



NEWSLETTER

OCTOBER 1974

AMENDMENT TO THE CONSTITUTION - MEMBERSHIP

The Notice of Motion to amend the membership clause of the Constitution was brought up at the 1974 Annual General Meetings of all Associations and broadly it was agreed that no change be made to the Constitution at this stage, particularly in view of the proposed split up of the P.M.G.'s Department and the effect that it may have on our membership.

NOMINATIONS FOR GENERAL SECRETARY

Nominations are hereby called for the position of General Secretary of the Associations for 12 months commencing 1st July, 1975. Nominations which must include the willingness of the nominated member should be in the hands of the General Secretary, Mr. Charles Carthew, 7 Lantana Street, Clayton, Victoria, 3168, by noon, 1st February, 1975.

AMENDMENTS TO THE CONSTITUTION

A Notice of Motion has been received signed by two members of the Victorian Association involving an amendment to the Subscription clause of the Constitution.

The present clause reads,

"Subscription - The annual subscription for members in employment shall be one dollar. Retired members shall automatically qualify for Life Membership of the Association after four annual subscriptions had been paid following the date of retirement. Any member being in arrears in his subscription for a period of two years may, not sooner than one month after the issue of a final notice be removed from membership by Resolution of the Committee."

The suggested amended clause to read,

"Subscription - The annual subscription for members in employment shall be two dollars. Retired members shall automatically qualify for Life Membership of the Association after four annual subscriptions had been paid following the date of retirement. Any member being in arrears in his subscription for a period of two years may, not sooner than one month after the issue of a final notice be removed from membership by Resolution of the Committee."

Reasons for the suggested amendment to the Constitution is that the Committees are concerned at the rising costs and to maintain the standard of our "get together" functions, it is necessary that they have more finance. For guidance of colleagues in South Australia and Western Australia, the Veterans attending the Eastern States Annual General Meetings have a social get together after the actual meeting at which both liquid and solid refreshments are served. In fact, many members are just as keen to attend

the mid-year function as they are the reunion. It is to be noted that this is the first departure from the original subscription agreed upon in 1957 when O.T.V.A. was first formed.

Being an amendment to the Constitution the proposal will be an item for the Agenda of the 1975 Annual General Meetings.

VALE

It is regretted to advise that the following members have passed on since our last Newsletter:

Roy Weston

Roy joined the P.C.B. in 1913 in Sydney and served at most of the stations in the Pacific area. At the time of his retirement in 1956 he was a supervisor in the Sydney Operating Room. Roy was a quiet, unassuming gentleman and made many friends throughout his many years in the service.

Arthur Wells

Arthur commenced his telecommunications life as a young telegraphist in the P.M.G.'s Department and soon after joined the Eastern Extension Cable Company. On the opening of the beam in 1927, Arthur transferred to A.W.A. and spent the majority of his time at the beam counter. He kept up his telegraph training by assisting in the operating room when the counter was clear. Also during the war, he was seconded to telegraph work. Arthur was one of those characters who will never be forgotten and he is the only counter officer that your editor has ever seen drag a customer over the counter by the lapels. He was also renowned for throwing drunks off the premises. Arthur was always a very outdoor type and the picture of health. He was well-known in boating circles and did a lot of blue water fishing. For the last few months, Arthur had refrained from his legendary pastime and had been undertaking the less exerting, gardening.

Ernie Dennis

Denno, as Ernie was affectionately known, joined the Eastern Extension Cable Service in 1904 and served for 12 years at Sydney, 3 years at La Perouse, 5 years at Adelaide, 3 years at Darwin, 3 years at Wellington, 6 years at Melbourne, 6 years at Perth and 4 years at Fanning Island, retiring in 1946. Denno was elected President of the O.T.V.A. in Victoria for the year 1972/73. Although quiet, he was always friendly and regularly attended all the Veterans' get togethers. He will be missed by all the old-timers in Victoria.

Bill Steadman

Bill passed away after a long and very painful illness. Bill joined A.W.A. in 1928 as an engineer and in the later years of his career, specialised in the field of refrigeration. His popularity was evidenced by the number of friends and colleagues who attended the memorial service.

Mea Lahui

One of the two New Guineans in our Association, Mea died in June. He was the senior clerk for many years at Port Moresby and was well-known to all those who passed through that station. He was decorated for his services to the community and was of great assistance during the war years. All the managers relied on Mea for direction, control and liaison with the indigenes.

Don Fairweather

Don joined the Pacific Cable Board in Sydney in 1918 and served on the stations in the Pacific chain. During the early part of his career, he spent a lot of time in Vancouver and since kept contact with many of the Canadian people. For the later part of his career, Don served in the Sydney Operating Room and always took a very active part in the functions of the Social and Sports Club. Unfortunately, Don had been in very poor health for the last five years.

Abe Sharland

Abe was one of those real pioneer marine people and served in the marine service prior to the A.W.A. era. He was transferred to the Beam when it was opened and after 5 years in the Beam took up duty in the control room of 2CH where he remained until his retirement. On retirement Abe took himself to South America for a while and from there visited all those countries he had never seen in his marine days. Always an ardent traveller he finally settled at Sandy Bay near the Casino.

Bill Watson

William Wesley Watson commenced with the C.R.S. in August, 1941, and posted to Rabaul. It is understood, but not confirmed, that he was one of the coastal staff seconded to the Royal Naval Reserve and still in the employ of A.W.A. This was a practice which was carried out during the war to allow radio officers to serve in forward areas, to give them some authority, for messing and to prevent them being considered as spies by the Japanese. This was particularly so in the case of the coast watchers.

He evacuated to Sydney in February, 1942, and for the rest of the war served at Perth, Esperance, Moresby, Sydney, Moresby, Milne Bay, Moresby, Madang, Hollandia, Torakina, Biak, Lae, Boganville. After the war he served for a short time at Sydney and for a number of years at Hobart followed by his last station, Rockhampton.

Bill has always been a champion for the small ship service around the Tasmanian coast and very active in the Sydney to Hobart yacht races. On a number of occasions he has taken his leave and served as the radio officer on the mother ship to the yachts. He has always had a small craft of his own and during his time at Rockhampton always kept radio gear on the boat and each morning did tests with Rockhampton Radio so that it could be used in the event of any emergency.

Bill was a very keen technical man and a very fluent and interesting writer but he loathed the submission of returns and official correspondence, particularly those returns that he considered unnecessary. He was good company and a very interesting person to spend a few hours with. He was rarely seen in public without his pipe and would have been an ideal subject for a Kev Hiscock thumb-nail sketch.

SICKIES

Some of the news is good, some is bad and to the following if you are still ill, we send our best wishes for a quick and complete recovery. When reporting the sickies from time to time we include the odd old-timer who for various reasons is not an actual member of the Association but of whom many members are interested.

Ern Coldwell (Adelaide) - Our South Australian colleague is now blind and very ill in hospital. Our National Secretary is keeping in touch with his wife.

Arthur Purtil (Sydney) - Admitted to hospital with heart trouble but is now up and about again looking a lot slimmer and expecting to be back at work very soon.

'Snow' Ewart (Sydney) - Unfortunately not improving any these days and is still a very sick man.

