

**No 4** FROM MAY 16th  
TO MAY 29th, 1946  
Published Weekly, 50s. 6d.

# MAP REVIEW

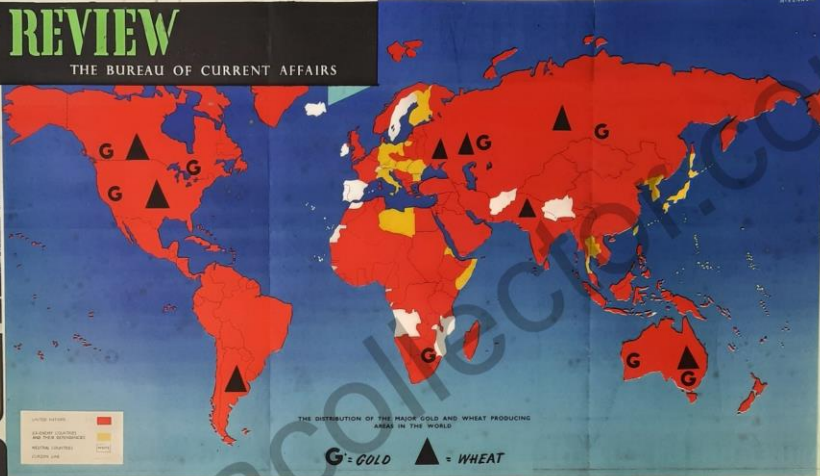
THE BUREAU OF CURRENT AFFAIRS

## Gold....

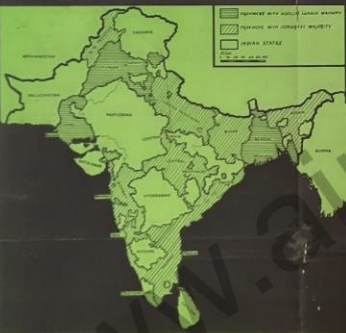


STREET SCENE IN JOHANNESBURG

South Africa has a vast gold field, in a province that has been producing more than a quarter of the world's supply since 1900. It is the only country in the world which has been able to produce gold for more than a century. The gold industry is the backbone of the South African economy, and it is the only country in the world which has been able to produce gold for more than a century. The gold industry is the backbone of the South African economy, and it is the only country in the world which has been able to produce gold for more than a century.



## THE CABINET MISSION REPORTS



The Cabinet Mission Report of 1946, which proposed the partition of India into two parts, one for the British Empire and one for the Indian Empire, was a landmark document in the history of the Indian independence movement. It was the first time that the British government had officially recognized the demand for Indian self-determination. The report was a result of the Cabinet Mission to India, which was sent by the British government in 1946 to negotiate the terms of Indian independence. The report was a landmark document in the history of the Indian independence movement.

## THE ISLANDS OF THE PACIFIC ... and Wheat



The Pacific Islands are a vast and diverse region, with a rich history and a bright future. The islands are home to a variety of cultures and languages, and they are a source of many valuable resources. The Pacific Islands are a source of many valuable resources, including wheat and gold. The islands are a source of many valuable resources, including wheat and gold.



The British Empire has a long and proud history, and it is a source of many valuable resources. The British Empire has a long and proud history, and it is a source of many valuable resources. The British Empire has a long and proud history, and it is a source of many valuable resources. The British Empire has a long and proud history, and it is a source of many valuable resources.



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# MAP REVIEW

THE BUREAU OF CURRENT AFFAIRS

*Gold...*



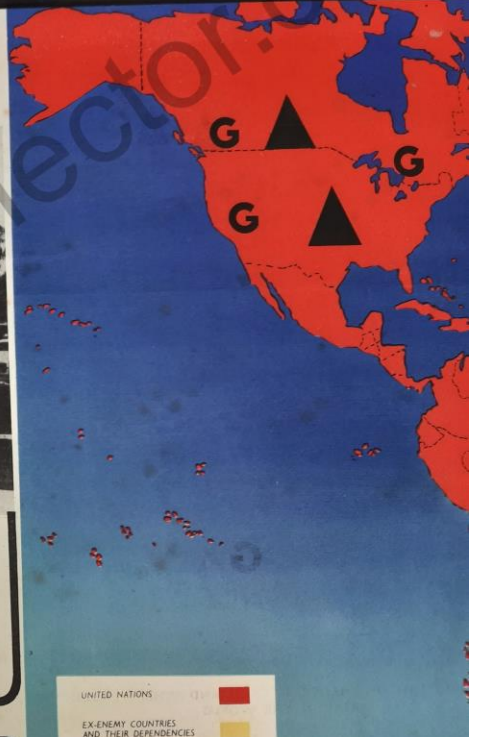
STREET SCENE IN ODENDAALSRUST.

