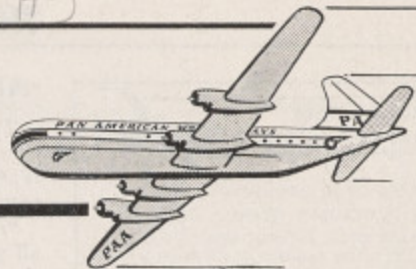


PAN AMERICAN WORLD AIRWAYS TEACHER



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TEEN-AGE EDUCATIONAL EXCHANGES

Teenagers from abroad who have demonstrated that the members of their set can be effective international ambassadors of good will, are the high school age youngsters who came to the United States this year from more than thirty countries to attend the New York Herald Tribune Forum for High Schools, and the "Junior Ambassadors" who were brought to the United States by Pan American-Grace Airways last fall.

A third teen-age ambassadorial project was the visit of two teenagers to Pakistan, followed by a trip on around the world, as guests of the Pakistan government.

Teenagers are effective in these exchanges in a way which cannot possibly be matched by their elders. What they say and do is completely unofficial, full allowance is made by everybody for their inexperience, so they are pretty much uninhibited. There is a free exchange of information and explanation of attitudes, which has no appreciable effect upon the immediate course of world affairs, but has a great influence upon the thinking of those who will be the leaders, and also the followers, in the decades just ahead of us.

The first group of delegates from abroad to the Herald Tribune Forum for High Schools was brought to the United States from Latin America by Flying Clippers of Pan American World Airways in 1948. In each successive year PAA has similarly participated in this phase of the forum program, which eventually became world wide in scope. This year representatives of thirty-two countries participated in "deliberations" of the forum at the United Nations General Assembly Hall.

Panagra's Junior Ambassadors from Latin America visited the U. S. last October, and a return visit by U. S. students to Latin America is being organized for this summer.

The Herald Tribune's first high school forum, in 1947, was a meeting for delegates from high schools in New York City and suburbs which was set up as a "projection" of the newspaper's famous annual Herald Tribune Forum for the general public. The high school edition was so successful in that first year that Mrs. Helen Hiatt Waller, the Forum Director, initiated in the following year the international phase which has come to be its dominant feature.

Delegates are chosen primarily on the basis of their scholastic records, and their ability to speak English, but personality factors enter largely into the final decision of the judges.

Competition for the honor, and the privilege of traveling to the United States, is keen. Beginning with eliminations in indi-

(Continued on page 15)



FORUM DELEGATES — Five of the 32 delegates from abroad to the Herald Tribune Forum for High Schools are pictured on arrival at Idlewild Airport. They are David Tin, Burma; Epel Esin, Turkey; Rasul Nizam, Pakistan; Satoshi Kawamitsu, Okinawa; and Kimko Fujii, Japan.

PAN AMERICAN PAY LATER PLAN WILL AID EDUCATIONAL TRAVEL

The chief obstacle to educational travel which has existed in the past—the lack of ready cash—is cleared away now by a credit financing arrangement in the present generation tradition of installment buying.

The Pan Am Pay Later Plan, available to the general traveling public, is especially appealing to teachers and students for whom travel is an educational experience, and who therefore have the same incentive for arranging to pay later for travel that they have for "financing" a college education.

In announcing the Pan Am Pay Later Plan, Willis G. Lipscomb, Vice President, Traffic and Sales of Pan American World Airways said:

"Air transportation long has needed an installment plan to enable it to compete with other similarly priced commodities on the consumer market.

"Installment buying of our tickets is the second major step in Pan American's long-range objective to bring international air

travel within the reach of the average man. Introduction of tourist service rates by Pan American in 1948, since extended to almost every part of the world and adopted by domestic airlines, was the first step.

"The new plan will permit millions to fly abroad without disturbing their current savings.

"The plan stems from Pan American's recognition that the American economy to a large degree is based on credit. Without credit, there would be little hope of maintaining the constant increase in the purchase of durable and consumer goods. More than any other single influence, credit has enabled Americans to achieve and maintain the highest standard of living in the world. We want to see international travel made a regular part of that standard of living."

The "Pan Am Pay Later Plan" was filed as a special tariff with the Civil Aeronautics Board to become effective on May 1. It

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PAN AMERICAN
WORLD AIRWAYS TEACHER



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HOW ARE WE DOING?

With this issue, World Airways Teacher completes ten years of publication. Various editorial patterns have been used, and various frequencies of publication—as of now, we build each issue around a unit of study for geography or social studies classes, and come to you every two months, five times during the school year.

We've had hundreds and hundreds of appreciative letters, which we sincerely appreciate, and if we ask for more letters now, as we intend to do, it is not just to feed our vanity. We have that too, no doubt, but what we really want is help from readers in charting our course for the future. *Excuse us!* What we mean is, we want help in drawing up our flight plan for next year.

So may we have some letters, please, telling us:

1. How you use World Airways Teacher, especially the teaching units on areas of the world, in the class room.
2. How you would like World Airways Teacher changed. What should we add, omit or revise?

We'd like to have your permission to quote from your letter, and identify you when we do, in a report which we will publish in the first issue next fall.

We'll award prizes, too. The writers of the three best letters will receive Replogle Globes decorated with Clipper models. This globe is illustrated on page 2 of our book for teen ager readers, "Aviation's One World." (If you are not familiar with "Aviation's One World" ask for a copy when you write your letter.)

In choosing the 3 best letters, the judges will ask themselves: "What reports of use, and suggestions for changes, will do most to help make World Airways Teacher more useful to its readers?" Their decision will be final, and all letters sent in response to this inquiry will become the property of Pan American World Airways.

You'll find our address in the mast head at the top of this column. To be eligible for awards, letters must be received prior to August 1, 1954. No minimum or maximum length is specified, but the judges will be favorably impressed by conciseness.

Every report and every suggestion sent to us will be gratefully received and carefully considered.

ADVENTURE IN EDUCATION

The 1954 edition of PAA's directory of educational tours and summer schools abroad is available and will be mailed free of charge, upon request.

"Adventures in Education" lists tours to all parts of the world, sponsored by educational institutions and travel agents, many of them for credit, and most of them tailored to modest budgets. Information about such things as academic credit for travel, and allowable income tax deductions, is included.

Request by sending a post card, asking for "Adventures in Education," to Educational Director, Pan American World Airways, 28-19 Bridge Plaza North, Long Island City 1, N. Y.

PAA TRAVEL FELLOWSHIPS

Students from Latin America will wing their way north again this year under a scholarship plan for graduate study at universities in the United States, announced by Pan American World Airways and Pan American-Grace Airways (Panagra).

The airlines said the Civil Aeronautics Board had indicated that it would give favorable consideration to transportation of fellowship recipients selected by the Institute of International Education and approved by the State Department. About 50 students are to be flown to the U.S. to pursue graduate studies.

The travel fellowships for educational exchange between the Latin American countries and the United States provide round-trip transportation for graduate students who wish to continue their studies in this country. They were established in 1937 and, except for an interruption in the program last year, have been awarded to some 200 students, who were flown here and back by Pan American and Pan American-Grace.

Candidates are chosen by the Institute of International Education and are recommended to the airlines on the basis of merit and need. The recipients are chosen from among candidates whose applications have been approved by the committees on study and training, which exist in all the Latin American countries, and on which the cultural attache of the United States Embassy or a representative of the local American Consulate serves as an observer.

The scholarships, besides their value to the students in their educational endeavors, have proved an important factor in bringing about better understanding and friendship between the people of Latin America and the United States.

Since establishment of the program in 1937, fellowships have been awarded to 220 students who came from Latin America to the U.S. for graduate study, and 126 students who went from the U.S. to Latin America. Fields of study have ranged from architecture to veterinary medicine, and the exchanges have included every country in the Southern Americas.

Graduate students who wish to apply, and who are prepared to devote a full academic year to study under the fellowship, should apply direct to the Institute of International Education at 8 East 67th St., New York 21, N. Y.

PAY LATER PLAN

(Continued from Page 1)

follows similar plans for the purchase of refrigerators, automobiles, home improvements and television sets, but is simpler than many of these plans.

The plan is available on the services of Pan American and its affiliated carriers from the United States to the 83 countries and colonies served by the System on six continents.

The plan, which provides for a 10 per cent down payment and up to 20 monthly payments thereafter, is expected to affect the overseas transportation field much as the introduction of such methods influenced the automobile and home appliance industries.

According to the Federal Reserve Board, installment buying in 1952, the last year for which figures are available, accounted for 55 per cent of furniture sales, slightly over 50 per cent of the television sets sold, and approximately 51 per cent of the new automobiles sold in this country.

"Time selling of transportation has been tried before, but never on such a scale and never a method so convenient to the purchaser," Mr. Lipscomb said. "Arranged with the largest finance institution of its kind in the United States, the plan makes installment buying of tickets almost as easy as buying the ticket for cash. In major cities, the buyer may pick up his tickets within a maximum of 48 hours after he makes application. In smaller communities the process will take longer, but never more than a week.

"Few institutions in the country can provide what we need—unlimited credit subject only to the usual safeguards of information on the individual financial responsibility."

The "Pan Am Pay Later Plan" is available at all Pan American offices throughout the country and at 1500 authorized Pan American travel agency locations. Under it, credit may be granted to cover all international travel over the routes of PAA purchased in the United States; the international portion must be via Pan American or one of its affiliates.

A simple short form will be used, asking the information normally required for credit. After the form has been filled out and signed, there is nothing for the purchaser to do but come in, sign a note, and pick up his tickets. He will receive a monthly payment book from the financial institution.

Mr. Lipscomb cited several pre-arranged tours abroad to illustrate how the installment travel plan works.

