

wholly evil, how can you possibly reform it? The only thing to do is to destroy it.

That this country needs reform of the kind that is called socialistic, I have no doubt. But I would oppose the kind of socialism or radicalism that can only envisage a new order erected on the ashes of the old. Extreme radicalism has no time for reform. It wants everything now, and you can't have everything now.

Although I have used words like Capitalism, Socialism, left, centre and right, radical and liberal, I urge you to be careful in your use of them. They are what are called labels, or oversimplifications. The world that they are dealing with is so complex that these simplifications should be distrusted. And you will have time in these next few years to learn to say more clearly just what you mean, and to admit, if you can't say it clearly, that you can't.

**I shall close by saying that there are certain things that the whole student body should be unanimous about—the rule of law, the unacceptability of racial discrimination, the opening of the universities, the right of freedom of speech and expression, the elimination of poverty, the right of all children to free and compulsory education.**

It's not an easy world you are now entering. It's not an easy subcontinent of which you are a part. It's not an easy country you are growing up in. You are going to hear a great deal of the word patriotism. I cannot speak for you. I can only speak for myself.

What is patriotism for me? It is a love of the physical land, the land where I was born, the country that holds for me the deepest meanings of my life. It is a love of the land and its peoples, and a desire that all of them should be secure and that all of them should have equal access to its wealth, its beauty, its opportunities. Patriotism for me is not a be-

lief in my country right or wrong, but an earnest desire to make it better.

For the Nationalist there is more than this. He would fight for his language, his culture, his identity. Well and good. But he would fight for the laws—some of them unjust laws—that he has made to preserve his identity—The Group Areas Act, Racial Classification, the Immorality Act, the Mixed Marriages Act, the Suppression of Communism and the Sabotage and Terrorism Acts.

**But he cannot expect me to want to be eager to rush to the borders to fight for Apartheid. I have opposed it for most of my life—why should I fight for it now? But I would fight to resist a Russian-Cuban invasion of my country. I don't like being ruled by the Nationalists, but I would rather be ruled by them than by a Russian-Cuban supported Communist government.**

But if I went to fight I would wish with all my heart that I could be fighting for a more just society where the rule of law prevailed and where the education of black children was free. Thirty years ago, Dr. J. S. Moroka said to Mr. J. H. Hofmeyer: *"In your speech you told us we must love our land. We do love our land and shall always do so. But we pray that our rulers will give us some land to love."*

What do those words mean? They mean simply "of course we shall live and die for our land if only it is the kind of land for which one willingly lives and dies."

During these last few days I have thought a lot of you, of your coming here to this new world, of all the problems of which you will now learn, and of your choices—those of you who choose—to be the servants of society.

Good luck to you all. □

# DIVIDED WE STAND, UNITED WE FALL

by Peter Rutsch

In a normal democratic country a citizen has the right to call on his representative in Parliament, or other representative body to see to it that the amenities in his area are adequate and improved when necessary. If the representative fails to act on such pressure he may well find himself out of office after the next election. But if the citizen is wilfully deprived of this power, he relies on goodwill, if such exists, to provide the amenities any decent citizen has the right to expect. South Africa is not a democratic country, and the vast majority of its citizens have to rely on such goodwill. But such goodwill exists only to the extent necessary to keep the voteless quiet. In other words, only enough is done

to prevent mass protest. Sometimes such protest does break through, such as in the case of the recent bus boycotts following upon fare increases.

The matter of transport facilities is one area in which the plight of the voteless can be clearly seen. Separate development requires people to live in their own areas. The voteless are pushed to the furthest point, but economically their services are desired at the centre.

In the Pietermaritzburg area, a vast number of workers live between the Pietermaritzburg City boundary of Edendale and Elandskop on the road to Underberg. This is a pleasant

scenic drive as the road winds its way through green hills, provided you are driving out to some Drakensberg resort on a week-end in the family car. But if you have to travel this route to and from work everyday in an overcrowded bus, the road becomes a hell run.

Nearer Pietermaritzburg there is a stretch of single carriageway about a kilometre long going under a narrow railway bridge which is known as "Killer Kilometre" because of the number of accidents occurring on that stretch. Fortunately, the stretch is being improved. It can be said fairly certainly that more people travel along this kilometre per day than along any other road in the Pietermaritzburg area.

Then there is the single carriageway climbing away from Edendale towards Elandskop, the scenic drive referred to above. How many public representatives, our M.P.'s and M.P.C.'s have got up and travelled to Elandskop on a Monday morning at 4.00 a.m.? They will see the hundreds, more likely thousands of commuters who stream off the hills to the bus stops. They will see the too few buses roaring along the road, loading passengers to capacity and more, swinging round and racing back to Pietermaritzburg. A menace on the road and a danger to themselves. They will see the breadwinner of a family who has risen at 3.00 a.m. or 4.00 a.m., whispered goodbye to his wife, if she doesn't accompany him to work, and to his children, whom he will see again at 8.00 p.m. that evening or, if he stays at the hotel in Pietermaritzburg for the week, the following Friday. And he is never supposed to get tired.

In a report in the Daily News of the 30th September 1975, it was stated that in the three months prior to that date,

23 separate accidents had occurred involving buses travelling between Edendale and Pietermaritzburg. Doctors at Edendale Hospital expressed concern at the number of accident victims coming to the hospital for treatment. How many accidents occur beyond Edendale?

The question that must be asked is whether the existing transport arrangements are satisfactory. Clearly they are not. If White South Africa wants its labour living out of sight of their pretty suburbs it must pay the price and provide the means to live a normal life, such as an efficient realistic transport system so that a man can get to and from work at reasonable times and have time to spend with his family. It will be argued that all this costs money. The simple answer is that the money must be found. If the Government is concerned about the so-called Communist threat to this country, such money is well spent—far better than on guns.

The Motor Carrier Transportation Act gives the National Transport Commission through the Local Road Transportation Boards, the power to investigate the transportation needs of the inhabitants of any area. It imposes a duty on the Commission to do just that. The sooner it does so the better.

Is it any wonder then that we have the boycotts, the unrest when fares are increased? It is not only the fares, as was pointed out by Reality in the January 1976 issue—it is the whole life style forced on people who have no public representative with muscle to look after their interests.

And while this state of affairs exists is there any substance to the argument that things are changing, that detente is at work? Nonsense! □

Articles printed in REALITY do not necessarily reflect the opinion of the Editorial Board.

RATES (6 issues — published every two months)

ORDINARY SUBSCRIBERS

S.A. R2,00 p.a.  
U.K. £1,25 p.a.  
U.S.A. \$4,00 p.a.

DONOR SUBSCRIBERS

S.A. R10,00 p.a.  
U.K. £5,00 p.a.  
U.S.A. \$15,00 p.a.

EDITORIAL BOARD:

Chairman: Peter Brown

Vice-Chairman: Alan Paton

Board: H. Bhengu; E. H. Brookes, M. Buthelezi, M. Corrigan, N. de Havilland, M. Dyer, C. Gardner, F. Laband, S. Lundie, S. Msimang, D. Nero, S. Nqayi, P. Rutsch, J. Unterhalter.

SUBSCRIPTIONS:

Send to: Reality, P.O. Box 1104, Pietermaritzburg 3200.