

NUMBER 120 ASIA EDITION

Commonwealth Today



Presenting the Commonwealth to the Commonwealth

From a speech by H.R.H. the Duke of Edinburgh when he opened the Commonwealth Arts Festival in London

To think that the arts are in some way an escape from reality is a misunderstanding of human nature. The arts are just as real and immediate as war or commerce and in fact they can make just as great an impact on our minds as any aspect of the material world. They are escapist only in the sense that it is through the arts that mankind can free itself from the shackles of existence.

The enthusiasm with which the countries of the Commonwealth have greeted this first Commonwealth Arts Festival is most encouraging, and I believe it is due to a feeling that in terms of human pleasure and satisfaction the arts have more to offer than the rat race for prosperity.

Wherever they come from, the exhibitions and the artists, the musician from the Indian continent, the drummer from Africa, the paintings from Australia, the Eskimo carvings from the Canadian North, the steel band from the Caribbean or the ballet dancer from this country; each in its own way reflects the progress of the human spirit, not in competition or in national pride, but as its contribution to the pleasure of all mankind.

No matter what form artistic expression may take, all creative artists have something in common and this Festival has brought together in our country creative artists from all over the world. This is a wonderful opportunity for these people to meet each other, to compare notes, to talk shop, to exchange ideas and to make friends. . . .

I hope that the conferences which have been arranged as an integral part of this Festival, of musicians in Liverpool, and of poets and writers in Cardiff, will result in the creation of new friendships and new contacts between widely diverse and independent cultures. The training and development of artists is a burning question in many parts of the world and it may well be that the discussions at these conferences will have an important influence on the way this problem is tackled in the future.

To anyone living in or near the Festival's national centres in London, Cardiff, Glasgow and Liverpool and, of course, to the many more millions who can take part in the Festival through radio and television, I am certain that the events of these days will have repercussions far beyond our shores and, I hope, far beyond our time also.

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Mr. David Scott, left, Director of Community Aid Abroad in Australia, and Dr. Hari Narayan Sinha, of the Australian Commonwealth Scientific and Industrial Research Organisation, at the annual conference of the National Asian Studies Faculty in Melbourne. More Asian studies in Australian schools and universities are advocated



Inspecting crepe rubber in Sabah. Last year 520 acres of rubber were replanted by Borneo Abaca Ltd. and production is increasing annually



Redhill Industrial Estate, the Singapore Factory Development's fourth industrial estate, was completed last year. During the year, the Factory Development company advanced nearly £61,000 for factory construction

COMMONWEALTH CO-OPERATION

—a pattern for progress in Asia

SINCE 1948, the year in which the Commonwealth Development Corporation was set up, seventeen Commonwealth countries have achieved independence.

The difficulties of the newly independent countries are common to all: balance of payments, the need to provide employment and a higher standard of living, to make use of natural resources and manpower, and to make money available for development programmes by producing locally much of what has been previously imported.

The CDC exists to help economic development of these countries but on commercial lines, for the Corporation must pay its way.

At the end of 1964 total commitment in the East Asia and Pacific Islands region was over £23½ million, of which nearly £22 million was in Malaysia. Four investments account for over £3 million: a housing loan agency for workers in Hong Kong, a flour mill and property company in Malaysia, and a second loan to Sarawak Electricity Supply Corporation.

CDC's investments in the region are spread over 24 projects involving agriculture and forestry, industrial financing and factory development, housing and commercial property development and electrical power supply. To facilitate investigation of new projects regional staff has been reinforced in Malaysia and in the S.W. Pacific.

In Sarawak CDC has completed a ground investigation for establishing oil palms: a new crop in a new area and the first large-scale agricultural development.

Recently there has been a new pattern of progress in CDC investments, particularly in regard to local industrial development companies, agricultural and housing projects.

On established CDC projects, many small-holders reaped their first harvest in 1964 and were paid their first harvest cheques from the processing factories—notably Malaysians delivering their oil palm fruit to Kulai.

There are compelling economic reasons for developing local industries and British industrialists are realising this: many firms have established factories in the newly independent countries to manufacture goods previously exported from Britain, thus safeguarding their markets.

The CDC resident organisations in the various countries play an important part in advising and assisting with this economic development. The Corporation helps to establish the new industries, expand existing ones in partnerships with British or local companies, or a combination of both, and it takes a risk in share capital or lends money.

Partnerships between British industries and the developing countries can bring increased prosperity to both and the CDC is the natural link between them.

Last year direct export orders of British goods totalled £11 million, while CDC investment in primary production and manufacturing enterprises was associated with an annual turnover of £60 million—of which goods worth over £30 million were exported, much of it outside the sterling area.



Young oil palm growing, with the factory in the background, at the Kulai Oil Palm Estate Ltd., a wholly owned CDC subsidiary. Production last year was nearly 5,000 tons of oil

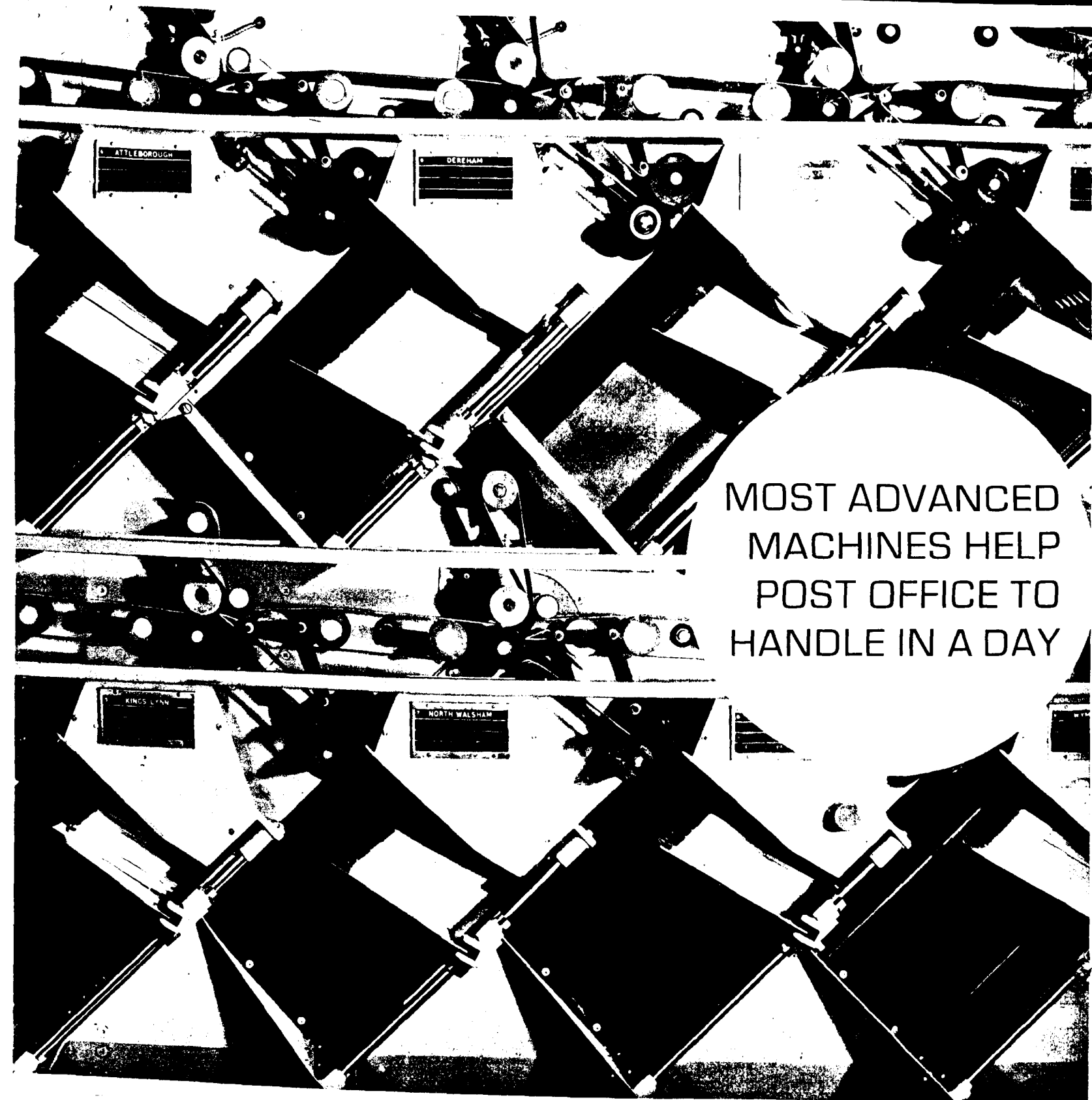


Abaca stems being loaded on railway trucks at the Borneo Abaca Ltd. plantation. The company grows and processes abaca: last year profit on the crop was over £100,000

Right: The segregator. The bags of mixed mail are fed into the rotating drum. Ordinary letters slip through hinged flaps in the side of the drum. The larger letters and packets carry on down through the drum.

Far right: Coding desk. Letters are automatically fed to the operator one at a time. He copies the codes written on the letter on his keyboard and the coding desk prints the corresponding machine language in phosphorescent dots on the envelope for subsequent sorting by high-speed machines.

Below: This high-speed automatic sorting machine sorts 20,000 letters an hour into twenty selections. The "brain" of the system is a machine called the "translator" which instructs the printer at the coding desk what combination of phosphorescent dots to mark on the envelopes, and tells the sorting machines which box to put the letter in.

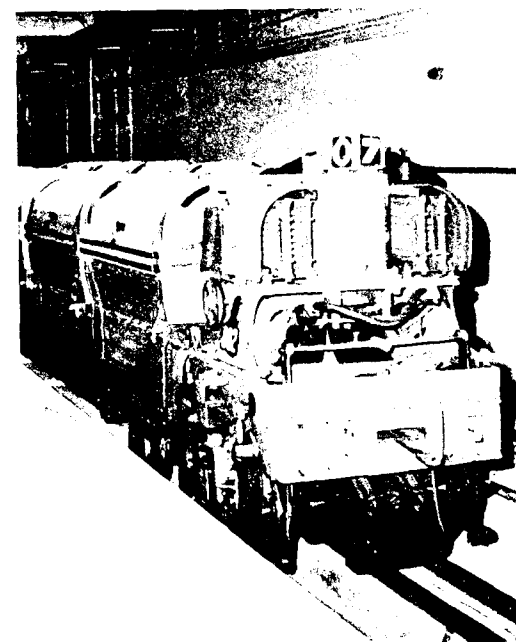


MOST ADVANCED
MACHINES HELP
POST OFFICE TO
HANDLE IN A DAY

FOR over 300 years the main task of the British Post Office has been to provide a postal system serving the ever-growing population of the British Isles. Today it has other responsibilities, including telephones, telegraphs and a savings bank with 22 million accounts. Despite these activities, some directly competing with the posts, the postal service is hardly less important now than it was in the days when a letter was the only means of communication with distant places. This is illustrated by the fact that every day the Post Office handles over 35 million letters and about 800,000 parcels. Most of these letters, unless they are going overseas, will be delivered between 7 a.m. and 9.15 a.m. on the day after posting. Parcels take a little longer, but the greater part of them will be delivered in one or two days. During this operation a staff of 110,000 postmen will visit practically every house, farm, office and factory in the country. By any standard this is an immense job which would hardly be feasible without the maximum possible use of mechanisation.

In the early days of the posts, the carrying of letters was a laborious process with messengers travelling long distances on foot or on horseback. Today it is the turn of the motor vehicle and the aeroplane, but it is the railways which provide the main arteries of the postal transport system and carry the bulk of the daily load of about a million bags of mail. The Post Office has its own underground railway in London, running for 6½ miles under the streets and connecting some of the large sorting offices and the main line railway stations. This railway is completely automatic, carries no passengers and handles up to 45,000 bags of mail every day of the year.

Transportation of the mail, however, is only one link in the complex chain of postal operations. First, letters must be collected from post offices, from factories and offices and from the 100,000 street posting boxes throughout the country, and then taken to the local sorting office where many processes must be gone through before the mail begins its journey. Contents of posting boxes are extremely varied so that the initial task is to separate letters from packets and newspapers, etc., and then to segregate the smaller letters from the larger ones; this is necessary because in the sorting



When the letters reach their destination they must again be sorted to put them in order for delivery by the postman.

All these operations are not only monotonous but extremely costly in man-power. It is not surprising, therefore, that postal authorities have been urgently looking towards increased automation as a means of reducing costs. Chain-conveyors and moving belts for easier handling of mail are being increasingly used, but it is in the automation of the actual letter-handling operations that the greatest savings could be made. As a result of the research and skills of their engineers, the British Post Office is now successfully using machines which segregate letters from packets and which separate long letters from short ones. Another machine known as ALF—the automatic letter facer—automatically stacks the letters with the stamps all facing the same way and in the same corner of the envelope; it also makes a separate stack of second-class mail and then cancels all the stamps. To enable this machine to do its work it is necessary to use specially treated stamps which the machine can recognise, and these are on sale in the towns where this equipment is in operation.

Left: The Post Office underground train carries no passengers and runs by automatic control. Below: At Birmingham's parcel sorting office, bags of parcels are automatically conveyed and delivered to vans serving 24 surrounding districts, the operator selecting the correct district by push-button.



35 Million Letters

operation later it is convenient to deal with the two kinds in different sized receptacles. The letters must then be "faced", which consists of arranging them with the stamps all in the same position to enable them to be fed through the stamp cancelling machine. They are then ready for sorting. To do this, the postman puts each letter into one of 48 divisions or pigeon-holes in a sorting frame; each pigeon-hole takes letters for an individual county or group of counties or for a selected town or city. There is no particular magic about the selection to 48 divisions; it is just that this is as many as the sorter can reach without moving his position. Because of this limitation a second sorting will often be necessary in order that letters may be subdivided into towns or districts within the same area. In some cases another sorting may be required at an intermediate office during the letter's journey, or it may be done on trains equipped as sorting offices and known as Travelling Post Offices. Special equipment on these trains enables them to pick up and deliver bags of mail as they speed through the night.

Electronic sorting machines are now in regular use in many offices throughout the country. Merely by pressing the appropriate keys on the machine, the postman-operator can sort twice as fast as by hand and to 144 divisions instead of the normal 48. Automatic parcel-sorting machines have also been developed and are being used successfully. All these machines help considerably to speed up the handling of mail, but the real dream of postal engineers is to devise some equipment which will not only read the address on envelopes, but, having done so, will automatically sort them. This may be too much to hope for, but the British Post Office now has in operation an experimental system which takes a big step towards this goal. In this system, when the letter is first sorted a code is imprinted in machine language on the envelope. Such a code enables the letter to be sorted automatically at very high speed, as many times as required, and to a large number of selections. This important development could well revolutionise the work of sorting offices.

For the automation of mail handling to be fully successful the co-operation of the public will be required in two important ways. Firstly, they must be persuaded to use envelopes within a certain range of sizes, and, secondly, to use a postal code in the address of their home or office. Already there has been a successful public experiment with the use of a code in the address in the city of Norwich, and it has also been decided to introduce standard envelopes nationally in the near future. It is too early yet to decide whether automation of the mails will contribute substantially to economies in costs (it has been estimated that something like three-quarters of postal costs are labour costs), but the British Post Office is pressing ahead with its research and with the introduction of new machines and techniques. It is unlikely that a robot will ever be invented which will walk down the garden path to deliver a letter, but it is already possible to envisage a system in which a letter, once it reaches the sorting office, will be untouched by hand until it is actually delivered.

THE GREATER BOMBAY

BY DEREK INGRAM

THREE times a day a fleet of specially insulated milk vans descends on Bombay from the two biggest dairies in the world. It distributes hundreds of thousands of bottles of milk through Government and private centres. High quality, pure, safe, nourishing milk.

The dairies are the pulsing heart of a vast and successful experiment in milk production and distribution situated at Aarey, about twenty miles north of Bombay, and at Worli Sea Face, in the centre of the city.

Nothing like it has ever been tried before and the success of the Bombay experiment could well become a model for other Commonwealth countries to copy. The story of this Indian adventure in milk is fascinating.

In 1916 the city's municipal analysis reported that milk in Bombay contained more bacteria than there was in London's sewage water.

Thirty years later Bombay's milk was still heavily contaminated. Fifty thousand cattle lived in congested and insanitary stables under wasteful conditions. Milk was expensive. Good cattle were useless at the end of one lactation in the city stables. Valuable calves starved to death. In 1944 while the world war was still raging—the Bombay Government made a large amount of public funds available for the first time to be used on milk. The Bombay Subsidised Milk Distribution Scheme was launched.

BUILDING BEGINS

Then, soon after the war, the Government acquired 3,200 acres of waste land at Aarey and began building dairy farm units.

The scheme is totally novel. Each unit is autonomous and self-contained. Each has a fodder farm where para grass is grown. The sheds are modern and superbly clean.

The scheme is a combination of State and private enterprise. The area of the milk colony, the central dairy, farms, buildings, roads and other capital structures belong to the Government. So do the bulls at the Artificial Insemination Centre. The cattle remain the property of private owners who feed and manage the cattle and pay a fee to the Government.

FIXED RATES

The owners live on the premises. They have to follow the colony rules and are given veterinary assistance and artificial insemination services free. They have to sell their milk to the colony daily at rates fixed by the Government every six months on the basis of cost of milk production and covering a reasonable profit. Twice a day each producer takes his milk to the dairy buildings in the colony itself to be weighed and sampled. The milk is then filtered, pasteurised, cooled, bottled and sealed.

The central dairy produces three types of milk—full cream buffalo milk which has a seven per cent fat content and nine per cent solids—not-fat as against three and a half per cent for cow's milk, toned milk which has three per cent fat and nine per cent S.N.F. and double toned milk containing one and a half per cent fat and ten per cent S.N.F.

The Aarey colony is a wild success. In the beginning it was difficult to get milk producers to move out of Bombay into the colony. After the scheme had been running a year or two the number of cattle sheds could not meet the

demand. By 1960 there were thirty farm units with more than 16,000 head of cattle the animals moved from the city stables.

In 1959 the Bombay Government decided that a second dairy was required. For better distribution it picked the site at Worli. Lessons learned at Aarey enabled the Worli dairy to be better designed and more economic to run.

The layout provides for the parking and circulation of more than 250 five-tonner milk distribution vans. There is a fully air-conditioned milk control laboratory, rest rooms, wash rooms and a canteen.

INTERNATIONAL ENTERPRISES

The Aarey and Worli schemes are truly Commonwealth and international enterprises. The equipment has been made in various countries including India and Britain.

In the Aarey colony students from all over India are trained in dairy technology. A hostel was constructed with the aid of Rs. 85,000 given by the New Zealand Government; so, in 1958, were sixteen rail tanks and four road tankers costing an equal amount. Some of the key workers in the milk colony and Worli dairy were trained in New Zealand and Australia and other countries under the Colombo Plan.

Some of the greatest dairy farming countries in the world are in the Commonwealth and this has been a continually helpful factor.

The Worli dairy was made possible by an allotment of over £1 million from the United Nations Children's Fund. Every hour it receives and washes 1,500 milk cans, pasteurises 40,000 litres, fills 1,500 cans of outgoing milk and washes and fills 50,000 bottles.

Today the Bombay scheme distributes over half the milk consumed in the area; more than 500 hospitals and institutions and two million consumers get their daily supplies of pasteurised milk in three different grades to suit their needs.

FREE MILK FOR CHILDREN

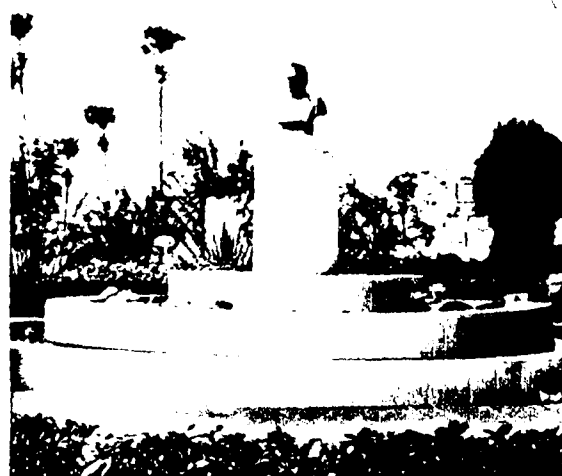
Most important of all, about 200,000 school-children are issued with free milk every day. The Municipality of Bombay buys this milk from the scheme. Twelve thousand bottles of flavoured and sweetened sterilised milk are also sold daily.

The work of the scheme goes on for seven days a week. Running repairs and changes in organisation are made without stoppage.

CLASSIC EXAMPLE

Mr. D. N. Khurody, one time the Dairy Development Commissioner of the Government of Maharashtra summed up the scheme well when he said, "The Bombay milk scheme is an example of the determination, continuity and progressive ideas of the Government to supply to the people the finest quality and reasonably cheap milk."

"It is also a classic example of national and international co-operation: cattle from four states, cattle feeds from two, operatives from all over the country, pasteurisation plant from Britain, milk clarifiers from Sweden, machinery from the U.S.A. and Switzerland and adoption of a process which originated in the brains of the French genius all go to make up a bottle of milk delivered by the Government on the streets of Bombay."



A bust of Mr. Dinkarrao Desai, the brain behind the Aarey milk colony scheme, at the Aarey colony



The empty milk cans are passed through the automatic washing oven where they are cleaned, sterilised and dried ready to be refilled

MILK SCHEME

COMMONWEALTH TODAY
SPECIAL FEATURE



Milk distribution centres have been set up at places the public can easily reach: there are two queues, one for men and one for women, and milk is distributed twice a day



This prize-winning buffalo is one of the hundreds belonging to the colony



Milk cans, on arrival at the colony, are weighed, then emptied into the storage tank for a further process before being distributed



The colony maintains a research department where tests and experiments are carried out to improve the quality of the milk



The central building of the colony with two of the trucks that distribute milk



From all over the world, visitors come to see the famous Aarey milk colony: here is Mr. Lee Kuan Yew, Prime Minister of Singapore



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ulti-storey blocks of flats help to solve London's housing problem by making the most economical use of valuable land, but to the children who live in them the flats can seem like prison. The streets are too crowded with traffic to be safe for games, and even to go to nearby parks means crossing dangerous main roads. So fewer and fewer children get out to play with others.

The new London Borough of Camden has tackled this problem by providing its children with a £24,000 play centre. The Cumberland Community Play Centre covers a 2½-acre site specially laid out and equipped so that children can either follow their natural tendency to imitate adult activities, or invent their own games. There are not only sandpits, slides, climbing towers, places for bonfires, and paints and lumber for building, but

also a well-equipped kitchen where the children can cook, a sewing room with electric equipment, and shops where the children sell each other fish and chips, sweets, fruit drinks, and their own paintings and sculpture. Profits from the shops go to buy new equipment for the playground. The biggest attraction of all is "Traffic Town" which has small roads and traffic signs, a small-scale housing estate, a garage where the children can do their own maintenance on bicycles and pedal cars, and a larger building, called the Town Hall, which they can use for meetings.

The Cumberland Community Play Centre is the latest development of the adventure playground idea. These do-as-you-please playgrounds were first developed about ten years ago in London, when social workers noticed how much more fun children had on derelict bomb sites than in the clean and

neat playgrounds of parks and schools. On the bomb sites they could use the loose bricks and old lumber as they liked, and childish imagination turned heaps of rubble into mountain ranges and ruined doorways into palaces or forts. By contrast, the parks were too tidy, there was little to play with, and there were rules. Social workers turned selected bomb sites into adventure playgrounds by removing positive dangers, such as broken glass and crumbling brickwork, and supplying extra building and painting materials, a cabin for shelter, and a warden able to help the children with their more ambitious schemes.

Joe Benjamin, play area organiser for Camden Borough, thought that the adventure playground idea could be extended. He wanted town children to have a safe place in which they could climb, and build, and mess about according to their own rules, yet at the same time be introduced,

through play, to some of the problems and responsibilities of modern urban living. So he included "Traffic Town" in his designs for the new play area.

The Cumberland Community Play Centre is open 12 hours a day, seven days a week, with four full-time staff members. Under-fives use it during the day as a play school; schoolchildren use it in the evenings and at week-ends; the 15-20 age group are allowed in two nights a week for club meetings, and even parents are allowed to use the centre one night a week for social activities.

Social workers in Britain and many other countries have already expressed great interest in "Traffic Town" and are visiting it to get ideas. They recognise that children who learn through happy play to understand and respect each other's needs are children who will grow up to be good citizens.



Above: Camden Town Play Centre's shopping street. Business is taken seriously, and profits are used to buy more equipment for the Play Centre. Left: Children of all ages come to the Play Centre, and learn that living in a city can be fun. Right: An outdoor fish-and-chip shop is very popular with the youngsters. Far right: A "life-size" garage in the "Traffic Town" section of the playground, where the children learn road safety as they play.



ROUND ABOUT BRITAIN

1. A 25-ft. mural painted by the Pakistan artist, Gulgee, was on view for the first time in the London office of the British building and civil engineering firm of Wates Ltd. Here, admiring it, are the Begum Hilaly, wife of the Pakistan High Commissioner, and Mr. Derek Lovejoy, consultant to the Capital Development Authority of Islamabad.

2. Eight-year-old Yang Zom smiles happily as she cuddles a teddy bear during her convalescence at the Ockenden Venture Home at Woking in England. At the Ockenden Venture Centre at Mussoorie in India it was discovered she was suffering from brain damage. She was sent to Britain, and at the Great Ormond Street Hospital she was operated on with complete success. The specialist who performed the surgery waived his fee and other expenses have been met by the Save the Children Fund.

3. Three Tibetan Buddhists, in Britain to study Comparative Religion, are photographed in the grounds of Oxford University Union. From left: Rev. Chogyam Trungpa, Rev. Chokiyinima Akong and Rev. Chime-Youngdong Radha.

4. Ceylonese folk singer Surya Sena and his wife, Nelun Devi, pictured at the Commonwealth Institute in London where they were rehearsing for a performance at the first concert to mark Commonwealth Day. Artists from Malaya and Australia and a West Indies steel band also took part in the programme.

