
CUE
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L·G·S

IN THIS ISSUE....

Italy's wounds are deep!

PEOPLE in towns and villages all over Italy have been taking their donkey carts into the campagna and bringing back firewood—pitifully inadequate little piles of bracken and prunings from the olive groves which will have to see them through the winter. For there is going to be no coal or other fuel in the vast majority of Italian homes this winter, any more than there was coal last year or the year before that.

It is going to be a hard winter, comparable with that experienced under war conditions a year ago, with shortages not only of fuel but of food and clothing as well to harass millions of people already grappling with the daily problem of making ends meet. The prospect of the weeks of hunger and cold before them is a gloomy one for the people of a country groaning under the weight of mass unemployment and desperately short of coal and of the means of transport. In the grim realisation that an extremely difficult period lies ahead, they face the winter with apprehension.

Suffering, like most countries in Europe, from material, political and moral troubles at the same time, Italy in many ways is still a confused and unhappy State. But serious as her political malaise may be, it is the economic condition of the country which is of the greater immediate interest to the individual Italian, confronted as he is with the problem of obtaining sufficient of the necessities of life for himself and his family. The Italian knows well that it will require many years of labour and effort to remove the traces of war from his country, and is more or less resigned to that fact. But it is the immediate problem, the question of domestic comforts, with which he is chiefly occupied as another winter draws on. At such a time neither the past nor the future matters a great deal. How to get through the day or the week is his chief concern.

The world has been at peace for only a few months. All the efforts of the United Nations, stupendous as they have been, could not effect an appreciable increase in the standard of living in Europe before many more months have passed. Problems of supply and transportation, as the result of the disruption of continental transport systems during the war, are tremendous and must continue so for a long time. War damage has deprived Italy of the use of great stretches of her pre-war railway network of 21,250 kilometres, while the

greater portion of her rolling stock has been destroyed, and for an indefinite time yet no more than a relatively skeleton service will be possible. It was fortunate that fifty per cent. of the railway lines should have been located in the north of Italy, for, while the havoc wrought to marshalling yards, rolling stock and bridges by Allied bombing was heavy, the retreating Germans had neither the time nor the opportunity for carrying out demolition operations on nearly the same scale as in the central and southern zones.

In addition to 8171 kilometres of marshalling yards, Italy before the war possessed 4165 steam locomotives, 1316 electric locomotives, 783 auto-tractors, 7400 passenger carriages, 4500 luggage vans and 128,750 trucks. Official data has shown that in the southern half of Italy—the area south of an imaginary line drawn from Pisa to Senigallia—the percentages of destruction in the various categories of rolling stock as the result of the war were as follow: Steam engines, 55; electric locomotives, 80; passenger wagons, 86; goods trucks, 62. In addition, roughly sixty per cent. of control centres and similar installations were demolished. Official figures are not available for the northern area of Italy, but losses in rolling stock of all types are known to have been extremely heavy. It is estimated that as many as eighty per cent. of Italy's railway bridges have been destroyed.

The alternative to distribution of supplies by rail is, of course, road transport, and here again the picture in Italy is a dark one. In 1939 Italy had 351,000 motor cars and 138,000 lorries and buses, less than half the cars and a third of the lorries being located in the South. Of these, eighty per cent, of the trucks were lost and seventy-two per cent. of the cars were wrecked or put out of service, although it is claimed that up to forty thousand cars and ten thousand lorries could be put on the road again provided sufficient tyres were forthcoming. There has been a considerable improvement in the situation, and everything possible is being done to further this trend. Owing to her geographical situation and her physical conformation, Italy's foreign trade before the war was almost entirely sea-borne, and her merchant fleet of 3,300,000 tons of shipping was

a vital factor in her commercial dealings. As a result of the war eighty-five per cent. of her shipping lies at the bottom of the sea, leaving her with about 331,000 tons of cargo-boats and 129,000 tons of passenger ships.

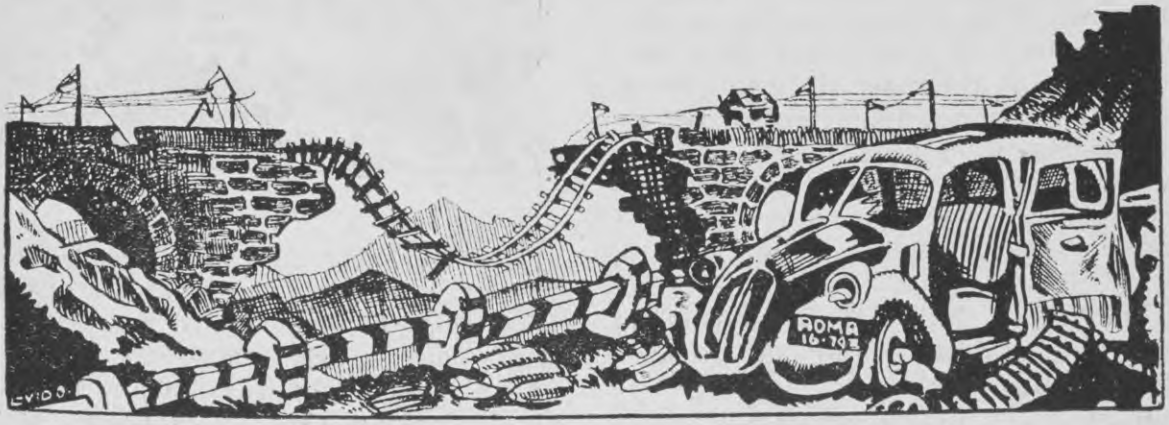
Lack of raw materials and fuel is likely to hamper the revival of Italian industry, in spite of the fact that roughly eighty-five per cent. of textile, iron, motor car, chemical, silk and paper plants in the industrial North survived the war. To mention only one factor, Italy used to import coal at the rate of a million tons a month, whereas the most that could be promised for August was sixty thousand tons, which was a good deal in advance of the twenty-four thousand tons made available in June. To place her crippled industries back on a reasonably self-supporting plane Italy needs large and regular supplies of coals, mineral oils, constructional timber, cellulose, phosphates, cotton,

fibres and other raw materials. But so, for that matter, does every war-ravaged country in Europe.

The bitter road they have travelled during the past few years has left many Italians in a muddled frame of mind, in which there is little room for reasoned thinking. Every Italian blames Mussolini for the fact that Italy backed the wrong horse in the war just ended; no Italian will openly admit that he was either a Fascist or entertained Fascist leanings. Besides, they claim, Italy erased the disgrace and shame of the past by her enthusiastic adoption of the status of an Allied co-belligerent in the latter stages of the war. Why, then, should her economic situation still be that of a defeated nation, or at best, a liberated country cast for her very livelihood upon the mercies of those whose cause she finally espoused? Why should the hardships of last winter—the lack of sufficient food and its attendant evils of disease and the black market—recur this winter in scarcely less acute form?

The inhabitants of Southern Italy endured the shortages of food, clothing and other necessities last winter in the firm belief that before many months the Germans would be swept out of Italy and the industrial North would then be free to send south vast quantities of the goods they had lacked so long, while from the fertile valley of the Po they would be able to draw new stocks of food. They found it did not work out that way. Not only were there insufficient coal and raw materials to feed the factories, but agriculture was handicapped by the lack of fertilisers, the disappearance of cattle and other livestock, and the need for replacement of agricultural machines and implements that had become useless. These factors, coupled with the dearth of transport and the great reduction in the amount of electric power available, meant that with the exception of a few unimportant types of goods they were little better off than before. To the Italian of the South, who has long been paying up to four hundred lire a kilo for meat that would normally cost him fifteen to twenty lire or who is still severely rationed in supplies of bread and other commodities, the fact that the Fiat works, with a capacity of five thousand cars a month, barely produce twenty-five, or that the Pirelli rubber factories, which could make enough tyres to last the country for several months, are now idle because of the exhaustion of coal stocks, offers a bleak pointer to prospects for the immediate future.

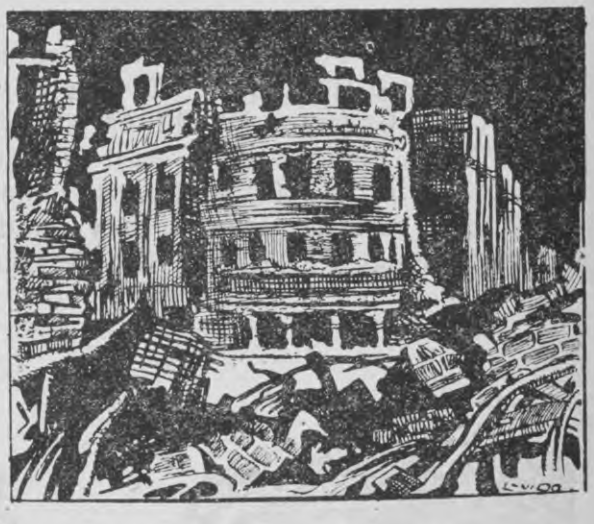
No less important than Italy's problems of food, unemployment, agriculture, clothing, industry and transport is the question of finance



and currency. The flight from money caused by war conditions and the inevitable flood of paper issues is typical of a country which has lost confidence in its currency; in Italy's case the position has been complicated by the fact that behind both the German and Allied lines paper money was issued in quantities of which the Italian authorities could have neither knowledge nor control. Italy's heritage from the Fascist regime was a deficit at the end of the financial year 1943-44 of L4,900,000,000 (taking the lira at the pre-war exchange rate of approximately a hundred to the pound sterling), and in June, 1943, the Bank of Italy's note circulation stood at 161,000,000,000 lire, or eight times what it had been twenty years earlier. The depreciation of the currency continued with the appearance of military issues, and today it is impossible, in the fluctuating situation prevailing, to give any accurate valuation of the lira.

The manner in which prices for goods have soared is the best barometer of Italy's position, and it is not only on the black market that they are high, as New Zealanders who have shopped in Italian cities are in a position to bear out. The fact that it costs three hundred lire for a restaurant meal, anything from ten thousand to forty thousand lire for a suit, from five to ten thousand lire for a woman's dress, and from three to five thousand lire for a pair of shoes would be less damaging to popular feeling if there had been any tendency on the part of wage levels to follow the upward trend of prices. But wages, remaining on an extremely low scale, have added to the procession of misfortunes which has beset Italy over the past few years.

Political stability is dependent on economic stability, and the Italian Government, unable to discharge its full functions in a country not indisputably mistress of its own destinies, is encountering difficulty in restoring the confidence of the Italian people in themselves as a nation. In its own administrative weakness the present Cabinet, a coalition not only of parties, but of northern and southern elements, is aware of a threat to national unity, and is still finding its authority contested by the Liberation Committees of the North, which have continued to execute their own justice as in the days of the German occupation. During the present political interregnum concessions have necessarily been made to local feeling, for the Government has felt that in the anxious months to come it needs such support of public opinion as it is possible for it to obtain. It was for the purpose of bringing diverse elements together with a common goal—national reconstruction—that the Prime Minister, Signor Parri, recently nominated a consultative assembly of four hundred members, including veterans of the old constitutional regime and representatives of the new political impulses arising out of the resistance movement.



It is no easy path that lies before Italy. Having already paid L500,000,000 to Germany in occupation charges, she faces the future under a burden of war damage which, at the official rate of exchange, has been provisionally estimated at

L7,500,000,000 and which will require many years to overcome. But for the average Italian the most pressing problem of the moment is not the long-term recovery from twenty years of Fascism and a resounding military defeat; it is the question of how he and his family are going to subsist during a winter of inevitable want and hardship. He must be excused if he views the weeks ahead with misgiving.

The City of Calais.

Calais, the seaport and manufacturing town of Northern France in the Pas-de-Calais, will be seen by New Zealanders travelling to England on leave. The old town stands on an island hemmed in by the canal and harbour basins which divide it from the more extensive manufacturing quarter of St. Pierre, enveloping it on the east and south. The population of Calais is 68,000.

This busy port was a fishing village with a natural harbour until the end of the tenth century. It was fortified by the Count of Boulogne in 1224 and was besieged after the battle of Crecy by Edward III. It resisted for nearly a year but it was finally taken and remained in English hands until 1558 when it was recaptured by the Duke of Guise. The Spaniards held it for three years from 1595-98 after which it was restored to France by the Treaty of Vervins.

In the centre of the old town is the Place d'Armes in which stands the former *hotel de ville* (rebuilt in 1740, restored in 1867). It was considerably damaged by bombardment in 1914-16. The belfry belongs to the sixteenth and early seventeenth centuries. Close by is the Tour du Guet or watch tower, used as a lighthouse until 1848. The church of Notre-Dame, built during the English occupancy, shows the influence of English Gothic.

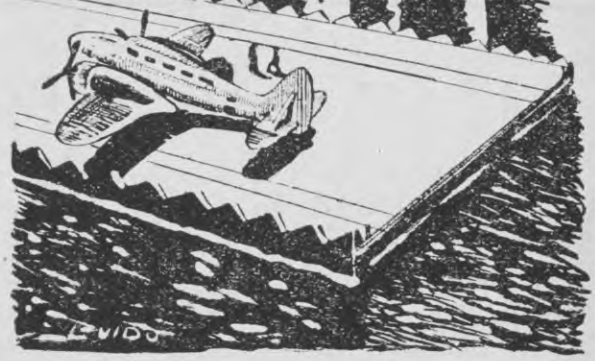
Well-known for its association with the English port of Dover, Calais is the principal port for Continental passenger and mail traffic to England. It is equally famous, however, for its lace, the manufacture of which is its main industry. In fact, it is the most important manufacturing centre of this commodity in France.