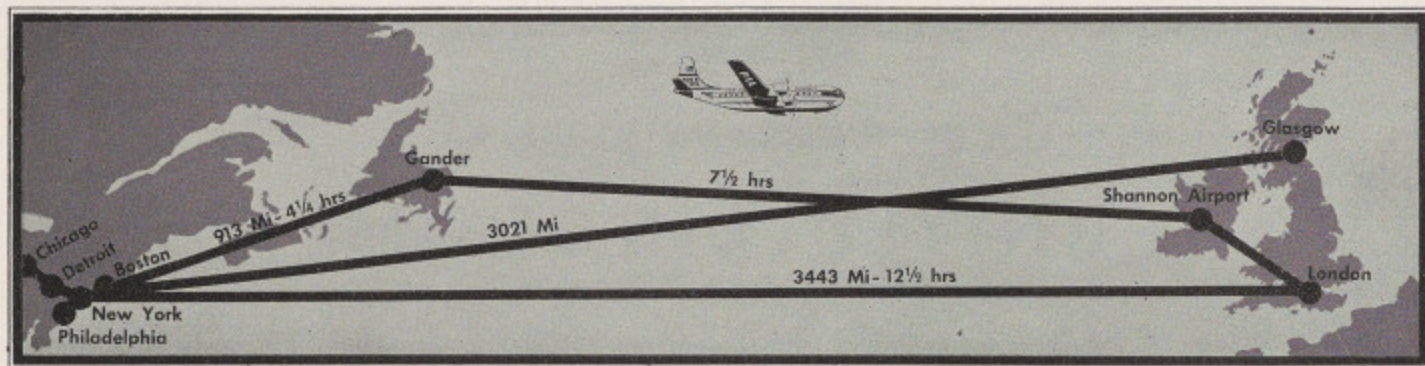
A typical one-week Bermuda holiday, based on a departure from New York, including transportation, U.S. tax, transfers, hotels, breakfast and sightseeing, may be financed by paying \$13.00 down, and \$10.82 a month for the next twelve months.

A two-week tour of Paris, London, Rome and the Riviera, including a transatlantic crossing by Pan American, transfers, hotels, local transportation, sightseeing, tips and many meals, is available at a down payment of \$82 with twelve monthly payments of \$68.97.

Financing may cover all charges on an international tour, or just the air fare alone. On pre-arranged tours, it may include surface transportation, hotels, special accommodations and sightseeing.

BY FLYING CLIPPER TO THE
UNITED KINGDOM





OUR CLIPPER TRIP TO THE UNITED KINGDOM

It's hardly more than an overnight trip to London by Flying Clipper, but it takes more time than that to get ready.

We need:

1. A passport. However, no visa is required for a stay of three months or less.
2. A vaccination certificate. It is required for re-entry into the United States.
3. A reservation and ticket for Clipper passage. Reservation for the return passage also is advisable, although not absolutely necessary.
4. Reservation for hotel accommodations at least for the first stop, and preferably for additional stops.

Also it takes some time to get a wardrobe ready—it will consist of garments such as would be worn in the United States, except that light weight summer things will not be needed, even in the summer months. Preparations must be made for picture taking and participation in favorite sports. And it will add to enjoyment to learn something of the United Kingdom in advance—such matters as are presented on the pages following.

All this can be accomplished in a month or so—even less if need be—but such matters as the passport are musts, and the others are most desirable.

And no matter how far ahead we start getting ready, the time slips away faster than we thought it would, and we're in New York City, or Chicago, or Detroit, en route to the airport to board the Clipper.

If New York City is our port of embarkation we travel to Idlewild International Airport by limousine in the early afternoon, and check in at the PAA counter.

A Traffic Representative checks ticket, passport, vaccination certificate, fills out and hands to us a boarding card upon which is noted our seat assignment and asks us to stand by for the boarding announcement. . . .

There it is:

"Flight 100, ready for departure."

Oh, yes, we are travelling this time on the President.

Through the gate we go, across the asphalt apron, and up the steps to the Double Decker Strato Clipper. The purser and the stewardess are at the doorway to greet us, and show us to our assigned seats.

Now the minutes drag like hours as the rest of the passengers come aboard, the door is closed, the engines are started, and the big Boeing finally moves away from the apron and out to the end of the runway. There is a pause here, as the Captain awaits his turn

for departure, meanwhile checking the myriad dials which give him data on engine performance and many other operating functions. At last the moment arrives. The Clipper starts to move, gains speed along the runway, and in a few seconds is airborne.

We gain altitude, bank and turn, and finally head eastward, all in accordance with traffic directions received by our Captain from the Control Tower on the airport. And after we leave the vicinity of the airport, we follow Airways Traffic Control directions, flying on the right side of the airway, at our assigned altitude, as we proceed toward Gander.

But all this is the concern of the flight crew, and we passengers relax comfortably in our seats, look out the window, or read or chat until the stewardess stops at our seat to ask if we are ready for dinner. We are, and what a dinner—steak and all the fixings.

As the stewardess finishes clearing away the trays, we hear on the loudspeaker the announcement that we are landing at Gander, Newfoundland. This is a stop of about an hour to refuel the Clipper before starting out across the Atlantic. We leave the plane to stretch our legs, to have coffee or a soft drink at the snack bar in the waiting room and write some post cards. The hour passes quickly, and we soon are aboard the Clipper again, ready to start out across the ocean.

As we start this part of the journey, there is a change in the attitudes of flight attendants and passengers. The purser and stewardess are busy—they are making the upper berths ready for those who wish to retire early. Some of the passengers in the Sleeperette seats let the back recline, pull out the leg rests and drape themselves with blankets. Those passengers who are not yet ready to yield to Morpheus descend to the lower deck lounge.

The upper lights in the cabin go out, and the individual reading lights blink out one by one, until there are only two or three left glowing by wakeful passengers who want to read just a little more.

In an hour or two all the passengers are asleep, except two or three hold-outs in the lounge below, and the members of the crew have time off, in rotation, to relax for a while, and to have a short nap if they wish.

For all aboard, the night's sleep is cut short by the rotation of the earth and the speed of the Flying Clipper. The Clipper is flying toward the rising sun, and there is a difference of five hours between Eastern Standard

Time in New York and Zero, or Greenwich Meridian Time in London. A good part of this difference come right out of the hours of darkness, on the eastbound flight. We'll get those hours back when we return on the westbound flight—we'll have a long night for sleeping then.

Heath Row is the airport at London. We land at noon time, equivalent to 7 a.m. back in New York. We comply with the entry requirements which consist of showing our passports, disclosing the amount of money carried, clearing our baggage and satisfying health requirements, and then we have really arrived and are ready to visit the United Kingdom of Great Britain and Northern Ireland.

TRANSATLANTIC AIR SERVICE

Air service across the Atlantic is available in three classes, The Rainbow, The President and the President Special.

The regular daily first class service is the President operation. It is operated with the Double Decker "Strato Clippers", and includes all of the service features that are standard for international air transportation, including berths at an extra charge.

The deluxe Transatlantic operation is the President Special service. Special luxuries are provided—limited passenger list, seven-course dinners, gifts of perfume and orchids for the lady passengers and many other extra features. It is, of course, an extra fare service.

The very popular tourist service, which enables one to make a very substantial saving in cost is the Rainbow. The airplanes used are the Super Sixes, built by Douglas. Simple meals are served, and frills are eliminated. The passenger list is somewhat larger—it is the greater number of passengers carried that makes it possible to charge each at a lower rate.

The time of passage is similar, and the standards of flight operation are identical for all three types of service—the only difference being in degree of luxury.

Here is a comparison of the various Transatlantic fares for the round trip between New York City and London: The President Special, \$711 plus the extra fare of \$25; The President, \$711; the Rainbow, \$495. During the Thrift Season (Nov. 1 thru March 31) the first class round fare is \$610 and the tourist, or Rainbow, fare is \$425 round trip.

THE BRITISH IN THEIR LAND

By Enrique Portes

The United Kingdom of Great Britain and Northern Ireland is its official name.

Wyoming is larger than Utah; somewhere between them is the area of the United Kingdom. These island domains are a fascinating hodgepodge of heaths and moors, hills and valleys, factories and wheatfields, crazy little cowpaths and eight-lane parkways, sprawling drab cities and tidy country hamlets. It is a beautiful land, on the whole; there is tradition, antiquity, history, dignity wherever you go. The 48 million people find things pretty crowded; on their 94,000 square miles, they have less living space than the citizens of highly concentrated Connecticut. There is good farm and grazing land in the south and in parts of Scotland. But much of the terrain is sterile from centuries of tillage; to make things grow, fertilizers must be applied as lavishly as birdseed at an ostrich ranch. Rivers and streams abound. The coast line is so tortuous, so full of inlets into which big ships can travel, that no point in Scotland, for example, is more than 60 miles from the sea.

A noted American writer advises us that the best way to see Britain's Lake Country is with a volume of Wordsworth in one's pocket; the visitor, he adds, is less interested in the London of today than in Dickens's London—the Soho of Doctor Menette, the Adelphi Terrace of David Copperfield, the White Hart Inn where Pickwick met Sam Weller, and the other storied spots. And then, the Scott country, the Hardy country, the Brontë country and all the rest.

Imagination, of course, is above everything else indispensable. The visitor who drives along the high-road between Winchester and Salisbury passes the remains of an old Roman encampment, with its double lines of ramparts. To the uninitiated they are just grassy embankments. But if the traveler has read Caesar's *Commentaries*, he sees at once that they fit the descriptions in that classic text. And if the visitor possesses a fertile imagination, he sees Caesar himself, his bald head burned red by the midsummer sun of Southern England, striding about with the short Roman sword in hand; or he watches the close-embodied ranks of a legion cresting the nearest hill.