Tiny Greenlees (Sydney) - Last report back to hospital again and not very well. Still keenly interested in visits from his old mates but suggest you telephone Mrs. Greenlees on 440 8585 before seeing him. She will give you up-to-date news.

Arthur Oliver (Sydney) - Arthur unfortunately has had some eye trouble which has affected his sight. Understand he is a lot better and hoping to see him at the reunion.

Ted Jacobs (Melbourne) - Not so well but unwisely discharged himself from hospital. Being cared for by his wife.

Bill Ringrose (N.S.W.) - Now out of hospital and taking things quietly. Should now be back on the air, on the "ham" circuit.

Cliff Cutler (Melbourne) - In hospital with heart trouble and improving slowly. Jack Jordan, Sam Bright, Alex Stewart and some of the other boys rallied around and surprised Cliff with a presentation of an electric razor.

Wal Jones (Sydney) - Has had recurrent heart trouble and lost a lot of work. Looks as if he will be forced to retire.

Charlie Watt (Perth) - In hospital following a stroke and heart attack.

Bill Ferguson (Melbourne) - Bill has been far from well but the editor does not know the problem.

Joe Williams (Melbourne) - Aged 89, is being regularly visited by Charles Carthew and members of O.T.C. Melbourne staff. Unfortunately, Joe appears to have senile decay.

Allan Collister (Melbourne) - Allan is getting over a second stroke. He is quite cheery and would like visits from any friends.

Tom Connolly (Victoria) - is in St. Vincents Hospital, Melbourne, with ticker trouble. Very cheery and bright and looking for visitors

Eric Symes (South Australia) - suffered a stroke and is in the Home for Incurables.

REUNIONS

Western Australia

The 8th Annual get together of the Western Australian pioneers will be held at the Imperial Hotel, Wellington Street, Perth, on Thursday, 28th November, 1974, commencing at 5 p.m. The Imperial Hotel is between Barrack Street and Forrest Place; very close to the railway station. A small private diningroom has been reserved for the function which should extend until about 10 p.m.

This is an important function for the Western Australian people as it will be decided as to whether a Western Australian Branch of O.T.V.A. will be formed. Veteran, Harold White, General Manager of O.T.C., has arranged for National Secretary, Charles Carthew, to attend the function and it has been agreed that the business required on that evening will be kept to a minimum.

Cost to attend the get together will be \$5 per head payable in advance to Brian Morrell or at the door. However, notification of your attendance in advance will be appreciated by Brian. Any interstate members being in Perth at that time are cordially invited as paying guests.

South Australia

To be held at the Public Service Club, 73 Wakefield Street, Adelaide, on Monday, 25th November, 1974, commencing at 7.30 p.m.

Victoria

The Victorian reunion will be held on Friday, 8th November, 1974, commencing at 5.30 p.m. and expecting to finish at 9 p.m. The venue is O.T.C. House, 382 Lonsdale Street, Melbourne, and prior advice to Charles Carthew would be appreciated. Interstate members cordially invited.

N.S.W.:- The N.S.W. Reunion is to be held on Friday, 22nd November, in the Functions Room, 9th Floor, G.P.O., Pitt Street, Sydney. The doors will be open at approximately 5.30 p.m. Interstate visitors cordially invited but an advanced phone call or letter to Gordon Cupit is a must.

TICKET NO. 1

As advised in a previous Newsletter, the Certificates of Proficiency have been reviewed with the resultant abandonment of First and Second Class Certificates and these being replaced by the General Radio Communications Certificate and the General Coastal Radio Certificate.

O.T.C. have been conducting training classes for the General Coastal Radio Certificate and the first qualifiers were issued with tickets No. 1, 2 and 3.

We have recently hunted out Jeff Martin who holds the old type ticket No. 1. Unfortunately, Jeff departed from the industry a couple of years too early for him to join our Association. However, he will be invited to functions to meet some of his old comrades. Jeff commenced in the industry in 1909 when he joined A.W.A. After a short training period he went to sea as he already knew morse code. In those days, there were no Australian Certificates and when they were introduced he sat for the examination, passed and became the proud holder of Certificate No. 1 which he has safely housed in a bank safe deposit box. From his memory it was signed by Balsillie, a well-known identity of those days. He recalls that in 1912 the Australian Wireless Company and the Marconi Company in Australia merged and he became a staff member at the inception of A.W.A. He served in the Marine until 1925 when he transferred to Head Office. Jeff remained at Head Office until he went into business on his own in 1933.

Old-timers may recall Jeff as being the Editor of the first "Ocean Newspaper". ✓

MARINE QUALIFICATIONS

As most of you are aware, the qualifications for Marine Radio Operators have changed drastically and Veteran Jack Burgess chased out the silverfish from his archives to produce a copy of the 1924 examination for first-class certificates. I am sure many will be interested in the papers.

PAPER 1

Examination for Operators Proficiency Certificate - First Class

Question Marks

- | | | |
|----|----|--|
| 1. | 10 | (a) What action can the Postmaster-General take in the event of continued breaches of the Regulations by a foreign ship? |
| | | (b) In connection with Commonwealth Proficiency Certificates, what action could he take if the breaches of the Regulations were found to be the fault of the operator? |
| 2. | 10 | What would you charge for the following message handed to you for transmission: |

Halkin-Jones

Rue de la Republic 342 Le Havre

Communications delayed buy heavy MKJGY TROIZ FRDHJ
Blayney

Charge 11p per word

<u>Question</u>	<u>Marks</u>	
3.	10	Give the meaning of the following abbreviations. QST QSJ QTG QRW QRO
4.	10	Give the conditions under which reimbursements are made.
5.	10	(a) Give the type of service message advising cancellation. (b) Give the conditions governing Retransmission.
6.	10	State the route of a Radiogram from ship south of Hobart addressed to ship off Bombay.
7.	10	What is the purpose of the T T T signal?
8.	10	Name the Special Radiotelegrams that may be accepted for transmission.
9.	10	(a) Give an example of a TR. (b) Can a reimbursement be claimed for consequential and correcting Telegrams?
10.	10	Give the priority of messages in the transmission of Radiotelegrams.

75% marks required to pass.

PAPER 2

29th October, 1924

Examination for Operators Proficiency Certificate - First Class

THEORY

<u>Question</u>	<u>Marks</u>	
1.	10	(a) Explain the difference between sound and ether waves. (b) Write a brief explanation of thunderstorms.
2.	10	(a) What routine duty would you observe to effect the smooth running of Type F motor generator? and, (b) the rotary spark gap of Type C.
3.	10	Draw the circuit of the 31A Marconi crystal receiver connected to the 102 Type valve unit.
4.	10	The wave length of an aerial circuit with capacity .0006 mfd. and inductance 50 microhenries is 320 metres. What would be the wavelength if an additional inductance of 100 mics. is connected in parallel across the existing one?
5.	10	(a) Define the law of self-induction. (b) State briefly how the L.F.I.C.I. controls the power input to transformer.
6.	10	Define "lag" and "lead" in A.C. circuits.
7.	10	Draw a diagram of the Marine Type switchboard No. 2.
8.	10	How is regeneration effected by means of the Tuned Impedance method?