The tonnage handled by the port was almost doubled between 1913-18 owing to the enormous quantity of war material that was dealt with and the port equipment was improved and extended to meet military needs. During World War II Calais came into prominence as the scene of a heroic last stand by the British troops of the B.E.F. shortly before the evacuation from Dunkirk. Here some 4000 held out until the last cartridge of the survivors was spent. They held up two German panzer divisions and relieved the pressure on Dunkirk. The resistance offered won the admiration of the enemy and a writer in a Hamburg newspaper stated that it had been no easy task to take Calais which had been "defended with courage and desperation". The stubborn defence lasted five days and the town fell on May 26, 1940.

Later, when the allied armies were racing towards Germany in 1944, Calais was again besieged—by the Canadians—and it formed a pocket of resistance for some time, its long-range coastal guns continuing to shell Dover until it was finally taken by the Canadian First Army on September 30, 1944, with over 5000 prisoners.

During the war it was the subject of the R.A.F.'s attentions on several occasions and was also heavily shelled by the Canadians, so that New Zealanders may expect to see fairly substantial damage in the town.

FLOATING AIRPORT



A discovery that will greatly lessen the few remaining hazards of trans-ocean passenger flights has recently been announced in London. The result of several years of research and experiment by two British scientists, R. M. Hamilton and J. S. Herbert, it will enable the construction of mid-ocean seadromes and emergency water landing strips to span the stretches between England and America, or America and Australia or New Zealand.

The two scientists, sponsored by the Royal Navy, have found a method of increasing the natural surface tension of water. Ordinary tension will support a needle on the water's surface. By putting a flexible synthetic surface on the sea and by increasing the tension about 400,000 times it has been found possible to support heavy lorries and aircraft in mid-ocean.

The first practical application of the new discovery was in the "Swiss Roll", a flexible floating pier that can be rolled up and carried on board ship. Built of flexible canvas and wood, "Swiss Rolls" were first used in the Normandy invasion. A tension of 18-30 tons is applied to any length stretched from ship to beach with the result that a laden lorry can be driven ashore safely over the sea.

The Navy's latest experiments, only recently concluded, have been with a further development of the same fundamental principle of surface tension, and have resulted in the "Lily" floating airstrip, given this name because of its resemblance to a carpet of lily leaves on a pond. It consists of numbers of buoyancy cans, the hexagonal surfaces of which are linked together so that they give, in a controlled manner, to the motion of the sea in any direction, yet retain sufficient rigidity to take the weight of a heavy aircraft. In the "Swiss Roll", tension is applied externally but the hexagonal surfaces of the "Lily", when linked together, create their own tension. These man-made islands can be built into any shape or length required and their simplicity of construction enables them to be dismantled, transported and reassembled easily.

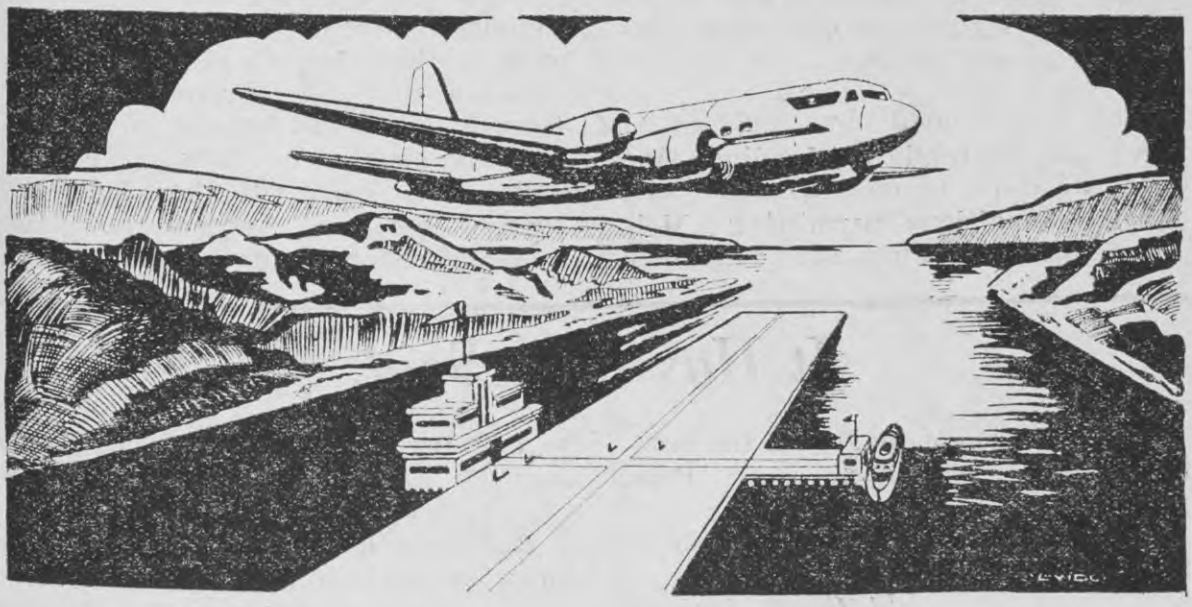
So far only a small experimental airstrip has been built but the results achieved have been remarkable. Practical tests have shown that a strip 520 feet long and 60 feet across will enable a 9,000 lb. aeroplane to land and take off. A strip of this size can be assembled by forty men in one hour and easily towed to its anchorage. Moored in such a way that it swings with the tide and wind aircraft can make a mantled, transported and reassembled either end.

Now that it will be technically possible to build seadromes, the possibilities opened up are wide. It may result in the elimination of the flying boat which has retained its position in competition with the faster, more economical landplanes chiefly because of its greater safety in use over large stretches of water. Range will not be so important, for re-fuelling facilities on the ocean-spanning seadromes would enable aircraft normally incapable of making the crossing, with a reasonable safety margin in fuel, to fill up at the "bowser" en route.

For many years seadromes had been advocated for these and other reasons, but, after abortive trials with various rigid structures, the plans were shelved when it was realised that airstrips of the moored rigid type could only be built for small planes and the large seadrome required for commercial passenger and freight aircraft would not withstand the buffeting of the sea and provided an unsteady and dangerous platform for landing. An aircraft carrier overcomes this unsteadiness largely by its speed, and, by heading into the wind at 30 knots, correspondingly reduces the aircraft's landing speed in the normal into-wind landing. It can be appreciated that without the stability given by the motion of the carrier forward, a rolling stationary platform would mean a hazardous landing even with a very long flight deck.

This new non-rigid structure will withstand rolling seas, and, surrounded by wave-breaks similar to those used for the Mulberry harbour off the French Coast for the invasion landings, would provide a steady, if slightly undulating platform for landings. It would appear that a very long run of deck could be built without impairing the ability of the drome to prevent disintegration, and with the added assurance of arrester wires similar to those in use on carriers, the landing of large aircraft would present no difficulty.

It is conceivable that far from being just barren emergency strips for aircraft in distress, the modern seadrome will have accommodation facilities for passengers, enabling a stop to be made during flights of long duration. Repair and servicing workshops may make it possible for engines to be checked and overhauled if necessary. The dream of a mid-ocean terminus, a busy seaport



for aircraft with full hotel facilities, hangar accommodation, repair and re-fuelling equipment, fed by aerial "delivery wagons" and "tankers" may become a possibility.

Here passengers would break their journey for meals and refreshments, or remain overnight in the hotel, while awaiting another aircraft to take them to their destination. This would enable a short service in the Atlantic from either England or America to the terminus midway. Less fuel would have to be carried and the pay load of either passengers or freight could be correspondingly increased. Large planes would not be necessary and a continuous shuttle service could be maintained.

An airport such as envisaged would have presented difficulties for the air navigator a few years ago as it would be but a small landmark on a vast expanse of water. With pre-war methods of navigation its location would have been difficult even for experienced air navigators. Now, if its position were correctly charted on navigational maps, and if it were equipped with radar beam and other navigational aids, pilots could tune in to its signals and fly directly to it. The navigational equipment of the plane itself, without these signals, would make its location simple to-day.

Well illuminated by night with flares and searchlights, landings and take-offs could be on a 24-hour basis —flying conditions permitting. Meteorological equipment installed would be invaluable in giving information to pilots setting off from either England or America and for landing on the strip itself. A control staff—similar to that on any airport but also combining the duties of the "batmen" of aircraft carriers —would bring each aircraft safely in to its landing.

In addition to the main terminus there would probably be secondary seadromes along the normal air routes. Well equipped with canteens, fuel and stocks of spare parts they could be manned by small staffs and used as minor "stops" and service stations on the trans-ocean flight, making it possible for aircraft with small range to "hop" over the Atlantic.

Most important, too, would be purely emergency seastrips equipped with provisions, radio, first aid equipment, etc. These could also be utilised by ships in distress if their positions were marked on Admiralty charts. For this purpose they could be equipped with a sweeping light, sound signals and radar direction sets. Radio telephonic communication with the larger seadromes would enable a speedy rescue to be effected.

These predictions may appear to savour a little of H. G. Wells at the present time, but there is every indication that the seadrome in some form at least will become an important stepping stone between continents. The seas will then hold few terrors for the voyager—the man-made islands will have bridged them.

It Has Been Said.

Welcome the coming, speed the parting guest.
Pope.

* * *

Let the guests at table be three or four—at most five.
Old Greek Proverb.

A pretty woman is a welcome guest.
Byron.—*Beppo.*

* * *

But sure he's proud; and yet his pride becomes him.
—Shakespeare: *Othello.*

cars for the MULTITUDE

In the army the soldier, unless he is a member of the P.B.I., becomes accustomed to being toted around in W.D. vehicles—and even the infantry are not the footsloggers they used to be. Many servicemen with no similar opportunity in civilian life have become proficient drivers. Others, now accustomed to the "pleasures" of motoring—even if only in the back of a three-tonner—will find it difficult to settle down to a "pedestrian" life. They will want to own a car.

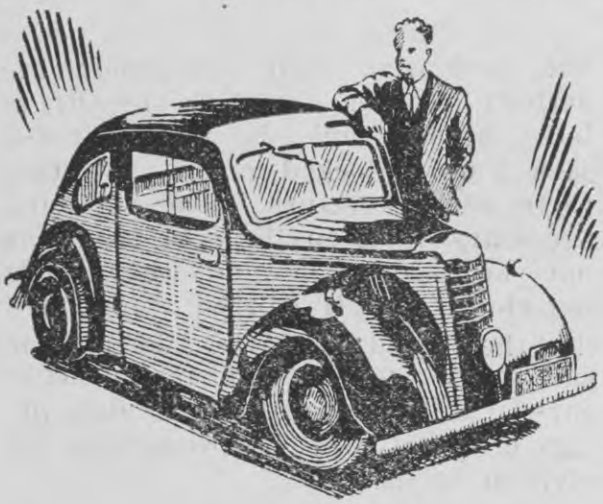
America, Canada and England have found good markets in New Zealand in pre-war years and she is regarded as a good customer. She will be more than ever in the market now for cars —if she can get them. Before World War II it was a question of demand and supply. Now the demand will be magnified but the factor of supply does not compare favourably with it in the equation. A review of the industry's prospects in England and America will show the position.

After six years of war the majority of the world's cars are shabby, well out-dated and due for retirement. Many have had reprieves from the scrapheap simply because new cars were not forthcoming at any price. Most "used" cars are veritably used because, although the petrol rationing has restricted their mileage it has not prolonged their life—their inactivity alone has aged them. Others have been completely immobilised—jacked up in locked garages awaiting their owners' return. The servicing necessary to keep them in trim has not been possible and they have deteriorated. It can be appreciated that the second-hand cars available for sale will be few in number and many cars will be required to bridge the gap of years without production for civilian needs.

This picture of worn-out cars waiting to be replaced is the same in every country, although in varying degrees. The position in Italy and Germany is extreme. The motor industries of Great Britain, America and Canada have been geared for war production. The jigs and machine tools used for manufacturing army vehicles, tanks and aircraft will in many cases have no place on car-production lines. A gigantic switch-over will have to take place and factories be completely converted. This will take time.

Other difficulties have arisen also. In the United States production is being retarded by threats of strikes by the powerful United Automobile Workers' Union. They have threatened to close General Motors Corporation, makers of Buick, Pontiac, Oldsmobile, Chevrolet, etc., who with

47 per cent. of American automobile production are the world's largest car manufacturers. This big combine was best prepared in the American industry for conversion to peace-time production and these industrial disorders are seriously delaying the implementing of their programme of 1,770,000 automobiles in the next year. Other makers will also be the subject of the Union's attention if they do not fall in with their demands for a 30 per cent. increase in wages. Ford plants are idle and are discharging workers by thousands. In two and a-half



months fewer automobiles were produced by them than in three hours of normal production! The American industry will have to make stupendous efforts to fill its own demands before it can look to the export trade.

