

**K.L.M. AND K.N.I.L.M. OFFICES  
AND AGENCIES  
BETWEEN LONDON AND SYDNEY**

		Telegraphic Address:
<b>LONDON</b> . . . . .	K.L.M. Office, Horseferry House, Horseferry Road (adjoining Mill- bank), Westminster S.W. 1.	Kalmaera (cables) Kalmaera Telex (inland telegr.)
<b>AMSTERDAM</b> . . . . .	a. K.L.M. City Office, Leidscheplein. b. Schiphol Airport and Central Book- ing Office for all K.L.M. services.	Kalmaera Transaera
<b>MARSEILLES</b> . . . . .	Air France, Mairignane Airport.	Airfrans Marignane
<b>NAPLES</b> . . . . .	Ala Littoria S.A., Civil Airport of Capodichino.	Aleria
<b>ATHENS</b> . . . . .	Costa J. Asproyérakas Esq., 6 Boulevard de l'Université.	Aerocost
<b>ALEXANDRIA</b> . . . . .	Messrs. F. van der Zee, 10 Rue Chérif Pacha. P.O.B. 1074.	Kaelm
<b>LYDDA</b> . . . . .	W. Fast Travel Office, Hotel Fast Building.	Fastravel Jerusalem
<b>BAGHDAD</b> . . . . .	Messrs. Dwyer & Co. (Iraq) Ltd., Willingdon House, Al Rashid Street P.O.B. 22.	Alert
<b>BASRA</b> . . . . .	Messrs. Dwyer & Co. (Iraq) Ltd., Margil Airport.	Alert
<b>JASK</b> . . . . .	Messrs. Sayed Mohammed Saleh & Sons.	Sayed
<b>KARACHI</b> . . . . .	Messrs. Volkart Bros., Volkart Building, McLeod Road. P.O.B. 22.	Volkair
<b>JODHPUR</b> . . . . .	Messrs. Sanghi Bros., Residency Road.	Sanghi
<b>ALLAHABAD</b> . . . . .	Messrs. Steele & Co., 8 Strachey Road.	Steele
<b>CALCUTTA</b> . . . . .	Java Bengal Line, F-1 Clive Buildings, P.O.B. 71.	Bengalaera
<b>RANGOON</b> . . . . .	Messrs. Massink & Co. Ltd., 98 Tseekai Mc. Taulay Street. P.O.B. 119.	Massink
<b>BANGKOK</b> . . . . .	The Holland-Siam Trading Co. Ltd., P.O.B. 77.	Aera
<b>PENANG</b> . . . . .	The Royal Packet Navigation Co. (K.P.M.), 31 Beach Street, P.O.B. 338.	Transaera
<b>MEDAN</b> . . . . .	K.N.I.L.M. Office.	Aera
<b>SINGAPORE</b> . . . . .	K.L.M./K.N.I.L.M. Office, 3-1, Collyer Quay.	Aera
<b>PALEMBANG</b> . . . . .	K.N.I.L.M. Office, Tengkoeroekkade.	Aera
<b>BATAVIA</b> . . . . .	K.N.I.L.M. Headoffice, Sluisbrug 2.	Aera
<b>SOURABAYA</b> . . . . .	K.N.I.L.M. Office, Darmo Airport.	Aera
<b>DEN PASAR (Bali)</b> . . . . .	N.V. Afscheep- en Commissiezaak v/h J. F. Esser.	Reprise
<b>KOEPANG</b> . . . . .	The Royal Packet Navigation Co. (K.P.M.).	Paketaera
<b>PORT DARWIN</b> . . . . .	Messrs. A. E. Jolly & Co.	Larrakeyah
<b>CLONCARRY</b> . . . . .	Qantas Empire Airways Ltd.	Qantas
<b>LONGREACH</b> . . . . .	Qantas Empire Airways Ltd.	Qantas
<b>BRISBANE</b> . . . . .	Qantas Empire Airways Ltd., 43 Creek Street.	Qantas
<b>SYDNEY</b> . . . . .	The Royal Packet Navigation Co. (K.P.M.), 255 George Street, P.O.B. 217 D.	Paketaera

FOR OTHER OFFICES SEE PAGES 2 AND 3 OF THIS TIMETABLE

BOOK YOUR SEAT THROUGH

**INTERCONTINENTAL AIRWAYS**

**K·L·M** COMBINED SERVICES **K·N·I·L·M**



TWICE WEEKLY TO  
**AUSTRALIA**  
13,000 MILES IN 9 DAYS

FROM  
ENGLAND  
EUROPE  
EGYPT  
INDIA  
MALAYA  
JAVA



**K·L·M - ROYAL DUTCH AIR LINES**  
**K·N·I·L·M - ROYAL NETHERLANDS INDIES' AIRWAYS**  
**TIMETABLE OCT 2, 1938—APRIL 15, 1939**

Subject to alteration without notice

## K. L. M. OFFICES IN EUROPE AND AMERICA

		Telegraphic Address:
<b>AMSTERDAM</b> . . . . .	a. City Office, Leidscheplein. b. Schiphol Airport and Central Booking Office for all K.L.M. services.	Kalmaera Transaera
<b>BERLIN</b> . . . . .	K.L.M. Representative, Tempelhof Airport.	Kalmaera
<b>COPENHAGEN</b> . . . . .	a. K.L.M. City Office, 16 Raadhuispladsen. b. K.L.M. Representative, Kastrup Airport.	Transaera
<b>CURAÇAO</b> . . . . .	K.L.M. Representative, De Ruyterkade 3, Willemstad.	Transaera
<b>FRANKFORT</b> . . . . .	K.L.M. Representative, c/o D.L.H., Rhein-Main Airport.	Transaera Frankfortmain
<b>THE HAGUE</b> . . . . .	Head Office, K.L.M. Royal Dutch Air Lines, 9 Hofweg.	Transaera
<b>HAMBURG</b> . . . . .	K.L.M. Royal Dutch Air Lines, Fuhlsbüttel Airport.	Transaera
<b>LONDON</b> . . . . .	a. K.L.M. Royal Dutch Air Lines, Horseferry House, Horseferry Road (adjoining Millbank), Westminster S.W. 1. Inl. teleg.: b. K.L.M. Royal Dutch Air Lines, Croydon Airport.	Cables: Kalmaera Transaera
<b>NAPLES</b> . . . . .	K.L.M. Representative, Airport of Capodichino.	Kalmaera
<b>NEW YORK</b> . . . . .	K.L.M. Representative, International Building, Suite 1253, 630, Fifth Avenue.	Holincom
<b>PARIS</b> . . . . .	K.L.M. Representative, Le Bourget Airport.	Kalmaera Paris TT
<b>PRAGUE</b> . . . . .	K.L.M. Representative, c/o C.L.S., Voditkova 38.	Avioslava
<b>ROTTERDAM</b> . . . . .	a. City Office, 115 Coolingsingel. b. K.L.M. Office, Waalhaven Airport.	Transaera Transaera
<b>VIENNA</b> . . . . .	K.L.M. Representative, Schuberting 11, Vienna I.	Realloyd Olden- borgh Vienna

