

(1st Page)

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illustrated.

L

A Trip Round The British Empire.

C. G. MAY

LUTON GRAMMAR SCHOOL,

BRADGERS HILL,

LUTON,

BEDFORDSHIRE.

51, WYCHWOOD AVENUE,

LUTON,

BEDS.

DATE OF BIRTH: -

[REDACTED]

TIME TABLE

C.G. MAY

AIRWAYS ABBREVIATIONS

AA	Ansett Airways
AI	Air India
AOA	American Overseas Airways
ANA	Australian National Airways.
BSAA	British South American Airways.
BWIA	British West Indian Airways
CA	Cyprus Airways.
CPA	Cathay Pacific Airways
CPAL	Canadian Pacific Airlines
GA	Gibraltar Airways.
KLM	Royal Dutch Airlines.
LAE	Lineas Aereas Espanolas.
LAI	Linee Aeree Italiane
MAC	MacRobertson-Miller Aviation Company
NZ.NAC	New Zealand National Airways Corporations.
PAA	Pan American Airways
QEA	Quantas Empire Airways
SAA	South African Airways
SACA & EAA	South, Central & East African Airways.
TAP	Transportes Aereos Portuguesas
TCAL	Trans-Canadian Airlines
TEA	Tasman Empire Airways

Trips

Trips were also made to Saguenay and Quebec on the 18th. July. and to Belize, B. H. on the 7th. July.

TIME TABLE

Miscellaneous Abbreviations.

Ant.	Antigua
B.	British
B. G.	British Guiana
B. H.	" Honduras
B. S.	" Somaliland.
C	City
Constell	Constellation
Int	International
Jam.	Jamaica
Lanc.	Lancastrian
N.	North
Poss.	Possession
Rep.	Republic
T.	Trinidad
V.I.	Virgin Islands.

<u>No.</u>	<u>Town</u>	<u>Arr.</u>	<u>Dep.</u>	<u>Date</u>	<u>Airway</u>
B	London		8.21	20th. April	BEA Viking
	Bordeaux	11.16	12.0		
	Lisbon	15.45	14.0	21st. April	TAP Douglas
	Casablanca	16.30	7.0	22nd April	
	Villa Cisneros		13.20		
B	Bathurst	18.0	7.0	23rd April	
B	Freetown		12.10		
B	Accra	17.15	8.0	24th. April	BOAC Halton
B	Lagos	10.30	13.40		AF Douglas
B	Kano	16.30	0.30	25th April	KLM Constellation.
	Leopoldville	6.0	7.0		
B	Johannesburg	15.15	8.5	26th. April	SAA Lodestar
B	Durban	9.45	10.0		
B	East London	12.0			
B	Port Elizabeth	13.25			
B	Cape Town	16.40	7.30	27th. April	
B	Kimberley	10.0			
B	Johannesburg	11.50	13.0		SA, CAA & EAA
B	Bulawayo	15.35	15.45		Viking
B	Salisbury	17.40	7.30	28th. April	
B	Livingstone	11.15	15.40		
B	Salisbury	17.40	7.30	29th. April	

<u>Poss.</u>	<u>Town</u>	<u>Arr.</u>	<u>Dep.</u>	<u>Date</u>	<u>Airway</u>
B	Salisbury	17.40	7.30	29th. April	SA, CAA & EAA Viking
B	Lusaka	8.50	9.5		
B	Ndola	10.5	10.30		
B	Tabora		14.50		
B	Nairobi	16.50	7.0	30th. April	BOAC & SAA York
B	Khartoum	11.45	13.15		
B	Cairo	17.55	2.45	3rd. May	BOAC Dakota
B	Wadi Halfa	6.25	7.0		
B	Khartoum	9.50	10.30		
B	Asmara	13.35	14.15		
B	Aden	17.25	6.30	4th. May	
B	Hargeisa B.S.	8.15	16.0	5th. May	
B	Aden	17.25	6.30	6th. May	
B	Asmara	9.40	10.30		
B	Port Sudan	11.40	12.15		
B	Luxor	15.45	16.15		
B	Cairo	18.30	6.0	8th. May	BOAC & QEA Hythe
	Basra	13.25	14.30		
B	Kuwait	15.5	15.45		
B	Bahrain	18.5	8.15	9th. May	
B	Karachi	16.15	0.1	10th. May	
B	Calcutta	8.10	13.30		AI Viking

<u>Poss.</u>	<u>Town</u>	<u>Arr.</u>	<u>Dep.</u>	<u>Date</u>	<u>Airway</u>
B	Calcutta	8.10	13.30	10th. May.	AI Viking
B	Bombay	18.50	8.30	11th. May	
B	Hyderabad C.	10.50	11.50		
B	Madras	13.40	14.25		
B	Colombo	17.15	6.15	13th. May	
B	Singapore	16.15	9.30	15th. May	CPT
B	Bangkok	15.30	6.30	16th. May	
B	Hongkong	14.30	7.0	17th. May	
	Bangkok	12.30	13.30		
B	Singapore	19.30	10.0	19th. May	BOAC QEA Hytha
	Surabaya	15.45	7.15	20th. May	
B	Darwin	17.45	10.0	21st. May	
B	Bowen	13.30	11.5	22nd. May	ANA Douglas D.C.3
B	Townsville	11.50	5.0	25th. May	QEA "
B	Cairns	6.10	6.40		
B	Cooktown	7.35	8.5		
B	Port Moresby	11.0	11.30		
B	Lae	12.50	5.45	26th. May	
B	Cairns	11.5	11.50		
B	Townsville	13.0	13.30		
B	Rockhampton	16.0	16.20		
B	Brisbane	18.30	19.0		

<u>Poss.</u>	<u>Town.</u>	<u>Arr.</u>	<u>Dep.</u>	<u>Date</u>	<u>Airway</u>
B	Brisbane	18.30	19.0	26th. May	QEA. Douglas D.C.3.
B	Sydney	22.0	11.35	27th. May	
B	Wagga		13.25		
B	Melbourne	15.0	11.30	28th. May	ANA "
B	King Island	12.45	13.5		
B	Launceston	14.30	13.50	29th. May	
B	King Island	15.25	15.40		
B	Melbourne	16.55	11.35	30th. May	
B	Adelaide	13.35	9.20	1st. June	
B	Peduna	11.45	12.5		
B	Forrest	13.0	13.20		
B	Kalgoorlie	16.10	16.30		
B	Perth	18.5	6.0	3rd. June	MAC "
B	Geraldton	7.30	8.0		
B	Carnarvon	13.10	13.40		
B	Broome	15.40	16.10		
B	Derby	16.50	6.45	4th. June	
B	Wyndham	8.50	9.20		
B	Darwin	12.40	5.40	6th. June	QEA "
B	Katherine	6.50	7.0		
B	Daly Waters	8.0	8.20		
B	Cloncurry	12.30	12.50		

