly of London," wrote Henry James in 1881. "It is not a pleasant place; it is not agreeable, or cheerful, or easy, or exempt from reproach. It is only magnificent." Were he alive today, James, a connoisseur of cities, might easily say the same thing about New York or Paris or Tokyo, for the great city is one of the paradoxes of history. In countless different ways, it has almost always been an unpleasant, disagreeable, cheerless, uneasy and reproachful place; in the end, it can only be described as magnificent.

Babylon, for example, was the first great city of the ancient world; according to the Bible, it was "the mother of harlots and abominations of the earth." Ancient Athens, for all its architectural and intellectual glory, was scarcely more than an overgrown slum; the grandeur of Rome was overshadowed by its ramshackle ghettos, crime rate and traffic jams. Sanitation was so bad in the Paris of Louis XIV that two miles from the city's gates a traveler's nose would tell him that he was drawing near. Scarcely anyone today needs to be told about how awful life is in nerve-jangling New York City, which resembles a mismanaged ant heap rather than a community fit for human habitation.

Indeed, the poet Juvenal's complaint about ancient Rome might be made against almost any modern city:

*No matter how I hurry, I'm hampered by the crowds
Who almost crush my ribs from front and back; this one
Strikes me with his arm, another with a heavy board;
My head is brushed by a beam, then I have an encounter
With an oil-barrel. Mud clings to my legs in heavy clods,
Large feet step on mine, and my toes get painfully
Acquainted with a soldier's nailed boots.*

Yet despite everything, including itself, the truly great city is the stuff of legends and stories and a place with an ineradicable fascination. After cataloguing the horrors of life in imperial Rome, Urban Historian Lewis Mumford adds, almost reluctantly, that "when the worst has been said about urban Rome, one further word must be added: to the end, men loved her."

Uncomfortable and Unbeautiful

What inspires such love and pulls people to the great cities? What indeed is a great city? It is almost easier to say what it is not. Except for its wealthy elites, great cities do not always provide easy or gracious living; lesser communities are almost always more comfortable. Juvenal could have walked peacefully in any number of attractive provincial cities. The average resident of one of Britain's planned new towns lives better than his counterpart in London. Yet London, notes Robert Ardrey, author of *The Territorial Imperative*, was a great city "even when the food was terrible, and you couldn't get a hot bath." Stockholm, Geneva and Johannesburg, by contrast, are three of the most comfortable cities in the world, but not one of them has even a shadowy claim to greatness.

The great city is not necessarily beautiful or well-planned. Venice and Florence are delights to the eye; yet neither has been a great city since the Renaissance. Brasília, one of the most elaborately designed of modern cities, is also one of the deadliest. An impressive physical setting is essential to a city's greatness, but by itself that is not enough. Take Pittsburgh: its natural setting, at the junction of two rivers, is magnificent. Man botched the job of doing anything with it. Grand avenues and impressive architecture, though necessary to a great city, do not satisfy the equation. If the Third Reich had lasted another ten years, Berlin, which Hitler planned to rename Germania, would have become the world's most monumental city. It also would have been the most monumentally dull. In fact, it became second-rate on Jan. 30, 1933, when Hitler took power. A city cannot be

both great and regimented. Blessed with culture, history and size, Moscow, Shanghai and Peking ought to be great cities, but they are not. They all lack the most important element: spontaneity of free human exchange. Without that, a city is as sterile as Aristophanes' Nephelococcygia, which was to be suspended between heaven and earth—and ruled by the birds.

Diversity and Growth

A city governed by birds might be more comfortable than a city governed by men. But it would not be human, nor would it be great; a city is great only in its human associations, confusing as they may be. The ancient Athenians, true urbanites, delighted in the everyday drama of human encounter. For them, the city was the supreme instrument of civilization, the tool that gave men common traditions and goals, even as it encouraged their diversity and growth. "The men who dwell in the city are my teachers," said Socrates in Plato's *Phaedrus*, "and not the trees or the country." In turn, the city transformed them into something they had not been previously and could not have become without it—men who within a few generations produced more thought and works of beauty and value than the race had ever seen before.

Athens is a living memory of the Western world. Its great militaristic rival, Sparta, is all but forgotten as a center of human culture—and with reason. It is hard to classify as great a city that limits human contact, either through political repression, like Moscow, or through distance, like Los Angeles. It is also hard to imagine a city that is great only during the day. If too many of its occupants retreat to the suburbs to eat and sleep each evening, the place is, in fact, not so much a city as a collection of buildings—the unhappy truth about most American cities.