Question Marks

- | | | |
|-----|----|--|
| 9. | 10 | I have a 30 ohm. rheostat and I wish to obtain a resistance of 6 ohms. What additional value of resistance must I shunt across it? |
| 10. | 10 | <p>(a) Give the circuit diagram of the manipulating key of the Type F set together with the component change over switch.</p> <p>(b) Describe how sound waves control the diaphragm of a telephone receiver.</p> |

Total marks 100
75% marks to pass.

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SOUTH AUSTRALIAN WINTER REUNION

The function was held in the Public Service Club under the sponsorship of Ken Collett. Those attending in addition to Ken were Bert Dudley, Harry Chinner, Eric Story, Alf Kerr, Ken Springbett, Geoff Cox, Ralph Matthews, Norm McKay, Charles Smith, Cecil Shortt, Longun Evans, Muhlle Muhlhan, Cliff Birks, Norman Giles and Brax Horrocks.

A number of apologies were received due mainly to distance and illness.

It was agreed that no change should be made to the eligibility clause of the Constitution.

N.S.W. ANNUAL GENERAL MEETING

The N.S.W. Annual General Meeting was held on 24th May, 1974, at the new O.T.C. Broadway Terminal Building and was attended by:-

Keith Vincent
Dave Fleming
Mick Wood
Russ Welbourn
Jack Creswick
Claude Pickford
Eric Cockle
John Rowley
Athol Brown
Ron Waugh
Bernie White
Bill Day
John Lee
Gordon Johnston
Gordon Cupit
Des Woods
George Wheeler
Jack Burgess
Charlie Watson
Albert Sheppherd
Reg Towner
John Mulholland
Jim Shore
Fred Doolette
Ray Moyes
Norm Alderson
Randy Payne

Trev Thatcher
Charles Carthew
Shaddy Meynert
Claude Dalley
Joe Patiniott
Ted Bishton
Ray Wood
Jack Guthrie
Blue Easterling
Wilf O'Donnell
Roy Doohan
Don Montgomery
Graham Gosewinkel
Peter Frost
Charlie Hale
Bill Luke
Len Rourke
Bert Waugh
Bill Chant
John Creswick
Jim Neylon
Edgar Harcourt
Jim Donnelly
Stan Gray
Kath Morgan
Charlie Barden
Arthur Purtill

Charlie Swinney
Tony Ebert
Ray Baty
John Edwards
John Hodgson
Vin Sim
Tom Molloy
Horrie McInnes
Brian Darragh
Jack Bullen
Fred Hinds
Bill Hickling
Ken Walker
Harry Cook
Joe Collister
Alec Batten
Alf Agius
Bruce Collett
Bill Chant Jnr.
Audrey Keenan
Jack Hansson
Sandy Sandilands
Wal Uwins
Gray MacDonald
Charlie Raecke
Dick Christoffersen
Ron Smith

At the election of officers, all retiring officials were re-elected, namely:-

President	J.G. Guthrie
Secretary	G.O. Cupit
Treasurer	K.E. Vincent
Committee	D. Woods
	J.H. Collister
	H. Cook
	K.E. Wilmot
	T.W. Thatcher
Auditors	W. Ellershaw
	B.W. White

At the conclusion of the meeting, the members were entertained in the modern theatrette by a most wonderful film display on communications from the spoken voice of Adam and Eve to the most modern sophisticated satellite systems of today. The display is completely automatic and done by means of slides, three screens and numerous speakers. It is set in motion by the mere pressing of a button on the speaker's dias. The sequence of events is the dimming and turning off the lights, opening of the curtains, followed by the pictures and audio. The effect of the multiple screens, speakers etc., is to give one the feeling that they are seeing movies instead of slides. The whole show lasts for about 20 minutes and is done per medium of cassettes and the amazing part is that the control room is completely devoid of human life. It is a show well worth seeing and O.T.C.'s Commercial Branch is arranging for this marvellous show and a static display to be manned during normal business hours so that the public may see it. It is recommended that any member who did not attend the meeting should see the show at some time.

In addition to the film display, members were given a conducted tour of the new Broadway Terminal building with its latest equipment and ideas. We are indebted to O.T.C. management and staff for allowing us the privilege of seeing the facilities.

After the inspection, there was the usual get together, drinks etc., organised and served by members of the Committee.

VICTORIAN ANNUAL GENERAL MEETING

67 Veterans attended the Meeting in Melbourne's O.T.C. House and at the elections George McDonald was elected President, Jack McGrory, Hon Treasurer, Bert Hartley, Auditor, and Jack Heathershaw ex Officio Immediate Past President. All other officers were returned unopposed.

An O.T.C. documentary was shown on two colour television receivers by courtesy of the Commercial Branch, and was met with spontaneous approval and appreciation.

A list of the signatures of those attending is attached to this Newsletter. It was good to see Guye Russell in attendance after an absence of five years.

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A HISTORIC NOTEBOOK

In 1911 Veteran John Mulholland was a young Post Office Telegraphist in Queensland when he heard that Ernest Fisk had recently opened an Australian branch of the Marconi Company in Sydney. Seeing that employment in the Marconi Company could give him a great opportunity to see more of the world than his native Queensland, John applied for and accepted an appointment to Fisk's staff and thus became Marconi's third recruit in the Antipodes.

As there were no wireless textbooks available in Australia, all the knowledge that John gleaned during those first months of employment with Marconi was set down in his neat penmanship in a small black notebook which subsequently became his "wireless Bible".

Earlier this year when the Library of N.S.W. staged its Marconi Centenary Exhibition, A.W.A. Archivist, Philip Geeves, lent John Mulholland's little notebook as a possible item for the exhibition. Historians who viewed the exhibition quickly sensed the significance of this unique item; as a result the library authorities requested permission to make a photocopy of the notebook. In addition, Mr. Geeves was requested and supplied a biographical sketch of the original owner, Veteran John Mulholland.

A century from now, when historians are attempting to document the first faint stirrings of electronic science in Australia, they will have access to information from the notebook of this fine gentleman who rose from Post Office Telegraphist to General Manager of O.T.C.

Our congratulations to you John and thanks to Philip Geeves for his co-operation and interest in the old pioneers.

20,000 LEAGUES (AND THE MORE) UNDER THE SEA

We are indebted to "Brax" Horrocks, the President of the South Australian Veterans' Association, for the following article on cable laying. A lot of it will no doubt be old hat to the old and bold cable people, but I am sure that many of the wireless people will be very interested in the article.

It is hard to realise that it is only about 120 years since the first attempt was made to speak telegraphically across the seas. Before that all messages, even from England to France had to be sent by ship or carrier pigeon; the former method being slow and the latter more than somewhat uncertain.

It was in 1850 that the first submarine cable of any length was laid. It consisted of a single, gutta-percha covered copper conductor with no protecting armour and it was successful in that congratulatory messages were exchanged over it before a fault developed which could not be located. In the following year a cable sheathed in hemp and iron was laid over the same route and this was followed by others connecting England with Holland and with Ireland. The success of these experiments proved the practicability of submarine telegraphy over short distances, but it was the finally successful laying of the cable from England to Newfoundland by the huge four-funnel paddle-wheel steamer "Great Eastern" which demonstrated the immense possibilities of this new wonder.