5. Making their debut at the London Zoo—two Malay Sun bear cubs, Velvet and Searle, a gift from Dr. K. C. Searle of Hong Kong. Velvet, the female cub (right) enjoys a bottle of milk, while Searle, the male, gnaws a bone.



1. Mural by a Pakistan artist



5. Malay Sun bears at the London Zoo



10 2. Yang Zom from Tibet



3. Tibetan Buddhists



4. Ceylonese folk singer



6. Mr. Nair from India



7. Nepalese editors



8. Indian journalists



9. Malaysian editor



10. Pakistan pressmen

JOURNALISTS IN BRITAIN

6. Mr. L. R. Nair, head of the Press Information Division of India, right, with Sir Arthur Clark, Director of Information Services and Cultural Relations.

7. Nepalese editors were welcomed to Cambridge by the Mayor, Alderman Warren. From left: Mr. Gopal Shrestha (*The Commoner*), Mr. Ram Poudyal (*Gorkhapatra*), and Mr. Shanker Sharma (*Nepal Samachar*).

8. Indian journalists visit a village school at Tissington, Derbyshire. The party included Mr. B. B. Dutta (*Amrita Bazar Patrika*), Mr. V. N. Ramaswamy (*Nava India*), Mr. Uggur Sain (*Hindustan Times*), and Mr. P. Venkatram (*Times of India*).

9. Mr. Ghazali Yunus, editor of *Angkatan Baru*, from Malaysia, pictured at the Avon Rubber Co. factory, Melksham, with Mr. Hutchings, publicity manager (left).

10. Pressmen from Pakistan on the terrace of the Houses of Parliament with two British M.P.s. From left: Mr. Murtaza (Radio Pakistan), Mr. W. Wilson, Mr. Karim (Associated Press), Mr. Bari (Radio Pakistan), and Mr. G. Longden.

NEW NATIONAL PARK FOR NEW ZEALAND

For many years New Zealand, which has vast areas of scenic beauty, has followed a policy of carefully preserving as much of this national heritage as possible. The first National Park in New Zealand was Tongariro in the centre of the North Island, which was established in 1887. Other areas have been set aside regularly over the years and recently New Zealand set up its tenth natural scenic reserve—the Mount Aspiring National Park.

The new park straddles some of the southernmost mountains of the spectacular Southern Alps. It is the third largest in New Zealand and increases the total extent of National parkland to 5,065 million acres. The National Parks Authority places emphasis on conservation, with nature being interfered with as little as possible.

Mount Aspiring National Park can be reached easily from two of the most popular tourist resorts in the South Island, Queenstown and Wanaka. Those who make the journey find themselves in country which abounds in scenery both magnificent and diverse. In the east are river valleys, many of them pastured and farmed, and in the west lush virgin rain forests.

Standing majestically between pasture land and bush is the Southern Alps



mountain chain, topped in this region by the 9,959 ft. Mount Aspiring itself. Aspiring, considered by many climbers to be New Zealand's Matterhorn, was

first climbed in 1909. Today it is regarded as a rewarding challenge to the mountaineer, but those not so athletically inclined can view its grandeur from

Deer hunters in Mount Aspiring National Park

Lake Wanaka, the nearby Matukituki Valley, or from the comfort of a scenic-flight aircraft.

The valleys of the Dar, Rees, Matukituki, Wilkin and Makaroa rivers provide access from the east to the park's mountains and passes. From the west the experienced hunter or walker can reach the mountains by way of the swift, snow-fed Okuru, Turnbull, Waitoto, and Arawata rivers. Those preferring to do their exploring by car can take advantage of main and secondary roads from the east. New roads are being constructed to make motor trips into the park easier still.

The world can offer few scenic delights not contained in one or all of New Zealand's National Parks. There are thermal regions, mountains of perpetual snow, lakes, rivers and beaches, and almost everywhere the peaceful mantle of the natural forest.

These proud possessions of the people of New Zealand cover about one-fifteenth of the country's area. All are served with a range of accommodation for all tastes and pockets. There are luxury hotels, motels, hostels, and huts for climbers and trampers.

AUSTRALIA'S DESERT EXPRESS

Australian Railways are among the most interesting in the world. They have wide, standard, and narrow gauge lines. They have the longest straight stretch of railway—more than 300 miles across the waterless Nullarbor Plain. Some trains on the Central Australian Railways are more than three-quarters of a mile long, and engine drivers and guards keep in touch by radio-telephone. Next year a new line will be opened in Western Australia and will carry the world's biggest trains, each 1½ miles long and hauling 20,000 tons of iron ore on a trip from Mount Tom Price to King Bay.

One of Australia's most famous trains is the trans-desert Ghan Express which covers the 809 miles from Port Pirie, South Australia, to Alice Springs in the Northern Territory, with a change from standard gauge to narrow gauge at Marree. Since mid-1965 three new 1,400 h.p. diesel-electric locomotives have been in service on the 540-mile stretch between Marree and Alice Springs. Only one of the new engines is needed to haul the train, whereas the older diesels had to be used in pairs, and only 1,150 gallons of fuel is consumed per trip compared with 1,900 gallons when two engines were used.

The new locomotives were designed in Britain by Sulzer Bros. (London) to fulfil world requirements for narrow gauge equipment and were built at Rhodes, New South Wales, by Tulloch, Ltd., a large Australian engineering firm. They are each powered by a Sulzer 6LDA28C diesel engine, built in England by Vickers. Specially designed bogies have rubber supports, suspension links, and hydraulic shock absorbers—features more common in modern automobile engineering than in railway locomotives.

One feature of the body of the locomotives is the air pressurisation to exclude dust. Frequent dust storms and extremely fine abrasive dust make operating conditions on the Central Australian Railway most difficult.

The need for these high-powered, low weight locomotives has been brought about by the expansion of tourist and goods traffic through Central Australia, which is desert between Marree and Alice Springs. The Central Australian Railway is the main traffic artery through this desert into the heart of the rapidly developing Northern Territory.

Passengers for Alice Springs leave Adelaide at 12.30 p.m. on Mondays

and Thursdays by the South Australian Government Railways East-West Express (5 ft. 3 in. gauge) for the 140-mile run to Port Pirie Junction, where they change to the standard gauge section of the Ghan Express for Marree, which is reached about 9.45 p.m. the same day. They then change to the narrow gauge section of the Ghan, which leaves 30 minutes later for Alice Springs.

The Ghan is completely air-conditioned, and has saloon-type seating accommodation, dining car, lounges, first and second class sleeping accommodation, hot and cold showers, and iced drinking water on tap in all cars. The dining car seats 40 with four to a table, and the cuisine is considered excellent. All compartments have power outlets for the use of electric shavers, and ironing boards and electric irons are available for the use of passengers. Bassinets are provided for babies in arms. Mail facilities aboard include a telegraph service to and from the train, via various stations en route, and the provision of writing paper and envelopes for passengers. Recorded music is piped throughout the train and each speaker has its own controls. Lounge accommodation includes a music sa-

loon, with a piano. Windows are double sealed against the "bull" dust of the desert, which is light and fine as talcum.

Cigarettes, confectionery, liquor, soft drinks, playing cards, novels, magazines, newspapers, souvenirs, maps and many other items are on sale in the dining car, or may be purchased from a conductor who moves through the train.

Travelling through the night and most of the next day the Ghan passes through such places as Curdimurka, Irrapatanna, Oodnadatta, Rumbalara, and Bundooma. The line crosses hundreds of river beds. Normally, these are dry but monsoonal rains some times turn them into vast lakes of swirling muddy flood waters. When this happens, the water level is often above the track and trains have to wait until the floods have subsided—delays which may vary from a few hours to a week. But under normal conditions the train arrives at Alice Springs at 10 p.m. almost 36 hours after leaving Adelaide.

As well as carrying passengers and the more usual kinds of freight, the Ghan has special flat cars for the carriage of motor vehicles. There is no reliable road between Alice Springs and Adelaide, so passengers often take their cars with them aboard the Ghan. Alice Springs, the terminus of the line, is situated in the Macdonnell Ranges and is 2,000 ft. above sea level. The climate is ideal during May, June, July, and August, and there are unrivalled beauty spots within easy motoring distance of the town, and tourists are well catered for.

Afghan camel drivers were the first to break the isolation of the Northern Territory, in the early part of the last century. They pioneered a route across the desert, carrying freight and supplies. Their achievement has been completed by the train whose name now honours their memory.

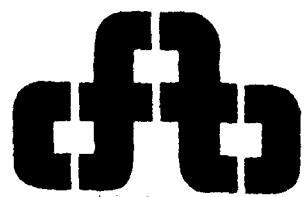
Coal train on its way from Leigh Creek to Port Augusta, South Australia



Some Commonwealth contributions to the Festival: 1 Malaysia. Figure for use in Shadow Theatre. 2 Britain. Reclining figure, elm wood, by Henry Moore. 3 Trinidad. Costumes for the musical play "Man Better Man". 4 Canada. Scene from Le Théâtre du Nouveau Monde's production "Klondyke". 5 Cyprus. Bearded figure in limestone, 6th century B.C. 6 Ceylon. Mask representing a man-eating demon and eighteen attendant demons. 7 Kenya. Embu drummers. 8 Nigeria. 16th century bronze head from Benin City. 9 Australia. "Man in a Landscape." Painting by Russell Drysdale 1963. Lent by Her Majesty the Queen. 10 Oceania. Carved Board from Aird Delta, New Guinea. Heads of enemies were attached to the uprights.

At the first Commonwealth Arts Festival nearly fifteen hundred artists, from almost every Commonwealth country, presented their own national music, drama and dance. The Festival brought together, in the words of H.R.H. the Duke of Edinburgh, "a wide variety of groups and art forms as a living and exciting demonstration of the scope of human imagination within the Commonwealth"

Commonwealth Arts Festival



It took almost ten years to turn the Commonwealth Arts Festival from idea into reality. A Festival of the Arts to which all countries of the Commonwealth would contribute was first proposed in October 1956 by Ian Hunter, who had been artistic director of the Edinburgh Festival for five years. The idea developed further in Mr. Hunter's mind during visits to Canada, Australia and Japan where, in 1961, he showed the attraction of contrasting different cultures when he directed the East-West music festival.

The first real support for the Commonwealth Arts Festival came from the Greater London Council. Next, Hunter approached the corporations of three other British cities—Cardiff, Liverpool and Glasgow—all of them ports with long associations with the Commonwealth—and persuaded them to join in the Festival. Already it was planned that it would cover music, drama, dancing, poetry, and the visual arts.

Before he could obtain any support from the British Government, Hunter had to persuade major Commonwealth countries to take part.

"It was not difficult," he says. "There was enthusiasm all round, right from the start." He was soon able to assure the then Secretary for Commonwealth Relations, Duncan Sandys, that there was support in Africa and Asia, as well as in Canada and Australasia. In November 1963, at a press reception at Marlborough House, it was officially announced that the Commonwealth Arts Festival would take place in 1965.

Now the work of organisation really began. During 1964, Hunter, as Director-General of the Festival, travelled more than 50,000 miles visiting 22 different countries of the Commonwealth. He discussed with Ministers

and heads of the various cultural departments as to which orchestras, dance groups, theatre companies they would send.

As Hunter flew from country to country, talking and persuading, preparations went on in Britain. Glasgow, Liverpool and Cardiff had appointed staff to organise their contributions to the Festival, and each of these cities decided to give its own share of the Festival a special emphasis. Cardiff planned a festival of Commonwealth films, Glasgow would concentrate on the drama, and Liverpool would hold the finest military tattoo ever put on in the north of England—all this in addition to performances of national dances, plays, music and art exhibitions.

The financial arrangements for the Festival were now settled. The Festival member countries would pay the cost of travelling to and from the United Kingdom, and in Britain the government had agreed to grant £130,000 towards running costs, the Greater London Council another £80,000, and each of the other city centres, £10,000.

Back from his Commonwealth tour Hunter, with the help of an ever-expanding staff, began to face problems of arranging travel, interlocking the bookings of theatres and halls for performances and rehearsals, planning the tours of the orchestras and groups to the other Festival centres, and finding hotel accommodation for the 1,400 visiting performers. London is always short of hotel rooms and finding suitable accommodation without breaking up the different national and artistic groups seemed almost impossible. Yet the job was successfully tackled by a 24-year-old girl, Katherine Drower, administrative secretary of the Commonwealth Arts Festival Society. She soon found there were other difficulties besides the shortage of rooms. Union rules had to be followed—for example, every member of the 105-strong Toronto Symphony Orchestra had to have a room with a bath. Religious beliefs of many kinds had to be respected, and this caused confusion in several hotel kitchens. Some visitors were strict vegetarians, others would eat some meats and not others, some wanted rice for breakfast but would not accept rice cereals. One African group asked for an extra room to be set aside as a surgery.

"Every hotel booking we made had to be changed as parties changed their numbers, and as some arrived early and others late," says Katherine Drower.

How a ten-year dream became reality

In Glasgow, Liverpool and Cardiff there were just not enough hotel rooms available. In Glasgow and Liverpool the Commonwealth performers stayed in university hostels, and in Cardiff as many as possible were welcomed in private homes.

There were problems of transport to be dealt with. Two special trains had to be run to take artists and musicians from one Festival town to another. The Royal Winnipeg Ballet had to have a coach waiting outside their hotel whenever the place where they were to perform was more than half a mile away—Union rules again. In each of the hotels and hostels used by the visitors the Women's Voluntary Service set up an information desk where questions on everything from shopping to transport were answered. Each visiting artist was given an information pack containing maps of the Underground, bus routes, general notes about Britain, and details of the places they would visit during their tour.

While all these arrangements for the convenience of the visitors were being planned and set in motion, work continued on the artistic sides of the Festival. Under the supervision of the Artistic Administrator, Anthony Besch, more and more items of music, drama, dancing and poetry were added to the programme. On the dramatic side Commonwealth countries were invited to submit plays by Commonwealth writers or on a Commonwealth theme. A special committee of theatrical experts was set up to select those for performance. They soon found they had a choice of over 170 plays.

The same thing happened with films. Hundreds of entries, covering feature, documentary and travel films, poured in from all over the Commonwealth for the film festivals in London and Cardiff.

Nearly 700 items from 33 countries had to be catalogued and displayed in the exhibition of Children's Art of the Commonwealth at the Royal College of Art. The work of modern painters and sculptors came from all parts of the Commonwealth for inclusion in the exhibition of Contemporary Art of

the Commonwealth at the Royal Festival Hall. But perhaps the most splendid exhibition was that at the Royal Academy where a team directed by Wyndham Gooden got together nearly 600 items, including jewellery, carvings, pictures, sculpture, ancient weapons and musical instruments under the title "Treasures of the Commonwealth".

Numerous other activities formed part of the Festival. Poems were commissioned from Commonwealth writers, and at the Royal Court Theatre poets gave fifteen different programmes describing the life and history of Commonwealth countries. Seventy-five magnificent carnival costumes from Trinidad were displayed at the Commonwealth Institute. Months of planning and experiment led up to the wonderful firework display which heralded the Festival from the shores of the Serpentine in Hyde Park.

As performers arrived and as the Festival progressed, so many receptions, cocktail parties and other functions were arranged for the Commonwealth visitors by their High Commissions, and such groups as the Royal Overseas League, the Victoria League, the English-Speaking Union, the Women's Voluntary Service, etc., that a social secretary was appointed by the Festival executive to co-ordinate the dates and times of functions to avoid confusion.

To Britain the Festival brought artistic stimulus as well as entertainment and, more important, new understanding of widely different cultures. The groups of performers had the pleasure of showing their creative arts to other races, and returned home richer for the new contacts and friends made during their stay in Britain.

There have long been links in trade, science, medicine, education and sport throughout the Commonwealth, but this was the first time the arts of the Commonwealth had been brought together on such a large scale. It is hoped that it will not be unique, and that other festivals will follow in other countries of the Commonwealth so that understanding and the respect which it engenders can be further increased.

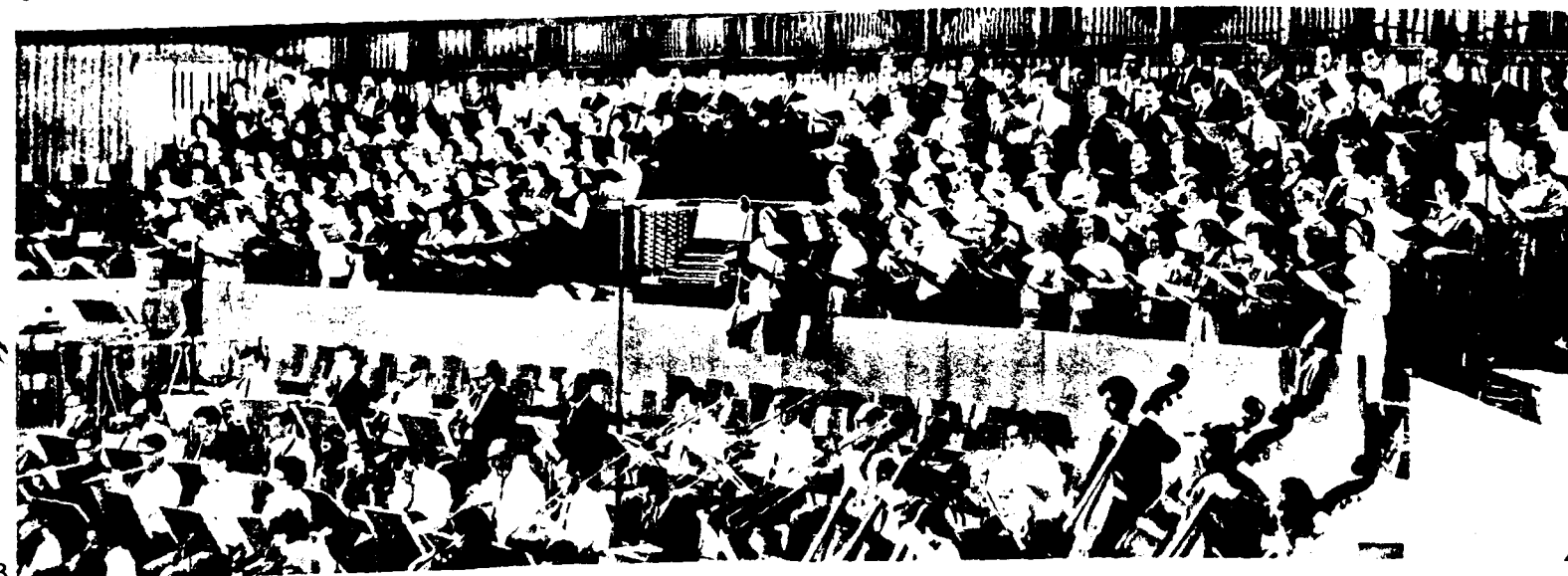


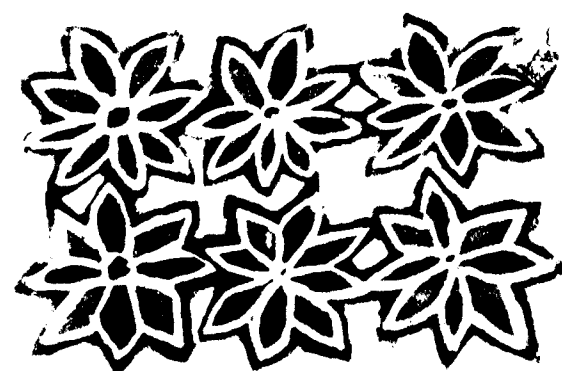
- 1 Malta. Painting of St. Paul, lent by the government of Malta, from the Cathedral and Museum, Mdina
- 2 India. 12th century A.D. shale figure of Parsvanatha, the twenty-third Jain Tirthankara. From Kulbarga, Hyderabad, Deccan. Lent by the Victoria and Albert Museum
- 3 Pakistan. Bodhisattva, carved from schist. Gandhara, dating from 2nd-3rd century A.D. Lent by the British Museum
- 4 Rhodesia. Seated figure in green soapstone. Contemporary sculpture from the Workshop School in Salisbury
- 5 Zambia. A chieftain's chair. Lent by the British Museum

No. 4 was lent for the exhibition of Contemporary Arts of the Commonwealth, and the others for the 14 Treasures from the Commonwealth exhibition



- 6 Musicians from Legon, Ghana, performing at the Music of the Continents concert which was given in London and Liverpool
- 7 A popular singing group from Barbados, The Merrymen. They appeared in the concert of Popular Music of the Commonwealth
- 8 The Christchurch Harmonic Society Choir from New Zealand rehearsing with the Sydney Symphony Orchestra at the Royal Festival Hall



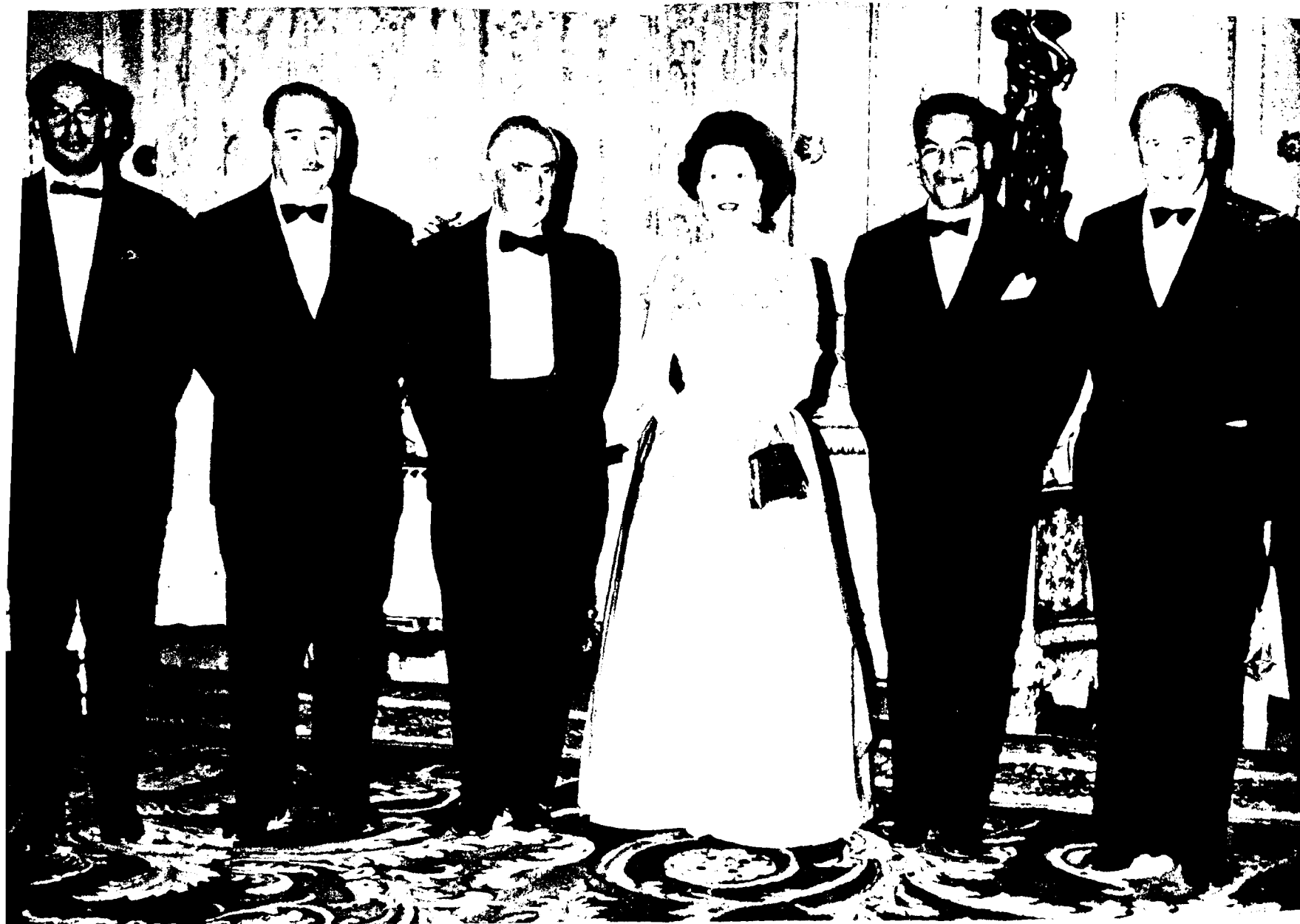


Dancers of the Festival

1. Stilt dancers of the Makonde tribe, Tanzania. 2. Dancers of the English Folk Dance Society dressed for the Abbotts Bromley Horn Dance, the oldest surviving European dance. 3. One of the dancers of the Jamaican National Dance Theatre. 4. Dominican dancers in traditional costume worn in performing the Belle Aire. 5. Limbo dancer from Trinidad. 6. Dancers of the Australian Ballet Company. 7. Musicians and dancers of the 65-strong Sierra Leone National Dance Troupe. 8. Nigerian dancers in traditional costume. 9. War-like spear dancer from the Pacific Island of Fiji. 10. Ceylon's splendidly costumed Kandyan dancers. 11. Old-time costumes worn by dancers from Canada's National Folk Dance Ensemble "Les Feux Follets". 12. Drummer and dingi-dingi dancer from Uganda.