## K. N. I. L. M. OFFICES AND AGENCIES IN THE NETHERLANDS EAST INDIES, STRAITS SETTLEMENTS AND MALAYA

		Telegraphic Address:
<b>BALIKPAPAN</b> . . . . .	Bataafsche Petroleum Mij.	Judex
<b>BANDJERMASIN</b> . . . . .	Borneo Sumatra Handel Mij.	Borsumij
<b>BANDOENG</b> . . . . .	a. K.N.I.L.M., Airport Andir. b. Praeger Adm. & Inc. Kantoor J. A. C. de Kock van Leeuwen & Co.	Aera Paik
<b>BANJOEWANGI</b> . . . . .	N.V. Afscheep- en Commissiezaak v/h J. F. Esser.	Tambang
<b>BATAVIA</b> . . . . .	a. K.N.I.L.M. Head Office, Sluisbrug 2. b. Stoomvaart Mij. "Nederland". c. Rotterdamsche Lloyd. d. Michael's Travel Bureau. e. N.V. Wm H. Müller & Co. f. Nitour.	Aera Suezboot Lloydmail Ammichael Hapag Nitour
<b>CHERIBON</b> . . . . .	Rotterdamsche Lloyd.	Lloydmail
<b>DEN PASAR</b> . . . . .	N.V. Afscheep- en Commissiezaak v/h J. F. Esser.	Reprise
<b>DJAMBI</b> . . . . .	Borneo-Sumatra Handel Mij.	Borsumij
<b>DJOKJAKARTA</b> . . . . .	Droste & Weijnschenk.	Droste
<b>KOEPANG</b> . . . . .	Kon. Paketvaart Mij.	Paketvaart

		Telegraphic Address:
<b>MAKASSAR</b> . . . . .	Java-China-Japan lijn.	Chinalijn
<b>MALANG</b> . . . . .	N.V. Malangsch Assurantie- en Administratiekantoor.	Feenstra
<b>MEDAN</b> . . . . .	a. K.N.I.L.M., Medan Airport. b. Stoomvaart Mij. "Nederland". c. Rotterdamsche Lloyd. d. Kon. Paketvaart Mij.	Aera Nederland Lloydmail Paketvaart
<b>PADANG</b> . . . . .	Rotterdamsche Lloyd.	Lloydmail
<b>PAKANBAROE</b> . . . . .	Bataafsche Petroleum Mij.	BPM
<b>PALEMBANG</b> . . . . .	a. K.N.I.L.M. b. K.N.I.L.M. Talang Betoetoe Airport	Aera
<b>PASOEROEAN</b> . . . . .	N.V. Afscheep- en Commissiezaak v/h J. F. Esser.	Rinkhuis
<b>PROBOLINGGO</b> . . . . .	N.V. Afscheep- en Commissiezaak v/h J. F. Esser.	Rinkhuis
<b>SEMARANG</b> . . . . .	a. K.N.I.L.M. Simongan Airport. b. Stoomvaart Mij. "Nederland". c. Rotterdamsche Lloyd. d. Kon. Paketvaart Mij. e. N.V. Wm H. Müller & Co.	Aera Nederland Lloydmail Paketvaart Mineral
<b>SOEKABOEMI</b> . . . . .	J. E. Berkholt.	Berkholt
<b>SOURABAYA</b> . . . . .	a. K.N.I.L.M. Darmo Airport. b. Michael's Travel Bureau. c. Stoomvaart Mij. "Nederland". d. Rotterdamsche Lloyd. e. Nitour. f. Kon. Paketvaart Mij. g. N.V. Wm H. Müller & Co.	Aera Ammichael Nederland Lloydmail Nitour Paketvaart Mineral
<b>TARAKAN</b> . . . . .	Bataafsche Petroleum Mij.	Judex

## OFFICES AND AGENCIES IN AUSTRALIA AND NEW ZEALAND

		Telegraphic Address:
<b>ADELAIDE</b> . . . . .	Messrs. Elder Smith & Co. Ltd., P.O.B. 387 A.	Rustirated
<b>AUCKLAND</b> . . . . .	Messrs. Russell & Somers Ltd., P.O.B. 1204.	Rustirated
<b>BRISBANE</b> . . . . .	a. Messrs. Dalgety & Co. Ltd., P.O.B. 1426 T. b. Qantas Empire Airways Ltd., 43 Creek Street.	Dalgetys Qantas
<b>CANBERRA</b> . . . . .	Messrs. R. A. Mc. Killop & Co. Ltd., P.O.B. 112.	Qantas
<b>CLONCURRY</b> . . . . .	Qantas Empire Airways Ltd.	Qantas
<b>HOBART</b> . . . . .	Messrs. William Crosby & Co. Pty. Ltd., 119 Collins Street.	Qantas
<b>LONGREACH</b> . . . . .	Qantas Empire Airways Ltd.	Qantas
<b>MELBOURNE</b> . . . . .	Messrs. John Sanderson & Co., 111 William Street.	Corio
<b>PERTH</b> . . . . .	MacRobertson Miller Aviation Co. Ltd., Pastoral House, 156 St. George's Terrace.	Aviationeo
<b>PORT DARWIN</b> . . . . .	Messrs. A. E. Jolly & Co.	Larrakeyah
<b>SYDNEY</b> . . . . .	a. The Royal Packet Navigation Co. (K.P.M.), 255 George Street, P.O.B. 217 D. b. Qantas Empire Airways Ltd.	Paketvaart Qantas
<b>WELLINGTON</b> . . . . .	Messrs. Johnston & Co., P.O.B. 1493.	Stonjon

- For other offices see page 16 of this timetable.
- Other Booking Agents are given in the timetables of the Far Eastern and European services of the K.L.M. and of the services of the K.N.I.L.M. in the Netherlands East Indies.
- Offices of Messrs. Thos. Cook & Sons and Wagons'Lits, the American Express Co., Mittel Europäisches Reisebüro, Comagnia Italiana Turismo (C.I.T.), Lissone-Lindeman and all other officially recognised Travel Offices are Agents of the K.L.M. and K.N.I.L.M.

## GENERAL INFORMATION

### CONDITIONS OF CARRIAGE

The transport of passengers, luggage and goods takes place under the "General Conditions of Carriage of Passengers, Baggage and Goods" based on the Warsaw Convention of October 12th, 1929. These conditions can be reviewed at each port of embarkation and an extract can also be found inside the cover of every air ticket and consignment note issued by the Company.