Much activity followed, and by 1872 cables had been laid through the Mediterranean to India and beyond, southward to the Cape and across the Atlantic to South America. From Singapore they extended to Java and then to Darwin where they were connected with the new Overland Telegraph from Adelaide which, in spite of tremendous difficulties, had been completed in less than two years. On November 15th 1872, the first message reached Sydney from London having been relayed no less than 18 times en route.

Thirty years later a cable chain across the Indian Ocean from Durban to Rodriguez and Cocos to Perth was completed and a year later the Pacific was spanned from Vancouver through Fanning, Suva and Auckland to Southport in Queensland.

Improvements in cable manufacture were constantly being made and many routes were soon duplicated with latest type inductively loaded cables. By 1926 350,000 miles of cable were serving the Empire and foreign countries, a very large proportion being owned by British interests. Meanwhile great improvements were being made in operating technique, and with the introduction of a regenerator system at about that time, fully automatic relay and greatly increased speed and accuracy of signalling was achieved so that it was possible to send messages direct from London as far as Adelaide and Hong Kong.

Special ships were built for the laying and repair of submarine cables. New cable is carried in huge circular tanks and coiled to permit freedom in paying out as the ship proceeds over its previously chartered route. The speed of laying depends on many variables including the weather, but is usually at about 8 knots. Complete data is comprehensive and includes the types of cable laid, the positions of joints, ocean depths, a description of the bottom, sea temperatures, and other relevant details.

If a fault or break develops in a cable its location is calculated by careful testing at the two terminal stations. The electrical resistance is measured from both ends, the "behaviour" of the fault or break under various values of testing current is observed. Much experience and considerable skill is required to access the equivalent ohmic values of the many variables. Both faults and breaks give different and quickly varying results with negative or positive to line, for instance, negative to line will "clean" the end whereas positive will cause sulphation and therefore indicate a slow increase in resistance. And there are other variables such as the strength and direction of earth currents which have to be calculated in equivalent ohms and taken into consideration. Then having taken tests of various kinds, depending on whether it is a fault or a break, and knowing from records the ohmic value of each nautical mile of cable, it is possible to determine the whereabouts of the trouble. These days the testing results by the two shore stations are of course communicated to each other and to the ship by wireless, but in the early days of submarine telegraphy, these results had to be sent by other routes, usually necessitating transit around the world.

Accurate localisation of a break or fault is essential since the repair ship's course is planned on the results obtained. When the position of a fault or break has been determined, the ship goes to the area and sights are taken to ascertain the exact geographical position. A marking buoy is put down to form the base from which subsequent operations are measured. "Fishing" for the cable calls for skilful navigation and much patience. The choice of the right type of grapnel is important; if the bottom is muddy or sandy a sliding prong rigid grapnel is used, the prongs digging into the bottom in search of the cable. Where the cable is known to lie on hard rock, rounded prongs are used, these being bolted together in chain fashion and free to turn as they travel over the sea-bed in a snake like manner.

When the cable is hooked the ship is stopped and the grapnel rope carefully wound in, it being important that there should be no undue strain. When clear of the sea, the cable is cut and each end is brought on board in turn and tested to the shore station. The "good" end is then buoyed and the ship picks up the other section towards the fault which immediately it leaves the water discloses the fact on the ship's galvanometer. The fault is cut out and the remaining cable tested. New cable is then spliced on and the ship pays out to the buoyed end which is brought aboard, spliced to the new section and finally lowered into the sea.

With modern cables, surprisingly little repair work is necessary as special sheathing is provided on those sections which are subject to chafing or strong tidal flow. Cable which lies in the deeper parts of the ocean rarely gives trouble.

Cable laying and cable repair work is skilled, arduous, and often fascinating - for instance, one needs no vivid imagination to appreciate the poignancy of the hour when the final splice is made in a cable linking continents for the first time; and one can appreciate the bewilderment of the ship's crew, some many years ago, who, having been ordered to repair an apparent break in a cable near the China coast, found that the cable had been cut with a saw and several miles "pilfered" probably for the value of the copper and sheathing wires.

BAMFIELD - TODAY

Jim Vasek recently visited Vancouver and of course looked up some of the old Bamfield and P.C.B. people. At Victoria he contacted Dan Vittery, Keith Spark, Harold Lequesne and Crakanthorpe. On Vancouver Island were Percy Baly, Count Gallagher, Fred Yeomans, Robert Bruce-Scott and a few others that he could not recall. Dan Vittery was very surprised to see him and Jim was surprised to find that Dan had remained at Bamfield since their 1925 days together. They have a Veterans' Association and Dan arranged for a get together, but unfortunately, Dan died suddenly and the get together did not eventuate.

The old concrete building at Bamfield which was the operating centre in the old days is now being used as a Marine Biological Centre. The old quarters building and married staff houses have been demolished as they had become rotted and in bad shape.

Jim found that the Count (Gallagher) finished up acting, Shakespearian plays mostly. It recalled to him the days in Fanning Island and his renditions of "Dangerous Dan Magrew" and others which were classics. Jim found a lot of difference in Vancouver after his fifty years absence and was impressed by the modern shopping complexes, highways, etc.

CABLE LAYING - SINGAPORE

We have been approached by Michael Terry who is in the War Veterans' Home, Narrabeen, seeking information for him in his research of material for book No. 8 which is to be his autobiography. In the book he proposed to include his uncle, Captain Arthur Neagle, and his cable laying activity based on Singapore late last century and early in this century. He has had some information from London but complains that their records are very sketchy. Any fact on cable laying around that era would be of interest as he has blanks before 1891 and 1908. He has received the information from London which suggests that Captain Neagle may have been the Master of a cable-laying ship prior to 1891 and have laid cables Medan-Penang-Colombo and also Cebu-Manila.

Should anyone have any information helpful to Michael Terry, his address is Unit 104, War Veterans' Home, Narrabeen, N.S.W. 2101.

OVERSEAS ORGANISATIONS

Charles Carthew has been maintaining correspondence with the Society of Wireless Pioneers, California, and we are receiving copies of their magazine "Sparks". They have given us the privilege of reprinting anything we wish from their magazine and we have reciprocated by authorising them to print anything out of our Newsletter.

It is interesting to note that their membership stands at well over 1500 and anyone wishing to join them should contact Charles Carthew or Gordon Cupit for information.

CYPRUS VETERANS

Our National Secretary has been in contact with the Cyprus Telecommunications Authority and we have had a reply back from Mr. Charalambous welcoming the proposal to establish a liaison and advising that he will be recommending they set up an association similar to O.T.V.A. He has forwarded a list of retired people

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many of whom have occupied key posts with the Eastern Telegraph Company and Cable and Wireless. You may remember some of them and might like to drop them a line. This can be arranged through Mr. Charalambous.