A Treasure House

England as a whole is packed with attractions of all sorts and so is London. This great city is an inexhaustible treasure house for every visitor. The list of its "musts" remains unvaried and includes Buckingham Palace (from the outside unless attending a garden party), Westminster Abbey, an example of early English architecture, the pure beauty of which is sometimes apt to be overlooked by visitors engrossed in its historic associations, the Tower of London (pure Shakespeare plus the crown jewels), the Houses of Parliament, with Big Ben towering above stand nearby. Strangely enough, here is one place in the Empire where the Queen is absolutely denied entrance: the House of Commons. Charles I queered things there for all his successors when he tried to force the door in 1642 to arrest some political dissenters. You, on the other hand,



WESTMINSTER BRIDGE — In the background are the Houses of Parliament, and the clock tower which houses Big Ben.

can pop in anytime, free as you please, no questions asked. There are St. Paul's Cathedral (miraculously spared by the blitz), St. James' Palace (Tudor origin, the official residence of the Court), and Piccadilly, along which all the world seems to pass. The Thames, like the Hudson River in New York, makes its friendly way through the Port; the "City" (Wall Street), Westminster (Capitol Hill), the West End (Times Square and Fifth Avenue), Soho and Chelsea (Greenwich Village), Mayfair (Park Avenue), and many other districts split the metropolis into its components. London has everything in museums and galleries, parks and gardens. Kew Gardens contains one of the most beautiful displays of flowers in the world; big shopping streets, Oxford and Regent; Bond Street, where the best tailors have their shops, and 10 Downing Street, where the Prime Minister lives.

Within day-excursion reach of London are the Shakespeare country—thatched cottages and the Riverside Memorial Theatre—at about 100 miles; Oxford with its colleges dating from medieval times, 56 miles; Canterbury, the inspiration of Chaucer's tales, 59 miles; Rye, the perfect cobbled smuggler's village, 66 miles; Salisbury for Britain's most graceful cathedral, 83 miles; and the Cotswolds, a region of near-perfect villages built of rough-hewed stone and necklaced with trout streams.

But for scenery in the grand manner you must go to Scotland, Europe's most ancient kingdom, a colorful land of 30,000 square miles, most of it still unscarred by the swift onrush of modern times. Its natural assets

are the rugged grandeur of the lonely Highlands, the flashing beauty of its mountain salmon rivers, and the wide variety of its historic customs and folklore. Few places can surpass Loch Maree, shining blue in the sunlight in its nest of mountains. What is now conceded to be Europe's most important festival, the Edinburgh International Festival of Music and Drama, is scheduled to run from August 22 through September 11. Three European symphony orchestras will take part: the Old Vic is presenting "Macbeth"; the feature of the ballet programs will be "A Midsummer Night's Dream," and the Comedie Francaise is presenting a season of French plays.

Guineas, bobs and florins

We won't let you forget the little fun you will have with British money. Richard Mealand had in *Variety's* anniversary issue a very interesting article on the subject. According to him, British money seems to be hopelessly confusing to the American visitor, although really it is quite simple. "A pound," he says, "is a quid. A guinea is a pound plus a shilling. There is no such thing as a guinea, however, except when you buy something; you then find that your purchase costs a number of shillings more than you thought it did." And then he adds, "A sovereign is a pound in the form of gold. It is worth more on the Continent than you can get for it in England, consequently there is a brisk manufacture of same in various cellars of France and Italy. Any old gold will do, but the expert will always demand unalloyed sovereigns. They are legal tender in England, but if you try to pass one they will ask you where

you got it and how come. This is dangerous." Regarding the *smaller* pieces Mr. Mealand writes, "A penny is a large copper cart-wheel which wears holes in pockets. Hence, British pockets are made of better material than American pockets. Twelve pennies make a shilling. A shilling is a bob. Two bobs make a florin, but you never say bobs. You say two bob. Two and a half of these bobs make a half crown. But there is no such thing as a crown in everyday use. If you had a pocketful of crowns, if there were any crowns, your pants would fall off."

Knowing as we do British politeness, it is worth while to recognize the various ways they express their thanks. "A few of them," adds Mr. Mealand, "say thank you, quite clearly and unmistakably. But the rest of them say: kew, thank yow, thankenee, thankee, nkyew, kuesir, kewsa, kewmum, kewmiss, or ta. Come to Britain . . . No Festival. No Coronation. And beef is back."

Some British expressions strike us as funny as doubtless some of ours do to them. An English lady of our acquaintance always says "I very much like it". A propos the above mentioned writer points out some of them. The British never say: pip-pip, by Jove, what-ho, toodle-on, cheerie-bye, and all that sort of rot, don'tcha know. They say: get cracking, okay, cheerio, righto, good show, bloody, ruddy, sticky, ducky, and I couldn't care less. When they wish to sound slightly whimsical, which is often, they use "me" instead of "my". Their words "smashing" and "smasher" seem to be as terse and as effective as our American equivalents. Their "come off it" equals our "be your age" slang.

The kind they are

"What kind of people do they think we are?" asked Churchill at a fateful moment in history. What, then, can you say of the English character? "England is a land of mixture and surprise," wrote Emerson over a century ago, and most people who know England better maintain that the observation still holds good. The English character is tenacious, but by no means simple. It is stable and uniform, but various and heterogeneous, too. It is at once obvious and elusive; it is full of paradoxes.

Like the Americans, the English have been called materialistic, yet they have produced more than their share of mystics and poets, men like Donne and Herbert, Blake and Shelley, Fox and Penn. The greatest colonizing people of modern times, they are also the most passionately addicted to their own country and their community. They have a passion for privacy (incidentally one of the most difficult words to translate in any Romance language), and for their homes. Where Americans advertise resorts as being different from home, the English invite you to a "home away from home."

Allegedly without a sense of humor, or with a belated one, they have produced the greatest humorists of our time, from Gilbert and Sullivan to Birmingham and Wodehouse. A peaceful people, but when aroused they are pugnacious (the symbol of the bulldog is not misleading). In wars they always win, except when fighting other people of English origin—like the Americans. The English are a law-abiding people. Every-



OLD CURIOSITY SHOP — The antique and art shop which was a subject chosen by Charles Dickens still stands, and is clearly identified.

where property is safe, women and children are safe, life is safe. They have the best police force in the world; the police do not carry weapons, and—what is more—do not need them.

The English are an intensively practical people. Few great speculative philosophers have they produced, but many practical ones: Bacon and Locke, Mill, Spencer and Huxley are their typical products, not men like Spinoza or Kant or Kierkegaard. They prefer to know the worst, so that they can be ready to meet it. "Blood, sweat, and tears" did not frighten them.

Though they are accused of conservatism and stubbornness, they are the most adventurous of people. What other nation has more explorers and navigators? From the days of Drake to those of Lawrence of Arabia they have led the way to the strange places of the earth. The English penetrate every river, conquer every mountain, levy upon the whole globe for their collections of flora and fauna, or of scientific lore. In adventure stories they are tops; what other literature has a Stevenson or a Buchan? Anyone will be told in England that *The Times* is the best newspaper in the world, and if not *The Times* then the *Guardian*. Regarding standard English, they will go to the expense of reprinting a book just to put a "u" in honor and an "me" on program.

Emerson remarked a century ago that the English make well all those things which are ill made elsewhere in the world. He was talking of material things, and it is still true that the whole world buys English shoes and tweeds and guns and even automobiles. Regarding their attitude one can detect that the English prefer understatement to exaggeration in humor or in oratory. There is less public love-making there than in either France or the United States. They do not shout themselves hoarse at games and would

not know what to make of organized cheering. Collectively, too, they are given to privacy. They do not broadcast a Voice of England, nor do they talk about the English Way of Life, and so far they have not inaugurated an "I Am an Englishman Day" (of course, they have not had the great current of immigration. The problem of assimilation of foreigners which accounts for our "I am an American Day" is practically unknown there).

All these traits enumerated here are simply a summary of what can be found in books and heard in lecture halls. The list can never be complete. One thing is sure: when you arrive in England you find the English not a divided, but a singularly homogeneous people; ease, good nature, and harmony characterize contemporary English social life.

In selecting an area for your visit abroad, if you choose the United Kingdom, you will be making a popular choice. It is a land of unrehearsed loveliness, clothed in a patchwork of green meadows, cathedrals, castles, cottages, and incredibly old and stable institutions.

The greatest British literary genius—Shakespeare—felt the spirit of his country more than any one else. In his *Richard II*, Shakespeare sums up in a song the spirit of his homeland.

This earth of majesty, this seat of Mars,
 This other Eden, demi-paradise,
 This fortress built by Nature for herself
 Against infection and the hand of war,
 This happy breed of men, this little world,
 This precious stone set in the silver sea,
 Which serves it in the office of a wall,
 Or as a most defensive to a house,
 Against the envy of less happier lands,
 This blessed plot, this earth, this realm, this
 England.

THE ECONOMY OF GREAT BRITAIN

By Lou A. Phillips

In all of history there is no other area of equal size in the world that has contained so much wealth and activity as the small island known as Great Britain lying off the north-west coast of Europe.

The island consists of three main divisions: England, Scotland and Wales. England lies in the south and Scotland to the north. Wales is a small peninsula jutting off to the west of England. Across the Irish Sea to the west is Ireland. Separated from the mainland of Europe by the English Channel, the Strait of Dover, and the North Sea, England nevertheless for centuries has influenced the political picture of the continent.

The total area of Great Britain, including the Isle of Man and the Channel Islands, is 89,041 square miles. The population is over 45,000,000. Northern Ireland, while not geographically a part of Great Britain, is included in the United Kingdom of Great Britain and Northern Ireland.

Due to its central location with respect to the land masses of the world, Great Britain is noted chiefly as a commercial nation. A study of a commercial map will reveal that many important lines of trade join at the island. Lying between two important commercial bodies of water, the North Sea and the Atlantic Ocean, Great Britain has the advantage of being nearer to both North America and Europe than is any other country in the world. The North Sea, which at the Strait of Dover is only about twenty miles wide, enables the British to trade with neighboring countries, and at the same time has served as a protection in times of war.

Great Britain is a mixture of highlands and plains, which form several distinct geographical regions. There are no very high mountains, nor is there land lower than the level of the sea. The highest region of the island is in Northern and Central Scotland. The coast line of this region is rough and deeply indented. Because of its rough character, not many people live here, and transportation is difficult. South of this mountain region is a wide lowland in which many of the large cities of Scotland are located. The southern part of Scotland, which is also a highland region, is noted for its large flocks of sheep, which supply a flourishing Scottish textile industry with wool. Extending down the western side of England from its northern border and into Wales is a long series of low mountain ranges.