In Great Britain lack of technicians, not strikes, is the main headache. The many factory workers employed are returning to former occupations and the women to their homes. Others familiar with aircraft and tank construction would have to be trained for conversion to automobiles. There is every prospect of a very big boom in the British motor industry—orders are flowing in from all over the world; the figures are expected to exceed L500 million for the next twelve months. Continental manufacturers will lose much of their trade to British competition; possibly few American cars will be imported by countries in the sterling group even if available for export. When the thousands of technicians still in the forces are released an expanded industry will be ready for them—the "shadow" factories built during the war by motor and aircraft firms among others will swing into action and British production will soar.

Until this takes place New Zealand will have to wait with the rest of the world while the present trickle becomes a stream. As she is one of the sterling group it seems likely that she will seek most of her cars from England to conserve dollar credits.

This might not be the imposition for devotees of the American cars that at first sight it would appear. While few would deny the excellency of British workmanship, the British motor industry in the past has been throttled by its taxation system, first on horse-power and later on the cubic capacity of the engine. This has caused the home market to be confined to cars too small and under-powered to suit overseas needs, causing a multiplicity of car sizes resulting in British production costs being high and uncompetitive. A new proposal to increase the duty on fuel to make up this revenue is supported by a substantial proportion of the industry and is being hailed as its salvation. The proposal, if adopted, would enable cars comparable with the larger horsepower American medium-priced models to be built as well as cheaper light cars. The Americans would then be challenged in their own field.

British industry has previously only catered for the luxury market with its incomparable Rolls-Royces, Daimlers, Bentlys, Lagondas, etc., and for the small car market, which is equally limited overseas. These two classes of cars have sold well in the United States and Canada—the former because of their "snob" value and the latter because of their low petrol consumption, but a British equivalent of

the American car would better suit Australian and New Zealand needs and roads. It would have to compare well in price as well as performance but there is no reason why the British industrialists should not rise to the occasion with their cars as they did with aircraft which have always been cheaper than the equivalent American 'plane when mass-produced. And as has also been seen in aircraft and also engine production, the British product retains its reputation for excellence even when produced by mass methods.

At present, prices for all types of cars are high. In the American industry prices previously announced as "somewhat higher than pre-war level" will be further increased if wages are raised 30 per cent. In England, 8 and 10 h.p. cars are priced at from L300-350. Cheaper cars embodying revolutionary designs and engines are under consideration in both countries but none are in production yet. From time to time much is heard about the production of a family car at the magic figure of L100. The Brusa, built and designed by a British M.P. with a reaction motor on the V.I. principle, is one—but it is not yet in production. "Autocar", authoritative British motor journal, considers that the L100 car would have to become a L150 car on the basis of present conditions in the industry. A car of this type, unless powered by an engine of similar principle to the Brusa, would suffer by having a relatively low horse-power.

Henry Kaiser is to produce two new cars, the "Fraser" and "Kaiser", to sell at L200, in which light alloys and plastics will be extensively used. Civilian jeeps are being made available to the American public at L272 but these may be closed to New Zealanders in search of low-priced cars.

Australia is as yet an unknown factor in the car-production scheme, but, with a thriving aircraft industry established, it is to be expected that she will design and produce her own cars as she has aircraft. Lord Nuffield is reported to be building a large Morris factory there and an Australian people's car is also mooted. New Zealand may be able to seek her cars across the Tasman in future.

If New Zealanders do have to wait for their new cars, they will be worth waiting for. Many improvements and innovations will be embodied in new models now on the drawing boards. Better all-round vision for driver and passengers, wider bodies with more leg-room and better seat adjustment, and built-in jacks are among the improvements, and engines in the rear, with front luggage compartments and turning headlights synchronised with car steering gear, are innovations that will be welcomed. New standards of comfort and safety, combined with lower petrol consumption and cost

that place these cars within the class of a "people's" car are sure to come, but those who would have these cars must wait. Those at present offering are merely "face-lifted pre-war models"—and expensive!

SIMKINS FALLS in LOVE

HERBERT sighed luxuriously, and then was sorry he had done so. Half the Canterbury Plains, borne on the strong wings of a stifling nor'-wester, strove to enter his nose, eyes, and mouth, and with Herbert's organs they all but succeeded. Yes, he was not sorry to leave Christchurch. There was not a great deal to see—he hadn't been able to find the river he had heard so much about, probably dried up in this hot spell, anyway—and he had had to stay at a pub at 800 lire a day. It was pretty tough paying out good money when they wouldn't buy a damn thing back.

The south express rattled over the plains and Simkins began imagining that he was back in dear old Egypt. So realistic did his imaginings become that he quite forgot himself when the guard asked him for his ticket.

"*Maleesh*, George. *Baksheesh!*" he told him, and when the fellow became a little more insistent he added the words "*Imshi! Yalla!*" Then wiping the dust out of his eyes, he recalled where he was and searched for his ticket. He would have to get used to the foreign ways of these South Islanders.

For the tenth time Herbert pictured to himself what Dunedin would be like. He was confident he would enjoy himself better than he had in Christchurch. Stuffy old place that. Seemed to be full of aunts, mothers-in-law, sisters, and cousins, all staying with the blokes Herbert had aimed to bludge on. Couldn't understand those Old Dig cobbers of his having all those people around, and when he had told them he had his bed-roll with him and wouldn't mind sleeping on the verandah they seemed to be expecting a lot more. But there had been some compensations—not bad-lookers either Herbert reflected appreciatively.

As they neared Dunedin, Herbert tried practising Scotch or was it Scottish? He could natter pretty well in Itie and Wog, so he reckoned it shouldn't be so hard to learn the Otago dialect. He remembered a Scottish song one of the Jocks used to sing—"When I get a couple of drinks on a Saturdee, Glasgie belongs to me!" Herbert let his voice go on the drunken words, and in the confines of the Mihiwaka tunnel it shook the train. An old *signora* threatened to pull the emergency signal if he did it again and a couple of porters rushed in to see who had been murdered. Couldn't be true Scots any of them, thought Herbert, as he tried reciting Rabbie Burns instead.

At a place called "Dog Town", a little chap got aboard selling papers and magazines. No one bought any. "We've got a free reading room in Dunedin," a kindly native told the seller.

"I've got last week's funny papers," the little man replied. "Save you waiting a week to see the jokes."

At last Dunedin came into view alongside an expanse of water. Two or three rowing boats were on the lagoon and a yacht seemed to be in difficulty, with chaps wading round it and pushing energetically.

"Nice for the kids and their model boats," said Herbert to his neighbour pointing at the sheet of water.

"That's Otago Harbour," said the man coldly, and Herbert did not say another word. How was he to know, anyhow? Everybody in the carriage seemed to be looking at him as if he were a Lowlander or worse, and he was quite glad when the train pulled into the station. It was rather a wonderful sight, too. Everybody struggling with their own luggage and trying to avoid catching the eye of the two porters who obviously were on the look–out for foreigners and not Otago natives. Herbert overheard a group discussing the left luggage office and whether it would be cheaper to leave their surplus baggage there and walk back for it. "Aye, but it would cost ye all of fourpence," said a wizened little Scot. Herbert wondered why the taxis lined up outside the station. Half of them were enough for the visitors to the city—the other half had to go away empty. It might be a cheap place to stay in, Herbert thought, but it would be no good for hocking . . .

The whole monkey cage was packed.

He would give old George a ring anyway before pushing off to a pub, but after Christchurch he was a bit pessimistic about bludging a bed or even a meal. But to his surprise, old George seemed quite glad to hear his voice and asked him up to his *casa*. Decent of him, thought Herbert, because after all he hadn't known him very well. He took out his diary and consulted what he had written down about the Kennedy's. Quite a lot, too, but then he had come across a lot of George's letters one way and another. George had given him instructions how to find his house in Maori Hill and Herbert walked up Lower High Street looking for a place called the Exchange and Rattray Street. He liked the term "Exchange", sounded like the headquarters of the Black Market and he could always get rid of his bed–roll if the price was right. But he found that the word was the name for an untidy meeting of numerous streets, an Itie–looking monument built over an underground and two or three trams and cars. He looked around for Rattray Street and a thing called a cable car.

There was a box affair like a pie–cart across the way, and dozens of people were pushing into it. Must be free coffee or pies or something, thought Herbert. He was feeling a bit thirsty himself now that he came to think of it. He could sure do with some *munga* and a cup of *chai*, but just as he neared the damned pie-cart it started moving up the street. And what was stranger still, thought Herbert, was that all the people still clung to it. Tenacious folk, these Scots, thought Simkins.

But just then another one came

round the bend and people started to flock towards it. Herbert flocked, too.

"Cup of *chai* and a couple of buns," he told the bloke at the glass window. The bloke stared at him for a moment and then began to laugh. A bit on the snorer, Herbert thought, and began to tell him so, when an elderly chap told him kindly that it wasn't a coffee stall but a cable car, the Maori Hill car, too. He also showed him where to put his baggage and how to cling to a strap with one hand and keep one toe on a narrow step.

By this time the whole monkey cage was packed, with people fighting and jostling all around and some clinging by their finger–nails and toe plates to the back. Then with a clang of a bell and terrifying screams and screeches the sardine can began to move along the flat, around a bend and up the hill. A beautiful smell, not like any Herbert had ever smelt in Egypt or Italy, assailed his nostrils. Everyone breathed in deeply for several minutes.

"Speight's," said the old man in Herbert's ear, giving an ecstatic sigh and a rapturous smile. "Saves a few ninepences," he added like a true Scot.

Old George's directions had been quite explicit and the great Herbert was pretty good at nosing out free meals and beds anyway. He didn't have much trouble in finding the house but he did have a lot of trouble with his right arm. It was fully six inches stretched by that damned strap–hanging and he couldn't stop his bed-roll from dragging in the dust. Even old George, used as he was to pink snakes, ding–bats, and spotted elephants, seemed a little surprised when Herbert thrust forward his hand in greeting, when he seemed a couple of yards away. Of course, he knew they were not very close friends. Still, his reach would come in handy.

"Do you know, Mrs. Kennedy," Herbert began when they started in on the *munga*, "do you know, I always thought you were blonde, not brunette. Old George often used to talk about his Mary's beautiful blonde curls. Oooh!" The exclamation was caused by a sharp pain in the right shin.

"Oh, he did," said Mrs. Kennedy belligerantly.

"Oh, often," said Herbert, feeling he was making quite a hit with his hostess. "And your eyes as blue as the Mediterranean. Ooh!"

"I happen to have brown eyes," said Mrs. Kennedy, her eyes on her wilting husband.

Herbert couldn't understand who was kicking him. He wondered if it was permitted to peep under the table–cloth, but he thought Mrs. Kennedy wouldn't like it. "He often used to read his letters to me," Herbert went on. "'Dear Porgy–Worgy', you used to begin. Ooh!"

"Herbert," said the hapless George very quietly and very sweetly. "Aren't you getting mixed with some other chap? I'm sure you are."

"Are you, George?" said Mrs. Kennedy just as quietly and just as sweetly.

"And about this painting," George said. "Do you feel like getting cracking this afternoon?"

"Yes, George," said Herbert doubtfully. He couldn't very well disappoint old George when he was decent enough to ask him to stay for two or three days. And, of course, George had told him there wasn't any *need* to help him, but otherwise they wouldn't see very much of each other and Herbert was such a good hand with a brush. George had even remembered those latrines Herbert had whitewashed at Gioia. He'd been quite flattering and in front of Mrs. Kennedy, too. Perhaps, he had made a mistake over that blonde after all.

And Herbert was glad he helped with the painting as it turned out. It gave him a chance to spill a whole tin of roof paint over the meter-reader who by a strange coincidence was an ex-major who had once given him 14 days at Rock College. And it was while he was painting, shirtless on the roof, that he had first seen Minnie, the maid next door. He had only waved to her, Trieste style, but she had fallen for him. She was not exactly a beauty, but opposites always attracted one another, Herbert conceded smoothing down his hair. And she did have a nice chassis, even if it was not cushioned in quite the same places as the Italian bints. And it was all her own too, because he had found out when she went to the Town Hall dance in that scanty dress. Herbert sighed deeply as he dabbed his green brush over the window-pane. Fancy getting love in Dunedin of all places, and free love, too. He really would ask her to marry him *stasera.*

"We'll be married in Oamaru . . ."

Herbert had heard a lot from Dunedin blokes about the Town Belt, and, with the moon as it was, he was sure he could get what he wanted if he went there that night. It was Minnie's night off and so the outing was easily arranged. As they walked through the beautiful bush of the Belt, Herbert tried to pluck up courage to ask his love whether she had any income or at least a bank balance or whether she could earn much in a year. After all, he was an Old Dig. and deserved to be properly rehabilitated. But somehow the necessary words would not come—only love.

"Minnie," he began diffidently. "You're nothing much to look at, not a bit like the *bints* in Trieste, and you haven't been around much, but I've fallen for you, somehow."

"Oh, 'Erb," said Minnie coyly.

"What about it then?" Herbert went on. "Shall we get spliced, legal-like?"