H. Palamoudian	Pan. Tsiakalas	M. Charalambous
M. Sinanian	E. Minaidou	Kr. Asdjian
Arpine Kazandjian	P. Charalambous	Araxi Sinanian
Z. Zacharian	M. Kazandjian	Th. Demetriou
P. Djokdjian	L. Hussein	Sof. Constantinou
Chr. Papapetrou	Nicos Kalisperas	C.N. Kyriazis
S. Papacostas	Chr. Papadaki	N. Nazim
Chr. Sophocli	K. Keshishian	J. Bayada
S. Bayada	A. Shalhoup	A.R. Schiadas
D.J. Vardis	C. Antoniadis	P. Santi
C. Alkidas	P. Boutros	M. Himonides
Epam. Joannou	A. Theocharides	N. Theodorou
Evr. Ioannou	Chr. E. Joannides	Petros Panayides
Os. Isseyegh	Char. Symeou	Pipitsa Tsiakka
Ph. Pantelides	V. Papadopoulos	Michael Socratous
A. Constantinides	Amalia Leonidou	S. Alexandrou
Pol. Frantzoulos		

TOM FINCH

Tom's recent broadcast over one of the leading Melbourne radio stations brings to mind an article recently dug up by Philip Geeves taken from a 1932 edition of A.W.A.'s Staff Magazine "Radiogram".

The article reads as follows:-

Mr. A.R. Finch, known throughout the A.W.A. service as "Tom", was born in Kent, England, in 1882.

At a tender age he went to sea and served an apprenticeship in the Loch Line of sailing ships. Like most youths who in search of adventure choose a life on the briny, Mr. Finch often wished he had secured a job as a farmer's boy. However, he ploughed the great salt field which is never sown, was twice shipwrecked and once his ship was partially dismantled. He served in several of the famous Loch ships, including some of the largest and smartest in the fleet. At the end of 12 years he was second mate of the four-masted barque "Loch Carron," but by this time he had had enough of a sea-faring career, so he came ashore and joined the Postmaster-General's Department in 1912 as submarine cable jointer.

Mr. Finch followed the peaceful pursuit of jointing up the cables, particularly between Tasmania and Melbourne, until the War broke out. He enlisted in 1914, and served in Egypt, Gallipoli and France, returning to Sydney in 1916.

He next blossomed out as a banker - at least, he was given employment in the Commonwealth Treasury Note Department; his job being to count and record old bank notes before they were burnt. Mr. Finch burnt enough bank notes in a year to have made him and everyone else in A.W.A. affluent for life. This horrible waste was too much for a man of his temperament, so in 1917 he applied for and secured a transfer to the Electrical Engineer's Branch of the Postal Department, where he was ensconced in the Cable Section. After three years he was transferred in 1920 to the Wireless Section of the Postal Department as a rigger, and three years after was taken over by A.W.A. with the Coastal Stations.

Mr. Finch's job is the erecting and maintenance of masts and aerial gear at the wireless stations. In that capacity he has travelled round and round Australia several times, and in and out among the Islands erecting masts, overhauling and replacing aerials and guys and generally keeping the outside equipment in spick and span condition. Mr. Finch was engaged upon the erection of the two

160ft. masts at Pennant Hills, also the masts at Thursday Island and eight at La Perouse.

Mr. Finch's headquarters are Pennant Hills, but it is no use popping in at any odd time expecting to find him, as he is just as likely to be at Darwin, Esperance, King Island or Townsville.

A PAGE FROM THE DIARY OF A PIONEER
RADIO OPERATOR

C. CARTHEW

In the early 1920's, we called at Derby, Nor-West coast of Western Australia, to take on cattle for export to Singapore.

This consignment of live-stock had been driven overland and expertly loaded by stockmen into the holds of our ship an interesting test of endurance of man over beast and an insight into the primitive state if the use of strong language be any criterion.

The cargo safely aboard, no time was lost leaving on high tide for the open sea.

A few days out in the Indian Ocean brought tragedy both unprecedented and spectacular. One by one the live-stock succumbed either to tropical heat or disease possibly a combination of both.

The steam winches guided derricks in the lifting and releasing of one beast after another and immediately a carcass reached the water sharks came in droves to partake of an unusual feast; if denied access they turned on one another and added to the dreadful carnage.

Worse was to follow for, without warning, flies in their millions appeared from nowhere and literally blackened the ship. Mosquito netting, cheese cloth and other material was improvised to obtain some measure of protection during meal hours and rest periods.

The patience of officers and crew alike was sorely tried until arrival off Singapore when two days of quarantine eventually brought conditions back to normal. Incidentally, sulphur used during the clean-up process played havoc with the gleaming brass instruments in the wireless cabin. Life on a cargo vessel is certainly not without incident.

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ANOTHER PAGE FROM THE DIARY OF A
PIONEER RADIO OPERATOR

C. CARTHEW

On the landing outside the wireless cabin one could lean on the hand-rail and look directly aft. Once, when in that position, I noticed two sailors emerge from the f'castle and shape up for a bout of fistcuffs.

Members of the crew came into the picture and maintained a respectable distance from the two contestants no noise, no partisanship, just mute interest. A scene somewhat bizarre but with promise of action to follow.

The fight soon began in earnest with both men physically fit, hefty and built to proportion, aggressive and eager to trade punches with abandon.

Soon blood came from cruel facial cuts, eyes blackened, teeth broken and bodies bruised yet each man fought on seemingly bereft of reason with one aim in view to hurt his opponent to the full.

Then one man went down out cold The victor casually picked up an emergency fire bucket and tipped the contents over his erst-while adversary. The water had an immediate and salutary effect on the prostrate fighter who shook his head and, in attempting to rise, was helped by the very one responsible for his discomfiture.

Completely absorbed in the whole affair I looked around to find the Captain standing close by whose cryptic remark "better that way" left me at loss for words. As a master mariner who came up through sail the Old Man knew a thing or two.

At the next port of call, the two sailors, still carrying the scars of battle, went ashore together tried and proved friends characteristic of men of that calibre preferring to live the hard way.

* * * *

PERSONAL HISTORY FORMS

Our recent requests for each member's historical and work record has not brought in that many replies so we are enclosing another application with this Newsletter which we trust you will complete and return to Gordon Cupit or your State Secretary.

SNIPPETS FROM HERE AND THERE

Hilton Robertson (Sydney), Ernie Baldachinno (Melbourne), Dave Fleming (Sydney) all on world trips.

Jack Guthrie (Sydney President) off again on an Eastern Trip.

Geoff Cox (ex Victoria) now South Australia, has bought a new home at Port Noarlunga South and has joined the local bowling club.

Ken Springbett (Adelaide) and his good lady are doing a great deal of work organising Meals on Wheels at Gawler which gives them very little time for other activities.

George McDonald (Melbourne) spending his holidays at Fiji. George was stationed at Suva for some time and will be renewing old acquaints.

"Longun" Evans (Adelaide) on the walkabout again and this time he has found his way down to Tasmania.

Congratulations to Muhlle Muhlhan (90) (Adelaide) and Dick Heaps (92) (Auckland) on joining the nonogenarian group. This is an age we all hope to attain.

Carl Rooney called in to Sydney recently and looked up a number of his old P.C.B. workmates from Bamfield. Carl has been in retirement since 1965 and is living in Ireland. An interesting piece of news learned from Carl was that when he gave up work he was in New York and the customer there is expected to prepare his own traffic in F31 format. Now we know the reason why NYK traffic at times leaves a lot to be desired.