South Africa has a new gold field, in a province that has not hitherto been a gold-producing area. Odendaalsrust, Orange Free State, is to be the new gold-mining town. It is 23 miles from the nearest railway and had a population of 350 Europeans. In April this year gold was found in payable quantities in a reef (prospected since 1933) that runs under the town and in four years it is estimated that there will be some 10 or 11 mines there, employing some 15,000 Europeans and 100,000 natives.

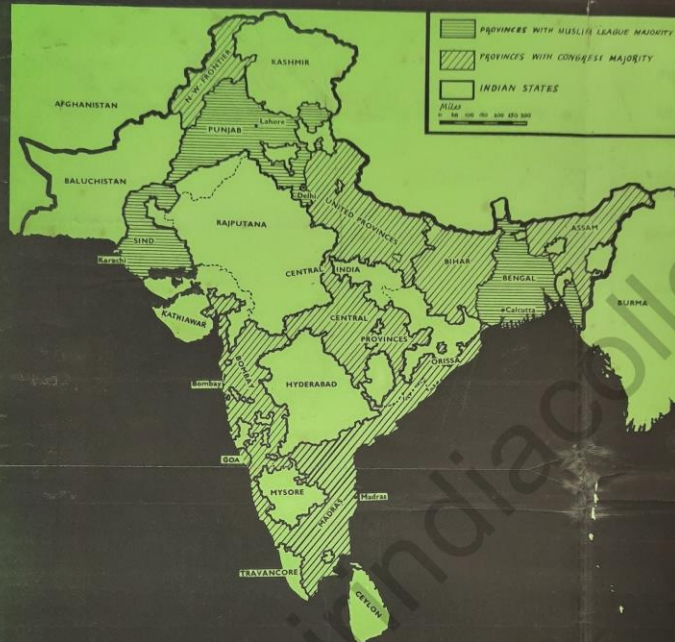
The new reef may never rival the veteran reef at the Rand. A great deal of it is very deep, the workings will be very hot and the

area of the new reef is comparatively small and the reef faulted. But even if the Free State reef falls short of the Transvaal's present monthly output of just under 1,000,000 ozs. of gold (present value £8,549,334) it must revolutionise the economy of the area. Electricity will come (120 miles), water will come (50 miles), so will roads and the railway.

What will the general effect be on South Africa? Does South Africa really want more of its limited population to work in gold mines instead of in surface industries? And does the world really need more gold? But it looks as though it will have it.



## THE CABINET MISSION REPORTS



This map shows the present political organisation of India. Only the provinces of British India were affected by the recent elections, the results of which are shown above. The Indian States (shown unshaded), have each their own ruler. The Indian States are governed by princes, with whom treaties have in the past, been concluded by the British Crown. Nor do the areas in which the people of different religions live correspond with the political boundaries of the provinces. For instance, in Bengal (Muslim majority), the Muslim population is 33 million, the non-Muslim 27 millions. In Assam the position is reversed: Non-Muslim 6,762,254, Muslim 3,442,479. These facts add to the complexity of the problem.

EX-ENEMY COUNTRIES  
AND THEIR DEPENDENCIES  
NEUTRAL COUNTRIES  
CURTAIN LINE

## THE ISLAND

The statement by the Cabinet Mission to India can properly be described, in that rather overworked phrase, as an historic document. It outlines the mechanism by which Britain suggests that India should become independent.

The report, presented to Parliament on the 16th May, 1946, contains three major points. It offers an alternative to the Pakistan solution of the conflict between Hindu and Muslim. It describes the machinery by which it suggests Indians should work out their own government, and, in a further document, the mission foreshadowed the end of "paramountcy" over the Indian states.