	<u>Poss.</u>	<u>Town</u>	<u>Arr.</u>	<u>Dep.</u>	<u>Date</u>	<u>Airway</u>
	B	Cloncurry	12.30	12.50	6th. June	QEA Douglas
	B	Longreach	14.50	15.10		
	B	Charleville	16.45	17.5		
	B	Brisbane	19.50	7.0	7th. June	ANA "
	B	Sydney	10.10	7.0	8th. June	QEA
	B	Norfolk Is.	13.0	14.30		
	B	Sydney	17.30	5.0	9th. June	TEA Tasman
	B	Auckland	15.0	10.5	10th. June	# Class F/B
	B	Palmerston N.		11.45		NZNAC Lodestar
	B	Wellington	12.15	12.35		
	B	Christchurch	14.5	14.20		
	B	Dunedin	15.45	11.45	11th. June	
	B	Christchurch	13.0	13.15		
	B	Wellington	14.45	15.0		
	B	Auckland	16.45	23.45	12th. June	ANA Douglas
Int. Date Line	B	Suva, Fiji Is.	6.15	21.0	13th. June	
		Canton Is	4.30	5.30		
		Honolulu	16.30	19.30	14th. June	
		San Francisco	9.30	11.0	15th. June	
	B	Vancouver	15.0	8.45	16th. June	CPAL
	B	Calgary	12.1	10.50	17th. June	TCAL Douglas
	B	Medicine Hat		12.10		

B	Medicine Hat		12.10	17th. June	TCAL Douglas D.C.3	
B	Swift Current		13.25			
B	Regina	14.25	14.40			
B	Winnipeg	17.45	18.5			
B	Fort William		21.35			
B	Toronto	1.30	8.30	18th. June		
B	Ottawa	10.0	10.10			
B	Montreal	10.55	11.55	19th. June	CPAL	"
B	Moncton	12.30				
B	Halifax	13.40				
B	Sydney	15.30	16.0			
B	Gander	18.50	19.10			
B	St. Johns	20.10	11.10	20th. June		
B	Gander	12.15	12.35			
B	Sydney	14.50	15.20			
B	Halifax		17.0			
B	Moncton		18.15			
B	Montreal	20.30	11.30	21st. June	NA	"
	Burlington	12.5	12.35			
	Barre Montpelier	12.55	12.58			
	Concord	13.38	13.41			
	Boston	14.11	4.20	22nd. June	AOA Constellation	
	New York	4.50	18.30		BOAC	"

B	New York	4.50	18.30	22nd. June	BOAC Constell.
B	Bermuda	21.30	1.45	24th. June	B.S.AA Lanc.
B	Nassau	5.45	15.55	25th. June	" York
B	Kingston, Jam.	18.30	14.5	26th. June	PAA
B	Montego Bay, Jam.	15.10	12.0	27th. June	
B	Kingston	14.0		28th. June	B.WIA
	Dominican Rep.				
B	Port of Spain		6.0	29th. June	" Lockheed
B	Grenada	6.50	7.10		Lodestar
B	Barbados	8.5	8.10	1st. July	
B	Georgetown B.G.	11.0	16.15	2nd. July	
B	Port of Spain, T.	17.55		4th. July	
B	Grenada				
B	St. Lucia.				
B	Antigua				
B	St. Kitt's Nevis			6th. July	
B	Dominican Repub.				
B	Kingston			8th. July	
	Dominican Rep.				
B	St. Kitt's Nevis			11th. July	
B	Antigua		9.30	13th. July	
B	St. Thomas (V.I)	11.0	16.25	14th. July	
B	St. Johns, Coolidge Ant.	18.25	18.40		

<u>Poss.</u>	<u>Town</u>	<u>Arr.</u>	<u>Dep.</u>	<u>Date</u>	<u>Airway</u>
B	St. John's Coolidge Ant.	18.25	18.40		
B	Port of Spain	21.55		16th. July	
B	Tobago			17th. July	
B	Port of Spain				
B	Kingston		9.0	19th. July	BSAA Lancastrian
B	Bermuda	16.0	18.45		
	Santa Maria, Azores	7.0	9.20	20th. July	PAA Constellation
	Lisbon	15.25	10.0	21st. July	AP
B	Tangier	10.40	11.30		GA DH Rapide
B	Gibraltar	11.0	9.15	23rd. July	BEA Viking
	Madrid	11.10	13.10		LAE Douglas D.C.3
	Barcelona	15.10	9.0	24th. July	
	Milan	12.15	17.0		
	Rome	19.0	7.30	26th. July	BEA, BOAC & CA Dakota
	Athens	11.0	12.0		
B	Nicosia, Cyprus	17.40	8.0	30th. July	
	Athens	11.5	12.5		
	Rome	17.5	17.0	31st. July	BEA Viking
	Malta	18.50	8.15	1st. August.	
	Rome	12.15	12.55		
	Marseilles	14.30	15.31		
	London	19.16			

Being a retired British Overseas Airways Corporation pilot, reasonably wealthy and a bachelor, I decided to take a trip round the world as a visitor, instead of in the capacity of pilot. I also wished to fly in as many of the main airline services of the world as possible. First I made a map of the places I wished to visit; then with the help of a Bradshaw's Guide, I made my time-table.

At length, all my preparations behind me, I found myself at exactly twenty-one minutes past eight, one fine April morning, at Heathrow on a 'Viking' bound for Lisbon. We stopped at Bordeaux for lunch, after which we continued our journey to Lisbon, arriving there at 3.45 p.m. I spent the rest of the day at the bazaar. The following day I left for Casablanca, and after passing through Villa Cisneros, arrived two days later at Bathurst, the capital of Gambia, noted for its ground-nut industry. I spent one night there, after which we travelled to Accra, passing through Freetown, capital of Sierra Leone. We arrived at Accra, Gold Coast's capital, at 5.15 p.m. Gold Coast is noted for its palms, the oil from which is used in making soap and candles. The next day we travelled to Kano, after a short stop at Lagos, from where we flew through Leopoldville to Johannesburg. During my stay there, I had a look at the pit-head gear of one of the Rand mines, although I was not allowed to go down into the mine itself. I had quite an interesting talk with one of the miners, who told me about the extraction of gold, and explained that gold-mining was simplified by the proximity of coal, a fact which I had not realised before. Starting off at 8.5 a.m. next morning, I reached Cape Town at 4.40 p.m. passing through the important ports of Durban,

East London and Port Elizabeth. Cape Town, the capital, of Cape Colony, has two-thirds the population of Johannesburg, the largest town in the Union of South Africa. Cape Town is the most important port in the Union. It takes charge of the export of diamonds from Kimberley, and some of the gold from the Rand. After a tedious journey, I reached Salisbury, capital of Southern Rhodesia, a crown colony of 150,000 square miles, and a population of one million. During my forty-eight hour stay there, I decided to see the Victoria Falls, or the smoke which thunders, the name by which the natives referred to them, when talking to Livingstone before he discovered them, in 1855. I spent four hours there, landing at Livingstone (a town near the Victoria Falls, from which Northern Rhodesia is governed) at 11.15 a.m. and leaving at 3.40 p.m. Leaving Salisbury, I passed through Lusaka in Northern Rhodesia, and Ndola and Tabora in Tanganyika, before I reached Kenya's capital, Nairobi, which has a population of twenty-four thousand of which only one-eighth is European. On April 30th. I flew to Cairo, from where I travelled to Aden and Hargeisa in British Somaliland. I did not like Aden, as the vegetation is mostly scrub and the climate hot, being on the edge of the Arabian Desert. Back again at Cairo, I had a day's rest before continuing to Bahrain, through Basra and Kuwait. The Bahrain Islands are British possessions in the Persian Gulf, the main industry of which is pearl-fishing. The next day I continued to Karachi. Unfortunately I could not see much of it, as we had taken the whole day to reach there and had only an eight-hour stop, starting again at midnight. We went through Calcutta to Bombay, the second biggest city in India with a population of just over one million. Passing through Hyderabad City and Madras, we crossed the Gulf of Mannar into Ceylon,