1	2	7	8
3	4	9	10
5	6	11	12





Her Majesty Queen Elizabeth with members of the meeting of the Council of Ministers of the SEATO at Buckingham Palace. From left: Mr. Zulfikar Bhutto, Pakistan; Mr. Paul Hasluck, Australia; Mr. Michael Stewart, Britain; Her Majesty; Mr. Konthi Suphamongkhon, then Secretary-General of SEATO; Mr. Eyre, New Zealand



A party of New Zealand parliamentarians on a fact-finding and goodwill mission to South-East Asia with Mr. Konthi, third right



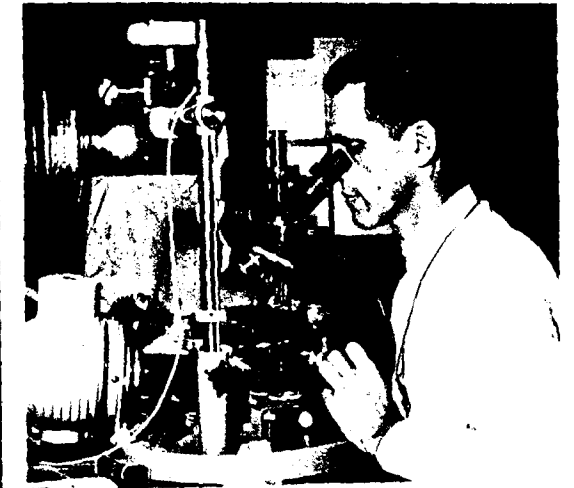
Kenneth Jewers from England (centre) is Professor of Organic Chemistry, University of Medical Sciences, Bangkok. With him is Mr. Konthi Suphamongkhon, left, and Mr. McLellan, Director of Cultural Relations



Field-Marshal Thanom Kittikachorn, Thai Prime Minister, inspects a guard of honour from the 1st Battalion, Scots Guards, at the official opening of the British-built, SEATO-sponsored, airfield at Loeng Nok Tha, Thailand



One of the swallows caught in Bangkok during a SEATO Medical Research Laboratory project is examined by Dr. Joe Marshall. The project is part of a large-scale study of bird migration in Thailand



The Rev. Father Timm, a professor at Notre Dame College, Dacca, E. Pakistan, and an authority on plant parasites, at work in the SEATO General Medical Research Laboratory in Bangkok



British delegates at the SEATO Communication-Electronics Committee's ten-day conference in Bangkok: Group Captain Hedgeland, left, and Lieut.-Commander Lees



Teachers from twenty SEATO Vocational Training Schools throughout Thailand attended a seminar at Bangkok. This picture was taken during a session on radio and telecommunications

PROMOTING THE PEOPLE'S

Through economic strength, SEATO aids progress and prosperity in South-East Asia

ELEVEN years ago the South-East Asia Treaty Organisation was formed. Mr. Michael Stewart, Britain's Secretary of State for Foreign Affairs, in a message on the occasion of the 11th anniversary of the signing of the treaty, said: "It is my earnest hope that SEATO's second decade will enable us all with patience and persistence to achieve real progress. . . . The greater our success, the more we shall be able to concentrate on the more rewarding fields of economic development, cultural exchange and technical assistance."

MUTUAL ASSISTANCE

Economic co-operation and mutual assistance among SEATO countries continues strongly.

Between 1951 and the end of June 1964, the British Government committed over £428 million in grants, loans and technical assistance for development in the Colombo Plan area.

On technical assistance up to 1964, Britain has spent £12.4 million; more than 5,600 training places, some 640 experts and equipment to the value of over £3 million have been provided.

In addition, British private investment in the Colombo Plan area in the period 1958-63 is estimated to have been £152 million.

In education and medical research SEATO has made important contributions to the welfare of the people of South-East Asia.

SEATO educational activities span a broad

range, from skilled labour training and adult education in community development programmes to the SEATO Graduate School of Engineering and the cultural programme which provides scholarships, fellowships and exchange professorships.

SKILLED LABOUR SCHOOLS

In Thailand, 5,700 students are enrolled in the 20 SEATO skilled labour schools. The SEATO Graduate School of Engineering, established in 1959 to meet the need for trained engineers in South-East Asia, has achieved recognition as an outstanding institution in its field. Last year 160 students applied for entrance and 57 were accepted. The total enrolment, including second-year students, is 90. The teaching staff is drawn from leading engineering schools of the eight SEATO member countries.

In the medical field, SEATO's laboratories have made important advances in identifying and combating regional diseases. The SEATO General Medical Research Laboratory in Bangkok is studying a wide variety of diseases, including malaria, scrub typhus, liver fluke, kidney and bladder stones and enteric infections.

ECONOMIC RELATIONS

A SEATO group of twenty experts and advisers from all the member countries has

WELLBEING

recommended a number of specific measures for improvement of economic relations among SEATO member nations.

"The development of trade between SEATO countries has great significance for the future expansion of their economic relations, particularly for the Asian members in the context of their development needs," the group declared.

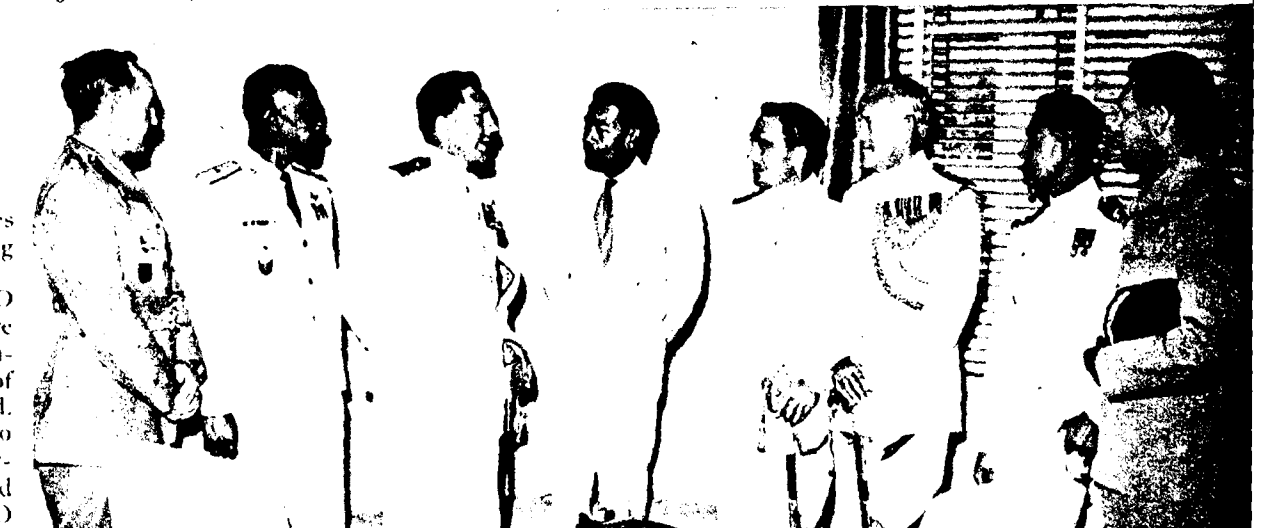
"Incomplete knowledge of markets leads to an insufficient awareness of export opportunities." To overcome this it is recommended that advanced member countries of SEATO provide their Asian partners with technical and financial assistance for conducting market surveys and help with regard to sales promotion and market organisation techniques, since trained personnel is in short supply in Asia.

JOINT VENTURES

The report recommends a number of measures for joint ventures and foreign investment: "Foreign investment is a valuable contribution to development in that it generally brings with it a technical know-how and training as well as foreign exchange. The importance of a favourable climate for foreign investment needs no stressing."

In addition, the expert group also suggests measures which might be taken to improve air transportation, telecommunications, postal service, shipping, travel and tourist industries. They also called attention to the need for examination of the problem of insurance and re-insurance in the Asia member countries.

It is by economic strength that the SEATO countries can best promote the well-being of the people.



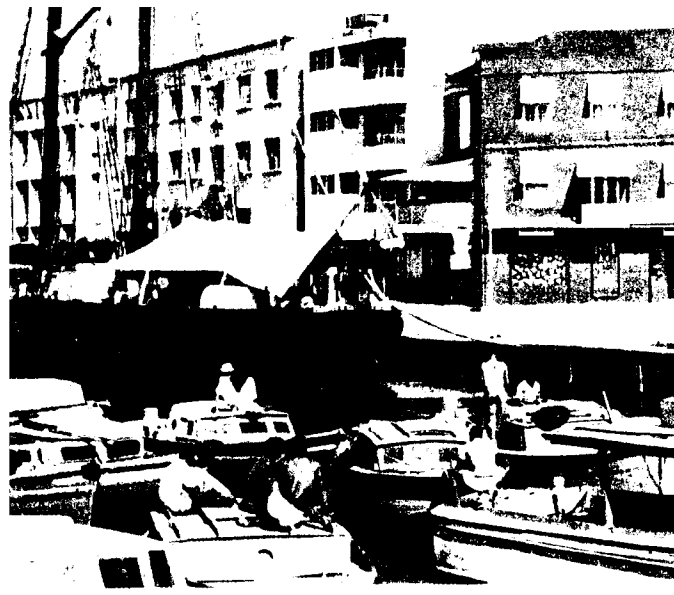
Commanding officers of two visiting Royal Australian Navy ships photographed at SEATO headquarters at Bangkok with the then Secretary-General, Mr. Konthi Suphamongkhon



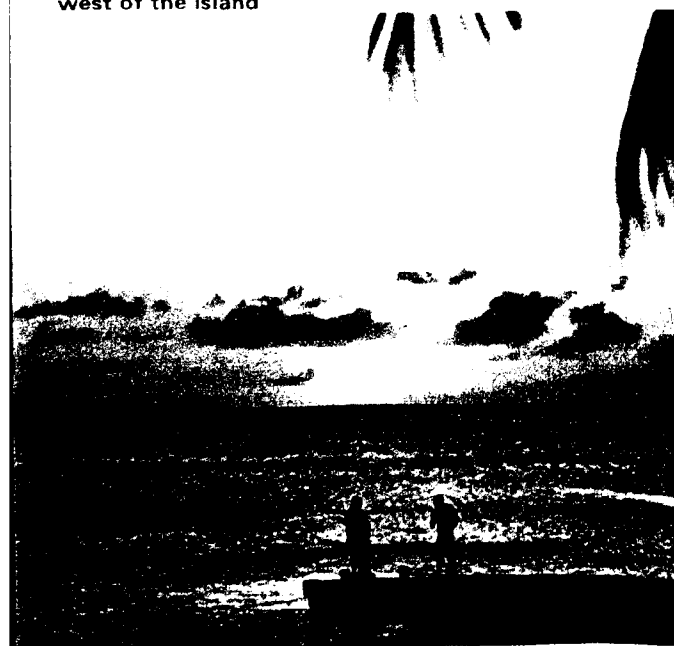
Sir Anthony Rumbold, British Ambassador to Thailand, in discussion with Mr. Konthi Suphamongkhon



A medical officer of the SEATO forces examines a child in an up-country village during a tactical air exercise in Thailand



Top: Fishing boats in the Careenage, Bridgetown
Centre: Tourists on the beautiful beach of the Coral Reef Club, St. James
Below: Sunset on the St. James coast on the west of the island

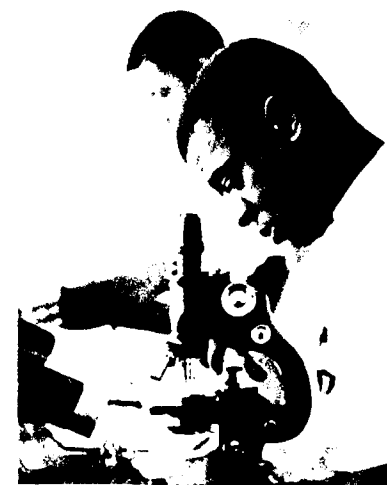
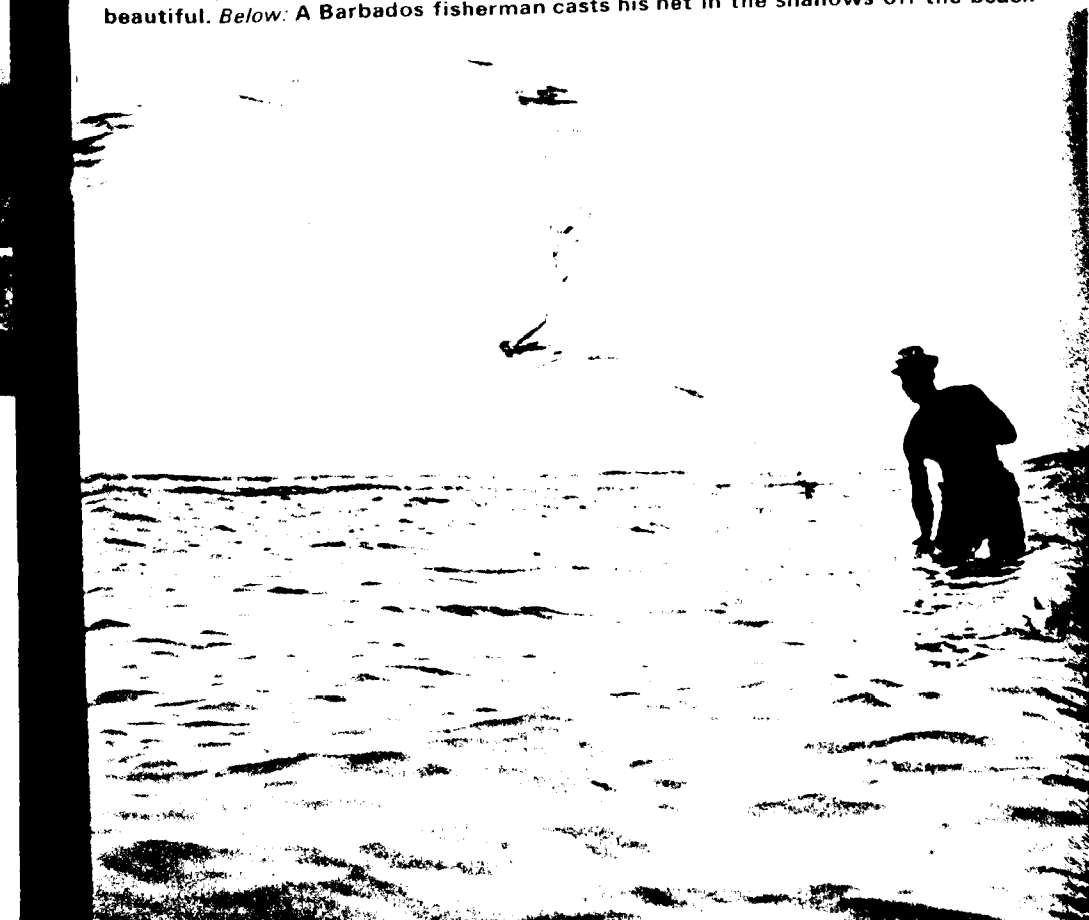


Barbados

Island of the Flying Fish



Above: The architecture of the new Queen Elizabeth Hospital is both modern and beautiful. Below: A Barbados fisherman casts his net in the shallows off the beach



A technician working in the hospital's hæmatological laboratories

OPENING the new Queen Elizabeth Hospital at Bridgetown, Barbados, H.R.H. Prince Philip concluded his speech with the following words: "A tremendous enterprise. . . I would like to congratulate everyone who has made any contribution to the building of this hospital . . . it will play a most important part in the lives of the people of Barbados . . . it will provide help and inspiration in the training of nurses and doctors for service in the West Indies."

This new 600-bed hospital is one of the most advanced in the whole Caribbean region. Designed by Captain K. J. Tomlin, resident architect to the Barbados Government, the elegant building incorporates many of the latest features of modern tropical architecture. Aluminium louvres protect the blue-green tinted glass-fibre windows against sun and rain. Decorative brick grille work provides shade for wards and corridors and at the same time allows ventilation by the trade winds. Inside, the latest equipment has been provided for patients, doctors, nurses, and other staff. The hospital cost more than 9½ million West Indian dollars, of which more than 3 million came from a British Government grant. The electrical, mechanical and engineering services, so essential to an efficient modern hospital, accounted for more than a third of the total cost.

The Queen Elizabeth Hospital is the latest evidence of the marked social and economic progress which Barbados has made during the past few years. Other important developments have been the new deep water harbour, and extensions to the international airport at Seawell. The deep water harbour has berths for eight ocean-going ships, storage for 80,000 tons of sugar (half the annual production), and transit sheds for the temporary storage of imports. Sugar can now be loaded five times as fast as when the ships had to lie out and load from lighters.

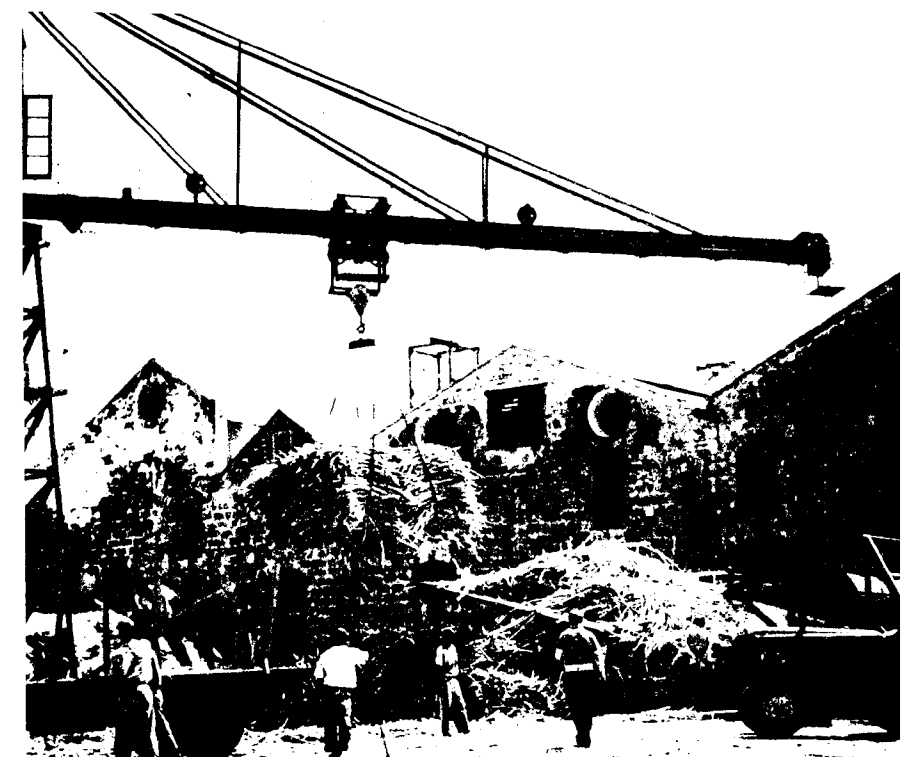
The extensions at Seawell, enabling it to handle fully loaded jet aircraft, have facilitated the rapid expansion of tourism in Barbados. Income from tourism has steadily increased over the past five years, from 13.8 million W.I. dollars in 1960 to nearly 24 million in 1964.

Now Barbados is about to make another progressive step, this time in education. In October 1963 the Barbados College of Arts and Science, part of the University of the West Indies, was established in temporary quarters. Now, with the help of a grant of more than 1½ million W.I. dollars from Britain, permanent buildings for the college are to be erected on a site provided by the Barbados Government.

This go-ahead island, only 16 miles by 22, is the most easterly of the West Indian islands, and in character as well as position it is set apart from the rest. Unlike its nearest neighbours, St. Vincent and St. Lucia, about 100 miles to the west, which are mountainous islands of volcanic origin, Barbados is a low-lying island of coral formation, with attractive rolling countryside reaching a maximum height of 1,100 ft. The coastline is varied and beautiful: in the north there are cliffs and coves, on the west the sandy beaches are washed by the warm, calm waters of the Caribbean, while on the east coast Atlantic rollers, ideal for surfing on boards, sweep on to long, white beaches. Sea breezes temper the hot climate and the island is free from malaria. All this makes Barbados the perfect year-round holiday resort, and it is not surprising that tourism has become the island's second most important industry.

For many years the chief industry has been the production of sugar. About 160,000 tons are produced annually, and most of it is sold in Britain. Barbados rum is prized by connoisseurs. Other local industries include the manufacture of cigarettes, beer, biscuits, soap, ceramics and furniture. Flying fish is a special local delicacy.

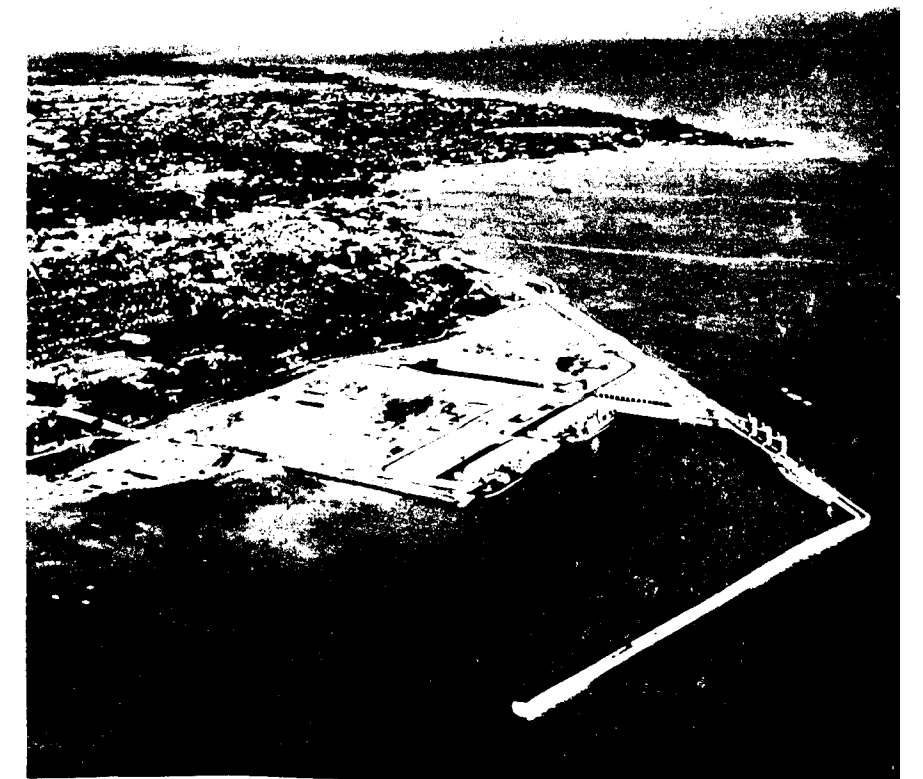
Unlike most of the other Caribbean islands, Barbados has had a peaceful history. It was uninhabited when the first British settlers went there in 1627. Since then, there has been a long and undisturbed association with Britain which has left unmistakable traces. The island is sometimes called "Little England". The street names, the carefully tended gardens and green lawns, the country churches, the cricket fields where Worrell, Sobers, Hall and other great names of West Indian cricket were schooled—these and many other things remind British visitors of their homeland. It is one of the greatest charms of Barbados that, as it progresses with the 20th century, it remains an island of great beauty in which visitors find both modern amenities and the style of an earlier and more elegant age.

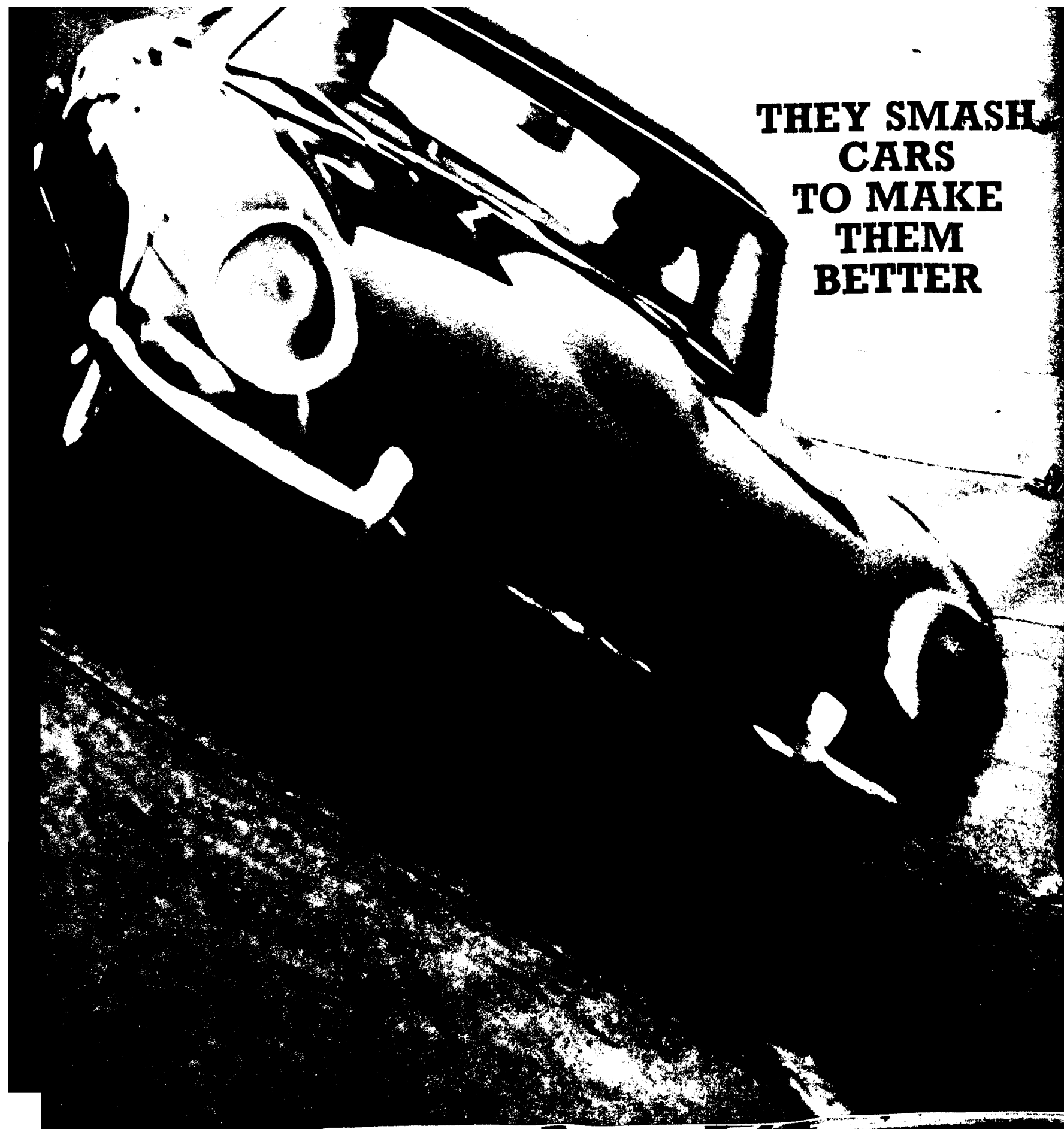


Above: Loading cane at a sugar factory. Barbados produces 160,000 tons annually

Below: The deep water harbour has berths for eight ocean-going ships

Bottom: Pottery is among the island handicrafts





THEY SMASH CARS TO MAKE THEM BETTER

SPLASHING along the rough routes of outlying areas, a motor vehicle may have to pitch and roll its way across miles of potholes or rutted cross-country track. It may need to splash through pools of water or creep through clouds of gritty dust, and function equally well in icy cold or blazing tropical heat.