Comprising almost all the eastern and southeastern portions of England is a plains region, which geologically is a continuation of the lowlands of Northern France. For in the past geologic ages, England was a part of the European continent, and the land that is now covered by the North Sea was a low land bridge over which the earliest people crossed into England. Later, this land settled and became covered with water. Because Great Britain is small there are no very long rivers. The largest are the Clyde of Scotland, the Severn of Southwestern England and the Thames of Southeastern England. These streams drain large areas,

and their wide, deep valleys make them valuable for shipping.

Great Britain's long and deeply indented coast line has been an important factor in the development of her ocean trade and transportation. From the earliest times the British have been a seafaring people, and shipbuilding and fishing were among the first important industries. Britain's deep and commodious harbors, many of which are formed by drowned river mouths, have aided the development of shipping; and most of the harbors can accommodate even the largest ocean vessels. Shipping, however, is handicapped by the high tides, which make it necessary to build special docks in which vessels are kept when the tide is out.

Although Great Britain is noted as a manufacturing country, its agricultural industry is very important. Farming was in early times the leading occupation. Before the Industrial Revolution the country produced an abundance of food, enough to export as well as to supply the needs of the people at home. However, because of the tremendous increase in population and the development of manufacturing, Britain now depends largely on an imported food supply. The mild climate and fertile soil make farming easy, but because of the small area devoted to agriculture, the farm lands have to be intensively cultivated. The principal crops are grains, fruits, vegetables, and pasture grass. Included in the agricultural lands are the large pastures devoted to grazing.

Extensive deposits of iron and coal are found in the upland regions of Western and Northern England and in the south of Scot-

land; and around these deposits are built the manufacturing districts. The tin mines of Cornwall have been worked intensively since the earliest times and although they are still an important source of supply, Britain must import much tin. There are a few copper deposits in the south of England, but they have largely been depleted and copper is imported in large quantities.

With a generous supply of mineral resources both at home and in her colonies, with fast running streams to supply power, and with a large population to man her factories and to consume their products, Great Britain has, since the beginning of the Industrial Revolution, been one of the leading manufacturing countries of the world. The greatest proportion of the population is dependent upon the factories of Britain for a living. The manufacture of textile goods is the most important industry in the country, and is followed by the manufacture of iron and steel products.

Because of Great Britain's need for the products and raw materials of other countries, she has developed a world-wide commerce. There is hardly an ocean port that is not visited by British boats loaded not only with her own articles of export and import, but also with the goods of other nations. A large part of Britain's commerce is with her colonies. Since the beginning of the Industrial Revolution, when a merchant marine was built to carry the products of the factories to world ports, Britain has been one of the leaders in the number and tonnage of her merchant vessels.

Great Britain's annual foreign commerce is composed of about two-thirds imports and one-third exports, and its annual value exceeds six billion dollars. Coal makes up the greatest part of the country's exports followed by iron and steel products and other



TOWER BRIDGE—Leading the Tower of London, the Tower Bridge is one of a series crossing the Thames, like the East River bridges in New York City.



TRAFALGAR SQUARE — The statue of Lord Nelson occupies one of the loftiest pedestals in statuary. In the background is the British Museum.

manufactured goods. Raw materials and foodstuffs are the chief imports. From the middle of the nineteenth century until after World War I, Great Britain, because her very existence depended upon commerce, operated on a basis of free trade. However, after that war the government raised a tariff wall as a protection against the high tariffs of other nations. In 1931 Great Britain revised her commercial policy toward the Dominions at the Ottawa Conference. Under this policy, the Dominions were virtually given the privileges of free trade with the Mother Country.

In the past, Great Britain's small but navigable rivers served as the most important means of transportation within the island. Before the coming of the railroads, many of the rivers were improved and canals were built, which connected the inland towns with the sea. The first railroad was built about the middle of the nineteenth century, and from that time on, the canals were of secondary importance. The railroad system is one of the most modern in the world. The highway system is of historic interest, for many of the modern roads follow the routes of those laid down by the ancient Romans. With her far-flung colonies, Great Britain has been a pioneer in the development of world-wide air routes from the island to the four corners of the earth. The great new International Airport at London is the main base for these long range aircraft. It is there that Pan American's Flying Clippers land on their way around the world. Other air terminals handle shorter range European flights.

England

Traveling in Britain is simplified by the comparatively short distances involved. London to Birmingham is only 110 miles; London to Edinburgh, 400 miles; London to Oxford, 60 miles; and London to Stratford-

on-Avon, 100 miles. Great Britain is still working its way out of the economic chaos of World War II. She is very dollar-conscious. The more dollars she can obtain the better, so authorities have placed no restrictions on the quantity of American currency which can be brought into the United Kingdom from the United States. Every dollar spent in Britain acts as another brick in building the wall of a secure British economy

which in turn will strengthen and encourage a healthier European economy in general.

London is the capital of England, the largest city in the world and the power plant of the British Empire. It is located in the London Basin and lies stolidly astride the meandering River Thames. More than 700 square miles make up the Greater London of today and the city sprawls away from the crooked Thames in every direction. In general, the city rests upon a foundation of clay, gravel and sand. Consequently, buildings are not high, and the Underground transport system is carved out deeply below the surface. The city's site is flat, and the ground rarely rises above 400 feet. Unlike modern cities of today, London was laid out to no specific plan, rather it grew this way and that, through the centuries, when the green fields and country lanes developed into built-up areas and became the hub of the present era.

London is the greatest commercial center and the foremost port in the British Empire. It lies in the center of the commercial world, and is well equipped to handle the vast amount of goods brought to its docks and warehouses. There are more than thirty miles of docks, all supplied with the most modern facilities. London not only handles the goods and products of the empire, but also serves as a point of transshipment for the goods of other countries. The city is also the manufacturing center of the empire. Here are located industries of every description, and the products include clothing, textile goods, silk, chemicals, soap, boots and shoes, books, hardware and steel products. Here also are the largest sugar refineries and breweries in the kingdom. Another important manufacturing center is located in the vicinity of the coal and iron fields in Central England. Birmingham is the "Pittsburgh of England", for there are located



QUEEN'S LIFE GUARD — Stationed in Whitehall, this guard sits as still as a statue, but his horse occasionally indulges in a switching of the tail.

most of the great steel mills of the country.

Farther north, midway between the Irish and North seas, lies Sheffield, also a steel town, but especially noted for its fine cutlery. Leeds, north of Sheffield, ranks first in the manufacture of woollens, and Manchester, lying between Sheffield and Liverpool, is the nation's greatest cotton-manufacturing center. Bradford, near Leeds, is noted for both woolen and cotton manufactures. Bristol, England's seventh largest city, located due west of London on the Bristol Channel, specializes in the manufacture of glass, soap, chemicals, sugar and machinery. Liverpool, second ranking seaport of England, has a heavy export and import trade, and ship-building yards, dry docks, and wharves dot its busy waterfront.

While English farmers are but one fifth as numerous as factory workers, agriculture is nevertheless of extreme importance. Unlike the farms of the United States, most of those in England are small, cut into irregularly shaped fields, and separated by stone walls or hedges. Most of the land is owned by proprietors of large estates, who rent out the farms to tenants. However, successive generations of tenants of the same family usually operate a particular farm and develop a feeling that they are, in a sense, owners of the land.

Farming in England consists chiefly in the raising of grains such as wheat, barley and oats. Potatoes and garden vegetables also form a large part of the annual farm production. Stock raising is important because of the heavy rainfall and luxurious grass. Several fine breeds of livestock, including Durham and Devonshire cattle, Cotswold and Southdown sheep, and Berkshire hogs originated there.

During World War II, when the men were at the front, farming was taken over by the English women, who learned to operate tractors and every other labor-saving device for handling the farm crops. Under this system, grain production reached a new high partly because the pastures and woodlands never before farmed were brought into cultivation. In spite of intensive farming, England must still depend to a large extent on the colonies for most of the food supply of the people.

Wales

Though so closely integrated with England and the Empire, Wales is still a country of its own, with its own traditional customs, its own language, character and love of song. Small, rugged and mountainous, Wales has an area of 7,466 square miles and a population of about 2,200,000. Mountain ranges traverse the entire country and are most numerous in the north, where Mount Snowdon rises to a height of 3,560 feet, the highest point of England and Wales. The capital and largest city of Wales is Cardiff, with a population of about 224,000.

Most of the wealth of Wales is derived from its rich mineral resources, which include coal, iron, copper, zinc, tin, lead and gold. Of these, coal is the most important and accounts for most of the mineral output of Wales. Welsh coal provides about twenty percent of the entire supply of the British Isles. Cardiff, located near the point where the Severn River joins the Bristol Channel, ranks among the most important coal port-

cities in the world. Iron, steel and copper manufacturing plants are common in Wales. Other products include woolen goods, coarse cloth and hosiery. Agriculture is practiced mostly in the south. Crops include oats and barley. Livestock raising is also important.

Welsh, a branch of the Celtic tongue, is the language of Wales, although the official language is English and is spoken by the great majority of the people.

Scotland

Some people in their minds connect Scotland with whisky and let it go at that, but to the vast majority it is a legendary land of heather, moors, rocky crags, sinuous lochs, bold mountains and cliffs. With its craggy mountains, forested slopes, deeply indented seacoasts, numberless lakes and thrifty, hardy people, Scotland has for centuries been praised in poetry, song and legend. Its warring clans, rugged beauty and heroism are famed throughout the English-speaking world.

Scotland is separated from England by the Cheviot Hills and the Solway Firth. To it belong the Hebrides, Orkneys, Shetlands and numerous other islands, all contributing to its area of 30,405 square miles. No country of its size exceeds Scotland in fine harbors, for its long coastline is sharply indented. Scotland has three main geographic divisions—the Highlands, the central Lowlands and the southern Uplands. The highest point in the Highlands is Ben Nevis, an elevation of 4,406 feet overlooking Loch Linnhe. The central Lowlands are marked with numerous low mountains, lakes and rapid streams. The southern Uplands, although mountainous, do not reach the altitude of the Highlands.