arriving at its capital, Colombo, in the evening. I stayed there two days, during which time I visited The Temple of the Tooth at Kandy, Anuradhapura, and Adam's Peak which is 7346 feet high. Anuradhapura and Kandy have both very strong links with the past history of the Buddhist religion. In 1946, many Buddhists began a ten-year programme celebrating the 2,500th anniversary of the founding of Buddhism. At Anuradhapura I saw the famous Bo tree, which has grown from a branch of a fig-tree under which Buddha rested. It was planted there three hundred years before Christ's birth. On May 13th., I flew to Singapore, the small island at the south of the Malay Peninsula. The next day I went to Hongkong by way of Bangkok. Victoria, the capital has just over half the inhabitants of the colony. I spent two days at Singapore before going on to Darwin in Australia. From there I flew to Townsville stopping at Bowen. Townsville is a port in Northern Queensland with a population of twenty-two thousand. I continued to Cairns and Cooktown before crossing the Coral Sea to New Guinea. I stopped at the capital, Port Moresby and Lae. After a night's stay at Lae, I flew back to Cairns, Townsville, Rockhampton, Brisbane. (Queensland's capital), and New South Wales' capital, Sydney which is the largest city and port in the Commonwealth, and is famous for its harbour bridge completed in 1938. The following day I flew to Melbourne-on-Yarra, after passing through Wagga Wagga. Continuing, I went to King Island, a small island to the north of Tasmania, and Launceston, where I arrived at 2.30 p.m. Launceston is the chief town in Northern Tasmania, and is on the River Tamar. A rich fruit-growing district is centred round Launceston, and tin is mined nearby. From Melbourne, I went to Adelaide, capital of Southern Australia, with one-half the population of the whole state. Continuing, I went to Kalgoorlie and Perth, by way of Ceduna and Forrest. Kalgoorlie,

Western Australia's second biggest town is well-known for its mineral wealth, while Perth, the capital is an important port. I flew on to Broome, through various unimportant towns. From there, I travelled through Derby and Wyndham to the capital of the Northern Territory, Darwin. From Darwin, I went through some of Queensland's more-important inland towns. Brisbane, my destination, is on a river of the same name, has 230,000 inhabitants, has two cathedrals, a university, and manufactures leather soap and tobacco. Leaving Brisbane, I continued to Sydney, from where after a night's stay, I flew to Norfolk Island, a small British possession about four hundred miles from New Zealand with a total population of seven hundred and fifty. Returning to Sydney, I flew from there to Auckland, the largest city in New Zealand, with a population of nearly two hundred thousand. It is a big port with a fine natural harbour, and exports wool, gold and kauri gum. The following day, I continued to Wellington passing through Palmerston North. Wellington has a population of six thousand less than Auckland, and is a large manufacturing centre as well as a port. Crossing Cook Strait we flew to Dunedin, noted for its university, passing through Christchurch. Going back to Auckland, I flew to Suva, capital of the two hundred and fifty Fiji Islands. Between Suva and the Canton Islands, we crossed the International Date line, gaining a day thereby. On my way across the Pacific, I rested a day at Honolulu, one of the Hawaiian Islands, before continuing to San Francisco. From San Francisco, I went to Vancouver in British Columbia. This town of 120,000 is one of the chief North American ports, a terminus of the Canadian Pacific Railway, and has a large shipbuilding and lumber industry. Leaving Vancouver I crossed the Rockies into Alberta, where I stopped at the town of Calgary, the state's second biggest. After a day there,

I travelled quickly, flying to Toronto in fifteen hours, with short stops at Regina and Winnipeg. From Toronto where I had seven hours' rest, I continued to Montreal from where I decided to take a short trip to Quebec. From the famous Heights of Abraham, up which Wolfe climbed, I obtained a lovely view of the St. Lawrence, glimmering in the sunlight far below me. From Quebec, I travelled to Saguenay, a small unimportant town at the mouth of the Saguenay River, which leads from the Lake St. John. Arriving back at Montreal at 11:0 p.m., I started the next day, 19th June, for Sydney in Cape Breton Island. From there, after thirty minutes' stop, I travelled to St. Johns, where I stopped for a day. St. Johns is on the Avalon Peninsula, and has a big fishing industry. The following day, I returned to Montreal from where I went through Burlington, Batte Montpelier, Concord, Boston and New York, before crossing to Hamilton, capital of the Bermuda Islands. From Hamilton, I continued to Nassau, an island in the Bahamas group, east of the coast of Florida. From there, I travelled to Kingston, capital of Jamaica, the chief British West Indian island, discovered by Columbus in 1494. The island makes a big trade out of its' natural resources, cedar, ebony, mahogany, tobacco and bananas. I flew to Montego Bay, a small town on the island, after which I went to Port of Spain (Trinidad), Grenada, Barbados and Georgetown, capital of British Guiana. The colony's coastal lowlands produce rice, sugar, coffee, rubber, limes and vanilla in fairly substantial quantity. From Georgetown, I flew to Port of Spain, capital of Trinidad, a small island of the coast of South America, originally one of the West Indian islands to which convicts were sent. I visited most of the British West Indian possessions, the most important one being Belize, the capital of British Honduras, in which more than one-fourth of the colony's total population live. Returning to Kingston, I went to St. Kitt's Nevis, made up of the islands of St. Christopher

and Nevis. This colony with the Virgin Islands, Dominica and Montserrat form the Leeward Islands while Grenada, St. Lucia and St. Vincent form the Windward Islands. After visiting all the British West Indian Islands, I returned to Bermuda. From Hamilton I crossed the Atlantic Ocean to Lisbon, stopping at Santa Maria in the Portuguese colony of Azores. Leaving Lisbon, I went to Tangier, an African international port on the Straits of Gibraltar. From Tangier I crossed the Straits to the rocky fortress of Gibraltar, where I appeared to arrive half-an-hour earlier than I started. This was due to the fact that Gibraltar time is an hour behind Tangier time. The Straits of Gibraltar between Ceuta and Gibraltar are fourteen miles wide. I next planned to travel across Europe to Cyprus, a British possession in the East Mediterranean. I flew to Nicosia by way of Madrid, Barcelona, Milan, Rome and Athens. Nicosia has twenty thousand inhabitants, and is the capital of this island, which was rented from the Turks, when war with Russia threatened, but was annexed by us when Turkey joined Germany in the First World War. The island is of about three thousand six hundred square miles. During my three days there I visited the towns of Paphos, Limasol and Larnaka. On the thirtieth of July, I returned to Rome from where I went to Valetta, named after La Valette who repelled the Turks. Malta consists of a group of islands, the biggest of which are Gozo and Comino. The islands lie about sixty miles south of Sicily, were captured by France in 1800, and ceded to Britain in 1814. Returning from Malta, I passed through Rome and Marseilles before reaching London.