OUR BADGE

National Secretary, Charles Carthew, was travelling on the Southern Aurora to Sydney when the conductor on the train asked what his O.T.V.A. badge represented. This led further to him saying that his father was an old Cable Officer and as a result Charles wrote to the father who turned out to be a Mr. Alfred McMurray. Alfred advised that he joined the Cable Service in February, 1903, then left it for a few years to try his luck in Canada where he only spent a short time before returning to England where he rejoined the Cable Service again.

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In 1914 he enlisted in the Rifle Brigade which is a British Infantry Regiment. He was wounded in France in 1915 and invalided to England. After convalescing for 9 months he was transferred to the Oxford and Bucks Garrison Battalion and sent to do duty in India. He remained in India till the end of 1919 and after demobilisation, he rejoined the Cable Service and was posted to Adelaide as Assistant Traffic Auditor. In 1925 Alfred was transferred to India then to Shanghai for four years followed by Singapore. Upon retirement he decided to live in Australia but being an old soldier joined the A.M.F. in 1942 as a Warrant Officer, Class 2. After the war, he carried out some clerical work and then decided to take up farming and bought a property at Pittsworth, Queensland. This venture has proved very successful and Arthur now has 2000 acres in the Darling Downs.

A story like this should make all members be proud to wear their badges. Result, another Veteran.

MISSING PERSONS

We seem to have misplaced the following members as mail has been returned "address unknown". If you can help us, a call or note to your Secretary would be greatly appreciated.

N.S.W.

W.G. (Tex) Cowley
Arthur Whittaker
John Blackley
Gordon Berry
A.E. Fox
A.J. Money
G.M. (Pat) Riley
W.V. Telford
R.G. (Bob) Wright

South Australia

Col Waters
Cecil Shortt
C.F.J. Smith

AUSTRALIAN RETIRED PERSONS ASSOCIATION (A.R.P.A.)

Our National Secretary has been in close contact with the Australian Retired Persons Association and it is thought that some of our members may be interested in this organisation. The annual subscription for a married couple is \$5.00 p.a. and \$3.00 for widows, widowers and single persons.

The Association has a number of services to its members which include:

Financial Clinic;
Information and advice on Investments etc.;
Advisory Services;
Legal Services;
Taxation Advisory Service;
Probate Advisory Service;
Patent Designs Ideas and Marketing Service;
Insurance Advice on all types of Insurance;
Real Estate which includes assistance with valuations and other property matters;
Home Building and Maintenance Service;
Envelope addressing Service;
Employment Bureau for temporary and part-time employment in conjunction with the Over 50's Association;
Australian Cottage Enterprises which assists with marketing of goods and crafts made in homes.

The specialised lectures and discussions for members who are in business;
Social activities which cover a Garden Club, travel assistance and party tours, cinema and theatre groups, reading, art, crafts and friendship groups.

The Association also produces a magazine which they have kindly agreed for us to reprint articles from time to time. For this Newsletter we are repeating some information on wills which I am sure you will find of interest.

Anyone wishing to join the Association which is based in Victoria can get information from Charles Carthew.

WE NO LONGER LIVE IN A VILLAGE

Perhaps you have observed that more and more young people are going on to University; your General Practitioner now refers you to a specialist; unfamiliar words such as "Gross National Product", "Consumer Price Index", and "Inflation" begin to appear regularly in the daily newspapers; interest rates in excess of ten percent are advertised by finance companies; and crimes of violence are far too common.

No longer can your local Bank Manager, your Accountant or your family Solicitor be fully conversant with all subjects, and it is becoming more difficult to obtain clear, accurate, complete and unbiased opinions on finance, taxation, pensions, law and the multiplicity of human associations that a person encounters every day. Accordingly, your Association has collected a panel of experts that are available by appointment to assist you where necessary, and you may enquire by telephone, personally or by mail to be assured of prompt personal attention.

Many problems of members come to our notice daily. One of the more common inquiries is as follows:

Can I make my own Will, and is it wise to leave my estate to persons other than my wife and children?

1. Yes you may make your own Will, but it must be clearly understood that in many cases this has proved to be extremely foolish and has often led to confusion and hardship, simply because certain obvious considerations were overlooked.
2. Both Federal Estate Duty and State Probate Duty are charged on an estate according to the value thereof and the relationship of the beneficiary under the Will to the deceased. It is extremely unwise to leave your estate to any person other than your immediate family and the following example may serve as an illustration:

Assuming an Estate is valued at the sum of \$60,000.00 for the purpose of duty -

- | | |
|--|-------------|
| (a) Where the beneficiaries are the Widow or infant children of the deceased, the duty is: | \$5,659.00 |
| (b) Where the beneficiaries are the children (over 21 years) or Grandchildren of the deceased, the duty is: | \$6,350.00 |
| (c) Where the beneficiaries are the brothers and sisters of the deceased or the deceased's parents, the duty is: | \$11,281.00 |
| (d) Where the beneficiary is any other person or a non charitable institution, the duty is: | \$12,545.00 |

Remember that it is your Association, working in your interests, and no matter what service you require, the many resources of the Association are available to you.

Every enquiry will receive prompt and personal attention.

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EARLY NEW GUINEA

Hereunder is a couple more tales by Ted Bishton on the rough-and-tumble early days in New Guinea.

"A couple of characters around the Soloman's at that time were Bob Cruickshank and Jack Shaw. On one occasion, both Bob and Jack came into Kieta and there was a lot of drink consumed the couple of days they stayed. They were both pretty well under the weather when they left and the next time I saw Jack, he told me what happened on the way back to Buyn. Jack was about 15 stone and Bob was only small, about 10 stone at the most. When they got outside Keita Harbour Bob said, 'we will change our bookkeeping system by turning over a new leaf and starting all over again.' Jack said, 'you leave the books alone.' But Bob was adamant and said they would have to fight it out. Jack said they sparred around on the little deck of their schooner and eventually Tom knocked Bob down. Bob lay on the deck for some time then said, 'I'm not finished yet Jack, give me a hand up old man.' Jack lifted Bob up and the next time he hit him he went over the side into the water. According to Jack, they were sailing along nicely when this happened and he looked back and there was Bob waving his arms about, bobbing up and down. Jack was so wild he felt like leaving him to drown but his better nature prevailed so he turned the boat around and picked Bob up. When he pulled Bob on board the first thing he said was, 'we're too cramped here Jack, let's go ashore and finish it.' He insisted so strongly that they eventually made for a small beach where they dropped anchor and went ashore and finished the fight. Bob was no match for Jack but he had tons of guts."

"There were still a few Germans waiting to be releaved of their plantations and some of these used to congregate at Valentine's store which was on the beach at the foot of the hill on which my house stood. They would sit in a room at the back of the store drinking beer, the sessions going on for 3 or 4 days at a time. When one case of beer was finished, another would be opened. Each one shouted in turn and each shout was a case of beer. I used to join in with them and we carried on our conversation in pigeon english. Occasionally when the beer was flowing a bit too freely, the Germans would start arguing in which case they would turn to me and say "excuse please" and then carry on their argument in German."