Pakistan, or the setting up of two independent sovereign states in India, is rejected because it would, in the opinion of the Cabinet Mission, fail to provide a workable economic or defence relationship within India as a whole. Instead, the Mission contemplates that the provinces of British India should become autonomous states but with a Union, or Central, authority responsible for foreign affairs, defence and communications. Within these states the communal rights of minorities should be safeguarded.

To work out a new constitution, a Constituent Assembly should meet and should consist of 385 members, 292 from British India and 93 from Indian States. Of these 292, 78 would be Muslims, 4 Sikhs (the only two minorities specifically represented) and the remainder general representatives. The assembly would be divided into sections consisting of provinces loosely grouped together.

Finally, paramountcy. Paramountcy is the term used to define the relationship between the British Crown, acting through the Viceroy, and the Indian States. As the report says, it can neither be retained by the Crown nor be transferred to the new Government. A unique political relationship will come to an end.

India has now to deal with her own future. Independence has been the aim of her party leaders. Now she has passed the cross-roads and is on the track to that goal.

G = GOLD    ▲ = WHEAT

# LANDS OF THE PACIFIC

... and Wheat



Defence plans in the Pacific are likely to cause continuing discussion this Summer. You remember the heroic landing of U.S. Marines on Tarawa? Did you know Tarawa was a British possession? Should it remain under the British flag, should it be an American base or should its defence be a joint affair? That is an example of one of the problems. Others are, the future of islands formerly mandated to Japan, the interest of Australia and New Zealand in the South-West Pacific, the new independent status of the Philippines, the future of islands that were always Japanese possessions. And, of course, there is the future of Shanghai and Hong Kong. The Pacific has yet to live up to its name.



23rd NOV. 1943: TARAWA RECAPTURED.

A CARGO OF GRAIN IS UNLOADED.



Mr. Morrison has returned from his one-man food mission to the United States. Britain is reported to have surrendered an allocation of 300,000 tons of wheat in return for American support over food for India and the British zone in Germany.

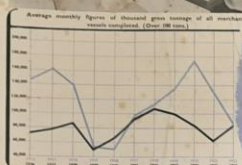
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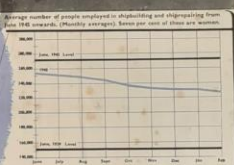
# THE VESSELS OF OUR TRADE

SEAS BUT JOIN THE REGIONS THEY DIVIDE

THE MEN COME BACK...



...TO THE PRESSURE OF WAR



the group and they are always first to leave and start the next maintenance phase for the next stage. And they are always the last to leave the stage and start the next maintenance phase for the next stage. And they are always the last to leave the stage and start the next maintenance phase for the next stage.