My journey had taken me 103 days altogether. Even then I had not managed to visit all of our vast empire leaving out several small islands. I returned with a far wider knowledge of the British Commonwealth and Empire, now realising its vast resources, and the responsibilities which are ours.

1997

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and	
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	Ceylon
	India
	Pakistan

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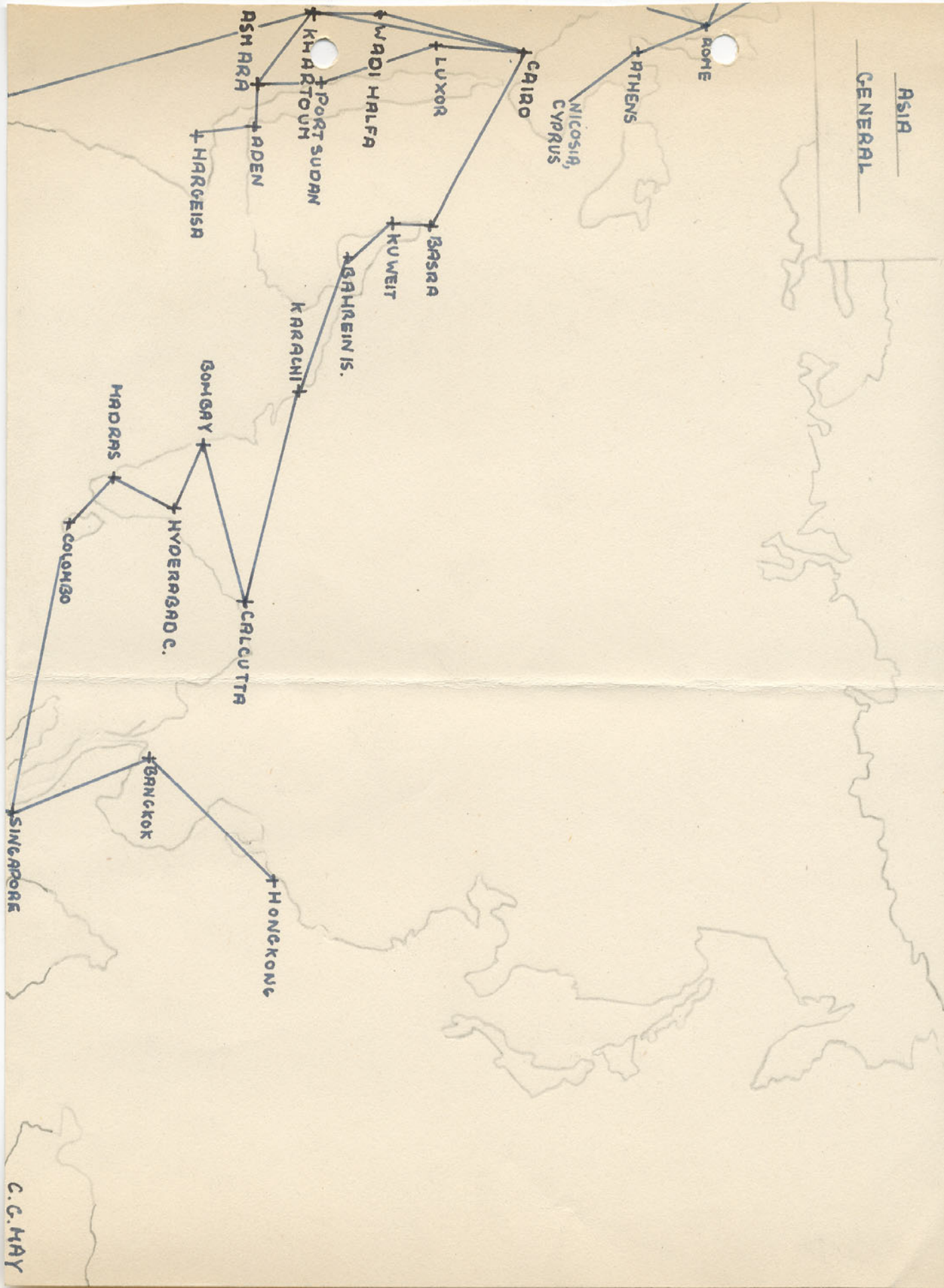
MAPS

ASIA , AUSTRALIA AND NEW ZEALAND.

