

Together with my colleagues, I spent three highly interesting days in Canberra. The climax was tea with the Governor General, Lord Casey, at Government House. We had a chance to thank him very sincerely for our magnificent tour of Australia which he had initiated after my request to him at the Geneva 'Atoms for Peace' Conference. He was most interested in our suggestions how to improve the scientific image of Australia throughout the world, and again he kept his word. For years I received a newsletter from Australia House in London, telling me about news items of Australian science.

The public carrier, Australian National Airlines, took us comfortably from Canberra to Perth in Western Australia, a distance of almost 5000 km, and then North by private Dakota, DC 3, to Mount Tom Price, another flight of over 1000 km. Only one colleague, Ronnie Bedford of the *Mirror*, accompanied me on this special visit to the biggest ever iron ore rush in Australia. When we got there we found a pleasant air-conditioned construction camp where the 630 men, Europeans and Australians, but no Aborigines, used bulldozers to slice down, layer by layer, a 1220 m high iron-ore mountain, crush the ore and load it into trains, taking the ore to a new harbour at King Bay, next to the existing one at the town of Dampier.

Ronnie and I were the first members of the British press ever to come and see this macro-engineering Project of Conzinc Rio Tinto of Australia, a Melbourne company in which London Rio Tinto had a 51 % controlling interest. Phil Urso, the American Construction Superintendent, welcomed us and said: "This is big by world standards." Estimated reserves were 17000 million tons of the richest iron ore known, 67 % haematite. Bert Brearley, the Camp 'Super', informed us that the camp was only 22° south of the equator, that the average shade temperature had been 36 °C during the last six months, and that the beer consumption at the camp during 30 days was three hundred 18-gallon barrels. As these were pasteurised for the tropics, the beer keeps in perfect condition, which we could confirm with great pleasure.

A railway line 290 km long was built to King Bay Harbour on which trains of 200 cars, each carrying 100 tons, bring the ore to enormous bunkers. From there, conveyor belts 3.2 km long load the ore at a rate of 6000 tons per hour into 100000 ton ships to be taken to the sole customer, Japan. This Big-by-world-standard project was possible as the Company had signed a 16 year contract with their customers, to provide 65 million tons of iron ore during that period. I wrote the story on my knees, flying back to Perth, sent it by telegram to London, from the G.P.O. in Perth, and it was published 14 days later in the *Daily Telegraph*.