

Commonwealth **TODAY**



MR. BISI ADEREMI from Nigeria, is studying Civil Engineering in Britain with the firm of Richard Costain Ltd., London. He is 26 years of age, the son of Sir Adesoji Aderemi, the Omi of Ife, who was appointed Governor of the Western Region of Nigeria in succession to Sir John Rankine. Sir Adesoji Aderemi, who was installed as the Omi of Ife in 1930, has been President of the Western House of Chiefs since 1952.

No.
77

Commonwealth TODAY

TRADE WINDS Commonwealth Industrial Notes

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Fiji International Airport, Fiji, rebuilt at a cost of £4 million to meet the demands of the jet age, has been opened by the Governor of Fiji, Sir Kenneth Maddocks. Fiji Public Works Department contributed the new terminal building, costing approximately £310,000.

A new plant capable of testing car tyres for speeds of 500 m.p.h. and more has been built at the Dunlop tyre factory in Birmingham, England. The first task of the plant was to prove the strength of tyres Dunlop have made for Donald Campbell's attempt on the world land speed record, which stands at 394 m.p.h.

Ghana is to have the world's first fully automatic shop, in which 48 vending machines, costing £1,500 each, will sell over 1,150 different items at the touch of a button. The machines are a new British invention. The "electronic brain" built into each machine is guaranteed to work successfully for twenty-five years (or 100 million selling operations).

A contract has been signed in London between the Government of Ghana and the British engineering firm of Parkinson Howard Ltd. for the construction of four more berths, costing £4 million, at Tema, where the largest artificial harbour in Africa is being built at a total cost of £18 million.

Mount Lofty, a new Australian television station, 1,130 feet above sea level, near Adelaide, is part of a £400,000 order for transmission stations and studio equipment, awarded to Marconi's Wireless Telegraph Co. Ltd., London.

The first laboratory of its kind in Africa, designed to carry out research into foot-and-mouth disease, has been set up on the outskirts of Nairobi, Kenya. It was built and equipped with the help of the biggest grant—£100,000—ever made by Britain's Wellcome Trust.

New Zealand is to launch an accelerated programme of industrial development, involving capital investment in the region of £100 million.

Projects already in hand include a £20 million oil refinery, a £3.6 million steel mill for processing scrap, a £2.25 million aluminium fabricating mill and a £4 million cotton mill.

A power tool factory which, when fully developed, will be the biggest industrial plant in Central London—600,000 square feet of production space—was opened by Lord Aberconway. It is on the banks of the Thames at Battersea, on a site formerly occupied by an historic candle factory.

Canada's programme of capital assistance for India under the Colombo Plan, for the financial year 1959-60, amounts to 25 million dollars (not including the provision of Canadian experts and training facilities under the Technical Co-operation Programme). The money includes 11.5 million dollars for non-ferrous metals, 7 million dollars as a wheat grant, and 2.55 million dollars for fertilisers for food production.

The West Pakistan Government is to develop about 2.8 million acres of land which the Ghulam Mohammad Barrage has opened up for cultivation.

Electronic computers are being used to help ship designers, it was disclosed at the Open Day of Britain's National Physical Laboratory, Teddington. The weather ship *Weather Reporter*, now at sea, records sea movements such as wave height, heave, pitch and roll, which are coded and later fed into a computer in the form of punched tape. The computer then provides data enabling accurate sea conditions to be simulated in the test tanks used for experiments with models.

Tasmania, an island State of Australia about half the size of Britain, is seeking investment from the United Kingdom for new manufacturing industries which are already beginning to supplement the State's primary production of wool, hops, meat, hides, butter, minerals and apples. Tasmania can offer new industries cheap hydro-electric power and natural resources of copper, zinc, silver, aluminium and tin.

PITCAIRN ISLAND

Stamp Corner



THE two hundred inhabitants of Pitcairn Island, which lies in the Pacific Ocean roughly midway between New Zealand and the Panama Canal, form one of the most law-abiding and contented communities in the Commonwealth. In contrast, the first settlers had turned their captain adrift in an open boat, with a few loyal seamen, and had then sailed on to Pitcairn, where they hoped to avoid capture and punishment for their misdeeds.

The story of Captain William Bligh and of the mutiny in his ship, the *Bounty*, in 1789, is well illustrated on Pitcairn's first stamps, which were issued in 1940. One value shows a portrait of Bligh and a picture of his ship, while on the one penny stamp can be seen Fletcher Christian, ringleader of the mutineers, standing in the stern of the *Bounty*. Near him is a wooden tub containing a sapling, a reminder that Bligh had been sent to the South Seas to transplant bread-fruit trees to the West Indies. With some Tahitian men and women, the nine *Bounty* mutineers made their homes on Pitcairn, but they were a quarrelsome crew

and within a few years only one of the original mutineers, John Adams, remained alive. He had become devoutly religious and taught the mutineers' children to read, using as his text-book the Bible he had salvaged from the *Bounty*. The twopenny stamp of the Queen Elizabeth II series, issued in 1957, shows a portrait of John Adams, and the historic Bible, which was returned to Pitcairn from an American museum, and is now one of the most prized possessions of the Pitcairn community.

Other stamps of the same series feature views of the island and pictures of some of the wooden models which the islanders carve for sale as souvenirs to tourists from visiting ships. On the penny stamp is a map of Pitcairn—there are also three uninhabited islands in the group—and on this are marked Adamstown, Bounty Bay, and Point Christian.

Before 1940 New Zealand stamps were used in Pitcairn, but since the island has had its own distinctive pictorial issues their sale to collectors has made a useful addition to the revenue.

C. W. HILL



H.R.H. PRINCESS Margaret arriving at the Victoria League Students' Club, a residential centre in London. On the left is Dr. Mukheerji, from Bombay, India. Left: The Princess with (l. to r.) Mrs. S. G. Kelsey, Chairman, Students' Club Committee; Mr. Neville Moonsawmy (at rear), British Guiana; Miss A. Hughes, Southern Rhodesia; Miss F. Wage, South Africa; and Miss A. Richards, Nigeria.

Princess Margaret at a Student Centre

H.R.H. Princess Margaret, sister of H.M. Queen Elizabeth II, is particularly well liked by her own generation, to whom she sets an excellent example of the way to combine enjoyment of life with hard work and devotion to duty. She likes to meet young people from the Commonwealth and had an opportunity of doing this when, accompanied by Mr. Antony Armstrong-Jones, she visited the Victoria League Students' Club in London. Among the Commonwealth countries Princess Margaret has visited are: Canada, South Africa, Northern and Southern Rhodesia, Nigeria, The West Indies, the Bahamas, Bermuda, Malta, Gibraltar, Tanganyika, Mauritius, Kenya, British Guiana and British Honduras.



Princess Margaret's Wedding Day— A Joyous and Memorable Occasion

By her sincerity and charm, her fine record of public service carried out with great efficiency and vivacity both in Britain and the Commonwealth overseas, H.R.H. Princess Margaret has won her own special place in the hearts of many millions of people. They have watched her grow up, and they took an unaffected pleasure in all the details of her wedding. On these two pages are some photographs of this very happy royal occasion, one that was televised in Britain and Europe and witnessed by a distinguished gathering, including representatives from the whole of the Commonwealth.



SERENE and radiant, the bride enters the Abbey with H.R.H. the Duke of Edinburgh. Below: the bride and bridegroom leaving the Abbey.



H.R.H. PRINCESS Margaret pictured in her wedding gown in the Throne Room of Buckingham Palace. Veil and diadem accentuated the exquisite simplicity of the gown. Photograph by Cecil Beaton.



THE CEREMONY, in Westminster Abbey, is being conducted by the Archbishop of Canterbury. On the left of the bride is the Duke of Edinburgh and on the right of the bridegroom is the groomsmen, Dr. Roger Gilliat. H.M. the Queen and other members of the Royal family are on the right.

IN THE THRONE ROOM of Buckingham Palace. L. to r.: the Countess of Rosse, Prince Charles, H.M. the Queen, Mr. Antony Armstrong-Jones, Princess Margaret, H.R.H. the Duke of Edinburgh, H.M. Queen Elizabeth the Queen Mother, and Mr. Ronald Armstrong-Jones. In front are the bridesmaids. Princess Anne is third from right. Photograph by Cecil Beaton.



PRINCESS Margaret and her husband, Mr. Antony Armstrong-Jones, driving back to Buckingham Palace along the procession route lined by cheering well-wishers. Conclusion to this day of pageantry, of sunshine, smiles and cheers, was the drive by car of the married couple to Tower Bridge where they left in the Royal yacht, Britannia, for their honeymoon.





H.M. THE QUEEN with the Commonwealth leaders at Windsor Castle. Left to right, back row: Tunku Abdul Rahman, Federation of Malaya; Sir Roy Welensky, Federation of Rhodesia and Nyasaland; Mr. Harold Macmillan, United Kingdom; Field-Marshal Mohammad Ayub Khan, Pakistan; Dr. Kwame Nkrumah, Ghana. Front row: Senator E. Cooray, Ceylon; Mr. Walter Nash, New Zealand; Mr. Nehru, India; Mr. John Diefenbaker, Canada; Mr. R. G. Menzies, Australia; Mr. E. H. Louw, South Africa.

Commonwealth Ministers' Meeting

Symbol of a Never-ending Process of Co-operation

WHEN eleven leading statesmen from every part of the Commonwealth met by agreement in London to review, among other things, the major international problems of the day, they were following an old custom which reflects the intimate character of the Commonwealth relationship. This was the tenth Prime Ministers' meeting since the last war and nearly three years since their previous full-scale conference.

Each of the ten independent member nations of the Commonwealth controls its own affairs, shapes its own home and foreign policies, makes its own laws, frames its own terms for citizenship, makes its own treaties with other nations and decides for itself the issues of peace and war. Nevertheless, these members have a number of important things in common. They all accept the Queen as Head of the Commonwealth; they have in general common traditions of democracy; they are constantly exchanging information and ideas and, above all, their primary objective is world peace and security. Each member has a contribution to make for the benefit of others, individually and collectively.

Nobody would pretend that when they meet together they all cordially agree on all that is discussed; but there is invariably

a broad measure of agreement on many matters. Their free and frank exchanges of views, in plenary sessions and in separate get-togethers, are of the utmost importance, because in this way they are able to place many a difficult problem into clearer focus.

As the final—unanimously agreed, jointly issued—communiqué of the Conference showed, the Ministers' talks ranged over a very wide field. For example, they discussed the problems of Africa, the Middle East, the Far East, and South-East Asia. They recognised that economic and social progress are essential for political stability, and they welcomed the contribution which mutual assistance under the Colombo Plan affords throughout South-East Asia to these aims.

The Ministers reviewed the world economic situation. They noted that while in general the outlook was favourable they were concerned about the widening gap between highly industrialised countries and the primary producing countries of the Commonwealth. They recognised the urgent need to maintain and possibly increase the flow of economic assistance to the less developed countries, and they welcomed the decision to establish an international development association.

The Ministers discussed European trade

problems. They reviewed the economic development of Commonwealth countries in Africa which have recently attained or are approaching independence, and they agreed that consideration should be given to the possibility of co-operative action among members of the Commonwealth in assisting the economic development of these countries.

Their belief in the value of exchanges between Commonwealth countries of persons with specialised skills and experience was reaffirmed. They considered questions of constitutional development within the Commonwealth; noted that the Federation of Nigeria would attain independence on 1st October, 1960, extended to the Federation their good wishes and welcomed Nigeria's desire to become a fellow member of the Commonwealth.

Ghana's desire to continue her membership of the Commonwealth after she became a republic was noted by the Conference, and the member countries of the Commonwealth assured the Prime Minister of Ghana that the present relations between their countries and Ghana would remain unaffected by the constitutional change.

This pattern for membership of the Commonwealth follows closely that devised for India's continued participation in 1949. A similar declaration relating to Pakistan was issued in 1955 at the end of the Prime Ministers' meeting.