Scotland's most important rivers, including the Tweed, Forth, Tay, Dee and Don, flow eastward into the North Sea. The Clyde, Ayr, Doon, and Nith flow westward.

The Clyde, though small is Scotland's most important stream, for on it moves Glasgow's ocean commerce. Coal and iron are by far the most important of Scotland's minerals. In Ayr County, in Southwestern Scotland, is found much of the iron ore that makes Glasgow the "Birmingham" of Scotland. Other minerals include shale rock (from which oil is obtained), clay, lead, slate, limestone and granite.

Fishing is an important industry, both along the coast and in the lakes and streams. Cod, haddock, and herring annually bring a large return to Scottish fishermen. The salmon, whale, and seal industries are almost entirely controlled by large companies. Much of the land cannot be farmed, the Highland areas being devoted chiefly to grazing. Great flocks of sheep, Jersey, Angus, Galloway, and Ayrshire cattle, and Clydesdale horses add materially to Scotland's prestige as a livestock nation. Oats, barley, potatoes, turnips, and hay are the only crops of importance.

Fully one fourth of the people are engaged in the various manufacturing industries. Important industrial products are cotton, woolen, and linen goods. Glasgow's iron and steel manufacturing is one of the most important enterprises in Great Britain. Along the River Clyde are great shipbuilding yards. Of importance also among manufactures are gloves, hosiery, whisky, sugar and glass.

The Scottish language, until the fifteenth century was Gaelic or Celtic. Somewhat later, the language became influenced by French and Latin. The modern tongue of Scotland resembles modern English, but is still colored by local dialects.

The People of Britain

No people on earth show more characteristic national traits than the British people. They are outstanding in their persistence, never seeming to know the meaning of de-



PICCADILLY CIRCUS — The term circus refers to its circular shape. Piccadilly Circus may be compared with Times Square in New York City.



ST. PAUL'S CATHEDRAL — Although there were direct hits within feet during the Battle of Britain, St. Paul's emerged unscathed.

feat. While not typical fighting people, they have found it necessary to protect their homeland twice within two decades. Strongly intellectual and inventive, Englishmen have contributed much to the world of science. Some of the finest literature of the world has been written in Great Britain. Industrious, the English have continually made the best of the circumstances at hand. With a coastline of over 2,000 miles, a dense population and a limited area, the English were forced to give most of their attention to sea-borne commerce in order that food and raw materials might be imported and a wide market found for the country's manufactures. Unexcelled as colonizers, English explorers of early times covered the globe, claiming rich, productive lands for the Mother Country. These lands have supplied a home for the overflow of population, as well as a wealth of raw materials. The countries which were largely settled by British subjects, have been made self-governing nations in the British Commonwealth.

Great Britain is a constitutional, hereditary monarchy, headed by the king, the Cabinet, the House of Lords, and the House of Commons. Unlike that of the United States, the Constitution of Britain is largely unwritten and has developed through centuries of precedent. It is not a single, document, but is made up of the various acts of Parliament, maxims, and agreements from the Middle Ages to the present time. The House of Commons and the House of Lords make up the legislative branch of the government. Members of the House of Commons are elected by popular vote for a term of five years. The House of Lords is composed largely of hereditary peers. The leader of the House of Lords is the Lord High Chancellor. Women have had the right to sit in Parliament since 1918.

Parliament must, according to law, meet

at least once every three years. However, it usually meets every year. All taxation and appropriation bills must originate in the House of Commons. Since 1911 a money bill may become law without the approval of the House of Lords and a public bill that has passed three readings in the House of Commons also can become a law without the approval of the House of Lords.

The king (or queen) represents the executive branch and holds all powers not defi-

nately forbidden by Parliament. He has the power to summon and dissolve Parliament, to declare war, to negotiate treaties, to issue passports, to appoint, promote and remove civil officers, to appoint the high clerical officers of the Established Church and to grant pardons. He has never vetoed a measure passed by Parliament since 1707 although he actually has the power to do so. The king wields power through a ministry selected from the members of Parliament who belong to the political party dominating the House of Commons. The king chooses the leader of the majority party to be Prime Minister, and he, in turn, chooses the members of the Cabinet from his own party. These ministers may be members of either the House of Lords or the House of Commons; but if they are commoners, they must resign when appointed and be re-elected by the people. Although the size of the Cabinet varies, it usually has only about twelve members.

The judicial branch of the government is headed by the House of Lords and the judicial committee of the Privy Council.

Many of the countries of the world have cities more beautiful than those found in Great Britain. Some have cities which are more gay. But none has any which are as fascinating. While wars have robbed cities of some of their priceless treasures, leaving scars, British pride and spirit remain as always. Streets are paved with history. The best in entertainment and sport is available. There are wonderful museums and galleries housing the most renowned of the world's masterpieces of art and invention. Visitors can spend plenty of money or can enjoy themselves without spending too much. Whatever course is taken, Clipper travelers cannot help but enjoy their visit to Great Britain.



HYDE PARK CORNER — Hyde Park is famous for, among other things, the soap box orators who may declaim upon any subject imaginable.

THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

A SUGGESTED STUDY UNIT

By Eugenie G. Nadelman

- I. PROBLEM: What have we inherited from the United Kingdom?
- A. REASONS FOR SELECTION:
1. The recent coronation of Queen Elizabeth brought many of the traditional customs to the fore.
 2. Queen Elizabeth's trip has been of interest to all.
 3. For much of the study of the government of the United States it is helpful to have a background of information showing the origin of some of our methods.
 4. Any study of literature includes the names of famous authors of these countries.
 5. We ought to know more of the nation which was once our "Mother Country."
 6. The approach of good weather means the coming of fairs and dance festivals which will include the music and folk dances of the countries of the United Kingdom.
 7. The number of people visiting these countries is increasing steadily.
 8. The tieup in all current events with the British government and the government of the United States of America.

III. LAUNCHING THE UNIT:

A. Approach:

1. A "book fair" including books by the many great authors from these countries would arouse a desire to know more about the countries from which they came.
2. A list of interesting historical places, the names of which are well known to all, would create an interest for further study.
3. Story of the Coronation and a study of some of the traditions.
4. Story or review of the Revolutionary War. Why did we separate from England? What did we carry over into the building of the United States of America?
5. Current Events. Names of people in the news now. Visits of our diplomats to Great Britain and of theirs to the United States.
6. Stories in the newspapers:
 - a. "Is Britain Ahead of Us?"
 - b. "Fire Destroys Big Scottish Lighthouse"
 - c. "Elizabeth Plans Global 'Sales' Trip"
 - d. "Buckingham Palace Goes to Sea"
 - e. "Lady Powell to Address Girl Scouts"
7. Some of the students may have seen an English movie recently. "Pickwick Papers" just opened.
8. There could very well be an "Exchange Student" from the United Kingdom in your school.
9. Any of the Visual Aids or books suggested in this issue could be used as a starting point.
10. The recent trip of a teacher, parent or pupil makes a very good approach to a unit.



WESTMINSTER ABBEY — Here the rulers of Great Britain have been crowned for centuries. The great of England are buried here.

B. SUBSIDIARY PROBLEMS:

1. What part of our governmental structure is based on the government of the United Kingdom? In what ways do we differ?
2. What do we know about the famous authors, past and present, of the United Kingdom?
3. Why do the United States and the United Kingdom work so closely in recent times?
4. Are we acquainted with the present day leaders of the United Kingdom?
5. To which inventors from the United Kingdom do we owe many of our modern day conveniences?
6. How are the economies of the United Kingdom and the United States inter-related?

IV. EXPECTED OUTCOMES:

- A. SUBJECT MATTER: (note: it would be impossible to list all that could be included in this unit. It would also be impossible to cover all that might be included in the short time allotted. We are, therefore, including mainly subject matter which refers to our major and subsidiary problems)

1. SOCIAL STUDIES:—geographical location of the United Kingdom and its effect on her relation to the other countries of Europe as well as on her own industries and occupations; location of famous waterways; location of famous places of interest; capitals and most important cities; some famous explorers; something about famous inventors; famous literary people; names in the news today; origins of some famous documents; industries and products; exports and imports; educational centers; cultures of people in each part of the United Kingdom; trade relations with the world; colonial policies; post war problems; significance in the family of nations today. (Social Studies material will be found in the pages of this issue)

2. LANGUAGE ARTS:

- a. New Words:—many are listed in the vocabulary in this issue. It will be interesting to note the different pronunciations and meanings given to the same word even though we all speak English.

- b. Spelling:—new words of the unit. Compare the English spelling of some of our everyday words. Learn to spell the names of famous people and famous places mentioned. (Could you learn to spell the longest name appearing on any railroad station? Here it is—Llanfairpwllgwyngyllgogerychwyrndrobwllllandysillioogoch. It is a station in Wales. Translation—Church of St. Mary in a hollow of white hazel, near to a rapid whirlpool and to Saint Tysilio's church, close by a red cave. In Welsh the letters j, k, q, x, z, do not appear. W and Y are sometimes used as vowels. ll is pronounced as thl and dd as th.)
- c. Oral Communication:—interviewing people who came from or who have visited these countries; talking with exchange students; discussing the difference between an English play or movie and an American one; reviewing a speech by Churchill or Eden; reporting on current news events; debating some of the current issues which our own diplomats are now discussing with representatives of Great Britain; telling the class about information gathered in answer to a question explaining pictures of places of interest.
- d. Written Communication:—imaginary stories such as:
- I lunched with Queen Elizabeth
My visit with Robin Hood in Sherwood Forest
I was a guest at 10 Downing Street
My service as a guard at Buckingham Palace
- Tour Westminster Abbey with me or real stories about visits to cotton and linen mills, shipyards, fishing banks, famous places, other industrial centers; reports on assigned subjects; writing letters asking for information; writing letters to pen pals; writing short statements to be used with pictures, slides, etc.
- e. Literature:—(this listing will not be complete but students should become familiar with some of the names listed depending upon the grade level and the amount of time) Morley, Tennyson, Chaucer, Spenser, Shakespeare, Walton, Milton, Johnson, Wordsworth, Keats, Thackeray, Dickens, Bronte, Browning, Doyle, Noyes, Defoe, Swift, Goldsmith, Byron, Coleridge, Shelley, Scott, Rossetti, Masfield, Churchill, T. S. Eliot, Burns. The books listed in the bibliography should also be used.
3. SCIENCE:—the climatic conditions in the United Kingdom; nearness to the sea; the London fog; peat bogs; sinking of the land; mineral deposits; fisheries; variations in the terrain; belt of limestone; heather; rainfall.
4. HEALTH:—rugged men of Wales; work in the mines; excessive rainfall in parts; fogs; nearness to water; typical dishes which have become part of American menus such as potatoes, yorkshire pudding, fish and chips; National health laws; health resorts; sports such as

