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Commonwealth Today



Presenting the Commonwealth to the Commonwealth

*From a speech by Mr. Harold Wilson,
British Prime Minister,
in the General Assembly of the United Nations*

I hope this assembly will accept that no one could have done more than we have done to warn the then government of Rhodesia of the incalculable risks they were taking if they plunged into the illegal action which they finally and irresponsibly announced on November 11. I hope the assembly will agree that we did everything in our power to agree a just and honourable settlement.

We failed, and we failed because of the racist obsessions of the people with whom we were dealing. For not only did they defy the British Government, the legally constituted authority for their country, not only did they show their contempt for world opinion: worst of all, they have, while paying lip service to "civilised standards", outraged the moral law which is working its purpose out as year succeeds year in world history — the right of all men to live their lives in the dignity of social and political freedom.

But... having embarked on a series of measures of unprecedented severity, at considerable cost and still greater risk to ourselves, in order to ensure the return of the Rhodesian people to their true allegiance and to constitutional courses of action, we have the right to ask every member of this assembly to give us their fullest support.

Above all, we have the right to demand that the financial and economic measures we have instituted are not frustrated by the nationals of other countries seeking to earn a sordid profit by traffic with those who have defied the opinion of mankind.

We shall not let up until Rhodesia has returned to constitutional rule. We believe that given time, given patience, the British Government and the British Parliament will effectively assert their authority in consultation with those who can claim to speak more representative of the Rhodesian people as a whole.

Equally I repeat — and this has been the view expressed by successive governments in my country — that the future of Rhodesia, as we have ensured with so many formerly subject nations who have achieved independence in these past few years, the future of Rhodesia must be on the basis of multi-racial harmony leading to democratic majority rule.

Time will be needed; and time, as I have said in London and in Salisbury, will be measured not by clock or calendar but by achievement in working within a multi-racial Rhodesian Government, during a period in which the British Parliament remains in a position to ensure the protection of human rights, to guarantee the unimpeded advancement of the majority and to safeguard the rights of minorities. This has been done with success elsewhere in Africa and it can be done in Rhodesia.

I am proud... that in the world where conflict of colour and race are now occupying the centre of the stage, to the exclusion of our more ancient disputes, the Commonwealth is the greatest multi-racial association in the world. I trust it will remain so and that it will survive the strains of these past days.

It is because the vast majority of the nations of the world have condemned this action that I have the right in this assembly to appeal, nay, Mr. President, to demand, that everyone who deplores this irresponsible and backward-looking attitude of this Rhodesian minority should join with us, and should back us to the hilt in our economic and financial sanctions, regardless of our differences, and so deny to the illegal Rhodesian regime the munitions of rebellion, the means they seek for defying history and for defying the objectives asserted on behalf of mankind in the Charter of the United Nations.



RHODESIA: Mr. Wilson had talks with 126 leading and representative Rhodesians, including the Nationalist leader Mr. Joshua Nkomo (right, above). Below: The Reverend Ndabaningi Sithole (second left), leader of the Zimbabwe African National Union, introduces Mr. Wilson to other leaders of the party.



RHODESIA: Mr. Wilson has said, "I have done everything in a man's power to avert the tragic and dangerous development." He is seen with Mr. Garfield Todd, former Rhodesian Prime Minister (above). Below: With leaders of the People's Party: Mr. Josiah Gondo (leader of the Parliamentary Opposition); Mr. Chad Chipunza (UPP chairman); Mr. Percy Mkandzi (Chief Whip).

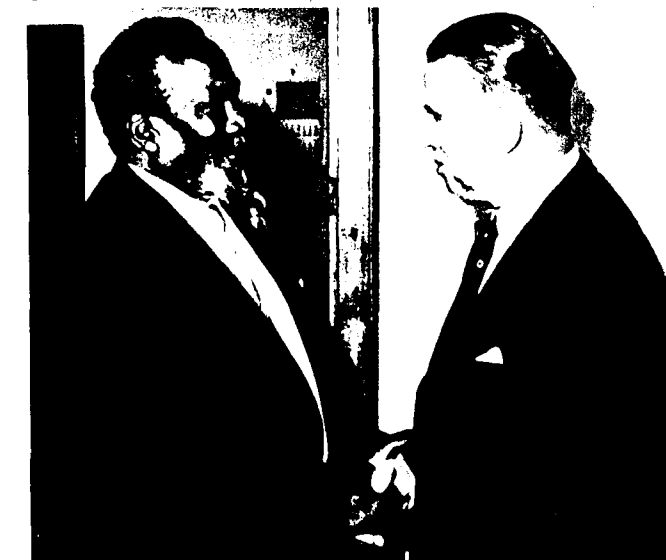


Commonwealth Leaders Discuss Rhodesia

British Prime Minister, Mr. Harold Wilson, and his Secretary of State for Commonwealth Relations, Mr. Arthur Bottomley, on an historic journey, discuss with Commonwealth leaders Britain's efforts to avert Mr. Smith's illegal declaration of Rhodesian independence



KENYA: President Jomo Kenyatta greets Mr. Wilson in Nairobi. An official Government statement read: "It is the hope of the Kenya Government that wiser counsels will prevail, and the British Government's stand will be upheld."



KENYA: President Kenyatta also had talks with Mr. Bottomley, who visited African Commonwealth countries twice in a month for discussions.



NIGERIA: Mr. Wilson speaking at a Press Conference at Lagos airport. With him is the British High Commissioner, Sir Francis Cumming-Bruce. Mr. Wilson said that the Commonwealth wanted to feel there would be no advance to independence except on a basis acceptable to all the Rhodesian people.



TANZANIA: President Nyerere greets Mr. Bottomley. Addressing Parliament, the President said: "It is infinitely more important to have the right solution than a quick solution. And it is infinitely preferable to have a peaceful solution than to have the people of Rhodesia suffer the horrors of war... Tanzania will do all in her power to co-operate in securing a peaceful transition to majority rule, and then to independence."



ZAMBIA: President Kaunda met Mr. Wilson at Livingstone airport. In a speech at the opening session of the Organisation of African Unity Summit Meeting at Accra, the President said: "We continue to hold true to the principles in which we believe—principles based on non-racialism. We believe that the Smith regime cannot last very long because we believe that right will prevail."



MALAWI: Dr. Banda, the Prime Minister, said in a broadcast to the nation, "The only steps Malawi can take is to support Britain morally. In my view, all other countries within or outside the Commonwealth, must follow Britain's lead, must take Britain's course, must follow Britain's line of action. It would be wrong for them, or for any country, to do anything else since this question, this problem, is Britain's."

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ONE day ten years ago a British engineer called at the Ministry of Supply in London to demonstrate a small model of an invention which was to represent the greatest advance in transport since Britain's Frank Whittle developed the jet engine. As the model buzzed around the room, just above floor level, government experts scrambled on to chairs to save their shins. They were, nevertheless, sufficiently impressed to put the project on the secret list, from 1956 to 1958.

The new invention, now known as the hovercraft, is a revolutionary vehicle which rides on a cushion of air. This enables these craft to travel with equal ease across water, mud, slush, snow, ice or desert sand. In summer they can operate across lakes, along rivers, and in swamps and marshes. In winter they can cross the same lakes, now frozen, travel along canals and waterways blocked with ice, or cross snow fields and ice floes. Winter and summer they can cross calm or choppy seas and rough terrain. Some machines will clear marshland with gullies four feet deep and twenty feet wide, ride over saplings and thorn bushes six feet high, and clear steep banks topped by walls two feet tall.

All this is done smoothly and at speeds of up to eighty miles an hour. In Canada, the Westland SRN2 crossed the Lachine Rapids on the St. Lawrence, which are impassable to all normal shipping, at over forty knots. The Vickers VA3, on trials on the coast of Long Island, U.S.A., showed that it was possible to drop down safely from eight-foot sand cliffs at speed.

Christopher Cockerell, the man who invented the remarkable hovercraft, is himself a remarkable person, who has had nearly eighty of his ideas patented. He spent much of his life in the electronics industry, then in 1950 he gave up his job and bought a small boat-building yard on the Norfolk Broads. As he built it up into a flourishing business and learned more about the construction of boats, his inquiring mind became fascinated by the problems of wave resistance and skin friction. Tackling these problems he asked himself the question he had asked himself so many times in the past—is there a better solution?

Cockerell realised that there are only two methods of moving a vehicle along a surface; it either rolls or slides along. Most land vehicles roll on wheels, water vehicles slide. But the sleigh and the skate interested him as exceptions to the normal rule. In their case friction melts a tiny quantity of ice and provides water lubrication for a very efficient sliding motion. He realised that if the bottom of a boat could be separated from the water surface by a layer of lubricant, both wave resistance and skin friction would be reduced. He showed his genius in the choice of lubricant he made. He decided that, impossible though it sounded, the only suitable thing was air. But could he find an effective means, first, of putting a layer of air under a boat, and, second, of keeping it there while the



1 Hovercraft will revolutionise transport in flat cold regions. On test in Scandinavia this Vickers VA2 operated with equal ease over water, snow, or ice too thin to bear any other form of transport

2 Hovercraft benefit from flexible skirts which enable them to glide over all kinds of surface irregularities. This Westland SRN5, a 7-ton craft carrying 18 passengers, has no difficulty in crossing rough scrub

3 The Westland SRN2 crossing the alternating land and water surface of marshland. Gullies up to 4 feet deep and 20 feet wide are negotiated with ease. A later version of the SRN2 accommodates up to 150 passengers

craft was in motion. It was three years before he solved the problem and was able to demonstrate his principle in a working model.

Since that time rapid progress has been made. In 1958 the project was taken off the secret list, and the National Research Development Corporation sponsored research into it by Saunders-Roe Ltd. (now a division of Westland Aircraft). Later a company called Hovercraft Development Ltd. was set up, with Christopher Cockerell as technical director and consultant.

The first hovercraft was delivered by Saunders-Roe and demonstrated at Cowes, Isle of Wight, in June 1959, two months ahead of schedule. A month later this machine, called SRN1, 31 feet long and weighing 8,500 pounds, made a crossing of the English Channel from Calais to Dover, and later showed its troop-carrying ability at the Farnborough Air Display. In May 1960, Londoners had their first opportunity to see the SRN1 when it made a trip along the Thames from Battersea to Westminster, where Commonwealth Prime Ministers and M.P.s gathered to watch a demonstration.

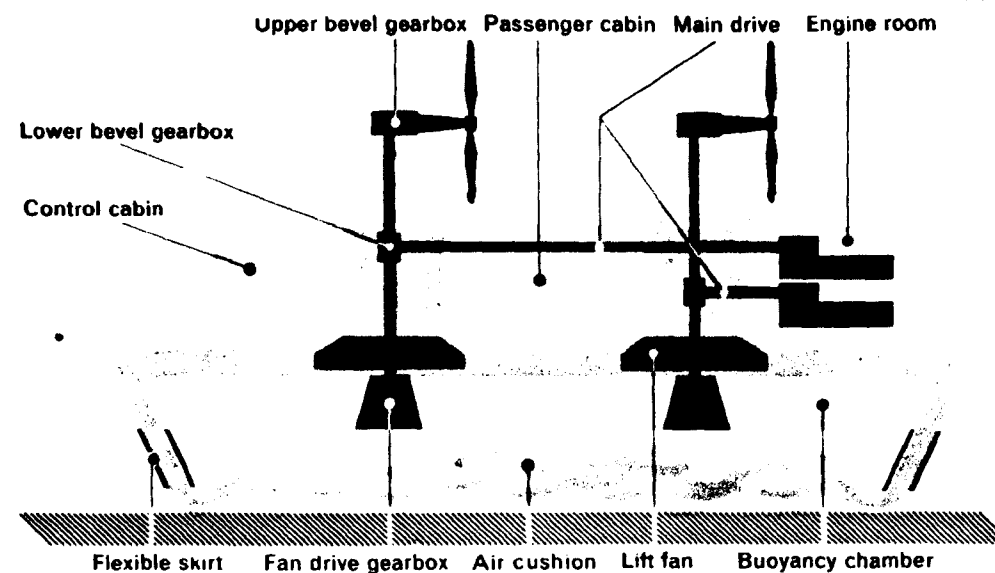
Six years after the demonstration of the first hovercraft, a whole new industry has come into being, and this British idea has already spread around the world. Hovercraft of various designs have been used in several countries as passenger-carrying ferries, as military vehicles, in agriculture, and in survey and exploration work. In Britain six different companies are producing their own versions of the hovercraft. Sweden, the United States and Japan are manufacturing hovercraft, using British parts and techniques, by arrangement with Vickers.

Hovercraft have been used in Britain as passenger-carrying ferries since 1962. In July of that year the Vickers VA3 operated the world's first commercial hovercraft service across the estuary of the River Dee from Wallasey to Rhyl. In August, the Westland SRN2 (twice as long and six times as heavy as the SRN1) was used on an experimental service across the Solent from Southsea to Ryde, Isle of Wight. By 1965 this service had expanded to operate all the year round, seven days a week, and to connect Gosport as well as Southsea to Ryde. Well over 100,000 passengers have been carried this year. Another new and regular hovercraft service was started in 1965 on the River Clyde. This serves several towns which are easily linked by water, but which owing to the many mountains and arms of the sea are almost impossible to connect economically by land. This service is run by Clyde Hover Ferries, using two SRN6 hovercraft, each seating 38 passengers. It is an all-the-year-round scheduled service.

In addition to these services in Britain, hovercraft are also being used for ferry service in other countries. In America two British SRN5's operate a regular service on San Francisco Bay, between downtown San Francisco and the international airports of San Francisco and Oakland and between the

SIMPLIFIED SECTION THROUGH SRN2

Hovercraft have built-in fans which lift the craft off the ground on a cushion of air. Flexible nylon, 'Terylene' or rubberised skirts help to retain the air cushion and improve the efficiency of the lift system, and also give big increases in hoverheight. Power is required to move the hovercraft along as well as to lift it. In some models the same engines drive the lifting fans as well as the airscrews which provide propulsion. In other models the power units are separate

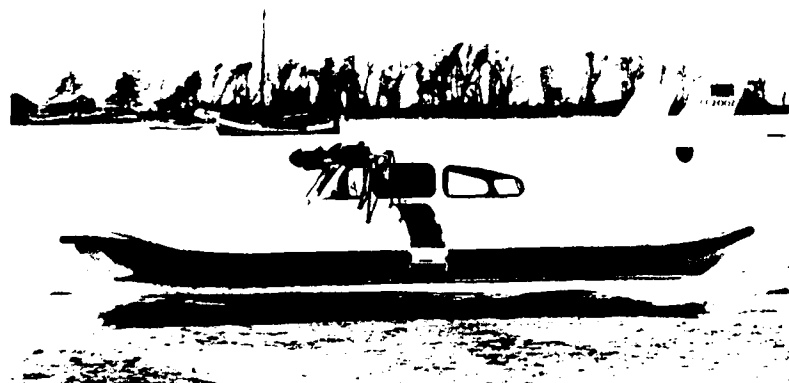


Below: The SRN2 travelling at over 40 knots as it crosses the Lachine Rapids on the St. Lawrence River on its way from the port area of Montreal to the St. Lawrence Yacht Club. These rapids are a bar to all normal shipping





Above: An SRN2 hovercraft skims along a jungle river carrying supplies to British troops in Malaysia
Centre: The Cushioncraft CC2, a small hovercraft built by Britten-Norman Ltd., rides over level ground or water on a foot-deep cushion of air



Below: The Westland SRN6 is a high-performance overwater ferry hovercraft with accommodation for 38 passengers. Five of these hovercraft were in use on ferry services in 1965 in England, Scotland, Norway and Denmark. This one is seen leaving directly from the beach on Scotland's River Clyde



AFTER THE HOVERCRAFT THE HOVERTRAIN

airports. In Germany another SRN5 has been in use as a ferry service on the Elbe and to offshore islands. In Norway, Scanhover of Oslo, have been operating a passenger service by SRN6 in the Aslesund area. Another SRN5 has been sold to Japan for use on passenger service in the Kyushu area.

The government of Brunei is using an SRN5 for general communications duties, and the Brunei Shell Petroleum Company has taken delivery of an SRN6 for use in transporting personnel, equipment and supplies to and from offshore drilling rigs—the first time a hovercraft has been employed on this work.

All this adds up to very considerable operational experience in hovercraft in a relatively short period, but it is by no means the whole story. Although in Britain the emphasis has been on the development of civil uses of the hovercraft, there has also been research into military applications. The Vickers VA2 showed the capabilities of a hovercraft in performance trials over exceptionally tough conditions in the desert and over ice and snow in the Baltic. The VA3 went to the U.S.A. in 1964, where it carried out a trials programme for the U.S. Navy.

It is already known that large hovercraft are proportionately more economical to operate than small hovercraft, and some manufacturers look ahead to a time when hovercraft of 10,000 tons or more will be in use. The biggest so far designed is the 160-ton Westland SRN4. Two of these are being built for a Swedish combine to operate on a cross-Channel service between Ramsgate and Calais. They will be delivered in 1968. The service itself will be inaugurated next year using SRN6 hovercraft. The cross-Channel SRN4 will be laid out so as to carry 250 passengers and 30 cars. It will travel at seventy knots in calm seas, and in 4-5-foot waves it will still travel smoothly at 55-65 knots, and in 8-10-foot waves (hardly ever occurring in the Channel) at 20-30 knots. It would still be able to come into a landing stage in 15-foot seas. Another SRN4 has been ordered by British Railways to use on a service between the mainland and the Isle of Wight.

One of the great advantages which hovercraft have over ships and aircraft is that auxiliary expenses are low. They need no docks or airport. Those in use in Britain now operate directly from the beach at any state of the tide, requiring no more than a small square of concrete to "land" on. Large hovercraft operating a regular service between countries will need

for customs and immigration formalities, but the cost of a complete hoverport will be small compared with that of the facilities needed by ships and aircraft.

Numerous other applications of the hovercraft and the hover principle are being investigated. Hovercraft Development, the company which was formed to research into the possible uses of hovercraft, have already built a model of a hovertrain. They believe that within the next ten years there could be a network of inter-city hovertrains each carrying 600 people and travelling up to 300 miles an hour. They are ready now to test a full-scale prototype on a stretch of disused railway, and a pilot scheme could be running within six years. The hovertrain would ride on a single track just over six metres above the ground. The air cushion would raise the train 2.54 centimetres above the track, and the ride would be much smoother as well as far faster than in existing trains. The cost of a network of hovertrains would also be cheaper than a system of conventional trains.

The hover principle is also being used to convert heavy load transporting vehicles to enable them to carry their loads to places which might otherwise call for bridges to be strengthened or for special roads to be built. Vickers-Armstrongs are converting such a vehicle for the Central Electricity Generating Board. This heavy load transporter will be used as a normal trailer on the road, but a built-in hover unit will be brought into use as required to take some of the weight from the wheels and spread it over a wider area. This will enable the transporter to take heavy power station equipment over weak bridges and along dirt roads.

Vickers have also developed the Hovertruck. This is a Land-Rover fitted with an air cushion lift system. By using the air cushion the driver can operate the vehicle at a weight which gives the greatest traction in the individual operating conditions. The Hovertruck has already shown its ability to operate over rough country, particularly in wet and waterlogged conditions which caused conventional vehicles to bog-down. The Hovertruck is also especially suitable for spreading fertilisers and weedkillers, as the low-bearing pressure between the wheels and the ground does not compact the soil. This is important to farmers because seeds cannot germinate in heavily compacted soil.

This by no means exhausts the possibilities of the hovercraft. They are ideal for use as harbour fire tenders, rescue craft and coastguard "cutters". As mobile clinics, dental surgeries, or hospital units, they

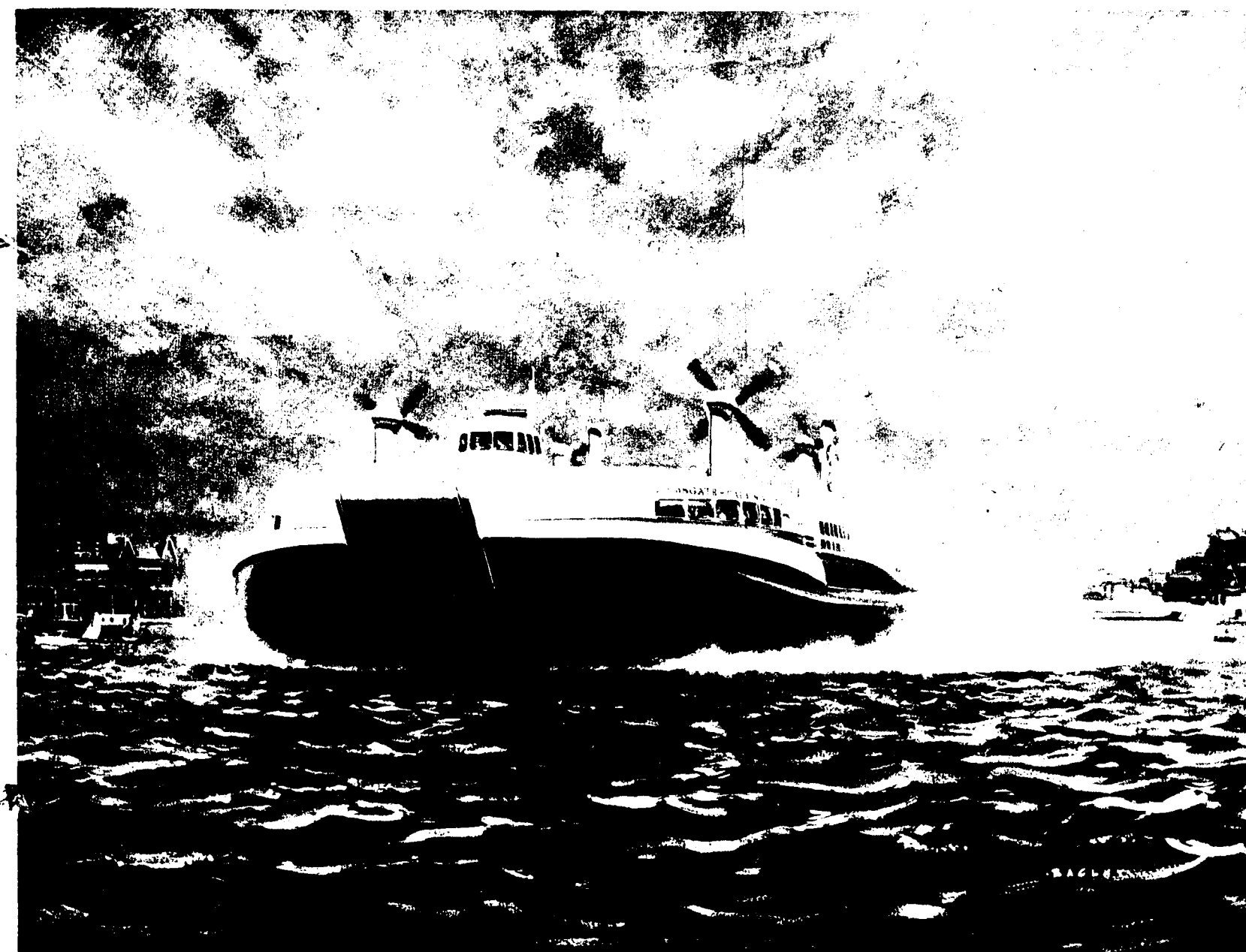
could operate regular or emergency services across desert, pampa or prairie, or replace launches and paddle steamers on the great rivers of the world like the Congo and the Amazon. In places like the harsh centre of Australia, the dusty plains of Nigeria, the swamp and muskieg of northern Canada, and the frozen plains of Antarctica, the hovercraft could operate postal services, maintain communications between government and police posts, and generally revolutionise transportation. In short, the hovercraft will in the near future bring direct and comfortable travel to many wild places where in the past there has been no single answer to the transport problem.

Below: An artist's impression of the 160-ton SRN4 passenger/car ferry now being built in Britain for a Swedish company who will operate two of them on a service across the English Channel from Ramsgate to Calais

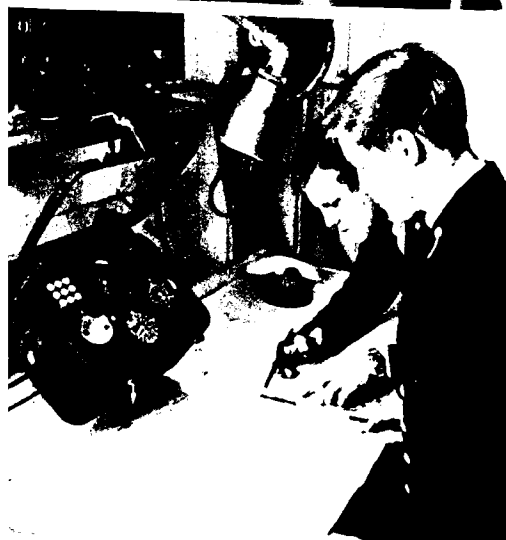
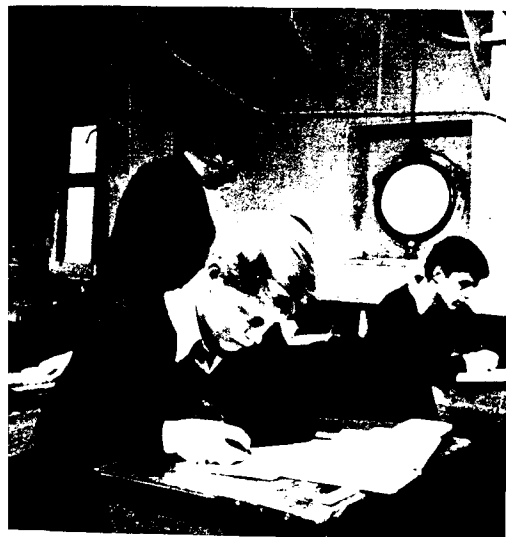


Left: Christopher Cockerell, inventor of the first hovercraft and now technical director of Hovercraft Development Ltd., with a model of a hoverport, showing the 160-ton SRN4 and a hovertrain terminus. Hovertrains travelling at up to 300 m.p.h. could be in operation within a few years

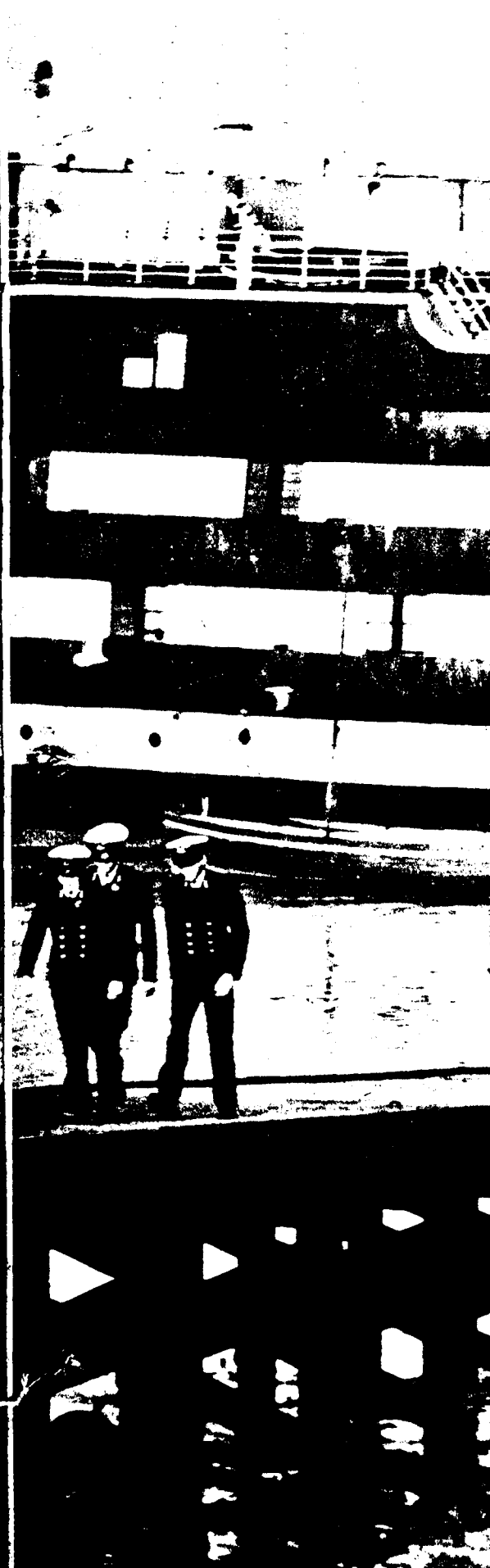
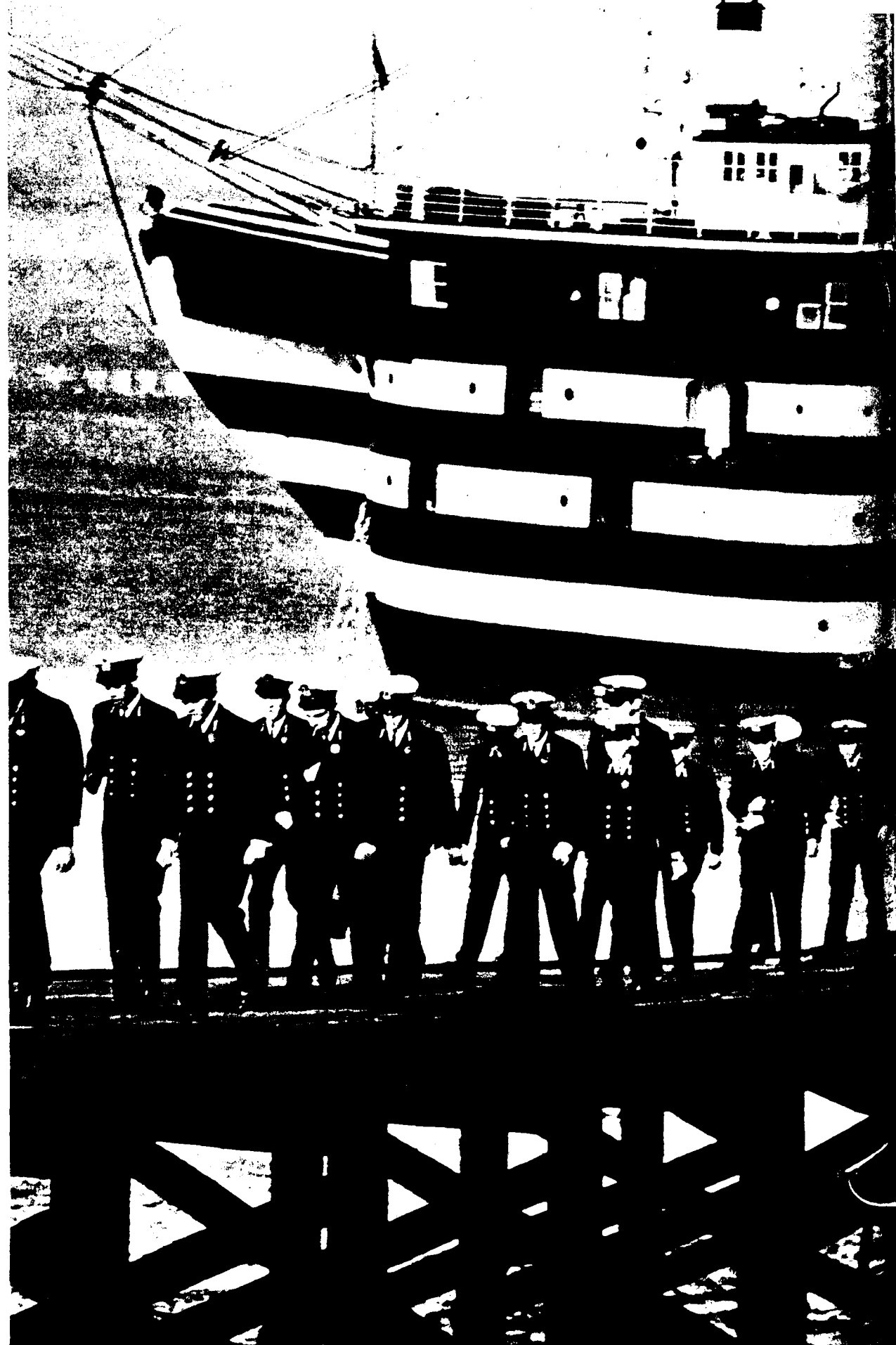
Below left: The Hovertruck is an adaptation of the hover principle which has great possibilities in agricultural work such as crop spraying. It is a Land-Rover fitted with an air cushion lift system which can take as much as 75 per cent of the weight off the wheels, so that the Hovertruck continues to work in conditions in which all other vehicles would become bogged-down



SCHOOL AFLOAT



- 1 Tutorial class in progress in one of the ship's eleven classrooms
- 2 An experiment in the physics laboratory
- 3 In the Chart Room. At the wheel is Shafik bin Ungku Ahmed from Malaysia
- 4 Cadets plotting points on a chart with the aid of a Decca navigator



ONE Sunday early in the summer of 1861 a group of London businessmen with interests in shipping were taking a stroll by the riverside. During their walk they decided that there was an urgent need for a school on the Thames which would train officer-cadets for the Merchant Navy. A similar school had been started in Liverpool two years before, and had been a great success. Now the London shipping men wanted one of their own.