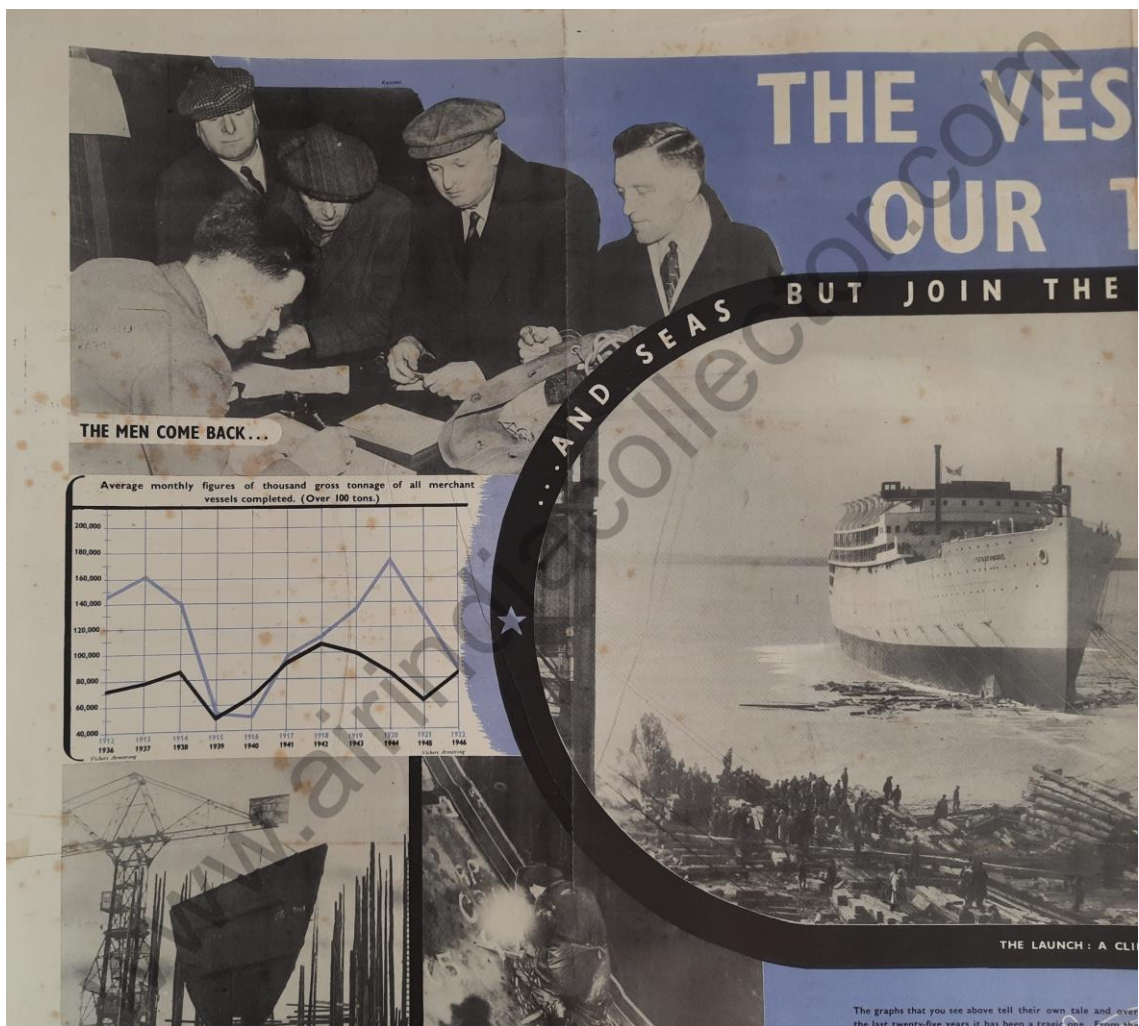
No industry stands still, or could afford to if it would. In shipbuilding the advance continues. These photographs show the work of two British yards including advanced methods of prefabrication. Each step in mechanization solves its own problems for the workers in the industry, conserves thought, their habits of work may be. How can we see that progress in equipment has not followed by distress among those who handle it?

To the man who makes it, a ship is not a thing that slides out of his life when it leaves the slipway. He follows its career wherever it may sail. There are very few trades not represented in the finished ship, from heavy engineering, such as transducers and coppermiths, to the lighter trades, electricians, upholsterers and interior decorators. Here we have a woman painter, a boy, a rivetter and a welder at work on their various jobs.



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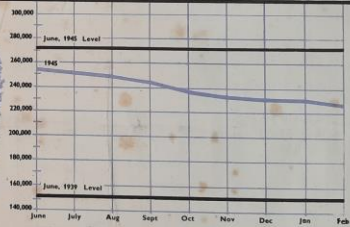


# VESSELS OF TRADE

THE REGIONS THEY DIVIDE...

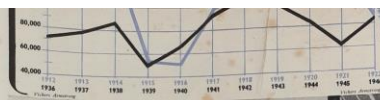
...TO THE PRESSURE OF WAR

Average number of people employed in shipbuilding and shiprepairing from June 1945 onwards. (Monthly averages). Seven per cent of these are women.