C.G.MAY

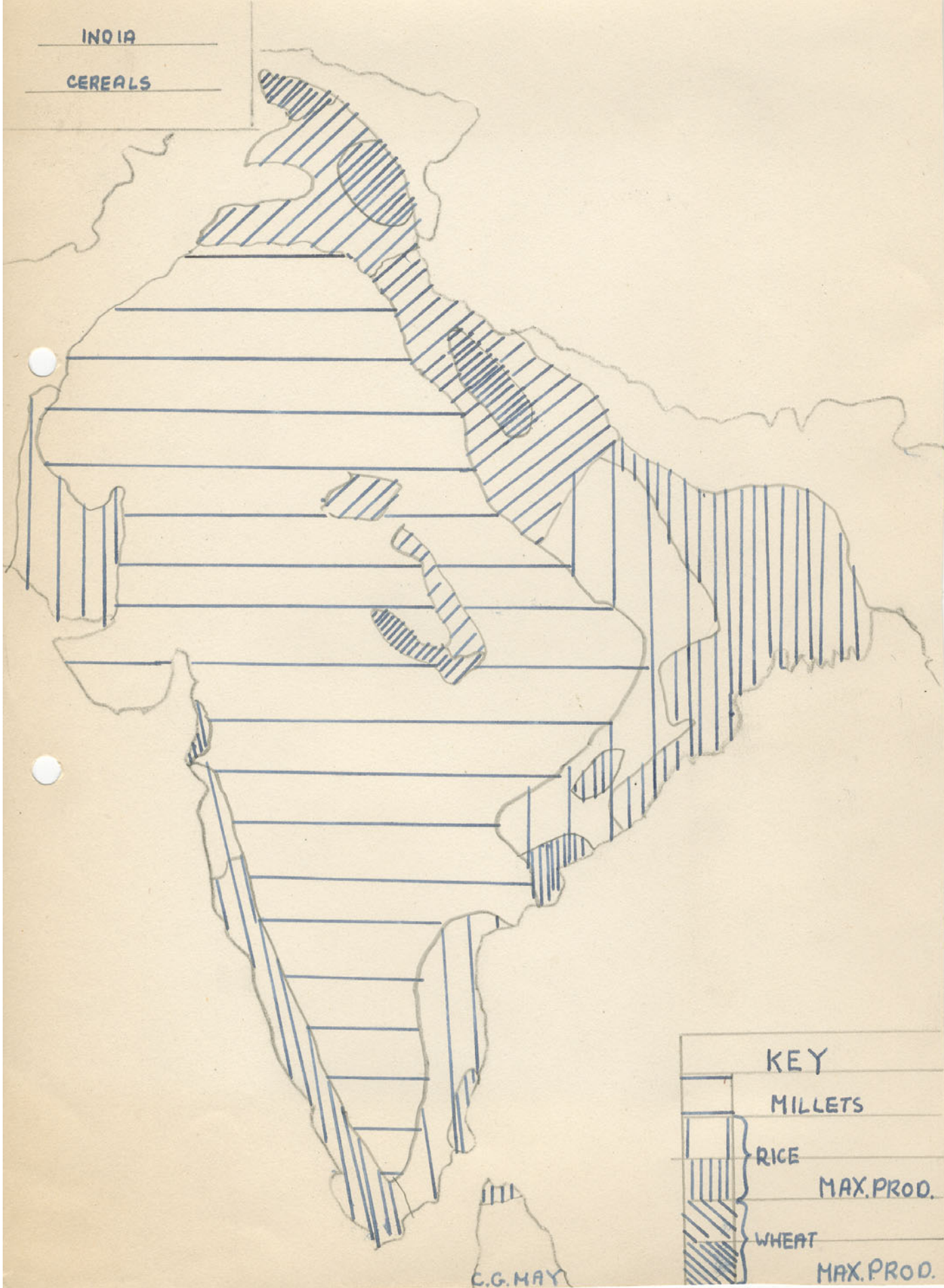
ASIA

GENERAL

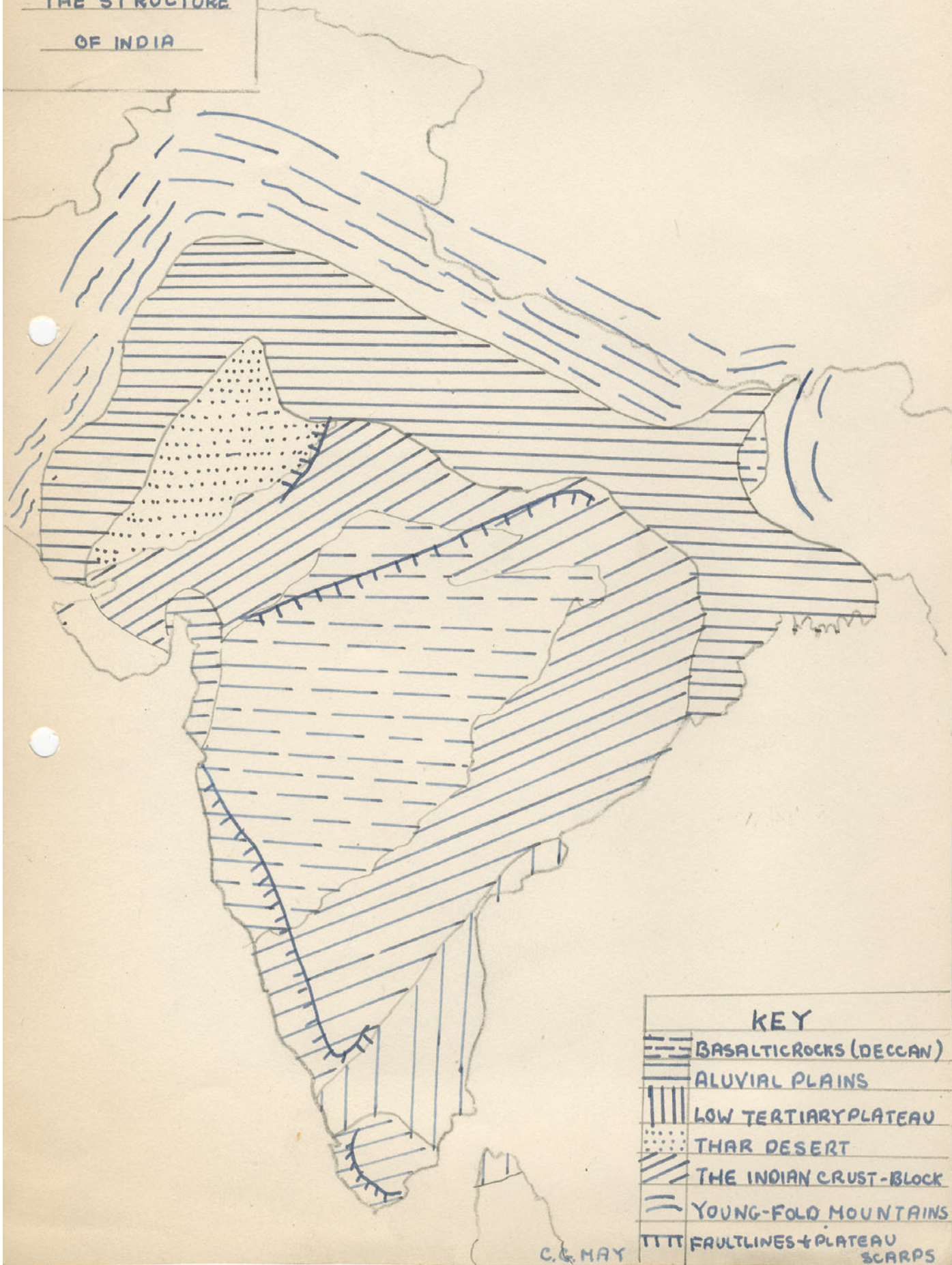


INDIA

CEREALS

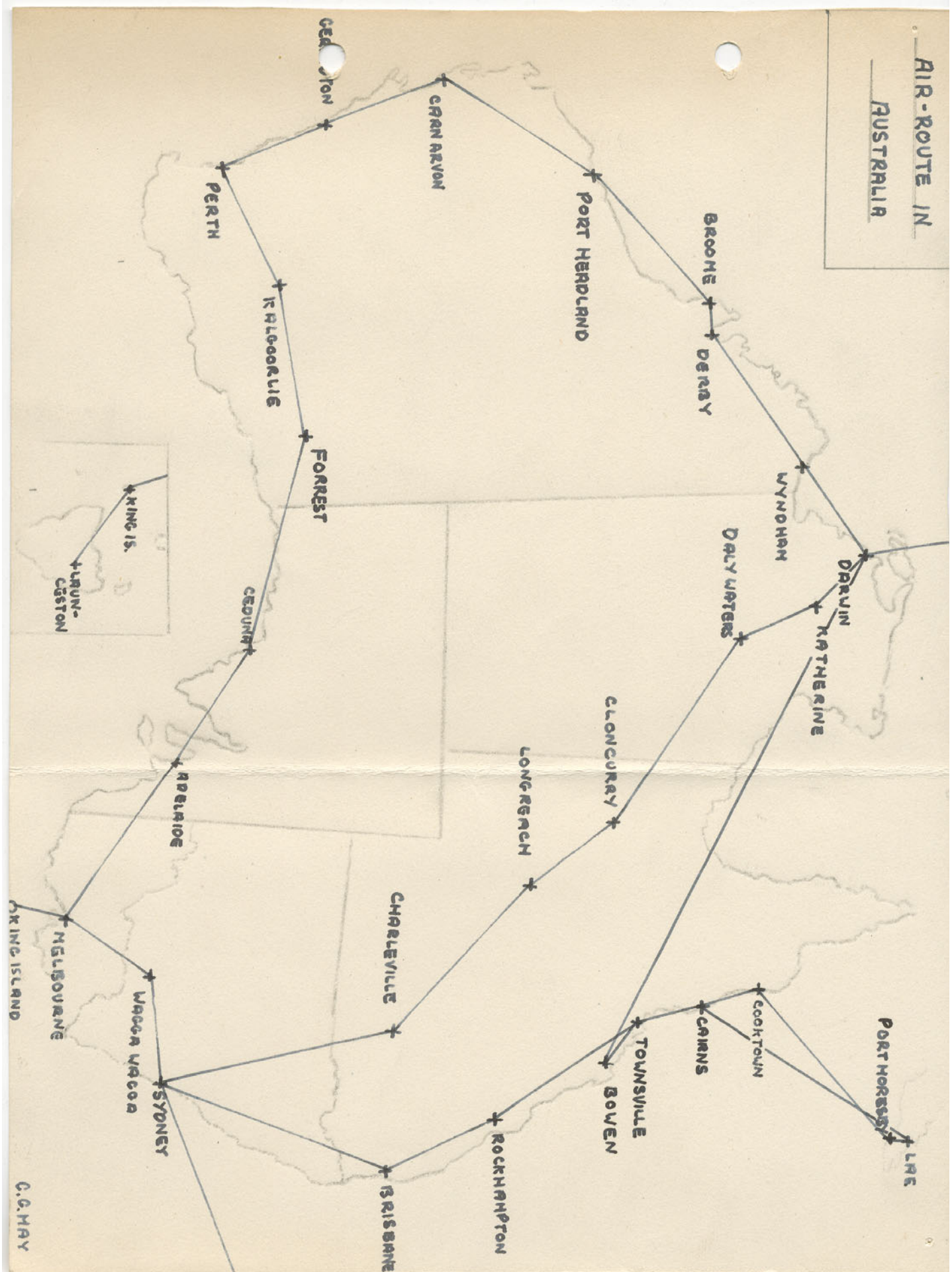