Being practical men of the sea they would not hear of anything but a ship for their school. They believed that conditions on shipboard would prepare boys for their future life at sea by getting them used to living in confined quarters, and making them realise the necessity for give-and-take among good shipmates. After more than a hundred years the school they started, H.M.S. *Worcester*, the Thames Nautical Training College, is still training boys in the profession of the sea.

Many famous sea captains have been educated at *Worcester*. Present-day captains who are Old *Worcesters* include Commodore E. A. Divers, master of the *Queen Mary*; Commodore C. Edgecombe, master of the *Oriana* and commodore of the Orient Line; and Commodore J. L. Dunkley, master of the *Canberra* and commodore of the P. & O. Line. Other famous Old *Worcesters* have included Lt. H. R. Bowers, R.M., who died with Captain Scott on the tragic expedition to the South Pole in 1911/12; Admiral Lord Mountevans; Commander Gordon Steele, V.C.; and Count Heihachiro Togo, the famous Japanese admiral of the Russo-Japanese War. But proud as *Worcester* is of its most famous old boys, it is even more proud of its long record of service to the Merchant Navy. In the past century thousands of the Merchant Navy's most competent and reliable officers have been men who received their first knowledge of the sea as cadets at *Worcester*.

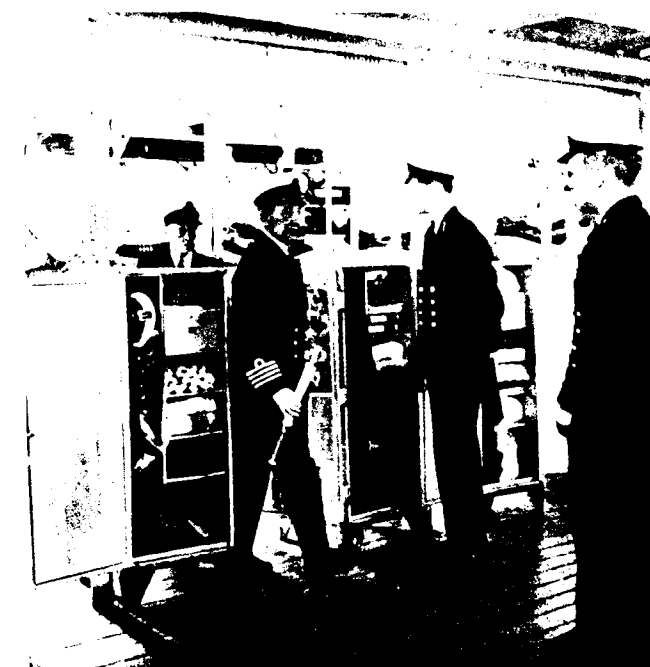
The affection which these men have had for their old school is shown by the fact that there is a very active Old Boys' Association with over 2,000 members, who meet regularly for social and sporting functions.

The first *Worcester* was a 1,473-ton 50-gun frigate which the Admiralty loaned to the founding committee of the school in 1862. It was in use from 1862 to 1877, when it proved too small for its purpose. It was replaced by the 4,725-ton line-of-battleship *Frederick William*, which was renamed *Worcester*, and this ship housed the school until 1946.

The present ship of 5,480 tons is therefore the third *Worcester*. It is permanently moored on the Thames at Greenhithe. Though the present ship is much larger than its predecessors, cadets are still obliged to learn the art of living in the confines of a ship. *Worcester* is a complete boarding school afloat. Since 1922, the school has also owned Ingress Abbey with 39 acres of grounds on the riverside immediately opposite the ship, and the boys land frequently for games and swimming. Rugby football, cricket and tennis are played in season and the College has its own swimming bath. Facilities are also available for sailing, rowing and fencing.

Boys come to *Worcester* when they are about 13½ years old and stay about four years. The level of education is that of the normal State secondary school. Cadets sit for the "O" level examination of the General Certificate of Education, and most leave at 17½ with at least four subjects passed at this level. Some remain longer to obtain "A" level in selected subjects. The College places much emphasis on scientific and mathematical subjects, including navigation. Seamanship is among the subjects taught and, as would be expected, several members of the teaching staff are Master Mariners.

Senior cadets going ashore for the monthly Parade Service at Greenhithe Parish Church



Captain L. W. L. Argles, C.B.E., D.S.C., R.N., the Captain-Superintendent, on his rounds, inspecting the boys' accommodation and lockers



Rugby football is played in the winter. Here, the school first team is playing an Old *Worcesters'* side, on the school grounds, near the ship

The ship is equipped with the latest navigational aids such as radar, Decca navigator, Marconi direction-finder, gyro compass, gyro pilot, echo sounder, and electric submerged log. Fire-detecting apparatus, patent gravity boat davits, watertight doors, etc., are also fitted in *Worcester* so that, as well as acquiring a "ship sense" through life on board, cadets also become familiar with the most advanced equipment in use in modern ships.

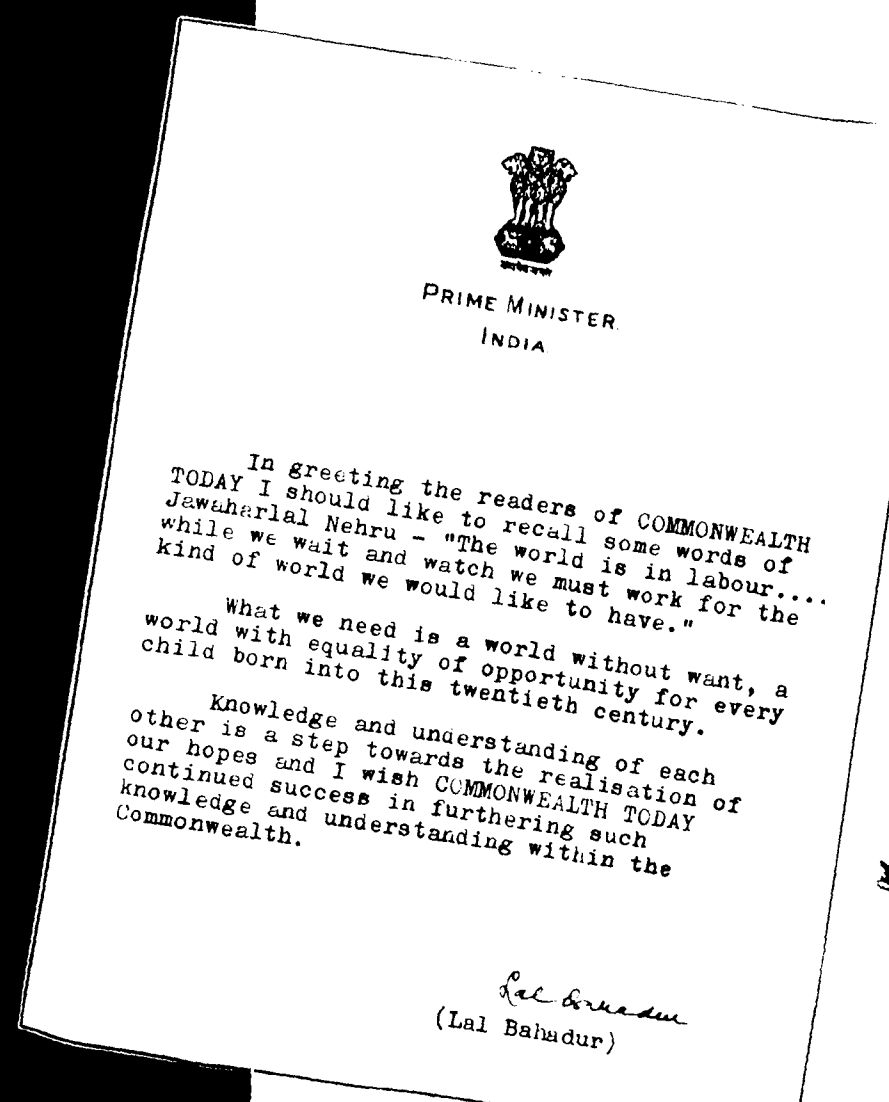
Worcester boys are not obliged to go to sea, but almost all of them do. About 98 per cent of them join one of the big British shipping companies as officer-cadets. In addition to GCE, cadets qualify for the official *Worcester* Leaving Certificate, which entitles the holder to a remission of twelve months' sea service in the period of apprenticeship before sitting for his first professional certificate as a second mate. On passing this examination he is a qualified officer and eligible for appointment as such.

Every day vessels of all classes and nationalities bound to and from the four corners of the world pass the *Worcester* on their way up or down the Thames. This is in itself an education, and every small boy who becomes a cadet on *Worcester* knows that one day, with reasonable luck and industry, he could himself be sailing past his old school as master of his ship.



IN HOMAGE

This special message to
COMMONWEALTH TODAY
was written by
the late
Mr. Lal Bahadur Shastri,
Prime Minister
of India,
shortly before
his death
on 11th January, 1966.
It is published here
as a tribute to him
and Mr. Jawaharlal Nehru—
two great men
of India...



With H.R.H. the Duke of Edinburgh. The Queen said: "As head of the Commonwealth I send my deep and sincere sympathy to the people of India. My husband shares with me the sense of loss which will be felt throughout the world."



With Earl Mountbatten, who was asked by Her Majesty to represent her at Mr. Shastri's funeral: "Mr. Shastri was a wonderful character, a man of transparent honesty, a man of truth, a really fair-minded man."



With the British Prime Minister, Mr. Harold Wilson: "Everywhere his loss will be felt where his qualities of statesmanship, sincerity and integrity are so greatly valued."



With Mr. Heath, British Conservative Party leader. The U.N. Secretary-General, U. Thant, said: "Not India alone, not Asia alone, but the whole world will mourn his passing."



With Sir Robert Menzies of Australia, left, and the late Sir Abubakar Tafawa Balewa, of Nigeria. Sir Robert said: "He took office as Prime Minister at a testing time and established himself as a leader in his own right."



With Jawaharlal Nehru. The United States President Johnson said: "He proved a fitting successor to Pandit Nehru by holding aloft the highest ideals of Indian democracy. His modesty in high office did not conceal his strength and wisdom as the recognised leader of his people."



With President Ayub Khan of Pakistan, who said he was profoundly shaken and grieved. He had been deeply impressed by the Indian leader's sincerity and dedication to the cause of settling outstanding questions.

VESSATURU SIRITA

the story of Vessantara



The Jatakas of Buddhism are a large collection of stories which recount the previous births of the Buddha. The final episode is the Vessantara-jataka which tells the story of King Vessantara of the ancient kingdom of Sivi. For centuries one of the most beloved dramatic themes among Buddhist audiences, it is now the subject of a film, "Vessaturu Sirita", made in Ceylon by Udaya Films Ltd.



The court of the King of Kalinga



Vessantara in his study with his Chief Minister



Jujaka on his way to Vessantara's retreat



Vessantara and Madri at Vangagiriya



The children and Jujaka take leave of Vessantara

The ancient kingdom of Kalinga has been ravaged by drought bringing fire and pestilence in its wake.

The King has done everything in his power to avert the annihilation of his people and is in despair, until he dreams that there is a wise man living in the mountains who can tell him how to save his country. As soon as he wakes he calls his adviser Purohita and sends him off to find the wise man.

The wise man tells Purohita that prosperity will return to Kalinga only if the royal elephant belonging to King Vessantara of the neighbouring kingdom of Sivi is brought to Kalinga.

King Vessantara, the essence of generosity, has no hesitation in giving away the royal elephant but no sooner has he done so than his own people banish him. For they believe that the elephant is a gift from the gods and their own happiness is linked with its presence.

Vessantara is happy to be banished. With his wife, Madri, and their children, Jaliya and Krishnajina, he goes to a retreat at Vangagiriya to live his life in meditation, believing that only by ridding himself of all physical and mental attachment can he find the road to enlightenment and to Nirvana. We come into the world alone and we must leave it alone. It is only temporary attachment that we define as love.

Meanwhile, Jujaka, a miserly usurer, is being nagged by his young wife. She demands servants - but there are none in Sivi where the people are too well off to do menial work - so Jujaka sets off to look for some.

He comes to Vessantara's retreat expecting to find a retinue of servants but when he sees there are none he asks Vessantara for his children.

Vessantara is grieved to let them go but, believing in his new philosophy, he lets Jujaka take them. Madri, torn between the logic of his argument and love for her children, tries to destroy herself.

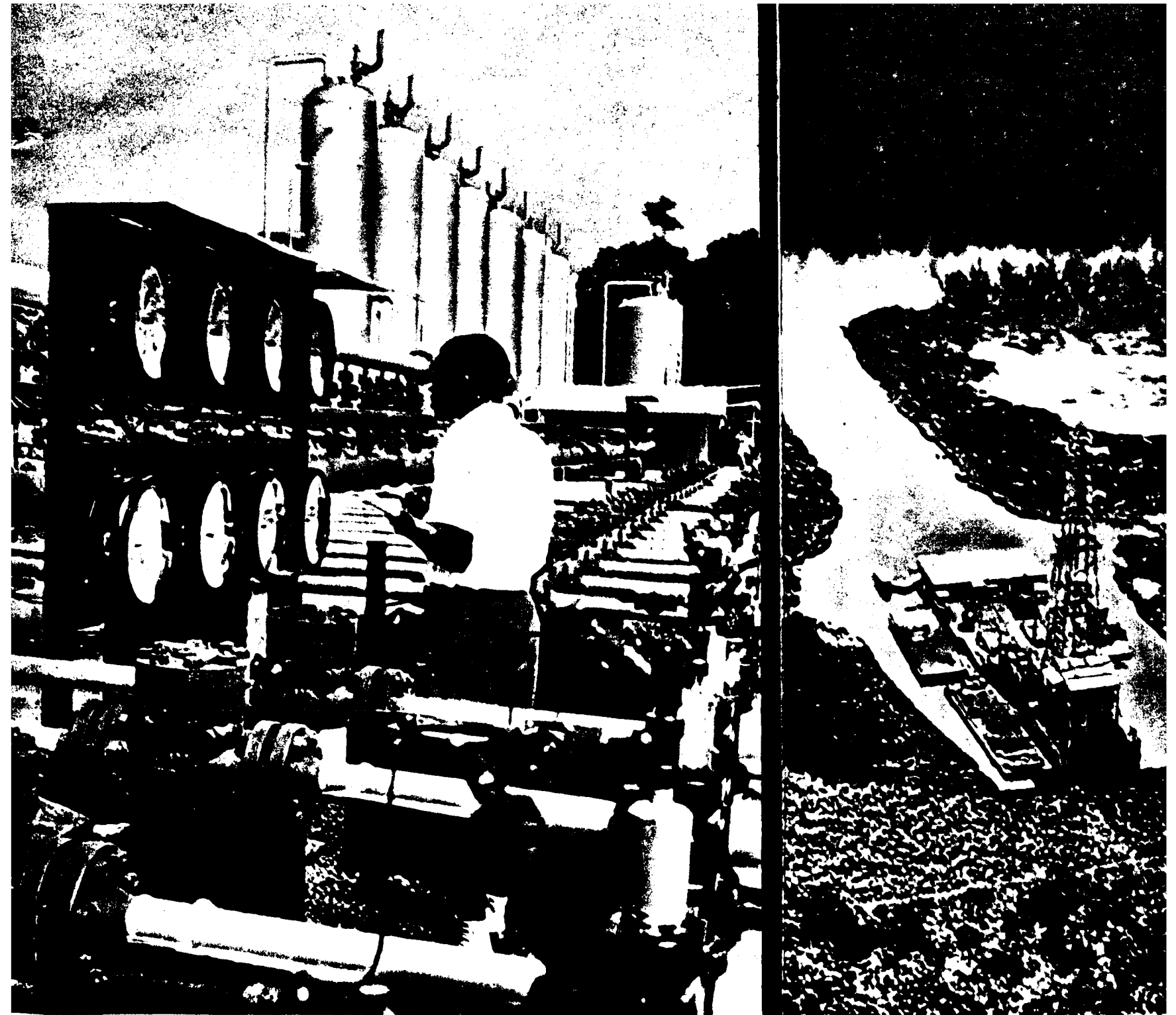
Back in the kingdom of Sivi, the people have come to realise that their prosperity was due to Vessantara's wisdom and has nothing to do with the royal elephant. They organise a party, led by the Minister Kanta, to bring the King and his family back to the palace.

The party soon come across the children with Jujaka who releases them in exchange for a bag of gold.

While they are still on their way to Vessantara's retreat, the king of the gods, Sakra, poses a last test for Vessantara. He appears before the King in disguise and asks for his wife, Madri, as a servant.

She is glad to offer herself but at this moment the people of Sivi appear in the distance, and the children, led by Kanta, are seen coming towards them.

Madri holds the children in her arms, and Vessantara, from the top of the hill, looks down on the scene smiling and serene, having conquered all attachments and confident that in the next life, which will be his last, he will gain realisation of the cause of sorrow and thus attain enlightenment—Buddhahood.



LITTLE more than a decade ago it was still thought that oil would never be found in commercial quantities in Africa. But already Algeria and Libya are among the world's top ten producers, and now there is a strong possibility that within the next few years Nigeria may join them. Already Nigerian oil production has expanded far beyond original expectations. Shell-BP's 1965 production was estimated at 10 million tons, but in fact the final figure was over a third as much again. Nigeria's oil industry reached an advanced stage when the £10 million refinery at Alesse-Elleme, near Port Harcourt, went into production last November.

Eight other international oil companies have followed Shell-BP into Nigeria, and one of them, Nigerian Gulf Oil, is already pro-

Nigeria's Oil Boom

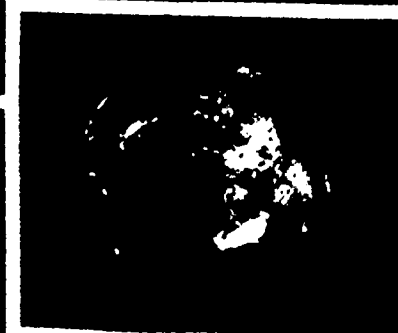
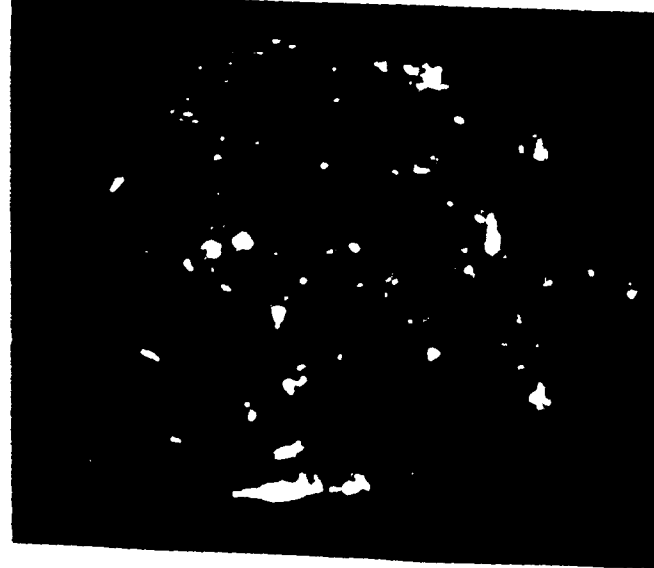
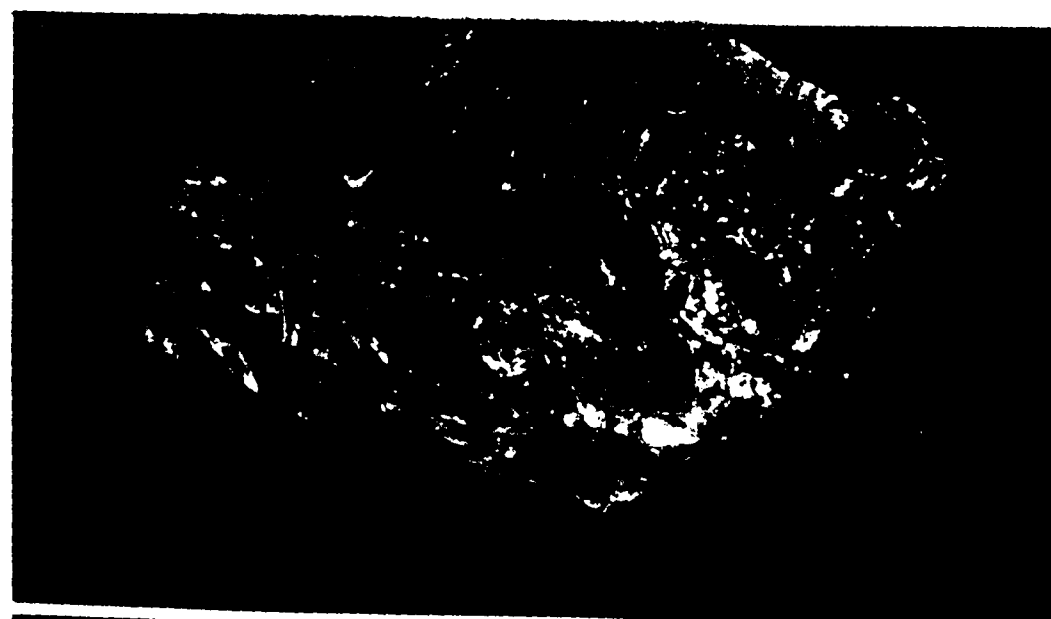
ducing a million and a half tons a year. It is estimated that by 1970 the value of oil exports alone will be greater than the total value of all exports in 1964. By then it is hoped that Nigeria will also be exporting natural gas from the oilfields, as well as using it to power more local industries. Already oil has brought new industries and new employment

opportunities in its wake, and there is no doubt that for years to come it will provide the golden key to economic expansion in Nigeria.

Above left: Checking well pressure at the inlet manifold of the Imo River station. Above right: Drilling barge at work on an exploration well in mangrove swamps near Bomu.

Black Opal

—the most unusual gem



FRED BODEL is something over eighty years old. He won't be more precise, but he does admit that for more than fifty years he has been mining for opals in the Lightning Ridge area of northern New South Wales. He has been known as Lucky Fred since 1907, when he and a partner found a large number of black opals in a single claim twenty feet by eight, for which they had paid thirty shillings. In those days black opals were only just beginning to find a market and Bodel and his partner were glad to sell their find for £A210. If Lucky Fred were to find the same weight of black opals today they would be worth more than £1 million.

No other precious stone has had such a sensational rise in value as the black opal. The first Australian opal fields were discovered in 1877 at White Cliffs, New South Wales, but it was not until 1903 that the first black opals were found, four hundred miles away on the other side of the State at Lightning Ridge. In those days the demand was for white opals with green, blue and rose "fire", and nobody wanted black opals. For the first few years after its discovery black opal was sold for a pound or so an ounce. Today, the finest black opal sells for £150 a carat (150th part of an ounce). It took T. C. Wollaston, a famous opal dealer eight years of hard work, including visits to London and New York, to create a demand for black opal. His first success came when he persuaded a jeweller in Fifth Avenue, New York, to feature a display of black opals in settings with diamonds and other precious stones. By 1910 there was a steadily increasing sale of black opal.

All black opals come from Lightning Ridge and most of Australia's white opals come from Andamooka and Coober Pedy, both about four hundred miles north of Adelaide, South Australia. In the 1920s the value of opal mining to Australia was about £A20,000 annually; now Australia is exporting nearly £A3 million worth of opals every year, many of them to the United States, Japan and West Germany.

Almost all the opals are mined by tough old prospectors like Fred Bodel working alone. About three dozen of them dig in the Lightning Ridge area, and a handful at Andamooka and Coober Pedy. The miners either dig or blast their way through the surface crust of desert sandstone until they reach opal dirt, which occurs in a greyish band at varying depths usually from ten to forty feet, beneath the sandstone. Once a miner reaches the opal dirt, he drives shafts into it, working his way

cautiously forward, gouging with a pick in the soft clay. He knows he has found opal when his pick makes a distinct click.

Other miners work through diggings abandoned long ago, remembering that in the early days of Lightning Ridge miners threw away stones that would now be worth a small fortune.

Opal was formed countless ages ago when volcanic action forced a boiling solution of silica and water up through cracks in the earth's crust. As the solution cooled off beneath the layer of sandstone which covered Central Australia, opal was formed. Precious opals are translucent to transparent, and are easily recognised by the vivid display of many colours inside the pearly or dark blue to black stone. The colours flash and change as the stone is looked at from different angles. These optical qualities are at their best when the opal has smooth rounded surfaces, so most opals are finished "en cabochon", i.e., polished but uncut, though some fire opals are facet cut.

Heat or dryness of atmosphere in arid regions can cause opals to crack and lose colour, so many finished stones are protected by water or a film of oil until they are sold. Like many precious stones opals are not always what they seem. They absorb liquids very easily, and since

black opals have become so valuable, light-coloured stones have often been dyed to resemble rarer, more deeply coloured varieties.

There have always been superstitions connected with the opal, varying throughout the ages and in different parts of the world. The Greeks believed that the opal gave the wearer prophetic vision. The Romans, who ranked it second only to the emerald, considered it a symbol of power and majesty. In the East the opal is a sacred gem and is believed to embody the spirit of truth. It is thought that if one is touched on the forehead with one of these stones it will clear the mind and strengthen the memory.

In modern times, at least in Anglo-Saxon countries, the opal has usually been considered unlucky, but in the Middle Ages it was thought to be lucky. But whether it is lucky for others or not, if you were born between 23rd September and 24th October, under the zodiacal sign of Libra, the opal is reputed to bring you good fortune.