**TRAVELLING CONDITIONS.** Each passenger has a large comfortable lounge chair, which is adjustable. Several landings are made daily for refuelling purposes. Passengers then have time for the meals which the Company have had arranged for them. The cabin is scientifically ventilated and the temperature can be altered to suit the travellers' wishes. There is a lavatory on every plane. The material which insulates the cabins against the temperature of the outer atmosphere at the same time makes them sound-proof, and even a whispered conversation can be carried on during the flight. Smoking is prohibited in accordance with international regulations.

**RESTRICTION OF BOOKINGS.** — Local bookings inside Australia and India, Burma included, cannot be accepted, nor can bookings on the European stretches London—Marseilles, Amsterdam—Marseilles and Marseilles—Naples—Athens. For the routes also operated by the K.N.I.L.M. in the Netherlands East Indies the transport conditions of this Company apply.

**FARES.** All fares include hotel accommodation, meals, tips at hotels and transport to and from the aerodromes.

**CHILDREN.** If a separate seat is not required, children up to 3 years of age are carried at 10 % of the fare. Children between 3 and 7 years of age, or children under 3 years occupying a separate seat, are carried at half the fare. No allowance for luggage is made for children.

**RETURN TICKETS.** If taken in advance, return tickets are issued with a reduction of 10 % on the amount of the two single fares. Return tickets are valid for 12 months, if no return ticket is purchased in advance, a reduction of 10 % is allowed on sections flown for the second time but in the opposite direction, provided the passenger returns within a year; this reduction is only granted upon production of the "return-rebate certificate" which is attached to every single-trip ticket.

**INTERCHANGEABILITY OF TICKETS.** Return tickets can be made available for travel by certain Steamship Lines upon adjustment of the fare. Rebooking abatement is allowed in some cases on air tickets when an outward single journey has been made by these Steamship Lines. Similarly, a reduction is allowed for consecutive stretches traversed partly by air and partly by any of these Steamship Lines. (Details on application).

**BREAK OF JOURNEY.** Each stage of an interrupted journey must be paid for separately.

**BOOKINGS.** As soon as a reservation becomes definite 25 % of the fare must be deposited, and the remainder must be paid not later than 14 days before departure. As the number of seats in the planes is limited, the Company reserves the right to withhold the acceptance of a booking for a short section of the route only, until a few days before the departure of the plane.

**CANCELLATIONS.** In accordance with international regulations the following cancellation fees are payable:  
up to 14 days before departure 10 % of the fare;  
from 14 days to 48 hours before departure 25 % of the fare;  
less than 48 hours before departure 100 % of the fare.  
Telegram costs incurred in cancelling are to be borne by the passenger.

**LUGGAGE.** Every passenger is allowed 20 kg (45 lbs.) of luggage free of charge. Half the freight rate is charged for excess luggage from 20 to 40 kg

and the full freight rate for luggage above 40 kg. Passengers are only guaranteed the carriage of 20 kg.

If consulted in good time, the K.L.M. or K.N.I.L.M. can make arrangements for the despatch of luggage by steamer at special rates. Every passenger who travels over long distances is supplied by the Company with two specially light suitcases — if travelling frequently not more than once a year — which can be attached under and behind the chairs, so that they are at hand throughout the journey. These suitcases remain the property of the passenger.

**ACCOMMODATION AND MEALS.** All meals and accommodation, as well as tips at hotels are included in the fare. Drinks in the hotels, however, are charged to the passenger, excepting beer or mineral water at meals. The K.L.M. or K.N.I.L.M. make arrangements for the immediate conveyance of the passengers to the hotel after the arrival of the plane at night stops. If a passenger changes to the plane of a connecting air-line all overnight expenses at the place where the change is made are payable by the passenger.

**INSURANCE.** The K.L.M. or K.N.I.L.M. or their agents will always be pleased to offer their services in the effecting of insurances.

**MONEY.** Since all costs incurred *en route* are included in the fare, the amount of money in various currencies to be taken is reduced to a minimum. Pounds sterling can be changed by the agents and at the hotels.

**PASSPORTS.** Against payment of the costs incurred, the K.L.M. or K.N.I.L.M. or their agents are pleased to render assistance in matters connected with passports; however, the Company cannot accept any responsibility for difficulties experienced by passengers *en route* owing to any incompleteness, inaccuracy or invalidity of their papers.

**CAMERAS.** There are regulations in certain countries forbidding photography from the air, and passengers who take cameras or cine-cameras into the cabins of air liners expose themselves to serious consequences. Passengers should, therefore, hand over their cameras and cine-cameras to the K.L.M. or K.N.I.L.M. before embarking. The Company will see to the sealing of all apparatuses if required. They will then be placed in a special trunk and stowed in the luggage-hold. Passengers may have the use of their cameras at all night stops and whenever the route traverses the territory of a state which permits photography from the air.

**TELEGRAMS.** As far as the service allows it is possible to send private telegrams during the flight via the short-wave wireless. Information will be given by the wireless operator.

## TRANSPORT OF FREIGHT

**FREIGHT RATES.** Freight consignments are charged per 500 grams with a minimum of one kg (for stretches within Europe per kg with a minimum of 2 kg and for stretches within the Netherlands Indies per 500 grams with a minimum of 1 kg rate plus fl. 1).  
For transit through Iraq an extra charge of one-tenth per cent of the value is made per consignment, with a minimum of 1,—.

**BULKY PARCELS.** These are not charged for according to weight but according to dimensions. A charge equivalent to the freight tariff of 1 kg is made for every 10 cubic decimetres.

**DOCUMENTS.** For a moderate remuneration the K.L.M. or K.N.I.L.M. and their agents see to the drawing up of the necessary documents. A copy of the invoice is required for quick customs clearing.