WILLOUGHBY STATION

Tom Finch has supplied us with a letter he received from A.S. McDonald, Chief Engineer of A.W.A. whose address at that time was 97 Clarence Street, Sydney. The letter is dated 5th February, 1924. The bonus of £12.10.0 does not seem much these days but was quite a windfall then. The letter reads as follows.

"Dear Sir,

To mark the successful commencement of the Company's Broadcasting activities, and in view of the excellent work carried out by you in connection with the construction of the Willoughby Station, it gives me much pleasure in advising you that Mr. Fisk has decided that a bonus of £12.10.0 be paid to you. Will you, therefore, make application to Mr. Johnson, Melbourne Office, who will arrange for this amount to be handed to you.

I have no doubt that it is a source of considerable gratification to you, to have been instrumental in helping to carry into effect the construction of Australia's premier broadcasting station, the beginning of which, serves to introduce to Australia, a new field in wireless activity, marking the advent of a new era in home entertainment and home education, the possibilities of which are beyond estimation."

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SUVA - AT THE GATES OF THE DAWN

To many of the old-timers, the laying of COMPAC does not seem very long ago but 12 years to the new fry seems the beginning of the world. In 1962 a story written by Arthur Black was published in the "Zodiac" and we thought it might bring back a few memories to reprint at this time.

The Pacific has been sailed by navigators from the earliest times. It is generally accepted that vast immigrations stemmed from Africa, Europe and Asia, down through Indonesia. The Melanesians, or darker skinned races, finally settled in Fiji, New Caledonia, and the Solomons, and the lighter skinned Polynesians migrated from the north and further east into the many small islands of the Polynesian Triangle, which is bounded by New Zealand, Hawaii and Easter Island.

Dr. Peter Buck, a famous anthropologist who is part Polynesian, deals with these migrations in his book "Vikings of the Pacific". He believes that some of the Polynesians, before the thirteenth century, journeyed 4,000 miles from the Marquesas Islands to Peru, and brought back the sweet potato.

Europeans first learned of the Pacific from Marco Polo about 1280, when he told of a great sea east of Zipangu (Japan) with 7,000 islands, which could have been the Philippines.

Vasco Nunez de Balboa, of Spain, first saw the Pacific in September 1513, and in 1520 Ferdinand Magellan, for King Charles I of Spain, sailed into the Pacific round Cape Horn, and then circumnavigated the world. It was Magellan who named the ocean "Pacific" from its calm tropical waters.

Thereafter, navigators of most European nations found their way into this mighty ocean, the most famous of them being Captain James Cook with three voyages unsurpassed for skill, endurance and success.

Fiji was discovered by Abel Tasman in 1643, and the group was extensively charted by Captain Bligh when he sailed between these islands in his long boat, after he had been cast off by the mutineers of the "Bounty".

The 180th degree of longitude is mankind's dividing line. It is a fixed point for measurement of time and distance. Here, the sunlight, travelling west, changes its name from one day to another. Nature has taken that line to separate the brown skinned Polynesian stock from the dark Melanesian, to separate Coral atolls from coral fringed volcanic mountains, and, strangest of all, to separate the malarial regions from the non-malarial.

It is here that the Fiji Islands, with Suva their capital, lie in the vast Pacific. Fiji is a Crown Colony, ceded to Queen Victoria in October 1874, by King Cakobau and his High Chiefs for the Fijian people. There are some 320 islands in the group, ranging from the great island of Viti Levu, of 4,000 square miles, to coral islets a few yards in circumference. About 100 islands are inhabited.

Suva has a population of about 40,000 - European, Fijian, Indian, Chinese and peoples from many of the Pacific Islands.

The International Date Line, basically along the 180th meridian, is diverted to the eastward round Fiji and Tonga, the Aleutian Islands, and Chatham Island in New Zealand, for convenience. To the eastward of Fiji it is yesterday, and so we are situated "at the gates of the dawn".

Our wireless stations form the centre of a network reaching out 2,000 miles to eleven Pacific islands points, and radio telephone and telegraph to Sydney. The network resembles a spider-web on the map, reaching out into the French/British condominium of New Hebrides, French Polynesia, American Samoa - which has just achieved independence - the Kingdom of Tonga, and to the Gilbert and Ellice Islands.

The first submarine telegraph cable in the Pacific area was laid across the Tasman Sea between Sydney and Wellington in 1876. In 1879 Stanford Fleming, the civil engineer in charge of the construction of the Canadian Pacific Railway

and its parallel telegraph landline, first proposed the laying of a submarine cable network across the Pacific.

The proposal was discussed on many occasions between the Governments of Australia, New Zealand, Fiji, Canada and the United Kingdom, under the sponsorship of Sir Stanford Fleming, until in 1902, under the aegis of those Governments through the Pacific Cable Board, the Pacific was spanned by cable and the service opened on December 7. The final route chosen was from Vancouver Island, via Fanning Island, Suva, Norfolk Island, with bifurcation at Norfolk to Brisbane and Doubtless Bay in the north of New Zealand.

The cable between Vancouver and Fanning Island remains the longest in the world - 3,450 nautical miles. Until the introduction of relays in the 1920's, the method of working these cables was by siphon recorder with translation by hand at each station. The attenuation of the signals over these long lengths pre-supposed telegraph operating of the order of perfection so that maximum speeds could be maintained.

The skill of the cable operators at Bamfield, Fanning Island and Suva were major factors in the successful operation of the cable chain over those years.

Duplication of the system was contemplated, and in 1926 continuously loaded cables were laid between Vancouver and Fanning Island.

The telegraph cables will be abandoned when the telephone cable has been laid and proved. At the end of 1962, the original Pacific cables will have been in continuous service for 60 years, with the exception of three weeks during World War I when they were cut, off Fanning Island, by a German cruiser.

They have been singularly free of interruption over those years. On the Vancouver-Fanning and Fanning-Suva sections, there has been only one interruption in deep water, and that took place 500 miles from Vancouver, in 2,100 fathoms of depth, only last year when the ocean bed in the vicinity of the break was reported to be of a corrosive nature. The loaded sections, laid in 1926, have been faultless except for shore-end renewals.

Suva's knowledge of the Commonwealth Telephone Cable Project began with the visit in September, 1959, of Mr. H.H. Eggers, Managing Director; Mr. P.J. McCunn and Mr. D.G. Smith, who were on their way to Sydney for the successful conference which culminated in COMPAC.

In October, 1960, we were visited by the COMPAC Survey Party, Messrs. D.G. Smith, J. Bampton and J. Crouch, since when we have been really busy.

During 1961, we completed the COMPAC Terminal Building, a block of four flats for expatriate staff, and began building two blocks of flats for families of members of the crew of C.S. Retriever, which is based at Suva. During 1962, building of two new bungalows and a single staff mess was commenced, and currently concrete piles are being driven for the Suva Cable Depot.

Over the past three months, each cargo ship from Britain has been heavily laden with equipment for our terminal. The last three ships brought upwards of 200 packages each. Some packages were of power equipment of the order of six or seven tons. We continue to receive equipment by each ship.