When nations were smaller than they are today, Athens could be great with 100,000 people, Renaissance Florence with 60,000, Alexandria with 700,000 and ancient Rome with something like 1,000,000—no more than live in metropolitan Indianapolis now. To represent all the diverse elements of much more populous societies—diversity is one essential of greatness—the city must now have a population of several millions. Cincinnati and Phoenix, to cite two typical American provincial cities, may be agreeable places to live in, but they are simply not large enough to contain, as does New York, the wide variety of types and temperaments that form the American character. Americans and foreigners alike call New York the least American of cities. In fact, it is the most American, reflecting as does no other all aspects of national life. Still, great is not synonymous with big. Calcutta and Bombay have more than enough people, but too many of them live in misery for the cities to be considered great.

It is doubtful that any one nation can claim more than one great city at any given time—great, after all, is a word that implies uniqueness. It is doubtful, too, that the world itself can contain more than half a dozen great cities at once. Indeed, a great city cannot exist in an unimportant country, which is why Urban Planner John Friedmann of U.C.L.A. prefers to call great cities "imperial cities." London and Paris are still great cities, but they lost some of their luster when world politics shifted to Washington, Moscow and Peking—all of which lack at least one ingredient of greatness. Washington may be the political center of the nation, but, except for its superb galleries, cultural life there is as provincial as that of Des Moines or Butte, Mont. Both Mexico City and Rio de Janeiro have an effervescent vitality that suggests the potential of great cities. They may yet fulfill that potential as Mexico and Brazil grow in wealth and influence. After Tokyo, an undeniably great city despite its pedestrian architecture, Hong Kong is the most vibrant metropolis in



AERIAL VIEW OF MANHATTAN

HOWARD SOCHUREK—TIME-LIFE BOOKS

Asia. It is, however, a city without a country—and therefore lacks greatness. Cairo is the capital of the Moslem world; but it lacks vitality.

Almost by definition, a city can be great only at the expense of other cities that are less than great. If the power, money and creativity that are now centered in London were divided with Birmingham, Birmingham would not become great, but London would be irretrievably lessened. A delight to live in and a joy to behold, Rome has certain qualities of greatness. It is redolent with tradition; it is the center of a universal religion; it has a people with character and a lively sense of politics. But it does not quite make the first rank of cities today, if only because Milan—cold but confident—controls too much of Italy's wealth and industrial power. The U.S., which is rich in both money and people, ought to be able to support two great cities, perhaps one on either coast, but it does not. A half-century ago, San Francisco looked as if it might become the great city of the West. Instead, it has remained a charming, eccentric and physically beguiling minor metropolis. Los Angeles, in the unlikely event that it ever should overcome its centrifugal forces, may yet become the Western colossus. Though it has many parts of greatness, Chicago, on the other hand, has always thought of itself as the "second city"—and so it always will be, if not third or fourth. Even without the political power that resides in a national capital—one of the usual prerequisites for civic greatness—New York, the cultural, financial and commercial capital, is thus the only truly great city in the U.S.

Pleasures and Vices

A city does not have to be comfortable to be great, but it nonetheless must have the amenities to make life tolerable. Misery should not force thousands to live on the streets, as it does in the big cities of India; residents must be able to move from one place to another without undue strain or great delay; the conditions of life, ranging from prices to climate, cannot be totally oppressive. A great city also must have within its boundaries a large leisured class to pay for the culture and pleasure that are the outward signs of its pre-eminence. Money cannot buy a great city, but a great city must have money. The late Ian Fleming's definition of a "thrilling city," which emphasized girls and food, was adolescent, but he was not altogether wrong. A great city is always tolerant, even permissive, and provides outlets for a wide range of human pleasures and vices.

Whatever else it may possess or lack, a great city cannot be dull. It must have a sense of place and a feeling all its own, and its citizens must be different from and more vital than those who live elsewhere. The difference does not even have to be in their favor. The native Pa-

risian, for instance, is born with an ineradicable hauteur that others define as rudeness, and the native New Yorker knows the meaning of avarice before he can spell the word. So strong is the trait that a century ago, Anthony Trollope waspishly noted that every New Yorker "worships the dollar and is down before his shrine from morning to night." To preserve the spirit of the place, he suggested, every man walking down Fifth Avenue should have affixed to his forehead a label declaring his net worth. No such label is really needed: a Parisian is a Parisian and a New Yorker a New Yorker, with no mistake possible. But a man who lives in Detroit or Cleveland is not necessarily identifiable as a Detroiter or a Clevelander.