- cricket, soccer, tennis, rugby; dance of Ireland, England and Scotland.
5. MUSIC:—"America" is the same tune as "God Save the King"; many famous songs such as:
Drink to Me Only With Thine Eyes,
Lavender Blue, The Low Back Car,
John Peel, The Minstrel Boy, Annie Laurie, Auld Lang Syne, Blue Bells of Scotland, The Campbells are Coming, Coming Through the Rye, Flow Gently Sweet Afton, All Through the Night (consult Song Source Material for Social Studies Units—Wright & Lossing for many others.)
Alec Templeton of present day music; Sir Thomas Beecham's Symphony Orchestra; Gilbert and Sullivan operettas; International Festival of Music and Drama at Edinburgh.
6. ART:—famous painters such as Gainsborough, Reynolds, Lawrence, Turner; the Royal Academy; sculptors; early English architecture; furniture such as Chippendale, Sheraton, Hepplewhite; pottery such as Wedgwood and Spode.
7. MATHEMATICS:—value of money such as pound, shilling, guinea, quid, bob, florin, half crown; graphs of exports and imports; graphs showing comparative populations; air miles and cost in planning a trip from the United States; distances in planning a sightseeing trip through the United Kingdom.

B. SKILLS

There is so much to read about and so many sources of information that skimming, writing down the main ideas and outlining would be valuable skills to cultivate for this unit.

C. ATTITUDES, INTERESTS AND UNDERSTANDINGS:

1. A realization and understanding of the great culture that has come from the United Kingdom.
2. An interest in current problems having an effect on the United Kingdom and therefore on the rest of the world.
3. An understanding of what separated our countries in 1776 and what makes us work so closely together now.
4. An interest in the famous places we hear about so often.
5. An interest in the famous names of past and present.
6. An understanding of all that the United Kingdom has to offer the world today.

V. SUGGESTED EXPERIENCES:

A. THINGS TO DO:

1. Collect pictures of famous people, past and present. Write a sentence or two about each.
2. Collect pictures of famous places. Learn why each is famous.
3. Keep the Bulletin Board up to date with the United Kingdom in the news.
4. Collect things made in England, Northern Ireland, Scotland and Wales. Exhibit them.
5. Find out the history of the famous Scotch plaids.
6. Collect coins from the United Kingdom.
7. Make a list of various words and expressions such as: bobbie for policeman, lift for elevator; petrol for gas; cheerio, that isn't cricket.

8. Prepare a quiz using names of famous people and places.
9. Learn some folk dances and songs of the United Kingdom. Have a music festival.
10. Show movies and slides.
11. Invite someone who has visited these countries to talk to your class.
12. Plan a sightseeing trip to all the interesting places in the United Kingdom.
13. Read books listed in the bibliography and the works of some of the people listed under literature.
14. Have an art exhibit of famous paintings.
15. On a large map of the United Kingdom show the most important cities, waterways, products, birthplaces of famous people and famous places.
16. On a map of the world outline Queen Elizabeth's trip.
17. Cut out items about English movies being shown here as well as plays on Broadway.
18. Dress dolls in native costumes.
19. Make models showing different types of English architecture.
20. Debate some of the current issues such as the recent statement "Let the U.S. go it alone."

B. CULMINATION:

1. Invite other classes to share your exhibits.
2. Prepare a play which will acquaint the audience with famous people and places.
3. Make slides of people about whom you have studied and ask someone to tell who the person is and why he is famous.
4. With an opaque projector this can be done with pictures of places and people. A very interesting quiz and a very valuable review may be combined.
5. Have a song and dance festival.
6. Many of the items mentioned in V. A. can be used for a culmination.

VI. MATERIALS OF INSTRUCTION:

- A. As many books, magazines and pictures as possible.
- B. Audio visual aids of all kinds especially travel folders, globe, atlas, records, movies, slides, strip films.
- C. Personnel
1. Teachers, parents, pupils who have been to the United Kingdom
 2. Exchange students
 3. Airline personnel

VII. LEADS TO NEW UNITS:

This unit should create an interest in other parts of the British Commonwealth of Nations. A study of these will take the class to all parts of the world.

The list that follows will help you to understand the reading matter a little better:

allegedly	materially true
assets	things worth something
astride	part on each side
belated	delayed
chameleon	changeful, variable
chaos	disorder, confusion
commodious	spacious, convenient
components	parts of
concentrated	brought together
depleted	reduced, lessened
dialects	local peculiarities of language
dissenters	those who disagree
distilled	purified

elusive	keep clear of, escape
engrossed	absorbed, occupied completely
enumerated	counted, named
essence	real nature
geologically	according to structure
hereditary	passed from parent to child
heterogeneous	dissimilar, varied
homogeneous	similar, same kind
incredibly	difficult to believe
indispensable	necessary, cannot do without
inexhaustible	never used up or worn out
intensively	increasingly, thoroughly
lochs	lakes in Scotland
meandering	winding, full of turns
navigable	capable of being sailed by ships
obvious	easily evident, clear
paradoxes	contradictory to beliefs but true
peers	members of House of Lords
penetrate	enter into interior parts
persistence	ability to keep at something
precedent	previous use
prestige	importance
proprietors	owners
pugnacious	quarrelsome, inclined to fight
queered	spoiled
ramparts	embankments, surrounding forts
reflection	thinking back
sinuous	winding, bending
speculative	imaginative, taking chances
sprawls	stretches out, spreads out
sterile	no longer productive
stolidly	impassibly
tenacious	tough, unyielding
terrain	ground
terse	short and pointed
tillage	cultivation
tortuous	twisting, irregular
traverse	cross
unalloyed	pure, free from mixture
wharves	landing places for cargoes

THERE SO MUCH TO LEARN!

I. CAN YOU LOCATE.....?

- | | |
|---------------------|----------------------|
| 1. Isle of Man | 18. Sheffield |
| 2. North Channel | 19. Birmingham |
| 3. Irish Sea | 20. London |
| 4. Inverness | 21. Bristol |
| 5. Firth of Forth | 22. Southampton |
| 6. Hull | 23. Cardiff |
| 7. Portsmouth | 24. Swansea |
| 8. Plymouth | 25. Coventry |
| 9. Falmouth | 26. Liverpool |
| 10. English Channel | 27. Leeds |
| 11. Belfast | 28. Ipswich |
| 12. Londonderry | 29. Thames River |
| 13. Glasgow | 30. Severn River |
| 14. Edinburgh | 31. Dover |
| 15. Firth of Clyde | 32. Straits of Dover |
| 16. Newcastle | 33. Aberdeen |
| 17. Manchester | |

II. MATCH

- | | |
|----------------|-------------------------|
| 1. Manchester | iron ore |
| 2. Birmingham | coal |
| 3. Sheffield | fishing |
| 4. Belfast | health resort |
| 5. Leeds | linen |
| 6. Dundee | cotton |
| 7. Newcastle | glass |
| 8. Cardiff | university town |
| 9. Nottingham | tin |
| 10. Bath | port on English channel |
| 11. Cambridge | boots and shoes |
| 12. Canterbury | Robin Hood |

- | | |
|---------------|-------------------|
| 13. Dover | wool |
| 14. Leicester | religious center |
| 15. Bristol | coal and iron ore |
| 16. Cornwall | cutlery |

III. FAMOUS PLACES

Give one sentence to tell why each of the following is of interest to the tourist:

1. Buckingham Palace
2. Westminster Abbey
3. Tower of London
4. Big Ben
5. Houses of Parliament
6. Piccadilly Square
7. 10 Downing Street
8. Oxford, Regent, Bond Streets
9. Kew Gardens
10. Stratford on Avon
11. Stoke Poges Churchyard
12. Fleet Street
13. Sherwood Forest
14. Old Curiosity Shop
15. Wimpole Street
16. Stonehenge
17. Oxford, Cambridge, Eton, Harrow
18. Carnarvon Castle
19. St. Paul's Cathedral
20. St. James Palace
21. Loch Maree
22. Itchen River
23. Ullswater Lake
24. Castle at Tintagel
25. Winchester

IV. FAMOUS PEOPLE

What can you tell about:

- | | |
|-----------------------|------------------------|
| 1. David Lloyd George | 16. Gladstone |
| 2. Henry Stanley | 17. Disraeli |
| 3. Scott | 18. Chamberlain |
| 4. Stephenson | 19. Herbert |
| 5. Browning | 20. Gilbert & Sullivan |
| 6. Oliver Cromwell | 21. Drake |
| 7. Robert Walpole | 22. Lawrence |
| 8. Capt. James Cook | 23. Morley |
| 9. Lord Clive | 24. Tennyson |
| 10. Cecil Rhodes | 25. Prince of Wales |
| 11. General Wolfe | 26. Churchill |
| 12. Pitt | 27. Eden |
| 13. Burke | 28. Queen Elizabeth |
| 14. Nelson | 29. Dickens |
| 15. Wellington | 30. Queen Mary |

V. GENERAL QUESTIONS

1. How many million people live in the United Kingdom?
2. Where would the King or Queen be denied entrance?
3. The irregular coastline and many harbors are responsible for the growth of what three industries?
4. With what were each of the following connected: Lord Robert Cecil, Winston Churchill, Clement Attlee, Anthony Eden, Ellen Wilkinson?
5. In what country would I find the Shannon River?, Clyde River?, Thames River?, Severn River?, Cheviot Hills?, Solway Firth?
6. Was England ever part of the European continent? What happened?
7. Is enough food produced to supply its own inhabitants?
8. Upon what are most of the people dependent for a living?
9. What is the most important industry in the country?
10. With whom does Britain do a large part of her trading?