Mr. R.W. Hobbah is in charge of the installation. He has four members of the F.I staff assisting him at present, and four more are to arrive in June and July. The installation team of the contractors, Standard Telephones and Cables Ltd., under Mr. J.T. Marshall, now consists of ten busy men, and is increasing in numbers week by week.

During June, after assisting H.M.T.S. Monarch in laying the Tasman Sea section between Auckland and Sydney, C.S. Retriever will come to Suva, where the Spaniards in her crew will be replaced by Fijians. Because Fijians have a history of sea-faring it is appropriate that the first cable ship to be based in Fiji should

have Spaniards, in the wake of Balboa and Magellan, among her complement, and that they should be replaced by Fijians, in the wake of the Melanesian and Polynesian navigators.

Rudyard Kipling in his poem, "The Deep-Sea Cables" written in 1893, was truly prophetic when he wrote, "Men talk to-day ..." - which ends with the allusion to speech travelling along the ocean beds to promote better understanding among the peoples of the world.

* * * *

CONTINUING DAVE FLEMING'S OVERSEAS TOUR

Continuing my round of visits to places, old and new, I left "Dan-Air" Air terminal, London, for Ashford Airport in the beautiful County of Kent. The journey, by luxury coach took about 5 hours and we were passing through very lovely English countryside. On arrival at Ashford, and after passing the typical Customs and Immigration examinations - and these were particularly strict - we boarded our "Siddeley Hawk" plane for Beauvais in France. The trip across the Strait was good until about halfway when a "cloudburst" hit us and torrential rain and a pretty severe buffeting was the order of the day thereafter.

On arriving at Beauvais it was raining very heavily and our run from there to Paris was not as comfortable as we would have liked, although we were able to get a good, if a bit hazy, view of the French countryside which was very much the same as we had been through elsewhere. Arriving in Paris it was raining, if anything, more heavily than in the Strait. Everywhere in the City streets, gutters and highways were running a "banker" and with the rubbish and filth it was not a sight to cheer one's idea of a pleasant visit. There is nowhere like Paris when its really wet that looks so dirty and uninviting from a visitors viewpoint.

However at my Hotel; the Grand Hotel de Roubaix I pondered on whatever brought me over here. The Manageress, sensing that I was a disappointed Australian, suggested the best way for a stranger to enjoy Paris was to take one of the many interesting tours of the City firstly and thereby learn something of the beauty and interest this lovely city has to offer. The weather from that point cleared up and I embarked on my sightseeing tours. Firstly I took in both morning and afternoon city tours which took you to all the very best places of interest, such as the Eiffel Tower, Arc de Triomphe, Notre Dame Cathedral, and generally the whole of the city area. A trip, up and down, the River Seine was interesting as it took you under the 37 Bridges which span the Seine, all of which are of different architecture of the period in which they were built or altered. Other places visited on my tours were Versailles, Malmaison, Fontainebleu, Chantres, Chantilly, Brie, Rheims, Bullecourt etc. Versailles, Malmaison and Fontainebleu are all maintained as National Museums and are kept in their "period" state. Bedrooms, Ante-rooms, Reception Rooms etc. all furnished to absolute perfection and handpainted Murals and Panels done by only the best of Italian Painters, Picasso, Leonardo de Vinci - only the best!

The trip up to the top of the Eiffel Tower was really interesting. There are two levels to which you are taken from either of which you get an unsurpassed view of Paris and the environs. The Cathedral Notre Dame is a very large building of very beautiful architectural design. While I was there a special High Mass was being celebrated which added to the solemnity of the occasion.

The Concord Square in the centre of Paris is a beautifully planned and laid out area almost entirely of marble. The Arc de Triomphe, over 100 feet high is a beautiful monument and of considerable interest to both Parisians and visitors alike.

Entertainment is plentiful - the Follies and Moulin Rouge are among the most favoured by visitors, even though they may not understand the language they at least hazard a guess at what is meant. The "curbside" Bars and Restaurants are intriguing but I found it a pretty hard job to find somewhere where I could enjoy a "decent" meal. Many places showed that A la Anglais meals were served - that however was not really true. Take for instance, A la Anglaise Sandwich - this is a bread roll

about 9 inches long cut down the centre and a slice of ham slipped into the slot.

The Memorial to ex Premier Charles de Gaulle and the Arts Galley and Museum are very find structures - both revealing that de Gaulle was a very popular and highly regarded Frenchman.

Brie, now a thriving residential and industrial city built on what was the huge estate of a very wealthy French Nobleman who would, or could not, do anything about his estate so de Gaulle took over many miles of beautiful meadows and built a city where the "landworkers" are given homes at a very small rent. Rheims, Bullecourt both famous names in World War I are flourishing cities and show no signs of the ravages of both World Wars in which they were in the frontline.

So it was after a very interesting visit to the land of La Demoiselles OoOo La La's, I returned to London to further my knowledge of the London of today.

Well here I am on my way back after a very interesting tour of the States and I am finding that there is plenty of interesting things and places to see and enjoy.

Firstly, I flew from London Heathrow Airport to Logan Airport in Boston. After I had settled in to meeting my many American relations, the round of visits began. Visiting the Lexington-Concord district, the scene of the War of Independence, between the USA Minutemen troops and the English Regulars, revealed the real depth of American patriotism and, at the time, deep hatred of the English. Here is perpetuated in museums and relics of the period the complete history of that memorable period with typical US fervour but not in an arrogant way and with ungrudging respect for the English. Further tours of the State of New Hampshire, Rhode Island and other parts bordering Massachusetts etc., were most interesting and I enjoyed them all. A complete tour of Boston city - old and new - reminded me of dear old Sydney, with its narrow streets and skyhigh buildings but of course Boston is ever so much larger. As in Sydney, the developers have moved in and completely changed the skyline and are ever reaching for the sky.

The traffic here is terrific but wonderfully well controlled. One thing which would test the tempers of the average Aussie commuter is that one must always have the correct change to travel in buses etc. Here there is a receptable near the driver which accépts the "correct" fare only - can you imagine this scheme in Sydney during "rush" periods? I enjoyed my stay on the East Coast and decided to cross to the West - California to visit the last remaining lot of relatives before coming home. I left Boston and travelled to New York, saw the sights there and took a bus to Cleveland where I changed for Toled and eventually arrived in Dayton. I saw my first game of football, "Gridiron", here and enjoyed it but so far as the game itself was concerned, it is too disjointed, full of stops and starts, to ever interest the aussie footy fan. The hundreds of Ballet girls, dancing girls, Bands, and Cheer leaders, put our barrackers, even at a Grand Final, in the shade.

From Dayton I continued by "Greyhound" through many interesting cities, including Amarillo, Albuquerque, New Hampton, Barstow City, New Mexico, Santa Rosa, Gallup - Navajo Indian city, Grand Canyon etc. Just prior to the Grand Canyon area a cloudburst hit us and in a few minutes the area was flooded and a "freak" snowstorm developed.

Eventually I arrived at Merced in this beautiful state of California. From here I hope to fly home in the very near future, after visiting San Francisco. I have been singularly fortunate in having been favoured with really fine "travelling" weather, wonderful spontaneous hospitality wherever I have gone. I will, however, be happy to be returning home - such as it is now - and give my attention to more responsible affairs.