Naturally, it is expected to spring to life again, unscathed, at the next touch of the starter button. The treatment it received may have been rough, but it could have survived worse. The original model probably endured far harsher tests before it was put on the production line.

At Lindley, in Britain's industrial Midlands, a 650-acre proving ground has been laid out with stretches of nightmare roadway and cunning devices designed especially to punish motor vehicles. Skilled drivers put new models of passenger cars and commercial vehicles through wrenching, bone-shaking courses. Engineers and technicians impart stresses and strains and deliver blows until the metal buckles, tears or crunches. Research workers test materials to the limits of their endurance. So any weakness or defect is revealed before a model reaches the public.

MIRA, as Britain's Motor Industry Research Association is commonly known, was formed in 1946. It marked the recognition that nothing less than a full-scale research organisation sufficed to back the industry as a whole in helping to meet world competition in vehicle development.

The call was for still better bodies and engines. Instruments had to be perfected. New materials and parts needed to be tested under all sorts of conditions. New mechanisms and new types of lubricants had to be investigated.

Supported mainly by the motor industry itself and partly by government funds, MIRA has grown quickly. Today it has about 600 member firms and other bodies who use its services. And both its facilities and its membership are still expanding.

Altogether, MIRA has made a vital contribution to developing both motor cars and commercial vehicles for use overseas. Its torturing tracks with their varied hazards and test facilities can simulate the worst that is likely to happen on the rough roads of even the more remote areas.

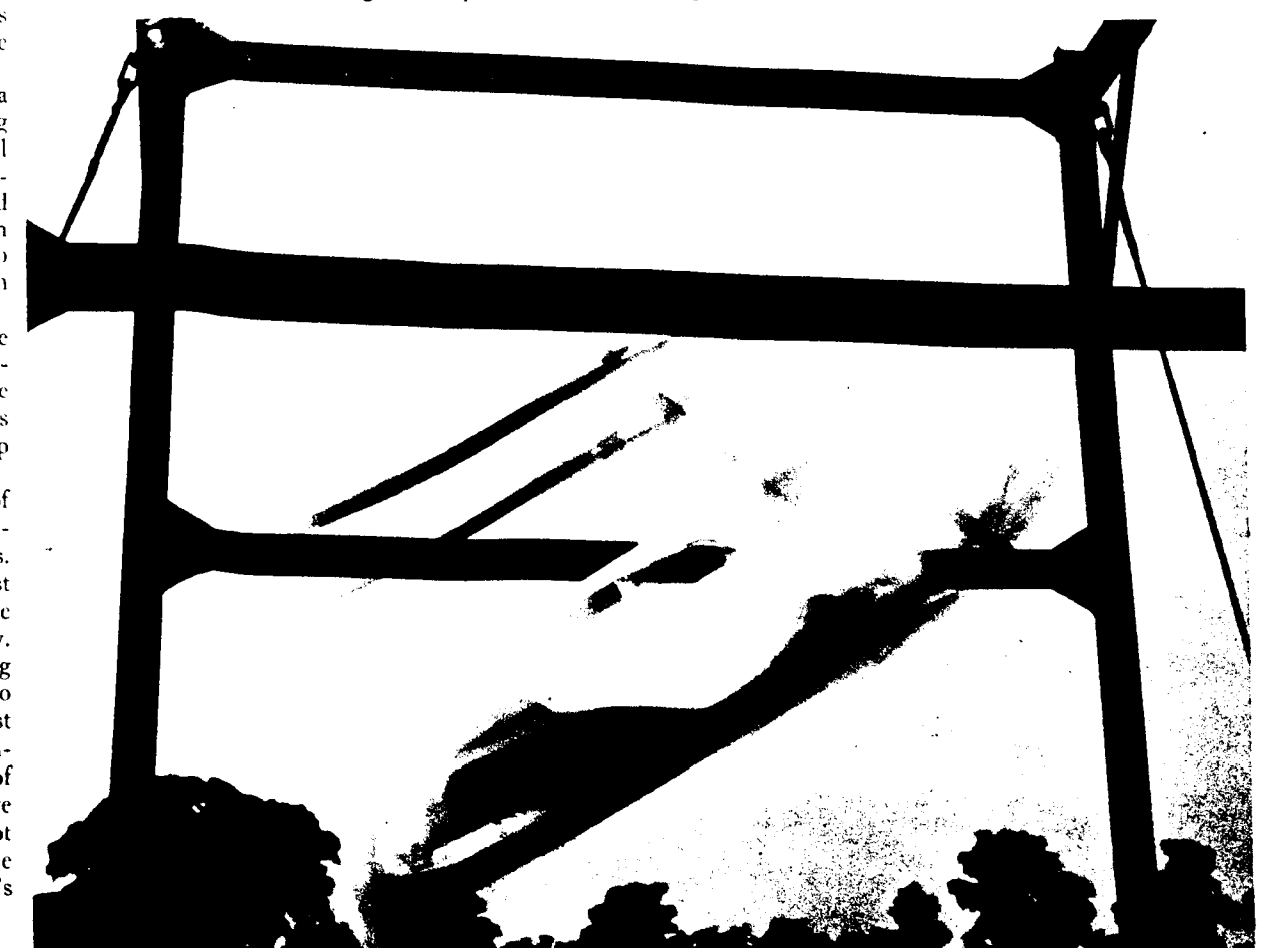
The proving ground provides the most spectacular features. However, there are other sides to the work. There are the programmes carried out by the research group and the backroom men.

The research group consists of about 150 persons including scientists, engineers and other specialists. They man the country's best equipped and most comprehensive automobile research laboratory. Theirs is a long-term job dealing with anything of basic interest to the motor industry. With their test equipment and electronic instruments they investigate all aspects of vehicle development, manufacture and operation. While they do not have the exhilaration of driving the prototypes of some of tomorrow's



Above: The Mud Splash. In a moment the truck will be deep in, and plunging through

Below: Impact. The Pendulum gathers speed. Its sharp halt against buffers will test seat belt anchorage points



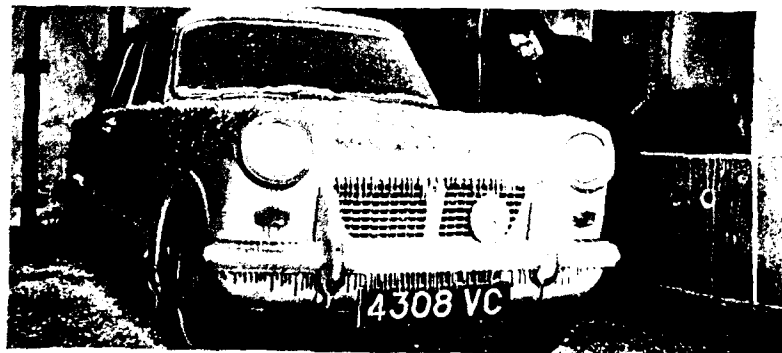
Above: The High-Speed Circuit, triangular in plan, is three miles long with steeply banked bends. Speeds of over 150 m.p.h. can be attained on the outer lane

Right: The Cross-Country Track provides the rough going met where there are no proper roads. Mud, pools of water, ruts and rocks—all are there

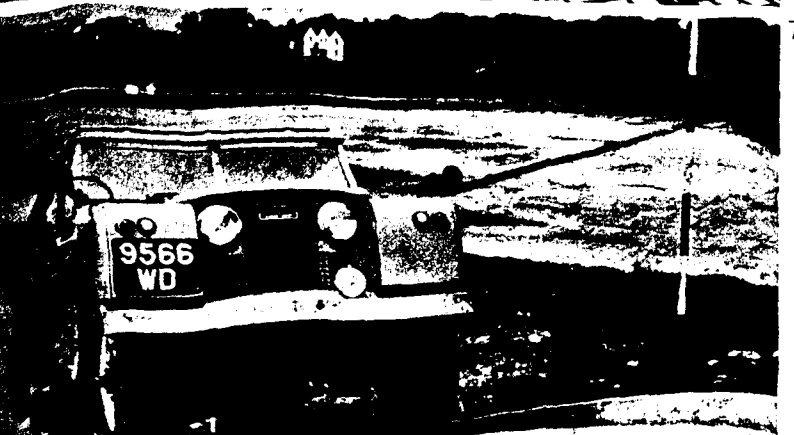
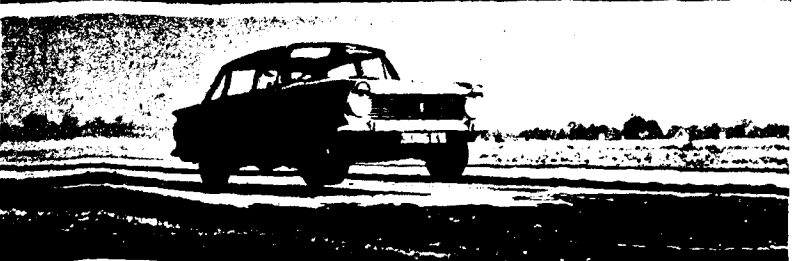
Centre right: The Dust Tunnel, with its restricted space, throws up enough dust to simulate the worst of dust-storms

Far right: The Pave Circuit, roughly laid, does its best to shiver and shake a vehicle to pieces





MOMENTS OF TRUTH ON MIRA'S PROVING TRACK



1 fastest cars along the track, their basic work is vital in helping to put them there.

Another group provides the Technical Information Service. The amount of information about the industry published throughout the world is now so great that it is virtually impossible for any single firm to collect and examine it on its own account. MIRA offers to do the job for everybody.

It summarises the most important items, provides a library service, answers technical queries. It also supplies translations of articles in foreign publications. In this way it can keep members abreast of developments in, say, Russia or Japan, France or Germany.

The proving ground itself, with its varied conditions and hazards, could be a driver's nightmare.

There is a roughly paved pave circuit where the stones dip and project like uneven teeth. New models are pounded around it for a thousand and more jolting, shuddering miles. Afterwards they are examined with instruments by engineers and technicians from top to tyre tread to record the effects.

Then there is a 200-foot dust tunnel. White dust, like that on many roads in tropical countries, envelops the vehicles in dense clouds worse than any sandstorm. This enables the technicians to assess the amount of dust that can penetrate passenger and luggage compartments.

A wading trough, up to two feet deep, tests the braking systems and the resistance of other parts to water.

A 75-yard-long shallow water splash like a flooded road reveals any weakness in the ignition protection or in the underfloor bodywork.

A course known as the Long-wave Pitching Track, whose waves, 40 feet long and rising four inches in height, makes a vehicle "bump" and "dip", tests the suspension system.

A corrugated track, with inch-high corrugations to simulate the "wash-board" surface of many earth roads in tropical countries, reveals the vibrations that this sort of pattern can set up in parts of the car.

This is just a start. There is also a 4½-mile cross-country track with an assortment of hillocks, ruts and gulleys, loose stones and roots. There is a creek crossing. There is a noise track where acoustic instruments record the noise of the wheels on the road.

Again, there are short hills with gradients of 1 in 3 and 1 in 4 to test brakes and starting performances, and also appliances and equipment to simulate hill-climbing conditions for any length of time. And there is a circular concrete area, 250 feet across, where a vehicle's movements and attitudes

at any speed and rate of acceleration are recorded by instruments as it is swung around in sharp turns.

Another course includes 18 features simulating different types of roadway hazards. They include adverse cambers, undulations and corrugations, simulated man-holes, broken road edges, a spiral bend, a railway crossing. In negotiating them a driver can quickly assess how easy his car is to handle and how smoothly it rides under such testing conditions.

There is also, of course, the high-speed circuit whose outer lane imposes a *minimum* speed of 70 m.p.h.

Nor is this all. The research men, with their facilities, have their turn.

With their electronic instruments and other equipment they gauge, for example, the strength, endurance and safety of parts, the performances and efficiency of mechanisms, and the effects of various conditions on the vehicles.

Two wind tunnels—one for full-size vehicles, the other for quarter-scale models—provide information about stability and aerodynamic problems. A turntable and balance enable measurements to be made of the various forces acting on a car when travelling at different speeds and angles to the airflow.

A decompression chamber reveals how the engine will work in the thin air of altitudes of up to 15,000 feet.

A cold room shows how the vehicle would function if caught, say, in the chill of a blizzard. The temperature can be lowered to minus 60 degrees Centigrade, and the effects on fuels, lubricants, materials and general performance can be studied.

Also, the likely results of road accidents on particular vehicle structures are carefully investigated. With the aid of a special rig, "smash-ups" are devised under controlled conditions. A collision can be simulated by swinging a heavy object at known speed against a vehicle. A crushing test is made by dropping a weight from a known height on to a vehicle's roof. Other impact tests can be made with the use of a 30-foot "pendulum". The vehicle under test is mounted on the pendulum, the pendulum is swung, and the vehicle is allowed to strike an object. Passenger safety belts can be tested here, too. A vehicle with dummy passengers fastened by belts is fixed on the pendulum, which is then swung and brought to a sharp halt by buffers.

Some vehicle parts, some models, do not survive their trials. But one thing is certain; if the prototype has safely endured them all, the production versions that reach the public should survive anything they are likely to meet in years of *normal* driving, even if the riding is sometimes rough.



Readers are invited to send photographs which they must have taken themselves. Address and description should be marked on the back. A guinea will be paid for each photograph published. Photographs, which must be black and white, should be addressed to the Editor, COMMONWEALTH TODAY, Hercules House, Hercules Road, London, S.E.1. Photographs will only be returned if requested.



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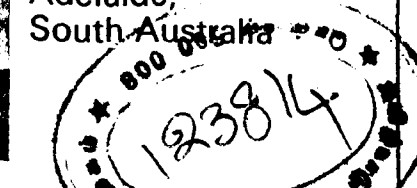


3

1. Young
Zambian Girl
George Guyot,
325 Bazin Street,
Laval des Rapides,
Montreal, Canada

2. Sifting Tin
Mrs. Claire
Corridon,
184 Mount
Pleasant Road,
Singapore 11

3. Swans with
their cygnets
John Ford,
4 Brightman Avenue,
Parkholme,
Adelaide,
South Australia



1. Cold Room. 2. Turntable and Balance. 3. Steering Pad
4. Long-wave Pitching Track. 5. Corrugated Track
6. Echoless Room. 7. Test Hill

PAKISTAN'S EDUCATIONAL PROGRESS

BY RAFIUSHAN KUREISHI

MORE and more emphasis is being placed on improving the standard of education in Pakistan. Today's students will mould the political, economic and social destiny of the people. And on them depends the future and prosperity of Pakistan.

Since 1958, 20,000 primary schools have been established and two million additional children have been admitted to these schools, raising the number of schools to 60,000 and the number of pupils to six million. Pakistan aims to have universal primary education as early as possible, and towards this end, Rs. 600 million were allocated for further expansion of primary schools in the Third Five-Year Plan.

DEVELOPMENT OF TALENT

It is at the secondary stage of education that the development of talent begins. It is the secondary schools that give the students the skills to meet the immediate needs of a rapidly expanding economy. Pakistan increased the number of secondary schools by 400 and the number of pupils by about 64,000 during the Second Plan period.

EMPHASIS ON QUALITY

It is to the universities that Pakistan looks for her future leaders, administrators, engineers, doctors, lawyers, and scientists. It is imperative that the quality of students and learning should be of the highest standard.

Better quality of education is ensured in a number of ways: improved teaching methods with special emphasis on both tutorials and seminars, encouragement of postgraduate courses and research projects, new technologies and encouragement of talent through merit scholarships.

Many reforms have been carried out to improve teaching methods. Highly qualified professors have been engaged, more libraries and laboratories have been built. The Universities at Lahore, Dacca, Hyderabad, Rajshahi and the Agricultural Universities at Lyallpur and Mymensingh have adopted new methods.

Further steps are being taken to improve the general conditions of teaching and make available more facilities for students and staff.

SCHOLARSHIP FACILITIES

There are a great many scholarships available to students who show promise. Those who are brilliant are sent abroad for higher studies. The Pakistan Government usually provides these scholarships but there are other agencies like the Colombo Plan, Commonwealth Scholarship Schemes, and Ford Foundation that also give scholarships. In 1964 twenty-two scholarships were awarded under the Colombo Plan and in the last four years 118 have been awarded under the Commonwealth Scholarship Schemes.

OVERSEAS TRAINING

As the improvement and expansion of an educational system depends entirely on the quality and quantity of teachers, great attention was paid to this aspect in the Second Plan. A scheme for Overseas Training was launched and 48 teachers were sent abroad for higher training during 1964-65. A college for training teachers for polytechnics and engineering colleges has been established in West Pakistan and a similar one is under construction in East Pakistan.

There is also a scheme to induce Pakistani scientists working abroad to return home.

Pakistan also receives assistance from UNESCO for its educational projects. During the last five years eleven Fellowships have been awarded to Pakistanis. And under the Government's Cultural Scholarships Scheme, a number of scholarships have been awarded to students from foreign countries to come to Pakistan for special courses. During 1964-65 eighty students from nearly thirty countries were awarded scholarships for study in various educational institutions in Pakistan.

Every effort is being made to make Pakistan's educational facilities conform to the requirements of modern times: Pakistan has planned for quality education.



Punjab University, Lahore. West Pakistan's share of the Third Plan allocation for education is over Rs. 125 crore



Egg grading in a laboratory at the Agricultural University, Lyallpur, where work is carried on from 7 a.m. to 9 p.m.



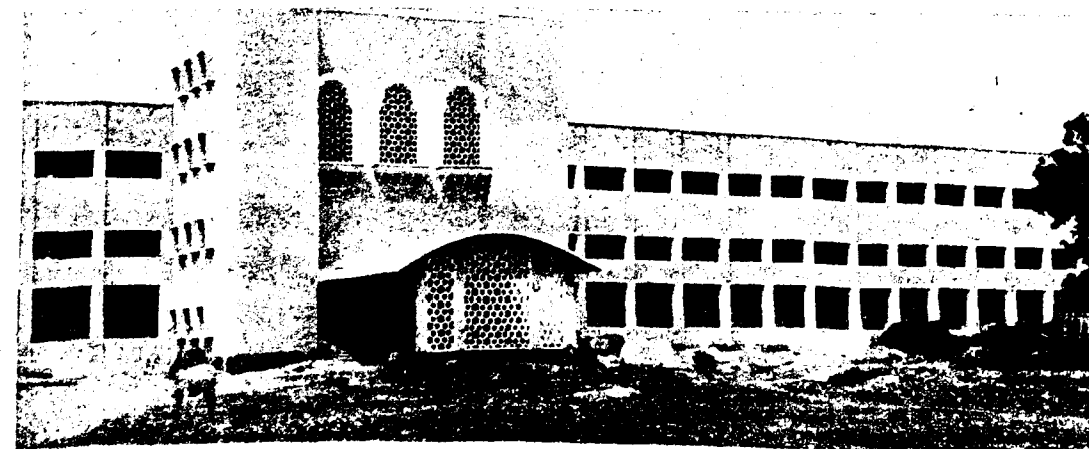
Administration Block, Peshawar University. Of 6,000 students who applied only 2,200 could be admitted because of space shortage



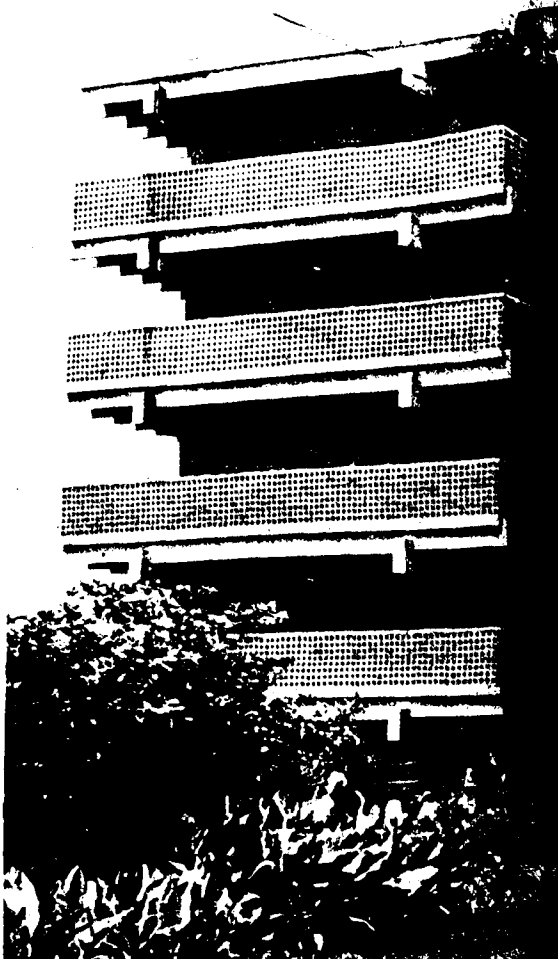
Government College, Lahore. Research is encouraged and there are Government grants for development projects



Islamia College, Peshawar. During 1965 eminent professors—mostly British—have been assigned to the University under various projects



The new Arts Building, Dacca University, East Pakistan



Rokey Hall for women students, Dacca University



West Pakistan University of Engineering and Technology, Lahore



The new Gymnasium Building, Dacca University



Karachi University

GEOGRAPHY STUDY

Tasmania —the apple isle

As seen on the map, Tasmania reminds one of a heart-shaped pendant hanging from the vast Australian mainland. It is the Federation's smallest State, a fact which inspires Australians to good-humouredly call it "the Speck". Despite its size, it teems with history, can claim to be the oldest known part of the Continent apart from the west, and has unrivalled beauty.

The first white man to discover it—on 24th November 1642—was Abel Janszoon Tasman, the Dutch navigator and explorer. Not realising it was an island, he christened it Van Diemen's Land after the Governor-General of the Netherlands East Indies. In 1802 it became British and received its first settlement the following year—at Risdon Cove on the Derwent. But independence was delayed until 1825; until then it came under the jurisdiction of New South Wales. In 1855, now renamed Tasmania, it was the first Australian colony to get responsible government.

Settlers, convicts and whalers strode its early nineteenth-century scene. Within less than a year the settlers had abandoned Risdon for Hobart. The island was chosen as a penal colony, but Hobart—now the capital and a deepwater port—developed more as a whaling and sealing harbour than as a centre for convicts. Indeed, transportations ended in 1853. In 1877 the penal settlement at Port Arthur ceased entirely. Today, only the ruined prison walls survive, but many of Hobart's oldest buildings, built by convict labour, "make Tasmania the architectural treasure island of Australia".

From savage, violent times Tasmania developed. In a whaleboat Surgeon Bass explored Bass Strait and discovered Tasmania to be an island. Lieut. Matthew Flinders, with Bass, first circumnavigated the island. A more notable sailor, Lieut. William Bligh of the *Bounty*, planted the first apple trees—on off-lying Bruny Island, a step which led to Tasmania being called "The Apple Isle". (Nowadays the island is one of the world's largest producers of apples and pears.) Sir John Franklin, a Governor who later died in the Arctic seeking the Northwest Passage, speeded the island's progress.

The mail coach helped to open up Tasmania. Economic development quickened with the first island railway—the Launceston and Western. In 1871, tin deposits were found at Mount Bischoff and the railway was opened for traffic. In 1885, silver lead was discovered at Mount Zeehan, and in the following year gold and copper at Mount Lyell.

Tasmania has since been proved to be rich in mineral resources. But it was wool which first brought prosperity. Sheep rearing is still significant in the economy, though other industries now rival it: for instance, dairy farming, fruit growing and canning, potatoes (about one-quarter of Australia's output), mining and metal extraction, timber, hay and grain farming, and jam making. The industrial potential is substantial since Tasmania, less than a hundredth part of Australia's area, contains fifty per cent of its water power.

These enormous resources are attracting industries from the mainland. Some of the newer enterprises are newsprint, and fine paper and textile mills. There are zinc, brass and copper manufacturers, and Tasmania has not only most probably the oldest licensed premises in Australia (the Bush Inn at New Norfolk, where Vincent Wallace composed part of his opera *Maritana*), but certainly the only aluminium ingot plant in Australasia and the Commonwealth's sole carbide works.

Tasmania, which entered the Federation in 1899, has varied physical conditions. A succession of hills and mountains grow more rugged from east to west. When the mainland scene turns brown and yellow, the Tasmanian landscape stays green. This and much lovely countryside, plus a reasonably temperate climate, draws the mainland tourists.

The early British settlers imported elms, oaks,



poplars, willows and hawthorn. Large areas of countryside are therefore reminiscent of England. But how different is the wild, mostly undeveloped western half of the island. Here is "The Lost Province", which is mostly unexplored. Its mountains, clad in impenetrable forests, are claimed to be older than the Alps, Andes or Himalayas. The south-western area is the wildest of all: soaring peaks, divided by jungle-covered gorges or swamp-filled valleys. Their mineral wealth is thought to be great.

Like the Australian mainland Tasmania has zoological distinction due to its mammalian fauna. Tasmania has been described as a "sanctuary within a sanctuary". It once joined the mainland, but when it separated it retained some forms of life which perished in Australia itself: for instance, two of the marsupials—the carnivorous "Tiger" and the "Devil". Then there are the platypus and the spiny ant-eater, the only surviving members of that archaic group which still reveal something of the manner in which mammals have developed from reptilian egg-laying ancestors.