"Too damned right we will, my lad," said Minnie in a voice Herbert had never heard before. Just like a blinking charge sister or a sergeant-major. Well, you never could tell with *bints*. . .

"Yes, I've found out all about you, Herbert," Minnie was saying. " We'll be married in Oamaru on the third of next month at 11 o'clock. I've already given notice."

But Herbert did not hear it all. He had tipped backwards into a blackberry bush. So this was love, this was rehabilitation, this was what they had been fighting for! Why had he ever left Italy! *Madonna mia!!*

AUTO ASSIZES

WELL over three hundred thousand motor vehicles of various types use New Zealand's fifty thousand miles of roads in a normal year.

In the five years before the war the number of licensed motor drivers in the Dominion increased by fifty per cent.

New Zealand ranks high in the number of motor vehicles per head of population, and is, in fact, usually listed in statistical compilations as being exceeded in this respect only by the United States and Canada.

Bearing these facts in mind, the time appears to have arrived when consideration should be given to the establishment in the Dominion of special law courts to deal with motor traffic offences, including cases in which motorists are the victims and not necessarily the offenders. Other countries have done it—why not New Zealand?

Traffic courts have been a feature of law enforcement for a very long time in the large cities of the United States, while in some States provision is even made for the collection by traffic officers of standard fines on the spot for minor breaches that are admitted by apprehended motorists. This latter step has been considered in New Zealand, but is not favoured by motorists' organisations and is unlikely to be introduced.

The average New Zealand motorist is a perfectly law-abiding person, and substantially increased penalties imposed under legislation in recent years, particularly in regard to the more serious types of offence, have tended to keep the less cautious few in reasonable check. On the motorists' side there has been evidence of grievance for a number of years concerning the leniency of penalties imposed by the courts in many cases for offences against motorists, such as the theft or wrongful conversion of cars. The circumstances surrounding similar offences differ, of course, and due allowance is made for the fact that court decisions must be influenced by these circumstances, in addition to whatever report is submitted by the prosecution concerning the person charged. It has long been the complaint of motorists' organisations, however, that leniency is frequently shown in cases in which the offences are such as to merit the maximum penalty provided by the law.

While the advantages of special traffic courts would not be confined to dealing with long lists of cases in the shortest possible time, it is nevertheless a fact that in the last decade never less than a third and often half the cases dealt with in magistrates' courts in New Zealand in any year have been related to traffic offences. During the five years from 1935 to 1939 convictions for this type of offence increased by eighty per cent., though in this connection it has to be remembered that there were over a hundred thousand more

motor vehicles on the road in 1939 than was the case four years earlier. Restrictions on the use of motor spirits and tyres brought a substantial drop in the number of minor traffic breaches in 1940 and 1941,

and the decline has been even more pronounced since then, but even so thirty-five per cent. of all convictions entered in the courts are still on account of traffic offences.

With the return of peace-time road conditions the number of traffic breaches, despite all the precautions of the Transport Department and inspectors employed by local authorities, will certainly increase. As long as there are motor cars there will always be drivers who will overlook speed limits, park their cars in forbidden places, drive on the wrong side of the road, or fail to give way to other traffic at times and places when the law says they shall give way. There will always be, too, people who, though not owners of motor cars themselves, will be tempted on occasions to "borrow" cars left unattended, even at the risk of a subsequent conversion charge. That sufficient work will be offering to justify the existence of special traffic courts appears, therefore, to be beyond dispute.

But the powers of such courts could well go beyond those of the existing magistrates' courts. It is safe to say, for instance, that magistrates devoting the whole of their time to motor cases would be in an advantageous position to settle compensation claims under the Third Party Risks Act and, to a greater extent than is possible under the jurisdiction of the magistrates' courts at present, relieve the higher court from this class of case, which is often protracted and involves special experience and knowledge in administering the Act.

Motor drivers in New Zealand are already guided and governed by a large volume of regulations, and these will be continually amended and increased. In fairness not only to motor vehicle owners, but to the Transport Department and the police as well, methods of law enforcement must be such as to ensure adequate justice to those involved, and magistrates presiding in full time motor courts would be in a position to give greater study and consideration to cases brought before them than is sometimes possible under the present system.

Of all the evidence that could be adduced in favour of special traffic courts, probably as important a factor as any would be the possibility they would afford of bringing about a measure of uniformity in penalties. Not that any thought of a set schedule of fines and costs for various offences could be seriously entertained, but there would almost certainly be a marked lessening of the inconsistencies which occur in lower courts throughout the country today.

Survey Examinations.—In the past it was necessary for anyone wishing to become a registered survey cadet to have passed the University Entrance examination. Now the Survey Board of New Zealand is prepared to accept provisional matriculation instead, to enable registration. However, before sitting the second year's papers of the Surveyors' Examination, all candidates must pass the mathematics paper of the University Entrance examination. Provisional matriculation is a concession that may be given to soldiers to enable them to undertake certain approved studies. Further information can be obtained by writing to N.Z. School of Education, 2 N.Z.E.F., C.M.F.

There is not an unlimited demand for surveyors in New Zealand—provided economic and other conditions do not alter materially, the Council of the N.Z. Institute of Surveyors recommends that 20 candidates should be enrolled annually. The financial reward varies in different circumstances, but, as a guide to would-be entrants, to-day's salary scale for registered surveyors in field employment in the Survey Department ranges from L320 to L490 per annum, although a small number selected for Chief Surveyors and other administrative positions earn salaries in excess of these figures.

University Examinations, 1946.—The University of New Zealand has now defined its policy in regard to the examinations of October and November, 1946, in subjects with a prescription varying from year to year. The University has decided that the special arrangements for "freezing" the 1944 prescription will *not* be extended to the examinations for 1946. Students studying for 1946 examinations in subjects where the prescription changes from year to year will, therefore, be required to study the 1946 set books and periods. In most cases the set books are published in the 1945 calendar, and students affected are advised to communicate with the N.Z. School of Education, C.M.F., or E.R.S., M.E.F., to ensure they are studying for the correct prescription.

N.Z. School of Education.—At Chianciano, where the N.Z. School of Education has been functioning since October 8, and which is now the examination centre for 2 N.Z.E.F. troops in Central Italy, Trade and Technical examinations were held from October 15 to 19. In addition to organising all examinations for 2 N.Z.E.F., and giving tutorial assistance to examination candidates in residence, the school is maintaining the normal correspondence marking service, planning classes and preparing to take students for these, and for residential study after the conclusion of the examinations. Full particulars of all such courses and classes may be obtained through Formation and Unit Education Officers. Information concerning courses and classes, joining instructions, etc., will be publicised

from time to time. Application to attend the school will be made through the normal channels.

Assistance to Clerical Workers.—The Rehabilitation Board is constantly announcing further schemes to bring more and more soldiers within the full scope of the principle that every ex-serviceman should be assured of a living wage in fields offering scope and opportunities.

The latest extension of this principle is to clerical workers. Ex-servicemen seeking training in this class of work may have little or no experience, although possessing a good educational background. They would naturally find it hard to persuade an employer to pay them a full living wage while gathering the necessary experience. The Board has decided to subsidise the wages of approved trainees in this class of work. Such trainees are divided into two groups. The first group includes all those who come under the N.Z. Clerical Workers' Award and the N.Z. (excepting Westland) Freezing Company Employees' Award. The second group includes workers under special awards or agreements, e.g. in stock and station agents' offices, insurance offices, banks, shipping companies, and local bodies.

Clerical training advisory committees are being set up in each Rehabilitation District with the Rehabilitation Officer as chairman, a union representative and either a qualified accountant or a nominee of the Chamber of Commerce. Applicants will be approved or the reverse by these committees, which will ensure that the work they wish to undertake has proper scope for experience and advancement. Generally, training in public or private hotels, or in very small commercial firms will not be subsidised.

The commencing wage in both groups will be £5 15s. and the maximum term of training two years for Group 1 and three years for Group 2. Subsidies will be on a sliding scale as for trade training. The trainee will reach award wage in the last half year, and the employer will contract to employ him for a year after the end of the training period.

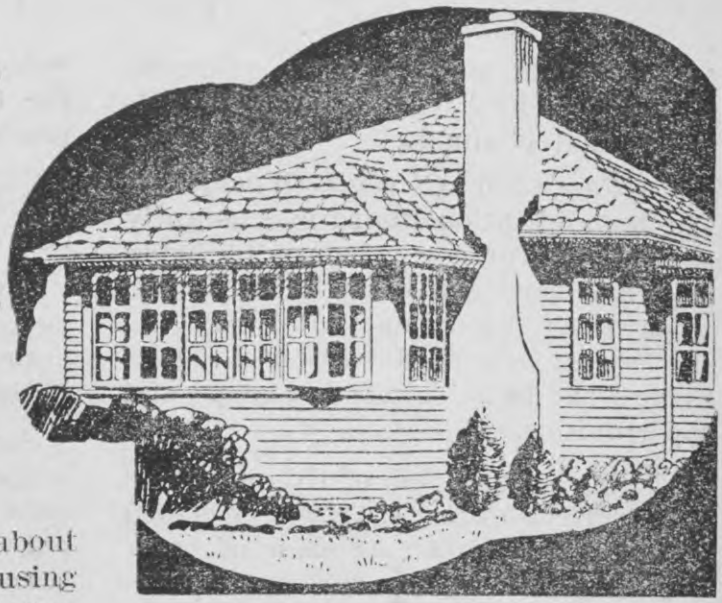
Two years' post-primary education is regarded as a minimum, and an approved course of study must be followed during the training period.

Arrangements have not yet been completed for employees of accountants, lawyers, surveyors, or architects, but it is not expected that this will take long.

Purchase of Buildings from War Assets Realisation Board.—A copy of the general conditions of sale for the purchase of surplus military buildings is now available at HQ ERS and any-one interested in them may ask for information. Generally the buildings are sold on site without fittings, removal to be within 30 days and at the expense of the purchaser.

Supplies of Feltex for Returned Servicemen.—Returned men setting up a home can obtain a permit from the Rehabilitation Department for priority supplies of Feltex. The Factory Controller allocates 6000 square yards a month of Dominion production for this purpose. Applications are so numerous, however, that in most districts this quota is booked in advance for months ahead. This means that even when the permit is obtained a considerable wait is likely. Cases do occur, however, where retailers have supplies available apart from the quota allocations. Many retailers are under the impression that they cannot sell these civilian stocks to ex-servicemen, even though it is available without his producing a permit from the department. This is wrong, and if any ex-serviceman meets this difficulty after finding a retailer with stocks available, he should apply to his District Rehabilitation Officer who will explain the position to the retailer and enable the purchase to be made.

Life in these STATE HOUSES



Questions frequently asked about houses erected under the State housing programme—the scheme which, begun in March, 1937, had resulted in the construction of close on 18,000 homes throughout New Zealand up to April of this year—are answered in a recent issue of Korero. It is of interest to note that there were 3500 homes under construction in the early part of 1945, and that houses are being handed over to the State Advances Department at a rate of about 2100 a year, a rate which is increasing.

Here are the questions and their answers:—

Contracts

1. Does the State actually build the houses?

All the houses are built by private contractors except those erected by men being trained in house building by the Rehabilitation Department. Building contracts are let by tender to contractors, who employ their own men on the job. The size of each contract depends upon the capacity of the contractor. A small business may undertake the building of three or five houses, the large concern may easily contract to build fifty. The contractors will in turn call in the aid of sub-contractors, who will do the electrical, the plumbing, and the plastering work in the houses. The Government employs overseers whose duty it is to see that all goes well on each contract. One overseer will probably have many contracts to look after. The number depends upon the size of each individual contract. The town planning and subdivision is done by the town planners, engineers, and surveyors of the Housing Department, and all the designing of houses and community buildings and building construction is carried out under the control of the Housing Department architects.

Fittings

2. Are the interior fittings of good quality, or does the Housing Department try to save money here?

The Housing Construction Department has set out to build a moderate-sized house of low enough initial cost to enable it to be let at a very moderate rental to the lower and middle income groups. Judged by the standards required by the average man, the fittings and finish are of excellent quality. The interior finish of houses of the

Housing Department is often identical with that found in homes costing a good deal more.

Pictures

3. Is it true you cannot hang pictures where you wish in a State house?

Partly true only. If you build a home of your own with plaster walls you do not, unless mentally defective, hammer nails into the plaster. You first put wooden plugs in the wall. In State houses a wood backing is inset between studs in the wall at a height of 6 ft. 6 in. from the floor. You may put nails or screws into this. The wooden backing is, of course, invisible when the interior finish is completed. Like any other landlord, the Housing Department has natural objections to tenants indiscriminately punching holes in the walls of its property.

Pets

4. Is it true you may not keep domestic pets in your Government house?

No, it is not true. You may keep a cat, a dog, a canary, or all three if you feel like it. Wherever you may live, you cannot keep a pet which your neighbours unanimously pronounce objectionable or dangerous. This has nothing to do with the Housing Department, but is a universal by-law.

Garages

5. Can you keep a car if you live in a State house?

Yes. Provision has been made for the building of garages on most sections, and some have been built. At the moment the Housing Department regards building of houses as of more importance, but many garages will be built when times are easier. On certain hillside sites where there is no space for individual garages or where there is difficulty of access, communal garages are to be built.