The Ministers at the Conference noted a statement by the South African Minister that the Union Government intends to hold a referendum on the subject of South Africa becoming a republic. The meeting made it clear that if South Africa decided to become a republic and if the desire was subsequently expressed that she should remain a member of the Commonwealth, the South African Government should then ask for the consent



THE PRESIDENT of Pakistan, Field-Marshal Mohammad Ayub Khan, at London Airport with (left) the Pakistan High Commissioner, Lt.-General Mohammad Yousuf, and Lord Home, the Secretary of State for Commonwealth Relations.

of the other Commonwealth Governments either at a meeting of Commonwealth Prime Ministers or, if this were not practicable, by correspondence.

The Ministers availed themselves of the presence among them of the South African Minister of External Affairs to have informal discussions on the racial situation in South Africa, and the Ministers emphasised that the Commonwealth itself is a multi-racial association and expressed the need to ensure good relations between all member states and peoples of the Commonwealth. The approach to this and other subjects discussed by the Ministers at the Conference might best be summed up by the remark which was made by Mr. Nehru, the Prime Minister of India.

"Member nations of this Commonwealth", he said, "sometimes disagree, sometimes have interests conflicting with each other, sometimes pull in different directions; nevertheless, the basic fact remains that they meet as friends, try to understand each other, try to accommodate each other, and try, as far as possible, to find a common way of working."

THE COMMONWEALTH LEADERS seated here are with their advisers. The photograph was taken in the grounds of No. 10 Downing Street before the first session of the tenth Commonwealth Prime Ministers' Conference.



IN THE GARDEN of No. 10 Downing Street are (l. to r.) Senator E. Cooray, Mr. Walter Nash, Mr. R. G. Menzies, Dr. Kwame Nkrumah, Mr. John Diefenbaker, Field-Marshal Mohammad Ayub Khan, Sir Roy Welensky and Mr. E. H. Louw.



TUNKU Abdul Rahman meets Mr. George Laking, the Acting High Commissioner for New Zealand, at a joint reception which was given by the Commonwealth High Commissioners in London.



AT THE SAME reception Mrs. Vijaya Lakshmi Pandit, India's High Commissioner, greets Sir Roy Welensky. The reception was held in the famous Guildhall, scene of many important occasions.



AT DOWNING STREET (l. to r.), Mr. Nehru, India's Prime Minister, who is a familiar figure at the Commonwealth Conference meetings, shakes hands with Mr. Macmillan, Britain's Prime Minister. Looking on are Mr. Diefenbaker, Mr. Walter Nash and Mr. R. G. Menzies.



IN THE MAIN CAVE. Above : the elaborately carved panel of the god, Siva, who is both male and female. Left : The Trimurti, an 18-foot high bust of the Hindu god, Siva, in his threefold character of Creator, Preserver and Destroyer. It is considered one of the finest examples of sculpture in India. Vestiges of indigenous colour here and there have suggested that the Trimurti was originally painted in vivid colours.



THE ISLAND of Elephanta, about seven miles off the mainland of Bombay. The celebrated cave temples are almost at the top of the 500-foot high hill. Below : The stone elephant which once stood sentinel near the landing place of the island. It is seen here—held together with cement—outside the museum of the Victoria Gardens, Bombay.



The Caves of Elephanta

A Challenge to the Archaeologist

INDIA is very rich in archaeology, and one of the most fascinating of the treasure houses of the past lies within seven miles of Bombay City on Elephanta Island. Visitors by the thousand continue to make the pleasant, hour-long voyage across Bombay Harbour—by steam launch or motor-boat—to see for themselves the famous rock-cut caves and carvings.

The name Elephanta was given to the island by the Portuguese because of a stone elephant, 13 feet long and about 7½ feet high ; it once stood on a knoll a little to the east of the village of Gharapuri, which gave the island its original name. Seen from a distance this stone elephant was often mistaken for a live one.

In 1814 it began to crumble and fall to pieces and, in 1863, an attempt was made to ship it to England. However, the chains of the crane gave way, breaking the elephant into smaller pieces. Today visitors to the Victoria Gardens—the botanical gardens and zoo—in Bombay, can see it near the entrance to the Gardens, propped up with cement and mortar.

The visitor to Elephanta Island climbs gradually for about a mile to reach the gigantic caves—magnificent rock-cut mansions. The chief attraction is the Great Cave, which is about 130 feet square, facing north. The roof is of solid granite supported by rows of pillars which grow out of square bases and end in fluted shafts with bulging “cushion capitals”. The cave was fashioned out of a single rock by workmen who used simple tools, and the work must have taken a quarter of a century or more to complete.

The Celebrated Trimurti

The caves are dedicated to the Hindu god, Siva, in his various forms. As the visitor enters the Great Cave he will see a 12-foot square carved panel depicting Nataraja Siva, with his eight hands. This panel, like others, has been mutilated.

As one becomes accustomed to the soft, dim light the colossal form of the Trimurti takes shape on the southern wall. This forceful and beautiful sculpture, nearly 18 feet high, stands on a stone pedestal and is in a recess eleven feet deep. It is one of the finest examples of sculpture in India.

The heavy-lipped, serene central figure, with closed eyes, is that of Brahma, the Creator, whose chest is adorned with rows of necklaces. On his head is a beautifully carved three-pointed tiara. The other two faces in the group are those of Siva as Rudra the Destroyer, and on the right, as Vishnu the Preserver. Rudra is depicted as grimly smiling or singing to a cobra coiled round his wrist, and the ornaments adorning his hair include a skull, a leaf and branch, twisted and coiled snakes, and a cobra with outstretched hood. Vishnu, by contrast, has a gentle, benevolent face.

The second cave at Elephanta is smaller, and its panels are hard to make out in detail. There are several other caves of varying sizes, some without special features.

The absence of any inscription in the caves has handicapped attempts to assign a date to their construction ; but available evidence, meagre as it is, suggests that the caves were cut some time between the years A.D. 600 and 650. Legends say they were the work of the Pandavas, princes of the Royal family who went into exile for twelve years. Local tradition has it that the caves were excavated by a Kanara King, Bana Asur, who is said to have possessed palatial buildings on the island.

Today the Archaeological Department of the Government of India—primarily concerned with the work of conservation, research and exploration—is busy restoring the sculptures of Elephanta, and some of the broken ones have been stored in the Prince of Wales Museum, Bombay.

M. LALITHA RAO

Independence for Sierra Leone

THE oldest British dependency in Africa, Sierra Leone, is to become independent on the 27th April, 1961. This was announced at a conference held in London under the chairmanship of the Secretary of State for the Colonies, Mr. Iain Macleod.

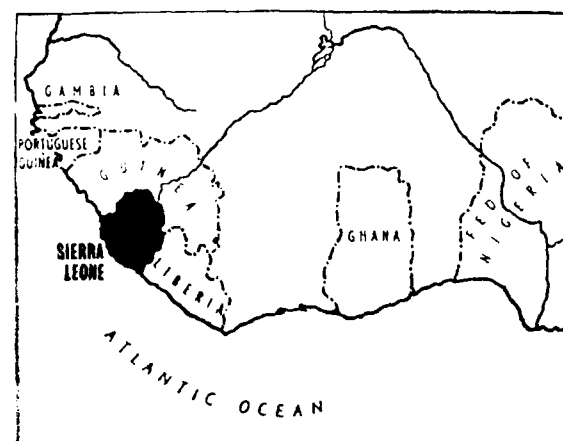
Britain's connection with Sierra Leone goes back to the year 1788, when Captain John Taylor bought land there to found a home for Africans who, for various reasons, had become destitute in and around London. The settlement later became a refuge for Africans rescued from slave traders or released from slavery in North America.

Sierra Leone is a small country; some two and a quarter million people live within its 28,000 square miles. Its contribution to West African development has been very great for so small a land. As the Governor, Sir Maurice Dorman, pointed out at the conference, Sierra Leone was offering higher education to Africans before Britain had a Ministry of Education. Nigeria and Ghana are quick to acknowledge what they owe to Sierra Leoneans for their services, and to the capital of Freetown for the education of many Nigerians and Ghanaians now in places of authority in both those countries.

The Government's revenues, only a million pounds as lately as 1939, are now ten times as great, and in the past ten years, with British help, £25 million has been spent on development. Britain helped with grants totalling £7,000,000, and almost as much was raised in loans on the London market. But the initial burdens of independence will be heavy.

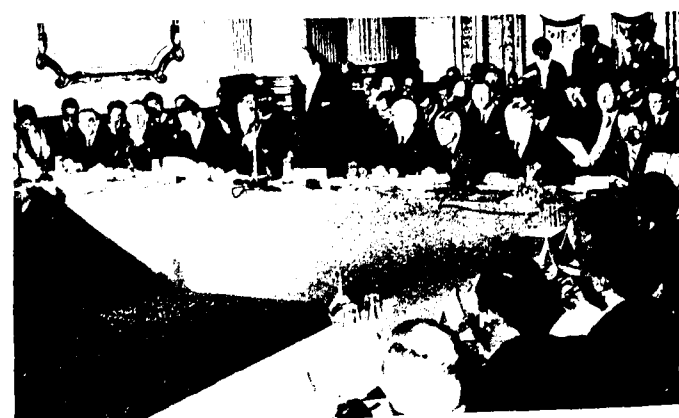
"We will need help to develop our resources", the Prime Minister, Sir Milton Margai, told the Conference. "There are too many offers from other sources which we would prefer not to encourage as long as our old and proved friends are prepared to stand by and help us." Britain has offered grants, loans and technical aid amounting to £7½ million, and the offer has been accepted.

The long and friendly association between Britain and Sierra Leone will not end with independence. With British support Sierra Leone will seek to maintain her contacts with the United Kingdom in a new form, as a sovereign member of the Commonwealth.



MR. IAIN MACLEOD, Secretary of State for the Colonies, shakes hands with Sir Milton Margai, Sierra Leone's Prime Minister, after the signing of the agreement which ended the London Conference.

AT THE CONFERENCE, Mr. Macleod paid tribute to the orderly and systematic advance achieved by Sierra Leone in the constitutional field, and both our Governments can, I think, be justly proud of this.



THESE DELEGATES from Sierra Leone hold the posts (l. to r.) of Minister of Mines, Lands and Labour; Minister of Education and Social Affairs; Minister of Finance; and Prime Minister.



THE EARL OF PERTH, Minister of State for Colonial Affairs, who opened the Exhibition, is with (left) Mr. Kelfa-Caulker. Both evidently appreciate the point brought out in the painting entitled "A Find-Diamonds".

SIERRA LEONE'S YOUNG ARTISTS

SUCCESSFUL LONDON EXHIBITION

A SUCCESSFUL exhibition of paintings and lino-cuts by the Prince of Wales Boys School, Freetown, Sierra Leone, was held at the Commonwealth Institute, South Kensington, London. The exhibition, opened by the Earl of Perth, Minister of State for Colonial Affairs, owes much of its success to the initiative of Mr. G. Massie-Aylor, art teacher and lecturer, who went to Sierra Leone in 1956 as Education Officer specialising in the fine arts, and taught at the Prince of Wales School. This school, which was opened 35 years ago by the Duke of Windsor when Prince of Wales, takes its students—aged from twelve to eighteen—up to the West African Schools Certificate. British artists and critics were most impressed by this colourful and imaginative exhibition. Sierra Leone has no long art tradition, and the students began their studies without any previous experience of art forms. For this reason their splendid use of design is considered all the more remarkable.



MISS MARINA OLD-FIELD, from Sierra Leone, who works in the Sierra Leone Government office in London, is talking to Mrs. J. Burgess, a reporter on the Times Educational Supplement. The painting they are looking at is entitled "Chieftain Walled".



MRS. KELFA-CAULKER, wife of Mr. R. E. Kelfa-Caulker, the Commissioner in the U.K. for Sierra Leone, is looking at a painting in the exhibition entitled "Fula Tribesmen with Goats".



DAME PATTIE MENZIES, wife of the Australian Prime Minister, Mr. R. G. Menzies; she travelled from Australia to launch *Canberra*. With her here are (l. to r.) Sir Donald Anderson, Chairman, P. & O.; Sir William Currie, Chairman until he retired in April 1960; Mr. John West, responsible for the overall design of the ship.

THE CANBERRA

A Great British Shipbuilding Achievement

SHE WILL CARRY MORE PASSENGERS AT
GREATER SPEED AND IN GREATER COMFORT

"When *Canberra* sails on her maiden voyage, in 1961, she will form a new link in the chain of communication which binds our great Commonwealth of Nations with one another. . . .