Gone, however, are the original Tasmanians. These aborigines, at the Stone Age state of development at the beginning of the 19th century, were unique: they did not appear to be of the same race as those on the mainland. Their skins were darker and their language was different. They had a lower culture and used neither canoes nor boomerangs. Clothes were never worn even in the coldest weather. From a population of some 3,000 their numbers gradually dwindled. When they faced extinction, a few of the "europaeised" natives, among whom was an intelligent woman named Trucanini, gathered together those who remained into a settlement on Flinders Island in Bass Strait. But, unhappily, their attempt to come to terms with

contemporary civilisation failed. The last of her race to die in 1876, was the indomitable Trucanini, having survived "King Billy", her fifth husband, by a few years.



Murray Street, Hobart

ROYAL COMMONWEALTH SOCIETY LIBRARY

Not far from Trafalgar Square in London stands the large white building which forms the headquarters of the Royal Commonwealth Society. It is known to many throughout the Commonwealth as a centre at which people of diverse races and backgrounds meet, and also as the home of a remarkable Commonwealth Library. When, in 1868, a few enthusiasts formed the Colonial Society to bring together those interested in the Colonies and to counteract the widespread

ignorance of Imperial affairs, a Library was one of their main objects. From small beginnings, the Library has grown in size and scope through a period of great change reflected in the successive names of the Society—The Royal Colonial Institute, The Royal Empire Society and, since 1958, the Royal Commonwealth Society. In 1886 the Society made its home in Northumberland Avenue. The Library suffered severely in 1941 when the building, completely reconstructed only

five years before, was bombed, but has since been restored. Its stock now totals approximately 350,000 items.

Its scope is the Commonwealth, past and present, with less extensive matter on related areas such as the Middle East and non-Commonwealth Africa. It is concerned with all aspects of Commonwealth countries: Art, Literature, Natural History, Education and many other subjects find a place side by side with more obvious topics. Books and pamphlets range from current publications to extremely rare early items on the Caribbean and on Cyprus in special collections presented by members of the Society. The official material, housed chiefly in the extensive basement, includes some publications from the early years of the 19th century, and long runs of debates of legislative bodies, parliamentary papers, annual and special reports. There are about 8,000 photographic prints, chiefly dating from 1860 to 1914, whose historical value has led to their use in television programmes as well as for study purposes. The map collection contains items as varied as manuscript maps of Western Canada drawn by pioneers of the North West Company more than 150 years ago, and the current *Atlas of Australian Resources*. There is a small collection of manuscripts and some original drawings and paintings. Among these latter should be mentioned the valuable sketches and water-colours made by William Westall, artist on Matthew Flinders' surveying voyage round Australia, from 1801 to 1803, which were reproduced in a volume published by the Society in 1962.

The Library is not only available to its own members: any serious student of a Commonwealth subject may apply to use it. Very varied topics are studied—e.g. town planning in Nigeria, the early use of words in New Zealand for the *Oxford English Dictionary Supplement*, and illustrations of the Eureka Stockade for a mural by a distinguished

Australian artist. Library students from Commonwealth countries have also used the Library for practical and bibliographical work.

Additional activities include Library Talks given by visiting Commonwealth Librarians or by experts in subjects covered by the Library. Regular exhibitions, often including valuable and unusual items, are displayed in the Library vestibule; from time to time larger exhibitions have been mounted, two recent examples being the Tagore Centenary in 1961 and the Shakespeare Quatercentenary in 1964. In conjunction with the latter, the Society issued an illustrated booklet *Shakespeare and the Commonwealth*, copies of which may be obtained from the Librarian free of charge.

An essential part of the Library is its extensive card catalogue, which contains not only books, pamphlets and official publications, but a very large number of entries for articles in periodicals. From it a four-volume printed *Subject Catalogue* (of which only one volume remains in print) was published between 1930 and 1937, and a *Biography Catalogue* appeared in 1961. A monthly duplicated *Library Notes* is issued; this includes a list of the more important books added, and also a special bibliography, or article on some interesting item in the Library, or an aspect of its work.

Inter-library co-operation is essential in the rapidly developing field of Commonwealth studies. The Library works with others to limit needless duplication of less important material, and to ensure that enquirers who have exhausted the resources of one collection are passed to others which may give them further help. Through its long career the Royal Commonwealth Society Library has gathered much material that is virtually unobtainable anywhere else; it can render a valuable service by supplying photographic copies to the growing number of new University, and other, Libraries overseas.

The Library is anxious to assist those who cannot visit London. It cannot lend books overseas, supply free material, give specialised educational advice, or undertake extensive research, but requests for bibliographical information or guidance to reading on specific subjects, especially if received through librarians or teachers, will be answered as fully as possible, as part of the Society's policy of promoting knowledge and study of the Commonwealth.

Stamps

British Solomon Islands Protectorate

It is difficult, on first thought, to understand the connection between the Solomon Islands, the British Protectorate in the Pacific Ocean, and the Jewish King Solomon whose wisdom and wealth are so vividly described in the Bible, in the First Book of Kings. Yet the islands derive their name from the King, because the Spanish explorer who discovered them in 1568 believed that he had found there the legendary land of gold from which Solomon's wealth had been obtained and for which so many early adventurers were seeking.

After Mendana's visit the Solomon Islands were lost to Europeans for another two centuries and it was not until 1767 that Captain Philip Carteret, in the *Swallow*, re-discovered the Santa Cruz group. The French explorer Bougainville was another visitor to the islands at this time.

The Solomons have been a British Protectorate for over seventy years and have had their own stamps since 1907. Many issues have shown views among the islands and something of the lives of their inhabitants. The most recent series comprises fifteen values showing, with a portrait of the Queen,

some representative birds, fishes and native artifacts.

Among the birds are the hornbill on the 2d. stamp and the frigate-bird on the 9d. stamp. The latter is a large sea bird which preys upon other birds, forcing them to disgorge the fish they have caught, so that it can enjoy a meal which has cost it little effort.

Marine life is represented by the scorpion shell on the 1½d. stamp and the Moorish idol fish on the 6d. value. From the island of Ysabel comes the native shield depicted on the 2½d. stamp and Rennell island provides the massive club for the design of the 3d. stamp. The new stamps have been printed by Thomas De La Rue and Co., in offset lithography, and an attractive feature is their range of rich colours.

The Solomons use Australian currency and as this is to be replaced next February by a decimal currency of dollars and cents, the new series will not be long in use and it will have to be replaced by stamps in the decimal currency. The last sterling series is therefore likely to prove a sound investment, especially if collectors choose specimens in fine used condition.

C. W. HILL.

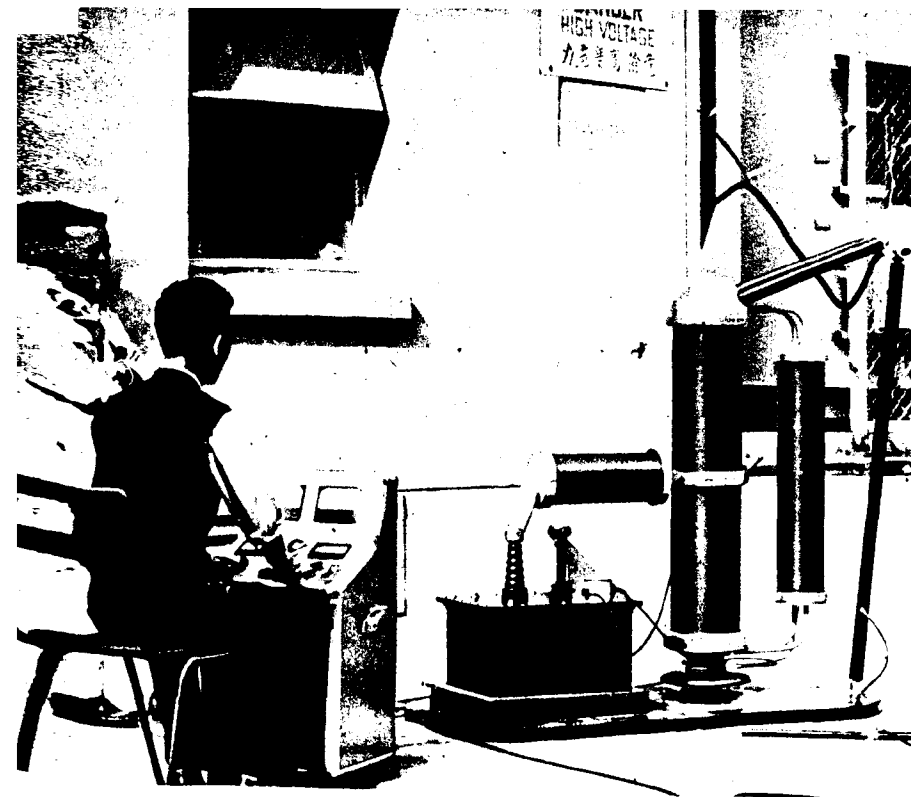




The Deputy Prime Minister of Malaysia, Tun Haji Abdul Razak bin Dato Hussein, visits the British display at the Commonwealth Week exhibition held in Kuala Lumpur. Forty-three hand-made exhibits were flown from Britain for the display



The Thai Minister for National Development, Mr. Pote Savasin, paid courtesy calls on the Prime Minister, Mr. Lee Kuan Yew, and Minister for Foreign Affairs, Mr. S. Rajaratnam, during his visit to Singapore



A BICC transportable testing unit operated by a local engineer carries out a commissioning acceptance test in Hong Kong. Similar high voltage testing equipment is supplied by British Insulated Cables Ltd. for use throughout the world



The Uganda Prime Minister, Dr. Milton Obote, talks to the Malaysian Deputy Prime Minister, Tun Abdul Razak, left, at a reception given in Parliament Building, Kampala, in honour of the visiting Malaysian Goodwill Mission

PICTURESCOPE

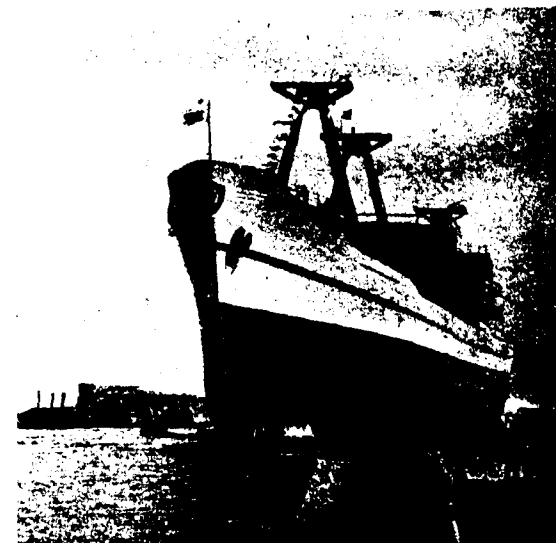
BRITISH COUNCIL LIBRARY IN CEYLON • FIRST SHIP BUILT IN BRITAIN FOR PAKISTAN • SABAH AND SARAWAK STUDENTS IN NEW ZEALAND • NEW ENGLISH CHURCH FARM FOR INDIA



The Rev. Anthony Clough, 29-year-old curate of St. Mark's Church, Derby, in England, helps with the harvest at the Derbyshire Farm Institute. After a year's agricultural course he is going to India to pioneer a new Church farm of 120 acres near Patnara



Students using the new reference section of the British Council Library in Colombo where all tastes and all ages are catered for



The 12,000-ton cargo ship "Teesta" is launched from the Bartram & Sons shipyard: the first ship built in Britain for Pakistan and named by Begum Hilaly, wife of the Pakistan High Commissioner



Students from Sarawak and Sabah pictured on their arrival at Wellington, New Zealand, to attend the English Language Institute at Victoria University. From left, Miss Tiong Hio Ting from Kuching, Sarawak, and from Jesselton, Sabah, Misses Patricia Siagian, Chin Chau Ching, Seah Moo Yin and Helen Kwong Chang Lan



The Ceylon High Commissioner in Britain unfurls the flag of Ceylon in the main street of Stratford-upon-Avon during the Shakespeare birthday celebration ceremonies in England



Fourteen countries were represented at an exhibition organised by the British Epilepsy Association at Foyle's Bookshop, London. Here, a picture by 13-year-old Sahrah David from Bombay



Mr. M. B. Pescod has a two-year appointment as Assistant Professor of Public Health Engineering at the SEATO School of Engineering, Bangkok, Thailand. He is seen here with one of his students



Mr. John Hunt, a graduate of the Institute of Electrical Engineers, checks his "Universal Instructor" before leaving for Ceylon to start a school for Radio Ceylon technicians

Commonwealth Today



Commonwealth Today

Presenting the Commonwealth to the Commonwealth

VIEWPOINT

COMMONWEALTH CO-OPERATION

*From a speech by the Rt. Hon. Barbara Castle, M.P.,
Minister of Overseas Development, at the
first Commonwealth Medical Conference in Edinburgh*

There has been a growing interchange between Commonwealth Governments in many fields. Our Prime Ministers have met regularly since long before the war. Since the war these meetings have been supplemented by a wider range of contacts: in finance, trade and science, for example. In 1959 a new step forward in co-operation was taken when the first of a series of Commonwealth education conferences was launched. These proved so successful in stimulating mutual help in the educational field that last year Commonwealth Prime Ministers suggested we should seek to secure similar benefits in the field of medicine.

It is true that co-operation in health and medical matters is no new phenomenon in the Commonwealth. Indeed, there is no field or profession where there is more international co-operation and exchange than in medicine. But what is new is that for the first time governments are involved. We have ministers and administrators here as well as distinguished members of the profession.

Partnership has always been the keyword of our Commonwealth relationships. One of the most important aspects of co-operation is, of course, the exchange of personnel. Medicine, more than any other discipline, has demonstrated the advantages which flow when professional people spend some part of their training or their working lives in countries other than their own. We in Britain are very conscious of the debt we owe to doctors

who have come to learn and practise in our country.

Among the first Colombo Plan trainees in 1951 were six young Ceylon students who went to New Zealand for school dental training. Little did people then envisage the scale to which Colombo Plan training of all sorts would grow. Since then more than 33,000 people have benefited from instruction, study or research in other lands than their own, all on Colombo Plan scholarships.

Then there is the Special Commonwealth African Assistance Plan (SCAAP). Every independent African country is now receiving experts, teachers and so forth under this plan, or is sending its people for training overseas. Apart from Britain—Australia, Canada, New Zealand, India and Pakistan have, for example, provided these facilities, but other Asian countries, and African countries too, have all been helping each other, in particular be it noted, by offering places in their medical schools.

The Commonwealth Scholarship and Fellowship Plan is another good example of widespread co-operative exchange. Last year 924 students were holding scholarships in 13 separate Commonwealth countries.

What I hope is that the special bonds of understanding between Commonwealth countries will be the mainspring for new initiatives in co-operative practice and the sharing of knowledge from which, in turn, the whole world will benefit.

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A little girl learns to play Angklungs, a musical instrument made of bamboo, at the Singapore School for the Blind



Stilt jostling is a favourite sport among the boys at the Singapore School for the Blind



First prize in the British Stall donation draw at the 12th International Bazaar for the Blind in Singapore was a red MG 1100 car. It was won by Mrs. Valerie Smith, wife of Corporal Paul Smith of the RAF, Tengah, who is seen here, left, receiving the keys from Mrs. Philip Moore, chairman of the British Stall



A cheerful patient at the Red Cross Home for Crippled Children in Singapore



Miss Lee Neow Wong, who received her physiotherapy training at Liverpool in England, comes every afternoon from the General Hospital to help the children at the Spastic Children's Association of Singapore. Here, she is organising a tricycle race

The Mercy Women of Singapore

A spastic child abandoned in the mud of a tidal river . . . an old blind woman lying of starvation beside the body of her husband. . . These are just two of the many who have been given new lives by the mercy women of Singapore, a band of voluntary workers who devote much of their spare time to helping others.

Singapore is a sophisticated island with possibly the highest standard of living in South-East Asia, but as a newly independent and developing nation, it is not yet able to take over full responsibility for all the sick and infirm.

Fortunately there are a number of women living on the island who come from countries where welfare services are provided by the State and they are well aware of the need to help the physically and mentally handicapped. Many of them are the wives of men of the Commonwealth fighting services. Some are the wives of British businessmen who form one of

the largest British business communities overseas. Working alongside Singapore citizens, they give their services at the various centres and raise money—many thousands of pounds each year, more money per head of the population (1½ million) than most other places.

Last year for instance there were more than thirty flag days, then there are bazaars, fairs, bring-and-buy sales, whist drives and so on. The 12th International Bazaar for the Blind alone raised over £15,000 of which the Singapore Association for the Blind received more than £13,000 and the rest was divided among other charities. The Spastic Children's Association of Singapore benefited by nearly £7,000 from their Wonderland Fair.

Voluntary help is needed just as badly as money. The Cheshire Home on the island's east coast for instance needs many more than the present twenty voluntary helpers to exercise the limbs and generally assist the forty-six residents, most of them too seriously afflicted

ever to leave the home. But they count themselves lucky to have amongst the helpers the wives of four doctors serving with the RAF.

The Red Cross Home for Crippled Children has been taken under the wing of RAF Changi: service wives sew the children's clothes, linen and even the mosquito netting which covers the tiny beds. Men of No. 5001 Squadron, Air Field Construction Unit, built a swimming pool for the children. It cost only £500 because civilian contractors in Singapore gave much of the material. The £500 was collected by the children of RAF personnel.

It is not possible to assess the total amount of money raised for charity each year, nor to count the number of voluntary workers but it is true that in Singapore the people of the Commonwealth come together to work hard for the good of all. And the charity work of the mercy women of Singapore goes on and because of them lives are saved and other lives made more bearable.

TECHNOLOGY FOR THE TROPICS



Top: "Big thatch", a material used in Jamaica to make straw craft goods. Not enough natural fibres are available and the Tropical Products Institute is advising on synthetic and other alternatives. Above: Plaiting "jippi-jappa", another important natural craft material. Right: Fish-drying shelter in Aden, suggested by an Institute adviser. Fish dried this way fetched double the price of fish dried by older methods

The establishment of a match factory in Fiji; the improvement of fish-drying in Aden; making fibre suitcases in Sierra Leone; and research into the possibilities of making lightweight concrete, using rice husks instead of furnace clinker as the aggregate, are ventures which at first sight may not appear to be closely related. In fact all have come about as the result of skilled research at the Tropical Products Institute in London and practical collaboration with the countries concerned.

In the past, trade in tropical areas has in the main involved primary agricultural produce and mineral ores, but the need has long been recognised for the less-developed countries to establish industries based on the processing of indigenous raw materials both for home consumption and for export. In addition to providing employment, home production saves the expenditure of precious foreign currency; new products for export enable the purchase of necessary imports of commodities as well as machinery and technical skills that for the present must come from elsewhere.

For developing countries to try too soon to establish ambitious schemes such as steelworks, synthetic fibre factories or paper mills, might overstrain their sources of capital and skilled labour. On the other hand, local businessmen often have, or can arrange, sufficient funds to finance simpler schemes requiring fewer trained men and less capital. For these entrepreneurs the Small Industry Reports prepared by the Tropical Products Institute are of the greatest assistance, as they give practical information on equipment, finance and personnel for various industries which are suitable for relatively unindustrialised areas. In addition to reports on match manufacture and fibre suitcases, advice has been given on such projects as the manufacture of desiccated coconut and small fruit-canning factories, where essential "know-how" includes an understanding of economic factors such as the minimum size for a venture to become profitable, and the importance of a steady supply of high quality fruit.

Since April 1965 the Institute has been part of the Ministry of Overseas Development (previously the Department of Technical Co-operation), though it is, in fact, one of the older research organisations in Britain, having originated as part of the Scientific and Technical Department of the Imperial Institute which was founded as long ago as 1894. In those early days most of the work carried out was for British merchants and manufacturers who wished to use the products of tropical areas. Demand for the Institute's services has, however, grown steadily over the years, and though the largest amount of work now done is for African States and the West Indies, considerable and increasing demands for advice and aid are received from other countries all over the world. The task of the Institute today is to help the developing countries to increase the standard of life of their peoples by improving the quality of their agricultural

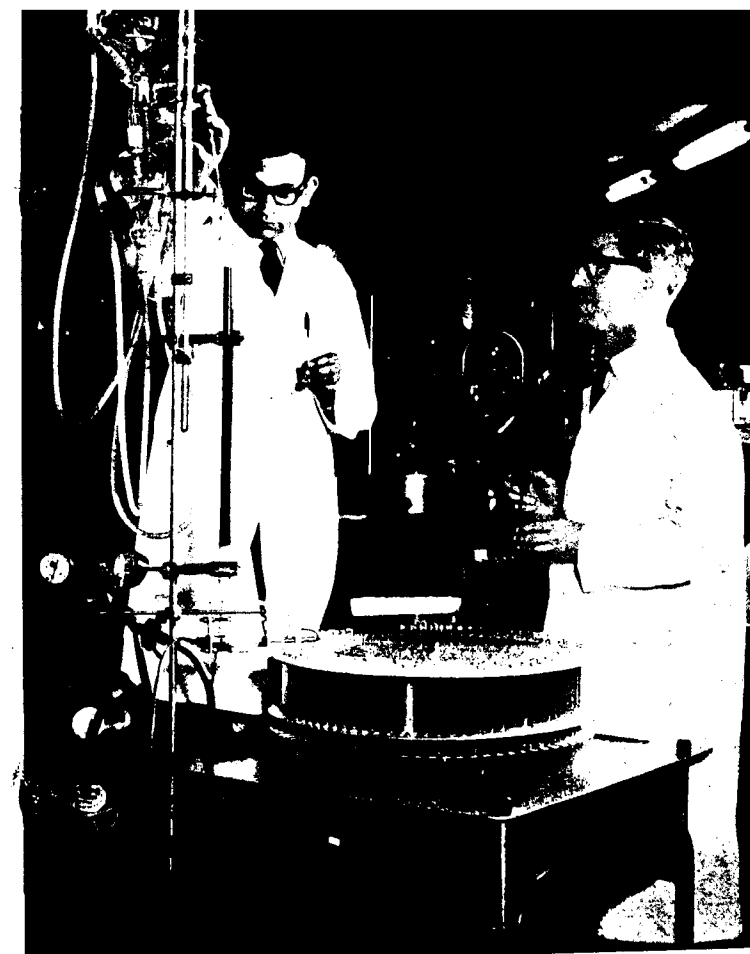
products and also developing their uses. These natural products are of great variety, and for convenience of working the Institute is split into four divisions based mainly on the materials and processes on which advice is given. The Administration and Development Division includes the library which contains the world's most comprehensive collection of literature on tropical products, and a technical index with over half a million references classified according to commodity. The Process Development section of this division now occupies more spacious buildings outside London, where it carries out its work on the small-scale engineering problems which must be solved if processes at present carried out by hand are to be improved by mechanisation.

The Foods and Drugs Division covers the wide field of protein and starch foods, oils and fats, beverage crops, deterioration of foods due to moulds, and also the drugs produced from plants. Some work involves visits overseas such as the visit very recently of a specialist on fish to advise the government of Seychelles on the development of their fishing industry. Other work involves much longer-term research such as the examination of wild plants to see if they contain chemicals which would be of value in the pharmaceutical industry.

The Cellulose, Essential Oils and Pesticides Division deals mainly with non-edible products though it does include work on spices and essential oils used for flavouring food. Advice is given to the producers of natural fibres to help them produce high-quality materials able to withstand competition from synthetics, and tropical timber is being tested for its paper-making qualities so that the tropical countries can eventually establish their own papermaking industries. With the present concern over the use of pesticides, the work of the Institute on analysis of residues and the use of natural insecticides, such as pyrethrum, is of great importance, and this has now been widened to include a study of the sex attractant of the red bollworm pest of cotton to see if a means of trapping the male moths could be developed, thus avoiding the complicated spraying programmes which are used at present.

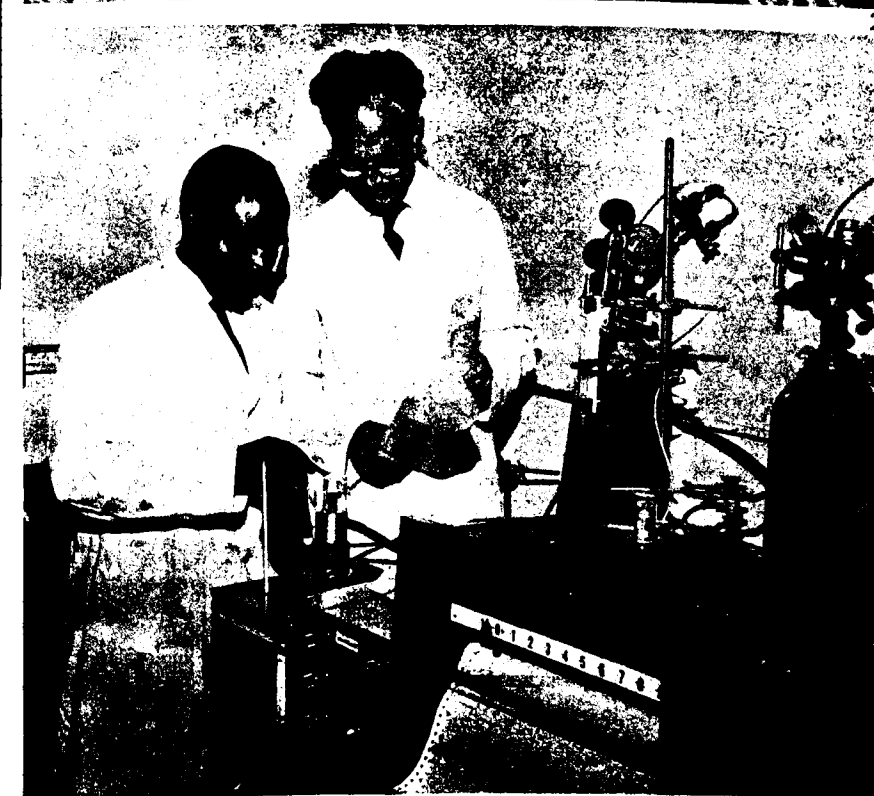
Technical advice unrelated to economic realities would be of little value and the fourth division at the Institute, concerned with Economics and Marketing, works with the other specialists to give practical advice on market trends in various crops and establishment of small industries such as those mentioned earlier. The reports which are issued by this Division have a world-wide distribution.