**GOODS FOR PAYMENT ON DELIVERY.** These can be accepted by special arrangement with the K.L.M. or K.N.I.L.M.

**INSURANCE.** The K.L.M. or K.N.I.L.M. and their agents can insure goods at a low premium for the whole journey.

# TIMETABLE ENGLAND-AUSTRALIA

	K.L.M.	Local Time	G.M. Time	Meals
MON. Wed. FRI.	London (Horseferry Hse) dep.			
TUESDAY	Amsterdam 1st night dep.	7.00	6.40	Refreshments Luncheon on board
Thursday	Marseilles . . . . . arr.	10.45	10.45	
SATURDAY	Marseilles . . . . . dep.	11.30	11.30	
WEDNESDAY	Naples . . . 2nd night arr.	15.45	14.45	Luncheon Tea on board
Friday	Naples . . . . . dep.	7.30	6.30	
SUNDAY	Athens . . . . . arr.	12.15	10.15	
THURSDAY	Athens . . . . . dep.	13.00	11.00	
Saturday	Alexandria 3rd night arr.	16.45	14.45	2nd Breakfast Luncheon on board Tea
MONDAY	Alexandria . . . . . dep.	7.00	5.00	
THURSDAY	Lydda . . . . . arr.	9.00	7.00	2nd Breakfast Luncheon on board Tea
Saturday	Lydda . . . . . dep.	9.45	7.45	
MONDAY	Baghdad . . . . . arr.	14.00	11.00	2nd Breakfast on board Luncheon on board Tea
FRIDAY	Baghdad . . . . . dep.	14.45	11.45	
FRIDAY	Basra . . . 4th night arr.	16.30	13.30	2nd Breakfast on board Luncheon on board Tea
Sunday	Basra . . . . . dep.	5.30	2.30	
TUESDAY	Jask . . . . . arr.	11.00	7.10	2nd Breakfast on board Luncheon on board Tea
Sunday	Jask . . . . . dep.	11.45	7.55	
FRIDAY	Karachi . . . . . arr.	16.45	11.15	2nd Breakfast
TUESDAY	Karachi . . . . . dep.	17.45	12.15	
SATURDAY	Jodhpur . . 5th night arr.	20.00	14.30	2nd Breakfast
Monday	Jodhpur . . . . . dep.	5.00	23.30	
WEDNESDAY	Allahabad . . . . . arr.	8.00	2.30	Luncheon
Monday	Allahabad . . . . . dep.	8.30	3.00	
WEDNESDAY	Calcutta . . . . . arr.	11.30	5.35	2nd Breakfast
Monday	Calcutta . . . . . dep.	12.15	6.20	
SUNDAY	Rangoon . 6th night arr.	17.00	10.30	2nd Breakfast
Tuesday	Rangoon . . . . . dep.	5.15	22.45	
THURSDAY	Bangkok . . . . . arr.	8.00	1.00	Luncheon
Tuesday	Bangkok . . . . . dep.	8.45	1.45	
FRIDAY	Penang . . . . . arr.	12.45	5.25	Luncheon
Tuesday	Penang . . . . . dep.	13.15	5.55	
MONDAY	Medan . . . . . arr.	13.30	7.00	Refreshments
Wednesday	Medan . . . . . dep.	14.30	8.00	
FRIDAY	Singapore. 7th night arr.	17.45	10.25	Luncheon
(only to Batavia)	Singapore . . . . . dep.	6.00	22.40	
FRIDAY	Palembang . . . . . arr.	7.45	0.45	Luncheon
(only to Batavia)	Palembang . . . . . dep.	8.15	1.15	
TUESDAY	Batavia . . . . . arr.	10.30	3.00	2nd Breakfast
Thursday	Batavia . . . . . dep.	13.00	5.30	
THURSDAY	Sourabaya . . . . . arr.	15.05	7.35	Luncheon
Thursday	Sourabaya . . . . . dep.	15.35	8.05	
WEDNESDAY	Den Pasar(Bali) 8th n. arr.	16.40	9.10	2nd Breakfast
Thursday	Den Pasar(Bali) . . . . . dep.	4.30	21.00	
THURSDAY	Koepang . . . . . arr.	7.55	23.55	Luncheon
Thursday	Koepang . . . . . dep.	8.25	0.25	
WEDNESDAY	Port Darwin . . . . . arr.	12.35	3.05	2nd Breakfast
Friday	Port Darwin . . . . . dep.	13.30	4.00	
WEDNESDAY	Cloncurry . 9th night arr.	18.05	8.05	Luncheon
Friday	Cloncurry . . . . . dep.	6.00	20.00	
WEDNESDAY	Longreach . . . . . arr.	7.30	21.30	Luncheon
Friday	Longreach . . . . . dep.	8.00	22.00	
WEDNESDAY	Brisbane . . . . . arr.	11.10	1.10	Luncheon
Friday	Brisbane . . . . . dep.	11.40	1.40	
WEDNESDAY	Sydney . . . . . arr.	14.00	4.00	

## CONNECTIONS

In Europe: K.L.M. services and those of co-operating Companies.  
 Alexandria—Capetown by Imperial Airways and South African Airways.  
 In Egypt: services of Mitr Air Lines.  
 Baghdad—Damascus by Air France.  
 Baghdad—Teheran—Kabul by Deutsche Lufthansa.  
 Karachi—Bombay—Madras—Colombo by Tata Air Lines.  
 Karachi—Multan—Lahore by Indian National Airways.  
 Bangkok—Hanoi—Hongkong by Imperial Airways.  
 Bangkok—Saigon—Hanoi—Hongkong by Air France.  
 Singapore—Saigon by K.N.I.L.M.  
 In the Netherlands East Indies: K.N.I.L.M. services.

At Singapore, Batavia and Sourabaya there are also good connections by steamer to and from China, Japan, the Philippines, etc.