Left: Over 80 years old, Fred Bodel has been an opal miner for more than 50 years

Below: A typical Lightning Ridge landscape, known as the Three Mile area, from which some of the richest gems have been mined



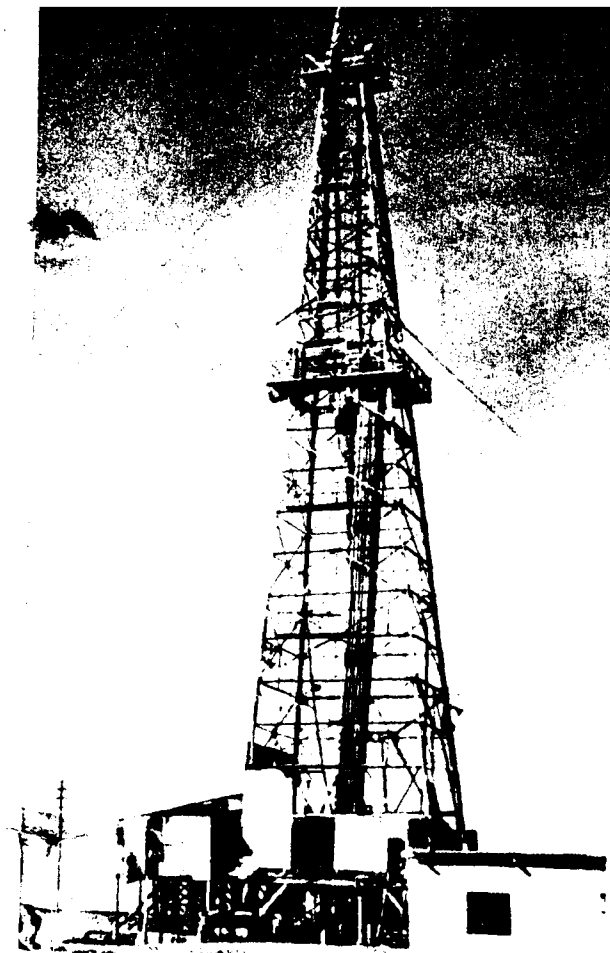
Above: An opal miner at work below ground, gouging out the crumbling seam of opal dirt which occurs from 10 ft. to 40 ft. beneath the sandstone. When his pick "clicks", he knows he is on to solid opal

Left: Black opals come from Lightning Ridge, New South Wales, and white opals from Andamooka and Coober Pedy, South Australia. Refrigerator adds a touch of luxury to this miner's two-room home below ground at Coober Pedy

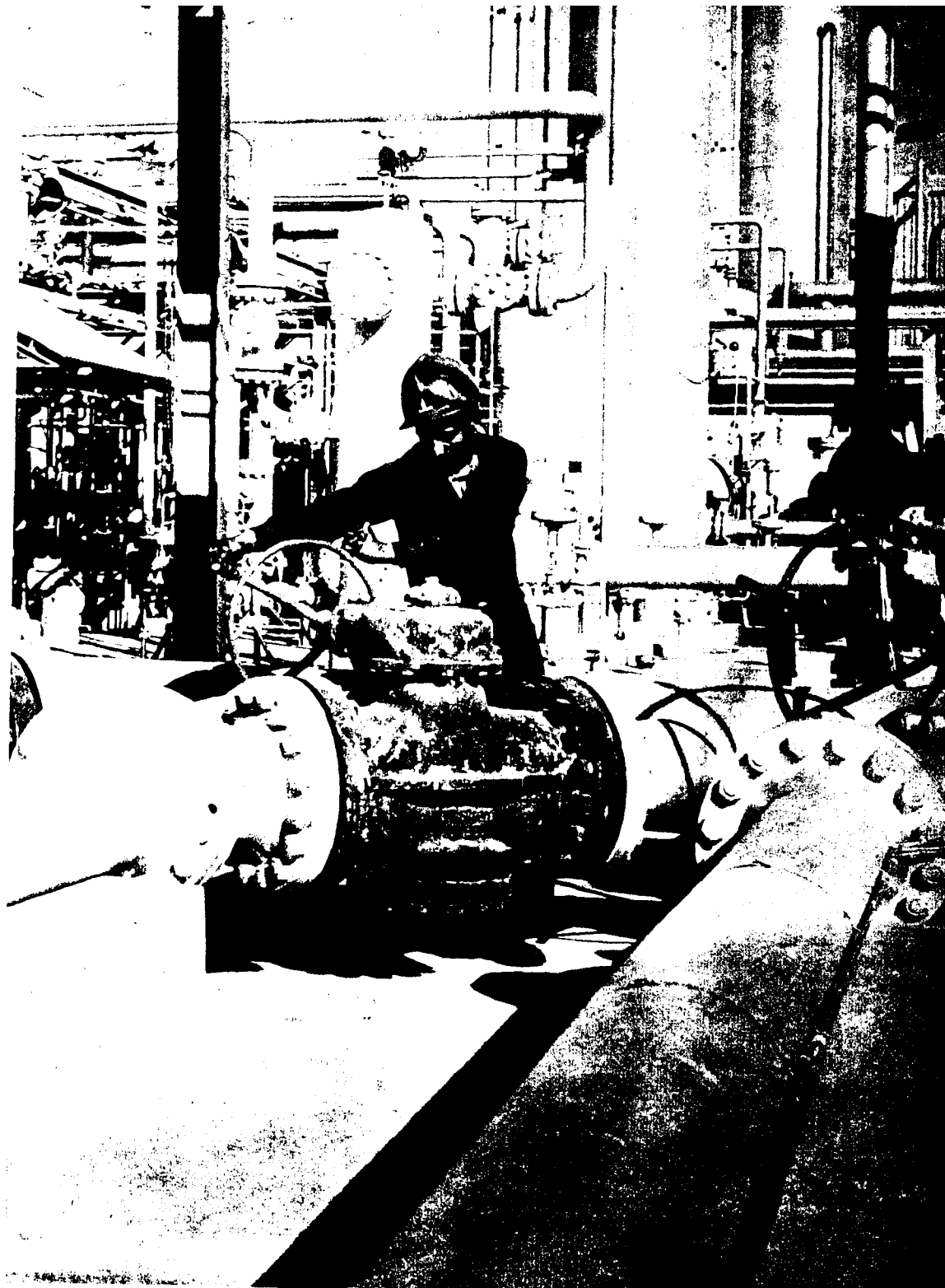
Top: Raw gems as miners find them. Australia is now exporting nearly £A3 million worth of opals a year, and the cream of these are the black opals of Lightning Ridge in the north of New South Wales. The finest black opals when finished (above) sell at £150 a carat



A night view of the natural gas purification plant at the Sui field. In 1963 Sui Northern Gas Pipelines Ltd. was formed to extend distribution to the north. Sui Northern is building 360 miles of new lines for this project which will cost over £20 million. The World Bank is backing the venture and the Burmah Oil Company's pipeline engineers, who designed the system, are acting as technical advisers and supervising construction.



Drilling for oil at Karsal (Pakistan Petroleum Ltd. and Pakistan Oilfields Ltd.). In discovering oil and gas fields in Pakistan Burmah Oil, through its affiliate, Pakistan Petroleum Ltd., have spent Rs. 130 million in oil prospecting alone.



The natural gas purification plant at Sui, in the Baluchistan desert of West Pakistan. The plant is operated by the Sui Gas Transmission Co., Ltd., and stands in the vast Sui gas field discovered by Pakistan Petroleum Ltd. Both companies are in the Burmah Oil Group.

GAS SETS THE PACE IN PAKISTAN

PAKISTAN PETROLEUM LTD. first discovered natural gas in a place called Sui in the barren, hot desert land of the Bugti tribal belt of West Pakistan in 1952.

This discovery changed the entire outlook of Pakistan's development programme.

Further tests revealed the existence of five million million cubic feet of recoverable methane gas, and even this is a conservative estimate. It's probably well over six million million, or equivalent to 147 million tons of oil, or about 220 million tons of high quality coal—enough to meet the entire industrial fuel requirements of West Pakistan for over a hundred years.

Apart from Sui, PPL have discovered seven other gas fields: Zin, Uch, Mazarani, Kandhkot and Khaipur in West Pakistan; Sylhet and Chhatak in East Pakistan.

In joint operations with Pakistan Oilfields Ltd., PPL were instrumental in the proving of the Karsal oilfield in West Pakistan.

activities will be continued and natural gas will play an increasingly important role in accelerating the pace of industrial revolution when the vast reserves of gas in West Pakistan are put to further use.

So far, the only producing field in West Pakistan is Sui, and PPL have commissioned C. Stribling-Snodgrass and George Gibson to report on the possible uses of the natural gas to the best advantage.

USING THE GAS

They suggest that gas from Mari, Uch and Kandhkot should be used in the manufacture of fertiliser for the Lower Indus Valley; that the low-quality gas from Uch could supply power for local use, raising water for irrigation and a power grid in the Lower Indus Valley; Khaipur gas could be used for carbon-dioxide manufacture; Mari gas as long-range insurance of continued supplies to the present Sui gas users; and Mazarani gas for the manufacture of carbon black.

The consultants suggest that the three smaller fields—Zin, Kandhkot and Mazarani—

seem best suited to the development of nearby areas where relatively small quantities of gas could be economically distributed. Used locally, the gas could give impetus to small industries, provide power for water pumping and fuel for the processing of agricultural products.

The discovery of natural gas at Sylhet in East Pakistan has enabled a giant fertiliser factory to be set up at Fenchuganj. The gas, of excellent quality, is supplied to the factory through a 27-mile-long pipeline and used both as a raw material for the manufacture of nitrogenous fertiliser as well as for the generation of electricity.

East Pakistan's second gas field was discovered at Chhatak in 1959. It is piped directly to Assam Bengal Cement Co. Ltd., twelve miles from the field, and used at the cement works as a fuel for firing the kilns as well as for the generation of electric power. Gas has completely replaced coal which was previously imported.

Between 1960 and 1963 four more gas fields were discovered in East Pakistan by Pakistan Shell Oil: at Rasidpur, Kailas Tila, Titas and Habiganj. So far these fields have not been developed.

£20 MILLION INVESTMENT

With an investment of over £20 million, the British-owned Burmah Oil Company is the largest single investor in Pakistan and its activities cover every sphere of the oil and natural gas industry in Pakistan. Burmah Oil's share holding is 70 per cent in Pakistan Petroleum Ltd., 50 per cent in Burmah-Shell, 24½ per cent in Sui Gas Transmission Co., 33½ per cent in Sui Northern Gas Pipelines, 15 per cent in Pakistan Refinery, 50 per cent in East Pakistan Lubricants Blenders, and will be 49 per cent in Burmah Eastern.

The company's continuing investment is an indication of the confidence it has in the future growth of Pakistan's economy.

FACTS AND FIGURES

OVER £20 MILLION has been invested in Pakistan by Burmah Oil

51 WELLS have been drilled to a total depth of 75 miles

6 MILLION barrels of oil and 237,000 million cubic feet of natural gas were produced up to 1964

A 25 PER CENT increase in Sui gas sales in the Karachi area was recorded in 1964; the number of gas consumers increased by 3,176

3.28 MILLION barrels of crude oil were produced in Pakistan in 1964: a 4.5 per cent increase over the previous year

A NEW CROSS AIR landing strip for Pakistan Petroleum Ltd aircraft has been built at Sui, to be used when wind direction makes the existing airstrip difficult to use

40 PER CENT of West Pakistan's electric power is generated by Sui gas

A 27-MILE-long pipeline supplies gas from Sylhet to the fertiliser factory at Fenchuganj in East Pakistan

£20 MILLION will be spent on a 360-mile-long pipeline to extend distribution of Sui gas to the north of West Pakistan

500,000 CHEMICAL COMPOUNDS can be made by chemists from petroleum hydrocarbons; these include: ammonia, acid, carbon tetrachloride and synthetic cloth

FROM ONE MILLION cubic feet of gas 20 tons of ammonia can be produced—enough to fertilise 500 acres of rice

OVER SIX MILLION BARRELS

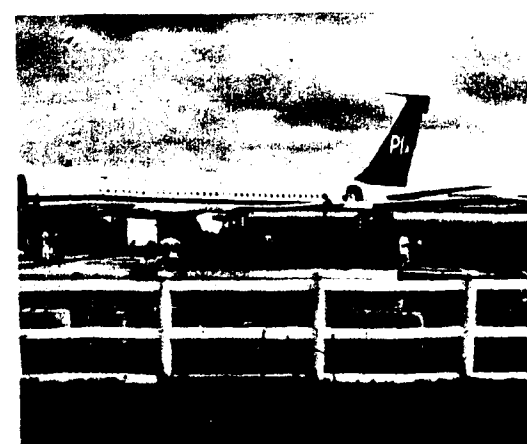
By the end of 1964 production of oil from the Potwar oilfields at Balkassar and Karsal was over six million barrels, and the production of natural gas from Sui, Sylhet and Chhatak gas fields had totalled 237,000 million cubic feet, equivalent in terms of heating value to nearly 39 million barrels of oil.

This has resulted in a saving of over Rs. 400 million in foreign exchange.

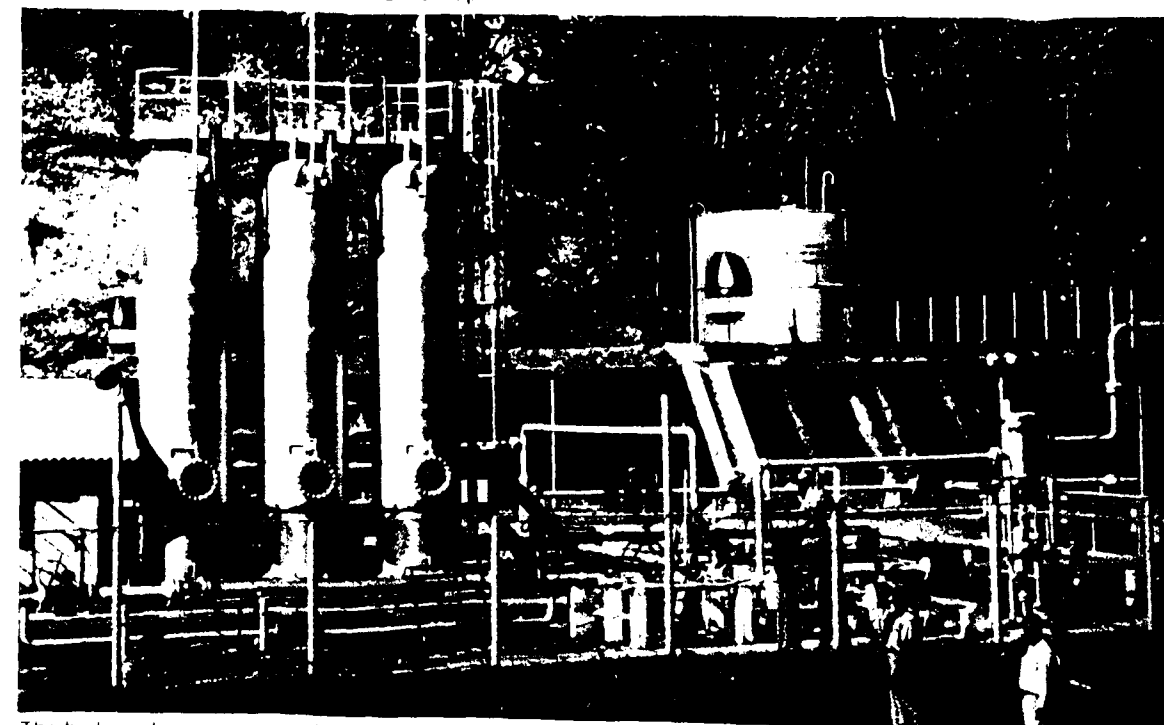
In their search for oil—they have drilled over 29 exploratory wells—PPL has spent about Rs. 130 million in prospecting alone, apart from large sums of money which has been spent on development drilling.

The benefits to Pakistan are not confined to oil and gas production: they bring the advantages of buildings, facilities, new jobs, training of Pakistani technicians and managerial staff, new roads and hospitals.

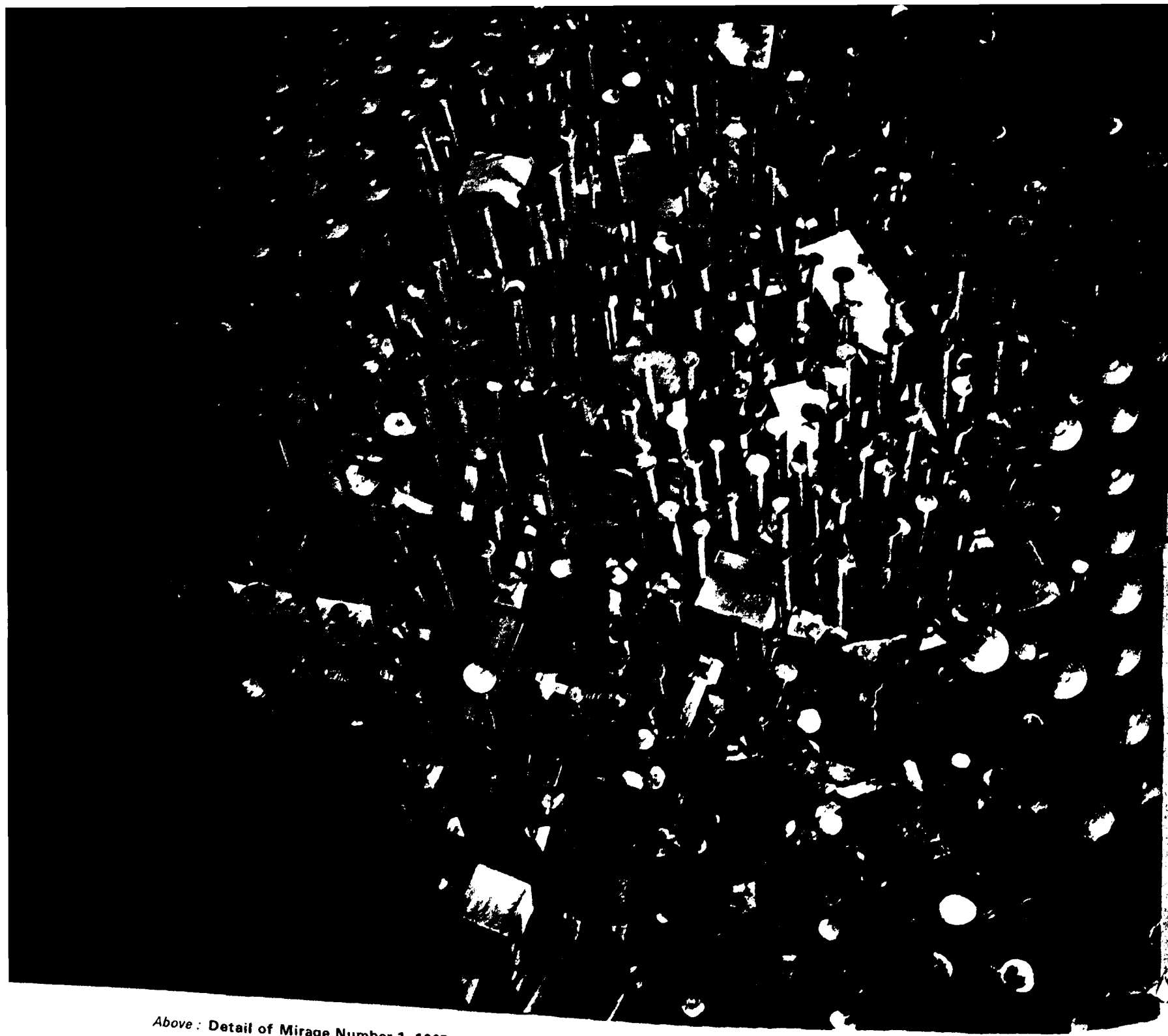
During the Third Five-Year Plan exploration



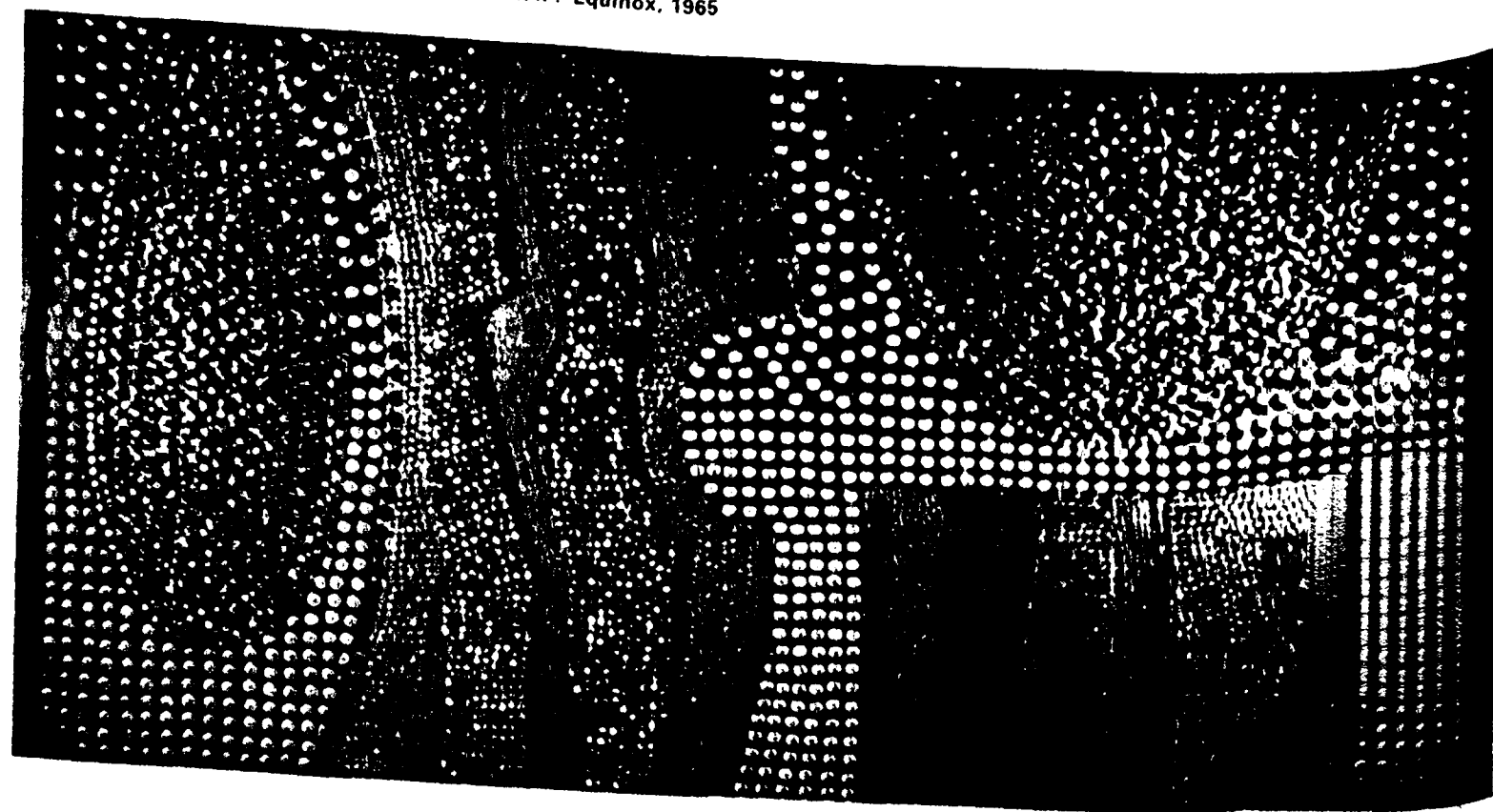
Burmah-Shell's aviation service refuelling a Boeing 720B of Pakistan International Airlines at Dacca airport, East Pakistan



The hydrocarbon recovery unit at the Sylhet gas field in East Pakistan. Although the field is very small compared to Sui the gas is of superior quality, needs no purification and is piped straight to the consumer



Above: Detail of Mirage Number 1, 1965. Below: Equinox, 1965



In 1958 the 39-year-old Canadian artist David Partridge was reconstructing an Ottawa house for himself and his family. He pulled down a wooden partition and a random pattern of nails on a loose plank caught his eye. The memory of a "metal picture" by the European artist Kemeny returned, reminding him of the potentialities of metal as an artistic medium. There and then, into a handy spare piece of plywood he hammered a design, utilising the various carpenter's nails that he happened to have by him.

The experiment proved fascinating and in addition to his painting, over the next twelve months, Partridge produced six small nail panels, one of which won an award in the Montreal Spring Show. From this tentative beginning some six years ago have developed the larger and more ambitious compositions that now form part of national and civic collections in Canada, Britain, USA and Chile and which, strikingly original in their manner of combining strength and delicacy in abstract design, have been used as focal decoration in several new public buildings.

David Partridge regards his nail constructions, or "configurations", as drawings or designs rather than sculptures in spite of their three-dimensional quality. In fact, his art is closely related to mosaic. In place of the cubes of coloured marble, brick, stone and glass are nail heads of aluminium, steel, galvanised iron, zinc and copper, occasionally varied by the inclusion of angled flat-sided nails or metal blocks.

Just as light plays on the colours and variously slanted faces of mosaic cubes so it picks up the different shapes, colours and textures of the polished and lacquered metal heads, which, mounted at varying levels, produce the three-dimensional effect to which the forest of carefully arranged shanks and their shadows also contribute.

In an introduction to a one-man exhibition at London's New Vision Centre Gallery in 1964, the British critic John Golding wrote: "If there are qualities that are specifically Canadian in the work of David Partridge, these are a crispness of technique, a sense of scale, and a freshness and candour of vision that have enabled him to use forms that might otherwise have appeared obvious or rhetorical. Yet his work belongs to no specific geographic locality; and with his reliefs and construction of nails, which have occupied him during the past six years, he has made a very personal contribution to the vocabulary of modern art.

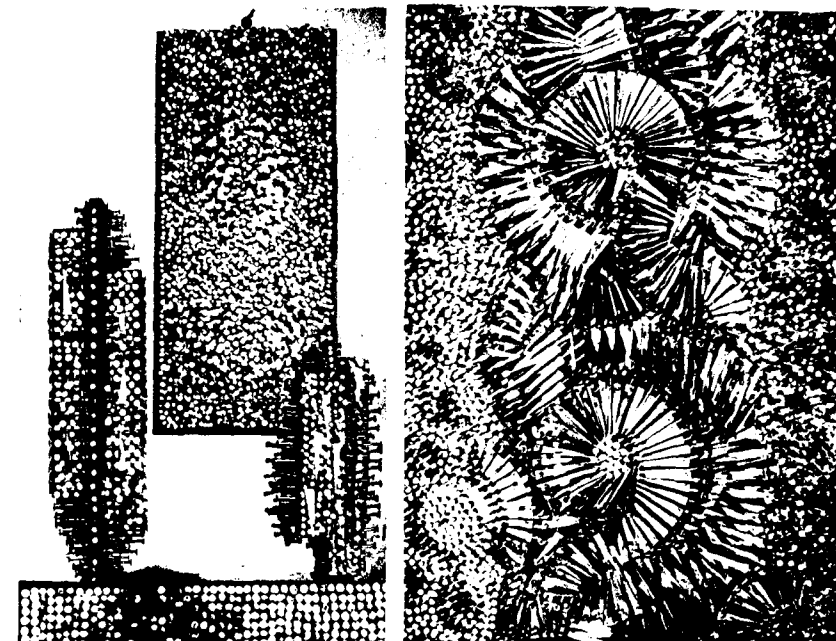
"The fact that these works of art are built up of materials generally thought to be devoid of aesthetic content, relates his work to one of the main streams of twentieth-century art. And like all works of art, they can be enjoyed and looked at on a variety of levels. They are fascinating objects constructed by a master craftsman. They are abstract designs with a strong immediate decorative appeal. They are landscapes, totemistic figures, cult objects for a new society. Most of all they are themselves autonomous

entities, obeying their own laws and arising spontaneously out of the artist's contact with his materials."