Gardens

6. Is it true that you cannot have your garden as you like it, but must do as the neighbours do?

No. A tenant may cultivate his garden as he wishes. The State provides concrete paths, a tool-shed, clothes-lines, and fencing, and in other ways, such as providing shrubs and advising on layout, actively encourages its tenants to take a pride in their gardens. A rebate on rent is given to those tenants who try to improve their homes by tending the garden. Conversely, any one lazy enough to allow his surroundings to go to wrack and ruin will probably find himself penalised in the matter of rent, to the tune of perhaps 2s. 6d. a week. Any one who has seen a well-established housing scheme is struck by the obvious pride taken by tenants in their garden. A householder finds public opinion heavily against him if he neglects to do his small part in keeping the appearance of the neighbourhood colourful and attractive. To this extent there is pressure to do as the neighbours do, but most people make a pleasure of the duty.

LIFTED above the plain upon a gently rolling hill the ancient town of Arezzo is safe from the threat of the turbulent Arno, that flows past a mile or two to the north. Like all the towns of Central Italy, Arezzo has a past as turbulent as the current of that redoubtable stream, and in mediaeval days a series of fighting bishops ruled it in vigorous fashion, dragging a not unwilling townspeople into all manner of battles with the neighbouring communes.

The Cathedral, on whose altar these lively prelates used to lay their swords and helmets, when not employed in cutting down the parishioners of other priests, dominates the town from its splendid and isolated site beside the wooded Prato. It is as good a spot as any from which to start a round tour of Arezzo.

The Cathedral itself, started as early as 1278, but not finished till 1510, is a vast pile of stone, impressive in its mass, and also a good example of Italian Gothic.

The facade and campanile are something of an achievement, for although both were built within the last hundred years they blend very well with the original. The main portal is consequently quite new. There is, however, an old and also beautiful side portal, with a carving of the "Madonna enthroned" by Niccio Lamberti in the lunetta. Within, the cathedral's three naves, with their frescoed cross-vaulting, give a magnificent effect of colour and light. This can be the better appreciated since a rare generosity in the matter of window-glass lets in the day. Here is none of the dim gloom we are so accustomed to in Italy. Of the various carvings and paintings perhaps the altar of S. Donato, a masterpiece of 14th century sculpture, is most worth close inspection.

Above and behind the Cathedral the pleasant wooded Prato is the great place for lovers' walks. It boasts a modern monument to Petrarch, the city's most famous son, a monument incidentally that has aroused almost as violent criticism in Italy as Epstein's Rima memorial in London did in its day.

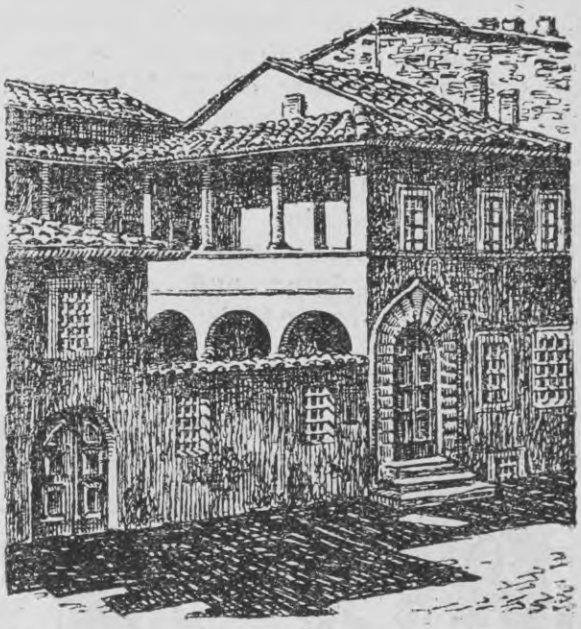
Petrarch is commemorated again in a different way just below the Cathedral, for as one walks down the via dell' Orto toward the town,

on one's right is the Casa del Petrarcha, where on 20th July, 1304, the poet was born, the son of one of Dante's co-exiles from Florence. A plaque on the wall records the facts and a drawing of this pleasant house appears below.

Turning the corner beyond the Casa, where the street slips more steeply away, past the Museum, closed as most museums are at present, and curiously ornamented, as is the one at Cortona, with many stone coats of arms, one comes to the oldest and quaintest of Arezzo's churches, the 11th century S. Maria della Pieve. The facade and campanile date from the 13th century, and give the church its unique character. The facade is not particularly beautiful but it is very interesting. It consists of three rows of arcading set in a rather meaningless way against the wall with only a foot or so between wall and pillars. The pillars, scores of them, are each carved in a different way, apparently entirely according to the fancy of the mason. Beneath the arcades is a series of Romanesque arches in which the three portals offer typical examples of the naif but effective sculpture of the time. The detail is amusing but the general effect is rough and ungraceful. This was a 'prentice time in architecture and the builder seems to have been striving for an effect that was beyond him.

The interior is Gothic in feeling and has an odd arrangement of altars, for in the apse a high altar stands on a platform while under it, in a presbytery stands another, giving rather the effect of a stage set of a two-storied house with the front wall missing, such as is sometimes used in pantomine. The church is full of good reliefs and odd pieces of 14th century carving.

For those who like views, the son of the sacristan will gladly show the way up the great five-storied bell-tower. An athletic leap to some high iron rungs and then a clamber up innumerable rickety wooden ladders leads one at last to the top floor, where hang the great bells. From here a splendid view of the whole town is to be had, for the top of the tower is higher than the Prato by the Cathedral, and all Arezzo is laid out beneath one's feet. On the way down one can by a diversion reach the arcades of the facade and crawl along the narrow footway behind the pillars, to examine in detail the various fancies of the master-masons of those ancient times.



Petrarch's house.

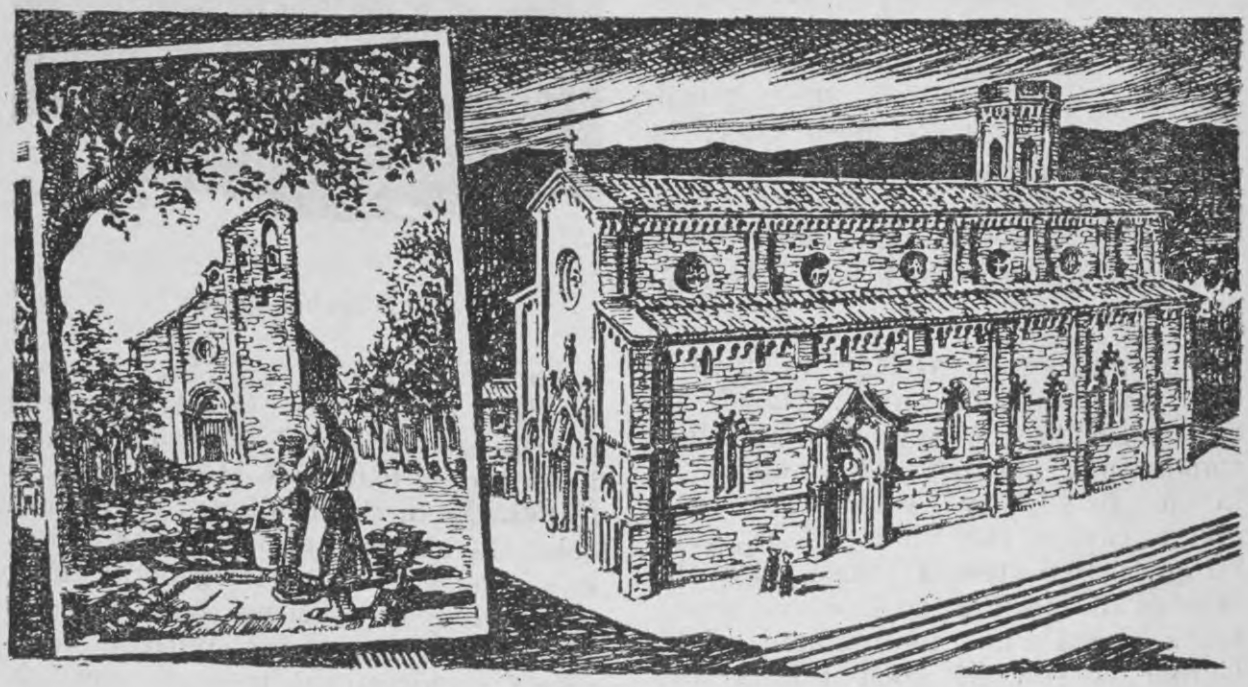
The climb gives one a first glimpse of the old centre of Arezzo, the charming mediaeval Piazza Vasari, immediately behind S. Maria, which is illustrated in the heading of the article. Here, in almost untouched perfection, is a square that for its general effect can stand comparison with Siena's Piazzo del Campo. Without any single architectural treasure such as the Palazzo Pubblico, it yet gives one the instant feeling of a past age come to life. The arcaded apse of

S. Maria abuts on it, and all around are old Gothic towers and ancient houses with ample wooden balconies. These balconies formed, and form, ideal grandstands for the pageants and festivals that used the sloping red-brick Piazza as their setting. One of these festivals, the Saracen's Joust, has been revived and is now celebrated annually in antique costumes and with a display that recalls Siena's Palio. Possibly it was revived with a remembrance of the old rivalry of the two cities, and a determination to yield nothing to the sister city in point of display.

The most curious of the buildings that surround the square is perhaps the Palazzo della Fraternita, separated from the apse of S. Maria by the white front of the Palace of Justice. It is an elaborately carved stone building, with a Gothic ground-floor, dating from 1363, a Renaissance upper floor, about a hundred years later, and a baroque clock tower, on which the highly ornamental clock has hands graced by a large sun and moon, an unusual fancy.

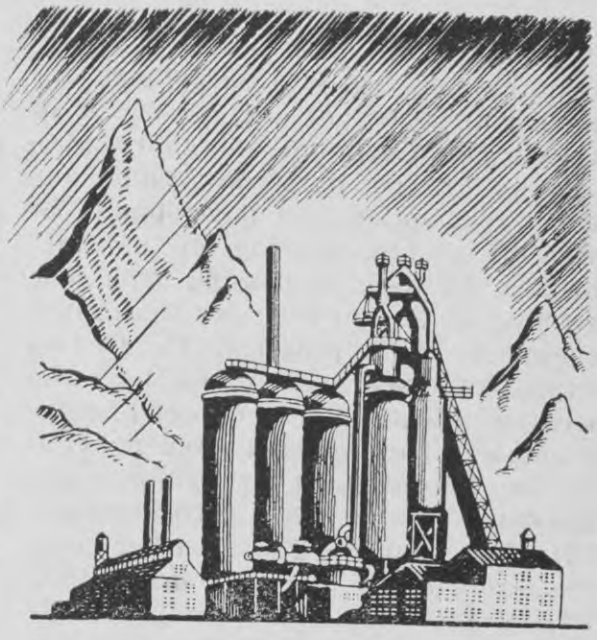
There are, as usual, many other churches scattered round the town, but the only one of real note is the high and airy church of S. Francesco, whose walls are ornamented with some notable frescoes by Piero della Franceschi, illustrating the legend of the Holy Cross.

Of the other notable buildings the Town Hall should be mentioned. It is a pleasant solid 12th century pile of no great distinction, opposite the Cathedral. But though undistinguished it does very well symbolise the spirit of the town, which still retains its mediaeval civic pride. An old town and a proud town what it had it held and force was met with force. The Aretines formed a citizen army that carved themselves a high place in the medley of city states that made up Central Italy, and they have not forgotten their former glories.



The Cathedral of S. Donato (right). Inset: A scene at a water pump in a quiet square.

Wealth in ANTARCTICA



NEW ZEALAND is at present studying the future of her industries. Some are long overdue for expansion; others that are war-time growths will be developed from their present infancy to maturity if proposals by the Industrial Development Committee are adopted. Not the least important of these is whaling, and it is proposed that a generous proportion of the large capital expenditure mooted by the committee should be allocated for this important industry. The Ross Dependency, 175,000 square miles of ice-covered mainland whose territorial waters abound with large numbers of whales, is a dependency under the jurisdiction of the Governor-General of New Zealand, but, although numerous factory whaling ships have operated there, New Zealand has had no capital invested in these enterprises to date and has taken little commercial interest in the dependency.

Whaling should only be the start, however, for although no economic wealth has been won there, that it is there for the taking cannot be doubted. Below the ice coal and minerals await the miner's pick, shovel, and pneumatic drills and excavators. Alaska, purchased for about £1,500,000 by the United States Government, has repaid its capital cost many times over; Russia has exploited her icy hinterlands to enormous profit.

Will New Zealand follow the lead of these and other countries and seek her missing minerals and oil and supplement her existing fields of coal and precious ores in the Ross Dependency—or will she continue to sit back while the explorers, whalers, and miners of other nations—more enterprising—find and later reap the rich harvest that is there?

Many nations are awake to the potentialities of Antarctica. In this vast inimical region of gigantic icebergs, towering mountains, glacial plains and fuming volcanoes, even during the war explorers of four nations have been staking their countries' claims to great new tracts of land. Representatives of Great Britain, the U.S.A., Norway, and Argentina are still charting an Antarctic area which may one day prove as important as the modern industrial region that Soviet Russia has created in the former wastelands of the Arctic Circle.