# TIMETABLE AUSTRALIA-ENGLAND

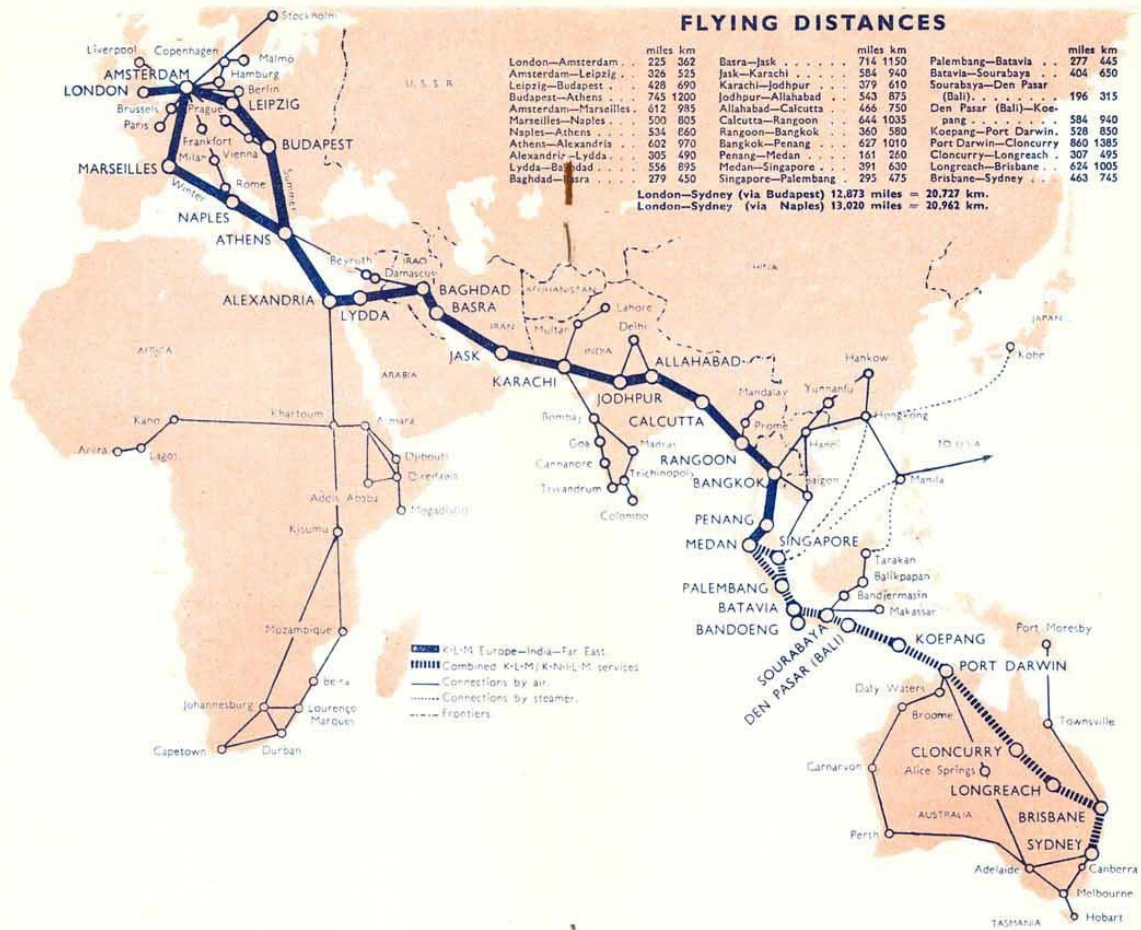
	K.N.I.L.M.	Local Time	G.M. Time	Meals
THURSDAY	Sydney . . . . . dep.	5.30	19.30	2nd Breakfast
Sunday	Brisbane . . . . . arr.	7.50	21.50	
THURSDAY	Brisbane . . . . . dep.	8.20	22.20	Luncheon
Sunday	Longreach . . . . . arr.	—	—	
THURSDAY	Longreach . . . . . dep.	—	—	Luncheon
Sunday	Cloncurry . . . . . arr.	13.00	3.00	
THURSDAY	Cloncurry . . . . . dep.	13.30	3.30	2nd Breakfast
Sunday	Port Darwin 1st night arr.	17.25	7.55	
THURSDAY	Port Darwin 1st night dep.	8.00	22.30	2nd Breakfast
Sunday	Koepang . . . . . arr.	9.10	1.10	
FRIDAY	Koepang . . . . . dep.	9.40	1.40	Luncheon
Monday	Den Pasar (Bali) . . . . . arr.	12.05	4.35	
FRIDAY	Den Pasar (Bali) . . . . . dep.	13.05	5.35	Luncheon
Monday	Sourabaya . . . . . arr.	14.05	6.35	
FRIDAY	Sourabaya . . . . . dep.	14.35	7.05	Luncheon
Monday	Batavia . . . 2nd night arr.	16.35	9.05	
FRIDAY	Batavia . . . . . dep.	—	—	
SATURDAY	Batavia . . . . . dep.	10.30	3.00	Refreshments Luncheon on board
Tuesday	Palembang . . . . . arr.	11.45	4.45	
THURSDAY	Palembang . . . . . dep.	12.15	5.15	2nd Breakfast
THURSDAY	Singapore . . . . . arr.	14.30	7.10	
THURSDAY	Singapore . . . . . dep.	15.15	7.55	Luncheon
THURSDAY	Medan . . . 3rd night arr.	17.00	10.30	
THURSDAY	Medan . . . . . dep.	6.30	0.00	2nd Breakfast
THURSDAY	Penang . . . . . arr.	8.30	1.10	
THURSDAY	Penang . . . . . dep.	9.00	1.40	Luncheon
THURSDAY	Bangkok . . . . . arr.	12.45	5.45	
THURSDAY	Bangkok . . . . . dep.	13.30	6.30	2nd Breakfast
THURSDAY	Rangoon . 4th night arr.	15.15	8.45	
THURSDAY	Rangoon . . . . . dep.	6.00	23.30	Luncheon
THURSDAY	Calcutta . . . . . arr.	10.00	4.05	
THURSDAY	Calcutta . . . . . dep.	10.45	4.50	Luncheon
THURSDAY	Allahabad . . . . . arr.	13.30	8.00	
THURSDAY	Allahabad . . . . . dep.	14.15	8.45	2nd Breakfast
THURSDAY	Jodhpur . . 5th night arr.	18.00	12.30	
THURSDAY	Jodhpur . . . . . dep.	6.00	0.30	Luncheon
THURSDAY	Karachi . . . . . arr.	8.30	3.00	
THURSDAY	Karachi . . . . . dep.	9.30	4.00	Luncheon on board Tea
THURSDAY	Jask . . . . . arr.	11.45	7.55	
THURSDAY	Jask . . . . . dep.	12.30	8.40	2nd Breakfast
THURSDAY	Basra . . . . . arr.	16.30	13.30	
THURSDAY	Basra . . . . . dep.	17.00	14.00	Luncheon
THURSDAY	Baghdad . 6th night arr.	18.45	15.45	
THURSDAY	Baghdad . . . . . dep.	5.00	2.00	2nd Breakfast
THURSDAY	Lydda . . . . . arr.	7.30	5.30	
THURSDAY	Lydda . . . . . dep.	8.15	6.15	Luncheon on board
THURSDAY	Alexandria . . . . . arr.	10.15	8.15	
THURSDAY	Alexandria . . . . . dep.	11.00	9.00	2nd Breakfast
THURSDAY	Athens . . 7th night arr.	15.15	13.15	
THURSDAY	Athens . . . . . dep.	6.30	4.30	Luncheon
THURSDAY	Naples . . . . . arr.	9.30	8.30	
THURSDAY	Naples . . . . . dep.	10.15	9.15	Luncheon
THURSDAY	Marseilles . . . . . arr.	13.00	13.00	
THURSDAY	Marseilles . . . . . dep.	13.30	13.30	Luncheon
THURSDAY	Amsterdam . . . . . arr.	18.00	17.40	
THURSDAY	Amsterdam . . . . . dep.	—	—	
THURSDAY	London (Croydon) . . . . . arr.	—	—	

## CONNECTIONS

Darwin—Perth by MacRobertson Miller Aviation Co.  
 Darwin—Daly Waters—Alice Springs—Adelaide by Guinea Airways.  
 Sydney—Canberra—Melbourne—Adelaide by Australian National Airways.  
 Sydney—Adelaide by Ansett Airways.  
 Sydney—Melbourne—Tasmania by Australian National Airways.