"It is a measure of the importance of this link that Dame Pattie Menzies has done the P. & O. Company a signal honour in travelling 12,000 miles from Australia to launch this, our largest ship. . . .

"I am confident that *Canberra* will be an achievement of which the British Commonwealth will have reason to be proud."

SIR WILLIAM CURRIE

FOR luxury combined with speed and record passenger accommodation, the Peninsular and Oriental Steam Navigation Company's latest liner, *Canberra*, is likely to remain unsurpassed for many years to come. Here is a ship of today and tomorrow—in many ways a break with the past. She is also the largest ship built in Britain since the *Queen Elizabeth* was launched on Clydebank in 1938.

Into *Canberra* has gone the most up-to-date scientific research, as well as the product of those traditional engineering skills which have

always characterised the building of fine ships by Britain.

Canberra will sail on her maiden voyage in 1961. Apart from her modern, elegant lines, this 45,000-ton vessel has many unusual features; according to the experts she will be one of the most silent, smoothest-sailing liners in the world. Of the greatest interest to other shipbuilders in the Commonwealth is the fact that intensive tests and research on this liner—many of them carried out at the modern Ship Hydrodynamics Laboratory near London—will bring about not only top

performance but also substantial economies in operation.

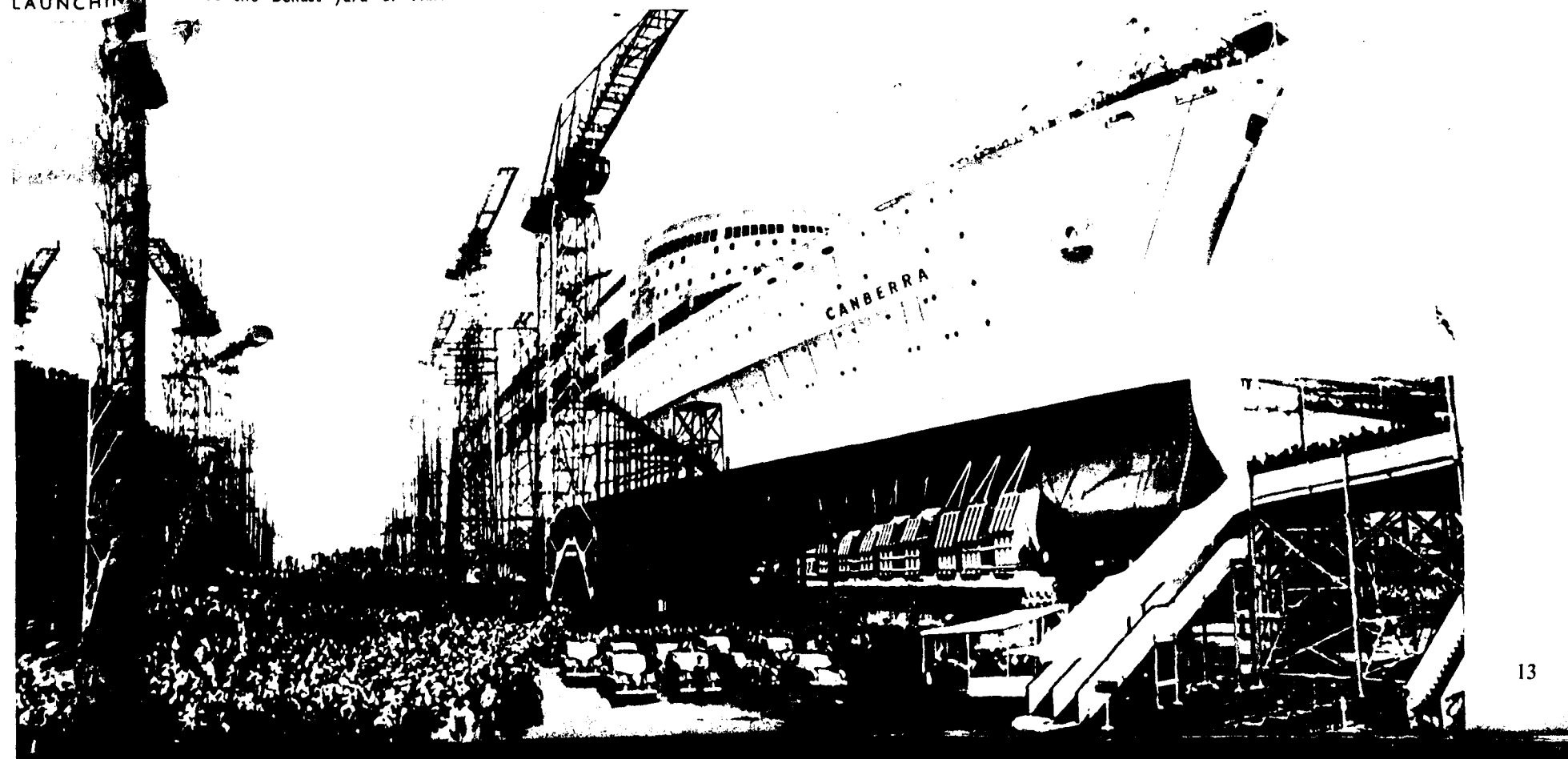
One of the factors that influenced *Canberra's* size was that her draft must enable her to pass through the Suez Canal. The fact that she can comfortably carry 2,235 passengers—more than the *Queen Elizabeth*, which is almost twice her tonnage—reflects the great progress that has been made in design since the years before the war.

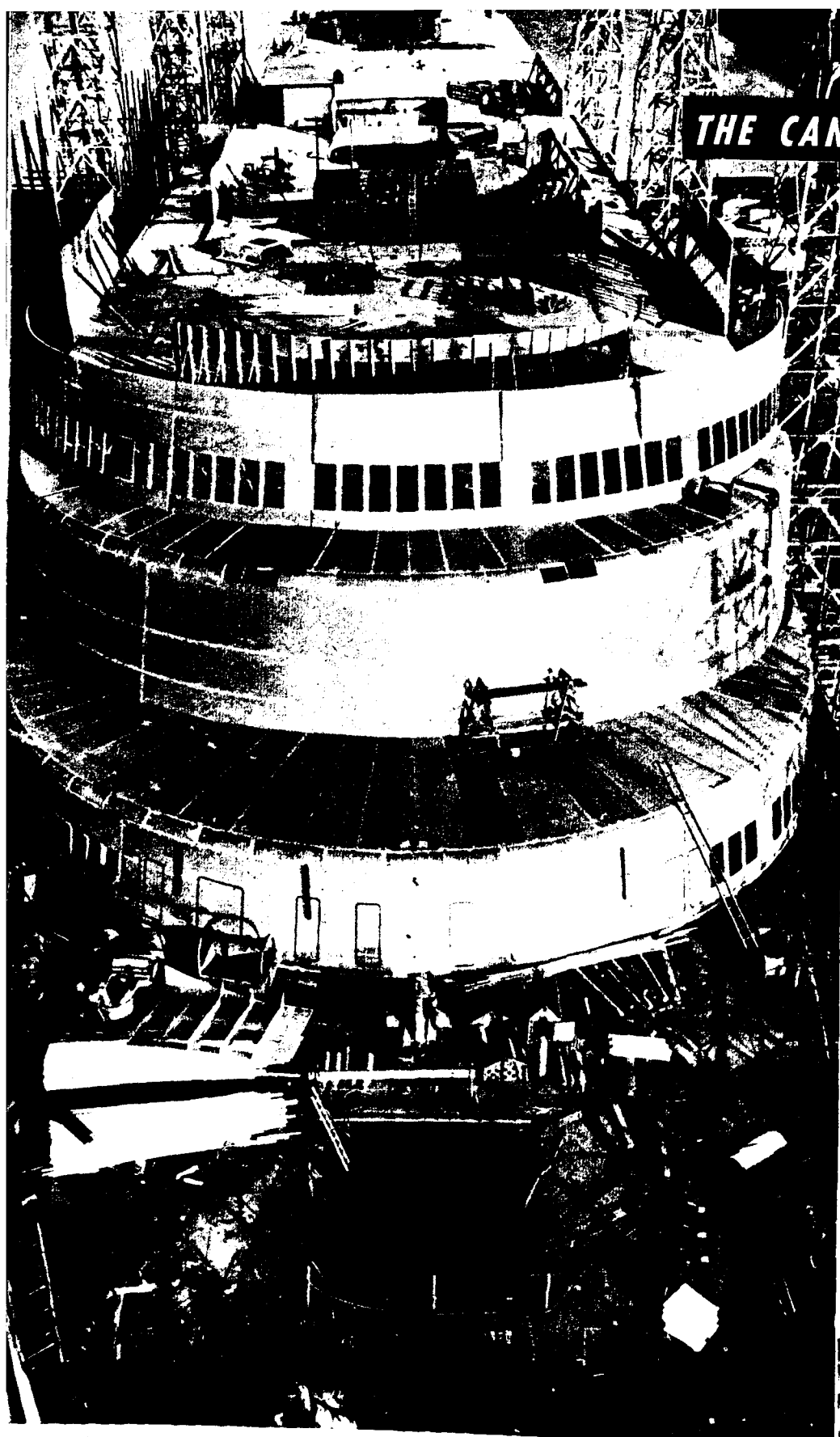
In the words of Sir William Currie, P. & O.'s Chairman until, on retirement, he was succeeded by Sir Donald Anderson, in April 1960: "Much thought and great care has been given to the creation of *Canberra*. It has been a combined operation: the knowledge and vision of our own technical experts, the experience of Harland and Wolff, the expert craftsmanship of their workmen, the ingenuity of the sub-contractors, have all contributed to the production of this magnificent vessel."

The man entrusted with the overall design was Mr. John West, of P. & O., who is only 32. He joined the Company as Assistant Naval Architect and three years later was appointed Assistant to the Management and Technical Adviser.

Among the first major decisions was that the ship's 85,000 horse-power engines would be situated aft, less like the liners of the past and more like a modern oil tanker. This

LAUNCHING DAY at the Belfast yard of Harland and Wolff Ltd. *Canberra* has 15 decks, will weigh 45,000 tons and will cut six days off the voyage to Australia.





THE CANBERRA A Great British Shipbuilding Achievement

has helped to increase the space for passengers, who will be able to use the comfortable central portion of the ship. The main source of noise and heat will thus be kept to the after end, and the comparatively smaller lengths of shaftings and machinery casings required have meant less weight, more space, greater efficiency.

"It was realised", Mr. West says, "that by using aluminium for the superstructure of *Canberra* another deck could be incorporated and many more passengers accommodated. . . . It was finally decided that *Canberra* should have a fully welded aluminium superstructure, and in fact more than 1,000 tons of this material are being used. *Canberra* will therefore have the biggest all-welded aluminium ship's superstructure."

Hydrodynamic Research

Wind tunnel experiments influenced the shaping of the superstructure and the hull. Special screens have been designed for the upper decks to enable passengers to sun themselves in comfort, even when the ship is travelling at service speed—27½ knots—into a 30-knot wind. Twenty-seven and a half knots is the sea equivalent of 30½ miles an hour on land.

It was also decided to fit an unusual, bulbous bow; two sets of stabilisers; and to place the lifeboats of the ship—which are made of glass reinforced polyester resin, and include two rescue launches—nearer the waterline than is usual on such a large craft. This helps to reduce "top weight", gives more open deck space, and reduces the distance in which boats have to be lowered in an emergency.

The 550 First Class and 1,685 Tourist Class passengers are accommodated in a central "hotel block" beneath the bridge and the officers' accommodation, and conveniently placed above the galleys and storerooms.

All First Class cabins (one, two and three berths) are provided with water closets and either private bathrooms or showers. Many are built on the "air/light" principle, which means that they surround courts or verandahs with several windows looking out to sea.

Many standard cabin fittings have been redesigned for this ship. The cabins include two-programme radios and iced water on tap. Many of the fittings are of plastic in attractive colours; the walls and ceilings throughout the ship will be covered in plastic—to save time and money normally spent on painting a ship's interior during its lifetime.