Only when working on a commission does David Partridge make a preliminary sketch. Otherwise an unpremeditated design gradually emerges, governed both by the nature of his materials and by his innate creative but disciplined artistic sense. Clues to the sub-

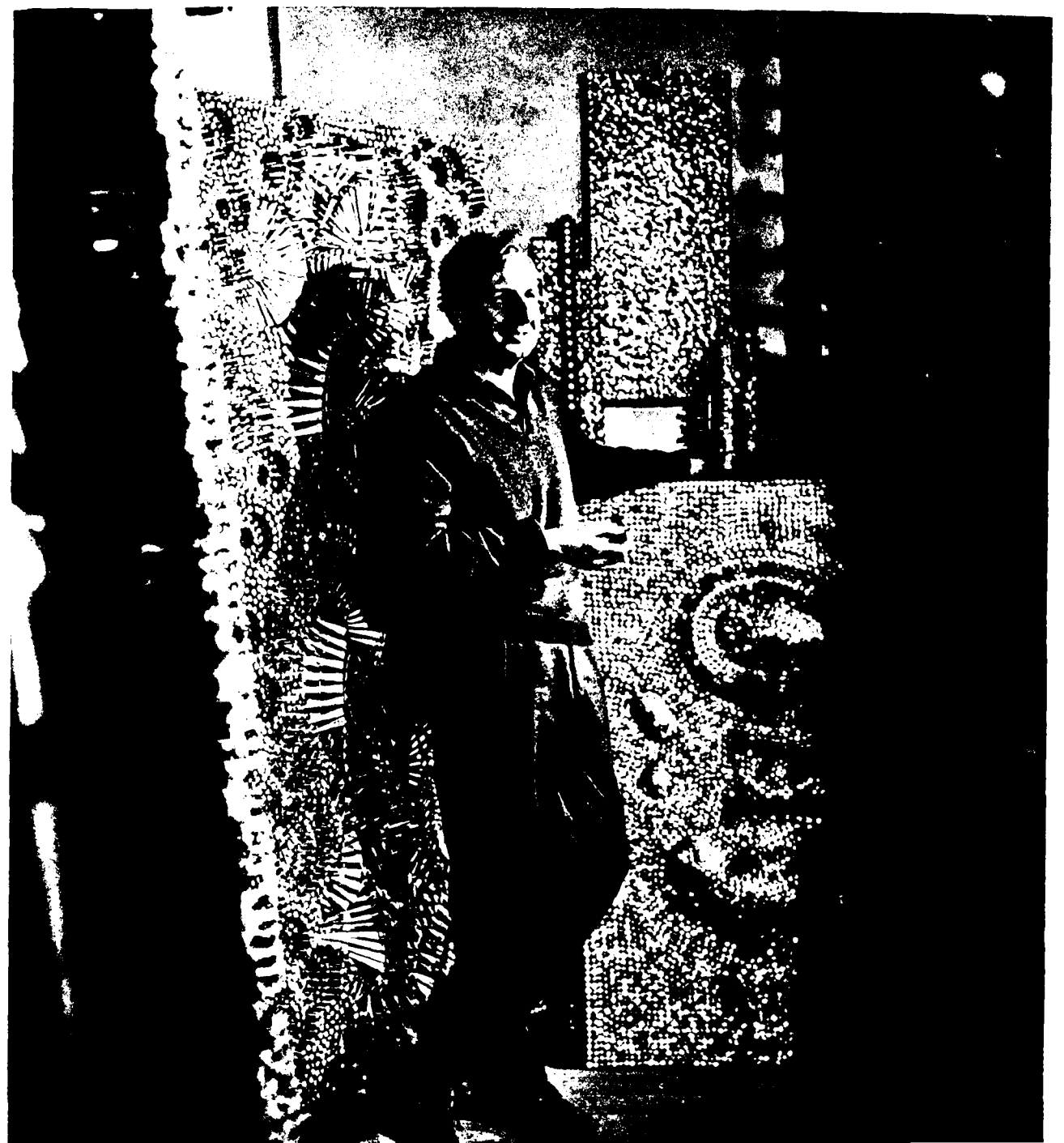
conscious formulation of certain of the "configurations" can, however, be traced to earlier phases in his experience—the study of geology and palaeontology while a student at Toronto University and, perhaps, by an airman's vision of the earth beneath him, a reflection of his wartime service as a flying instructor with the Royal Canadian Air Force.

NAIL ART



An artist has the ability to create objects of beauty from rough blocks of stone or wood, or he may design intricate mosaic patterns from different coloured common pebbles. David Partridge's perceptive eye saw that an ordinary carpenter's nail, too, could serve as an artistic medium. During the last six years his works have been exhibited or purchased by numerous art galleries, private collectors and architects of public buildings

Far left: Two "totem pole" configurations. Left: Detail of Galactic Fossil, 1965, seen also (below) behind the artist in his studio



Pattern for Living-Style 1966



The girls leave for work early and at different times, so breakfast is a brief and hurried affair. Above: Sarah attends to the toast, while Rosamond, who has just made tea, pours out a cup for Lyn. Shopping is shared according to who has any free time at the necessary luncheon hour, and conveniently for Sarah (below) there is a large branch of one of Sainsbury's self-service shops close to the department store in which she works. Rosamond's office is just off Berkeley Square, in the heart of Mayfair, and she is able to shop at stalls in the famous, ancient Shepherd's Market. Here (opposite centre) she buys fruit and vegetables from John Minney who, come winter or summer, has had his barrow on this "pitch" for more than 19 years. In Goringes (opposite top) Sarah discusses a new delivery of lingerie with her department chief, Miss Brenda Thompson, who reports on her assistant as being "a very nice girl indeed."



As a free-lance mannequin Lyn works for ready-to-wear as well as for the made-to-measure Fashion Houses. Left: She shows a suit from the new spring 1966 collection to an important buyer and Mrs. Sylvia Mills, the designer demonstrates the particular points of the model in question. Rosamond (above) is secretary to the Sales Director of H. R. Owen, agents for Rolls-Royce and Bentley cars. Once she, also, was a model girl but says she was "too lazy" to continue this strenuous life. Her employer doesn't agree with this opinion of herself and says she is "excellent and very reliable."

expressed some of her doubts to an acquaintance met on a previous visit. He suggested she might care to meet his daughter Rosamond who shared a flat with two other girls, all three having jobs in London. The outcome was more than Mrs. Muthukrishna could have hoped for. Of the three girls, Rosamond (aged 22) is a secretary with H. R. Owen, a firm of motor-car agents who specialise in Rolls-Royce and Bentley cars; Lyn (also 22) is a free-lance model girl who was working at the time with Sylvia Mills, one of the leading ready-to-wear dress houses; and Sarah (23) is now under-buyer in the lingerie and sports wear departments of Goringes, one of the large London stores. All three girls have parents living in the country: Rosamond and Lyn return there most weekends, Sarah less frequently because her home is farther away, but goes whenever she can.

Their flat, which they rent furnished, is in the heart of London, part of a converted large old house, and there Mrs. Muthukrishna spent an evening that was, for her, a heart-warming occasion. With quiet, observant eyes she watched, and probed, and listened. "She did ask the most unexpected questions," reported the girls, later. But they liked her. And to their guest the evening was a revelation.

"What I liked particularly was the way they obviously get on so well in their different jobs—they are very clear-headed about what they are doing, but without arrogance," was Mrs. Muthukrishna's opinion. And she liked their easy good manners, not only with her but also with each other. "They prepared such a good meal without any fuss. If something needed to be done in the kitchen just one or other disappeared, and I felt their tolerance and good temper with each other was a wonderful training of a kind for married life later."

Boy friends are entertained in a bunch, only Sarah has "a steady", and he shares another furnished flat elsewhere with four companions; on Mondays they entertain the girls (and cook the meal). Both groups are conscious of the need to have jobs or studies that are compatible; for example, while none of the girls is studying for exams, all the young men are—one is a medical student, two are reading Law, another hoping to become an engineer, and so on.

The evening, in a sense, did not end there, for Mrs. Muthukrishna discovered that each of these young people in turn had friends and acquaintances in shops, offices or other establishments, with the same pattern of life. A pattern made possible by sharing that enables them to live under better conditions and in pleasanter surroundings than each could have afforded alone, apart from the companionship and support they both give and receive.

Arising from that evening, also, Mrs. Muthukrishna visited youth clubs of several kinds, and, again, found much for reflection and quiet relief. "Qualities of leadership were among the first things I noticed a number of times. And these lively minded young people were not only doing things for themselves and for

Mrs. Manorama Muthukrishna returned to Ceylon after a recent visit to London a much happier woman than when she arrived in England. She had discovered a now well-established way of living developed by young folk that she had not previously known existed.

Anglophile though she is, Mrs. Muthukrishna had arrived in London for this, her third, visit, with a special and personal problem that loomed large. From what she had heard and read, since her last trip a considerable change had taken place in the attitude and behaviour of the youth of Britain. Now, it seemed, most of the young men wore long hair, the girls wore trousers all the time, and both were addicted to Purple Hearts and other drugs with consequent laxity of morals in general. And herein lay the nub of Mrs. Muthukrishna's anxieties. For not only is she the widely travelled editor of women's features on an important Colombo newspaper, a broadcaster, social worker, and co-proprietor with her brothers of a Colombo polytechnic college started by their father, Mrs. Muthukrishna is also the mother of two girls: Ramola, aged 18, and Sharadha, who is 16. Both want to come to England—Ramola, in particular, because she is studying architecture at the newly established School of Architecture in Colombo, and wants to take a postgraduate course in London.

The prospect did not appear inviting to a mother likely to be several thousand miles away from two young, inexperienced and pretty student daughters. "First impressions are so important to the young. How would they take their cue? Most parents would have wondered what to do."

Fortunately, Mrs. Muthukrishna

This time Mrs. Manorama Muthukrishna journeyed easily to England by air. Not so her first trip in 1957. Then, she was counselled by a wise and travelled relative: "If you really want to get to know people, to understand them, you must go the hard way, by road and rail." She did just that, arriving a stranger in strange lands, without friends or connections, journeying through India and Pakistan, to Kabul, over the Khyber Pass to Moscow, thence to Berlin through Germany, Austria and France to England.



their own enjoyment, there were so many projects for helping less fortunate and, often, old people."

Without self-deception she returned home realising that while it is true in Britain, as in all countries, that some of the young folk are finding it difficult to sort themselves out, others, indeed far more numerous, have evolved a new way of living that has much to offer.

Another and different preoccupation of Mrs. Muthukrishna's during her visit was the development of closed-circuit television in schools, and the use of tape machines and teaching devices that leave teachers free to observe and to give more help to individual pupils. Mrs. Muthukrishna hoped to be able to arrange for more of these and other aids to be used in her family's Polytechnic. "Ceylon must continue to develop modern systems of education of all kinds," she said, "if we are to hold our own in this technical age; we need modern office equipment, too. There is a lot to be learned from British methods."



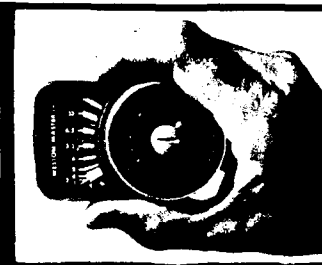
Top: Boy friends who come to dine help with the cooking as well as with the washing-up, and experience shows that here, at least, it is not a case of "too many cooks" spoiling the broth

Centre: Even if six round the small dining table means that things are a little cramped, the table is nicely set, the candles lit, and the food pleasantly served on a little table nearby

Below: After dinner—coffee and lively discussions that range far beyond the day's doings; there is also a record player, and sometimes Joey, the tame rabbit who lives on the veranda outside, is allowed in



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



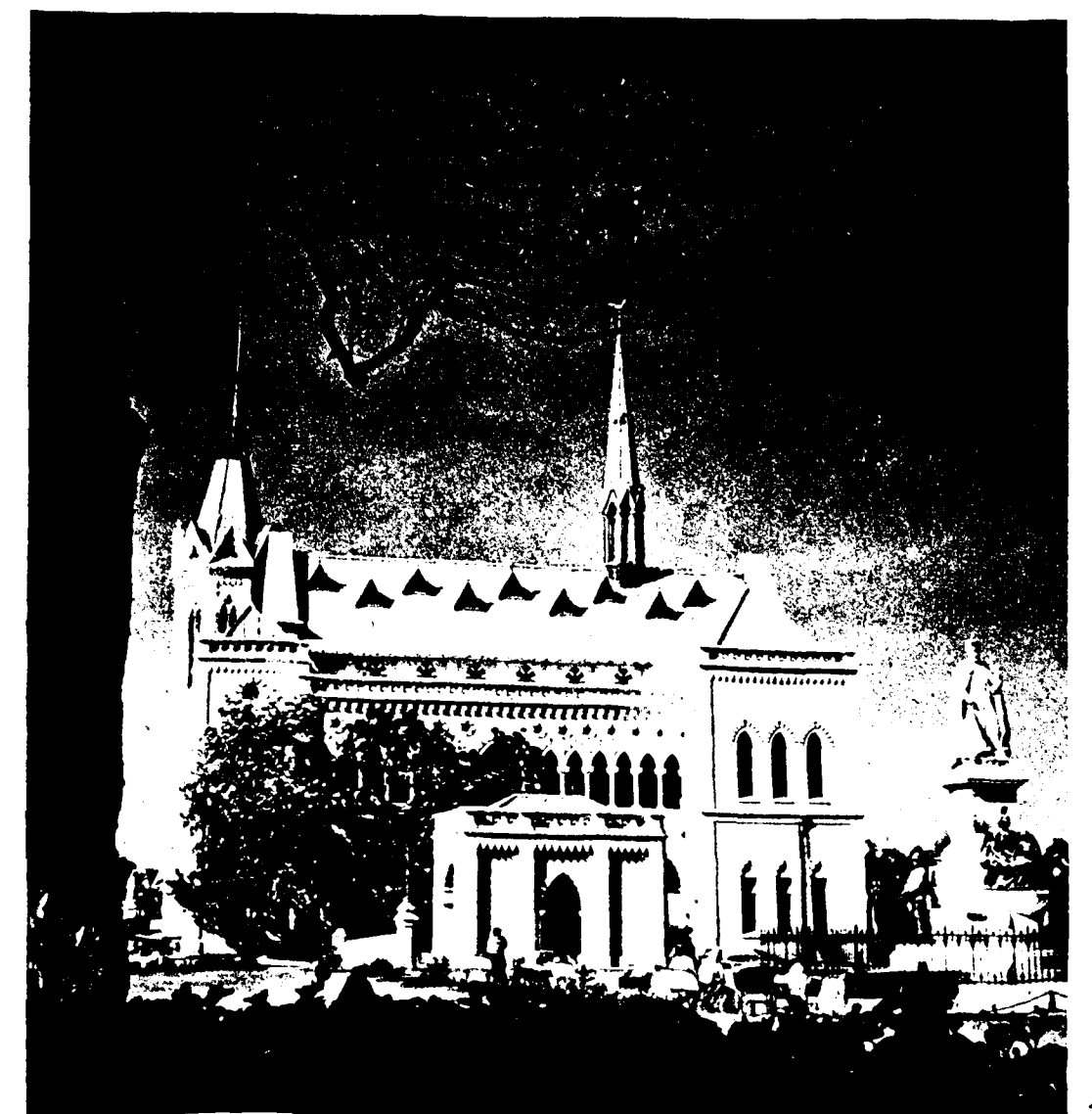
Above: Sheep show with student farmers
Donald E. Ruffell, P.O. Box 124, Nakuru, Kenya

Left: Trumpet blowers
Mrs. Bithie Sircar, 1 Market Road, New Delhi, India

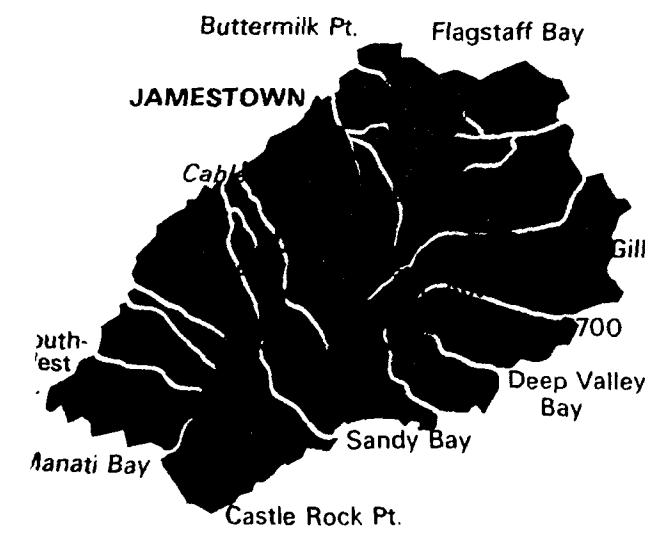
Below: Frere Hall, Karachi
M. Khursheed, 109/B Satellite Town, Rawalpindi, E. Pakistan



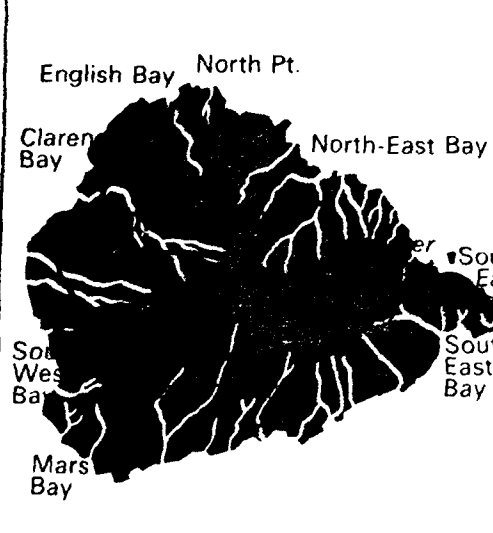
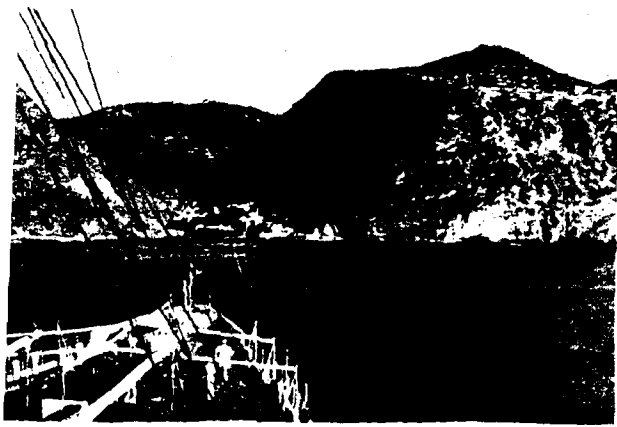
Above: Oranges galore
N. I. Armstrong, R.A.F., Ayios Nikolaos, BFPO 53, Cyprus



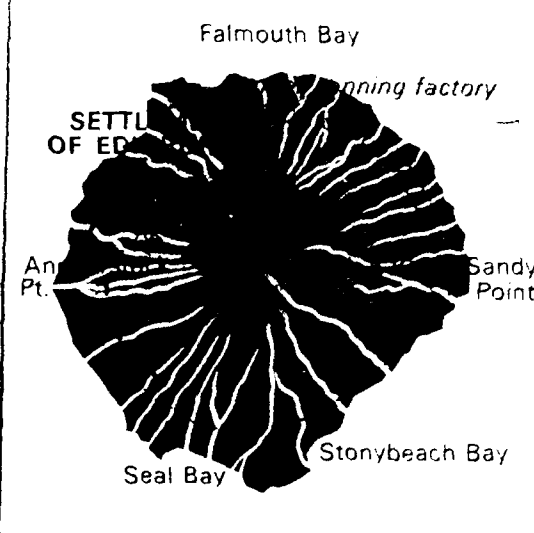
GEOGRAPHY STUDY



ST. HELENA



ASCENSION and



TRISTAN da CUNHA



St. Helena, Ascension, and the group of islands known as Tristan da Cunha make up the Colony of St. Helena. The islands form a triangle midway between Africa and South America in the South Atlantic Ocean. Ascension, the northernmost island in the group, is about 600 miles south of the Equator; 700 miles to the south-east of Ascension is St. Helena, and 1,500 miles to the south, almost midway between Buenos Aires and Cape Town, is Tristan da Cunha, a group of four islands—Tristan, Inaccessible, Nightingale and Gough Island—together with two adjacent islets. Only St. Helena, Ascension and Tristan are inhabited.

These rugged and mountainous islands are volcanic in origin. They are mostly surrounded by high cliffs where, over the centuries, the sea has eaten into the slopes of volcanic rock. St. Helena, which is the largest covers an area of 47 square miles. Tristan is the second largest of the islands (38 square miles) and the highest, rising to 6,760 feet, while on both St. Helena and Ascension Island (34 square miles), the highest point is below 3,000 feet.

The climates of St. Helena and Tristan are temperate, but Tristan has a great deal more rain, more wind and greater humidity. For much of the time the upper peak of the island is shrouded in low cloud. Being nearest the Equator, Ascension has the most tropical climate, but also the driest. It is subject to the South East trade winds, and to a phenomenon known as "rollers" when heavy sea swells are experienced.

High cliffs and rocky coasts give the islands a barren and desolate aspect, but on the upper slopes, below 5,000 feet, they are fairly fertile. Both St. Helena and Tristan have a plentiful natural growth of vegetation, and both islands have an abundant supply of fresh water. On St. Helena the sources of the water supply are from numerous pure water springs and fresh water streams which have cut deep valleys, some as deep as 1,000 feet, through the volcanic rock down to the sea. On Tristan fresh water comes from permanent springs. Ascension Island, the driest of the group, was originally destitute of all vegetation except on the highest ground known as Green Mountain, once the huge elliptical crater of an extinct volcano.

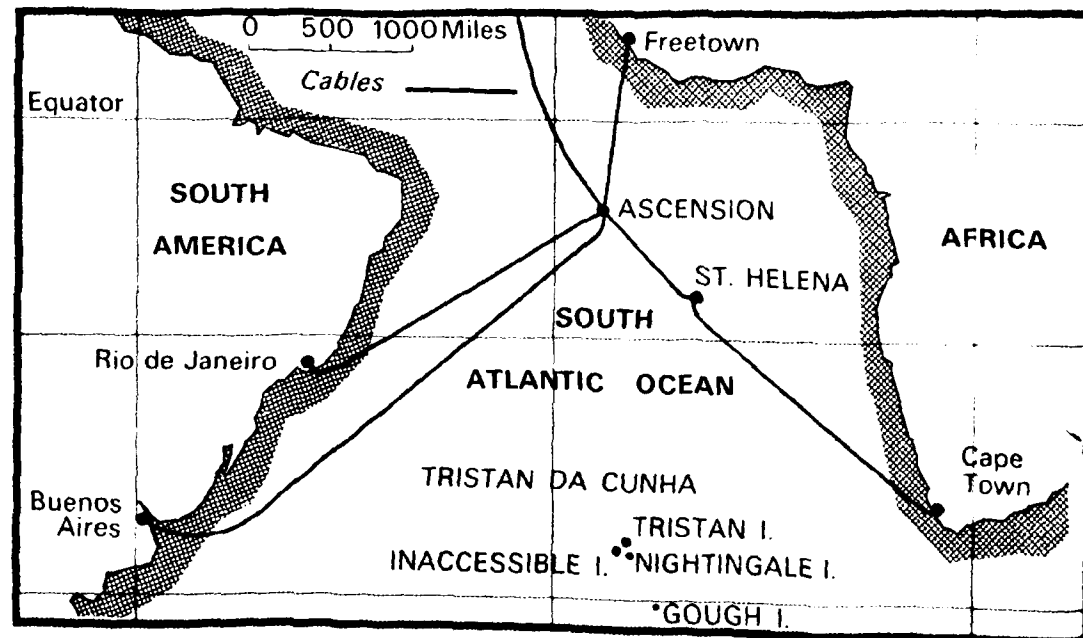
Isolated for many centuries, the sole inhabitants of these islands were seals, turtles and an immense

variety of sea birds. Naturalists have found here some unique species of indigenous plant and bird life. On Gough Island there are three types of plant unknown elsewhere: it is also the only breeding ground for the giant wandering albatross. St. Helena has its cabbage tree, and on Inaccessible is to be found the small flightless rail bird. The thousands of sea birds of all kinds which visit the islands leave deposits of guano which provide the islanders with a valuable fertiliser.

There were no rich natural resources to attract settlers to these remote and scattered volcanic peaks. First discovered by Portuguese explorers in the 16th century, the islands were considered unsuitable for settlement until 1659 when St. Helena was occupied by the English East India Company, because it provided a useful watering place for sailing on their long way around Africa to England. Tristan and Ascension were later occupied by a garrison to help protect St. Helena after Napoleon's exile there in 1815: from this occupation grew the small settlements on Tristan and Ascension Island.

Today the islanders make a simple living from the sea and the land: fish, a few livestock, potato and vegetable growing provide for their basic needs. On St. Helena the chief product and the mainstay of the economy is the New Zealand hemp or flax, first introduced to the island in 1874. This is manufactured into fibre, tow, rope and twine. Ascension Island is the site of an important cable station and broadcast relay station.

The people of Tristan, however, must now make a fresh start in their means of livelihood. A source of income had been built up from the freezing and canning of crayfish for export. In 1961 the dormant volcano on Tristan surprised the scientific world by erupting again. The factory was destroyed, and the east side of the island, including two important landing bays, was engulfed in lava. A small harbour is being built which, when completed, will enable shore-based fishing to be resumed. It is then expected that the fishing company will re-establish a freezing factory on the island and, it is hoped, give employment to many islanders.



BOOKS

HANDBOOK OF COMMONWEALTH ORGANISATIONS

Methuen, 1965, 30s.

The aim of the compilers of this handbook has been to provide a comprehensive survey of the many organisations in Britain engaged in Commonwealth activities and to summarise the services they offer. It illustrates the wide range of activities being carried on in the fields of trade, aid, the professions, the social services and learning in its widest sense.

In his foreword Lord Ebbisham, Chairman of the United Kingdom Committee of the Federation of Commonwealth Chambers of Trade, explains that certain bodies financed wholly or in part by the British Government have been included, but Governments and individual commercial firms have been omitted.

The organisations included are very diverse in character. They comprise the governmental or quasi-governmental bodies, political organisations, service institutes, trusts and foundations, commercial associations, professional institutes, academic bodies and private societies of differing size and importance. They are grouped into subject categories, and within each category the organisations are arranged alphabetically. Altogether details of 253 organisations are given.

This handbook illustrates the extent and variety of the Commonwealth activities that are being carried on in Britain, and should prove a useful reference source for enquiries concerning Commonwealth organisations.

THE COMMONWEALTH TODAY: A SELECT BIBLIOGRAPHY ON THE COMMONWEALTH AND ITS CONSTITUENT COUNTRIES

Library Association, 1965, 18s.

This select bibliography on the Commonwealth has been prepared by A. J. Horne, the Librarian of the Commonwealth Institute, London. It lists chiefly books published in recent years and still in print today. It has been drawn up with the general reader in mind, but the compiler believes it will also be of value to students as an introductory bibliography and to librarians wishing to improve their collections on the Commonwealth and its individual members.

The titles have been arranged on a geographical basis by continent and country. Sections which contain more than 12 titles have been sub-divided by subject. Brief annotations are given for most of the entries. No periodicals are included, with the exception of a few yearbooks, and only a few Government publications, as the compiler feels that these two categories of material require a separate study. Material on Britain is not included.

This well-annotated bibliography should prove a handy quick reference to books on the Commonwealth which are readily available and a useful supplement to the book lists appended to individual reference documents.

YOUNG COMMONWEALTH POETS, '65

Edited by P. L. Brent. Heinemann Ltd., in association with Cardiff Commonwealth Arts Festival, 12s. 6d.

One hundred and forty young poets from twenty-two countries are included in this anthology issued in connection with the poetry conference in Cardiff, held as part of the Commonwealth Arts Festival which took place in Britain in September 1965.

Group Project 1966

A Group Project for schools similar to those held in 1963 and 1964/65 is being sponsored in 1966, by the Central Council of the Royal Commonwealth Society. Schools are invited to enter one or more teams, each consisting of not less than three and not more than six pupils. Each team is required to compose a report in essay form on a piece of research carried out co-operatively. Competitors may choose their own subject or a Project but it must be concerned with some aspect, past, present or future, of the Commonwealth. It is preferable that it should not be entirely confined to the country in which the competitors live.

The competition is divided into Senior and Junior Sections. In the Senior Section the average age of the team should not be less than 16 on 31st December, 1965, and in the Junior Section the average age of the team must be under 16 on 31st December, 1965.

Should any school wish to make a combined group with another school anywhere in the Commonwealth, such a scheme can be arranged through the Secretary of the Commonwealth Studies Committee of the Royal Commonwealth Society. It is hoped that many schools will wish to take advantage of this new scheme for extended co-operation.

As a guide to the choice of subject, the following were the titles of some of the Projects in previous competitions: "A Survey of Commonwealth Race Relations"; "The Role of the Commonwealth in World Peace"; "The Work of the French in Quebec"; "Animals in the Commonwealth"; and "Hinduism". The winning team in the

Senior Section will receive a prize of 30 guineas and books to the value of 20 guineas for the school library. In the Junior Section the winning team will receive 15 guineas and ten pounds worth of books for the school library.

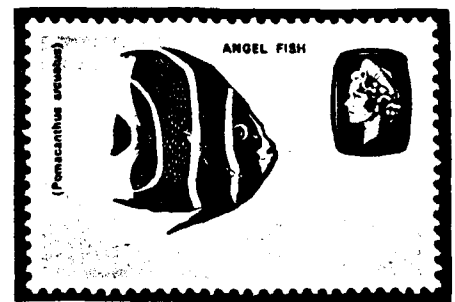
Last year's prize winners in the Senior Section were the Sacred Heart Canossian College, Hong Kong, and specially commended schools were the Raffles Institution, Singapore; Ntare School, Mbarara, Uganda; and Leyton County High School for Girls, London, England. St. Dominic's High School, Stoke-on-Trent, England, won the Junior Section, and specially commended were Gumley House Convent Grammar School, Isleworth, England; the Raffles Institution, Singapore; and St. Mary's Canossian College, Hong Kong.

Entries were received from every continent, yet there was no indication in any of them of their place of origin. In their report the adjudicators commented that whatever their native tongue, these young people all wrote the common language they used with equal facility.

"What is also apparent in these Projects", the report continues, "is the absence of what could be termed, the divisive insinuations of race and politics and in contrast the presence of a positive bond that it is inconceivable could ever now be broken."

The closing date for the 1966 competition is 1st October, 1966. Schools are invited to write to the Royal Commonwealth Society, Northumberland Avenue, London, W.C.2, for further details and instructions. The letter should be headed "Group Project 1966".

Stamps



Barbados

The small British island of Barbados, comparable in size to the Isle of Wight, lies in the eastern waters of the Caribbean Sea. Its name was given to the island by the Portuguese, who were the first European visitors, because of the many bearded fig trees, *figus barbadensis*, which grew there. The first British settlers arrived during 1627.

Sugar and the sea loom large in the lives of all Barbadians, for the island's prosperity depends on its sugar-cane and most of the population is engaged either in the cultivation of sugar or in occupations closely connected with it, such as the production of rum and molasses. Second in importance is the tourist industry which caters for those in search of sea, sand and sunshine. The sea, too, provides the islanders with a major part of their diet, for the waters round Barbados abound in fish of many kinds.

A beautiful series of definitive stamps issued recently in Barbados emphasises this dependence on the sea by featuring on each of the fourteen values a different marine creature in its full natural colours.