THE STRUCTURE OF INDIA



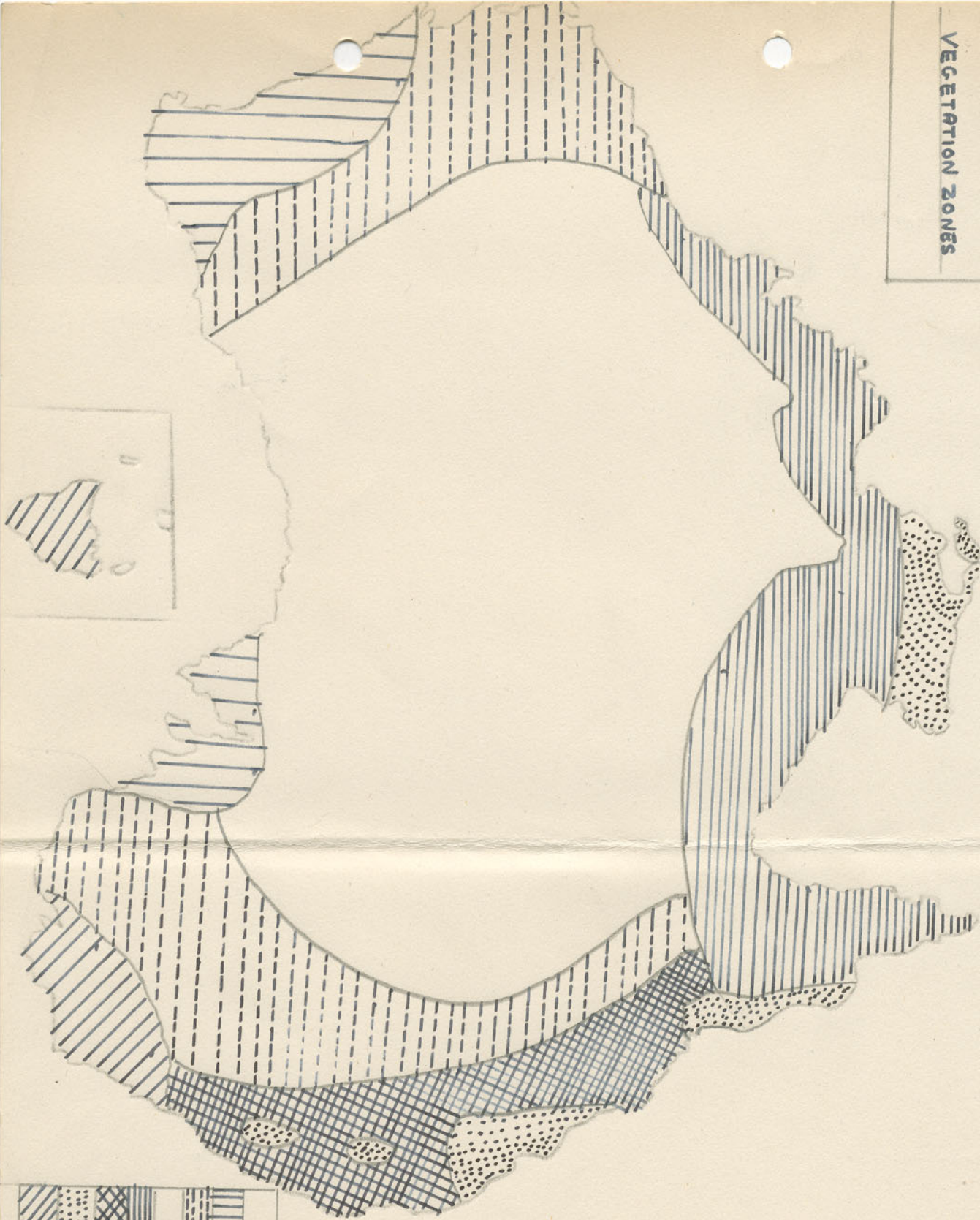
AIR-ROUTE IN

AUSTRALIA



AUSTRALIA

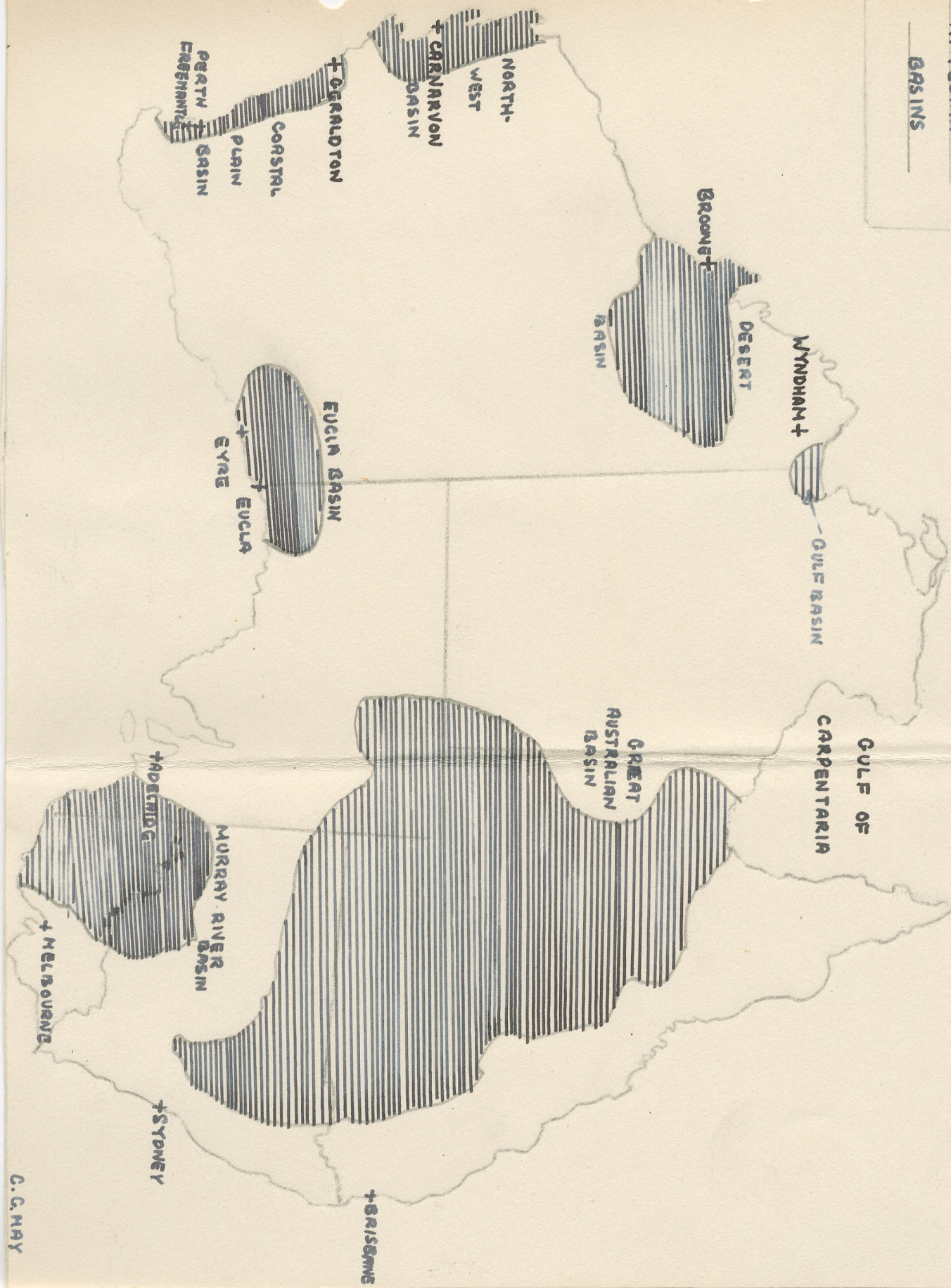
VEGETATION ZONES



KEY