K.L.M. agents will gladly provide passengers with any information required regarding connections by the many services linking up with the K.L.M. in Europe. For connecting services apply to agents or booking offices.

All services between Medan and Batavia, one way via Singapore and the other way via Pekanbaru, are operated as: Combined K.L.M./K.N.I.L.M. Services. For these and the connecting services between Batavia, Sourabaya, Semarang, Bandjermasin, Balikpapan, Tarakan, Makassar and Den Pasar (Bali) passengers are referred to the timetables issued by the K.N.I.L.M. Royal Netherlands Indies Airways.



Interior **DOUGLAS DC3** air liner as flown between London and Batavia



Exterior **LOCKHEED 14** air liner as flown between Batavia and Sydney

● Steward and/or buffet service on every plane ●

# F A R E S

ALEXANDRIA to:	Single	Return	Exc. luggage and freight per kg
	£	£	£
Sourabaya . . . . .	113.—	203.—	—11. 4
Den Pasar (Bali) . . . . .	113.—	203.—	—11. 4
Koepang . . . . .	113.—	203.—	—11. 4
Port Darwin . . . . .	114.—	205.—	—11. 5
Cloncurry . . . . .	121.—	218.—	—12. 1
Longreach . . . . .	125.—	227.—	—12. 7
Brisbane . . . . .	133.—	239.—	—13. 4
Sydney . . . . .	137.—	247.—	—13. 8

ALLAHABAD to:	£	£	£
Sourabaya . . . . .	65.—	117.—	— 6. 6
Den Pasar (Bali) . . . . .	68.—	122.—	— 6. 10
Koepang . . . . .	71.—	128.—	— 7. 1
Port Darwin . . . . .	74.—	133.—	— 7. 5
Cloncurry . . . . .	81.—	146.—	— 8. 1
Longreach . . . . .	86.—	155.—	— 8. 7
Brisbane . . . . .	93.—	167.—	— 9. 4
Sydney . . . . .	97.—	175.—	— 9. 8

AMSTERDAM to:	Gld.	Gld.	Gld.
Sourabaya . . . . .	1340.—	2376.—	7.75
Den Pasar (Bali) . . . . .	1340.—	2376.—	7.75
Koepang . . . . .	1340.—	2376.—	7.75
Port Darwin . . . . .	1345.—	2380.—	7.75
Cloncurry . . . . .	1405.—	2434.—	8.05
Longreach . . . . .	1440.—	2466.—	8.20
Brisbane . . . . .	1440.—	2466.—	8.20
Sydney . . . . .	1440.—	2466.—	8.20

ATHENS to:	£	£	£
Sourabaya . . . . .	123.—	221.—	—12. 4
Den Pasar (Bali) . . . . .	123.—	221.—	—12. 4
Koepang . . . . .	123.—	221.—	—12. 4
Port Darwin . . . . .	124.—	223.—	—12. 5
Cloncurry . . . . .	131.—	236.—	—13. 1
Longreach . . . . .	136.—	245.—	—13. 7
Brisbane . . . . .	143.—	257.—	—14. 4
Sydney . . . . .	147.—	262.—	—14. 8

BAGHDAD to:	£	£	£
Sourabaya . . . . .	93.—	167.—	— 9. 4
Den Pasar (Bali) . . . . .	93.—	167.—	— 9. 4
Koepang . . . . .	93.—	167.—	— 9. 4
Port Darwin . . . . .	94.—	169.—	— 9. 5
Cloncurry . . . . .	101.—	182.—	—10. 1
Longreach . . . . .	106.—	191.—	—10. 7
Brisbane . . . . .	113.—	203.—	—11. 4
Sydney . . . . .	117.—	211.—	—11. 8

BANGKOK to:	£	£	£
Sourabaya . . . . .	35.—	63.—	— 4.—
Den Pasar (Bali) . . . . .	38.—	68.—	— 4.—
Koepang . . . . .	41.—	74.—	— 4. 2
Port Darwin . . . . .	44.—	79.—	— 4. 5
Cloncurry . . . . .	51.—	92.—	— 5. 2
Longreach . . . . .	56.—	101.—	— 5. 7
Brisbane . . . . .	63.—	113.—	— 6. 4
Sydney . . . . .	67.—	121.—	— 6. 8

BASRA to:	£	£	£
Sourabaya . . . . .	93.—	167.—	— 9. 4
Den Pasar (Bali) . . . . .	93.—	167.—	— 9. 4
Koepang . . . . .	93.—	167.—	— 9. 4
Port Darwin . . . . .	94.—	169.—	— 9. 5
Cloncurry . . . . .	101.—	182.—	—10. 1
Longreach . . . . .	106.—	191.—	—10. 7
Brisbane . . . . .	113.—	203.—	—11. 4
Sydney . . . . .	117.—	211.—	—11. 8

The fares to other destinations on the London-Batavia route are given in the K.L.M. timetable, "Europe-India-Far East", which will be supplied on request.

# F A R E S

BATAVIA to:	Single	Return	Exc. luggage and freight per kg
	Gld.	Gld.	per kg
Sourabaya . . . . .	60.—	108.—	0.60
Den Pasar (Bali) . . . . .	98.—	176.—	1.—
Koepang . . . . .	210.—	378.—	—*)
Port Darwin . . . . .	230.—	414.—	1.65
Cloncurry . . . . .	288.—	518.—	1.80
Longreach . . . . .	331.—	596.—	2.—
Brisbane . . . . .	396.—	712.—	2.35
Sydney . . . . .	432.—	778.—	2.50

BRISBANE to:	Austr. £	Austr. £	Austr. £
London . . . . .	180.—	342.—	—20.—
Amsterdam . . . . .	180.—	342.—	—20.—
Marselles . . . . .	180.—	342.—	—20.—
Naples . . . . .	180.—	337.—	—19. 5
Athens . . . . .	179.—	322.—	—17. 11
Alexandria . . . . .	166.—	299.—	—16. 8
Lydda . . . . .	160.—	288.—	—16. 1
Baghdad . . . . .	141.—	254.—	—14. 2
Basra . . . . .	141.—	254.—	—14. 2
Karachi . . . . .	138.—	248.—	—13. 9
Jodhpur . . . . .	129.—	232.—	—12. 11
Allahabad . . . . .	116.—	209.—	—11. 8
Calcutta . . . . .	110.—	198.—	—11. 1
Rangoon . . . . .	98.—	176.—	— 9. 10
Bangkok . . . . .	79.—	142.—	— 7. 11
Penang . . . . .	69.—	124.—	— 7.—
Medan . . . . .	69.—	124.—	—*)
Singapore . . . . .	60.—	108.—	— 7.—
Palembang . . . . .	57.10.	103.10.	— 6. 9
Batavia . . . . .	55.—	99.—	— 6. 6
Sourabaya . . . . .	51.—	92.—	— 6.—
Den Pasar (Bali) . . . . .	46.—	83.—	— 5. 6
Koepang . . . . .	42.—	76.—	— 5.—