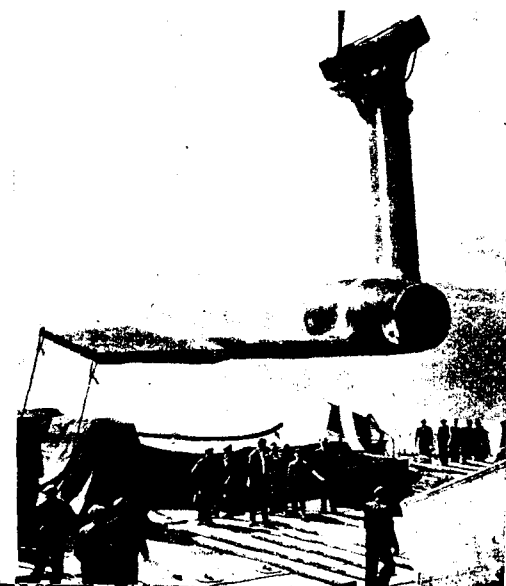
Public rooms and recreation facilities are provided on a generous scale. The Tourist Class dining room is one of the largest afloat. It will seat nearly 800 people. From the First Class observation lounge, passengers will have an unrestricted view ahead of the ship, and a grandstand view aft of the huge games deck. Other amenities include a sprung dance floor, three swimming pools, luxury lounges, writing rooms, shops, a cinema, nurseries; a teenagers' room, complete with juke box, soft drink dispensers and facilities for indoor sports. There is also a pub, called "The Cricketers", where a continuous film of a cricket game in progress will be projected on a screen above the bar.

Sir Hugh Casson, the well-known British architect, carried out much of the interior designs and acted as co-ordinating designer for all the interiors. Among the principal

young designers were Timothy Rendle, designer for the First Class public rooms, and Barbara Oakley, designer for cabins. Lady Margaret Casson was designer for table-ware and linen. One of the masterpieces is the First Class restaurant, which consists of a plush carpeted central floor surrounded by tables at a higher level. The lighting can be changed to give a bright morning light at breakfast time, and a sophisticated glow for dinner.

Another luxurious room is the Abolido Club, consisting of a white mosaic swimming

(Continued overleaf)

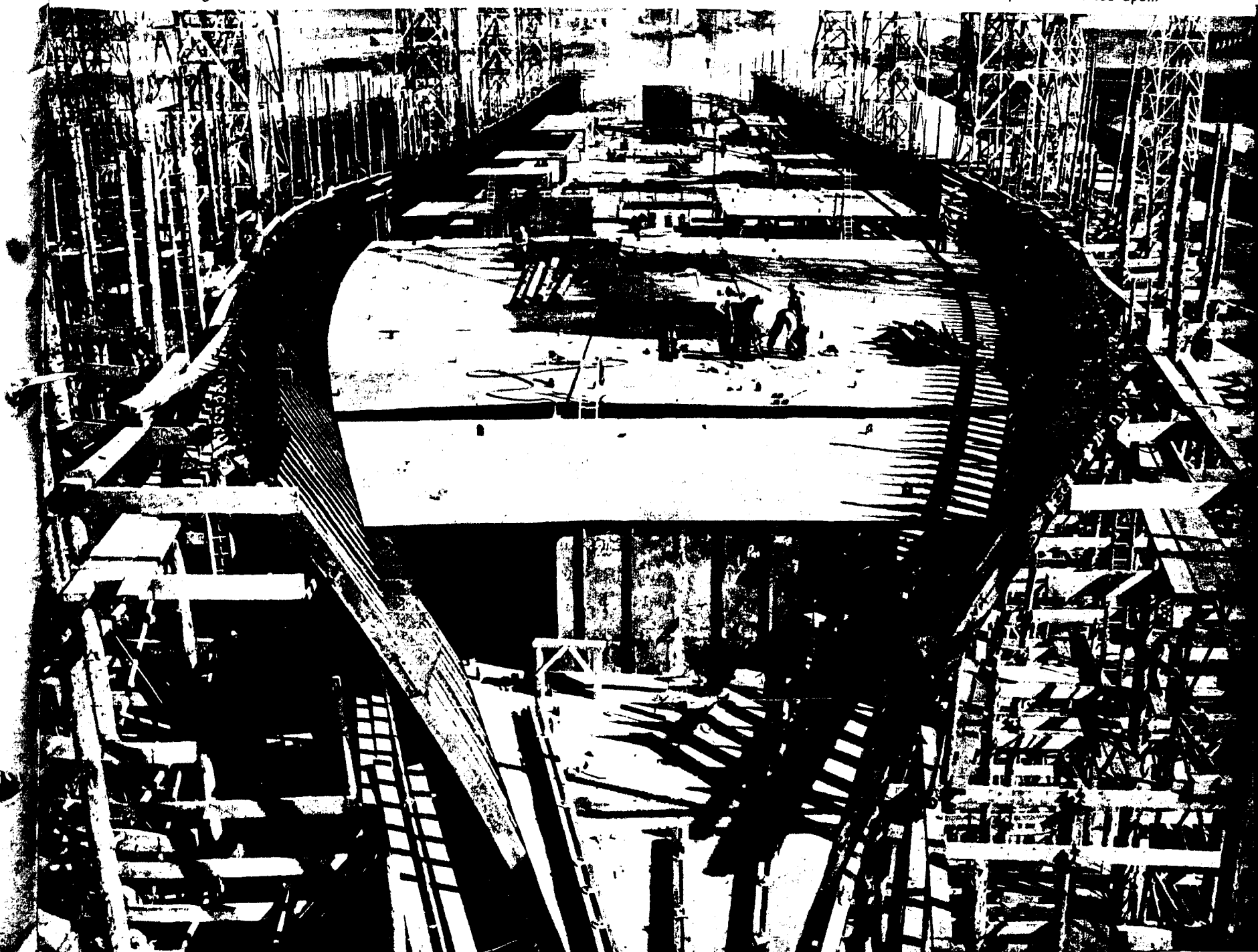


SHIPPING one of the two brackets, weighing 80 tons each, which later will be fitted astern, below the waterline, to support the shafts of the ship's huge propellers.



TEST-FITTING one of the special alloy propellers—20 ft. 6 in. in diameter, weighing 29 tons. They will be phased to run exactly together to reduce vibration.

CANBERRA'S graceful lines are apparent here. Many models were tested, various shapes and modifications made, before the final shape was decided upon.



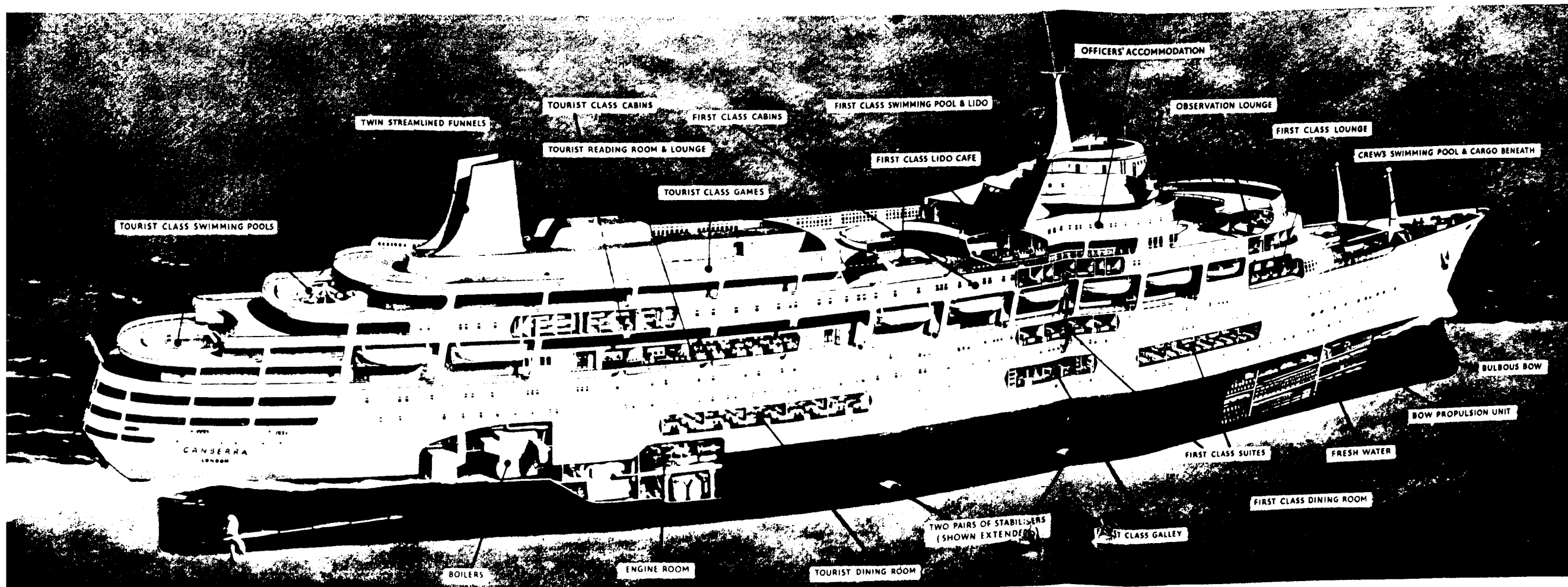
TECHNICAL INFORMATION

Length overall	820 feet
Beam	102 feet
Maximum Load Draft	32 ft. 6 in.
Height from Load Draft to Navigation Bridge	108 ft. 6 in.
Main Propulsion	Turbo Electric
Maximum Shaft Horsepower	85,000
Service Speed	27½ knots
Passengers	550 First Class 1,685 Tourist Class
Crew	1,000 (approx.)
Gross Tonnage	45,000
Cargo Capacity	150,000 cu. ft.

THE SUPERSTRUCTURE of *Canberra* is made of aluminium, and incorporates a huge games deck. The screens going up on the top deck are designed to protect sun-bathing passengers from the wind when the liner is travelling at its service speed of 27½ knots (30½ m.p.h.).

AN AUTOMATIC welding machine at work in the Belfast shipbuilding yard of Harland & Wolff Ltd., where many fine ships have been built. Over 200 specialist sub-contractors are helping to complete the vessel.





THE CANBERRA

A Great British Shipbuilding Achievement

pool surrounded by teak decking, a bar, and an enclosed dance floor which is lit from a cellular plastic ceiling. Behind the band, and forming the theme of the club's décor, is a striking mural of Aboriginal design.

Another British architect, John Wright, designed the Tourist Class public rooms, including the Windsor Room, which is the largest of the Tourist Class sitting areas. It has a writing room and library, wood and glass-fibre walls, sparkling metallic mirror-glass murals, and two mobile "water scapes".

Canberra is air-conditioned throughout. Special attention has been paid to the problem of noise, for in a ship in which engine noise is greatly reduced, other noises—conversations, emptying washbasins, closing doors

—are more noticeable. The experts therefore devised a thoroughly sound-proof, light-weight bulkhead; and for the first time in any liner the propellers will be phased to run exactly together, which helps to reduce vibration in the hull.

Even the cargo handling arrangements are original. The cargo comes in through the side of the ship, carried on a pallet that is lifted from the quay by novel side-loading equipment; it can handle anything from a suitcase to a limousine. An elaborate system of conveyors and elevators, largely automatic, has been developed to handle the baggage required by 2,235 people on a three-week trip.

The decision to build Canberra was taken

by P. & O. in the mid-1950s; the keel was laid at the Belfast yard of Harland and Wolff in September 1957, and over two hundred sub-contractors—specialists in their own fields—are contributing to her building.

Since 1945 the P. & O. Group has invested £A85 million in new passenger and cargo vessels for the Australian trade. Consideration has also been given to the tourist industry that is spreading more and more to the Pacific. Canberra is, therefore, designed to act as a tourist ship as well. She will sail not only to Sydney, via Gibraltar, Naples, Aden, Colombo, Fremantle and Melbourne, but on to Auckland, in New Zealand, and across the Pacific to Vancouver, in Canada, San Francisco and Los Angeles, in the U.S.A., and

later perhaps to Japan, Hong Kong and the Philippines.

It is generally accepted—although there are other interpretations—that the name Canberra comes from the Aboriginal language, meaning "The Meeting Place". An earlier ship that bore the same name was the Australian Navy cruiser, sunk in action in the South Pacific in August 1942.