There are three types of coral, including the staghorn coral on the 5-cents stamp, and other inhabitants of shallow water and rock-pools include the starfish and the sea-urchin. The 2-cents stamp features a lobster and on the 3-cents stamp is the tiny sea-horse with its strange head so remarkably like that of a horse and its inconspicuously curled tail.

Among the fish depicted in the new series are the butterfly fish on the 6-cents value and the angel-fish, black with yellow and orange stripes, on the 15-cents value. A small portrait of the Queen appears on each stamp.

This attractive series has been printed in photogravure by Harrison and Sons, Ltd., of London, from designs by Victor Whiteley. The values are expressed in West Indian cents and dollars, one dollar equalling 4s. 2d. sterling, so that the complete series has a face value of £1 1s. 6d. while a short set of ten stamps to the 25-cents value will cost about 3s. 6d.

C. W. HILL.





This £140 "Ulstron" trawler fishing net has been given to the Ceylon Fisheries Corporation by the Great Grimsby Coal, Salt and Tanning Co. Ltd., of England. Examining the net here are Mr. Sam H. Silva, centre, Chairman of the Corporation, and Mr. R. K. McKenzie of the Commercial Section, British High Commission



Cooking is one of the subjects taught to students of all nationalities at the Homecraft Teachers' course at the Teachers' College, Dunedin in New Zealand. These two Colombo Plan students from Jesselton, Sabah, are doing practical work in the food room. Right, Miss Maureen Toyoh, and Miss Carmela Mopulas



At the Central Institute of Technology, Wellington, New Zealand, Mg Kyaw Chun, Colombo Plan trainee from Burma, left, works under the supervision of Mr. Squires, head of the department. Mg Kyaw will be a teacher at the Technical Trade School in Taunggyi, Burma, being built by New Zealand under the Colombo Plan



A one-week course in food production was held in Britain for overseas students interested in increasing food production by modern farming methods. Shown here, at the Holmleigh Farm of Marshall & Sons Ltd., Lancashire, are King On Cheung (Hong Kong); R. Unahabhokha (Thailand); Mr. Chi Ho Lee (Hong Kong); Mr. Marshall; and Mr. K. P. Rana (Uganda)

PICTURESCOPE

"Miss Universe" from Thailand • International tea conference in Ceylon • Sabah students in New Zealand • Food production course in England for overseas students



Miss Apasra Hongsakula of Bangkok was crowned "Miss Universe" at an international beauty contest with 59 entries in Florida, USA. Now she is on a world tour sponsored by the Miss Universe Corporation and she takes with her the best wishes of the Thai people and the hope that she will help to bring about better understanding between peoples of many countries



Sir James Cameron, Senior Consultant Physician at the Royal Infirmary, Edinburgh, has been appointed Professor of Medicine at the Dacca Medical College. This has been made possible by a Commonwealth Award of £1,500 a year from the British Ministry of Overseas Development



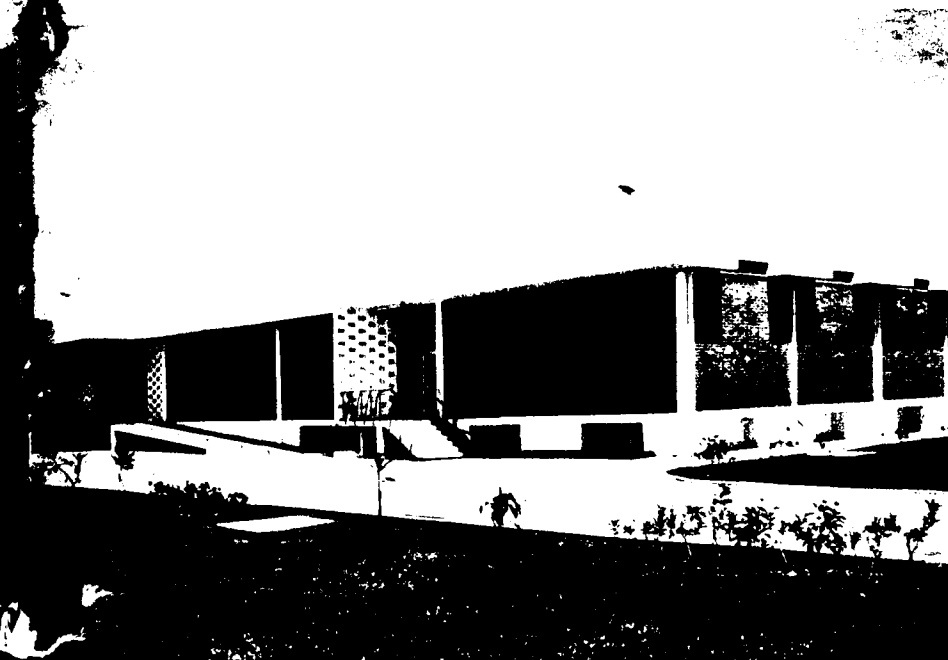
London's Mermaid Theatre has a new manager—Sama Swaminathan, the first Indian to hold such an appointment in London's theatreland. He is seen here in the costume he wore as an Indian page boy at the opening of the theatre in 1959



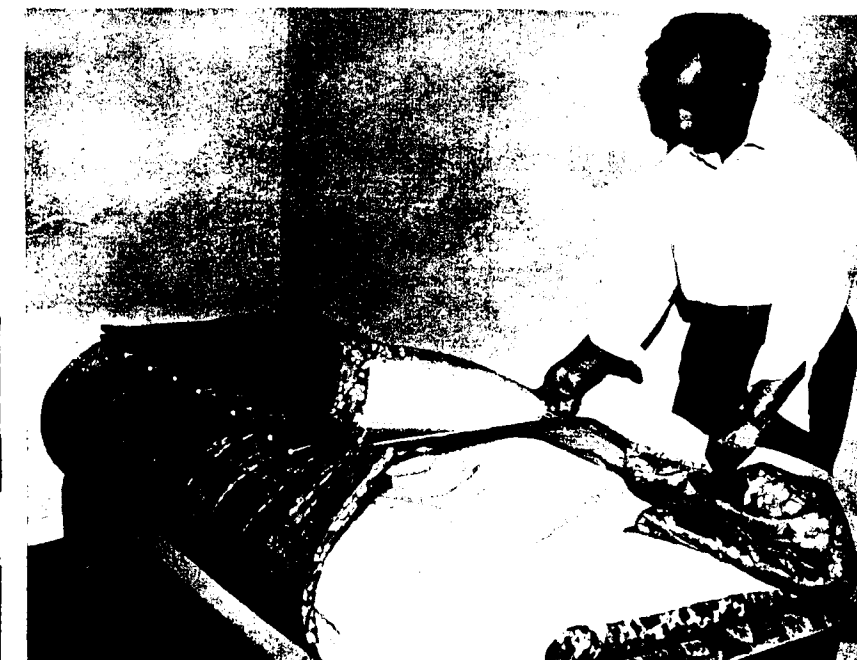
At the International Tea Conference held in Ceylon, the Tanzania delegate, Mr. D. A. Mwakosiya is seen, left, and Mr. J. H. Higgins, representing Uganda, next to him. Ceylon and India, who supply three-quarters of the world's tea, are to spend £300,000 a year on a "Drink More Tea" campaign this sum will be matched by British firms like Brooke Bond



Rama Rao, a brilliant young Indian artist, from Andhra Pradesh, who studied at the Slade School of Art in London, won the prize for the most outstanding exhibit at the Second Commonwealth Biennial of Abstract Art at the Commonwealth Institute in London. He is seen here, right, talking to two other Indian artists, Balraj Khanna and Mrs. Khanna. Rama Rao recently held a one-man show in London



The modern new single-storey factory of Glaxo-Vidhyasom Ltd., in Thailand, designed by architects in Kuala Lumpur. It covers eight acres in an area which was formerly mainly paddy fields and coconut plantation and is now planned as part of a big new industrial centre, twelve miles south of Bangkok



Mr. Eton Rajakaruna, a Ceylon engineer in Britain, has invented a five-piece bed cover which reduces bed-making to a matter of straightening the pillow. Any of the five pieces can be removed separately, making examination of a hospital patient easier

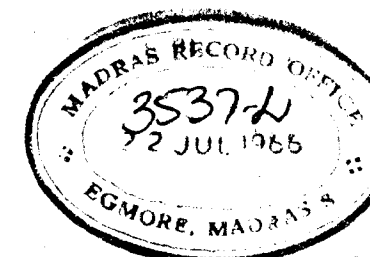
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 Printed by the Central Office of Information, London



The ship behind these boys is their school. For more than a hundred years H.M.S. Worcester, the Tamil Nautical Training College, has specialised in training officer cadets for the Merchant Navy. (See inside)

R.R. NO. 123/66

Commonwealth Today



R.R. No. 123/66

Commonwealth Today

Presenting the Commonwealth to the Commonwealth

Commonwealth Prime Ministers' Meeting in Lagos

The following are extracts from the final communique

This was the first meeting called to deal with a single political issue and was devoted entirely to the question of Rhodesia. The Prime Ministers discussed in particular the ending of the rebellion, the need for co-operation with and assistance to Zambia, and the future of Rhodesia under constitutional rule.

The Prime Ministers reaffirmed that the authority and responsibility for guiding Rhodesia to independence rested with Britain, but acknowledged that the problem was of wider concern to Africa, the Commonwealth and the world.

They expressed their concern at the danger to all multi-racial communities in the Commonwealth, particularly in East and Central Africa, and at the danger to the future of the multi-racial Commonwealth itself if the situation in Rhodesia were to continue.

The Meeting agreed that the goal of future progress in Rhodesia should be the establishment of a just society based on equality of opportunity to which all sections of the community could contribute their full potential and from which all could enjoy the benefits due to them without discrimination or unjust impediment.

The Prime Ministers reviewed and noted the measures taken by Commonwealth and other countries against the illegal regime. Some expressed concern that the steps taken so far had not resulted in its removal. They called on all countries which had not already done so to act in accordance with the recommendations of the Security Council resolution of 20th November, 1965, making at the same time necessary arrangements to provide for the repercussions of such further measures on the economy of Zambia.

The Prime Ministers decided on the following measures of Commonwealth action:

To appoint two committees composed of representatives of all Commonwealth countries to meet with the Secretary-General in London.

The first will review regularly the effect of sanctions and also the special needs in connection with the Commonwealth's undertaking to come to the support of Zambia as required.

This committee will recommend the re-convening of the Prime Ministers' Meeting if this should be considered necessary, and will advise the Prime Ministers if it considers action by the United Nations is called for.

The second committee will co-ordinate a special Commonwealth programme of assistance in training Rhodesian Africans.

The Prime Minister of Britain informed his colleagues of British actions in support of Zambia. The Prime Ministers welcomed the effort made by Commonwealth and other countries in organising the emergency transport of oil and vital supplies. The Meeting agreed that members of the Commonwealth should give full consideration to concerted assistance to Zambia and that this assistance should be extended to include Malawi if necessary.

The Prime Ministers were agreed that planned assistance to a lawfully constituted Government of Rhodesia should begin at once. They therefore approved the establishment of a special Commonwealth programme to help accelerate the training of Rhodesian Africans and directed the Secretary-General to arrange as soon as possible a meeting of educational and technical assistance experts to consider detailed projects of aid by Commonwealth countries, including the early establishment of an administrative training centre in Rhodesia.

Finally, the Prime Ministers saw the Rhodesian question in the context of the worldwide problem of race relations, and expressed the hope that a just solution to the Rhodesian question would light a ray of hope for men and women of all races throughout the world for a future giving assurance of greater harmony between nations and recognition to the dignity of man.



HONG KONG'S FLOATING CLINIC

If you live in the outer islands of Hong Kong it could cost £1 10s. 6d. to provide you with a bottle of cough mixture. But you don't pay a thing. It's the Medical Department that foots the bill.

A recent survey of the floating clinic service to these remote fishing communities showed that £1 10s. 6d. is the average cost per head for providing free medical attention—including hospital treatment if necessary—to the many thousands who live simple, rustic lives far from the bustle and noise of Hong Kong.

TWO CLINICS

The department maintains two floating clinics, housed in specially constructed launches, to cross the expanses of open sea which separate the scattered islands.

Among the straits and channels with colourful names like Crooked Harbour and Double Haven, the launch *Chee Wan*, which means "Charity Afloat", drops anchor.

Two strident blasts from the *Chee Wan's* hooter bring the village to life. Seven-year-old Shek Chi Fong, who has been spreading his



The *Chee Wan* moored at the jetty in Tung O, a picturesque village on the island of Kat O Chau

father's fishing nets out to dry, sprints down the slope to his farmhouse for an empty medicine bottle. With his elder brother, Shek Chi Wai, he gathers a party of companions and requisitions a sampan from the jetty and joins the convoy of boats converging on the *Chee Wan*.

While the clerk in his office at the rear of the launch takes the particulars of each patient, before passing them on to the consulting room in the forward cabin, the crew bargain for fresh fish from the sampan owners who take the opportunity of doing a little business.

In the well-equipped consulting room, Dr. Chak Po Yan, one of the three medical officers who take it in turn to accompany the launch, listens to accounts of symptoms ranging from gastro-enteritis to the common cold.

GENTIAN VIOLET

Young Chi Fong doesn't waste any time on clinical descriptions but holds up his bottle and requests a refill of gentian violet, a popular standby in these outlying villages for treating anything from dermatitis to simple cuts.

Occasionally the clinic handles something more serious, an amoebic dysentery or a malarial fever. In the case of notifiable diseases, such as malaria and cholera, immediate action is taken to arrange hospital treatment, quarantine where necessary, and to track down all those who have come in contact with the patient and exposed themselves to the danger of infection.

The dispensary on board the launch is stocked with a wide range of medicines, vitamin tablets and drugs, including expensive antibiotics costing as much as 2s. 6d. a capsule, all of which is provided free of charge for as long as the patient requires. Minor surgery is carried out in cases where no bone fractures or complex abrasions are involved.

INOCULATION TEAMS

Once every three months the launch carries an eye clinic and inoculation teams periodically accompany the vessel to carry out campaigns against cholera and diphtheria. When the inoculators are on board, the launch summons the entire populace of the islands on the loud hailer. These warnings are heeded, for the fisherfolk, far removed as they are from other aspects of Twentieth Century civilisation, are only too eager to seek out the safeguards of modern medicine.



Dr. Chak Po Yan hands over bottles of gentian violet to Shek Chi Fong and his brother Shek Chi Wai who have rowed out to see him in a sampan



Mr. Cheng Choy aboard the *Chee Wan* records particulars of the mothers who want to see the doctor



Dr. Chak Po Yan at work in his consulting room on the *Chee Wan*—examining a young patient



Out-patients arriving alongside the *Chee Wan* as she lies at anchor

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NUMBER 123 ASIA EDITION

FRONT COVER

New Zealand charm—Maori girl from Rotorua

PHOTOS: Front cover, New Zealand official; pp. 12-14, Royal National Life-boat Institution; pp. 16-17, James A. Jobling & Co. Ltd., Council of Industrial Design, Sam Lambert, Pilkington Bros. Ltd.

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BRITAIN WELCOMES WORLD CUP FOOTBALLERS

An introduction by Denis Howell, who in addition to being British government minister responsible for sport is also a qualified football referee

Holding the World Cup in England can do nothing but good for football in this country. Over the years British football has become rather stereotyped, and seeing new ideas and new styles of play is bound to stimulate the game in Britain. Very few football fans here have had the opportunity of seeing these world class teams except on television, so the effect on the football public will also be important.

There are, of course, some bad things in continental football, such as the emphasis on defensive play. I think that teams which depend on this style of play in the World Cup will not do well. If the competition does show that defensive football does not get good results against the best teams, it could well lead to better and more entertaining football everywhere.

The government has given £400,000 in grants and loans towards the cost of improving the grounds where the matches will be played. All our grounds are very good from the playing point of view, but some of them are more than sixty years old and the accommodation has not kept pace with the changing leisure habits of today. I felt that foreign visitors could not be expected to travel long distances to see World Cup matches unless they had a guarantee of a seat, and proper restaurant and cloakroom facilities. I also wanted first-class working and communications arrangements for the many visiting journalists who will be reporting the matches from the grounds. These are the things I wanted done, and this is what the money has been spent on. In effect, the government will be paying about half the cost, and the clubs whose grounds are being improved will find the rest of the money.

The one thing I regret is that the African teams withdrew from the competition as they did. Their own football is bound to suffer. I have refereed in Africa and was pleasantly surprised by the quality of the football and the skill of the individual players. I am sure that, if they had not withdrawn, there would have been some surprises in store for better known footballing countries. It is a pity that the African teams have wasted this opportunity to gain invaluable experience.

Denis Howell (right) with Matt Busby, manager of Manchester United



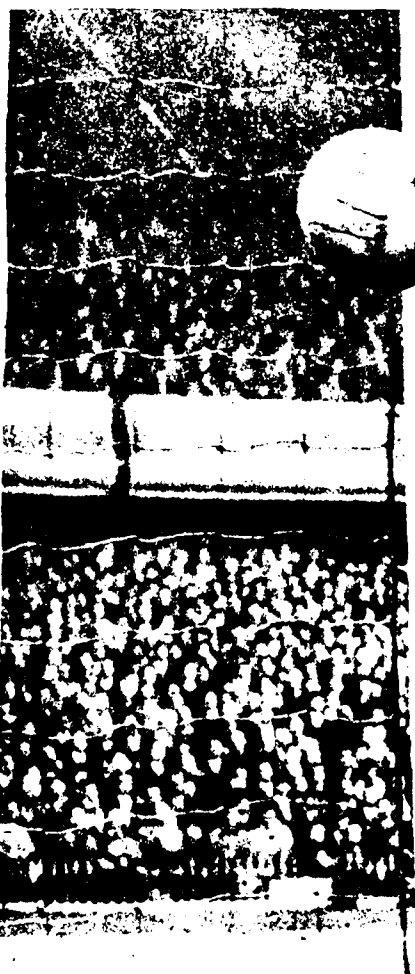
Eusebio, from Mozambique, stars in the Portuguese national side



Pelé, Brazil's inside right, is the world's most famous player



England v. Scotland at Wembley Stadium. Moore, the England captain, passes back to goalkeeper Banks, as Denis Law of Scotland runs in. Below: Bonetti, Chelsea's goalkeeper, saves in a game against Liverpool. On Saturdays about 650,000 people watch England's 92 professional teams



This summer, for the first time since the competition began in 1930, the final rounds of the World Cup will be held in England, the country that more than a hundred years ago gave football to the world. In July, football teams representing Brazil (holders), England (hosts), Argentina, Bulgaria, Chile, France, Hungary, Italy, Mexico, North Korea, Portugal, Spain, Switzerland, Uruguay, U.S.S.R., and West Germany, will begin the struggle to reach the final at Wembley Stadium on 31st July. They are the last 16 of the original 70 entrants.

The first competition was won by Uruguay. In 1934 and 1938 it was won by Italy, and in 1950 by Uruguay again. Western Germany were the winners in 1954, and Brazil won in 1958 and 1962. The cup becomes the property of any national association winning it three times, not necessarily in succession. The favourites this year are Brazil, but Uruguay and Italy also have a chance of winning the cup outright. Thirty-two full international matches will be played in twenty

days, beginning on 11th July. To give players the pleasure of playing before football-loving crowds, and to give as many English football fans as possible the chance to see the best players the rest of the world has to offer, the games have been divided between grounds in England's most heavily populated areas. They are Wembley and White City in London; Middlesbrough and Sunderland in the north-east; the grounds of Everton and Manchester United in the north-west; and those of Aston Villa and Sheffield United in the Midlands.

Sir Stanley Rous, president of F.I.F.A. (the International Federation of Football Associations) has said: "England's main aim will be to make the 1966 World Cup Competition a memorable one, one that will further the development of association football, foster friendships among individuals and strengthen ties between nations."

Preparations for the organisation of the matches, and the welcoming and accommodation of teams, officials, press men and the many

thousands of supporters coming from abroad have been going on for more than two years. The Football Association estimates that it will have spent £800,000 to meet all its World Cup overheads. First-class travel and accommodation must be paid for referees and linesmen from all over the world, as well as for twenty-two players and their retinues from each country. Administrative expenses alone are expected to total £250,000. Postage from the World Cup office in London has cost as much as £250 a day, involving as it has the 126 members of F.I.F.A.

At all the grounds special press arrangements are being made. At Wembley there will be facilities for 1,000 press men from all parts of the world, and at each of the other grounds there will be accommodation for four hundred. To meet the requirements of the world press, the Football Association, television and sound broadcasting, and other interested authorities, large quantities of telephone and telegraph equipment and additional cables are being installed at each of the World Cup

grounds. Special cables containing hundreds of pairs of wires will connect the grounds to the main Post Office telecommunications network.

There really is world-wide interest in the competition. Already tickets have been sold to ninety-two different countries. Football fans are coming to England from places as far away as Hong Kong, New Zealand, and the Falkland Islands. Forty-two countries, including twenty-five European nations, will be relaying the progress of the competition on twelve days between 11th July and 30th July. All thirty-two matches will be televised. Five hundred people will be engaged in this major project, which will have a world-wide audience rising from 100 million for the preliminary matches to 400 million for the final. Satellite links will be used to send live pictures to North and Central America, Africa and Australia. The whole operation will cost £500,000, and half of this will be in technical expenses.

World Cup tickets have been printed in 126 different colour

combinations on five tons of specially produced paper which will make forging impossible. In all about 2,400,000 tickets have been available and it is expected that every one will be sold. More than half a million pounds' worth had already been sold by January. Tickets will not be distributed until less than one month before the first games, and until then they are being kept in secret storage centres. When necessary they will be moved by armoured car.

As the time for the competition comes nearer excitement is building up in Britain, particularly as the English team is considered to have a good chance. England have lost only three home internationals in 103 years of football.

Wherever you go in Britain there are reminders of the World Cup. The official mascot of the competition, a cheerful cartoon lion called World Cup Willie, appears on ties, belts, handkerchiefs, football jerseys, track suits, playing cards, cigarette lighters, pencils, key rings, balloons, beer cans, sweets, and children's toys. The commercial firms licensed

to use World Cup Willie pay fees and the money goes towards the expenses of the competition.

A World Cup March has been specially written for the competition and will be played for the first time at the opening ceremony at Wembley. It may well introduce the last World Cup competition under the existing rules, for Sir Stanley Rous has said:

"The present formula of the World Cup is outdated because the expansion and evolution of African football has to be taken into account in the future. The emerging countries in Africa and Asia must not be allowed to withdraw from the 1970 World Cup, and in future only merit should enable a side to get into the last sixteen. A new grouping will also affect countries of Eastern Europe who, now that visas are easier to obtain, want to play against Western countries."

"My new plan for the 1970 World Cup will be submitted to the next F.I.F.A. Congress in 1968, and I shall suggest Tunisia as the country to accommodate that Congress."



After the official handing over of the five coaches, at the Commonwealth Institute in London, Piper Corporal Ida Bahdur Tahba, of the Gurkha Signals Regiment, leads a procession of Comex members



Mr. John Freeman, British High Commissioner in India (left, white shirt, no tie), talks to the Comex students at a reception he gave to welcome the expedition to New Delhi



Comex students in one of the coaches before the start of the journey: Richard Holloway, left, Priscilla St. Johnston and Marian Pearce



A full programme was arranged for the Comex members in New Delhi, here some of them photographed during their visit to the Red Fort, in the background is Diwan-i-Khas

COMEX

One of the largest ever Commonwealth goodwill missions is a mission of success

Two hundred and ten students, from universities in England, Scotland and Wales, travelled eight thousand miles in five specially equipped British-built coaches from Britain to India, where they took part in a Commonwealth Students Festival.

Called Comex, this Commonwealth expedition was sponsored by Massey-Ferguson and organised by Lieutenant-Colonel Gregory, a friend of the late Jawaharlal Nehru, Prime Minister of India. It took three and a half years to plan. The idea, both for the festival and the expedition, originated with Mr. Nehru, who hoped they would strengthen the ties of friendship between young peoples of the Commonwealth.

ANNUAL EVENT

Comex has the patronage of the Duke of Edinburgh and it is hoped that it will now be an annual Commonwealth student link-up, "building a bridge between London and New Delhi over which the younger generation of the Commonwealth may pass for years to come".

The outward journey lasted exactly a month and took the students through Germany, Austria, Hungary, Yugoslavia, Greece, Turkey, Syria, Jordan, Iran, Afghanistan and Pakistan. In each country the students staged their own festivals of plays, dances and music.

After spending a few days in New Delhi the expedition, which included seventy-five girls, split into five groups, visiting university centres in Bombay, Madras, Calcutta, Lucknow and Hyderabad.

GETTING READY TO GO

In preparation for the expedition, fifty-nine of the students who came from fifteen Commonwealth countries had spent a week at an RAF

camp in Yorkshire getting instruction in navigation, signalling, cooking, driving and maintenance, as well as listening to lectures on current affairs relating to all the countries they were to visit. Throughout the journey to India total maintenance bill for the coaches was £6.

The five coaches, which cost £27,000, were handed over to Comex by the Indian High Commissioner in London, Mr. J. Mehta. They were a self-contained community in themselves with a theatre, film and sound unit, medical dispensary, canteen, laundry, bank and post office.

Secretary of Comex was twenty-two-year-old Maxine Riddell, who recently returned from Malaysia where she taught blind children as a VSO volunteer.

Navigator of the expedition was twenty-five-year-old Shabsultan Jaffer, who was visiting her motherland for the first time in her life: both her parents are Indian, but she now lives in Tanzania and has been studying in Britain.

PAYING FOR COMEX

Cost of the expedition was around £30,000, but about £23,000 of this was got back by fees from films, lectures, advertising and the resale of the coaches. The British Government gave Comex a token grant and the students themselves raised £2,000 and paid £30 each towards their travel and eating expenses.

Everyone agreed that Comex had been the greatest experience of their life and on their return home the Commonwealth Secretary, Mr. Arthur Bottomley, sent them a telegram saying, "Congratulations Commonwealth Expedition for doing what you set out to do. Warmest congratulations on your enterprise. This was a fine example of Commonwealth co-operation."