CALCUTTA to:	£	£	£
Sourabaya . . . . .	60.—	108.—	— 6.—
Den Pasar (Bali) . . . . .	63.—	113.—	— 6. 4
Koepang . . . . .	66.—	119.—	— 6. 7
Port Darwin . . . . .	69.—	124.—	— 6. 11
Cloncurry . . . . .	76.—	137.—	— 7. 7
Longreach . . . . .	81.—	146.—	— 8. 1
Brisbane . . . . .	88.—	158.—	— 8. 10
Sydney . . . . .	92.—	166.—	— 9. 2

CLONCURRY to:	Austr. £	Austr. £	Austr. £
London . . . . .	180.—	337.—	—19. 6
Amsterdam . . . . .	180.—	337.—	—19. 6
Marselles . . . . .	180.—	331.—	—18. 9
Naples . . . . .	179.—	322.—	—17. 11
Athens . . . . .	164.—	295.—	—16. 4
Alexandria . . . . .	151.—	272.—	—15. 1
Lydda . . . . .	145.—	261.—	—14. 6
Baghdad . . . . .	126.—	227.—	—12. 7
Basra . . . . .	126.—	227.—	—12. 7
Karachi . . . . .	123.—	221.—	—12. 4
Jodhpur . . . . .	114.—	205.—	—11. 4
Allahabad . . . . .	101.—	182.—	—10. 1
Calcutta . . . . .	95.—	171.—	— 9. 6
Rangoon . . . . .	83.—	149.—	— 8. 3
Bangkok . . . . .	64.—	115.—	— 6. 6
Penang . . . . .	54.—	97.—	— 5. 6
Medan . . . . .	54.—	97.—	—*)
Singapore . . . . .	45.—	81.—	— 5. 6
Palembang . . . . .	42.10.	75.10.	— 5. 3
Batavia . . . . .	40.—	72.—	— 5.—
Sourabaya . . . . .	36.—	65.—	— 4. 9
Den Pasar (Bali) . . . . .	30.—	54.—	— 4. 6
Koepang . . . . .	26.—	47.—	— 4.—

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\*) These rates on application.

# F A R E S

## PORT DARWIN to:

	Single	Return	Exc. luggage and freight per kg.
	Austr. £	Austr. £	Austr. £
London	180.—	329.—	—18. 8
Amsterdam	180.—	329.—	—18. 8
Marseilles	179.—	322.—	—17.11
Naples	170.—	306.—	—17.—
Athens	155.—	279.—	—15. 6
Alexandria	143.—	257.—	—14. 3
Lydda	136.—	245.—	—13. 8
Baghdad	118.—	212.—	—11. 9
Basra	118.—	212.—	—11. 9
Karachi	111.—	200.—	—11. 2
Jodhpur	105.—	189.—	—10. 6
Allahabad	93.—	167.—	— 9. 3
Calcutta	86.—	155.—	— 8. 8
Rangoon	74.—	133.—	— 7. 5
Bangkok	55.—	99.—	— 5. 6
Penang	45.—	81.—	— 5.—
Medan	45.—	81.—	— *)
Singapore	36.—	65.—	— 4. 9
Palembang	33.10.—	60. 6.—	— 4. 8
Batavia	31.—	56.—	— 4. 6
Sourabaya	27.—	49.—	— 4.—
Den Pasar (Bali)	22.—	40.—	— 3. 9
Koepang	20.—	36.—	— 3. 6

## DEN PASAR (BALI) to:

	Gld.	Gld.	Gld.
London	1300.—	2376.—	7.75
Amsterdam	1300.—	2376.—	7.75
Marseilles	1280.—	2304.—	7.40
Naples	1220.—	2196.—	7.10
Athens	1110.—	1998.—	6.55
Alexandria	1020.—	1836.—	6.10
Lydda	970.—	1746.—	5.85
Baghdad	840.—	1512.—	5.20
Basra	840.—	1512.—	5.20
Karachi	750.—	1350.—	4.75
Jodhpur	700.—	1260.—	4.50
Allahabad	610.—	1098.—	4.05
Calcutta	570.—	1026.—	3.85
Rangoon	480.—	864.—	3.40
Bangkok	340.—	612.—	2.70
Penang	270.—	486.—	2.35
Medan	288.—	518.—	— *)
Singapore	218.—	392.—	— *)
Palembang	166.—	298.—	1.65
Batavia	98.—	176.—	1.—
Sourabaya	38.—	68.—	0.40
Koepang	122.—	220.—	1.20
Port Darwin	165.—	296.—	1.35
Cloncurry	216.—	388.—	1.65
Longreach	260.—	468.—	1.70
Brisbane	336.—	596.—	2.—
Sydney	364.—	656.—	2.15

## JODHPUR to:

	£	£	£
Sourabaya	75.—	135.—	— 7. 6
Den Pasar (Bali)	78.—	140.—	— 7. 10
Koepang	81.—	146.—	— 8. 1
Port Darwin	84.—	151.—	— 8. 5
Cloncurry	91.—	164.—	— 9. 1
Longreach	96.—	173.—	— 9. 7
Brisbane	103.—	185.—	—10. 4
Sydney	107.—	193.—	—10. 8

## KARACHI to:

	£	£	£
Sourabaya	80.—	144.—	— 8.—
Den Pasar (Bali)	83.—	149.—	— 8. 4
Koepang	86.—	155.—	— 8. 7
Port Darwin	89.—	160.—	— 8.11
Cloncurry	98.—	176.—	— 9.10
Longreach	103.—	185.—	—10. 4
Brisbane	110.—	198.—	—11.—
Sydney	114.—	205.—	—11. 5

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\*) These rates on application.