The total number of staff is about 160, over half of these being qualified scientists or economists. Many go abroad for short visits or on longer periods of secondment to apply the results of their work at first hand. In this way and through the stream of overseas visitors to the Tropical Products Institute, close contact is kept with the 70 or so countries which write to the Director and his staff for advice.



TROPICAL PRODUCTS INSTITUTE

- 1 A trainee from overseas being instructed in the analysis of the protein in tropical fish by a food technologist at the Institute
- 2 The Institute has many hundreds of visitors in a year, many of them from abroad. Here a group of administrators from Northern Nigeria discuss research on natural food colours with an Institute expert
- 3 Mr. S. M. Githugu, a chemist from Kenya, undergoing training at the Tropical Products Institute, is here studying the flavours of pineapple using a gas/liquid chromatograph
- 4 Mr. F. J. Hall, head of the Process Development section at the Institute examines a machine which decorticates sisal
- 5 Research at the Institute into the use of lightweight concrete blocks using rice husks as an aggregate could greatly benefit rice-producing countries





6 Two views of the BBC Television Centre

BBC's Television Centre

A building
complex covering
13½ acres

Employing nearly
3,000 people

Programmes go
more than
100 countries



A popular programme being televised in one of the Centre's studios

To John Logie Baird, Scottish scientist and inventor, the disappointment must have been bitter. One of the great pioneers of television, he was the first man to transmit a picture by means of radio waves. That was in 1926. The picture, admittedly, was indistinct and the distance covered was that between one room and another in his London home, nevertheless the achievement was unquestionable. In the end, however, Baird's system was not adopted in Britain.

When the British Broadcasting Corporation inaugurated the world's first television service on 2nd November, 1936, from Alexandra Palace on London's outskirts, they tried out both the Baird system and that developed by Marconi-Electrical and Musical Industries. The latter system was the one finally adopted.

By that time Britain's television service was already well under way. Aerials and receivers were also being rapidly improved and people could view programmes as far away as 50 miles from the point of transmission.

At first programmes were limited to scenes staged in the studios and their immediate neighbourhood, and to transmitting films. Then, in 1937, television really began to come into its own. The first outside broadcast was a success: part of King George VI's Coronation procession was televised by cameras mounted on the route. After that, except for the war years, television was to bring news, events and entertainment increasingly into Britain's homes.

Today the British Broadcasting Corporation has the most up-to-date television centre in Europe, and its

programmes are distributed in more than 100 countries.

The Centre itself occupies a 13½-acre site in a populous district of west London. It employs nearly 3,000 people, and is the hub of a television network of relay stations and land lines which reach 99.4 per cent of the population. With greater resources than any other television service, its professed aim is to "make good programmes popular and popular programmes good".

The main block is a striking 7-storeyed circular building, 500 feet in diameter and 110 feet high. It overshadows a centre court dominated by a 40-foot obelisk topped by a bronze figure of Helios, all-seeing Sun God of Greek mythology.

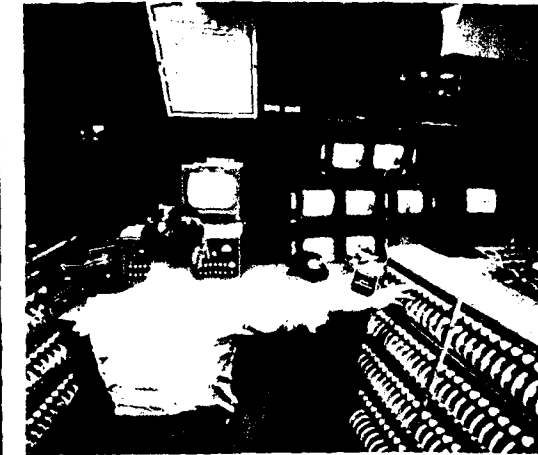
From the main block, with its studios and other quarters, there radiate more buildings containing scenery and stores, engineering and maintenance workshops, restaurants and shower baths and all the other facilities and equipment that give life to the great complex.

There is accommodation for eight studios, one for colour transmission. Largest is 108 feet long and 100 feet across; two others are 100 by 100 feet. Another, especially for school programmes, is 70 by 50 feet.

Set in the studios are the masterpieces of make-believe, put together overnight and, more often than not, dismantled as quickly. Living rooms and offices, meticulously furnished; railway carriages and corridors; boats and tropical huts—there they all are—stripped of one side, laid open to the camera's eye. The "luxurious" carpets may be



The producer and his assistants in the production control room deal with selection of cameras and correct sequence and keep the programme running. Microphones on the control desk enable instructions to be given to the cameramen and other technicians during the transmission of a programme



The lighting supervisor controls the lighting arrangements in the studio according to a pre-arranged lighting plot. The closest co-operation between the lighting controller and camera operators is essential if the best possible standard of artistic and technical picture quality is to be obtained



The scenic artists' studio in the Scenery Block. Here sets have first to be designed, then constructed by carpenters and scenic artists. They are then assembled in a setting area and finally taken into the studio and set up in time for rehearsal



The small-properties store. One television set is completed every 30 minutes of every working day. A vast collection of properties, fully catalogued, is stored in the basement. There are in addition 18,000 wardrobe items, 5,000 pieces of furniture



A great many programmes have to be pre-recorded for one reason or another; plays, for instance, can only be recorded when all the actors are available. This is done on a video tape recorder on which both the picture and sound can be preserved for further use

paintwork on the floor; the walls of flimsy board and lacking a ceiling, the stairs leading to nowhere.

Above, just outside the camera's view, is the forest of cables and wires and rods suspended from the lofty ceiling, that connect with the powerful lights, the microphones and other equipment needed to transmit a picture.

Overlooking the studios are observation windows, and from here the onlooker can watch a rehearsal or production scene, the sound of his own footsteps deadened by thick carpeting. Below, in turn, is the vision control room. Here sit the director and his staff after they have left the set below, also overlooking the scene.

Watching through a glass window the director can communicate with the floor manager, the cameramen and the technicians below by means of a microphone link.

Picture monitors in front of him show him what each camera is viewing. Another monitor displays any film excerpts or slides he may want to include. From these monitors he selects the picture or pictures if he wants a composite one. A push of a button or a flick of a switch decides what goes on the air. The outgoing programme is shown on a studio output monitor.

Alongside the vision control room is the sound control room. Here the sound supervisor co-ordinates and controls the sound and its technical quality; he is the man who brings the silent picture to life. So the programme goes on its way, passing by line to the station's master control room, the "junction" for the lines from the studios. From there it is passed by line to the transmitter, and so to the aerial and on to the air and into the viewers' receiving sets, reaching the remoter

districts with the aid of relay stations and landlines.

The actors and actresses themselves, surrounded by cameras and equipment, production staff and technicians, appear isolated diminutive figures. On the set the drama lies more in the scientific achievement of putting the scene on the air than in the players' parts.

Other control rooms enable items from elsewhere to be dovetailed into the overall programme. Network control rooms deal with the contributions from all sources throughout Britain. An international control room handles programmes from European capitals and also provides a link for communication by satellite. A central apparatus room deals with the origination, assembly and distribution of programmes to the transmitting stations and other television centres. One room has been fitted out specifically for overseas commentators. They can view important events being televised in Britain and add their own commentaries in their own languages.

Then there are music and gramophone libraries whose vast stocks of recordings can supply anything from a Beethoven symphony to the drums and cries of an African tribal dance, from the patter of a popular comic to the underwater grunts of a seafish.

There are the dressing-rooms, make-up rooms, hairdressing salons, wig-making rooms, laundry and all the other facilities which play a part in creating characters and putting them on stage.

The wardrobe holds no fewer than 18,000 items. An explorer's Polar outfit, a South Sea Island grass skirt, a beggar's tattered clothing, a resplendent ballroom

gown, complete with tiara and accessories, a monk's habit, a city clerk's suit, neat and modest—they are all there in numbers and in variations. Even in a short play the leading characters are likely to appear in a number of different outfits: reality must be simulated.

The settings, too, must have the variety of reality. The scenery block, with its design department and studios, covers nearly an acre. Here the settings and properties are made and supplied to programmes. A massive stone wall proves feather light and made of foam plastic; a marble head, of plaster. The rooms and corridors of a stately home are fashioned of plywood or boarding; a countryside vista, a foam-flecked ocean of painted backcloth.

Altogether about 8,000 individual settings and 370 backcloths may be completed in a year. And there is storage space for about 4,000 scenic items, 5,000 pieces of furniture, 100,000 properties including the multitudinous oddments that people can accumulate for use or ornament.

When new settings are made the items can be quickly assembled. In a streamlined process they are moved into a runway which leads directly to all the production studios or to vans which carry them to the BBC's outlying studios. Then they play their part again in the next episode of make-believe.

BBC television was first in the field, and its programmes have become world famous. However viewers in Britain are not tied to it. If they do not like either of its two services, there is yet another programme. Commercial television which, unlike the BBC network carries advertising. So they have the choice of switching to which ever they prefer.

ASIAN PAGEANTRY AT SYDNEY TRADE FAIR

The pomp, pageantry and splendour of Asian civilisations formed one of the great attractions of the third International Sydney Trade Fair last October. The Pageant of Asia, which took place at the Sydney Showground, was the biggest international production of its kind ever held in Australia. It was organised by the Australian Elizabethan Theatre Trust, a body sponsored by the Federal and State governments of Australia to encourage theatre and the Arts.

More than 200 performers from sixteen Asian countries took part. The surface of the Showground arena was transformed to represent a map of the Asian countries, and performances were staged on the area relating to each particular country. At night, giant plastic screens were used to reflect this Asian pageantry in its various forms, and also to show some of the individual performers in 30-ft. silhouette.

Representatives from India paraded in magnificent traditional costumes of different States, and were led by a King elephant in all his brocaded and jewelled finery. Kandyan dancers from Ceylon performed to complicated drum rhythms.

From Hong Kong the dragon dancers gave a dynamic display using a twisting, writhing, 130-ft.-long dragon, the historic emblem of the Emperors of old China. Malaysia sent performers skilled in the unusual arts of shadow puppetry, kite flying, and disc throwing.

Maori dancers from New Zealand demonstrated the twirling poi dance, and the fearsome vigour of the Maori war chant, the Haka. And from Australia itself, a group of Australian aborigines, traditionally and vividly painted, performed the dramatic Ring of Fire corroboree.



A light entertainment programme being televised before a studio audience



The Centre's restaurant can provide meals for 750 people at one sitting and can cater for four sittings in sequence

With seven studios in simultaneous use, it would be easy for performers to get lost. Special assembly areas, each recognised by a colour, have been planned to obviate this problem



This fearsome dragon, 130 ft. long, was convincingly animated by dancers from Hong Kong



In addition to these Commonwealth countries, several other Asian countries sent artists to enthral the crowds. One of the star Japanese artists was a girl tightrope walker, Tamiyo Morita. Thailand was represented by a glittering replica of the Royal Golden Barge of Thailand with sixty colourfully costumed attendants. A group of Filipino dancers excited the spectators with the intricate steps of Tinikling, the delightful bamboo dances of the Visayan Islands in the Philippines. The South Pacific was represented by a group of attractive Tahitian girls, swaying to tantalising South Sea rhythms. The pageant helped many thousands of Australians to gain a closer understanding of some of their neighbours on the vast Asian continent, and also provided spectacular entertainment for the thousands of overseas visitors who came to the Sydney Trade Fair. It is hoped that it will also have done much to encourage cultural and trade links with the countries of Asia and the islands of the South Pacific.



Traditional scenes of Malaysian life with a typical country house in the background



Australian aborigines giving a night performance of the Ring of Fire corroboree



The world famous Kandyan drummers and dancers performing at the daytime theatre



These smiling Tahitians brought haunting Polynesian melodies to Sydney



Dhanni cattle prize winner in the Spring Festival, Sargodha. The Chairman of TDA is seen, left



Nili, prize winning bull at the National Horse and Cattle Show at Lahore

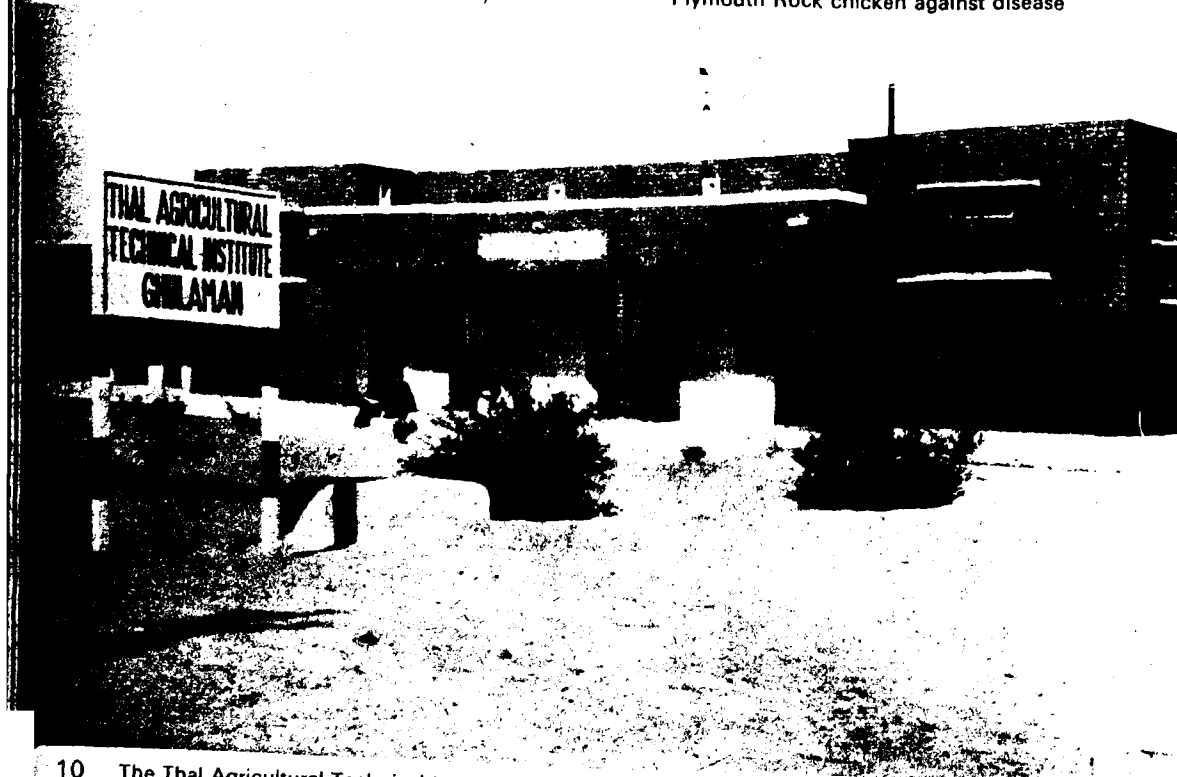
COMMONWEALTH LIVESTOCK



Malik Amir Muhammad, Governor West Pakistan, inspecting the dairy factory



A veterinary surgeon inoculating a Plymouth Rock chicken against disease



10 The Thal Agricultural Technical Institute at Ghulaman

A COMMONWEALTH Livestock Research and Development Farm was established in 1950 in a sandy, barren region of the Punjab in West Pakistan, and farm equipment, worth £375,000, has come from Commonwealth countries including Britain, Australia, Canada and New Zealand.

In the last fifteen years the farm has acquired an international reputation and new developments are taking place. The administrators, the Thal Development Authority, are going in for rearing broiler chickens on a large scale. The first battery has been received from Britain and more are on order. Butter and cheese making is planned and the necessary machinery—which may be a Colombo Plan gift—is being discussed with British manufacturers.

Thal, where the farm is situated, was, until 1947, a sandy waste lying between the Salt Range in the north, the Rivers Jhelum and Chenab in the east, and the River Indus in the west. The name "thal" is derived from a Sanskrit word meaning "waste land".

Work on the scheme started in 1950. An area of 15,000 acres was selected and as the scheme involved heavy expenditure the Colombo Plan authorities were approached. Help was immediately forthcoming from Canada, Australia, New Zealand and Britain. They agreed to donate all the equipment and essential machinery needed for the various departments while experts from all four countries were made available. The farm was called the Commonwealth Livestock Farm in appreciation of this help and is divided into ten main sections:

Extension Services: responsible for supplying proven sires to the colonists to breed their cattle. A guarantee scheme is in operation for sheep and poultry breeding. In order to provide veterinary aid to the settlers and other land-owners, eight veterinary dispensaries have been opened in Thal and twelve more will be established in the near future.

Buffalo and Cow Section: responsible for looking after the cattle herd. Special attention has been paid to the development of Dhanni and Tharri cattle and Nili buffaloes.

Dairy Factory: the first of its type in Pakistan, has plant and machinery which handles 6,000 lb. of milk and bottles can be sterilized at the rate of 4,000 one-pint milk bottles per shift. The British-made machinery was a gift of the New Zealand Government.



Fine examples of Plymouth Rock poultry at the Commonwealth Livestock Farm



Local Thali sheep, one of the three breeds reared at the farm

FARM

Poultry: the main stock consists of White Leghorns and Rhode Island Reds, while New Hampshire and White Plymouth Rock breeds are maintained for comparative study. The section is equipped with up-to-date machinery which includes electric incubators and brooders from Britain. Egg-laying cages for individual birds are to come from England. These cages will help in economical egg production and find out the laying capacity of individual birds.

Sheep: three breeds are being reared—local Thali, Corriedale (imported from Australia) and Thahidale (cross of Corriedale and the local Thali). The Thahidale has finer wool than the local Thali and is bigger in structure than the Corriedale. Rams and ewes are issued to the settlers for breeding purposes.

Agricultural Section: Large-scale mechanized cultivation is being carried out by this section which is responsible for the growing of fodder and concentrates for the various livestock maintained at the farm. It has not only made the farm self-supporting regarding fodder but cash crops such as sugar cane, groundnuts, guara, pulses, oats, barley, gram and wheat are now being grown. The latest agricultural methods are practised. The irrigation system has been improved by providing straight channels instead of the contour system originally practised. Extensive plantation is being done on roads and channels which will serve the dual purpose of providing protection against wind erosion as well as eventually supplying fuel and timber. Sowing, harvesting and threshing are all carried out by machines.

Workshop: a self-contained workshop has been established which can handle minor repairs and overhauling of all kinds of agricultural equipment and machinery at the farm.

Veterinary Hospital: looks after the health of the livestock not only at the farm but at neighbouring towns and villages.

Disease Diagnostic Laboratory: attached to the veterinary hospital.

Agricultural Technical Institute: the latest and most important addition to the Commonwealth Livestock Farm. The school aims at giving practical training in modern methods of agriculture and farm management to the sons of farmers. The duration of the course is three years, on completion of which, a diploma is awarded to successful candidates by the West Pakistan Agricultural University, Lyallpur.



The 5,000th Massey-Ferguson tractor recently arrived at Pakistan. The new tractors—one of them is demonstrated here—are designed to meet every conceivable need of modern farming techniques. Massey-Ferguson supply over 50 per cent of the tractors imported into Pakistan



Corriedale sheep imported from Australia which are being reared at the farm

The Commonwealth's first Medical Conference was held at Edinburgh in October 1965. "It is true that co-operation in health and medical matters is no new phenomenon in the Commonwealth," said Mrs. Barbara Castle, chairman of the conference, in her opening address. "What is new is that for the first time governments are involved".

Twenty-two Commonwealth countries were represented at the conference, led, in almost every case, by the country's Minister of Health.

Commonwealth Medical Conference

Some of the delegates at the first Commonwealth Conference in Edinburgh



Mrs. Barbara Castle, Britain's Minister of Overseas Development, welcomes the leaders of other Commonwealth delegations to the conference

The purpose of the conference was to study co-operation between Commonwealth countries in the fields of medicine and health, and to find ways in which this co-operation could be strengthened and extended. "Adequate medical services are an essential foundation of social and economic progress in the developing countries," stated the final communiqué issued by the conference. The ultimate aim of the conference was to find ways of providing these services, and ways in which mutual aid between Commonwealth countries could help to achieve this aim.

Shortage of doctors and trained medical and hospital staff is a problem that is world-wide. "In conditions of surplus we do not have to worry too much about the allocation of resources," said Mrs. Castle, "in conditions of scarcity we have to put our heads together as to how we can make the best possible use of our resources until that scarcity has been eliminated." All countries suffer from this shortage, but it is particularly desperate in the under-developed countries. A few examples illustrate this point vividly: in Britain there is one doctor for every 950 persons, whereas India has only one for every 6,000 people; Nigeria one for every 40,000 people; and Malawi is even worse off with one doctor for every 60,000. With hospital beds it is the same story: in Britain there is one hospital bed for every 100 persons; in Uganda there is one for every 635 persons; while India has only one hospital bed for every 2,500 persons. Again with nurses, while Britain has one trained nurse for every 500 people, India has one for every 11,000 people.

To carry out its work, the conference appointed 5 committees, each one in charge of a different aspect of health and medicine. They were: the planning for the development of public health and medical services; problems of medical education at all levels; the supply of medical personnel; the nursing services and their requirements for personnel and training; and the machinery for the exchange of information and for continuing co-operation in medical matters. Each committee reported its findings on the subject under survey.

What emerged was the general conclusion that the "main hope of progress in the medical field lies in helping the developing countries to produce their own personnel and to establish their own medical and nursing schools and other training institutions for this purpose". But this was a long-term aim and realising

this ideal was still a long way off. As Mrs. Castle said, "there are no short cuts in this field because . . . the training of doctors is necessarily and rightly a slow and demanding and very expensive process". An immediate step that could be taken was to increase the two-way flow of doctors and other medical staff that has always existed within the Commonwealth. In the developed countries, more places must be made available to members of under-developed countries to be trained as doctors, nurses and other medical specialists. And more doctors, specialists, nurses and medical teachers of all kinds should be encouraged to go out to the poorer countries to help them to establish their medical services.

However, as every country in the Commonwealth, and Britain no less than the others, suffers from a shortage of doctors and medical staff, any help offered by one country to another must involve some sacrifice. The striking feature that emerged from the conference was that it was not simply the richer countries offering to help their poorer partners. Great generosity and a desire to help was shown by many of the younger nations of the Commonwealth.

Ghana, for example, came forward with an offer of twenty places for Commonwealth students as health inspectors and fifty places as health post attendants, as well as ten places for undergraduates from African sister states. Malta offered to find up to 15 places at undergraduate level for students from the Commonwealth. Cyprus offered the fruits of her experience in clearing malaria to any country which still faces the scourge of this disease. Kenya, Uganda, Pakistan and India, some of whom face problems of staggering dimensions, all came forward with concrete offers of help. The genuinely altruistic spirit of these offers was a very encouraging sign for future co-operation.

Nevertheless it was naturally to the older members of the Commonwealth that the younger countries looked for their lead. Canada, New Zealand and Australia all made generous offers of increased places for graduates, undergraduates and more specialised studies. Recruitment of doctors and nurses to serve overseas in the more needy countries was to be encouraged and increased particularly from Australia.

Mr. Kenneth Robinson, British Minister of Health, promised that his country would help to the limit of her resources by increasing opportunities for the training of specialists, doctors, medical and nursing staff in Britain, by increasing the number of medical teachers sent on overseas service, by increasing the study of tropical medicine, and by providing teams to help plan and develop the public health, medical and nursing services. Mrs. Castle's own Ministry of Overseas Development will offer special inducements for young doctors to serve short overseas contracts.

The benefits which these measures bring will be universal: in the chairman's words "the special bonds of understanding between Commonwealth countries will be the mainspring for new initiatives in co-operative practice and the sharing of knowledge from which, in turn, the whole world will benefit".

The conference was judged to have been a great success, and the delegates expressed their gratitude to Britain for having made it possible. It was also decided unanimously to hold a second Commonwealth Medical Conference in three years' time to review the progress that had been made, and to make further plans for the future.

Tanzania

Second term for President Nyerere



President Julius Nyerere taking the oath of office after having been re-elected for a further five-year term

A crowd of 35,000 watched the impressive inaugural ceremony at the National Stadium in Dar es Salaam. Symbols of the new Africa and traditions of the old combined to make the inauguration a moving occasion. Two Senior Elders, one from the mainland and one from Zanzibar, placed a leopard skin cloak on the President to symbolise his role as Father of the Nation. Then the Zanzibar Elder handed him a gleaming ceremonial spear and hide shield to signify his position as Defender of the Nation. As a climax to the proceedings President Nyerere demonstrated the indissolubility of the union of Tanganyika and Zanzibar by pouring soil from the two countries out of two calabashes into one



After the inauguration the President took the salute at a march past led by the massed bands of the Police Force and the Tanzania People's Defence Force. The parade included Army contingents from Zanzibar and the mainland, members of the Police and other public services, the Zanzibar Young Pioneers and mechanised units from the Army, Police and National Service

Asian Visitors to Britain



THAILAND editors visited the British tractor factory of the Massey-Ferguson combine at Coventry, England. Here, from left, Nai Anant Krithyakiern (*Kiartisak Daily*), Nai Praphan Hetrakul (*Daily News*), an interpreter, and Nai Vinai Prasidhisupaporn (*Siam Nikorn and Phim Thai*)



MALAYSIA bandsman, Mohammed Alaidin, is taking a three-year course at the Royal Military School of Music, Kneller Hall, Middlesex. On completion of his course, he will go home and become Bandmaster of the Royal Malaysian Band at Port Dixon



MALAYSIA student Miss Rashidsh Ariff and Miss Dishu Sarlan, left, from India are both training at the Pitman Central Secretarial College in London. They are pictured here at the Royal Festival Hall where a reunion of staff and students was held



INDIAN civil engineer, Mr. Gurchuran Singh Sagoo, standing in front of the footbridge he designed in Chesterfield, England. He works for the Chesterfield Corporation and received the Award of the Institute of Municipal Engineers for his paper on the problems of designing the bridge



PAKISTAN textile technician, Mr. Mohammed Taslim Uddin, at work in the Manchester Chamber of Commerce Testing House. Mr. Uddin took a diploma in Textile Technology at Bolton



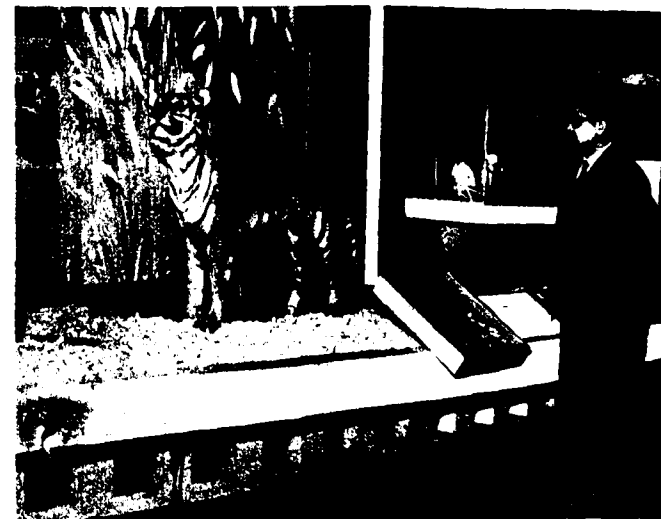
CEYLON Parliamentary Secretary to the Ministry of Local Government, Mr. R. Premasasa, lights candles at the Chiswick Buddhist Vihara in London, during his recent visit



HONG KONG party of officials from the Kaifong Associations visited Britain for three weeks as guests of the Colonial Office. Here, they watch boys on an obstacle course at the Outward Bound School, Holne Park, Ashburton



CEYLON news editor, Mr. Eamon Kariyakarawana, of *Janina* and *Silumina*, on a visit to Crawley New Town, watches the lettering of instrument dials at Messrs. P. & B. Ltd.