A group of Comex members pictured on their arrival in Delhi after their 8,000-mile journey



Miss Shabsultan Jaffer tries out the transistored radio system which kept the five coaches in touch

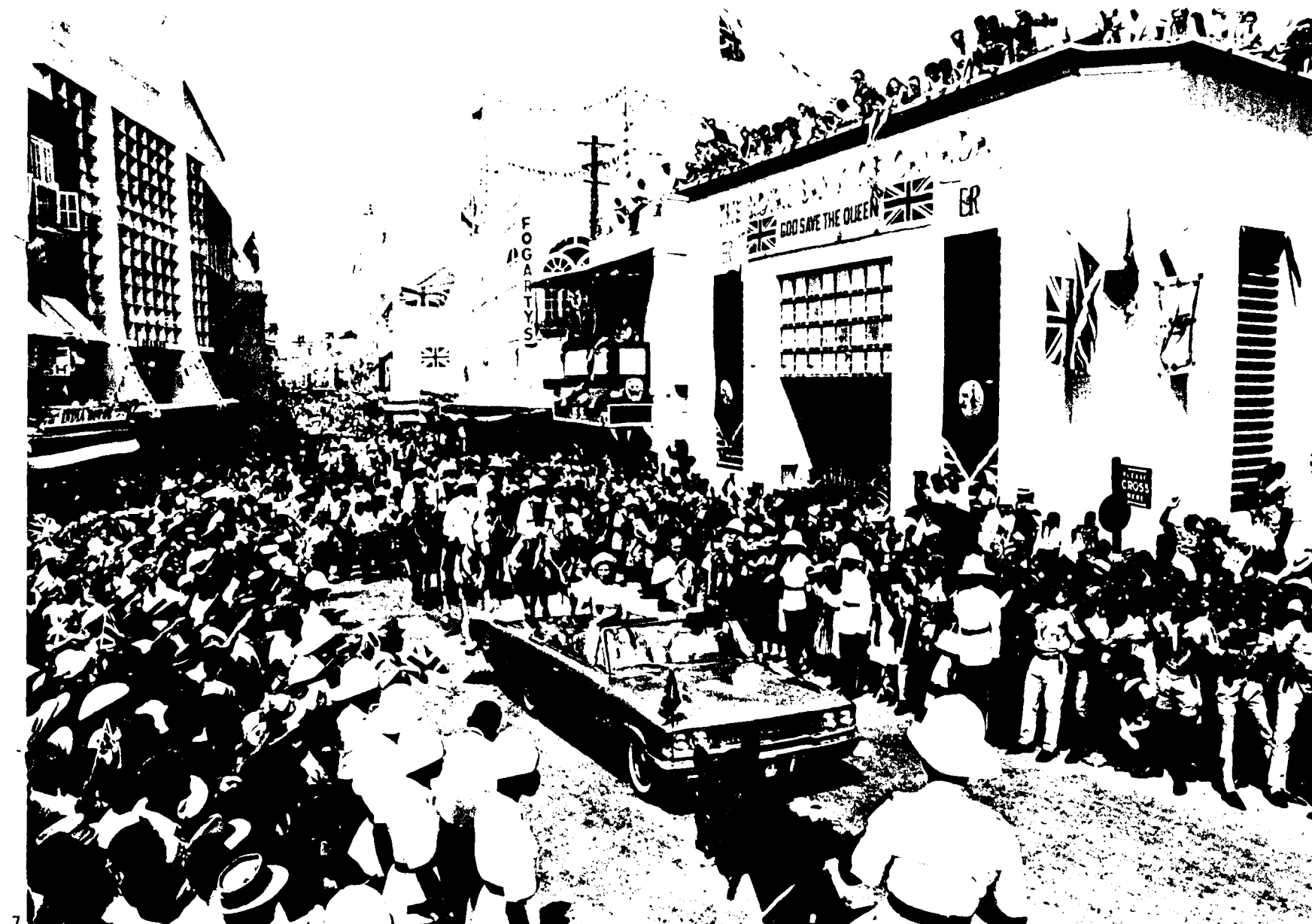
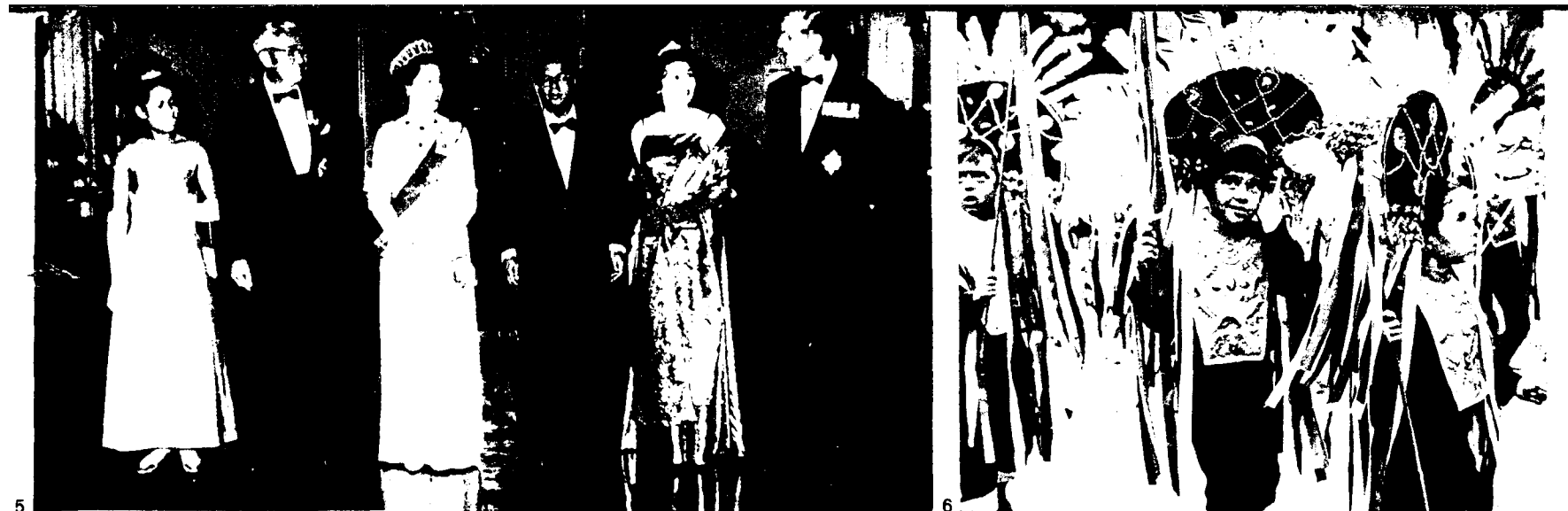


In New Delhi the Union Education Minister, Mr. M. C. Chagla, gave a reception in honour of the visiting expedition



Mr. Chagla talks to a group of the students at the reception

(1) Her Majesty Queen Elizabeth II and H.R.H. the Duke of Edinburgh with Mr. Forbes Burnham, Prime Minister of Guyana, at the Prime Minister's reception in Georgetown. (2) The Queen and Prince Philip watch a demonstration of diamond panning at the community centre at La Bonne Intention, a sugar estate at Demerara, Guyana. (3) The Queen and Prince Philip at the State Opening of the Trinidad and Tobago Parliament—with the President of the Senate, the Hon. J. H. Maurice, in the foreground. (4) The Queen talking with students in the grounds of the University of the West Indies, Port of Spain, Trinidad



ROYAL VISIT

The Royal Tour of the Caribbean (the early stages of which are shown in the pictures on these pages) was the most recent example of the Queen's awareness of her responsibilities as Head of the Commonwealth. On the present tour the Queen was visiting most of the territories for the first time. Everywhere she went she was greeted with the warmth and friendliness typical of Caribbean hospitality. Among the highlights of the tour were the State Opening of Parliament in Port of Spain, Trinidad, and a performance of *Son et Lumiere* at St. John's, Antigua. The five-week Royal Tour ended in Kingston, Jamaica, with the State Opening of Parliament and a gala ball. Heavy newspaper and television coverage before and during the tour brought the sunshine and beauty of the Caribbean into millions of homes in Britain, and with it a greater understanding of the life and problems of the people.

TO THE CARIBBEAN

(5) (Left to right): Miss Erica Williams, daughter of the Prime Minister—Dr. Eric Williams; the Governor-General, Sir Solomon Hochoy; H.M. Queen Elizabeth II; the Prime Minister, Dr. Eric Williams; Lady Hochoy; and H.R.H. the Duke of Edinburgh, at a reception in the Governor-General's house in St. Ann's, Port of Spain, Trinidad. (6) Some of the young performers who took part in the colourful carnival procession staged in Trinidad during the Queen's visit. (7) The Queen and Prince Philip drive through cheering crowds in the streets of Bridgetown, Barbados. (8) On Tobago the Royal couple drove up to King George's Fort, where they had a magnificent view of the bay, with the Royal yacht *Britannia* lying at anchor



AT HOME IN BRITAIN

PEOPLE FROM AFGHANISTAN, CAMBODIA, CEYLON, HONG KONG,
INDIA, MALAYSIA, NEPAL, PAKISTAN AND THAILAND



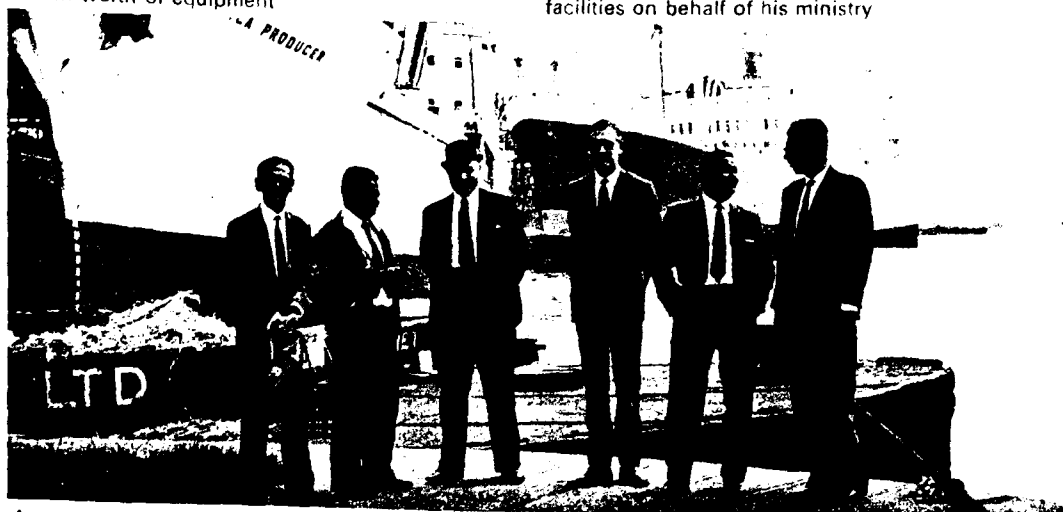
General Tunku Osman, Chief of the Armed Forces Staff, Malaysian Ministry of Defence (third right), and Enche Abdul Kadir, Secretary of Defence (second right), on a visit to Vospers' Portsmouth yard, are pictured with members of Vospers' Ltd., who are building four 96-ft. patrol craft for the Royal Malaysian Navy powered by Bristol Siddeley Proteus gas turbines. A £3 million order was recently announced for fourteen more of these boats.



The General Manager of the Hong Kong Telephone Co., Mr. C. A. Male (right), shows Mr. J. Clark, Managing Director of the Plessey Co., a picture of the new Hong Kong Telephone Exchange. The Plessey Telecommunications Group is to supply £1½ million worth of equipment.



Mr. Moasa Shafiq, Deputy Minister of Justice, Afghanistan, was guest of honour at a dinner given in London by the British Council. He is seen here, right, talking to Lord Denning, British Master of the Rolls. In London Mr. Shafiq discussed training facilities on behalf of his ministry.



A party of Ceylon journalists pictured at the Royal Victoria Docks during their tour of London's Dockland. The Ceylon visitors were: Mr. Raymond (*Times of Ceylon*); Mr. Reimers (*Daily News*); Mr. Jayasuriya (*Ceylon Observer*); Mr. Somanader (Department of Information and Broadcasting); and Mr. Wickramasinghe (Government Film Unit).



Above: At fourteen, Senaka Senanayake from Ceylon has already held one-man exhibitions of his paintings in eight countries. Behind him is "Tigers", one of his pictures priced at £285 at his exhibition at the Upper Grosvenor Galleries, London.



Below: Bari Chohan who speaks Punjabi and English acts as interpreter to other Pakistanis at the local cinema club. In this picture, centre, he explains details of the Beatles film "Help" at the cinema in Middlesbrough, England.



Mr. Sashmer en Aier, Additional Development Officer and Chief Electoral Officer, from Nagaland, India, visited Stevenage New Town during his tour of Britain. Here he watches a little girl playing at the Welfare Clinic.



Madame Ucha Swintara and Madame Suny Ram-Indra, both of the Public Relations Dept., Bangkok, Thailand, were fascinated by the control room of Independent Television News Ltd. Here Mr. Ridett explains the system to them.



Michael Ingleton, a young dancer from Ceylon, is now with the Royal Ballet's second company and has appeared at the Covent Garden Opera House in London. He is seen here rehearsing with Caroline Southam, another member of the company.



The Nepalese Ambassador, Sidar Iswary Raj Misra, leaves his Embassy to present his credentials to Her Majesty the Queen.



The Cambodian Ambassador, Sonn Voeunsai, pictured with his wife, before leaving for Buckingham Palace.



Coxswain Henry Blogg, who was awarded three gold and four silver medals in 53 years' service with Cromer lifeboats

LIFEBOAT

Men who fight the sea

THE SEAS around the British Isles are among the most dangerous in the world to ships. In the south, the English Channel is so crowded with shipping that collisions in foggy weather are common, and a much greater hazard, the eight-mile-long Goodwin Sands, at the narrowest and busiest part of the Channel, has been the graveyard of countless ships. Winter fog, easterly gales, and treacherous sandbanks make the North Sea and the east coast of England dangerous, and in the west huge Atlantic rollers and year-round westerly winds relentlessly drive ships towards the teeth of a jagged, rocky coast.

On 27th October, 1959, in the northern part of Wales, these westerly winds had reached hurricane force and were blowing in gusts of 104 miles an hour. The sea was so rough that the distance between the trough and the crest of a wave was often twenty-five feet. In these conditions the 500-ton motor vessel *Hindlea* had been forced to take shelter and anchor in a bay on the coast of the island of Anglesey. But a slight change in the wind direction caused the *Hindlea* to drag her anchor, and she was being

driven to certain doom on the rocks. Help was urgently needed if the lives of the eight men on board were to be saved.

Wherever this sort of situation occurs around the coasts of Britain there is a lifeboat station somewhere nearby, with a specially designed boat and a crew of men ready to put to sea in any weather at any hour of the day or night to go to the help of the ship in distress. The lifeboat

the man at the wheel was Coxswain Richard Evans. To effect a rescue Coxswain Evans had to take the lifeboat dangerously near the thrashing propeller of the *Hindlea* which was so far out of the water that it was above the heads of the lifeboat crew. As it approached the cripple ship the lifeboat was hit by a tremendous wave which rolled her over on her beam ends and put her mast under water. Coxswain Evans regained control and took the lifeboat in towards the *Hindlea*, hoping to get close enough to take the men off. The *Hindlea* was now dragging into shallower water over rocks, and the seas were increasing. As the lifeboat came alongside, the waves almost lifted her on to the deck of the *Hindlea*. As it was, the lifeboat struck the side of the ship so hard that Coxswain Evans was convinced she had suffered serious damage. Nevertheless, he brought the lifeboat alongside the wreck ten times, enabling the crew of the *Hindlea* to jump to safety into the lifeboat man by man. When all the crew had been taken off, the lifeboat returned to Moelfre. The *Hindlea* broke up on the rocks.

This was just one of the many thousands of rescues made by boats of the Royal National Life-boat Institution. They are known to have saved more than 86,000 men, women and children of many different nationalities from death at sea, since the Institution was founded in 1824. Last year was the busiest ever for the lifeboat service. Lifeboats were launched 1,038 times, saving 562 lives, and inshore rescue boats were launched 461 times and saved 215 lives. There are now 148 lifeboats and 48 inshore rescue boats stationed at different points around the coasts of Great Britain and Ireland. It costs about £1½ million a year to maintain the service, and all the money comes from voluntary contributions.

Lifeboats are most often called to the help of small craft. Fishing boats give rise to nearly a quarter of the services, and yachts to only slightly fewer. Other regular forms of service are to canoes and rubber dinghies, to bathers and people cut off by the tide. Lifeboats are also used to land sick and injured men from ships, and to take doctors to ships and remote islands in time of storm. The total number of services increases steadily and is now double what it was twenty years ago.

The changing nature of the calls for help from lifeboats is due to the great increase in the use of boats for leisure, for private fishing and sailing. These boats often get into difficulties in conditions which are not really severe enough to make the services of a lifeboat essential. To meet these situations the Royal National Lifeboat Institution introduced inshore rescue boats in 1963. They are inflatable boats fitted with an outboard engine, and are intended mainly for summer use. They have a crew of two and can be launched from the beach in seconds, and can travel at well over 20 knots compared with the 9 knots of most lifeboats.

Lifeboats vary in size from 37 to 52 feet, and have a crew of eight. They are powered by diesel engines, and are equipped with two-way radio. Whatever their size they have a common factor in their design in that they all have numerous air cases built into the structure, making them practically unsinkable. But they can be capsized, and many of them are so designed that if they capsize they right themselves automatically in a few seconds.

The men who man the lifeboats are not professional crews. Normally there is only one paid employee of the Royal National Lifeboat Institution at each lifeboat station. He is the motor mechanic and it is his responsibility to see that the engines are always in perfect order, and that the lifeboat is ready to put to sea when needed. Most of the other members of lifeboat crews are fishermen, but the service is voluntary and men in many other walks of life, from doctors to politicians, have served regularly with lifeboats.

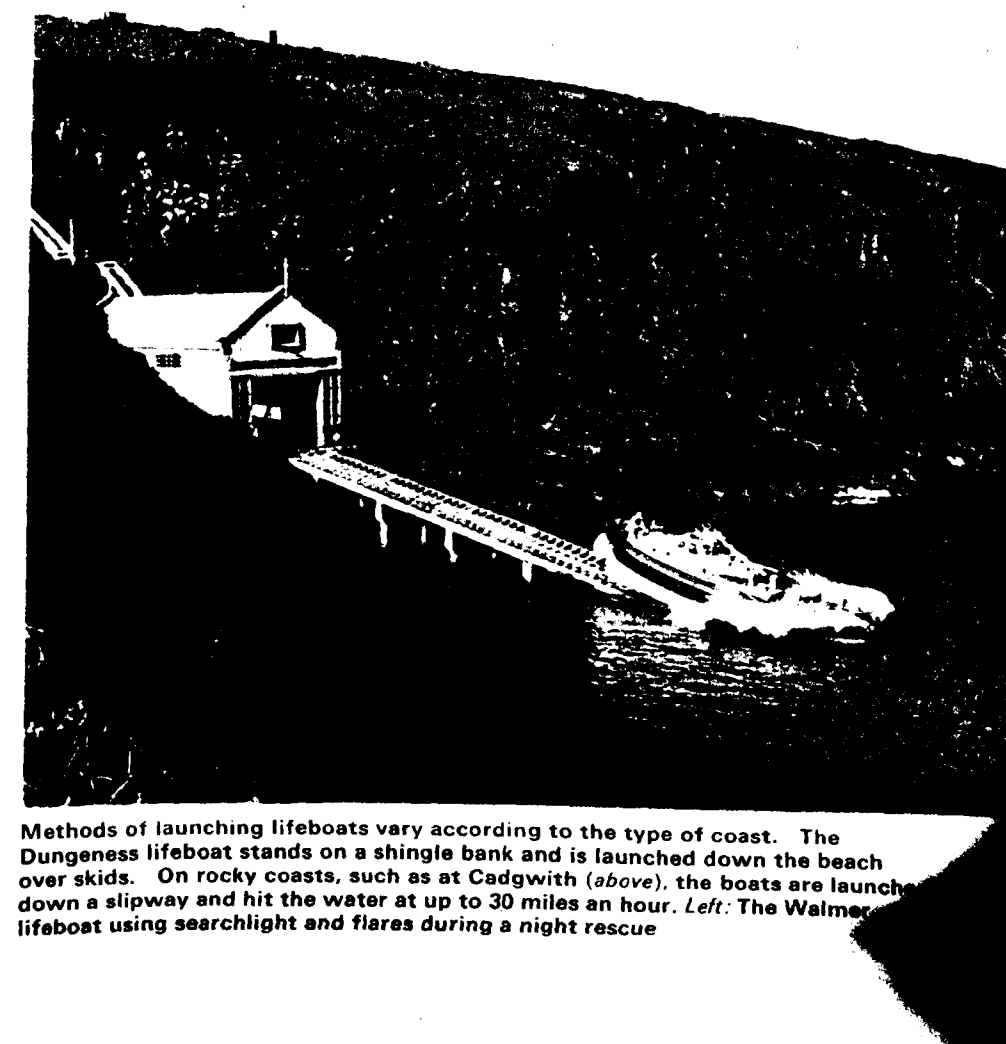
The Royal National Lifeboat Institution



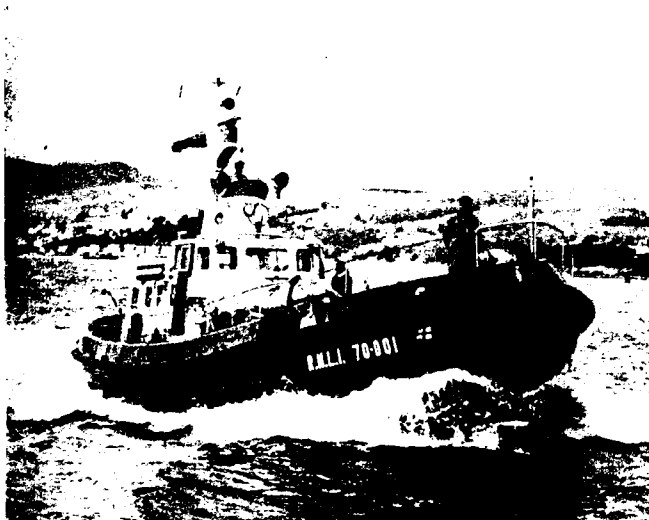
The Dungeness lifeboat putting out into the heavy surf. This lifeboat is often called to the help of ships in trouble on the Goodwin Sands



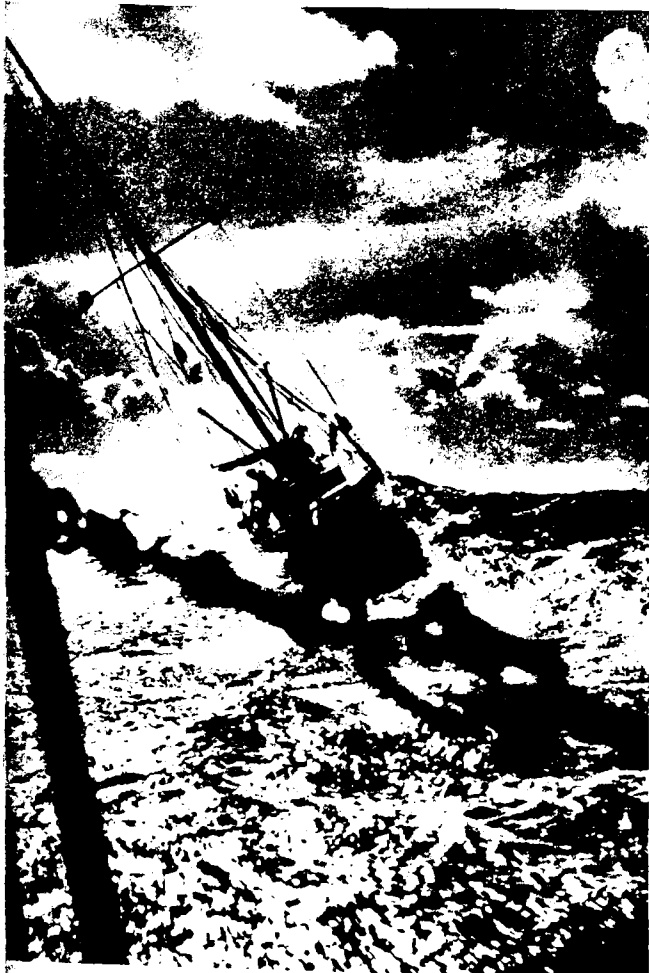
An Inshore Rescue boat at full speed. They were introduced by the R.N.L.I. in 1963. During 1966, 73 of these boats will be in service to help bathers and yachtsmen in difficulties



Methods of launching lifeboats vary according to the type of coast. The Dungeness lifeboat stands on a shingle bank and is launched down the beach over skids. On rocky coasts, such as at Cadgwith (above), the boats are launched down a slipway and hit the water at up to 30 miles an hour. Left: The Walmer lifeboat using searchlight and flares during a night rescue



The R.N.L.I. has two 70-ft. lifeboats on trial. They have a speed of 11 knots, and are the largest ever used in the service



awards gold, silver and bronze medals for rescues in which the lifeboat men show exceptional courage, endurance and skill. The medals are not given lightly. When Richard Evans, coxswain of the Moelfre lifeboat, was awarded the gold medal for the rescue of the crew of eight from the *Hindle*, it was the first time in ten years that the Institution's highest award had been made.

One man's name is a legend in the lifeboat service, Coxswain Henry Blogg, who served in the Cromer lifeboat for 53 years and was coxswain from 1909 to 1947. He was awarded the gold medal three times, the only man since the founder, Sir William Hillary, to achieve this distinction. He was also awarded the silver medal four times, the Empire Gallantry Medal, the George Cross and the British Empire Medal. In one famous rescue during the second world war, Blogg took the Cromer lifeboat to the help of a convoy of six ships which had run aground in the North Sea. Blogg took the lifeboat to four of the ships and rescued 88 men. On two of the ships Blogg took advantage of the fact that the decks were awash to take the lifeboat actually on to the deck to reach the men. Other lifeboats took part in the rescue from this convoy, and altogether 119 men were rescued.

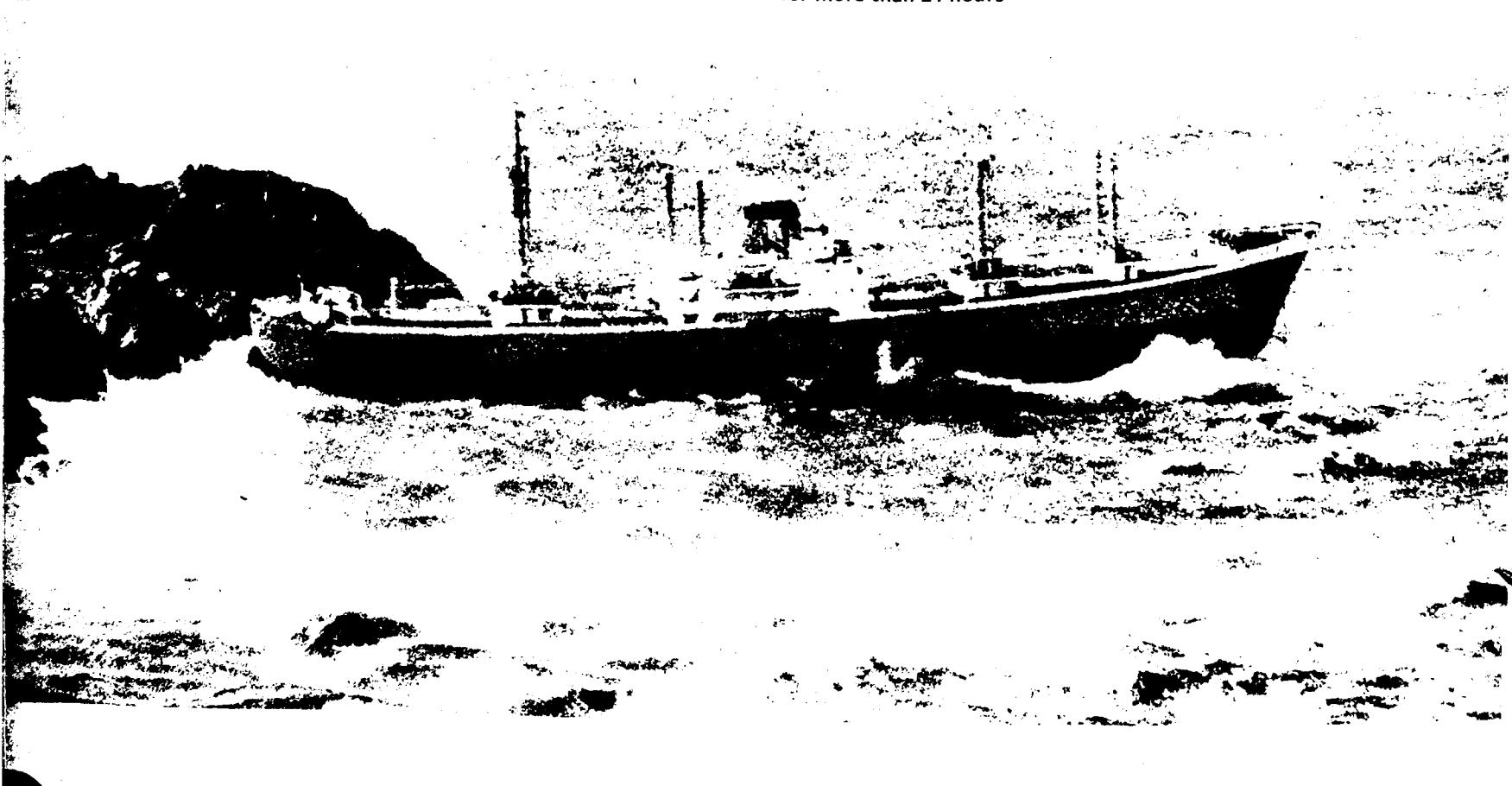
The lifeboat service is not carried on without some cost in life to the crews. When there is an accident to a lifeboat, it can be particularly tragic because in almost every lifeboat members of the crew are related. The first time a motor lifeboat ever capsized was in 1938, when the St. Ives lifeboat capsized after rescuing 23 men from the wreck of the S.S. *Alba*. Five of the rescued men lost their lives as a result of the capsize, and the lifeboat was wrecked. On 23rd January, 1939, the new St. Ives lifeboat went to the help of a vessel in distress. About a mile offshore this lifeboat was struck by a huge sea on the starboard side, and it, too, capsized. While the lifeboat was righting itself some of its gear fouled the propellers and it was impossible to restart the engine. Without engine power the lifeboat was at the mercy of the seas and she began to drift towards the rocky shore. Before she finally smashed on to the rocks the lifeboat had been capsized twice more, and only one

man was left in the wrecked boat. He managed to get a hold on a rock and drag himself ashore. The other members of the crew were drowned. They were Thomas Cocking, the coxswain; his son, John Cocking; his son-in-law, Richard Stevens; two brothers, Mathew and William Barber; Edgar Bassett; and John Thomas, who was the brother-in-law of the only man who survived—William Freeman.

It sometimes happens that the sea is too rough to launch the lifeboat in the normal way or from the normal place. But when help is needed the lifeboat men do not give up easily. On one famous occasion the lifeboat at Lynmouth, Devon, could not be launched to aid a ship in distress because a westerly gale was sweeping seas right across the harbour and over the front. But the Lynmouth men were determined to get their boat out. With a group of volunteer helpers, and using farm horses, they transported the lifeboat thirteen miles overland. To do this they had to take the lifeboat through narrow lanes over a 1,400-ft. hill with a gradient of 1 in 4½. They had to dig down banks, knock down gateposts, break down walls, and cut down trees. Their only lights were oil lamps which were continually being blown out by the gale raging across Exmoor. After a journey through the night of ten and a half hours, they launched the boat from the next village, Porlock, without even pausing to eat, and went out to help the ship in distress.

The determined spirit of the lifeboat men is also remembered in the words and deeds of James Haylett, once second cox of the Caister lifeboat. In those days the lifeboats were sail and oar boats without engines. In 1901 the Caister boat capsized with the loss of nine of her crew. James Haylett had two sons, a son-in-law, and two grandsons in the boat, and when he saw it capsize he dashed into the surf and with great difficulty rescued two of the crew. At the inquest it was suggested to him that the lifeboat might have been returning to her station after abandoning her mission. To this James Haylett replied in words that became famous overnight—words which still today express the spirit of lifeboat men everywhere—"Caister men never turn back".