11. In earlier days what helped with transportation on the islands?
12. Which country has the finest harbors?
13. Describe the form of government.
14. Name the 2 houses.
15. What does the leader of the majority party become?
16. Who selects the cabinet?
17. Where is the "belt of limestone" located?
18. What is the name of the famous ship canal?
19. What causes so many fogs?
20. What are their favorite outdoor sports?

VI. ENGLAND

1. What is the most important mineral found here?
2. Name the capital.
3. What is the second largest seaport?
4. For what is Manchester noted?
5. What chain of mountains can be located here?
6. For what are the Doggers Banks and Billingsgate noted?
7. Why are the cliffs of Dover white?
8. By what is shipping often handicapped?
9. What is the "Pittsburgh of England"?
10. How do farmers and factory workers compare in number?
11. What livestock is raised in England?

VII. NORTHERN IRELAND

1. Name the capital. For what is it noted?
2. How much of the world's flax comes from here?
3. What famous ships were built in Belfast?
4. What is used for fuel?
5. Lough (Lake) Erne is famous for what fish?
6. What is the name of the province which constitutes practically all of Northern Ireland?

VIII. WALES

1. Name the capital. For what is it famous?
2. What language is spoken here?
3. What is its greatest natural resources?
4. Why is it warmer than other places equally far North?
5. Where do half the people live? Why?
6. Of what qualities are the people of Wales very proud?
7. Name two bays found here.
8. What mountains are located here?

IX. SCOTLAND

1. The farthest point of Scotland is how many miles from the sea?
2. Name the capital.
3. What river separates England from Scotland?
4. What river is famous for shipbuilding?
5. About how much of Scotland's surface is cultivated for farming?
6. What is about the only plant that grows on the highlands?
7. What are firths?
8. What industries are carried on in the lowlands?
9. What is the highest peak?
10. Why is transportation difficult in parts of Scotland?
11. What islands belong to Scotland?
12. Name 4 important rivers.
13. What is the "Birmingham of Scotland"?
14. For what livestock is Scotland famous?

AUDIO-VISUAL AIDS

Selected by Esther L. Berg

Audio-Visual Consultant, Chairman, Audio-Visual Section of
 New York Society for the Experimental Study of Education

THE UNITED KINGDOM OF GREAT BRITAIN AND NORTHERN IRELAND

Space does not permit listing all available films and film strips. It is suggested that teachers write to the British Information Services, 30 Rockefeller Plaza, New York 20, N. Y. for their catalogue "Films from Britain."

Motion Pictures

A Picture of Britain, 22 min. sound, b&w. E.B.F. Films Inc. 1150 Wilmette Ave., Wilmette, Ill. A social and industrial impression of modern Britain and its people. Many phases of British daily life are shown

English Farm Family, 12 min. sound, b&w. color. Produced by the International Film Foundation. McGraw Hill Text-Film Dept. 330 West 42nd Street, N. Y. C. Shows modern farming in England at its most advanced, and some of the agricultural problems confronting England. A model wheat and dairy farm in the Reading area is depicted.

British Trade and Industry, 20 min. sound, b&w. Produced by Louis de Rochemont Associates. United-World Education, 1445 Park Ave., N. Y. C. Shows London the metropolis, the port, financial headquarters and government seat. After an animated sequence locating industries, resources and transportation, the film takes us to Newcastle and follows the tasks of a British family there.

Britain's New Resources, 10 min. sound, b&w. B.I.S. British Information Services, 30 Rockefeller Plaza, N. Y. C. Britain's economic position turns her ingenuity more and more upon her own resources, seeing what new ones can be exploited and by what means she can develop the use of raw materials already familiar.

The Ulster Story, 14 min. sound, b&w. B.I.S. Northern Ireland, not much bigger than the State of Connecticut, is generally known as Ulster. It is a country of small prosperous farms, a land of linen and flax, of milk and potatoes.

West of England, 10 min. sound, Technicolor, B.I.S. Here are the people of the Stroud Valley and their industries, showing the quality of their products and the excellence of the craftsmanship in the important wool industry.

Coronation Day, 20 min. sound, Technicolor, B.I.S. From the procession to Westminster Abbey through the ritual inside the Abbey and the return procession, all the highlights of Queen Elizabeth's Coronation are presented here in beautiful colors.

The Future of Scotland, 20 min. sound, b&w. B. I. S. The MODERN AGE release carefully explores the industrial condition, the hydro-electric schemes, the arts and the political attitudes of Scotland and raises the problem of self-support on the part of Scotland today.

Snowdonia, 17 min. sound, Technicolor, B.I.S. Situated in northwest Wales, Snowdonia is famous for its beautiful scenery. This skillfully photographed film offers scenes of its broad lakes and the low-lying valley farms. It shows famous castles of great historic interest standing within their old fortifications.

British Isles: Land and People, 10 min. sound, b&w. color. Coronet Films, Coronet Bldg., Chicago, Ill. Shows how and why the people of the British Isles have made excellent use of their limited space and resources and how they have built their islands into one of the world centers of shipping and trade.

The People's Land, 11 min. sound, color, B.I.S. In 1895, without government assistance, a number of private enthusiasts formed the National Trust, dedicated to the preservation of England's natural beauty and noble surroundings. The film shows the more than fifty thousand acres of magnificent English country-side held in the public trust forever, preserved for the people's use and enjoyment.

Film Strips

Britain, 103 Frames, silent with captions. Life Magazine and S.V.E. 1345 West Diversey Park, Chicago, Ill. Explains the political organization of the United Kingdom and how it operates. Describes the role and function of the Monarchy.

Triumph of Parliament, 44 frames, silent, captions. Heritage Filmstrips Inc. 89-11 63rd Drive, Rego Park 24, N. Y. This film-strip is one of the "Background of Freedom" series. An analytical semi-chronological study of the rise of the British Parliament as the first great representative institution of modern democratic times.

Britain 1900-1950, 29 frames, silent, captions. British Information Service. 30 Rockefeller Plaza, New York City. Never before in the history of mankind have so few years seen such tremendous changes in the world and in living as the period 1900-1950.

The Coronation, 36 frames, silent, captions, B.I.S. In addition to the Coronation, this strip shows the trips taken after the ritual by Queen Elizabeth II and the Duke of Edinburgh through England, Wales, Scotland and Northern Ireland.

Edinburgh—Festival City, 44 frames, silent, captions, B.I.S. Edinburgh, the capital of Scotland, is an ancient historical city. This great metropolis is a center of culture whose Annual Festival of Music and Drama has, since 1947, delighted visitors from all parts of the world.

Home of Shakespeare, 26 frames, silent, captions, B.I.S. Stratford-on-Avon is in the very heart of England. Passing centuries have left little impression on its tranquil

streets and if Shakespeare were to return there today, he would find many familiar landmarks of his boyhood days.

Industrial South Wales, 30 frames, silent, captions, B.I.S. Until recently, South Wales was dependent on one heavy industry—coal; in depression years, this dependence was responsible for widespread unemployment. Now the Government has started a program for a better-balanced economy.

Land of Britain—England, 31 frames, silent, captions, B.I.S. The densely populated countryside, high agricultural and industrial, which makes up England has many characteristics. There is the West Country, the rich farmlands of the South, the teaming millions around the busy hub that is London, and northwards the thriving industrial Midlands, where most of Britain's exports are produced.

North Wales, 39 frames, silent, captions, B.I.S. A part of the beautiful district of lakes and mountains in northern Wales has been selected as a future National Park. The film strip includes many scenes from this area.

A Visit to London, 52 frames, silent, captions, B.I.S. The film strip pictures many famous London landmarks which are as familiar to tourists as they are to Londoners—the Royal Palace, historic St. Paul's Cathedral, the Tower of London, the picturesque Beefeaters and many other famous sights.

Wool, 25 frames silent, captions, B.I.S. British wool textiles, famous for their excellent quality, rank high among Britain's most valuable dollar exports. The film strip describes their manufacture in detail.

BIBLIOGRAPHY

Reading material on these countries is abundant. Only a limited number of sources can be listed here. We have tried to make them as varied as possible.

- Cunliffe, J. W.—England in Picture, Song & Story—American News
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 Williams, L. S.—Robin & Jean in England—American Book
 Williams, E. & F.—Story of English Life—Coward
 Nicolay, H.—Born to Command—American News
 King, M.—Elizabeth, the Tudor Princess—Lippincott
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 Brown & Arbutnot—Story of England—Random House
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 Stevenson—Talking Wires—American News
 Judson, C.—Railway Engineer—Scribner
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 Mac Manus—Bold Heroes of Hungry Hill—Enitale
 Crawford, M.—Elizabeth, the Queen—Prentice
 Crawford, M.—The Little Princesses—Harcourt

QUICK REFERENCE FACTS

From the PAA Travel Guide "New Horizons"

ENGLAND, WALES AND NORTHERN IRELAND

LOCATION . . . England and Wales occupy the southern part of the British Isles. Northern Ireland comprises the six northeastern counties of the island to the west of Great Britain.

CHARACTERISTICS . . . England, with all its differences, is the closest thing to home you'll find abroad. This is mainly because of the language. Don't let the rumors of austerity keep you from going. The average tourist sees nothing of this. The English, though reserved, are friendly, unfailingly courteous, and their country is filled with history. It is one of the few remaining countries in which royalty is respected and that in itself breeds a tradition and dignity not found elsewhere. London has magnificence and the English countryside is utterly charming. There are places of historic and cultural interest from one end of the "tight little isle" to the other.

POPULATION . . . The population of England and Wales is 43,744,924, a couple of million more than that of France. Northern Ireland has a population of 1,380,000.

SIZE . . . The area of England is 50,874 square miles, about the size of Alabama. Wales, with 7,466 square miles, is the size of New Jersey. Northern Ireland, with 5,238 square miles is a little larger than Connecticut.