A second British expedition has been sent out under Colonial Office auspices with the avowed intention of studying the possible exploitation of Antarctic mineral wealth—some forty specialised research workers, including geologists, meteorologists, naturalists, mining and fishing experts, are manning a chain of fully equipped and self-contained experimental bases between South Georgia (a dependency of the Falkland Islands) and the Weddell Sea.

Simultaneously, the United States Congress has voted a large sum for an aerial survey of a fresh sector of Queen Maud's Land, and Norwegian experts are on hand to study the early resumption and development of whaling. The opening up of Antarctica, in fact, is passing from the realms of the merely academic into the sphere of the practical. The British expeditions have been joined by radio location scientists, who expect to solve a number of radio beam problems vital to the improvement of radio transmissions between the Antipodes and the Motherland. The weather men, too, are already stringing out a pattern of radio stations to help provide more accurate weather forecasts for the whole of the southern hemisphere.

These stations will be of inestimable value to Australia and New Zealand. Some of them are completely automatic and report their observations without human assistance, and observers several hundred miles away can deduce the character of the weather, temperature, wind velocity, and solar radiations adjacent to the station from the pattern of dots and dashes. In addition, an astonishing amount of automatic photographic data has been collected on bird movements and the habits of whales, seals

Surveying in the frozen south.

and fish; and the land survey parties expect to spend the next two years making a precise and accurate prospect of Graham Land.

What of the wealth that is there? Though as yet unexploited it is by no means unknown. There is certainly a vast reservoir of coal in Antarctica, as well as iron, gold, molybdenum, copper and amber. Sir Edgeworth Davis has spoken of a coalfield in the Ross sector which was estimated at a thousand miles long, and Scott's party discovered coal seams and outcrops in the side of Mount Buckley as long ago as 1912. There may be oil and radium too, besides whaling; and there are illimitable fishing potentialities, not to mention penguins.

In the weather, in turn, there are clues to conditions throughout half the world, evidence that may mean fertility for the Australian deserts and an end to the recurrent droughts that afflict South Africa. The Antarctic stations, measuring cloud formations and sounding the upper air, defining ice movements and examining the temperature and contents of the water have tracked the South Polar anti-cyclone and proved its misdemeanours. An extreme winter in Antarctica foretells heavy rains in Argentina, Chile, South Africa and the Southern Coasts of Australia, and the familiar downpours of New Zealand. A hot Antarctic summer—and the sun within ten degrees of the Pole can give sunstroke—deluges the ocean with melting ice and the coolness reduces rainfall in the interior of South Africa. Ultimately the meteorological events of Antarctica may be used to predict the intensity of the Indian monsoon and the height of the Nile flood.

Superficially, perhaps, Antarctica is still a patchwork empire of fact and mystery, but gradually the successive exploration parties have built up a store of knowledge that extends to the depth of the ice, the migration of whales, the movement of penguins, the drift of submarine organisms, and the speed of the wind. At one time

the whole of the Antarctic area was thought, like the Arctic, to be mainly water. It is now known that the Antarctic Circle is nearly filled with a huge continental land mass.

Graham Land, however, has been shown not to belong to the main body of land, but to be an island, the equivalent of Greenland, and Antarctica itself may yet turn out to be not a single continent but two great islands. So far as exploration has probed it is a region barred by the tremendous clockwise currents of the Ross Sea, defended by the fiercest winds in the world, desolate, ghastly, devoid of terrestrial life. Everything that nature has built there is on the monstrous scale of nightmare. Huge islands have been carefully reported and never seen by ship again. Icebergs have been circled and found to measure eighty miles long. The South Pole plateau itself towers as high as the Alps.

Earthquakes, too, have been inferred from peculiarities in the drift ice; and the wind, sometimes raising its average 50 miles per hour to screaming blizzards at 320 miles per hour, can produce devastating force. Yet there is a hope that perhaps one day this savage hinterland will be tamed to the service of mankind as the North-West Territories are being tamed; and hence the hint of coal and oil has brought to Antarctica the geographic equivalent of a gold-rush.

The last remaining piece of unclaimed territory was annexed by Norway as recently as January, 1939, when she declared the area between 20 degrees West and 45 degrees East to be her sovereignty. In the same month the American explorer, Lincoln Ellsworth, landed a seaplane on a snowy plateau in Eastern Antarctica and hoisted the Stars and Stripes on what he imagined to be the "last unclaimed patch," but this region had actually been discovered and claimed for Great Britain by Sir Douglas Mawson eight years before. The British *Discovery II.* made a similar mistake in "locating" as unmapped land territory which the Norwegians had already defined and of which the Germans once gravely claimed 140,000 square miles.

Whale-chasing in the Ross Sea.

Until recently a white blank, the maps of Antarctica to-day divide the six million square miles of territory between six or seven countries, but the border lines run as straight as the Curzon Line and are no less disputed. Serious variance still exists, for instance, between the maps issued by the Royal Geographic Society and the National Geographic Society of America. The Falkland Islands' dependencies have been the subject of controversy for a century, and both Spain and Norway unsuccessfully objected when Britain formally maintained their annexation in 1908.

In 1928, in a Note to the United States, Great Britain laid claim to sovereignty over 4,000,000 square

miles "by virtue of discovery," but this became merely the basis for sustained arbitration. In 1933 over 3,000,000 square miles were formally proclaimed Australian Antarctic Territory—adjacent to the area administered by New Zealand. But all British possessions in the Antarctic are disputed by the Argentine Government!

Amid all this comedy of errors, Chile and Peru wait in the background, casting eager eyes on the whaling zone and dubiously weighing the possibilities of closure. It is noteworthy that Chile has claimed all land discovered or undiscovered, all "islands, reefs, glaciers, and pack ice" between the 53rd and 90th meridians. Norway similarly once decided to annex all land between the eastern limit of Queen Maud's Land and the western limit of Crown Princess Martha's Land, when a Byrd expedition had carried out an exhaustive survey of Queen Maud's Land and claimed territory there on behalf of America.

Congress in turn voted L68,000 towards Admiral Byrd's last expedition, with its object of establishing three colonies to be permanently occupied. On the other hand, "Little America," the base of Admiral Byrd's two former expeditions, was situated within the British Ross Sea Dependency, and until the more pressing events of war put Polar exploration in the background, it was feared that Great Britain might lose her Western Ross Sea dependency, not without effect on the British whaling industry and the taxes—estimated at L500,000 annually—levied on foreign whaling vessels.

Such names as Franklin, Scott, Shackleton, and Mawson shine in Britain's title deeds. Since the voyage of the *Southern Cross* in 1898 more than a score of British expeditions have assisted in comprehensive Antarctic exploration, apart from whaling research. Often the margin of claim has been narrow, and one remembers how Scott and his companions perished after reaching the South Pole and finding the flag of Amundsen there, planted a month before. America had ignored Antarctica for nearly a century, but Admiral Byrd undertook the first aeroplane flight over the Antarctic in 1926, and many subsequent flights have produced wonderful photographs and much extra knowledge.

It will be interesting to watch the future of Antarctica. Admiral Byrd has reported to a U.S. commission that a single group of mineral deposits on the edge of the American Polar territory could provide enough liquid and solid fuel to last a century. Sir Douglas Mawson has spoken of fur-farming, presumably with imported animals, fishing, and electricity generated by the winds. The Russians have harnessed the Siberian gales with windmills and found a ready means of providing power and heat for industry. From the north, then, there sounds a clarion for the south. Will New Zealand, among other nations, answer the call?

This World of Ours.

The earth is 92,885,000 miles from the sun, 238,840 miles from the moon.

The world's longest tunnel (12¼ miles) is at Simplon, on the Swiss-Italian Frontier.

At a height of five feet above sea level the horizon is 2.9 miles away.

Egypt (85 per cent.) has the greatest percentage of illiteracy of any nation in the world.

ON both sides of the world sport is getting back into its stride again after a break of five years or more. In abeyance during the war years, some of the world's most famous events are about to be revived, while other sports in which competition has been fashioned to suit Service requirements for some time past, are also being restored to a normal basis.

Soon we will be listening again to broadcast Rugby commentaries and ball-to-ball descriptions of Test cricket matches. Soon newspapers which have for six years devoted most of their space to war topics will be carrying detailed accounts of Wimbledon finals and Davis Cup challenge rounds, of track championships and the British Open, and—as universally diverting as any—of world heavyweight boxing title bouts. We have had to wait a long time for those joys, but they are not far away now.

* * *

Rugby football is getting away to a good start with the internationals in England this winter, in which the New Zealand Services team will be figuring prominently. The first of the New Zealanders' international engagements is with England on November 24. The possibility that a British team may go on tour abroad next year was hinted by the recent discussion by the Rugby Union, parent body of the game in the Old Country, of the question of renewing Dominions tours. The matter has been referred in the meantime to the four Home unions for their consideration at the first opportunity. It is interesting to recall, in this connection, that there has been no British team in New Zealand for fifteen years. An English Rugby League team will tour Australia next year.

* * *

The Davis Cup will definitely be contested next year. The international lawn tennis trophy was last at stake the year war broke out, when Australia won it from the United States. No sooner had the Australian Lawn Tennis Association decided last month to put up the cup in 1946 than Mr. Samuel Hardy, captain of the American Davis Cup team, announced that the United States would definitely enter a challenge. The challenge round will be played on the beautiful Kooyong courts, Melbourne, probably in December.

* * *

European athletic championships on the lines of the Olympic Games are to be held next year, following a decision reached at a meeting of the Board of the International Amateur Athletic Federation in Stockholm. It is probable that the championships will be held in Sweden, where there is every facility for making the necessary arrangements in a relatively short time.

Two interesting developments in the athletic world are the decision of the International Amateur Athletic Federation to invite the Soviet Union to become a member, and the announcement that the giant Olympic Sports field at Berlin, where the 1936 Olympiad was staged, has now been completely repaired.

* * *

Two of the world's most important golf fixtures, the British open and amateur championships, which drew the best players from Britain and the United States before the war, are to be resumed next year. The amateur event will be decided in May and the Open in July.

On the other side of the Atlantic, the American Open has been fixed for next June and the amateur championship for September. The United States Golf Association has also indicated its willingness to play the Walker Cup match—an annual fixture against Britain—at New York in August.

* * *

Probably in no branch of sport is there so much activity apparent as in cricket. The last war-time season, brightened by the unofficial "Tests", has just concluded in England, and the Australian Services team is now in India. In reply to an inquiry from the M.C.C. the Indian Cricket Board of Control has indicated its willingness to send an Indian team to England next summer.

The resumption of England-Australia Test matches for the "Ashes" is set down to take place in 1946-47, the Australian Board of Control having invited the M.C.C. to send a team to Australia in that season. Australia is also prepared to send a team to England as soon as desired after the English side's visit to Australia.

As an experiment, it is likely, on the suggestion of Australia, that the playing time of Test matches in both of these tours will be limited to thirty hours. This time limit will not apply to the fifth match, either in Australia or England, if the difference in matches won is not greater than one. The proposal is doubtless the result of the experiences with the "marathon" Test matches at the Oval in 1938 and at Durban in 1939.

* * *

World's chief steeplechase event, the Grand National, which was last run in 1940, is expected to take place next spring at Liverpool, it has been announced by Lord Rosebery. The stands on the famous Aintree course have not been damaged to any great extent and, although there is some clearing up to do, there is a strong likelihood that everything can be got ready for the revival of the famous steeplechase at its usual time.

* * *

Back home in New Zealand sport is steadily getting back to its peace-time status. Representative cricket this season is expected to be of a higher standard than at any time since 1939, while it will be surprising if the Ranfurly Shield is not back in circulation when next Rugby football season rolls around. Arrangements are also in hand for a visit to New Zealand by an Australian team.

Other branches of activity are also stirring. The national lawn tennis championships—last staged in 1940, when the Australian champion, John Bromwich carried off the singles title—are to be held this summer, while there is also a strong move to have the inter-provincial tournaments for the Wilding Shield and Nunneley Casket reinstated.

The New Zealand track and field championships were revived last season, and the next fixture is set down to take place at Wanganui in March, when it is hoped to follow the modified Olympic pattern adopted at Napier in 1939. It has also been decided to revive the national cycling championships this season, and this

meeting may be held at Wanganui, too, in which event the fine banked track at Cook's Gardens may be used.

Next year will witness a revival of the New Zealand golf championships after a lapse of six years. They will probably be held in October.

As decided in 1940, the Auckland Boxing Association is to control the next New Zealand amateur boxing championships, scheduled for resumption next year. It is considered by those in a position to know that boxing in the Dominion is flourishing even more than before the war.

The list could go on. Virtually every branch of athletic activity is busy sweeping away the restrictions imposed in war-time and preparing the way for a resumption of full schedules. Sport is in the boom again.