The new Canberra will worthily uphold a proud name. She will be, as Dame Pattie Menzies described her, "like a hand of friendship stretching across the sea". Wherever she goes she will be recognised as a superb vessel—a floating ambassador for Britain, the country of her birth, and for the Commonwealth.

THE FIRM THAT BUILT 'CANBERRA'



THE CHAIRMAN of Harland & Wolff, Ltd., Sir Frederick E. Rebbeck

THE immense shipbuilding and engineering works of Harland and Wolff Ltd., in Belfast, the chief city of Northern Ireland, is today the largest single unit of its kind in the world, employing over 20,000 people and extending over 300 acres, including dry docks.

There are four self-contained shipyards in the establishment—the Musgrave Yard and the Queen's Yard, where aircraft carriers, large passenger vessels and tankers are constructed; the Abercorn Yard, where moderate-sized passenger ships, cargo liners and the smaller warships are built; and the Victoria Yard, devoted mainly to the construction of "dry cargo" vessels. Each yard is adapted to modern prefabricated and welding techniques, and is manned by expert craftsmen.

Harland and Wolff have a long tradition of building fine ships. Great liners which preceded Canberra from the same yards included Oceanic, Olympic, Titanic, Britannic, Georgic, Andes, Reina del Mar, Pendennis Castle, Amazon and Iberia. Warships which have served the Royal Navy and the Commonwealth include Eagle, Warrior, Black Prince, Ontario, Magnificent; and during the war years eight new aircraft carriers sailed out of Belfast Lough, together with 73 corvettes, frigates and minesweepers, laid down four at a time on one slip and launched at the rate of one a fortnight.

Only three of the liners—Britannic, Olympic, and the ill-fated Titanic—were larger than Canberra, and none were built with greater pride and care.

The firm founded by E. J. Harland (later Sir Edward Harland) and Gustaf Wilhelm Wolff, in 1861, remains under its present Chairman and Managing Director, Sir Frederick E. Rebbeck, in the forefront of shipbuilding.



THE ALBATROSS BAR in Canberra, one of the many tastefully designed rooms for First Class passengers.



THE TOURIST CLASS dining room is one of the largest afloat, and will seat nearly 800 people.



THE ABOLIDO CLUB, where a bar and sprung dance floor open on to a white mosaic swimming pool.

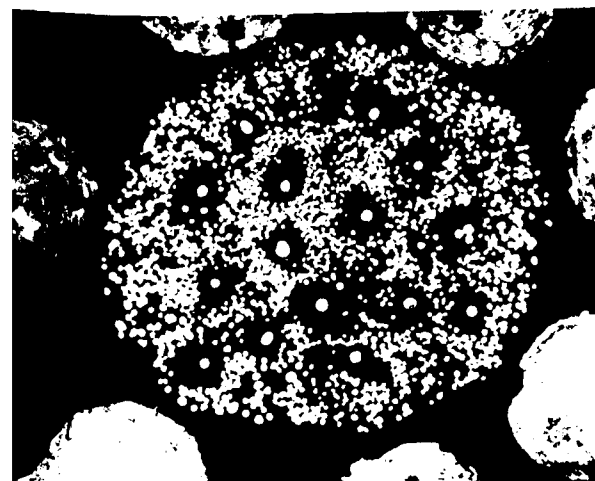


A "FROGMAN" Research Officer goes down with a steel dredger to study the effect of dredging operations on the oysters.

By Reginald A. Nicholas

Pearls from Ceylon

Famous Banks Yield Millions of Pearl-Bearing Oysters



AFTER the oysters are harvested they are left to rot and are then washed mechanically. The result is the extraction of pearls such as these.



PART of a harvest of 25 million pearl-bearing oysters from the Gulf of Manaar, off the northern coast of Ceylon. The first major pearl fishery in Ceylon was held in 1925, and the second in 1958, when the dredger was used experimentally. Eventually Ceylon may start farms to produce cultured pearls.

CEYLON'S Department of Fisheries recently held its biggest-ever pearl fishery—a catch of 25 million mature, pearl-bearing oysters from the pearl banks off the Gulf of Manaar, on the northern coast of Ceylon. Another 25 million oysters will be harvested towards the end of 1960.

These pearl banks, with their irregular contours, are about 50 miles long and up to 20 miles wide. Underwater surveys have confirmed the presence there of over 300 million oysters, which are expected to mature over a period of from five to seven years. About 10 million oysters can usually be found in an area of three or four square miles.

Local experts believe that if the pearl-oysters are harvested with care and at regular intervals, pearl fishing can be developed into a major industry, which will earn valuable foreign exchange for Ceylon.

The first major pearl fishery in Ceylon—13 million oysters—was held in 1925. The next one took place nearly 33 years later, early in 1958, when 20 million oysters were harvested. Why was there so long an interval between catches? Because surveys—which cost from Rs. 55,000 to Rs. 60,000 (£4,750) each—have to be carried out to determine which of the beds contain mature oysters, the only ones worth fishing for.

Today, thanks to the use of modern fishing boats, which have been provided by the Canadian Government under the Colombo Plan, the cost of surveying has been reduced, and Ceylon's Fisheries Department is able to

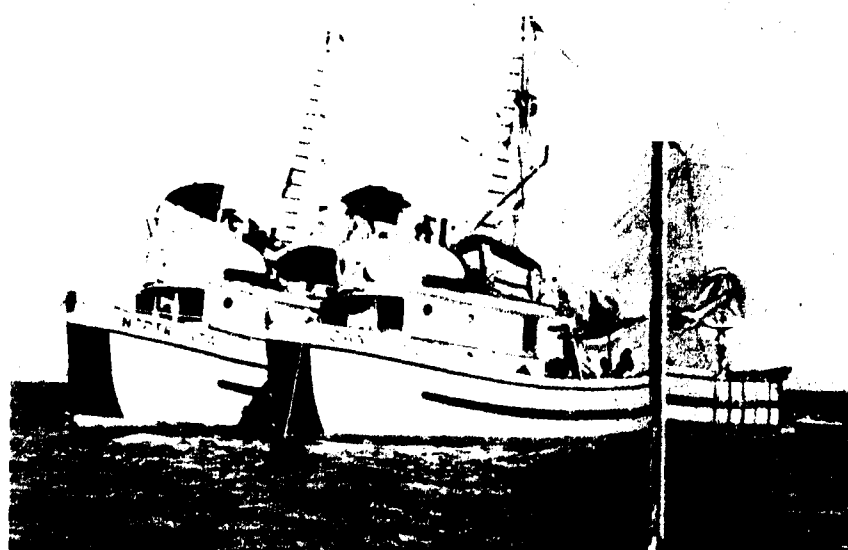
undertake more frequent and regular surveys.

The oysters are harvested by dredger—a net with a steel frame about six feet wide. The dredger was used experimentally in 1958 and has proved both speedy and efficient. Some Ceylonese pearl experts believe that the dredger damages oyster beds and they condemn it on that score. The Department of Fisheries states, on the other hand, that research has shown that the use of dredgers encourages the full growth of the oysters by destroying the starfish which eat thousands of young oysters every year, and that this method of pearl fishing is also successfully used in other countries.

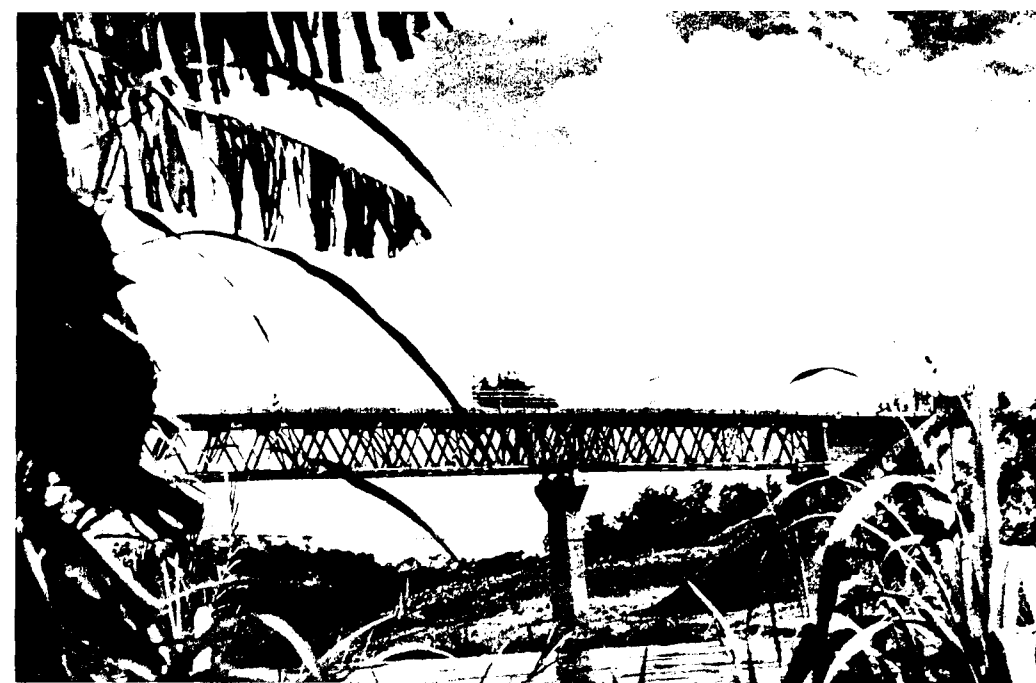
An alternative method of pearl fishing, by means of skin divers fitted with aqua-lungs, is uneconomical; for at least three thousand of them would be needed—apart from boats, assistants and supervisors—to harvest about 25 million oysters.

After the oysters are harvested they are left to rot and are then washed mechanically. The pearls are extracted, graded according to size and colour, and packed in bags. During the 1958 catch, freshly caught oysters were placed in bags and auctioned to the public for between £10 and £20 a bag. Some buyers were lucky and found pearls which were valued up to £25 each.

Investigations are going on to explore the possibilities of starting pearl farms to produce cultured pearls. Many experts believe that Ceylon possesses a climate that is ideal for such a project, which could be developed on a large, commercial scale.



PEARL surveys and fishing operations are carried out with the help of these modern fishing boats, which have been provided by the Canadian Government under the Colombo Plan.



MANDERA Bridge across the Wami River was built in nine months. It reduces the distance between several outlying parts and Dar es Salaam by about 60 miles.

NEW £50,000 BRIDGE IN TANGANYIKA

UNTIL recently, the only way to cross the Wami River, in Tanganyika, was to use the ferry or to swim across and risk being attacked by a crocodile—a misfortune that has happened several times. Now, as one of the local chiefs observed, the crocodiles are out of business; for a bridge 290 feet long, and costing £50,000, spans the river on the road from Ubenazamoi to Handeni.

It is called the Mandra Bridge, and has been built by African masons and labourers under the supervision of an Engineer, and an Inspector of Works, in the Public Works Department. Traffic can now move uninterrupted from the Dar es Salaam—Morogoro road to Handeni. The distances between Dar es Salaam and Tanga, and between Dar es Salaam and Arusha have been reduced by 60 miles.

The first person to drive a car across the new bridge, when it was opened to traffic, was the Minister for Urban Local Government and Works, Mr. A. H. Jamal. Also present were the Permanent Secretary to the Ministry, Mr. F. H. Woodrow, and the Provincial Commissioner, Eastern Province, Mr. J. Bradley.

There was much rejoicing, and a choir of the Tanganyika African National Union sang for a crowd of about 500 in gay holiday mood. Among those present were three local chiefs, Mr. Ali Mgaya, the Wakili of Udoe; Mr. Rajabu Hatibu, the Wakili of Uzigua; and Mr. Mrisho Kikwete, the Wakili of Msata.

Mr. Hatibu said that the bridge would end the comparative isolation of people in the area, especially on the Handeni side of the river. Now they would be able to take their produce to Morogoro and Dar es Salaam, and increase their trade.

The gratitude of the people to the Government for building the bridge was also expressed by Stephen Michael, a "fundi" (skilled workman) who helped to build the bridge. The superstructure of the bridge, which is the highest in Tanganyika, was supplied by the British Insulated Callender's Construction Co. Ltd. The bridge is noteworthy for the unique design of the abutments, which are believed to be the first of their type and were designed by Dr. W. W. Rigbye.