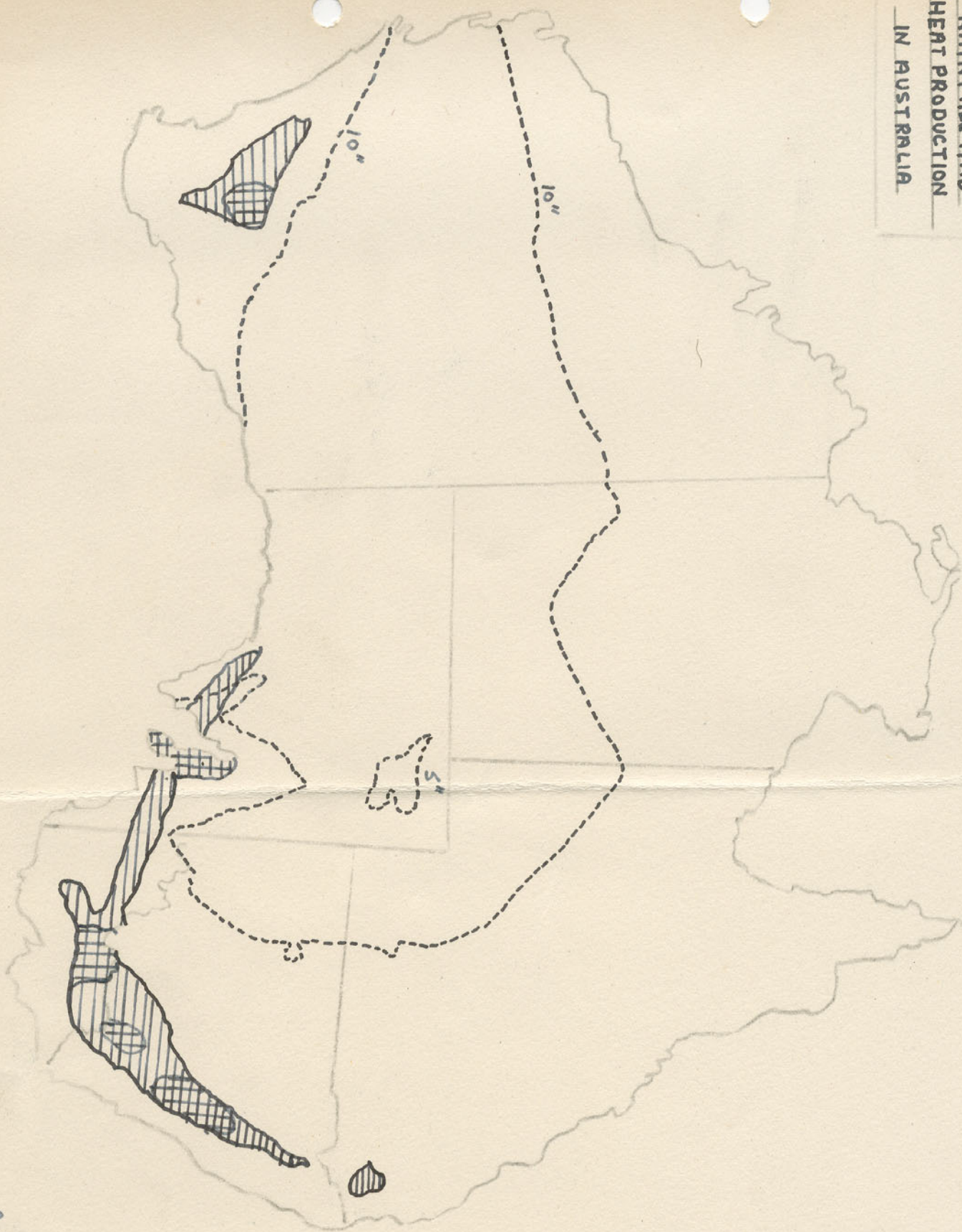
	SCRUB FOREST
	GRASS STEPPES
	(SEMI)-DESERT
	SAVANNAS
	(SUB)-TROPIC. FOREST
	TROPICAL FOREST
	WARM TEMP. FOREST
	C. G. MARY