Contract Bridge

BRIDGE MAXIMS (2)

Always Draw Trumps. This is sound for the average hand. You must not give your opponents the chance to wreck a contract by cross-ruffing your outside winners. But many a first-class player has had to bear the reproaches of novices for not drawing trumps when to do so would have been suicide. Before clearing trumps always look to see if one or more ruffs can be taken in the hand with the shortest trumps (not always Dummy). E.g. on a bid of Four Hearts Dummy holds S. A 2, H. 9 7 6, D. K J 6 4, C. Q J 3 2. Declarer holds S. J 9 7, H. A K Q 8 5, D. A 9 3, C. A 9. There is no advantage in ruffing the clubs as Declarer's trumps will make anyway as long card tricks. Concentrate on spades. If trumps are drawn at once Declarer has two losers in this suit and one possible loser each in the minor suits, so that he might miss game. So before doing so he plays two rounds of spades, losing the second, and as soon as he gets in trumps the third spade in Dummy, after which he draws trumps and makes game even with both minor suits proving unkind.

This is obvious. What is not always so obvious is the case where trumps in both hands must be used for cross-ruffing and never led at all. An extreme example comes from a competition and is given below:-

	S. xx H. AKQxx D. Axxx C. AQ *N.*	
S. QJ10 H. xxx D. xxx C. xxxx	*W.*	*E.* S. xx H. Jxx D. J10x C. 10xxxx
	S. S. AKxxxx H. xx D. KQx C. KJ	

The hands had to be played in 6 clubs, South being Declarer. W. led Q. of Spades, taken by South's King. South saw four trumps in the two hands and small slam to get. He promptly took his eight outside tricks, leaving himself with three spades and KJ of clubs, Dummy having two hearts, a diamond and AQ of clubs. One opponent had five trumps and the other four, but they were compelled to throw them away as South cross-ruffed using each of his four trumps separately. They made the last trick with their 10 of clubs. Had trumps been led they must have made three trump tricks.

This principle applies wherever trumps are even, e.g. 4-4 and one or both hands have a short suit, or where the hand with the fewer trumps has also a short outside suit.

THE French general elections have come and gone. General de Gaulle has received overwhelming support for his appeal for a single-chamber Constituent Assembly to draft a new constitution, and the general elections, with their voting by proportional representation, have thrown up three main parties almost equal in number of their representatives and of the votes cast for each.

The salient facts of France's decision are clear enough. First is the virtual eclipse of the Socialist-Radical Party, although its leader, M. Herriot, was returned. With the defeat of M. Daladier and other leading figures, the Socialist-Radical Party is far in process of dissolution and disappearance. The Socialist and Communist votes were both impressive, but not decisive. The Communists, emphasising throughout the campaign less their Marxist creed and Muscovite allegiance than their love of Republic and *patrie*, failed to bring off that sweeping swing to the left which they worked for and expected. Notwithstanding their formidable increase in strength, which makes them the first party in the State, their failure is marked. They had hoped for much more. The reason is not far to seek. Rightly or wrongly the Communists remain under suspicion of being a foreign rather than a French party. In her present mood France is unlikely to grant full power to such a party.

Of the Socialists the most that can be said is that they have held their own.

The central fact of all, however, is the emergence of the *Mouvement Républicain Populaire*. It is a new and unusual party. Conservatives and members of the right, realising the futility both of their own traditional parties and of their splinter groups, doubtless voted in some numbers for M.R.P., but its support is drawn from wider and more interesting classes than these. It is largely Catholic, it still derives its inspiration from resistance, it champions major social and economic changes, and its leadership does not spurn the spirit of the pioneer. Many women must have rallied to its flag. Almost overnight M.R.P. has risen to be the third or even second party in the State.

These then—Socialists, Communists, and M.R.P.—are the three great groups around which opinion and aspirations have consolidated themselves. With them the immediate future lies. It is everywhere recognised as a hopeful evolution that French men and women seem to be moving at last towards a two-party or three-party system which will give stability and substance to whatever parliamentary régime is devised when the new members get down to their business of drafting the constitution of the Fourth Republic.

Commenting editorially on the results of the elections, "The Times," London, says that it is clearly the national view that the patchwork of constitutional amendment will not suffice but that a fresh start must be made. The new Assembly's main Constitutional problem is that of determining the relation of the executive to the legislature. The Assembly of 1871, elected in the national mood of reaction against an authoritarian régime, insisted on the principle of Parliamentary sovereignty; its successor of 1945, looking back on the long series of short-lived Governments, will ask how that principle can be modified. It will have power to turn out a Government only on a formal vote of censure moved after due notice; and as its own life is limited to seven months this arrangement should secure executive stability during its term. When, however, a French Government has to confront the relatively long-lived popular Chamber which the new constitution will presumably bring into being, some further regulation of their respective powers will be required.

In Britain a major conflict between the Cabinet and the House of Commons leads to a dissolution. The arrangement for a dissolution provided in the constitution of the Third Republic ended in atrophy. A way out of the difficulty which commends itself to high quarters in France, and of which more is likely to be heard, is that a Chamber which formally censured the Government should by so doing dissolve itself and so refer the whole controversy to the people.

It is clear (says "The Times") that the new political structure will be simpler than that of the Chambers of the Third Republic. The three parties of the Left, the Communists, the Catholic *Mouvement Républicain Populaire*, and the Socialists, have between them carried more than three-quarters of the seats. They are of nearly equal strength, with the Communists slightly ahead of their rivals. Accordingly a coalition between two of the three leading parties is needed to yield a clear majority, but the Communists were opposed to the limitation of the Assembly's powers, while the Socialists and the Catholic Left, though at one on the referendum, have strongly divergent views on social policy. The Cabinet formed by General de Gaulle after the liberation of France was one of national unity, with representation of all three of the parties which dominate the new Assembly. It remains to be seen whether the differences between them, revealed in the course of the election campaign, will forbid continued co-operation in government during the months of constitution-making.

The outstanding feature of the returns is the emergence in even greater strength than was expected of

General de Gaulle.

the *Mouvement Républicain Populaire*, an entirely new party, Catholic, but neither monarchist nor clerical—a distinction which it is at pains to assert in its name. The party was born of the Résistance and has been treated by its opponents with a respect which suggests that the passions generated by the controversies of the Third Republic died out amid the common miseries of the occupation. But the old profound divergences of outlook are now more manifest than ever.

Every constitution under which the French people have lived during the last 150 years has somehow sought to unite the France of Joan of Arc with the France of Voltaire. That problem, a working solution of which is essential to the position of France as a great Power, will confront the new Chamber in all its starkness. The social views of the Catholic left will provide the Assembly with its main causes of division in domestic politics, and the disagreement between Socialists and Communists over the relative importance to France of western and of eastern Europe will similarly divide it in international affairs. Both lines of cleavage will have their effect on the provisions of the constitution which it will be the Assembly's main business to frame.

Famous Railways.

British railways will be transporting many New Zealanders during their leave in England. The men from the Dominion will find many strange contrasts to the familiar main trunk trains of their homeland—in Britain everything is on a larger scale and the English have a pardonable pride in their vast railway system with its mass of tracks, busy terminals and garden-like suburban stations. British railways have some remarkable records. They are all company-owned, and the competitive spirit results in the railways not being the eyesores that they are in New Zealand The companies are extremely powerful organisations and are the world's largest dock and hotel-owners.

The "Flying Scotsman", probably the most famous of all British trains, makes the world's longest non-stop run from King's Cross to Edinburgh, a distance of 392 and one-quarter miles and wastes no time over the journey. This run is only made in summer-time and the world's longest all-year-round non-stop run is made by the "Royal Scot" which travels 299 miles from Carlisle to Euston.

So numerous are the railway stations in Britain that the longest stretch of line between two adjacent stations is only 21 miles.

An idea of the immensity of the British railway system can be gathered from the fact that Clapham Junction, the world's busiest railway station, handles an average of 2,500 trains every 24 hours. Also, the Southern Railway, with the world's largest main line and suburban electric train service had, at the end of 1940, 709 route miles, 1760 track miles and 160 sub-stations of a total value of nearly £11,000,000. Over 800,000 people are employed by British Railway companies, including 135,000 women.

During 1944, London tube stations provided air raid shelters for 16,000,000 people in 79 underground stations, and 7,600 three-tier bunks were installed on platforms and in subways and 124 canteens opened which distributed eleven tons of food nightly.

PROSPECTS IN PIG FARMING

The advice of the Rehabilitation Board for those ex-servicemen considering pig farming as their post-war occupation is—don't! The Board qualifies this advice, however, with two exceptions—"unless there is an assured supply of cheap food" or "unless it is treated as a sideline to other types of farming". Otherwise pig farming is not an economic proposition.

This conclusion has been reached after a considerable amount of investigation. Some ex-servicemen have been attracted to pig farming independent of other types of farming, and, although not wishing to discourage those men, the Board now feels that it could not recommend their establishment if there was no assured supply of cheap feed, either from dairy by-products, garbage contracts or similar sources. Special investigations have been made on pig farming in Otago, Southland and Taranaki and a report on conditions has been obtained from the Department of Agriculture. This report confirms the opinion of the Rehabilitation Board.

Even where all the feed required is grown, because of the high capital expenditure involved in the establishment of a piggery that can be economically managed, commercial pig farming is unlikely to become an economic proposition. A more lucrative return can be obtained from some other source of farming that does not involve such high capital costs.

The pig industry is tied to the dairy industry in New Zealand. It is dependent on dairy production, and it is not generally realised perhaps that it has been developed mainly with a view to obtaining the most payable returns from the by-products of the industry and to eliminate waste of these valuable foodstuffs on the farm and at the dairy factory.

In the past, as in the present, there has been no other avenue open to utilise these by-products to better advantage, pigs being admirably suited for their conversion ito a marketable product. In the future, development of casein plastics from milk by-products on a larger scale than to date, may result in a reduction of the amount available from dairy factories.

The establishment of an ex-serviceman on an economic piggery unit at the present time would appear to be a costly process. Several factors are important in the assessment, the most important being situation of the farm, its distance from the source of supply, the form of production catered for (weaners, stores, porkers or baconers) ; whether the property purchased was provided with suitable living accommodation, and also the kind and quantity of feed supply available. Although no hard and fast rule can be laid down, the estimate of cost would probably be between L2,800 and L3,000.

Unless stores were purchased—a policy which is not recommended by the Department of Agriculture, it would not take less than eighteen months to develop an economic unit to full production. At the present prices for pig meat the gross annual returns would be from L1,500 to L1,600. Net returns should be not less than one third of this.

The Department's views on training of pig farmers are identical with those of the Rehabilitation Board, the suggested methods being those already available under Rehabilitation. Twelve months is considered sufficient where the ex-serviceman is keen. The type of training available is employment with an approved dairy farmer who has reasonable conditions and accommodation for pigs, or with a commercial piggery operating on a contract with a dairy company for its surplus buttermilk or whey. A special course on pig farming is open to ex-servicemen at Massey and Lincoln colleges. This would be taken after practical experience had been gained, as with other types of farming.

A serviceman who could not comply with the Board's proviso of having an assured source of supply, or who is not interested in pig farming solely as a sideline, would do well to reconsider his choice. If relying on a rehabilitation loan he will most probably have to reconsider it in any event as the Board will not set him up on a farm that may not pay its way. That is not its policy. He must be assured of having a "going concern" with which to start afresh. If the ex-serviceman has capital of his own he would be well advised to reconsider, for he may be buying a "pig in a poke."

The London Clubs.

The Englishman of the upper class and his club are synonymous—or so we are led to believe. There, in the traditional silence of some sanctum like the Athenaeum or the Conservative Carlton, he may relax behind his Times and find refuge from the outside world. He lunches and dines there; also if he is a bachelor in all probability he "lives at the club"—or has "rooms" there for London visits. In the event of marital disruption the estranged spouse invariably packs off to his club—or so the majority o English authors inform us.

The clubs, with exceptions, are not the intensely dull haunts of the old stagers that they are made out to be. There are over 130 of them and they cater for a wide divergence of interests. Some are restricted in membership and very exclusive; others place no limits on their ranks. Many are services clubs such as the Army and Navy, Cavalry, Guards, United Services, etc., others political. The Carlton and Junior Carlton are listed as "strictly" Conservative and there are also the Conservatives and Constitutional of the same party and the National Liberal. Most are merely social or sporting, the social clubs enabling members to get together for card and musical entertainments similar to those of many New Zealand clubs. The sporting clubs include the M.C.C., which needs no introduction as the headquarters of cricket, Golfers, Fly Fishers, Alpine, Thames Rowing, Royal Thames Yacht and Royal Cruising in addition to the Royal Automobile and Royal Aero Clubs. Drama, literature, art and science all have their London headquarters in clubs—either in Pall Mall, Piccadilly, Savile Row, or St. James' Street where most of the better-known clubs are situated.

Although some of these clubs are exclusive, their fees on the whole are moderate. The highest entrance fee, 109 guineas, is at the City of London Club which is the haunt of merchants and bankers who can be presumed to have little difficulty in paying it. The annual subscription is 15 guineas. The Athenaeum, Cavalry, Carlton and Bath Clubs have entrance fees of between 30 and 40 guineas with annual subscriptions of about 15 guineas.