The bridge was built in nine months. About 30 Africans were trained in steel erection, and together with other labourers carried out the work under the supervision of Mr. J. A. S. Sharpe (Executive Engineer) and Mr. W. Sorbie (Inspector of Works). The Senior Provincial Engineer, Morogoro, Mr. F. J. Chudley, was in overall charge of the construction.

THE CROWD at the southern end of the bridge after the first vehicle, bearing the Minister for Urban Local Government and Works, Mr. A. H. Jamal, had driven across.



Mainly for Women

ASSORTED TOPICS AND EVENTS

OUTWARD BOUND SCHOOLS

Girls Enjoy the Life at a School for Adventure

THE rigorous courses in Adventure provided by the Outward Bound schools in Britain are not exclusive to boys. Since 1957, courses for senior girls, aged between 16 and 20, have been held frequently; and more recently junior courses, for girls aged 14 to 16, have been introduced.

The girls, who are sponsored in the courses by firms and other organisations in Britain, more than hold their own with boys. Their instructors say that, on the whole, they are as good as boys in general feats of strength, and that they are more intelligent and "quicker on the uptake".

One of the centres for girls is at Holne Park, near Ashburton, Devon, on the edge of bleak Dartmoor. Among the activities provided at the school, which can accommodate 84 students, are hiking, climbing, nature study, sailing, canoeing and riding. First Aid is taught, and there are expeditions where a knowledge of map-reading and compass finding is acquired. Indoor activities include music, drama, home nursing, lectures, debates and discussions.



Canoeing on the River Dart, which flows swiftly through the grounds of the school on its way from Dartmoor. Girls on the courses are aged between 14 and 20; they come from offices, factories, schools all over Britain.

With so many willing helpers, routine chores (right) are soon completed. The school can accommodate 84 students.



The Dart is ideal for sailing and canoeing. Through activities such as these the girls show their qualities of courage, unselfishness and leadership.



On cross-country expeditions the girls learn how to "rough it", finding their way by compass and sleeping under canvas. At the end of the course the Principal of the School makes a report to the sponsors of each girl

The cost of a Senior Course, which lasts 26 days, is £35, including the provision of such specialised equipment as canoes and climbing ropes. During the first fortnight, the girls have to take part in all the activities provided; during the rest of the course they can specialise, if they wish, in their favourite activities.

Each girl is encouraged to record her day-to-day experiences in a log book, which may include photographs and sketches. She is given the opportunity to act as hostess to visitors, to make trips to places of interest, and to work on a farm. She can also take part in surveys or research projects.

At the end of each course the Principal of the School sends a report to each sponsor on the progress of their protégés, assessing each girl's behaviour and aptitude, and estimating the development, during the course, of her qualities of courage, unselfishness, initiative, responsibility and leadership.

The School for Adventure is more than an enjoyable interlude in a girl's life; it may have a great—even a decisive—influence upon her future.



A group of girls returns to the school at Holne Park, in Devon, after a day spent climbing under instruction.



The finalists in the essay competition in the Federation of Rhodesia and Nyasaland. The eventual winner was Geraldine Bray (extreme left) from Salisbury. The others (l. to r.) are A. D. Zulu, Lusaka; Wendy Muirhead, Salisbury; Y. Hodgson, Bulawayo; Emily Wightman, Bulawayo; L. Dhlakama, Craigmare.

A Talented Teenager from Rhodesia

GERALDINE BRAY, aged 18, is one of the Commonwealth's most talented teenage girls.

In 1959 she was elected "Miss Teenager" of the Federation of Rhodesia and Nyasaland. The same year she was chosen from the pupils of all the High Schools in the Federation to represent her country at the World Youth Forum in New York.

Early in 1960 came the greatest triumph of her young life; she heard that in open competition with 20,000 other girls she had won the top scholarship—worth about £750 a year—to Smith College, Massachusetts, one of America's most exclusive women's colleges.

Geraldine was born in a suburb of London, lived for a time in Scotland and Wales, and went to live in Africa, with her parents, when she was nine. In Bulawayo she became the first student ever to be awarded full marks for General Knowledge in an examination; then, in 1956, she became a pupil at the Mabelreign Girls' High School, Salisbury, where she was soon a House Captain, Editor of the school magazine, Chairman of the Debating and Dramatic Societies, Secretary of the Literary Society, and School Librarian. She also won a Cup for Public Speaking.

She earned her visit to America by winning a Federation-wide essay competition. The subject was "The World We Want", which Geraldine

defined early in her 1,500 word essay as "a world of peace where all men can live without fear".

"The major fears in the world today", Geraldine wrote in her essay, "are fear of death, fear of famine and fear of uselessness. To combat these fears two main things are needed: toleration and understanding". She wrote of sport opening the door to friendship, and of the friendship of the youth of the world. "In many cases the young people", she believes, "help their parents to understand their friends of different races and nationalities, and so even the adults become friends. As citizens and inhabitants of the world", she feels that "the problems of the world are our problems. By problems I refer to the lack of food, clothing, land, water and other needs of our fellow-men."

Writing about the value of education Geraldine wrote: "It should develop the human personality and strengthen respect for human rights and freedom. Its major aim should be to promote understanding, tolerance and freedom, and thus introduce friendship between nations. For example, we study geography not just to pass an examination but so that we know something of different people's backgrounds and so that we can more easily understand the people. Once everyone has learnt about other countries, learnt other languages and other people's history, we will be able to see the other fellow's point of view more clearly."

A WOMAN'S TOUCH IN A GREAT NEW LINER



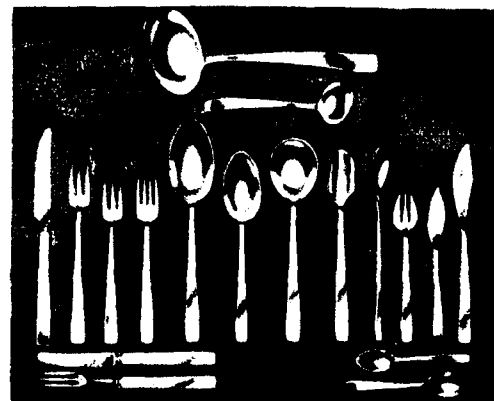
Lady Casson, wife of architect Sir Hugh Casson.

London College of Art.

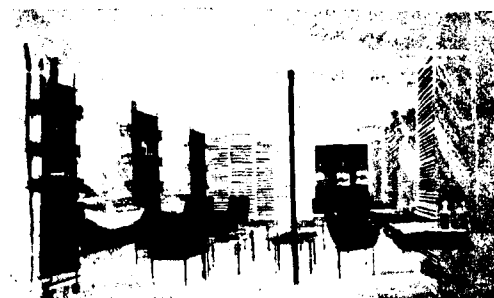
The cutlery, flatware and hollow-ware she designed for *Canberra* combines durability with good looks. Her cutlery follows an appealingly simple pattern—undecorated, and relying for its effect on its classic lines. It has been made at the Royal Works of a famous Sheffield firm.

Altogether 63,076 pieces of flatware and cutlery and 8,763 items of hollow-ware designed by Lady Casson will be used in the *Canberra* on her maiden voyage.

The liner has many features of special appeal to women. The cabins have clean lines, and are gaily decorated. Both First and Tourist Class nurseries are particularly well lighted, and equipped with many novelties and toys, and there are attractive laundry rooms with washing machines, spin-driers and electric irons. The ship also has hairdressing and beauty salons, and two shops.



Some of the simple but attractive cutlery designed for use in the liner *Canberra*.



The ladies' hairdressing and beauty salon (First Class) is both spacious and luxurious.

PICTURE PARADE



Five happy student nurses at a hospital in Scotland. They are (l. to r.) Latri Lappalainen, from Finland; Sybil Goring, British Guiana; Bola Ahlade, Federation of Nigeria; Marie Sickling, New Zealand; and Ajibola Betts, from Sierra Leone.



Three of the children of the Federation of Malaya's Minister for the Interior, Dato Abdul Rahman, are attending school in Australia. Above: daughter Roheeyah, aged 13, studying in Melbourne.



Studying child welfare in Britain is Miss Padma Kurup, headmistress of the Certified School at Kozhikode, Kerala State, India. Here she is with a baby at an Essex centre for babies, toddlers and handicapped children.



AT THE RECEPTION OFFICE. Here visiting members from overseas are made welcome and told of the many ways in which the League can help them. To mark the Golden Jubilee in 1960 and in recognition of past achievements H.M. the Queen has honoured the League by granting the title "Royal".

COMMONWEALTH FELLOWSHIP

THE ROYAL OVER-SEAS LEAGUE

Celebrates its Golden Jubilee

THE idea for the Royal Over-Seas League, which this year celebrated its fiftieth anniversary, came to the Founder, Evelyn (now Sir Evelyn) Wrench, during a visit he paid to Canada in 1906.

Sir Evelyn, who was then in his twenties, saw the future Commonwealth not merely as a political and economic structure but as a brotherhood of individual men and women of diverse creeds and races, living widely apart but sharing a common respect for the British conception of justice, freedom and good government. Why not, he thought, provide establishments and organisations throughout the world at which citizens of

the Commonwealth could meet each other and find greater opportunities of serving their common ideal?

In 1910 he founded the League and set up its first London headquarters in what he called "a small and gloomy office up creaking back stairs in a building off Fleet Street". It was a beginning, and Sir Evelyn has lived to see his brain-child, whose Patron is now Her Majesty the Queen, develop into a world-wide organisation with a membership of over 50,000—the largest of the Commonwealth Societies whose main object is to promote better understanding among the people of the Commonwealth.

The headquarters of the League did not remain very long in a Fleet Street backwater. In 1914 the Lord Mayor of London opened the first members' rendezvous in three rooms in Aldwych, London. Seven years later, thanks in large measure to the enthusiasm and drive of the members themselves, the League was able to buy Vernon House, Park Place, St. James's, in the heart of London's West End, for £45,000. This soon proved too small, and adjoining buildings, including historic Rutland House, have since been acquired.

The Royal Over-Seas League thus happens to have a building of exceptional historical

interest and beauty; it also has a wealth of modern and highly convenient virtues, for it combines the facilities of a first-class London club with many others that serve the needs of the overseas visitor.

Many of the thousands of visitors who flock to Britain every year are people whose grandparents or great grandparents emigrated to Commonwealth countries, but who still call England—or Scotland, or Ireland, or Wales—"home". Many of these visitors arrive as strangers in a strange land; they have one great need in common—they need a welcome; to be made to feel truly "at home". This the Royal Over-Seas League helps to provide.

The facilities at Over-Seas House include bedrooms—many with private bathrooms and some with sitting-rooms—to accommodate some 150 members at prices which compare favourably with similar accommodation in the West End; a first class restaurant; a buttery, where quick and inexpensive meals are served; two bars, one of which reproduces the traditional atmosphere of the old English Victorian "pub"; a travel agency, which enables visitors to plan trips to all parts of Britain and the Continent; and a theatre booking agency.

The Reception Office will help visiting members from overseas to find outside accommodation and, besides the offers of hospitality in private homes, is able to make arrangements for visits to the Houses of Parliament and other places of interest, including the Opera at Glyndebourne, the Derby, and to obtain tickets for tennis at Wimbledon, cricket at Lord's and the Oval, and rowing at Henley. In addition, a monthly programme of events gives details of a variety of functions held at Over-Seas House.

Every month the Chairman holds an informal reception which is invariably packed with members from every corner of the Commonwealth. At this function the new member is able to make contact with the executive staff, the voluntary hostesses—who, every afternoon and evening, are available to give personal advice to members with special problems—and the various groups which organise special activities and social functions at Headquarters.