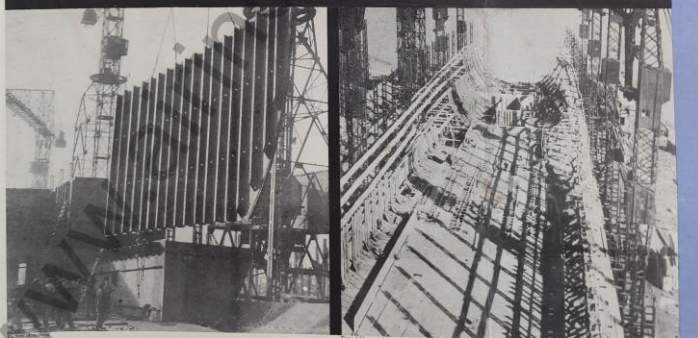


A CLIMAX AND A BEGINNING

At the present moment we are building 1,436,000 tons of



No industry stands still, or could afford to if it would. In shipbuilding the advance continues. These photographs show the work of two British yards, including advanced methods of pre-fabrication. Each step in mechanisation raises its own problems for the workers in the industry, conservative though their habits of work may be. How can we see that progress in equipment is not followed by distress among those who handle it?



ISSUED BY THE BUREAU OF CURRENT AFFAIRS, CARNEGIE HOUSE, 117 PICCADILLY, W.1

## THE LAUNCH: A CLIMAX AND A BEGINNING

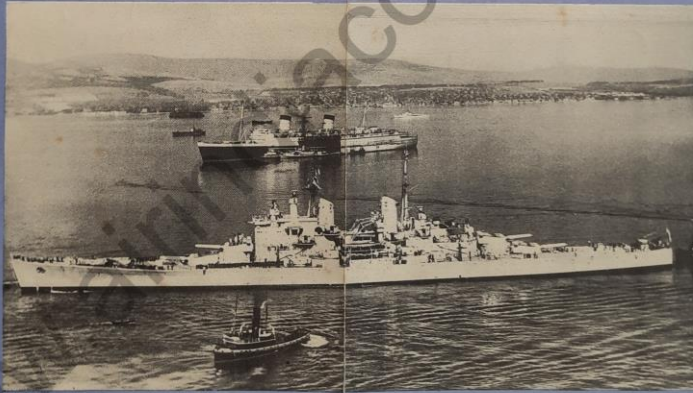
The graphs that you see above tell their own tale and over the last twenty-five years it has been a tragic one. From the nature of things, a war destroys the balance between new construction and the scrapping of old that is essential to a healthy shipbuilding industry. In 1920 we built 4,422,640 tons of shipping. In 1926 the figure had fallen to 843,070, under a fifth. In 1931, 83 out of every 100 available berths in the building yards were empty. In 1933, 63% of the men and women in the industry were unemployed. We build now to replace war losses. When they are replaced, what then?

That is only a part of the problem. As ships become more plentiful after a war, freights fall (between 1918 and 1922 they fell by 60%). Ships are laid up, old ships are sold off cheaply, new ships are built in foreign yards and, final complication in an unregulated world, the Governments of some countries subsidise both their own shipping lines and shipbuilding concerns. Ours did not.

At the present moment we are building 1,676,000 tons, or 51% of the world's present construction of new shipping. It is a much smaller total than our output in 1920 and perhaps that is a good thing. Further, new construction here is still regulated by a joint committee of ship owners and ship builders, presided over by a Government appointed chairman. We have some internal regulation, but is that enough?

These are the questions. What steps can we take to ensure that skilled ship builders who helped to save us during the war are not called upon to face another grim slump like that of 1922? Is regulation, the spreading out of orders over the months, necessary? If so, how should it best be done? And by whom? And can we do anything to prevent cut-throat international competition between national shipbuilding yards? Through UNO? By subsidies to our own yards? If not, how?

These questions cannot be avoided. They are life or death to the men in the industry.



TWO SHIPS PASS, AND MARK THE CHANGE OF SCENE  
H.M.S. Vanguard, our latest battleship, meets "Queen Elizabeth" off the tail of the bank in the Firth of Clyde.



To the man who makes it, a ship is not a thing that slides out of his life when it leaves the slipway. He follows its career wherever it may sail. There are very few trades not represented in the finished ship, from heavy engineering, such as brassfounders and coppersmiths, to the lighter trades, electricians, upholsterers and interior decorators. Here we have a woman painter, a boy, a rivetter and a welder at work on their various jobs.