Left: A yacht in tow in rough seas off the Scilly Isles. Below: The Greek cargo ship *Argo Delos* aground on Inishtrahull Island off Northern Ireland. The Portrush lifeboat went out at 4.30 in the afternoon and reached the vessel at 2 o'clock in the morning. The lifeboat stood by all night, rescued the crew of 14 in daylight, and returned to Portrush at 9 p.m., having been at sea for more than 24 hours



Three designs demonstrating the versatility of "Crimplene": the girls' dresses are of jersey, the man's jacket and trousers of fine woven fabrics. All are crease-resisting and drip-dry



A NEW SOFTER FIBRE

Smooth, fine jersey fabrics, others with jacquard designs, double knits, men's suitings, and beautiful guipure laces woven in Switzerland and made into garments in England, are among the many and varied materials now being produced from one of Britain's latest man-made fibres, "Crimplene". This is the registered name for bulked "Terylene", in itself a British

invention from petroleum by-products developed and patented by Imperial Chemical Industries. The bulking process fluffs out the original flat fibre to the texture and depth required, making it softer and with more "body", while the yarn dyeing, rather than dyeing of the materials in the piece, or of finished garments, enables a greater subtlety of colour and evenness of shade. Unlike some man-made fibres "Crimplene" jersey, as well as other fabrics made from this yarn, is resistant to shrinking and stretching in both wear and washing, neither do knitted garments "pill", that is, they do not rub into tiny lumps under friction, and any fabric of this yarn is uncrushable





Top: Some of the two thousand different items of laboratory equipment produced by James A. Jobling & Co. Ltd., of Sunderland
Above: Polished plate glass a quarter of an inch thick has been used to form one complete wall of this extension to a modern house. The room also has a glass door to the garden

GLASS that enables you to see round corners, bottles that bounce instead of breaking, complete electronic circuits set in a single tiny piece of glass—these are some of the new uses which Britain's glass industry is finding for one of the world's oldest products.

Man has been able to make glass for thousands of years, but more new uses for it and more new ways of making it have been found in the past few years than in all the preceding centuries. One of the most important of these developments occurred when railway engineers found that cold rain cracked the hot glass in railway signal lights. In solving this problem, chemists produced a new kind of glass containing 12 per cent boric acid. The addition of this chemical enabled the glass to withstand sudden temperature changes without cracking or breaking. This borosilicate glass is used to make all kinds of bowls and dishes in which food can be cooked in the oven and then put on to the table. The glass does not crack even if the dish is taken straight from the oven and placed on a cold surface.

Another important use of borosilicate glass is in the manufacture of glass tubing and vessels for chemical laboratories and industrial processes. This glass is widely used in the production of milk, wine and beer, and is ideal because of its natural resistance to attack from harmful bacteria, and to the heat used in sterilisation.

One British firm specialises in the production of interchangeable laboratory equipment. Each piece has its neck or joint ground accurately to a specific size, and each is given a standard number and will fit any other piece of apparatus labelled with the same number. This interchangeable equipment enables chemists to construct intricate laboratory pilot plants for experiments.

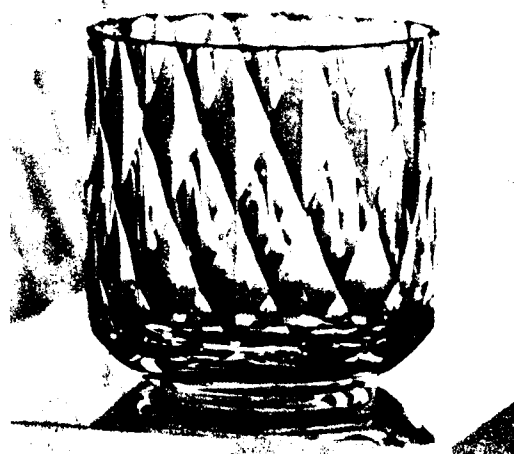
Many new uses have been found for glass in electronics and space research. In communication satellites a large amount of highly sensitive electronic equipment has to be carried in as small a space as possible. As very fine copper wire can be sealed inside a filament of glass to form an insulated conductor about the diameter of a human hair, it is possible to make complete circuits with transistors, diodes, resistors, and so on, all sealed in a small piece of special glass.

Large quantities of synthetic gems made from special glass are used in masers, which are devices for amplifying microwave signals from communication satellites. A glass rod of similar composition forms the essential component of another new device known as the solid state laser (light amplification by the stimulated emission of radiation). Apart from almost limitless potential for communications, the intense light beam of the laser has medical applications. It can be focused as a very fine cutting tool to destroy cancers, and can be used for welding a detached retina in the eye.

Another development in glass techniques which is contributing to medical progress is fibre optics, in which thousands of very fine, parallel fibres of glass are used in instruments to transmit light round corners. These instruments are very useful to surgeons in finding damaged or diseased tissue inside the body.

The British glass industry is the third largest in the world, and employs eighty thousand workers. The manufacturers are always trying to improve their products and constant research goes on to find new uses for glass and better methods of production. The safety glass used in motor-car windscreens is made by sticking a layer of plastic between two sheets of glass. The makers of this product recently found that by using a much thicker interlayer of plastic they had a glass which would stand up to attack by hammer, mallet, pick handles, bricks, or many other weapons. This bandit-proof glass is used in jeweller's shops, museums, and many other places where valuable goods have to be protected.

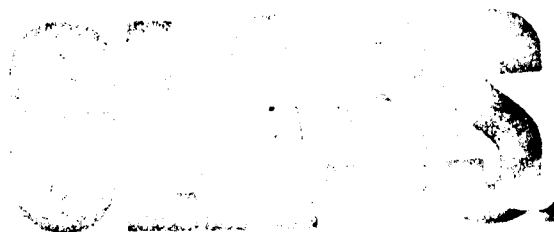
Perhaps the best example of the practical



A lead crystal tumbler, part of a new range of tableware designed by Professor Lord Queensberry and made by Webb Corbett Ltd. of Stourbridge

results of technological research is the revolutionary float process for the manufacture of flat glass, which was developed by the British firm of Pilkington Brothers Ltd. In this process a ribbon of glass flows from the furnace and floats on a bath of molten tin. Because the surface of the metal is perfectly flat, the glass also becomes flat. When the glass ribbon leaves the bath both sides have a brilliant and smooth surface and there is no need for grinding and polishing. By this process higher quality plate glass than ever before is produced at lower cost.

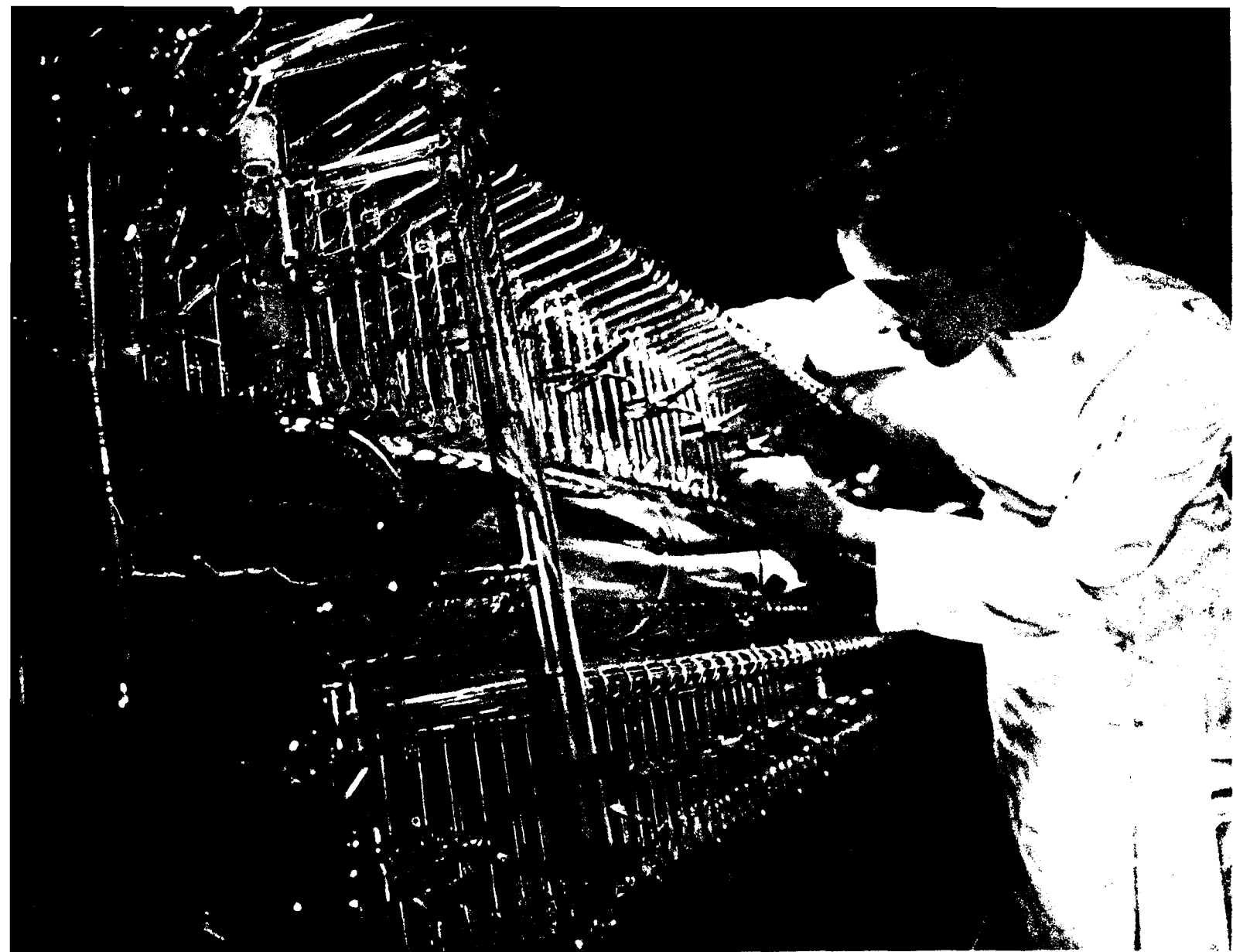
It is not always the manufacturers who make the progressive steps. British artists experimenting with coloured glass discovered that it could be bonded with clear or opaque resins instead of the traditional lead. This has led to a much wider use of decorative glass in modern buildings. The glass used is thick and roughly surfaced, has rich colours, and reflects light from many facets. The effect is quite different from the traditional stained glass used in churches, because the resin filler can be of any



thickness and different colours, so that it can be made part of the design.

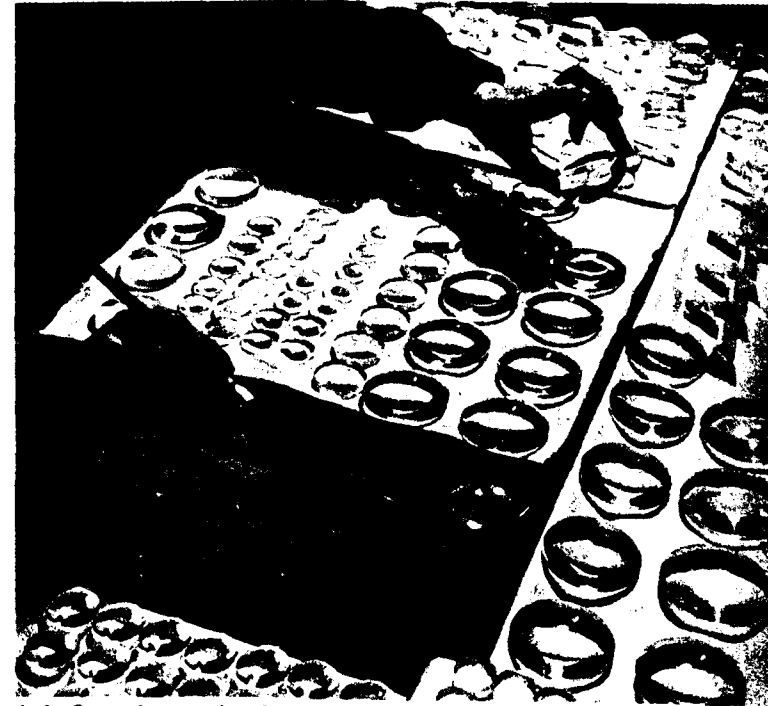
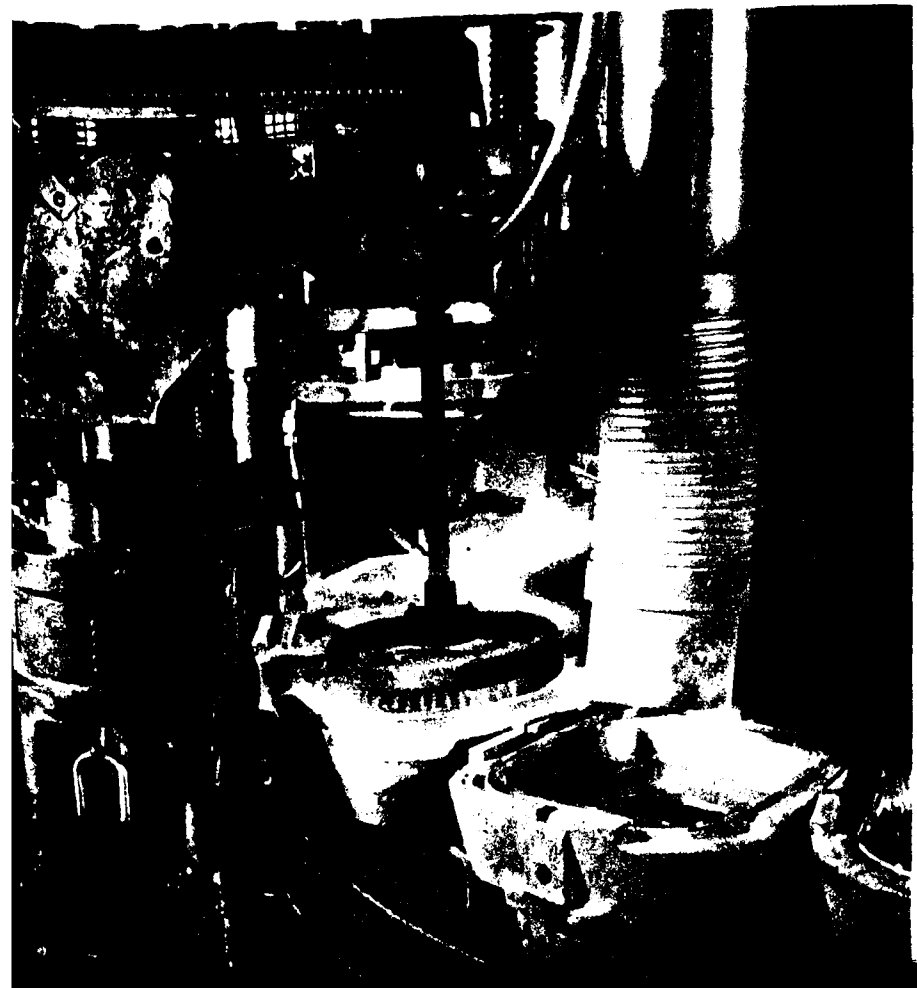
Three hundred years ago British craftsmen discovered that by adding lead oxide to silica they could produce a glass of sparkling, crystal quality. This lovely lead crystal glass, which reflects more light than a diamond, is still produced by hand by ten firms in Great Britain. Vases, bowls, wine glasses, decanters, ashtrays, and other decorative articles are exported to more than twenty countries. But there are new uses even for this most traditional of glass. The lead content affords protection from radiation, and it is used in thin sheets to give protection against X-rays in hospitals, and in observation windows more than a foot thick which are fitted in nuclear power stations.

Without glass we would have no mirrors or windows, no glasses for drinking, or bottles for storing liquids, no electric light, or cameras. We would be without essential scientific instruments and laboratory equipment, and a thousand other things which bring progress, beauty and comfort to our lives. Yet the uses of glass have by no means been exhausted. Recently, research scientists have found that, size for size, a fibre of glass is theoretically stronger than a fibre of steel. At present they are trying to find ways of using this great strength to reinforce certain metals, and, if they succeed, there will be yet another great field in which glass will be of service to man.

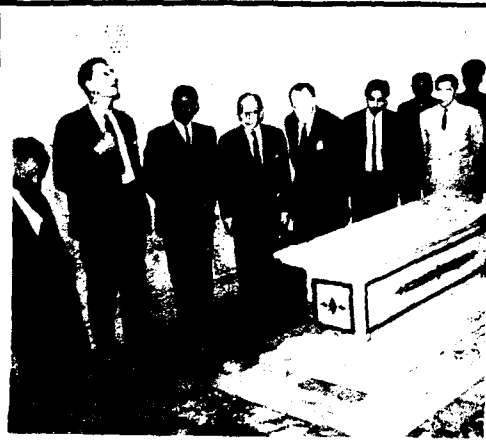


Steady state equipment, used for the separation of liquids, being assembled in the factory of Quickfit and Quartz Ltd., Stone, Staffordshire

IN THE SPACE AGE



Left: Quantity production of casserole dishes made from heat-resisting borosilicate glass. Thirty million of these dishes are made annually in Jobling's factory. Above: Optical glass manufacture is one of Britain's most rapidly growing industries



During their visit to Pakistan the British Parliamentary Delegation saw the tomb of Allama Iqbal. This picture shows them standing in homage to the poet-philosopher

PAKISTAN NEWS NOTES

BRITISH X-ray equipment is to be provided for the Sir Henry Holland Eye Hospital at Quetta under the Colombo Plan Technical Co-operation Scheme. The equipment, costing £2,400, is being made by Watson and Sons, Ltd., of Wembley, London. The present X-ray equipment at the hospital is twenty-five years old and more up-to-date units are essential for the British and Pakistani doctors to do their work.

4,000 new primary schools will have to be opened in East Pakistan by 1970 to achieve the target of universal primary education as early as possible. This will be in addition to improving 18,500 existing primary schools. The current Third Plan also provides for the improvement and expansion of 500 Junior High Schools.

TWENTY-NINE polytechnic and three monotechnic institutes are to be established in West Pakistan during the current Plan period.

BRITAIN has given Pakistan increasing financial aid in recent years: approximately £9,300,000 in 1964/65, almost all of it in loans; an increase of over £1 million on the previous year.

EAST PAKISTAN has drawn up schemes to set up a further twelve jute mills and three sugar mills during the Plan period. This will bring the number of jute mills to thirty-four and the number of sugar mills to fourteen. The Government plans to instal 10,000 additional jute looms during the next five years.

TWENTY MILLION acres of land will be irrigated in West Pakistan; and in East Pakistan a major flood control programme is to be undertaken during the Plan period.

EAST PAKISTAN will have another 1,000 miles of metalled roads by the end of the Plan period: part of an ambitious road building programme.

THE NATIONAL INCOME is to be increased by 37 per cent during the current Plan period and additional employment opportunities are to be created for five and a half million people which will absorb one-sixth of the backlog of unemployment in the country. To achieve these targets exports must rise at the rate of 9.5 per cent per annum.



A bridegroom's father arranges flower garlands around the groom's head before they leave for the bride's house

MARRIAGE CUSTOMS

THE universal institution of marriage presents a wide variety of rites and customs in every society. The more primitive the people, the more exotic the customs, but even modern societies continue to observe the marriage ceremony in traditional style.

In some parts of the world women are still purchased for the purpose of marriage. Among certain African tribes a custom forbids the bride and bridegroom to have a honeymoon for forty days after the wedding. Among people of the Chittagong Hill Tracts elopement of a girl four times with her boy friend gives him the right to claim her as his legal wife.

In Korea a custom compels the bride to keep her eyes closed on her wedding day and not to open them for two days afterwards; her eyelids are gummed together throughout this period. The Bugie in the East Indies drag the bride for three days before her wedding and the bridegroom actually receives her still unconscious.

Among Muslims, whether in Pakistan or elsewhere, a marriage is usually arranged by the parents of the boy and girl well in advance, but the couple remain strangers to each other until their wedding. The betrothed couple thus await their wedding day with great excitement, having never set eyes on one another beforehand. Even correspondence between the betrothed couple is forbidden but surprisingly such marriages prove successful in most cases. Divorces are rare compared to Western countries, and is only considered in extremely serious and difficult situations.

BETROTHAL NEGOTIATIONS

Following the betrothal ceremony, a number of rites are performed before the marriage is solemnised. Betrothal negotiations are conducted through a matchmaker, a mutual friend,

or relatives of the two families. The girl's parents allow the parents of the prospective bridegroom or any of his near relatives to see the would-be bride but the young man himself is not allowed to meet her at any stage before the wedding.

In modern families the rigidity of this custom has been relaxed a little and it is often possible for the couple to meet before the betrothal ceremony.

After the terms and conditions of Mahr—a guarantee for the economic security of the wife—are settled, a day is fixed for the betrothal ceremony. On that day a group of people including the bridegroom's mother or any other lady acting on his behalf, goes to the house of the bride-to-be and places a silk stole over her head and a gold ring on the second finger of her right hand. Then a similar group belonging to the bride's family goes to the house of the groom and the bride's mother puts a ring on the groom's right-hand finger.

Thus the betrothal ceremony is finalised and the occasion is celebrated by the exchange of sweets between the two families.

WEDDING PREPARATIONS

The preparation for the wedding begins with both families drawing up lists of guests, arranging sweets and flowers, and making dresses, jewellery and ornaments for the bride who receives a trousseau from her mother and numerous sets of dresses and ornaments from her in-laws as well. The groom's clothes are provided by the bride's parents.

The bride's dress consists of three pieces—a Charara, shirt and a fine silk stole—all in traditional red and embroidered with gold thread or decorated with gold lace. She wears flowers and red ribbons in her hair and applies vermilion henna to the palms of her hands.



A bride, with her sisters and close relatives, all ready for the wedding ceremony



The bridegroom offers prayers to Almighty God for the happiness of his married life



The bride and bridegroom sit together for the first time after the marriage ceremony

IN PAKISTAN

by
A. B. RAJPUT

Three days before the wedding a procession arrives at the bride's house, from the bridegroom's mother, bringing a special dress and jewellery. The female members of the bride's family meet and she is given a treatment of Mendhi—a thin leaf-paste of henna applied to the palms and fingertips.

The next day the bride's mother, together with her relatives, goes to the groom's house to give him a set of clothes and his younger sister applies henna to the little finger of his right hand. Then she refuses to let go his hand until he pays her a ransom and amidst a lot of fun and brisk bargaining she finally releases his finger after extracting as large a sum as possible.

CEREMONIAL BATH

On the following day the wedding takes place. All members of the bridegroom's family collect at his house and after a ceremonial bath he is prepared for the wedding. His clothes are sometimes made of Zari (gold cloth), and a silk turban with gold lace is essential. He is heavily garlanded with flowers and a Sehra—gold threads woven with fresh flowers—is tied round his headgear. The Sehra actually serves as a heavy veil and hides his face from onlookers to avoid an evil eye. Then the groom is led in procession to the bride's house either on horseback or a car bedecked with flowers.

On reaching the bride's house, her father and other members of the family receive the groom and his family and after he has been seated at a place of honour the religious rites of the marriage begin.

RELIGIOUS RITES

The ceremony is conducted by a Qazi who first gets the assent of the bride before performing the Nikah (marriage). This is a simple

ceremony in which the consent of both bride and groom is obtained before witnesses, and, after reading the special Nikah, the boy and girl are declared man and wife in accordance with Islamic law. Here the dowry and pocket money of the bride are also settled between the families in the presence of the Qazi and a marriage deed is drawn up to be signed by the bride and groom.

After the wedding ceremony, sweets are distributed and then comes a sumptuous entertainment. Finally the groom is led into the Zenana by two members of the bride's family, and the bridegroom meets his bride for the first time. This is the ceremony known as Arsi Mushif and usually takes place late in the evening. The heavily veiled bride, beautifully dressed, is seated on an embroidered Masnad (cushion) in the centre of the room. The bride's younger sister leads the bridegroom into the room and he sits on a cushion facing his bride. A mirror is placed between them and a coloured silk cloth is spread over them. From a copy of the Qur'an he reads certain verses and then looks at his wife's image reflected in the mirror, while both are still hidden beneath the silk cloth.

After he has seen his wife's face, the groom puts a ring on her first finger and removes the veil from his head and face. On a silver tray he is offered sweets which he shares with his bride.

Then comes the most moving moment of the marriage, when the bride accompanies her husband to his house. The bride's father and brothers give her away to the young man. As she is led to the car she dissolves into tears and the musicians play sad, soft tunes. This is the moment that signifies the doubts and fears of the bride and her people who have to part with her. They are naturally sorrowful as, through their sobs and tears, they wish the newly wed couple a happy and prosperous life.



The hands of bride and groom are joined together by relatives of the bride after the marriage has been solemnised



After the ceremonies bride and bridegroom get into a car bedecked with flowers and set off for their new home



- (1) *Walkabout*
- (2) *Brandy John*
- (3) *The Out-Station*
- (4) *Thursday's Child*
- (5) *Stockman*
- (6) *The Family*



Russell Drysdale 5



"In the only sense that matters," Sidney Nolan, the Australian painter, has said, "Drysdale is the most genuinely Australian of all of us."

In fact, this so very Australian Australian who won the *Britannica* Australia Award in Art for 1965, was born in England in 1912 and his family, although visiting the country several times, did not settle permanently in Australia until 1923. Then for young Russell Drysdale came boarding school at Geelong, followed by several years working on sheep farms in the sparsely inhabited semi-desert interior which his paintings were subsequently to interpret with

sympathetic but unsentimental understanding.

Strangely, his career as an artist owed its start to the onset of partial blindness. During an illness that was ultimately to lose him the sight of one eye, he amused himself by drawings which a perceptive doctor noticed and showed to some prominent artist friends. Encouraged by their belief that he possessed real though latent talent, Drysdale, then in his twenties, decided to study art seriously.

Even today he admits, "I have always found painting a very difficult thing. Technically, I've always had to think carefully about my subjects . . . it's what you have

in your mind that determines the way you do it. That's why it's not easy to paint. . . . There's no known technique to make it easy."

In spite of the lifelike portraiture of his human figures, he has seldom painted from life and never has he undertaken a portrait as a commission. "I can't think," he has said to his biographer, Geoffrey Dutton, "I could ever paint a thing because I thought it was pretty or impressive, an impressive affair like the Sphinx of Egypt. Because, although it may be stupendous and cause awe in oneself, it has no response, no responsive chord in myself, it doesn't in particular interest me."



Those who do interest him are "the old men that always hung around the sheds in the old time, old men who had finished virtually with life but needed the happiness and comfort and the talk and cheer. They were the men who would just come along and volunteer to do just little jobs, anything, so long as they could sit and yarn, sharpen blades for men shearing stud sheep."

Similarly, the aborigines, who "not only have to me a peculiar dignity and grace, not the sort of dignity or grace that one thinks of in the Apollo Belvedere, but the way in which a man comports himself in an environment which is his and has been his and his alone,

he's at ease in it."

Life in "the Australian Centre", says Drysdale, "demands a different set of values, a heightened perception which in turn develops a new awareness. A man won't be lonely. He'll have the company of birds, the ubiquitous company of birds, he'll find that he's living on terms with them which he can never do normally. You do not have great tall trees, but you have birds nesting in trees as you would in a normal landscape, but they nest in stunted trees, which means they come down to see you. You don't view them as you would in a forest of great flights, you see them at a lower level. They become curious

of you, you find they're friendly and they're about you. You can never be lonely in areas like this. If you like to look at the ground you'll find it peopled with insects and life, so much movement that's always going on.

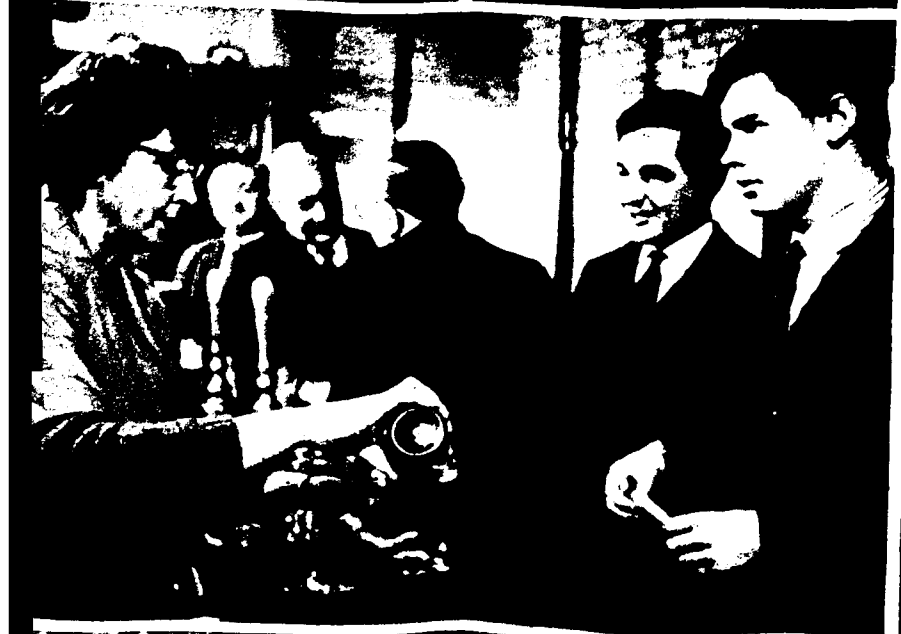
"The point that they bring up about my paintings is that they depict a lone man in a landscape and therefore it's lonely. I don't really mean to emphasise that there is a loneliness. There is a loneliness in everybody who lives apart, but this isn't the sole thing. If you really want to point up a landscape that is deserted, then if you put somebody within it, you do two things. You point up the loneliness,

not because it's the man in the landscape, but it's because the man is there that the landscape is lonely, unpeopled. At the same time, you can try and point out that this is a man, or man, just man, unconquered by landscape, because man is a species which has arisen like every other species on this earth and he is not alien to a landscape, otherwise he would have to live somewhere in outer space."