LEAGUE

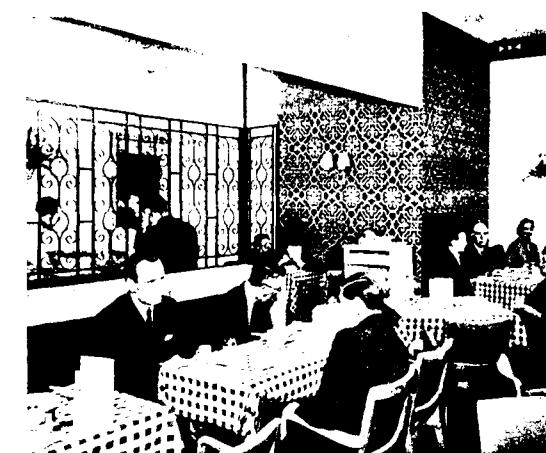
One of the most successful groups is the Music Circle, which holds regular musical evenings and once a year organises a Festival of Commonwealth Youth, drawing entries from the most talented young Commonwealth musicians studying in London. The adjudicators are chosen from among the foremost musicians in London, and the awards include a substantial contribution from the Gulbenkian Foundation.

Other groups include the Discussion Circle, which meets weekly to hear and question distinguished people in public and political life; the London Group, which provides social entertainment and organises tours and visits to places of interest and evenings for



H.M. THE QUEEN, on a visit to the Royal Over-Seas League, meets Patsy Toh, from Hong Kong, who is 19 and has a scholarship to the Royal Academy of Music. The young man here is Yonty Solomon, a brilliant pianist from Cape Town.

A CORNER of the excellent restaurant at Over-Seas House. Other accommodation includes bedrooms with bath- and sitting-rooms, a buttery, and two bars.



playing bridge; and the very active and enthusiastic younger members' "Twentieth Century Group", the Patron of which is H.R.H. Princess Alexandra of Kent.

But the Royal Over-Seas League does not begin and end in London. Over-Seas House, the World Headquarters, has its counterpart, complete or in a more modest form, throughout the United Kingdom, where the League's membership is represented by some fifty local branches or Corresponding Secretaries. The main provincial centres of activity are Edinburgh, where there are fine premises in Prince's Street, Glasgow, Belfast, Cardiff, Nottingham and Torquay.

In addition, the League promotes cultural and educational activities throughout the Commonwealth. More than half the total membership is overseas and every Commonwealth country is represented.

On the cover of the League's quarterly journal, *Overseas*, which is edited by Mr. T. L. Iremonger, M.P., the following verse of the poet Tennyson has always appeared:

"WE SAILED wherever ship could sail,
We founded many a mighty state;
Pray God our greatness may not fail
Through craven fears of being great!"

These words were written almost a hundred years ago. Today, in its jubilee year, the "greatness" which the Royal Over-Seas League helps to maintain is the peculiar greatness of that unique and most adaptable institution—the modern Commonwealth.



TWO NIGERIANS, Mr. B. S. Agbabiaka (in the suit) and Mr. A. A. O. Olateju, leave Over-Seas House, which is in a quiet backwater in the heart of London's West End.

By C. J. Uys

The Magnificent Mounted Police of Basutoland

THE officers and men responsible for law and order in the United Kingdom territory of Basutoland are the most exclusively "mounted" police left in the world. They have built up a reputation for efficient police work which is second to none in the Commonwealth.

Basutoland contains the highest mountain peaks in southern Africa; it is a country where rough tracks suddenly soar seven or eight thousand feet, and where, in the winter, snowstorms isolate villages and police posts. The police are mounted because they have to go where motor vehicles cannot go, but the Force does not lack modern equipment.

It possesses a Security Branch, a network of radio communications and an excellent Criminal Investigation Department.

The Force, which has developed steadily since 1884, has twenty-one European officers, a total of 516 men of all ranks. Recruits at the Police Training College near Maseru, the headquarters, are first of all taught to become good horsemen, for although aircraft are used for some of the police work in Basutoland, Colonel Paul Kitson, the Commanding Officer, believes that horses will never lose their place as the most efficient means of police transport.

Musketry, physical training, law, and drill,

are among the other lessons provided by the Training College, which was opened in 1921. Each course lasts eight months, after which qualified recruits are posted to police stations. It was men from the College who provided an excellent guard of honour for Britain's Prime Minister, Mr. Harold Macmillan, when he visited the Territory in February 1960.

In that wild cattle country, stock thefts by armed raiders occupy much of the time of the police. Recently a police party was fired upon by rustlers; and various crimes have been investigated, and the culprits brought to book by the police and the specially trained detectives of the C.I.D.



POLICE headquarters at Maseru have a radio link with posts which in winter might be isolated by snowdrifts.



MOUNTED troopers such as Edwin Baroto (above) patrol a country as large as Belgium. Roads are few.



THE police take Border Control and Customs duties in their stride. The sergeant in the foreground, Joel Jossie, has served in the Force for 26 years.

RECRUITS at the Police Training College are inspected (left) by the British High Commissioner, Sir John Maud. Right: a police post in Maseru.



FACTS ABOUT BASUTOLAND

Area: 11,716 square miles—three-quarters high land rising to 11,000 feet in the Drakensberg Range.

Approximately one-half of the population (671,674 people at the census of 1956) is Christian.

The capital, Maseru, has about 5,000 people. There are no other large centres of population in an essentially pastoral country.

Livestock includes over one million sheep, over 500,000 goats, about 400,000 cattle, and thousands of horses, mules and donkeys.

The main exports are wool and mohair; the chief imports, general merchandise, maize, wheat and sorghum. Most of Basutoland's trade is with the Union of South Africa.

A soil conservation campaign has been under way since 1936; about 12.4 per cent of Basutoland's total area is arable land.

The territory is governed by a resident commissioner under the direction of the High Commissioner for Basutoland, the Bechuanaland Protectorate and Swaziland, who is also High Commissioner in the Union of South Africa.

There is a Legislative Council, known as the Basutoland National Council, with 80 members, 76 of whom are African.

Basutoland has about 1,000 miles of roads, and four main air-strips.

The number of schools in the country in 1958 was as follows: 997 Primary, 19 Secondary, 38 Vocational, 7 Teacher Training.

PEOPLE AND EVENTS



COMMONWEALTH JOURNALISTS IN BRITAIN

Five journalists from Singapore with the Minister of State for the Colonies, the Earl of Perth, at a reception at the Colonial Office, in London, during their four-week tour of Britain arranged by the Central Office of Information. They are (l. to r.) Mr. A. Mahadeva, *Singapore Free Press*; Mr. R. Chandram, *Straits Times*; Mrs. Azah Aziz, *Berita Harian*; Mr. Wong Yut Wah, *Sin Chew Jit Poh*; Mr. Ngiam Tong Hai, *Nanyang Press Ltd.*

Right: journalists from Malta, on a similar tour, watch one of their number, Mr. G. P. Pisani of Gozo, Malta, present a Maltese lace table centre to the forty thousandth visitor to attend the Commonwealth Touring Exhibition in Cardiff, South Wales. Left to right: Mr. G. Sammut, *The Sunday Times* of Malta; Mr. J. P. Busuttill, *Il Berqa*; Mr. N. Watt, escorting officer; Mr. G. P. Pisani, writer and publicist; Mr. G. Bonello, *Malta Tagna*; Mr. M. H. Tabone, *Il-Kokka*.



INDEPENDENCE FOR SOMALILAND

Mr. Iain Macleod, Secretary of State for the Colonies, and Mr. Mohammed Haji Ibrahim Egal, Minister of Local Government in the Somaliland Protectorate, sign the agreement giving Somaliland its independence, after more than a hundred years of British administration. In the first year of independence it is proposed that Britain will make a grant to Somaliland of £1½ million. Also pictured here (l. to r.) are Sir Douglas Hall, Governor of the Protectorate; Ali Gerad Jama, Ministry of Communications and Public Works; Haji Ibrahim Nur, Ministry of Social Services; Ahmed Haji Dualeh, Ministry of Natural Resources; and Mr. Lawson, legal adviser to the delegation.

U.K. HIGH COMMISSIONER IN INDIA

Sir Paul Gore-Booth, K.C.M.G., Deputy Under-Secretary of State, Foreign Office, has been appointed High Commissioner for the United Kingdom in India in succession to the Rt. Hon. Malcolm MacDonald. Educated at Eton and Balliol College, Oxford, he joined the Foreign Service in 1933, and has served in Vienna, Tokyo, Washington and also in Shanghai, Paris and at United Nations Assemblies.



NEW GOVERNOR OF TRINIDAD AND TOBAGO

Sir Solomon Hochoy, a West Indian, shown here with his family, has been appointed Governor of Trinidad and Tobago, in The West Indies. He was born in Jamaica in 1905 and settled in Trinidad, with his parents, at the age of two. In 1931 he joined the Civil Service, and was appointed Commissioner of Labour in 1949. He became Deputy Colonial Secretary, Trinidad, in 1955, and Colonial Secretary the following year.



CANADIAN SCIENTIST AT HARWELL

Dr. A. B. Whitehead, from Canada, who holds an appointment as a Research Fellow at the British Atomic Energy Research Establishment, Harwell, England, was a member of a team of four scientists in the Nuclear Physics Division who conducted experiments to illustrate "the Principle of Equivalence"—the basic premise of Einstein's famous Theory of Relativity. The team gave a report of their experiments to a meeting of the American Physical Society in New York.



SCOUT AND GUIDE OCCASIONS

The Lord Mayor of London, Sir Edmund Stockdale, is watched by the Chief Scout of the Commonwealth, Sir Charles MacLean, as he samples a sausage cooked by Scouts on a charcoal fire outside the Royal Exchange, in the City of London. The occasion was the opening of a Scouting and Guiding Exhibition at the Royal Exchange.

Below: the World Chief Guide, Lady Olave Baden-Powell (left), presents a cheque from Commonwealth Guide Headquarters to Mrs. J. J. Hughes, Deputy Colony Commissioner for Guides in Kenya. The money will go towards the building of a new Girl Guide headquarters in Nairobi.



GHANAIA FOREMAN STUDIES IN BRITAIN

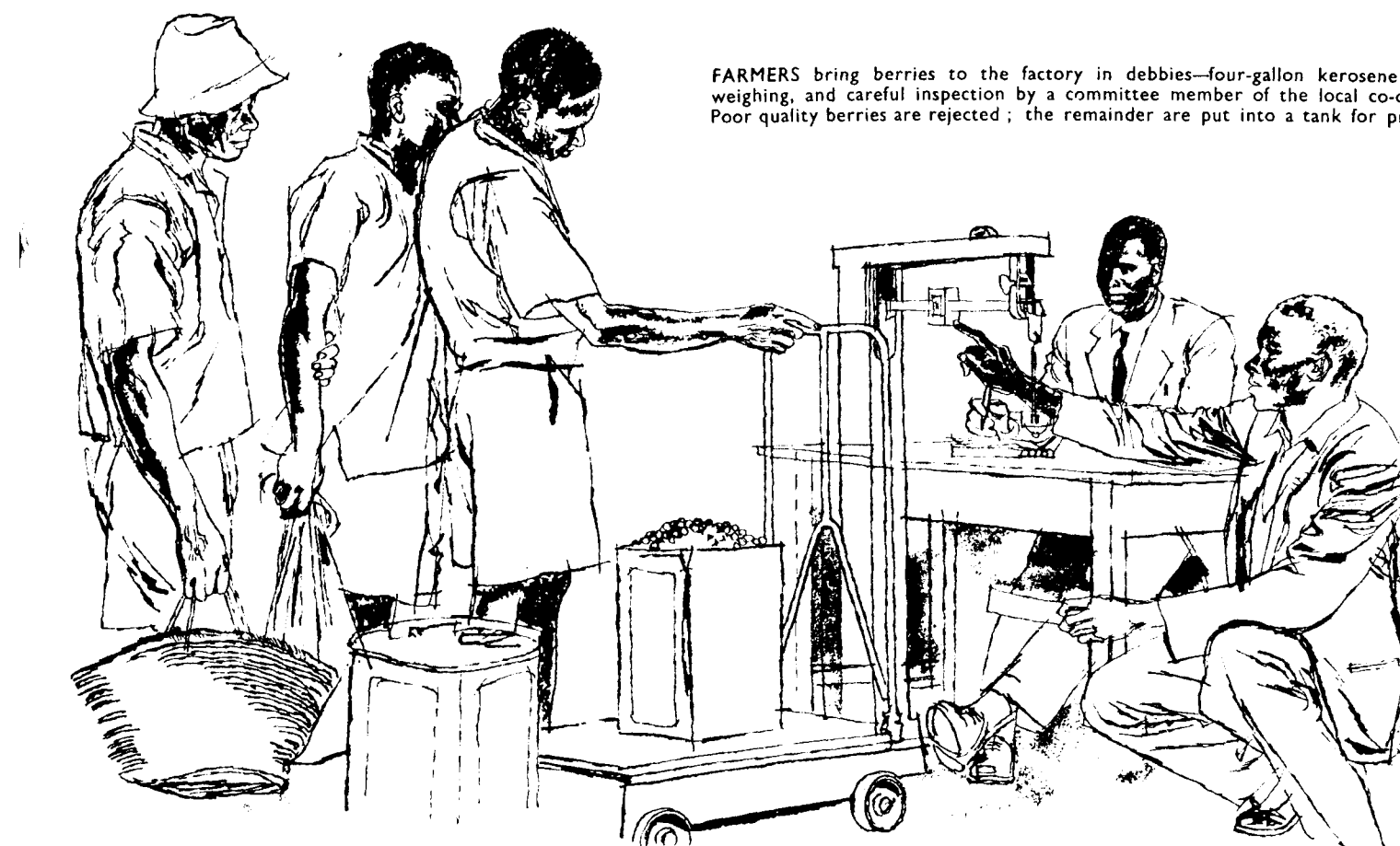
Mr. Isaac Kaame Kusi, from Kumasi, Ghana, at work in the Service School of F. Perkins Ltd., Peterborough, England, the world's largest producers of high speed lightweight diesel engines. Mr. Kusi is on a study course designed to assist him in his job as a foreman in the Kumasi workshops of R. T. Briscoe (Ghana) Ltd.