PAKISTAN news editor, Mr. Inam Aziz, of *Jang*, admires a tiger on display in the standing exhibition during his visit to the Commonwealth Institute in London



CEYLON, INDIA and **NEW ZEALAND** were represented among the 2,500 delegates at the Salvation Army Centenary celebrations in London. From left, Mrs. Rosina Matchitt and Mrs. Ani Tawoti Brown (New Zealand)



HONG KONG A Temple Lam Mo-Yan



AUSTRALIA Swimming Neville Scullion

MALAYSIA
Mother and Child
Jenny Cheah



NIGERIA Masqueraders O. Ifegwu



CANADA Forest Fire Brian Tweed

Children's Art from the Commonwealth



More than 21,000 visitors saw the exhibition at the Royal College of Art, London, many of them schoolchildren. Some were amused, some criticised, but the vast majority just admired the work of their friends in the Commonwealth

Exhibited at the Royal College of Art, London, and the Temple of Peace and Health, Cardiff, during the Commonwealth Arts Festival

One thing that this exhibition showed most clearly was that whether children come from Canada or Fiji, the Cayman Islands or Hong Kong, Uganda or New Zealand, the same things are important to them. If you give them paint, brushes and paper, a few of them will choose to paint imaginary scenes or creatures because, as one art critic has said, "One of the basic urges in a child's outward expression is his need for fantasy, and through painting he can not only lie his head off, but win adult approval while he does it."

But the paradox is that most young children prefer to paint the truth as they see it from their own limited experience. In the hundreds of entries from 33 Commonwealth countries the same subjects occurred repeatedly. A boy in Fiji painted "My Farm", a boy in the Solomon Islands "My Home in the Solomons", a girl in Australia "My Friends and I Playing at School", a boy in Hong Kong "Mother", a girl in Kenya "Our Teacher", and a girl in the Bahamas "Little Sister". The familiar things of the young child's life, the symbols of love and security, are recreated on paper because in so doing the child underlines their existence.

When Mrs. Harold Wilson opened the exhibition at the Royal College of Art, London, she said, "The most noticeable thing about children's art is that it is unadulterated by the outside world. It is so pure and has a freshness which cannot be found in any other art form."

Children may not represent things as they appear to the adult eye, but they have the ability to select and emphasise what matters to them. And though they do this with a cheerful disregard for shape and proportion they can often, as these pictures show, expose the truth with startling simplicity. Some critics may think of this aspect of child art as personal fantasy, but it is at this stage that their pictures are most compelling. It is only when they begin to be affected by the artifice and complication of adult behaviour that their art begins to suffer.

The exhibition, both in London and Cardiff, was remarkable for a richness of colour rare in Britain's misty latitudes. In the works from African countries colour was used in bold masses and unusual combinations; the paintings from Cyprus were light and airy, and those from the Far East showed a decorative sense and maturity of execution which is the heritage of a long artistic tradition. Though the work of the older children did show some national and regional variations, the overall impression gained from the exhibition was that children from all parts of the Commonwealth speak with a universal language, showing common interests, hopes and aspirations.

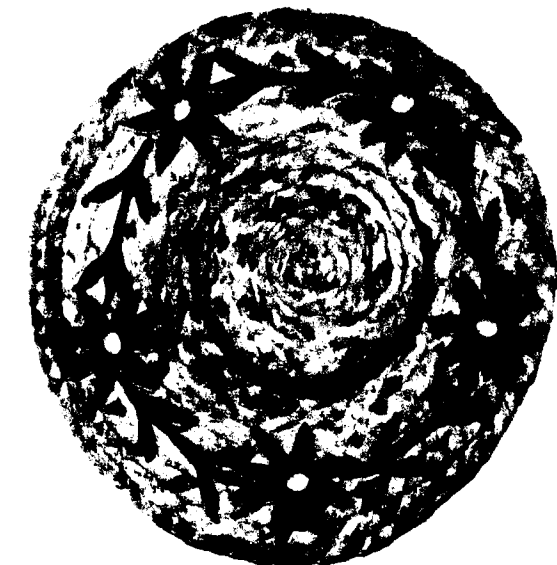
Miss Audrey Martin, Lecturer in Education, at the University of Leeds, who was a member of the selection committee, said: "We should indeed be baffled if each child whose work is on exhibition were to speak to us in his or her own language. Yet their work speaks, and we can understand something of the child and something of his country, and the communication that is begun is positive and good."



GIBRALTAR Crazy Town Levy Attias

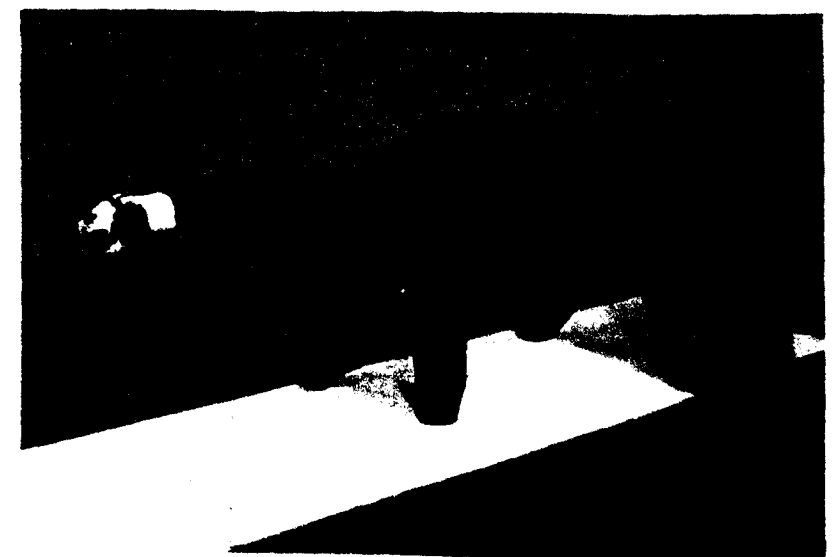


UGANDA All
Hands to the
Pump Ajay Vyas



ST. HELENA
Straw Hat
Barbara Thomas

NEW ZEALAND
Imaginary
Animal
Grant Smith



Hong Kong's Robin Hood

THE Robin Hood of English folklore was a celebrated outlaw who robbed the rich to help the poor and rescued damsels in distress. He lived in Sherwood Forest with his band of Merry Men.

The Robin Hood of Hong Kong lives in a place called Happy Valley. He has several hundred horses and his victims come in willing thousands to part with their money.

His merry men wear brilliant racing silk instead of forest green and the only killings that are made are on the totalizator.

Robin Hood goes by the name of the Royal Hong Kong Jockey Club and its generosity exceeds by far that of the legendary outlaw of Sherwood Forest. Happy Valley is the home of Hong Kong's only race course.

Since the war the Jockey Club has given nearly £6 million to local charities. School-children, orphans, expectant mothers, the sick,

the blind, the deaf; Boy Scouts, Girl Guides, Sea Cadets, even drug addicts, have benefited from Jockey Club aid.

HELP FOR SCHOOLS

In spite of Hong Kong's massive school-building programme there is such a demand for places that many classes are run on a shift system. The Jockey Club has built, or aided, schools, school extensions and training centres. It is paying half the cost of a medical library and Student Centre at Hong Kong University.

Jockey Club money has made possible all sorts of welfare projects from youth workshops and centres to gymnasiums and playing fields.

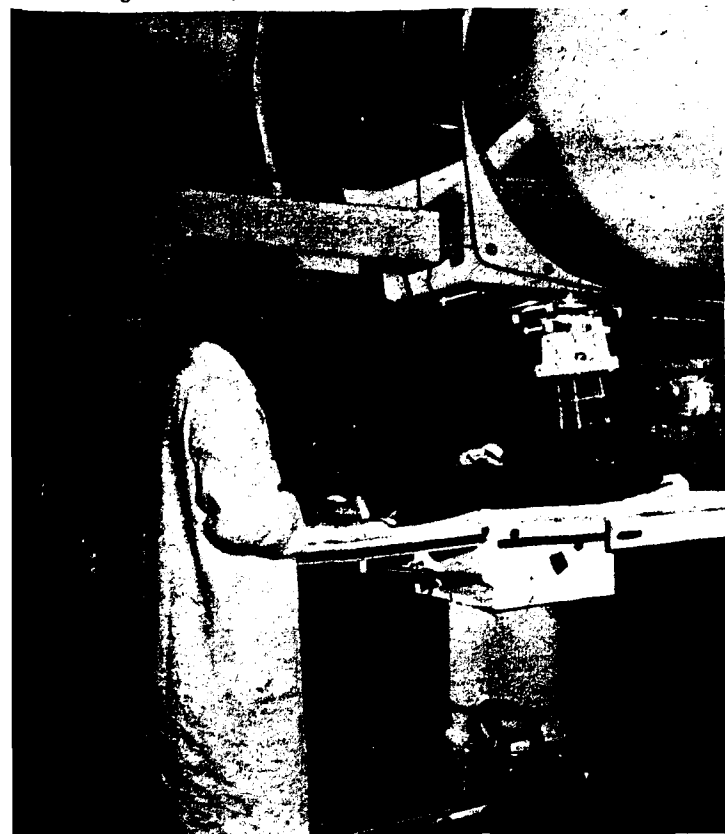
Scouts, Guides, St. John Ambulance Association, and the Society for the Prevention of Cruelty to Animals all owe their headquarters buildings to the club.



Happy Valley, home of Hong Kong's only race course and the Royal Hong Kong Jockey Club which, since the last war, has given nearly £6 million to local charities



The gymnasium at the Diocesan Girls School in Hong Kong to which the Jockey Club has contributed a large amount



Inside the Radiological Institute of the Queen Elizabeth Hospital in Kowloon, built with a gift of £375,000 from the Jockey Club



A few of the happy children who have benefited from the Jockey Club's millions for charity. Institutions like the Fanling Babies Home depend on contributions for their existence

There are homes for the deaf and the blind, the mentally defective and orphans.

Throughout the island there are clinics built by the Jockey Club. In town and country thousands of out-patients are treated at these modern and efficient medical centres which are staffed and run by the Government.

At the Queen Elizabeth Hospital in Kowloon—one of the largest general hospitals in the Commonwealth—the club has financed a radiological institute fitted with the most modern equipment costing £375,000.

ANNUAL SURPLUS FOR CHARITY

It is club policy to earmark the whole of its annual surplus for charity, and the donation programme is decided in close association with the Government.

The true benefactors of course are the people who flock to Happy Valley each race day.

Something like 30,000 if the weather is fine. And they bet as much as £118,750 on one race.

Betting on the tote is one of the few legalised forms of gambling in Hong Kong. Last year the turnover was £12,750,000 and the Government took something like £1,562,500 in tax. Robin Hood never had it so good.

HISTORY OF HAPPY VALLEY

Things haven't always been so prosperous in Happy Valley. Pre-war, when it was a small private club, the tote took only a few thousand dollars.

Racing gained a foothold in Hong Kong shortly after the British arrived in 1841. Happy Valley was one of the few flat areas on the island and the Army probably the first to ride there.

By 1884 stewards were appointed and the Jockey Club came into being. Racing was in a primitive arena with a matshed grandstand.

Horses then, as now, were imported annually and sold to members.

By 1914, Robin Hood had fired his first beneficial arrow—for the war effort. In the last world war over £31,250 went to help the Allied cause. And during the defence of the Colony, Happy Valley became an ambulance station and relief hospital. Then the Japanese used it as a camp for a supply unit and a used car dump.

But this was by no means the end of racing. By 1942 the Japanese had a race club operating.

After liberation the club and track were in a sad state. Only 40 horses remained out of the original 400 but within two years the club was in full swing again.

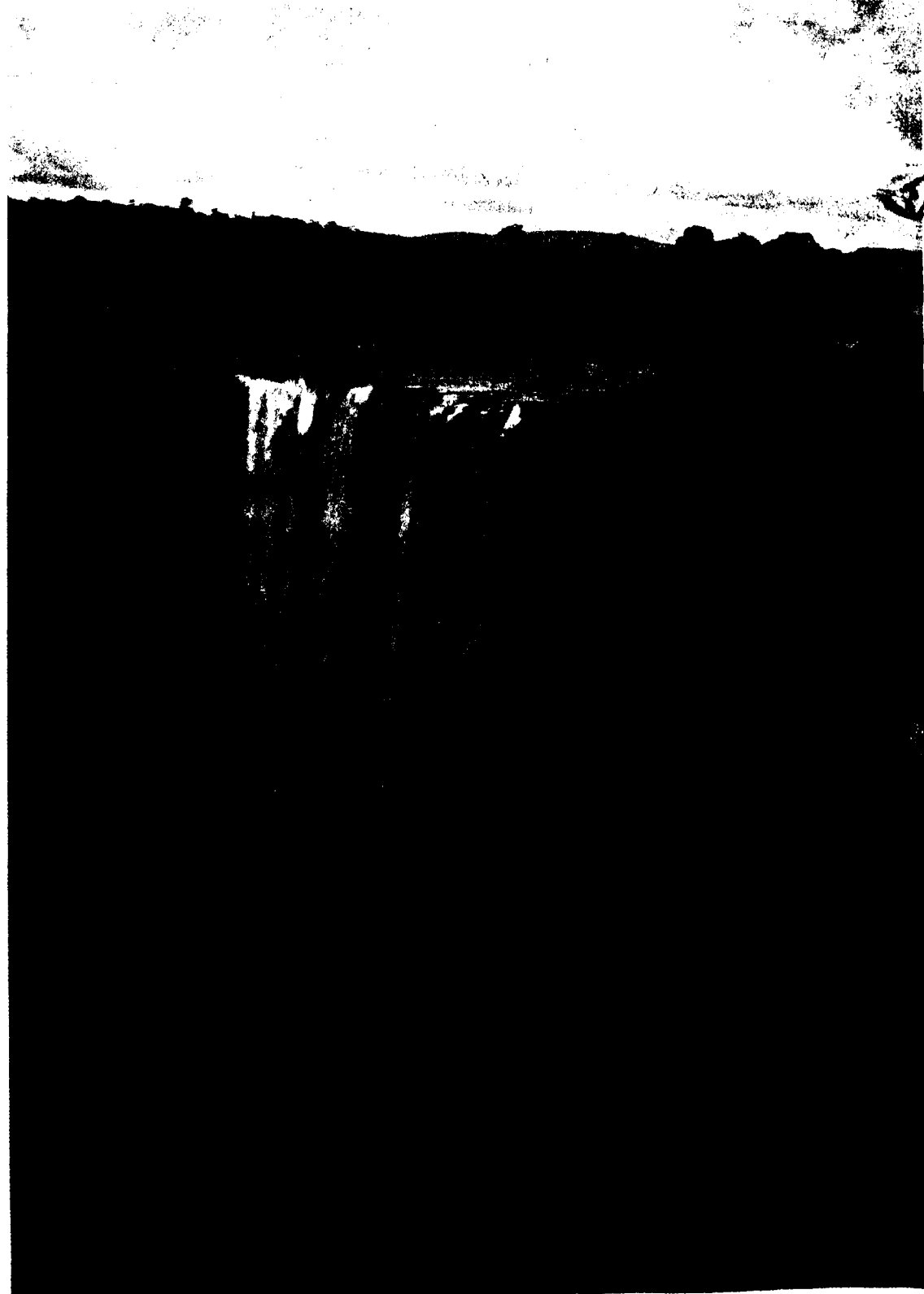
Today the Jockey Club has more than £250,000 in cash balances, owns buildings valued at £1,500,000 and its race meetings are among the world's richest betting pools. Happy Valley is thriving, and Robin Hood is back.



H.R.H. Princess Margaret, the Earl of Snowdon and their children, Lord Linley, born on 3rd November, 1961, and Lady Sarah, born on 1st May, 1964. The Princess and her husband are visiting Hong Kong in March 1966 for the British Week

The many rivers which flow through the north-east part of the South American continent gave the land its name, Guiana—"land of waters" in the tongue of the Warrau tribe who were among its first inhabitants. Historically there were five Guianas. Spanish Guiana, where the greatest river of all, the Amazon, runs, is now Brazil; Portuguese Guiana, crossed by the Orinoco, became Venezuela. The courses of the Essequibo, Demerara and Berbice rivers lie through British Guiana, and the Courantyne forms the border between British Guiana and Dutch Guiana, now called Surinam. Eastward again across the Maroni, is French Guiana.

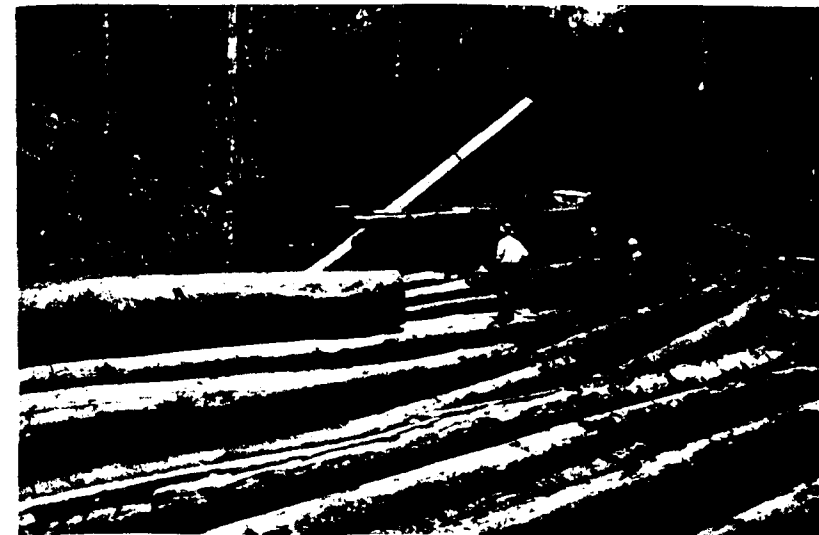
Land of Waters



Above: The Kaieteur Fall on the Potaro River. These falls are one of the great natural beauties of British Guiana. They have a perpendicular drop of 741 feet, more than four times that of the Niagara Falls. The great rivers that intersect the country have provided the chief means of communication, but falls, rapids and cataracts on even the largest rivers make navigation very difficult. Top left: A worker on a sugar factory examines a sample of "massecuite". This is a mixture of molasses and sugar which has been left as a residue after the sugar has been boiled off. Sugar, with its by-products rum and molasses, is still the most important single industry. Middle left: Children of different races learn together in a primary school in Georgetown, capital of British Guiana. Lower left: Students receive instruction in motor mechanics at the Government Technical Institute, Georgetown. Facilities for education at all levels increased in recent years and the British Government has made substantial grants towards this end



Unwanted sand being siphoned away from bauxite mine workings



Felling greenheart trees in the forests, a rich natural source of timber



Cattle cross the Rupununi River in the grassland area of the south-west



SINCE the earliest days of discovery this wild and inaccessible country has exercised a fascination over the minds of explorers and colonists. Columbus sailed along the coast in 1498: he wrote later that he thought the great rivers of Guiana flowed down from the Earthly Paradise. A century later Sir Walter Raleigh was fired with the idea that Guiana was the gateway to the gold and riches of the New World, and that buried deep in the heart of the country lay the legendary El Dorado, a city of boundless wealth and magnificence. He sent a number of expeditions to discover these hidden treasures, but all proved failures and the last, in 1617, was to cost him his life.

The first settlements in Guiana were made by the Dutch West Indian Company in 1621. Later, the French and British made settlements in adjoining territories. For two centuries the Dutch colonies passed as a trophy of war between Dutch and British hands, until in 1814 the territories of Essequibo, Demerara and Berbice were finally ceded to Britain. In 1831 the three were merged to form the colony of British Guiana.

British Guiana has three distinct geographical regions. The coastal belt is flat and marshy—much of it is actually below high tide level, but an elaborate system of canals, dams and dykes has made it possible to cultivate this highly fertile strip of land, mainly with sugar cane and rice. Inland from the coast is the dense equatorial forest that covers four-fifths of the land; above the tall, straight trunks of the trees the branches form a roof which obscures the sun. Southward the forest plateau rises to steep, fantastically shaped mountains and finally drops again to the Rupununi Savannah, open grassland which makes up some ten per cent of the surface of the country.

The people of British Guiana are a mosaic of races. The Amerindian tribes who were the original inhabitants now live in the interior, a simple life that has little in common with that of the great mass of the population living on the coast. As elsewhere in the West Indies, the early settlers brought slaves from Africa to work on the sugar estates; when these were emancipated in the early nineteenth century, labourers were brought in from Portugal, from China and finally from India. Today the East Indians, as they are called locally, make up over half the population, working mostly on the sugar estates and in the rice-fields. The Africans, who are more commonly town-dwellers, are the next largest group with about 27 per cent of the population, followed by the smaller communities descended from the other immigrant peoples, together with persons of mixed parentage.

Sugar is British Guiana's staple crop, and with rum and molasses

accounts for some 40 per cent by value of the country's exports today. The Guianese are well aware of the dangers of relying too much on a single crop. In recent years much attention has been given to expanding the production of rice, and experiments are being made with other crops for export, such as bananas and coffee. Perhaps even more important has been the growth of mining, which has had a major effect in diversifying the economy.

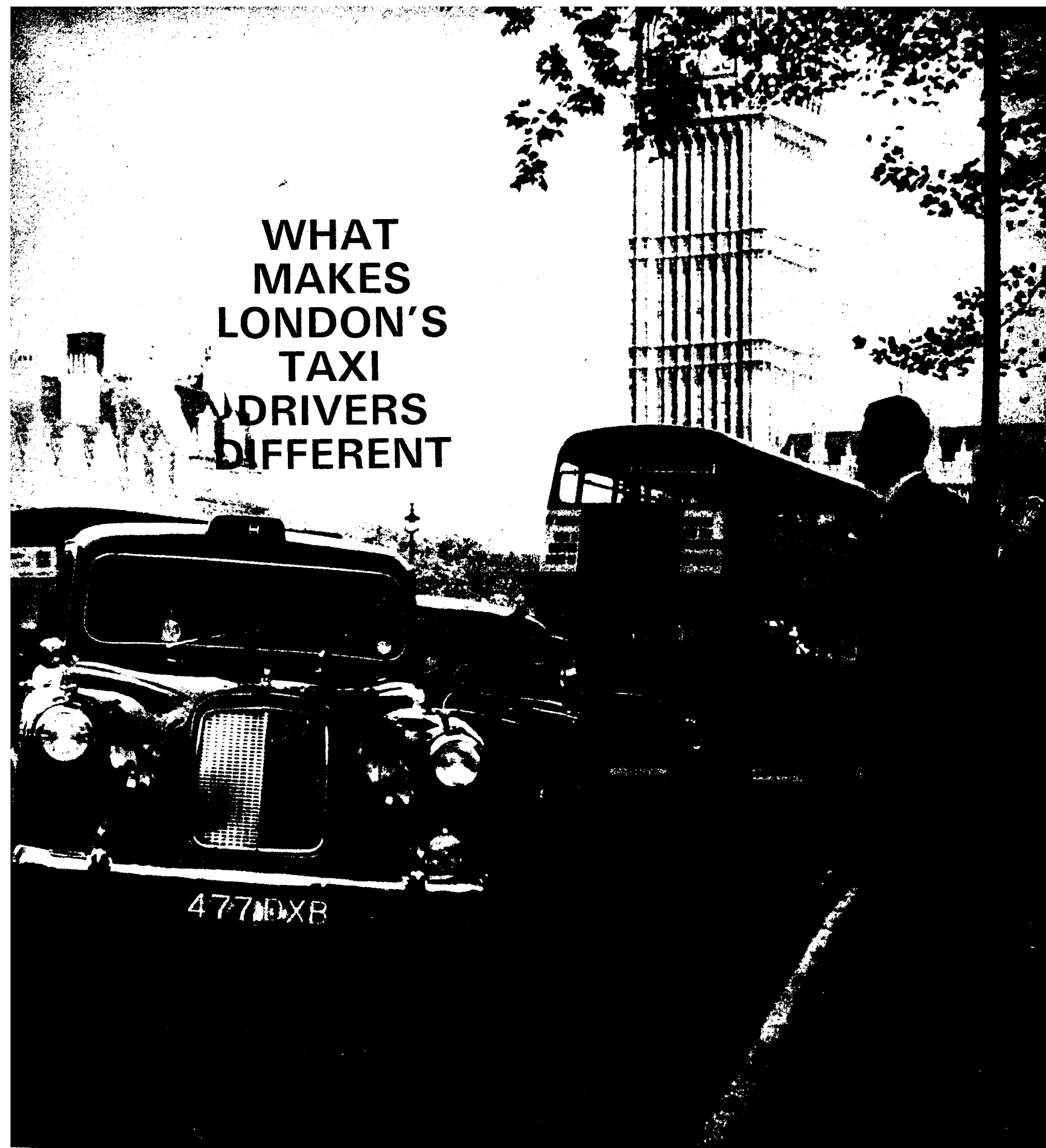
British Guiana today faces an acute shortage of cultivable land, which is being met both by intensive use of the land available—two crops of sugar cane and rice are reaped every year—and by big schemes of land reclamation by drainage and irrigation. The land in the interior, beneath the forest, is sandy and unsuited for cultivation. The forest yields valuable timber, but extraction is a problem: roads are few, and the rivers seldom navigable for any distance on account of falls and rapids. Cattle are grazed on the savannahs, but the pasture is poor and communications with the coast difficult and expensive. Much of the meat produced now goes by air.