ARTESIAN
BASINS



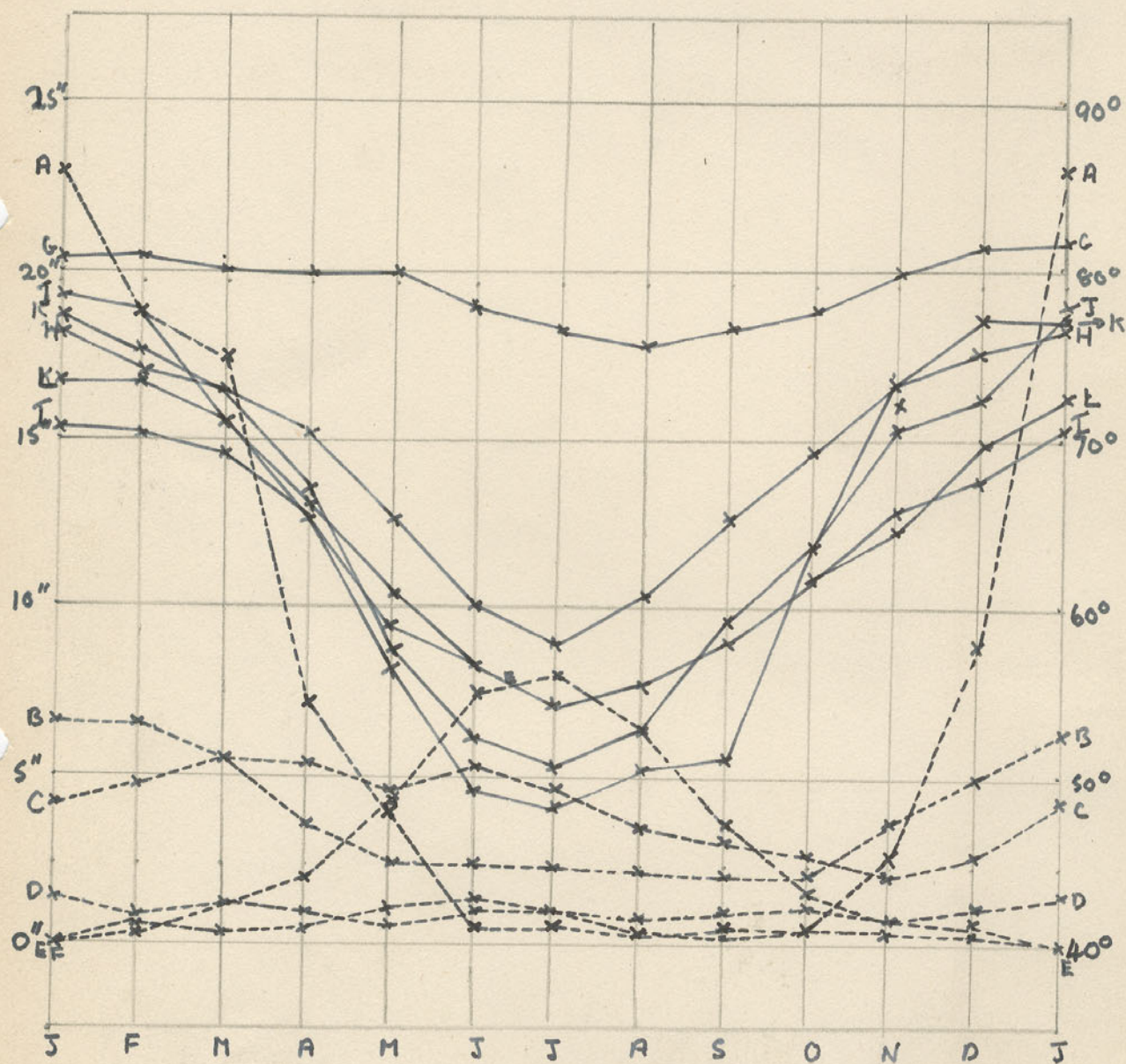
C. C. MAY

RAINFALL AND
WHEAT PRODUCTION
IN AUSTRALIA



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MEAN TEMPERATURE AT CAPE YORK, BRISBANE, SYDNEY, DUBBO, PERTH AND COOLGARDIE



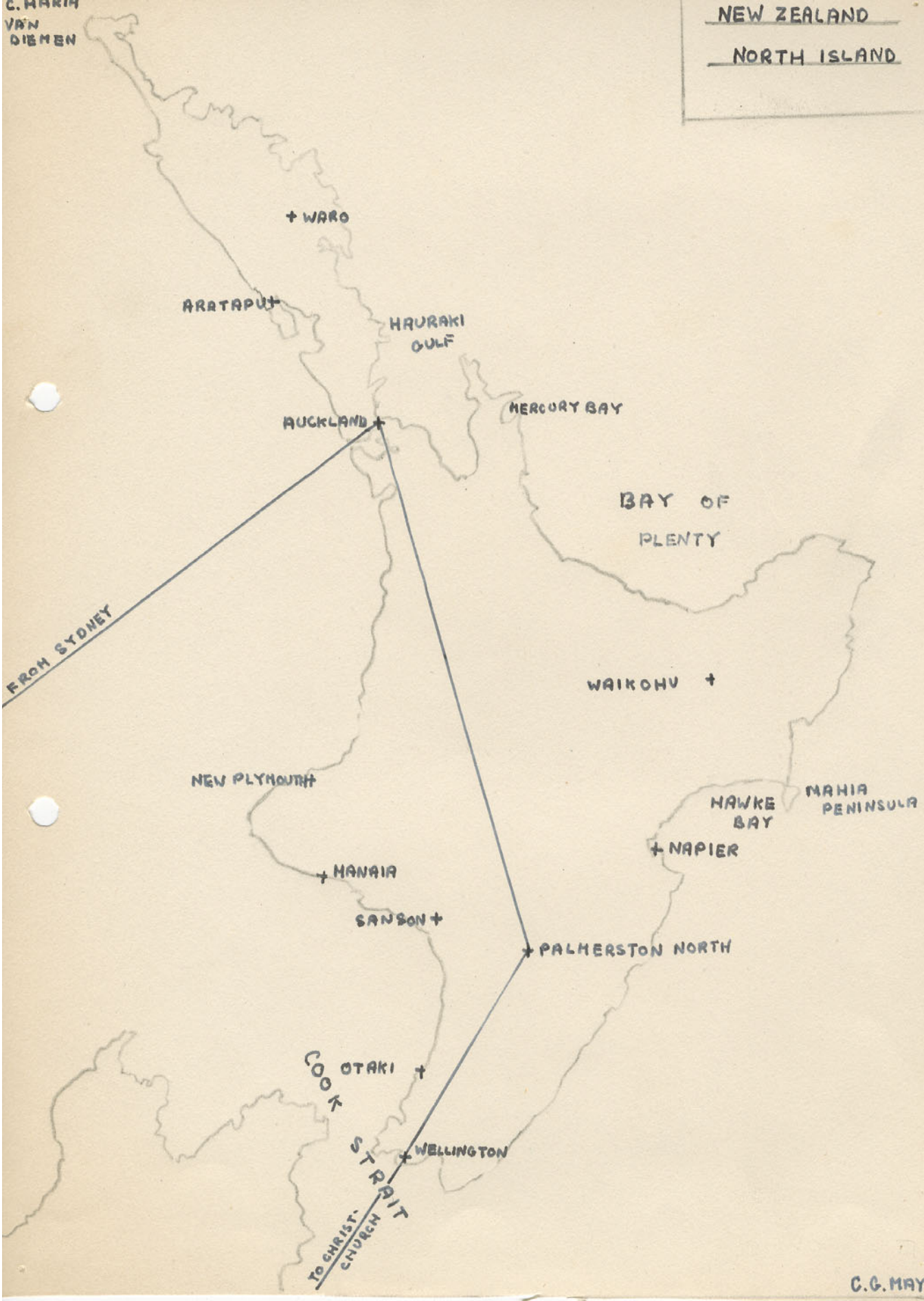
A	Rainfall	Cape York	G	Temperature	Cape York
B	"	Brisbane	H	"	Brisbane
C	"	Sydney	I	"	Sydney
D	"	Dubbo	J	"	Dubbo
E	"	Perth	K	"	Coolgardie
F	"	Coolgardie	L	"	Perth.

C.G.MAY

C. MARIA
VAN
DIEMEN

NEW ZEALAND

NORTH ISLAND



C.G. MAY