The quotations are taken from "Russell Drysdale", by Geoffrey Dutton, published by Thames and Hudson, London, 1964. The paintings are reproduced by courtesy of The Leicester Galleries, London

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Russell Drysdale: Artist interpreter of Australia



*'Where men can take
their ease, and let their
tongues wag over
the cheerful glass'*



From a variety of pictures taken to illustrate this article these scenes could be described as any day in the life of a British pub.
(1) Porters from London's great meat market in Smithfield gather in the Smithfield Tavern; (2) at the Black Lion, Hammersmith, associated with the famous author Sir Alan Herbert and his book—*The Water Gipsies*; (3) in the Lamb Tavern, Leadenhall Market; (4) in the 'Men Only' bar of the Red Lion, Colchester, a 15th-century building on the site of a Roman villa; (5) a pre-luncheon drink at Simpson's in the City of London; (6) the landlord and his wife at the Connaught Tavern in the heart of London's dockland; (7) at the Hand & Shears, one of London's oldest pubs, behind St. Bartholomew's church, in which in medieval days the tailors used to gather before the opening of the annual Cloth Fair; and (right) the Cat & Fiddle at Hinton Admiral, in Hampshire



THE BRITISH PUB

SOME ARE to be found in the main thoroughfares of great cities, others lie tucked into quiet alleys, they stand foursquare on village greens, alongside ancient crossroads, have their special place in new towns; and whether referred to in the language of officialdom as "licensed premises", or as public houses, inns or taverns, their real significance today is conveyed in the more frequently used term that has in it a whole world of meaning—"the local".

Peer and commoner, city man and shepherd, shopkeeper and clerk, all come to the warm, friendly atmosphere of "the local" wherever it may be; the lonely as well as the gregarious, the "regular" and the "casual", for here at the price of a glass of beer can be found cheerful, undemanding companionship without class distinction, and, under the quietly observant eyes of the landlord, often refreshment and enjoyment for the spirit as well as for the body.

In his own familiar local a man relaxes, for an hour or an evening; neighbourhood news is discussed, national and international problems are debated, world affairs put in order, and frequently in an upstairs room meetings of one sort or another are held—of the cricket, football or other club, perhaps of a trade union branch, to do with the Christmas Benefit or Widows Fund, or maybe some special charity. While, according to the area and the particular pub, in one of the bars hotly contested games of darts, marbles or dominoes or, in an adjoining "alley", skittles may be in progress.

Human nature being what it is, of course arguments sometimes get out of hand, someone may have a glass too much, but not very often. Licences to trade are renewed annually and landlords have to be

very careful of the reputation of their House, added to which the local that develops a known element of rowdiness is likely to lose many of its regulars, who are the backbone of the business. So "the guv'nor", as he is generally known, keeps unobtrusive watch to prevent trouble before it starts, and especially in the smaller towns and villages he is the friend of many, counsellor and consoler, a keeper of secrets who knows a great deal of what is going on under the surface of the community.

For centuries the English inn has had a secure place in the affections not only of the British themselves but also of foreigners, and despite changing fashions in drink, beer is still, and always was, the basic beverage of the tavern. The importance of this was recognised as long ago as the 16th century by no less a person than King Henry VIII, who himself controlled both the price and the quality of ale, notwithstanding what was then felt to be the ever-rising price of barley and depreciation of the currency. Facts, ironically enough, that find more than an echo in conditions today.

"The world affords no such inns as England hath", affirmed Fynes Moryson, a Scottish traveller newly returned from a European journey in the days of Elizabeth I. Later, the famous writer and critic, Dr. Johnson, gave as his opinion: "there is no private house in which people can enjoy themselves so well as at a capital tavern". Still later, today, many renowned old inns, as well as some more modern ones, are on the list of places to be visited by foreigners who come to Britain whether on business or on holiday, and who find not only good company and good beer, but also good meals. "Pub food", whether in the form of a cold snack or a hot meal,



Games form an important part in the life of any "local", and tournaments between villages and clubs are serious affairs. Above: playing dominoes at Lord Crewe Arms, Blanchland, Northumberland, and (left) a midday game of darts between office workers in the Lamb Tavern, known as a Free House, that is it is not controlled by a brewery so that the landlord can buy supplies where he will



"Pub food" is generally good and generous, and can range from bread and cheese, or a couple of sausages, to a full meal. Sometimes "regulars" bring their own sandwiches as (left) at the Connaught Tavern in the Royal Albert Dock, London. In dock and market areas where trade necessitates very early or very late work licensing laws allow of special "opening hours".

Below left: Office workers at lunch in Simpson's of Cornhill, one of the oldest "Chop Houses" in the City; and (below right) at the Barley Mow, in Smithfield



is often the pride of the House, and according to the district there are many traditional delicacies to be savoured.

The English inn had its origin in the medieval hospices attached to monasteries where travellers could find food and shelter, and not, as is sometimes suggested, in the earlier Roman taverns where only wine was served, though these latter may well have provided the origins of the inn signs: the Roman one showing a bush; the sign of Bacchus the God of Wine being a vine wreath and ivy. Monastery hospices included a brewhouse where ale was made; they were also used as meeting places for the discussion of local community affairs, as well as local feasting; the church "bride ales" were the forerunners of the modern wedding breakfast, often served in the village local today, and "church ales" were given to raise funds for the monastery. As the importance of these institutions grew they also became the place where the local courts of justice were held, and there still exist inns with rooms that were used for this purpose until quite recent times.

In the locals public opinion was formed, the rudiments of self-government forged, sometimes to prove stronger than decisions imposed by higher authority, and, above all, the local has played a prominent part in the world of sport. A man goes to his local to

play games, as well as to talk about them: cricket, for example, is alleged to have begun in a little Hampshire inn called *The Bat and Ball*; the marbles championship of Great Britain played on Good Friday in the *Greyhound Inn*, a Sussex local, draws entries from a wide area. Daddlums, a variety of table skittles, is played today at the *Vigo Inn*, Meopham, in Kent; mell, or lawn billiards, still played at the *Freemason's Arms*, Hampstead, was brought to England by

Charles II, and gave rise to the name of the well-known London thoroughfare, Pall Mall; while the *Methuen Arms*, at Corsham, in Wiltshire, was for some time "the local" for a group of young naval officers who were skittles enthusiasts, among whom was Prince Philip, later to be Duke of Edinburgh.

The industrial revolution brought great changes to inns, and temporarily to many disrepute; and it was not until the first world war, and then the second, bringing

wholesale changes in social stratas and the inclusion of women into many previously closed communities, that it became respectable for the distaff side to be seen in pubs. Added to which was the unhappy fact that many women found themselves alone in the world; the development of the lonely "bed-sitter" and the tiny flat brought many women, as well as men, into pubs from sheer loneliness. The subsequent increase, also, of the motor car, coincident with the five-day working week, has made the habit of visiting inns in country districts a family affair to be enjoyed by all.

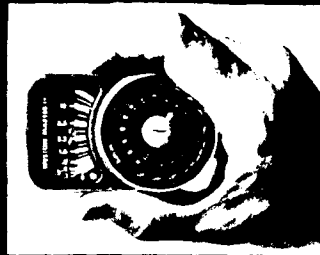
There are now 6,250 "locals" in Scotland and some 72,000 public houses in England and Wales, of which about 60,000 are controlled by 300 breweries, many of them amalgamated, and it is interesting that in a report on future plans prepared by a leading brewery, it is stated emphatically: "Standardisation of public houses is condemned. Variety is their life. The public dearly love their small pubs. They will want them in the new England as much as in the old." So long as this obtains "the local" will hold its position in the life of Britain.

Acknowledgments for their co-operation are due to the Brewers' Society, Brickwoods', Charrington's, Courage's, Ind Coope, Truman's, Vaux, Watney's and Whitbread's breweries, and to Simpson's of Cornhill, and the Trust Houses.



Plymouth's newest pub; planned by Lucy Halford, an industrial designer who has worked with a number of breweries. The exterior facing is of pulverised metal bonded with plastic

READERS PICTURES



Readers are invited to send photographs which they must have taken themselves. Address and description should be written on the back. A guinea will be paid for each photograph published. Photographs, which must be in 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) *Ogun festival*
Idowu
Adejumola,
SW8/349B,
Oke-Ado Street,
Ibadan,
Nigeria

(2) *Flinders Ranges*,
S. Australia
David A. Long,
R.A.A.F. Base,
Edinburgh Field,
South Australia

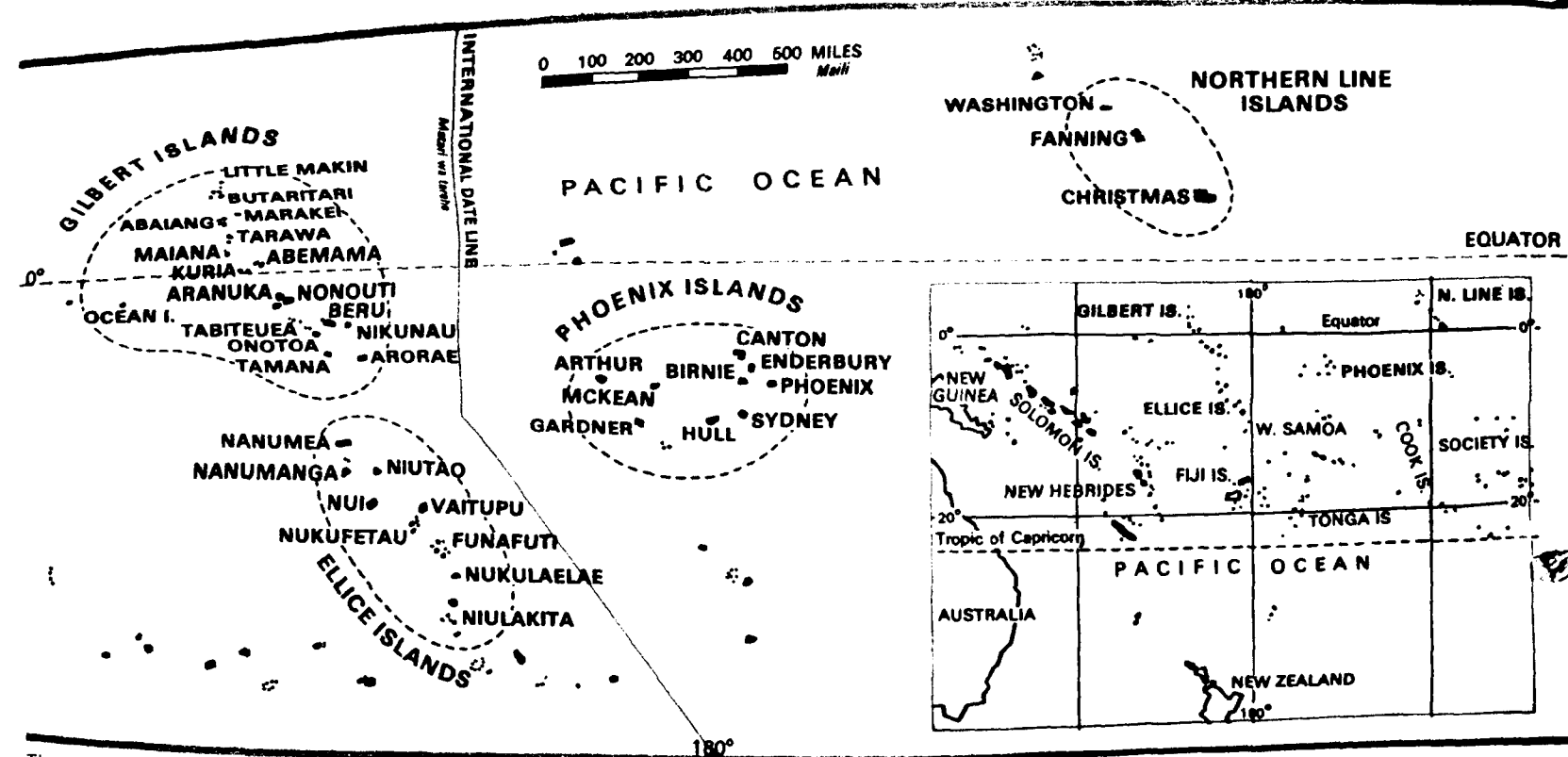
(3) *Circus elephant*
Peter Chan,
P.O. Box 180,
Kuala Lumpur,
Malaysia

(4) *Cobra girl*
R. Wilson
Hegoda,
P.O. Box 920,
Colombo, 7,
Ceylon



GILBERT AND ELLICE ISLANDS

Geography Study



The Gilbert and Ellice Islands Colony consists of four groups of islands scattered over an area of 2 million square miles in the South Pacific Ocean. These groups are the Gilbert Islands which includes the separate outlying Ocean Island, the Ellice Islands, Phoenix Islands and Northern Line Islands.

Strewn over a wide area of ocean, this tiny colony spreads north and south across the Equator and eastwards across the International Date Line. The Gilbert Islands extend in a long chain through the Equator; to the south lies the Ellice group; east of these two groups runs the International Date Line with the Phoenix Islands further east beyond this. And finally, north-east of the Phoenix Islands and north of the Equator are the Northern Line Islands.

The islands are all coral atolls and coral islands with the exception of Ocean Island: this "tiny speck of phosphate in the Pacific" was raised by volcanic action. Not all of the atolls are like wreaths of coral crowned by palms: sometimes the coral lies partly below the surface of the sea and all that remains visible is a circular chain of islands rather like a string of half-submerged beads, at other times only

a single long curved island can be seen. Moreover, the composition of the Colony gradually changes as new atolls are slowly formed by the coral polyps. Corals flourish in warm waters and at shallow depths, where the ocean-bed has been raised by volcanic action or some other submarine elevation. The atolls and islands that remain above sea level permanently reach a height of no more than 10 to 15 feet, and on these low-lying Pacific islands coconut palms grow prolifically.

The South Sea Islands have long figured in men's minds as an earthly paradise, and indeed with their waving palms, sandy beaches, brilliant blue lagoons and vivid flowers, they are extremely beautiful. Hibiscus, crinum lilies, frangipani and bougainvillea are among the many flowers that grow in profusion. Cooling ocean breezes help to provide an agreeable climate, for, although the islands are tropical, the trade winds help to reduce the fierce heat and humidity that would otherwise prevail. Day temperatures generally remain between 80° and 90° F.; the rainfall varies considerably between islands from a yearly average of about 40 inches near the Equator to 120 inches in the islands farthest north and south.

and the range can be far greater with only 5 inches falling on the southern Gilbert Islands while in the same season the rainfall reaches 178 inches in the northern islands. Recurrent and prolonged periods of drought lasting at times as long as 18 months are experienced on many of the islands.

Fishing is another occupation in which most of the population are engaged. Mullet, sardines, dolphins, octopus, tuna, barracuda and sharks are all to be found: most of the fishing is for the islanders' own consumption, although a considerable trade has been carried on in sharks' fins which when dried are used to make a soup much sought after by Chinese epicures. Also, for local consumption, the islanders raise fowl and pigs.

In return for the copra and phosphates which the Colony exports, they import the foodstuffs and materials which cannot be produced locally: cotton goods, fuel oils, soap, tobacco and building materials. Trade is mostly with Britain, Australia and New Zealand.

In common with all peoples who inhabit atolls, they are expert seamen, still using their traditional outrigger and ocean-going canoes. More than 2,000 years ago, when the Mediterranean civilisations were still afraid to venture into the Atlantic Ocean, three different types of race had travelled over great distances to the Pacific Islands, using only their very elementary knowledge of navigation and their frail and primitive craft. The peoples who settled in the Gilbert Islands are Micronesians while the inhabitants of the Ellice Islands are Polynesians.

For centuries the remoteness of these islands has left them comparatively unchanged. The problem facing the Gilbert and Ellice Colony today is that their traditional way of life, enviable though it may be in some ways, provides them with only a precarious subsistence living, while their isolation and lack of natural resources make it difficult to find the means of a more secure and prosperous livelihood. The Government today is concerned with helping the peoples of the Colony to find ways of solving the problem.



Left: Lionel Ngakane discusses the making of a record "African Poetry" and (right) Horace James, Leonie Forbes and Carmen Munro rehearse one of the West Indian Nature Study Series. Below: A sample of the poster-size illustrations sent with the lessons



BBC EDUCATIONAL RECORDINGS

"DEAR SARAH, I am proud of you, so hold me. I am your only Joseph according to our custom. Sarah, I love you. Try and let me get you. Baby, I am ready to do your choice only. I am a star, I can sing songs. You are just the only one I need in life. I am a student. Try all best. Greet all at home."

"Sarah" is the little girl who helps to teach English to African school-children in the 24-lesson series on records, *Joseph and Sarah*, issued by the British Broadcasting Corporation and the British Council, and this is one of the "love-letters" sent to her, care of an African Broadcasting station.

For the last four years, the British Broadcasting Corporation, in collaboration with the British Council, has been producing several series of these "Educational Recordings", for transmission by overseas broadcasting services and for use in overseas schools and colleges. The lessons are on 12-inch long-playing records, some with poster-sized illustrations or pupils' pamphlets, and most with separate notes and suggestions for teachers to accompany the records. They are in regular use now in a number of countries, some used by school broadcasters, and many by the staffs of schools and colleges themselves.

Scripts of the BBC's "home" school broadcasts are also widely circulated throughout the world, but the difference between these and the newer Educational Recordings is that the latter are especially designed for overseas school audiences, not for the children in British schools.

Some of the recordings are designed for particular countries. Early in 1963, for instance, trial programmes were tested in East and West Africa. From these experiments was developed the 24-lesson series, *Joseph and Sarah*, now in use in Kenya, Malawi, Nigeria and Uganda, and followed by another series called *Michael, Anna and Innocent*. Based on the familiar life and adventures of young Africans, the two series cover the second and third years of work in English in the primary school.

Another new series—with pupils' pamphlets illustrated by photographs and drawings, and with covers in full colour—is designed for the West Indies. Called *West Indian Nature Study*, it has twelve lessons covering animals, birds and plants, and features West Indians investigating the natural life around them through a series of dramatised explorations.



A popular series is that on English literature, especially useful for classes taking the Overseas School Certificate examinations, the General Certificate of Education (Ordinary Level) and the Cambridge Certificate of Proficiency examination. Each record in this series consists of readings and dramatised excerpts from set books, and with each goes a booklet giving the exact wording of the disc, an informative talk about the set book, and separate notes for the teacher with further information. Modern as well as classical authors are included, varying from *Things Fall Apart* by the Nigerian author, Chinua Achebe, Robert Bolt's *A Man for all Seasons*, and William Golding's *Lord of the Flies*, to George Eliot's *Silas Marner*, Sheridan's *The School for Scandal* and various of Shakespeare's plays, as well as Sir Arthur Grimble's *A Pattern of Islands*. Each of these records, together with the supplementary material, costs 30s. (plus the import duties).

Threatening to overtake it in popularity is the new *Beginning Science* series—already 24 lessons which are being extended to 36. The first of its kind produced by the BBC for overseas use, it has also the first illustrated pupils' pamphlet the BBC has ever produced for overseas use. The teachers' notes are designed to ensure that even the teacher who has made no special study of science can, with the aid of these lessons, lead his pupils into this essential and exciting modern world; and the producer has kept in mind that many of the schools using the lessons have no "apparatus" or scientific equipment, apart from simple things found in most classrooms or the teacher's own home.

There are lessons, too, on geography—on the Nigerian oil palm and on rubber production in Malaysia. For older children, there are lessons on oil, successful enough for a leading oil company to have asked to use them for teaching purposes; and on communications, such as *Telegraph and Telephones* and *Radio and Television*.

Local offices of the British Council are able to give full details of recordings available and planned, and will also be able to advise on what customs and import duties will be involved, if any—but they cannot forward any letters to "Sarah". We do not know if "Joseph" would like it.

Stamps



Montserrat

Montserrat is sometimes called "the market garden of the West Indies" and the attractive series of stamps recently issued there clearly shows how well the island deserves its nickname, for each of the seventeen values in the series shows a different fruit or vegetable grown in Montserrat.

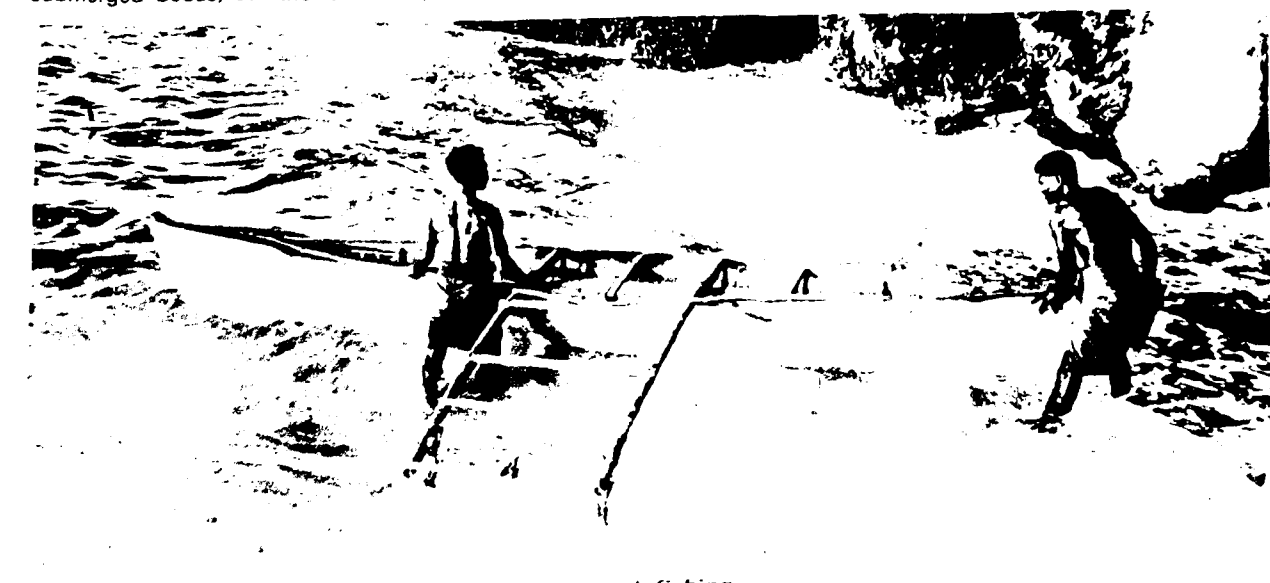
Among the varieties depicted are several which Montserrat exports, such as bananas, tomatoes and onions. Others, like the mango, the sweet potato and the cabbage, are grown more particularly for home consumption. Less familiar, perhaps, are the soursop, guava, okro and pawpaw.

The stamps, which show each fruit or vegetable in its natural colours against a rich background, have been designed by a British artist, Sylvia Goaman, and printed in photogravure by Harrison and Sons, Ltd., of London. They replace the series of pictorial stamps issued between 1953 and 1958 which showed a map of the island and views of some of its public buildings.

Although discovered by Columbus in 1493, Montserrat has been a British colony since 1632. Many of the early settlers were from Ireland and it is said that even today the careful listener may detect a faint Irish brogue in the speech of the people of Montserrat.

The island has had its own stamps since 1876, when issues of nearby Antigua were overprinted "Montserrat". A special series was issued in 1932 to celebrate three centuries of British rule but it was not until 1938 that the first pictorial series appeared.

Sylvia Goaman's colourful new designs will certainly tempt collectors to take renewed interest in the issues of this pleasant and fertile island. The stamps are priced in West Indian cents and dollars, one dollar equalling 4s. 2d. sterling, so that a complete mint set will have a face value of 45s. 2d., and a short set of eleven stamps to the 24-cents value will cost, in Britain, about 4s. 6d. C. W. HILL.



Gilbert islanders with a paddle canoe used for shark fishing



Before going to New York to address the UN General Assembly, President Ayub Khan of Pakistan spent two days in London and had talks with Britain's Prime Minister, Mr. Harold Wilson, and other leading ministers



"You have been a shining example of tolerance and understanding towards others. . . . It strengthens our regard for the great country you represent," said the Ven. Panditha Uduwahawara Sri Wimalakitti Maha Nayake Thero who, with six monks of the Sri Piyadassanaramaya Temple, called on the British High Commissioner, Sir Michael Walker, prior to his departure from Ceylon

PICTURESCOPE

PRESIDENT AYUB KHAN IN LONDON • BRITISH BUILT VEHICLE FOR CEYLON'S FIRE SERVICE • COLOMBO PLAN STUDENTS FROM SOUTH VIETNAM AND BURMA IN NEW ZEALAND • V.S.O.s TO TEACH IN MALAYSIA • MRS. INDIRA GANDHI WITH EARL MOUNTBATTEN



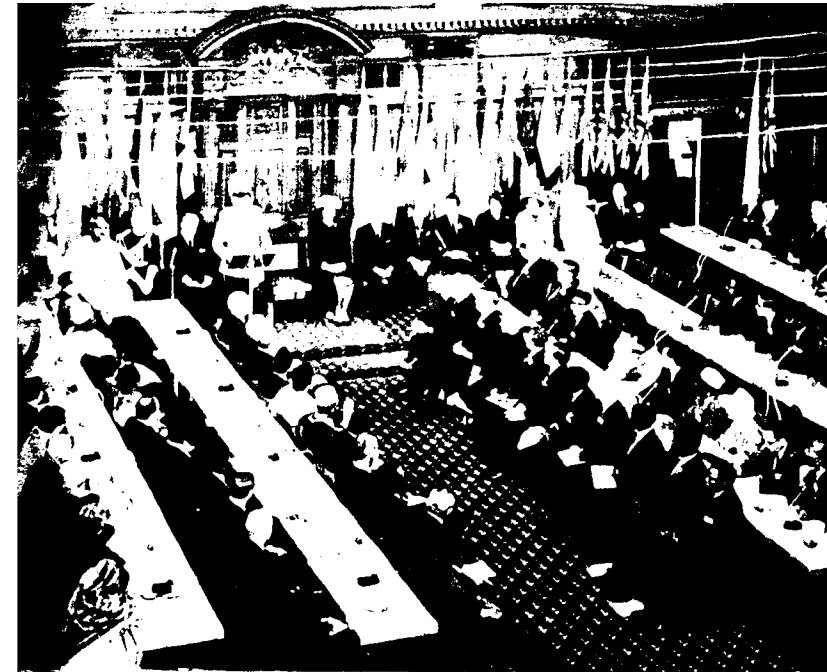
The first of 68 V.S.O.s from England, who are spending a year working in Malaysia, arrived in a specially chartered plane. For seven years young people from Britain have been going overseas under this volunteer-service plan



Eighteen V.S.O.s arriving in Jesselton to begin a year's tour of duty in Sabah. All but one are to teach in schools and the other will assist in co-operative development in Beluran



Prime Minister Mrs. Indira Gandhi, daughter of the late Premier Nehru, with Earl Mountbatten who said: "The Commonwealth is very lucky to have her as head of affairs in India. She has a statesmanlike brain and she knows the world well. Everyone in England wishes her the best of luck in her very tough assignment as head of the second biggest nation"



Opening the 11th conference of the Commonwealth Parliamentary Association in New Zealand, the Governor-General, Sir Bernard Fergusson, said, "We must direct all our efforts into building up a reconciliation between nations and races." The conference was attended by nearly 150 delegates and observers from 71 Parliaments



Seventeen nations took part in a concert given by the Victoria University International Club at Wellington, New Zealand. The performers included Colombo Plan students—Miss Nguyen Thanh Truc from South Vietnam who took part in a fan dance and U Saw Phaw from Burma who performed a national dance



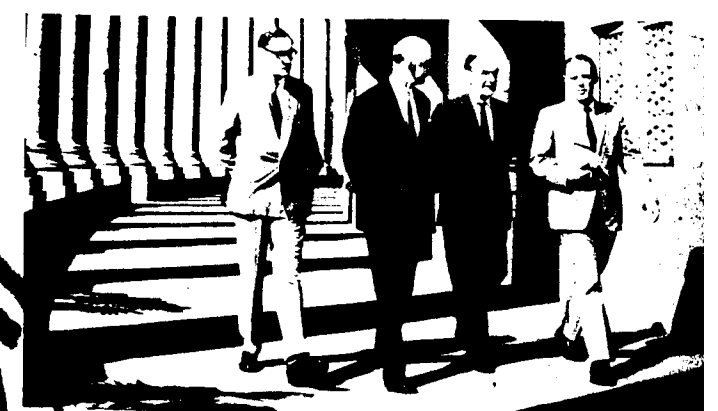
Hong Kong has the second largest fire service in the Commonwealth and one of the best equipped in the world. Hong Kong has more than its share of serious fire problems and something like 900 people a year, more than Britain's 135 fire brigades, die on them. Here, modern machinery in action



The first of four 50-knot gas-turbine patrol boats built in Britain for the Royal Malaysian Navy was launched by H.H. Tengku Ampuan of Selangor, Consort of H.H. the Sultan of Selangor, who is seen with her here



This vehicle has been specially built in Britain by Dennis Bros. Ltd., Guildford, for the fire-fighting department of the Municipal Council, Colombo. The ladder can extend, elevate and slew at the same time.



The eight-member British Parliamentary Delegation, led by the Rt. Hon. Michael Noble, M.P., visited India at the end of 1965. Here, some of the members pictured at Parliament House, New Delhi

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Hugh B. Powell, a British artist, putting the finishing touches to a stained glass window in which resin instead of lead is used to bond the pieces of glass together. This new technique, developed in Britain, gives a quite different appearance from leaded glass, as the resin infilling can be varied in width and colour, and can be made part of the design. (See inside "Glass in the 21st Century")