If Sir Walter Raleigh's dreams of El Dorado and its hidden riches are to be realised, it will not be in the gold and silver that he sought. British Guiana abounds in minerals, though often in quantities too small to be workable, and often in inaccessible areas. Rich deposits of bauxite, the ore of aluminium, are worked, and British Guiana is now the world's fourth largest producer. Manganese is being developed; deposits of iron-ore, copper and other minerals are being investigated; and four licences have been granted in the past year to prospect for oil. A new source of diamonds has trebled production in the last nine years, but gold production no longer contributes substantially to the economy.

The Government of British Guiana must constantly seek new sources of income and employment, for the country's population is expanding at a perilous rate, the result largely of successful measures taken to eliminate malaria, which has made almost every population centre of any size—including the housing estates on the sugar plantations—virtually malaria-free. All that can be done, too, is being done to ensure that health services, housing and education keep pace with the rising population. British Guiana has its own university college, to which Great Britain made a grant of £350,000 last year.

British Guiana stands now on the threshold of independence. Her people will surely not fail to grasp their unique opportunity to put memories of communal and civil strife behind them and work together for the advancement of their new nation under its new name: Guyana.

Road building in a coastal swamp which has been drained for rice growing. Rice is the staple diet of the people, and the second most important crop. Reclamation schemes like this one have helped to increase output by 80 per cent in the last six years



Taxi

It is not unusual to hear visitors to Britain describe its policemen as "wonderful". What is rather more surprising is to learn that many visitors consider that London taxi drivers also deserve this flattering description. One recent American businessman who thought so was Mr. B. Irving, who discovered, as he was waiting for his plane back to the United States, that he had lost his pocket book, containing three thousand dollars and another three thousand dollars in traveller's cheques. Then the taxi driver who had brought Mr. Irving to London Airport came back looking for him. He had found the pocket book on the back seat of his taxi when he

stopped to get petrol just outside the airport.

"The driver refused to accept a reward", said Mr. Irving. "He said I had already tipped him for the journey. He apologised for not finding the money sooner, and refused to give his name."

There are about nine thousand taxis in London and between twelve and thirteen thousand taxi drivers (some taxis have one driver on duty and another at night). About four thousand of the taxis are owned by the drivers, and the rest are owned by cab companies who may have several hundred cabs, and employ drivers.

It is not easy to become a taxi

Left: Louis Baum pulls his taxi into the kerb in Parliament Square to pick up Susan Inglis, from Adelaide, South Australia, and Bill Reilly, from Melbourne

driver in London, and there are never enough of them. The chief reason for the shortage is that all taxi drivers have to be licensed by the Public Carriage Office which operates under the control of Scotland Yard, and before they will grant a licence to a driver the examiners have to be satisfied that he has an intensive knowledge of London.

There is no way round this obstacle—the only way to get a licence is to pass what all taxi drivers call the "knowledge". Some idea of the difficulty of this task can be had when it is realised that there are 38,500 streets in Greater London, and thousands of hotels, restaurants, clubs, institutions, exhibition halls, hospitals, and underground and main line stations. In addition, drivers have to be up to date with the constant additions to one-way systems, prohibitions on right turns, and all other new traffic control measures.

One London taxi driver who clearly remembers the trouble he had with the "knowledge" is Louis Baum, of Brixton, South London.

"I was born in London and I've lived in it all my life", says Baum. "I thought I knew it, but when I started on the 'knowledge' I found out how wrong I was. I spent several weeks trying to learn different sections of London, but I soon realised I was not getting on fast enough, so I joined the British Legion School for Taxi Drivers."

This school, which is chiefly run for the benefit of ex-servicemen who have no trade and wish to become taxi drivers, trains about a third of all London's new taxi drivers. The basis of the school's training is knowledge of the Blue Book. This book, which is issued by the Public Carriage Office, contains 486 routes between different important points in London. The drivers have to know all these by heart, which includes naming every street from beginning to end of each route, and also about four thousand hotels, hospitals, clubs, theatres, and so on, associated with the routes.

The would-be taxi drivers work in pairs or small groups while they are doing the "knowledge". Some use scooters or motor-cycles, and others ordinary bicycles. Louis Baum pedalled round London. "By the time I had finished I must have cycled well over a thousand miles through the city", he says. "I used to manage about four routes a day, usually got through a page of the Blue Book, that's eighteen routes, in a week including Saturdays and Sundays."

When the riders have done a few routes, they spend their meal times, and other spare time, by testing each other. They call off the routes



they have cycled over, taking it in turns to name all the roads and turnings from beginning to end. A lot of this is done in Marcantonio's, the taxi drivers' cafe, near the Public Carriage Office. When a driver has been up for an "appearance", as the official tests are called, he comes back to the cafe and tells everybody what routes he has been tested on, and where he went wrong.

When they begin doing the "knowledge" the drivers make an "appearance" once a month. At first, they may be able to answer almost none of the questions. "However difficult or tricky they are, you have to keep calm", says Louis Baum. "If you argue with the examiner, he'll think that you will argue with the passengers. If you want a licence, you must seem placid and reasonable."

Above: Taxi drivers expect to get a tip in addition to the legal fare shown on the taximeter. A tip of a shilling is usual for short distances, more for longer journeys. Below: Louis Baum answers the telephone at one of London's cab shelters. Drivers can get hot meals in these shelters, or just a cup of tea while they relax from the strain of driving in heavy traffic



Above: Taxis at Waterloo Station. There are fourteen main line railway terminals in London, and taxi drivers are asked to go to one or other of the big five—Euston, King's Cross, Paddington, Victoria and Waterloo—more often than to any other destination.

Below: The man answering the telephone at this cab rank in Sloane Square is known to drivers all over London as Old Dan. For many years he was a taxi driver himself, now he takes messages and passes them to drivers on the rank so that they have no need to leave their taxis



When it seems that they are learning something, the interval between appearances is reduced. Louis Baum made eight monthly appearances, and six more at 21-day intervals. It took him a little more than a year to pass the "knowledge" and get his licence. This is about the average time for a man who is working at it full time. Those who have insufficient money and have to work part time while they are doing it may take as long as two or three years to pass. Many who start are obliged to give up because they find it too difficult. Even when drivers have passed the test on the intensive knowledge of London, which covers an area within six and a half miles of Charing Cross, they still have to pass a test showing that they have a working knowledge of the London suburban area, which covers another 700 square miles.

In addition to passing the "knowledge" a would-be taxi driver must pass a police driving test; he must be over 21 (there is no upper age limit); he must be of good character; and must be fit. All taxi drivers must have a medical examination every five years, or annually if the doctors consider it advisable.

Once a driver becomes licensed he finds that there is a good deal more to driving a taxi than just picking people up at one place and dropping them at another. In the course of one day a taxi driver may move a young man and his furniture from one bedsitter to another, take a member of Parliament to the House of Commons, race with a girl to her flat because she has left the kettle boiling for hours, take an actress to a television studio, or conduct a tourist round London.

One London taxi driver told me that about a week before Christmas a few years ago he picked up an American visitor late one evening. As he made his way through the traffic the driver, who is well known among his colleagues for his detailed knowledge of the history of London, talked about some of the buildings they passed. The American became interested and decided not to return to his hotel. Instead he asked the driver to go to any places that he thought were interesting and tell him about them. They went on through the night and ended up in the fruit and



Would-be taxi drivers gather in Marcantonio's café and, with maps and notebooks covering the tables, test each other's knowledge of some of the 486 routes across London they must learn

vegetable market in Covent Garden in the early morning and had breakfast at a pub (Covent Garden pubs open at six a.m.). Then the American returned to his hotel.

At Christmas the taxi driver was surprised to receive a card from the American in New York, saying how much he had enjoyed the trip round London, and ending "I would like to buy the taxicab. Will you accept a thousand dollars?" It was an old cab and the offer was accepted with pleasure, and the cab was shipped to New York. "In fifteen years I have had some strange fares," the driver told me, "but that was the only one who ever bought the cab."

On another occasion and in another cab the same driver was passing St. Columba's Church in

Pont Street when a worried looking clergyman hailed him. Instead of getting in the taxi he asked the driver if he would go to St. Dunstan's in the West, a church several miles away in the Strand, and bring back his gold watch which he had left on the pulpit. The driver did the errand and was handsomely tipped.

It is a good thing that most London taxi drivers can be trusted because people leave all kinds of things in taxis. Ordinary things like umbrellas, handbags, hats and gloves, are left by the thousand in London taxis every year, and less ordinary things such as expensive jewellery, secret documents, and large sums of money are also forgotten. In one week recently the

Lost Property Department of the Public Carriage Office returned £800 worth of jewellery to one foreign visitor, and £5,000 worth of negotiable currency to another. On another occasion a dealer in precious stones left unmounted gems worth £8,000 in a taxi. They were returned to him.

When a passenger leaves something in a taxi, the driver hands it in at the police station nearest to him when he finds it. The police send it to the Lost Property Office of the Public Carriage Office. If the owner claims it, he is bound by law to pay a recovery fee for it, and a good part of this fee is given to the taxi driver as a reward, a fact that does a lot to reinforce the honesty of some drivers. It costs about three shillings to claim a lost umbrella, and of this the taxi driver receives two shillings and sixpence. More expensive things cost more to reclaim and the taxi driver gets a bigger reward.

Taxi drivers are of a very independent character, and they like the job because of the freedom which it allows them. Provided that they make the cab pay, they can arrange their working hours to suit themselves. A driver who works for a cab company gets about 40% of the amount on the taximeter, plus extras for luggage and passengers, and tips. Drivers have their own shelters, where they can obtain good cheap meals and hot drinks, or take a break to read the papers and gossip with other drivers. Some of these shelters, like the Bell and Horns in Brompton Road, are still known by the names of inns used by hansom cab drivers in years gone by, but long since pulled down.

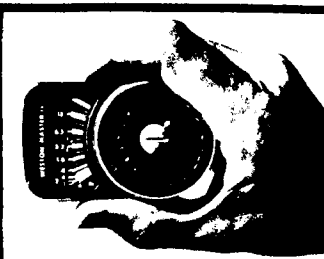
Visitors to London are sometimes inclined to smile at the odd and unfamiliar shape of London taxis. But in fact the design has been very carefully worked out to meet the job the taxi has to do. The doors are tall and wide to make it easy to get in and out of them, and there is plenty of head and leg room inside. Luggage can be loaded and off-loaded with the minimum of delay to other traffic. The taxis have a 25-ft. turning circle which enables them to manoeuvre in narrow streets and confined spaces. The bodywork is extra strong, so as to afford protection in an accident.

Taxicabs must be washed inside and out daily, have a thorough mechanical overhaul once a year, and are not allowed on the road with damaged or scratched paintwork.

A taxi driver is not allowed to refuse a fare for a distance of less than six miles. At present, fares for distances over six miles must be negotiated with the driver, but it is proposed to alter the law so that all distances over six miles will be charged automatically at double the normal rate.

I asked one taxi driver how he liked his job. "I reckon if you are interested in London, it's the best job in the world", he said. "In our cities have a few things to make them interesting, but when it comes to palaces, cathedrals, museums, art galleries, churches, parks, or whatever you like, London has the most. London is the best 'collection' in the world."

READERS PICTURES



Readers are invited to send photographs which they must have taken themselves. Address and description should be marked on the back. A guinea will be paid for each photograph published. Photographs, which must be black and white, should be addressed to the Editor, COMMONWEALTH TODAY, Hercules House, Hercules Road, London, S.E.1. Photographs will only be returned if requested.

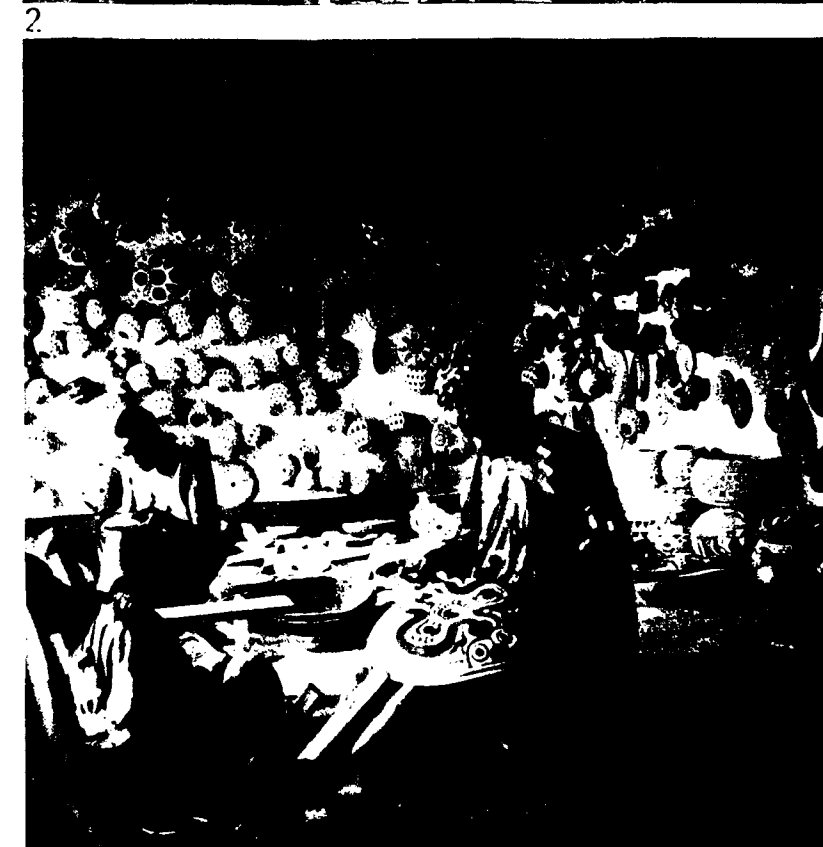


1. Under cover. Lee You San, 11, Saint Thomas' Walk, Singapore, 9

2. Fisher folk. Lim Kim Sai, 3 Jalan Gudang, Kangar, Perlis, Malaysia

3. Fish trap. Bakari Mohamedi, Ext. Primary School, P.O. Kigombe, Tanga Region, Tanzania

4. Oyo calabash carvers. Eze Omoregha, P.O. Box 215, Benin City, Midwest, Nigeria



HERE AND THERE IN INDIA

1. Two British agricultural students, David Crow, left, and Peter Surman, with the 3½-litre, 35-year-old Lagonda sports car they drove from London to New Delhi. A leaking radiator and a faulty magneto were the only troubles they experienced in 11,000 miles of driving.

2. A flag is planted on the summit of Mount Everest, 29,028 ft., the earth's highest point, by a member of the Indian Mount Everest Expedition. Within ten days members of the expedition reached the summit four times—a splendid accomplishment that says much for the superb organisation and management of the team.

3. The Union Minister of Rehabilitation, Shri Mahavir Tyagi, receives a gift of 10,577 lb. of milk and milk powder from the Australian High Commissioner in India, Sir Arthur Harold Tange. Australia donated the milk under the Aid for India Campaign.

4. The silver chair designed and produced in India for presentation to the National Mosque of Malaysia at its opening ceremony in Kuala Lumpur.

5. Sculpture in mild steel by John Hoskin, one of nine living British sculptors who exhibited in Delhi under the auspices of the British Council and the Lalit Kala Akademi. There were 39 sculptures and 14 drawings in the exhibition by Robert Adams,

Kenneth Armitage, Lynn Chadwick, Hubert Dalwood, Barbara Hepworth, John Hoskin, Bernard Meadows, Henry Moore and Eduardo Paolozzi. The exhibition was subsequently shown in Calcutta, Madras and Bombay.

6. This Land-Rover is a gift to India from the Oxford Committee for Famine Relief and the Fund for Human Need, in Britain. It will be used at the Sarenga Methodist Hospital in W. Bengal as an ambulance and mobile dispensary.

7. India's late Prime Minister, Mr. Lal Bahadur Shastri, talks to Mr. John Freeman, British High Commissioner, at the former's residence in Delhi.

8. A British computer unit has been installed at a Delhi Textile Mill. Mr. Bharat Ram, left, Chairman of the Shri Ram Group of Industries, is seen at the inauguration with Mr. S. Gupta of International Computers and Tabulators (India) Ltd.

9. Agreement for an interest-free British loan of £10 million to the Government of India is signed in New Delhi by Mr. P. Govindan Nair, Additional Secretary, Union Ministry of Finance, left, and Mr. John Freeman, British High Commissioner, centre. The loan forms part of the £30 million aid to India during 1965/66 that Britain offered at the spring meeting of the Aid India Consortium. This is Britain's first ever interest-free loan of its kind and brings Britain's total loan aid to India to over £250 million.



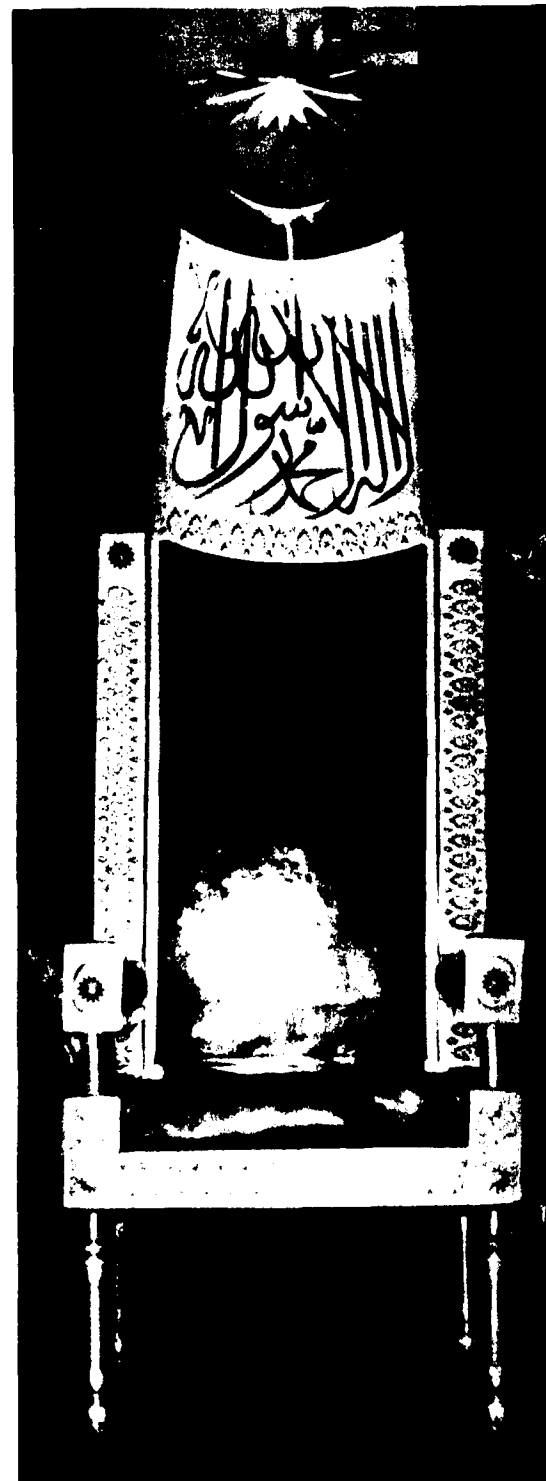
1. British agricultural students in Delhi



2. Indian Mount Everest Expedition



26 3. A gift of milk from Australia



4. Silver chair for Malaysia

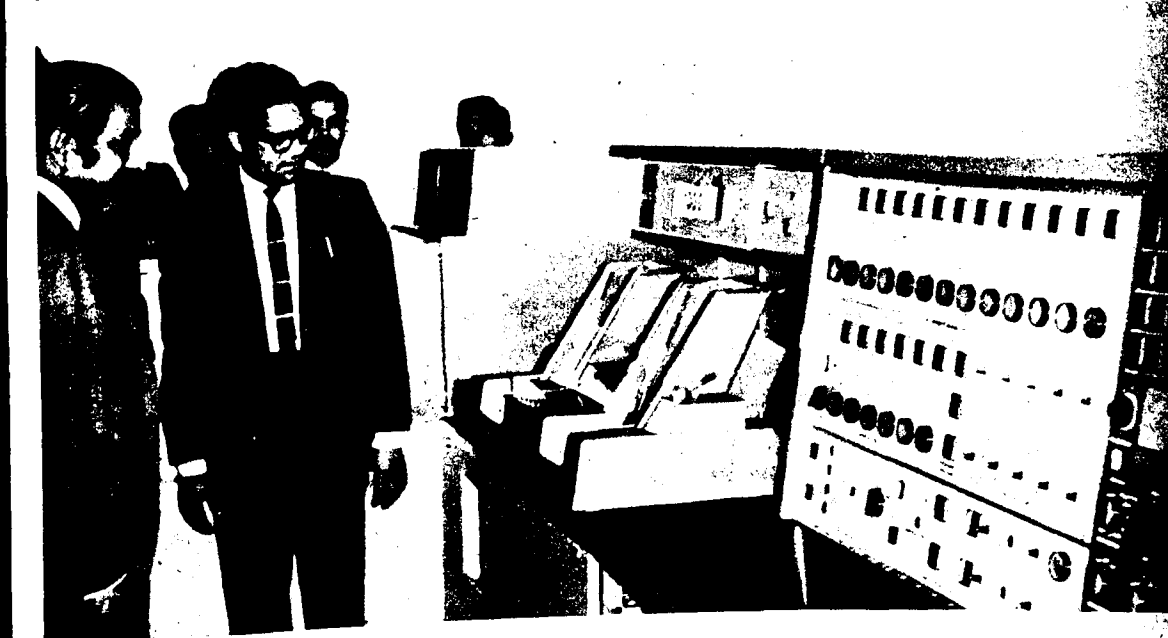


5. British sculpture exhibition in Delhi

6. Oxfam Land-Rover in W. Bengal (below)



7. The late Prime Minister of India and the British High Commissioner



8. British computer for Delhi mill



9. Signing of agreement for new interest-free British loan

PICTURESCOPE

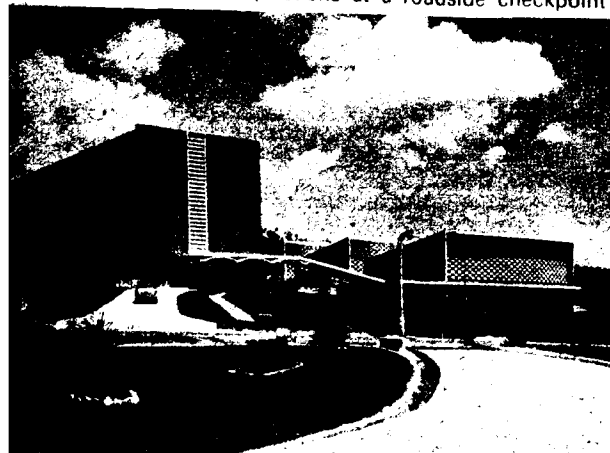
University of Malaya • Pakistan display of dolls • Ceylon barrister called to the Bar in London • Asian students in New Zealand • African V.I.P.s in Delhi • Hong Kong's traffic survey



The Rotary and Round Table Clubs of Harlow, England, have presented this tractor to the Faculty of Agriculture at the University of Malaya. Here, Mr. Fitch, a member of Harlow Rotary Club, tries out the tractor, with obvious delight, in the University grounds



To provide for future development of Victoria and Kowloon, the Hong Kong Government has commissioned a traffic survey conducted by Britain's Road Research Laboratory. Here, a truck driver answers questions at a roadside checkpoint



British aid to the University of Malaya includes a £300,000 grant for two colleges: the Faculty of Arts building (above) and the Library



At an exhibition of Ceylonese Painters in London, Dr. G. P. Malalasekera, the High Commissioner for Ceylon, admires a portrait by George Bevan, right



This attractive display of dolls from Pakistan was included in an exhibition of dolls from all over the Commonwealth held at the Commonwealth Craft Centre in London as part of the Commonwealth Arts Festival. The Pakistani dolls were supplied by the West Pakistan Industrial Development Corporation



Miss C. I. Perera of Ceylon was recently called to the Bar in London. She is now a member of the Temple, London Inner Temple



Mr. Sukumaran, an Indian student at the University of Manchester, England, devotes his spare time to teaching immigrant Indian children English



Some of the teachers of English from Asian countries who are taking a course at the English Language Institute in New Zealand. They are all Colombo Plan students and teachers from Indonesia, Fiji, Thailand, Vietnam, Korea and Sarawak

AFRICAN V.I.P.s IN DELHI



The President of India, Dr. Radhakrishnan, receives the Hon. C. C. Mojekwu, Minister of Justice and Attorney General of the Government of E. Nigeria



The Prime Minister of Uganda, Dr. Obote, talks to Dr. Radhakrishnan, President of India, in New Delhi

AND AN ASIAN V.I.P. IN AFRICA



Mzee Jomo Kenyatta, President of Kenya, shakes hands with the Indian Foreign Minister, Mr. S. Singh at the State House, Nairobi

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