COFFEE in bloom (right). The flowers are waxy white and have a fragrant perfume. Below: Peasant farmers pick ripe coffee berries.

By Peter Hill



FARMERS bring berries to the factory in debbies—four-gallon kerosene tins—for weighing, and careful inspection by a committee member of the local co-operative. Poor quality berries are rejected; the remainder are put into a tank for processing.

Coffee in the Kisii Highlands

THE GREAT SUCCESS OF A CO-OPERATIVE MOVEMENT IN KENYA

ON A RECENT journey I made to the coffee-growing area of the Kisii Highlands of Kenya, two casual encounters emphasised for me the material progress of the local people. A Chief swept by in his large saloon car; and, later, I watched a hundred or more glossy, plump-looking cattle move slowly down towards the outskirts of the township.

This prosperity and progress owed much to the income derived from the coffee industry. Coffee was first introduced into the district in 1936. Since the coffee co-operative societies were started, in 1946, production has gone steadily ahead; last year it reached 800 tons in the Kisii area. A ton of coffee fetches about £400.

I was met in Kisii township by Mr. Keith Werren, the Coffee Officer, whose job is to advise and encourage local farmers on the growing and processing of good coffee in South Nyanza. His "parish" covers roughly a thousand square miles.

He introduced me to the Divisional Agricultural Officer, Mr. John Mwanesi, an African of the Maragoli tribe; together we set out towards the coffee factory at Gakero, calling on our way at Kenyoro nursery to see the coffee plants growing in their early stages. These nurseries are run by co-operatives under the close supervision of the Agricultural Department, and the 18-month-old seedlings are sold to their members at 3d. each.

Gakero factory is a recent addition to the African co-operative movement in South Nyanza. It is built on a hillside above a valley that provides the plentiful supply of

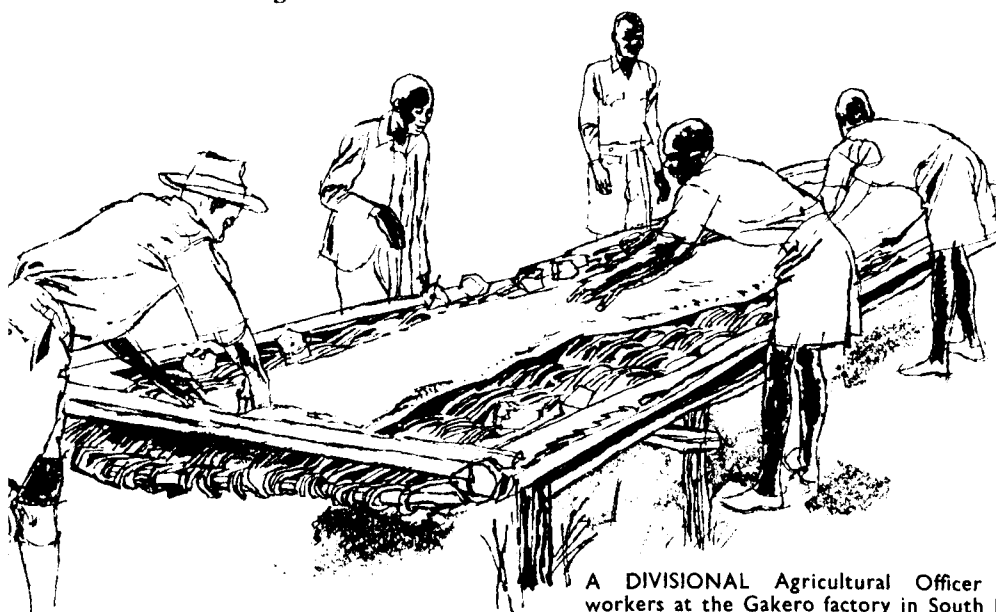
water necessary both for processing coffee and for the nurseries. It cost some £3,000, of which £1,250 was provided on loan by the parent co-operative—the Kisii Farmers' Co-operative Union—and the remainder by the members themselves, out of their profits.

Altogether there are 27 local coffee co-operatives in South Nyanza, and 22 of them already have their own factory. Each co-operative is run by a local committee of Africans, who elect their own president, are responsible for the proper running of the factory, and for ensuring that the coffee produced is of good quality. Mr. Werren advises and instructs the co-operatives on the cultivation and processing of coffee, and there is also an assistant registrar of co-operatives

to assist with business routine.

When we arrived at Gakero the factory was silent. The only activity taking place was down in the nurseries. There, the young plants were being watered from a stream; and, on long benches, coffee which the previous week had been pulped and fermented in the factory, was being dried in the sun. It is spread out on pieces of hessian and stirred every hour, moving it from one side of the bench to the other, until, by its grey-green colour, it is judged to be dry. Each night, and during showers of rain, it is rolled in the lengths of hessian and protected by a cover of sisal-craft.

After a while I saw three Africans arrive with debbies (four-gallon kerosene tins) filled



A DIVISIONAL Agricultural Officer assists workers at the Gakero factory in South Nyanza to cover coffee on a long drying tray with hessian.

with coffee berries which were placed on wire trays for inspection by a member of the committee of the co-operative. This inspection is very important, for if coffee is to have a good flavour it must be picked at precisely the right time—not when under- or over-ripe, nor when diseased in any way.

After this committee member had rejected the inferior berries, the remainder was weighed and poured into a tank, known as a "cherry-loft", at the top of the factory. When a certain amount of coffee had come in, a small diesel engine was started and water was pumped up from the stream to the cherry-loft. Then, by turning on a tap in the factory, the "cherry" was drawn by the flow of water into a pulper—rather a misnomer, I thought, as this machine merely removes the outer red husk, leaving behind a pale bean which is known, in view of its colour, as "parchment".

The parchment is carried by the water into a series of long narrow tanks, in which it is washed and graded by weight—the light beans floating, the heavier ones sinking—into first, second and light grades. Thence it goes by grades into different tanks for three days of fermentation, to reduce the gum-like substance on the outside of the beans to a state when it can be washed off.

Finally the parchment is washed again, re-graded and put out on to the drying trays. After it is dry, in perhaps ten days, it is sent to Nairobi, where the skin is removed and the product is sold as clean coffee.

The average "holding" of these Kisii peasant farmers is a quarter of an acre of coffee; but some have considerably more. Normally, a farmer will start with about a hundred trees.

By working through their own co-operative organisation, the farmers are freed from the trouble of marketing, and they know that their products will be properly graded so as to compete on the markets of the world.

READERS' PICTURES

This is a further selection of pictures from our readers. They are invited to send in photographs which they have taken themselves. A fee of a guinea will be paid to the owner for each published picture. Please write captions and addresses in **ENGLISH** on the backs of the prints. Photographs will not, as a rule, be returned.



HAT MAKER. Hat making is the traditional craft of the herd boys of Basutoland.
From C. J. Uys, P.O. Box 1222, Bloemfontein, South Africa.

KOTA TINGGI FALLS. These beautiful Falls, in Johore, cascade into a popular bathing pool.
From Yip Soo, 490 Balestier Road, Singapore 12.



AFTER THE CYCLONE. Scenes of devastation on the island of Mauritius after the passage of cyclone "Carol", in February 1960. Top: Wreckage in the village of Piton; and (below) the ruined Church of Scotland at Phoenix.
From W. Farjan, Major Lane Road, Piton, Mauritius; and K. Vencatachellum, 110 Hugnin Road, Rose Hill, Mauritius.



CANOE RACE. A canoe load in action during races at the Man O' War Bay "Outward Bound" training centre, Victoria, Southern Cameroons.
From Owolabi Gans, Colony College, Ikorodu-Lagos, Nigeria.

THE PLOUGH. Ploughing difficult soil in the hill lands of Kaghan, West Pakistan.
From Syed Ghulam Abbas, c/o The Chartered Bank, The Mall, Lahore, Pakistan.



MODERN TOYS

Here are two examples of the original, ultra-modern toys now being produced by manufacturers in Britain. The rocking horse is made, in Belfast, Northern Ireland, of strong plastic; the "delta wing" aircraft—pedal driven—is constructed of pressed steel and finished in a flamboyant blue. It is fitted with electric red and green navigation lights, and red rear lights.



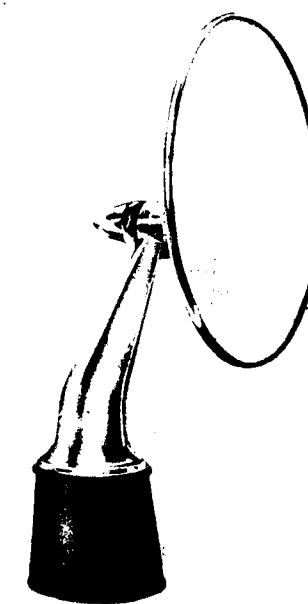
FIBRE MEASURER

This "Fibre Diagram Machine", developed over the last five years at the Wool Industries Research Association, Leeds, England, is now on the verge of commercial production. The machine provides a permanent record in graph form of the proportions of fibres, of different lengths, in a sample of "top" (the combed sliver which the worsted spinner draws and spins into a yarn).



HEATING A ROAD

An entire road—the historic Mound in Edinburgh, Scotland—can now be heated in winter in order to reduce the danger to motorists from ice and snow. The surface of the road has been underlaid with 448 cables sheathed with high tensile heat-stabilised nylon. Automatic moisture detectors, frost penetration indicators and temperature sensing units, working along with air thermostats and snow detectors, adjust heating elements to keep road surface at the right temperature.



MIRROR AERIAL

A combined wing-mirror and radio aerial has been produced by a British firm and has found favour among car owners in Britain and overseas. Outwardly the only difference between the mirror-cum-aerial and a normal wing mirror is the phenolic shock-proof insulating collar between the mirror base and the wing of the car. The aerial is incorporated in the mirror, and replaces the somewhat unsightly "whip" which serves as the normal antenna for car radios.



MIDGET RADIO

Mr. Rudolf Sookhoo, aged 24, from Georgetown, British Guiana, claims that this is the smallest radio ever built by an amateur. Four of the radios can be packed into a cigarette packet, yet the instrument incorporates a battery and two transistors, operates a miniature deaf-aid plug, and is tuned to pick up the Home and Light Programmes of the B.B.C. It cost Mr. Sookhoo, who is living in London, £10 and he hopes to become a radio service engineer, just 32s. 6d. to build, and has inspired him to try to make a radio to fit inside a wrist watch.



Coffee in the Kisii Highlands

PICKING coffee berries in South Nyanza, Kenya. Above : The coffee plant in blossom. Below : Inspecting coffee berries spread out for inspection on wire trays. See pages 28, 29.