IT is largely a matter of luck. Shakespeare happened to be born in the sixteenth century and so he was able to get busy and write a lot of plays and poems before people like us were even thought of. He had four centuries start; otherwise some of the budding talent of today might have got the credit for a lot of sound work. Milton, Tennyson, Wordsworth, Dickens, Thackeray—they and scores of others were all much luckier than we are today. They merely got in first, and it is not just sour grapes either.

Even Bernard Shaw feels the same way. "With the single exception of Homer," he once wrote, "there is no eminent writer, not even Sir Walter Scott, whom I can despise so entirely as I despise Shakespeare when I measure my mind against him... It would positively be a relief to me to dig him up and throw stones at him." And what had poor William done? It was just the accident of birth again—he merely headed G.B.S. off by a few hundred years.

Since their days much really good writing has been done but it has suffered a little in comparison with the old masters of the pen who had the advantage of earlier birth. Of course, a lot of their work has been copied. Take Coleridge for instance. He wrote a poem called "The Ancient Mariner" which has become well known in the century or so that has elapsed since he penned the verses:

It is an ancient Mariner,
And he stoppeth one of three.
"By thy long grey beard and glittering eye,
Now wherefore stopp'st thou me?"
He holds him with his glittering eye—
The Wedding-Guest stood still,
And listens like a three years' child:
The Mariner hath his will.

And Coleridge goes on for dozens of verses—about crackling ice, albatrosses, "water, water everywhere. Nor any drop to drink"—and all sorts of strange phenomena. If he had lived in the twentieth century and was paid twopence a line or had to contend with wartime space restrictions, it might have been a different tale. A later poet, who chooses to be anonymous, thinks so anyway. He sums up the story succinctly:

A goggle-eyed old mariner
Addressed a gilded nut:
"I've travelled wide and far in a
Three-master—schooner-cut.

"I tweaked a bloomin' albatross,
And got 'im on the 'ead,
Which, when I'd been and done, old hoss,
I wished that I wos dead.

"Wot with that bird about me neck
And sperrits without water,
And 'eavenly hosts around the deck,
I felt I didn't oughter.

"I eats my 'umble—wouldn't you?
Their anger I appeases.
I lives to 'oist my slacks—an' chew,
And drink my—wot you pleases."

America produced the poet Longfellow early last century and he wrote a poem called "Hiawatha", a beautiful romantic poem of an Indian and his lover. Lewis Carroll, who died in 1898, tells how Hiawatha takes the family's photographs. How after a lot of difficulty he

Did at last obtain a picture . . . .
Each came out a perfect likeness.
Then they joined and all abused it,
Unrestrainedly abused it,
As the worst and ugliest picture
They could possibly have dreamed of.
Giving one such strange expressions!
Sulkiness, conceit, and meanness!

And so on in the same vein till poor Hiawatha departs in a hurry. In yet

"Then they joined and all abused it."

another version, an anonymous poet of more recent times also takes liberties with Mr. Longfellow:

When he killed the Mudjokivis,
Of the skin he made him mittens,
Made them with the fur side inside,
Made them with the skin side outside
He, to get the warm side inside,
Put the inside skin side outside;
He, to get the cold side outside,
Put the warm side fur side inside.
That's why he put fur side inside,
Why he put the skin side outside,
Why he turned them inside outside.

Now that you have worked that one out, here is what Stephen Leacock and his friends can do with the work of some of the great poets, apologies being handed out to Tennyson, Longfellow, Home, and Southey. They are called "Potted Poems".

It was the schooner Hesperus that sailed the wintry sea;
The skipper he blew a whiff from his pipe,
A frozen corpse was he.

My name is Norval. On the Grampian hills
The village smithy stands:
His breast is bare, his matted hair,
Was wrecked on the pitiless Goodwin sands,
And by him sported on the green,
His little grandchild, Wilhelmine.

And Leacock is a professor of political economy! But he is not the only one. H. S. Leight enjoyed imitating Thomas Moore. Here are typical examples:

Pepita, my paragon, bright star of Aragon;
Listen, dear, listen; your Cristobal sings.
From my cot that lies buried a short way from Lerida
Love and a diligence lent me their wings.

Swift as a falcon I flew to thy balcony.
(Is it bronchitis? I can't sing a bar.)
Greet not with merriment Love's first experiment;
Listen, Pepita! I've brought my catarrh.

I never rear'd a young gazelle,
(Because, you see, I never tried;)
But had it known and loved me well,
No doubt the creature would have died.

"Pepita, my paragon . . ."

My rich and aged Uncle John
Has known me long and loves me well,
But still persists in living on —
I would he were a young gazelle.

And for a final poem, here is another one from an anonymous poet, which just shows what might have happened to some of the early writers if they had had to contend with modern labour conditions. Here are some of the verses which may remind the reader of other and perhaps more noble poems:

In his chamber, weak and dying,
While the Norman Baron lay,
Loud, without, his men were crying,
"Shorter hours and better pay."

Knew you why the ploughman, fretting,
Homeward plods his weary way
Ere his time? He's after getting
Shorter hours and better pay.

See the Hesperus is swinging
Idle in the wintry bay,
And the skipper's daughter's singing,
"Shorter hours and better pay."

Where's the minstrel boy? I've found him
Joining in the labour fray
With his placards slung around him,
"Shorter hours and better pay."

E'en the boy upon the burning
Deck has got a word to say,
Something rather cross concerning
"Shorter hours and better pay."

Lives of great men all remind us
We can make as much as they,
Work no more, until they find us
"Shorter hours and better pay."

Hail to thee, blithe spirit! (Shelley)
Wilt thou be a blackleg? Nay.
Soaring, sing above the melee
"Shorter hours and better pay."

(Please note that the creaking sounds heard during the reading of the above poems have been caused by the old bards turning over in their graves. Can one blame them?

Density of Population.

Wellington is the most densely populated provincial district in New Zealand. At the last census in 1936 there were 29.11 persons per square mile living in the Wellington district, which was followed in order by Auckland (21.53), Taranaki (20.71), Hawke's Bay (18.07), Canterbury (16.81), Otago (10.76) and Southland (6.52). Nelson and Marlborough are the most thinly-populated provinces with, according to the 1936 census, 5.47 and 4.54 persons per square mile respectively.

The density of population throughout New Zealand was quoted in 1943 at 15.8 persons to the square mile, though this figure would have been higher with the inclusion of members of the armed forces serving overseas.

The Question Box

Question.—I hear that there is now an "Extension Period" added to the original year for trade training. I want to go in for the carpentry training. Does this extension period mean that it will take me longer to reach the award wage?

Answer.—No. The full award wage is paid in the second year. It was found that the original one-year term was not sufficient to enable a man to compete on equal terms with conventionally trained carpenters, and the period was extended into the second year, but this does not affect you at all financially. And it is a big advantage in other ways, as you emerge from your training a better tradesman.

Question.—While I was on a visit to New Zealand the war broke out and I stayed there and later enlisted in the Army. Am I eligible for rehabilitation benefits? I am a British subject, but I don't think that technically I can claim to be a New Zealander.

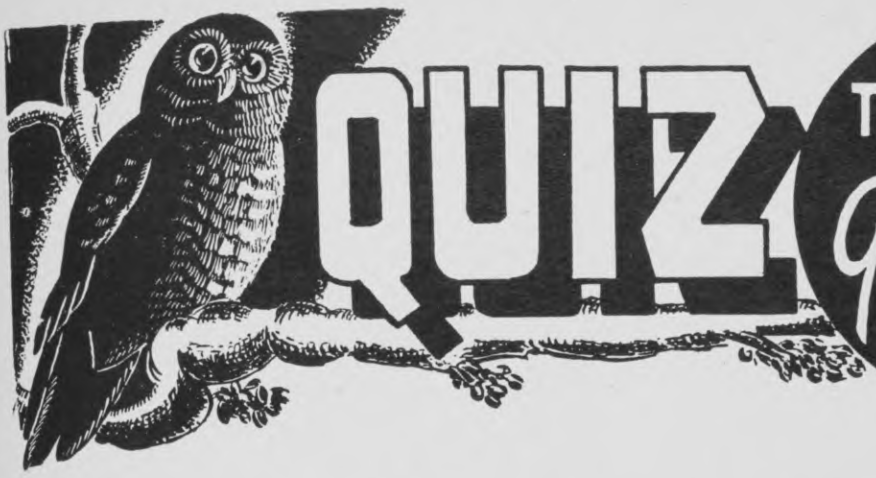
Answer.—Yes. There have been a number of cases like yours. The Board has ruled that "rehabilitation benefits are available to officers and men of other British countries who enlisted with the New Zealand Forces or who served with them." This covers your case completely.

Question.—What exactly is the Servicemen's Employment Division of the National Service Department and where does it fit in?

Answer.—The Servicemen's Employment Division is an agent of the Rehabilitation Board specially constituted to advise and place ex-servicemen seeking employment. No returned serviceman is subject to direction, except for a few men returned to New Zealand for a specified job of work. The Division puts you in touch with possible employers, and advises you as to what is available in your own particular line. It uses the valuable employer contacts of the National Service Department and has branches throughout New Zealand, working in close co-operation with the Rehabilitation Officers. A somewhat similar service is being carried out by the Commercial Services Contacts Centres run by private businessmen. These institutions exist purely to help you get the sort of job you want. You can use them or not, as you wish.

Question.—What is my chance of being graded "A" to enable me to purchase a farm when I get back? I have ten years' farming experience, but have been four years in the Army. Will the Grading Committee grade me down on that account?

Answer.—Your grading will depend on what the Farming Committee think of your experience. Thus you would almost certainly be graded "A" by the committee of the district where you gained your experience, but a committee for an area where conditions were very different might grade you "B" for that district or type of farming. Slight rustiness on account of war service will not affect the grading, as is shown by the fact that more than two out of every three applicants receive an "A" grading.



QUIZ

TEST YOUR General KNOWLEDGE

1. Of what nationality was Joseph Conrad and what profession did he follow before he became a professional writer?
2. What is the difference between a star and a planet?
3. How did Lord Kitchener lose his life?
4. Who was the man responsible for the construction of the Suez Canal?
5. Which of the following words are mis-spelt: pusillanimous, pteradactyl, privilege, wisteria, procedure?
6. Who was Mrs. Malaprop and for what is she celebrated?
7. (a) Who wrote "The Good Earth"; (b) about which country was it written; (c) what actress made the film version famous?
8. What is meant by a horse 14 hands high—how high is it and where is the measurement made?
9. Several well-known aeroplanes are denoted by the following R.A.F. slang terms:—a "Daffy," a "Wimpy," a "Lizzie," an "Old Faithful." What are they?
10. What were the earlier names of Iran, Thailand, Oslo, Leningrad?
11. What writers have created the following detectives:—Reginald Fortune, Hercule Poirot, Dr. Priestley, Colonel Gore?
12. Volume I. and Volume II. of Herbert Simkin's Italian Addresses and Telephone Numbers, each containing 500 pages stand side by side on his bookshelf. A bookworm starts at Page 1, Vol. I., and eats straight through to Page 500 of Vol. II. How many pages has he eaten through?
13. What is the main difference between the Indian and African elephant —if any?
14. "Large quantities of frozen beef and mutton are in normal times imported into England." Is this sentence correct? If not, why not?
15. What effect has putting sugar in the petrol tank of a car (preferably the C.O.'s jeep) on the working of the engine.
16. What does the letter "P"—the "Blue Peter"—signify when hoisted by a ship?
17. Which is the higher naval rank:—Commander or Captain?
18. On February 15, 1940, 299 British seamen were rescued from a German prison ship by H.M.S. Cossack. What was the name of the German vessel?

(Answers on back cover.)

P. S. S. /D/ 1228 /3½/M 11-45.

Answers to "General Knowledge Test"

1. Polish. He was a sailor.
2. Planets are members of the solar system, stars are outside it.
3. He was drowned when the ship he was travelling on to Russia, H.M.S. Hampshire, was torpedoed and sunk by a German U-boat.
4. Ferdinand de Lesseps.
5. Pteradactyl should be pterodactyl ; wisteria should be wistaria.
6. She was a character in *The Rivals* by Sheridan, famous for her misuse of words.
7. (a) Pearl Buck, (b) China, (c) Luise Rainer.
8. A hand is 4 ins.—supposed to be a hand's breadth, so that a horse 14 hands high is 4 ft. 8 ins. measured at the withers.
9. Defiant, Wellington, Lysander, Anson.
10. Persia, Siam, Christiana. Leningrad was formerly Petrograd, which was formerly St. Petersburg.
11. H. C. Bailey, Agatha Christie, John Rhode, Lynn Brock.
12. No pages—only two covers.
13. The African elephant has very much larger ears.
14. No. Beef is chilled *not* frozen.
15. It has no effect. Try it!
16. The ship is leaving port.
17. Captain, with four gold rings, is the higher rank. A Commander has three.
18. The "Altmark."

CUE is a bi-monthly publication produced by the New Zealand Education and Rehabilitation Service for the benefit of members of 2 NZEF. In addition to information on ERS activities, articles of general interest are published, to provide both entertainment and information for New Zealand troops. Contributions of articles, verse, and sketches will be welcomed. They should be addressed to : " The Editor, CUE, HQ-ERS, 2 NZEF, CMF."

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