CAPITAL . . . London, the largest city in the world, has a population of 8,346,137, the population of New York plus Cincinnati. Belfast (population 448,000) is the capital of Northern Ireland.

GOVERNMENT . . . The United Kingdom of Great Britain and Northern Ireland with the Crown Colonies, of course, form a constitutional monarchy with executive power held by the Prime Minister, who must be supported by a majority of the House of Commons. Parliament consists of two Chambers: the House of Commons, whose members are elected directly by the people, and the House of Lords, whose members sit for life, either by hereditary right, by appointment by the Queen, or by virtue of office.

HOW TO GET THERE . . . By de luxe Clipper service "The President," or new Tourist Service "The Rainbow," 12½ hours from New York, 19 hours from Chicago via Detroit to London. By ship, about 5 days.

SCOTLAND

LOCATION . . . Scotland occupies the northern part of the Island of Great Britain. Edinburgh is 327 miles from London by air.

CHARACTERISTICS . . . The bonnie braes of Scotland are well worth a visit. Edinburgh, although conservative, is a lovely city, and of course the Scottish lochs and highlands are famous the world over. Fishermen and hunters will find Scotland just right for them. The lochs and streams abound in trout and salmon, and the shooting is internationally famous. The Scots themselves, though reserved, are wonderfully friendly. No trip to the British Isles is complete without a tour of this rugged, independent little country which has magnificent scenery and many interesting places to visit.

POPULATION . . . Estimated 5,095,969, roughly the population of Philadelphia, Los Angeles and Baltimore combined.

SIZE . . . 30,405 square miles, the size of South Carolina.

CAPITAL . . . Whereas London is the capital of Great Britain, Edinburgh is the recognized and constituted capital of Scotland.

GOVERNMENT . . . A part of the United Kingdom.

HOW TO GET THERE . . . By Pan American Clipper, New York direct to Glasgow (Prestwick Airport) 13 hours, about 16 hours from Chicago via Detroit. By ship, about 5 days.

The information presented under the heading "Quick Reference Facts" is from the PAA travel guide book *New Horizons*, 1954 revised edition.

"New Horizons" is a 576-page travel report, with hundreds of photographs, especially drawn maps in two colors, and up-to-date facts about 78 countries of the world.

It tells what clothes to take, what to do about laundry and tipping, how to have fun, what to see and buy, and everything else the air traveler needs to know to be happy and comfortable and *save money*.

The new edition, publication date May 15, 1954, is enlarged in all sections, includes 15 countries not represented in the earlier editions, and is printed in handy pocket size.

When *New Horizons* was first offered to the traveling public in Pan American World Airways national advertising, thousands of teachers responded by ordering the book, to assist them in travel plans, and for use in geography and social studies classes.

As a convenience for teachers who haven't acquired their copies, or who now wish to order the new edition, a coupon is printed below.

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TEENAGE EXCHANGES

(Continued from Page 1)

vidual schools and proceeding through other screening operations which result in the selection of a small group of boys and girls who are interviewed by a committee representing the country's Ministry of Education and the U.S. Embassy's Office of Cultural Affairs, the competition in a country normally involves several thousand aspirants for the appointment.

Throughout this screening process five major personality qualifications are guides for the judges: and these were explained in letters to educational authorities abroad as follows:

"An active interest in world affairs, coupled with basic knowledge of the home country and some understanding of its problems.

"Intellectual curiosity, ability to adapt readily to unfamiliar situations, interest in new experience for its own sake.

"Working knowledge of the English language. Delegates must be articulate if they are to represent their countries well in forums and classroom discussions here.

"Excellent health is an absolute requisite. The three months here will be strenuous. Experience shows that guest and host are equally determined to get as much as possible out of the brief visit, usually (and in spite of all we can do) at the expense of sleep.

"Personal appearance is an important consideration, since delegates come into brief contact with so many people (in large school assemblies, television appearances, etc.) many of whom will inevitably judge the delegates and their countries by fleeting first impressions."

The thirty-two boys and girls who were selected to represent their countries arrived in New York City in late December and early January. First stop for all of them was Sarah Lawrence College in Bronxville, N. Y., largely vacated because of Christmas holidays, where the visitors from abroad had an opportunity to meet each other, and receive some preliminary briefing upon the ways of the United States, and especially New York City.

Then each proceeded to the home of a host student in New York City, for a two weeks visit, and subsequently moved to another home, and then another, until each delegate had been the guest of five different New York area teenagers. Delegates attended school with their hosts, participating in assembly programs, class room discussions and social activities. At intervals the whole group of foreign delegates came together for special purposes, including a trip to Washington for a visit with President Eisenhower.

They participated in two series of TV programs, one an evening series over WOR-TV and the other a New York City Board of Education series televised by WPIX as a part of "The Living Blackboard" which is an educational program for New York schools.

The forum, on March 27, was held this year for the first time in the new General Assembly Hall of the United Nations, which was filled to capacity with high school students from New York and vicinity. Frank P. Graham, United Nations Repre-



JUNIOR AMBASSADORS — This group of teen age youngsters from Latin America traveled to the United States last year for a good will tour which took them throughout the United States. A return visit by boys from the United States is being organized for this summer by Panagra and the Exprinter Travel Service.

(Continued from Page 15)

representative for Pakistan and India delivered an address of welcome, there was an address by Sen. Alexander Wiley of Wisconsin and panel discussions by the foreign delegates. It concluded with a question and answer session—the questions having been submitted by U.S. students in the audience for reply by the guests from abroad on the platform, and this session was moderated by Roscoe Drummond, Chief of the Herald Tribune Washington Bureau.

A pamphlet reporting on the March 27 forum, with complete texts of the panel discussions and addresses, as printed in the Herald Tribune on March 29 is being published by the Herald Tribune, and World Airways Teacher readers may obtain the pamphlet without charge by writing to Educational Director, Pan American World Airways, 28-19 Bridge Plaza North, Long Island City 1, N. Y. Kinescopes of many of the television programs also are available—for information regarding them write to the Forum Director, N. Y. Herald Tribune, 230 West 41st St., New York 36, N. Y.

Junior Ambassadors

The first Junior Ambassador movement under sponsorship of Pan American-Grace Airways brought 35 boys from seven Latin American countries to the United States last October in a special Panagra plane flown by the line's Chief Pilot, Frank J. Havelick. They flew from one end of the U.S. to the other, visited an automobile factory, listened to a briefing at the Pentagon, met Hollywood movie stars, attended a United Nations session in New York and engaged in many other activities, with a visit to the White House and an interview with President Eisenhower as the climax.

Ranging in age from 14 to 16 years, the boys included sons of policemen and statesmen, accountants and professors, in short, a cross-section of Latin American life. Among their ambitions for careers are engineering, medicine, politics, law, the army and teaching.

Boys in the United States who were their hosts here now are preparing to return the visit. Arrangements have been set up as a regular package air tour, sponsored jointly by Panagra and the Exprinter Travel Service.

Strictly for boys between 14 and 16 years of age, the 21-day all-expense, escorted tour is scheduled to leave from Miami, July 9th, on Panagra's El Interamericano express for Panama, Colombia, Ecuador, Peru, Bolivia, Chile and Argentina. Official invitations have been received to have the youthful "envoys" visit these countries and enrollments are being accepted by local travel agents throughout the country, according to Edward G. Bern, Panagra's vice president of sales.

While the tour will be highlighted by personal interviews with heads of state, government dignitaries, and young people in each country, the "Junior Ambassadors" also will be treated to such sightseeing wonders as an inspection of the Panama Canal locks, a visit to the coffee plantations of Colombia, a trip to the Equator monument in the highlands of Ecuador, an archaeological study of Inca and pre-Inca civilizations, a drive around the highest capital in the world, skiing in the Chilean Andes, and a day on the Argentine pampas with the hard-riding gauchos. A full program of entertainment includes neighborly calls on private homes in the various cities on the route.

Full price of the tour is \$1,095, and booklets giving complete details can be had upon request from Panagra, Exprinter, or any travel agent.

Teen-Age Ambassadors to Pakistan

Two teen-age ambassadors—one from Topeka, Kansas, the other from Taylor, Texas—left New York in March aboard a Pan American World Airways Clipper on a "flying carpet" trip to Pakistan, and thence on around the world, as guests of the Pakistan Government.

Sigrid Jan Larson, pert, blonde, 17-year-old senior from Topeka High School, and Michael Grady Woods, husky, 17-year-old honor student senior from Taylor High School, won their round-the-world trips in a nationwide essay contest sponsored by the Embassy of Pakistan in Washington on the subject of "Pakistan—A Friendly Nation." Thousands of entries were submitted from 1100 of the nation's high schools.

Governor Arn of Kansas and Governor Shivers of Texas appointed the youngsters as special Youth Ambassadors of Good Will. They carried special greetings from President Eisenhower to the youth of Pakistan, and other places to be visited on their "flying carpet" trip around the world.

After brief stops in London, Rome and Beirut, the two students continued to Karachi to begin three weeks of travel and friendship in both West and East Pakistan. Prime Minister Mohammed Ali, former Ambassador in Washington, invited them to be his guests in Pakistan's capital before starting their goodwill trip around the country.

Although Pakistan with its 80 million people is new as a free nation—only six and a half years old—the teenagers had an opportunity to visit the ancient ruins of Mohenjo-Daro, which flourished sixty centuries ago on the banks of the Indus river; old mosques and palaces of the Moghul emperors, the historic battlefields and forts of the Khyber Pass and Attock, where Alexander the Great of Greece led his armies in 345 BC; the bazaars and caravansaries of Peshawar, camel caravans coming down from Afghanistan, and the storied land of Kipling.

In East Pakistan they visited the jute and burlap mills and endless rice paddies along the Ganges and Brahmaputra rivers, the new hydro-electric plants and papermills at Karnafuli, and the tea auctions at the Fort of Chittagong on the Bay of Bengal.

Leaving Pakistan they flew to Rangoon, Bangkok, Hongkong, Manila, Honolulu, Los Angeles and on to their homes early in May.