First Wild Promise

The city was a place of worship before it was a fortress or trading center, with a magical attraction for men who had always lived in wandering groups or in villages. Prudence might have dictated other sites, but men returned, again and again, to the cities they remembered. Troy was destroyed and rebuilt so many times that archaeologists classify their discoveries as Troy I through IX; Troy VIIA was the "Ilios, city of magnificent houses," as Homer called it, that fell to the duplicity of Greeks. Leveled by the Romans, Carthage returned to life to become the third city of the Empire; in the Middle Ages, Frederick Barbarossa poured salt on the blackened ruins of Milan, but neither fire nor salt could stop the city's resurgence.

The great city retains the ancient magic even today. Men do not always love it; often, indeed, they hate it. More often still, they hate it and love it by turns. Yet once caught by it, they cannot forget or long leave it. "If you are lucky enough to have lived in Paris as a young man," wrote Ernest Hemingway, who did love Paris, "then wherever you go for the rest of your life, it stays with you, for Paris is a moveable feast." New York, wrote Thomas Wolfe, who did not always love it, "lays hand upon a man's bowels; he grows drunk with ecstasy; he grows young and full of glory; he feels that he can never die."

Like all magic, the attraction of the great city is, in the end, beyond analysis and beyond definition. Marshall McLuhan and the late Frank Lloyd Wright may have been right in arguing that the city should be replaced by smaller communities. But men, alas and thank God, are never strictly practical. Until people are known by numbers alone, the great city will continue to exist. F. Scott Fitzgerald was speaking of Manhattan, but he might just as well have been talking of London or Paris—or Nebuchadnezzar's Babylon or Justinian's Constantinople. Looking at it from afar, he said, was always to see it "in its first wild promise of all the mystery and beauty in the world."

The amount of bright sunshine recorded at Johannesburg is extraordinary. For the past four years the average amount has been 3,178 hours a year, or nearly nine hours a day. The number of "dull" days—i.e., days without sunshine—has ranged from three to eleven in a year.

The average rainfall of the town is 31·63in. on eighty-nine days. This amount falls almost entirely within the (southern) summer months September-April. From May to August the dry season prevails, during which rain is quite exceptional. Naturally the town suffers from dust during these months, but municipal improvements, especially roadmaking and tarring, as well as the use of the cyanide-tailing dumps for filling in disused mine-workings, are mitigating this nuisance. One very important climatic feature is the dryness of the atmosphere. The average relative humidity of the atmosphere is 59%, and during the dry months the relative humidity has fallen as low as 3 per cent. This adds very greatly to the exhilarating qualities of the atmosphere. In brief, the climate of Johannesburg is one of the healthiest, brightest, and most agreeable in the world.

EARLY HISTORY.

Johannesburg first came into prominence through the discovery of gold on the Witwatersrand. The presence on these fields to day of a large and prosperous city is one of the most remarkable proofs of the wealth and stability of the industry of gold mining. It was on the 8th September, 1886, that the State President, S. P. J. Kruger, proclaimed as a public digging portions of farms on which the town of Johannesburg has been established. In 1886 there were a few tents and reed structures erected on the open veld, and in December of that year the place was proclaimed a township and named Johannesburg by the State President. At the proclamation of the township the population numbered only 50. A year later it had increased to 3,000. On the proclamation of the digging and the establishment of the township the Local Government was under the control of an official known as the Mining Commissioner, who was responsible to the Central Government only.

In December, 1887, the Mining Commissioner had associated with him a Sanitary Board, the members of which were nominated by the Government. In 1889 a further change was made. The inhabitants were given the privilege of electing certain members to the Sanitary Board. With the elected members there sat the Government Commissioner, who was Chairman of the Board, and two other nominees of the Government, one of whom was the District Surgeon. The twelve elected members held office for two years, one half retiring every year. Control of finance was entirely in the hands of the Commissioner. The Sanitary Board continued until the end of 1897, when the Stadsraad was constituted under Law No. 9 of that year.

The Stadsraad, or Town Council, consisted of a Burgomaster appointed by the Government and 12 other members, four of whom were designated Aldermen. The number of members was subsequently increased to 24. Further powers were given to the Stadsraad by law passed in 1899. In particular, the town was empowered to impose rates. This Stadsraad was declared by the law "competent to frame all regulations which are requisite in the interest of public safety, order, morality, or health."

WHEN THE WAR BROKE OUT

the affairs of the town were managed by such members of the Stadsraad as were within the boundaries, with the assistance of a few of the permanent officials. On May 31, 1900, the British troops entered Johannesburg, and the military and civil administration of the town was placed under a Military Governor. In course of time the restrictions of martial law were modified and a system of civil government prevailed. The Military Governor was assisted by an official in the capacity of Acting Burgomaster, who was afterwards known as the Acting Mayor. Under him the municipal services of the town were carried out, funds being obtained by collecting the arrears due to the old Stadsraad from the members of the population who had not to leave their homes on the outbreak of hostilities.

When Sir Alfred (Viscount) Milner arrived (in March, 1901) definite steps were taken to establish a civil government. The municipal government of Johannesburg claimed first place among the problems which presented themselves to the Administrator on his arrival in the country. It was evident at once that funds had to be raised immediately from some source, and it was no less clear that the burden would fall sooner or later upon the shoulders of the owners of property in the town. In these circumstances the Government decided that the spending of this money should be entrusted to local men, representing local interests.

At this time the population was, for the most part, serving in the field, or in the Coast Colonies, exiled from home. The circumstances of the time rendered the holding of the elections impossible. The utmost that the Civil Government could do was to ask representative men available to undertake the municipal administration of the town.

The legislative measure founding this Council is Proclamation No. 16 of 1901, which was framed for immediate purposes with no pretence of permanent provision for the government of

the town. Avowedly provisional in its nature, this measure bestowed upon the Council sufficient powers for immediate local administration, and it was clearly understood that the measure would be revised and enlarged when actual experience had determined the powers necessary to be vested in the local government of Johannesburg.

The nominated Council (as it was called) held sway from May 8, 1901, till December 9, 1903. During that period the foundation was laid of the system of

MUNICIPAL GOVERNMENT

which now prevails, and a start was made with enterprises, some of which have been completed while others are still in course of completion. An election was held on December 9, 1903, on a franchise which was similar in principle to that adopted throughout the British Empire, with certain modifications based on local experience and local requirements. The basis of the franchise was wide, the qualification in the case of owners being property of the assessed value of £100, and in the case of occupiers property of the assessed value of £300, or a gross annual rental of £24.

With one exception, all members of the old Council who stood for re-election were successful. That body, therefore, supplied 18 of the 30 members chosen by the new law, under which the first popular election was held. This election and the elections of 1904 and 1905, for ten vacancies caused by the retirement of one-third of the members of the Council, were carried out on the "general ticket" system, the municipality being one constituency, and each elector having a vote for every vacancy.

In 1905 provision was made for the holding of the municipal elections on the ward system, and the change from the single constituency to the ward system was given effect to at the election in 1906. The ward system prevailed until the year 1909, when the Transvaal Government applied the principles of Proportional Representation (Single Transferable Vote system) to the Municipalities of Johannesburg and Pretoria. This system of election was widely discussed when the terms of the Constitution for the Union of South Africa were being considered by the country's public men. The application of the system to the Municipality of Johannesburg was considered to be an experiment. With this change the ward system was abolished. In the election of 1909 the whole municipality polled as one constituency to return ten councillors, these representing one third of the Council.

The question demanding the earliest attention of the Council was that of

AREA.

The central portion of Johannesburg, included under the jurisdiction of the Stadsraad, was about five square miles in extent, and was afterwards expanded to the extent of nine square miles.

Then came the policy of including within the municipal area the whole country within a radius of five or six miles of the Johannesburg Market Square. This was a bold measure of consolidation, based on reasons which were carefully stated. It was pointed out that the future suburbs would grow up under known conditions within the area of the municipality itself; that there would be no opening for the heated and expensive conflicts that any attempt to extend municipal boundaries would provoke when established conditions prevailed; and that lands which, owing to their proximity to the town, had attained a high value would begin to contribute to the expenses of the community, whose activity had created that value. The Council would be able, by a single system of mechanical tramways, to provide

CHEAP AND RAPID COMMUNICATION

between the town and the outlying suburbs. Not only would rents fall and living be cheapened but the life of the people itself would become happier and more wholesome if their homes could be spread over a large area of country, and if close, congested streets were replaced by detached houses standing in their own gardens. The construction of an up-to-date sewerage system would come within the bounds of practicability, as well as the establishment on a large, and therefore economical scale of other municipal services provided by one purse and controlled by one administrative body, drawn from the best ability available in the community.

A joint commission, consisting of members of the Council and the Chamber of Mines, reported on October 28, 1902, in favour of the proposed boundary, and recommended that by-laws affecting the mining industry, when passed by the Council, should be forwarded to the Chamber of Mines, who would be at liberty to offer to the Government their views before such by-laws became law. These proposals, together with the suggested boundary, came into law in November, 1902, and the jurisdiction of the municipality was extended to cover an area of about 75½ square miles, which was later further increased to

81½ SQUARE MILES

under Proclamation No. 46 of 1903. The chief reasons for enlargements of area were to secure unity of administration, to prevent the growth of congested areas, and to establish an

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