# F A R E S

## KOEPANG to:

	Single	Return	Exc. luggage and freight per kg.
	Gld.	Gld.	Gld.
London	1300.—	2376.—	7.75
Amsterdam	1300.—	2376.—	7.75
Marseilles	1280.—	2304.—	7.40
Naples	1220.—	2196.—	7.10
Athens	1110.—	1998.—	6.55
Alexandria	1020.—	1836.—	6.10
Lydda	970.—	1746.—	5.85
Baghdad	840.—	1512.—	5.20
Basra	840.—	1512.—	5.20
Karachi	770.—	1386.—	4.85
Jodhpur	730.—	1314.—	4.65
Allahabad	640.—	1152.—	4.20
Calcutta	590.—	1062.—	3.95
Rangoon	500.—	900.—	3.50
Bangkok	370.—	666.—	2.85
Penang	300.—	540.—	2.50
Medan	313.—	564.—	— *)
Singapore	243.—	432.—	— *)
Palembang	224.—	404.—	— *)
Batavia	210.—	378.—	— *)
Sourabaya	160.—	288.—	— *)
Den Pasar (Bali)	122.—	220.—	1.20
Port Darwin	150.—	270.—	1.25
Cloncurry	188.—	338.—	1.45
Longreach	230.—	414.—	1.55
Brisbane	302.—	544.—	1.80
Sydney	338.—	608.—	2.—

## LONDON to:

	£	£	£
Sourabaya	148.—	263.—	—14.10
Den Pasar (Bali)	148.—	263.—	—14.10
Koepang	148.—	263.—	—14.10
Port Darwin	149.—	264.—	—14.11
Cloncurry	156.—	270.—	—15. 7
Longreach	160.—	274.—	—16.—
Brisbane	160.—	274.—	—16.—
Sydney	160.—	274.—	—16.—

## LONGREACH to:

	Austr. £	Austr. £	Austr. £
London	180.—	342.—	—20.—
Amsterdam	180.—	342.—	—20.—
Marseilles	180.—	337.—	—19. 5
Naples	180.—	323.—	—18. 7
Athens	170.—	306.—	—17.—
Alexandria	158.—	284.—	—15. 9
Lydda	151.—	272.—	—15. 1
Baghdad	133.—	239.—	—13. 3
Basra	133.—	239.—	—13. 3
Karachi	129.—	232.—	—12.11
Jodhpur	120.—	216.—	—12.—
Allahabad	108.—	194.—	—10. 9
Calcutta	101.—	182.—	—10. 1
Rangoon	89.—	160.—	— 8.10
Bangkok	70.—	126.—	— 7.—
Penang	60.—	108.—	— 6. 1
Medan	60.—	108.—	— *)
Singapore	51.—	92.—	— 6.—
Palembang	48.10.—	87. 6.—	— 5. 9
Batavia	46.—	83.—	— 5. 6
Sourabaya	42.—	76.—	— 5.—
Den Pasar (Bali)	36.—	65.—	— 4. 9
Koepang	32.—	58.—	— 4. 3

## LYDDA to:

	£	£	£
Sourabaya	108.—	194.—	—10.10
Den Pasar (Bali)	108.—	194.—	—10.10
Koepang	108.—	194.—	—10.10
Port Darwin	109.—	196.—	—10.11
Cloncurry	116.—	209.—	—11. 7
Longreach	121.—	218.—	—12. 1
Brisbane	128.—	230.—	—12.10
Sydney	132.—	238.—	—13. 2

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\*) These rates on application.

# F A R E S

## MARSEILLES to:

	Single	Return	Exc. luggage and freight per kg
	£	£	£
Sourabaya . . . . .	142.—	256.—	—14. 2
Den Pasar (Bali) . . . . .	142.—	256.—	—14. 2
Koepang . . . . .	142.—	256.—	—14. 2
Port Darwin . . . . .	143.—	257.—	—14. 4
Cloncurry . . . . .	150.—	265.—	—15.—
Longreach . . . . .	155.—	269.—	—15. 6
Brisbane . . . . .	160.—	274.—	—16.—
Sydney . . . . .	160.—	274.—	—16.—

## MEDAN to:

	Gld.	Gld.	Gld.
Sourabaya . . . . .	250.—	450.—	—*)
Den Pasar (Bali) . . . . .	288.—	518.—	—*)
Koepang . . . . .	313.—	564.—	—*)
Port Darwin . . . . .	324.—	584.—	—*)
Cloncurry . . . . .	387.—	696.—	—*)
Longreach . . . . .	432.—	778.—	—*)
Brisbane . . . . .	495.—	890.—	—*)
Sydney . . . . .	531.—	956.—	—*)

## NAPLES to:

	Lire	Lire	Lire
Sourabaya . . . . .	12608.—	22694.—	63.—
Den Pasar (Bali) . . . . .	12608.—	22694.—	63.—
Koepang . . . . .	12608.—	22694.—	63.—
Port Darwin . . . . .	12702.—	22864.—	64.—
Cloncurry . . . . .	13356.—	24040.—	67.—
Longreach . . . . .	13822.—	24880.—	69.—
Brisbane . . . . .	14476.—	26056.—	72.—
Sydney . . . . .	14850.—	26730.—	74.—

## PALEMBANG to:

	Gld.	Gld.	Gld.
Sourabaya . . . . .	128.—	230.—	1.30
Den Pasar (Bali) . . . . .	166.—	298.—	1.65
Koepang . . . . .	224.—	404.—	—*)
Port Darwin . . . . .	242.—	436.—	1.70
Cloncurry . . . . .	306.—	550.—	1.90
Longreach . . . . .	349.—	628.—	2.10
Brisbane . . . . .	414.—	746.—	2.45
Sydney . . . . .	450.—	810.—	2.70

## PENANG to:

	£	£	£
Sourabaya . . . . .	27.—	49.—	— 4.—
Den Pasar (Bali) . . . . .	30.—	54.—	— 4.—
Koepang . . . . .	33.—	59.—	— 4.—
Port Darwin . . . . .	36.—	65.—	— 4.—
Cloncurry . . . . .	43.—	77.—	— 4. 5
Longreach . . . . .	48.—	86.—	— 4. 10
Brisbane . . . . .	55.—	99.—	— 5. 7
Sydney . . . . .	59.—	106.—	— 6. 6

## RANGOON to:

	£	£	£
Sourabaya . . . . .	50.—	90.—	— 5.—
Den Pasar (Bali) . . . . .	53.—	95.—	— 5. 4
Koepang . . . . .	56.—	101.—	— 5. 7
Port Darwin . . . . .	59.—	106.—	— 5. 11
Cloncurry . . . . .	66.—	119.—	— 6. 7
Longreach . . . . .	71.—	128.—	— 7. 1
Brisbane . . . . .	78.—	140.—	— 7. 10
Sydney . . . . .	82.—	148.—	— 8. 3

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\*) These rates on application.

# F A R E S

## SINGAPORE to:

	Single	Return	Exc. luggage and freight per kg
	Austr. £	Austr. £	Austr. £
Sourabaya . . . . .	25.—	45.—	—*)
Den Pasar (Bali) . . . . .	30.—	54.—	—*)
Koepang . . . . .	33.—	59.—	—*)
Port Darwin . . . . .	36.—	65.—	— 4. 9
Cloncurry . . . . .	45.—	81.—	— 5. 6
Longreach . . . . .	51.—	92.—	— 6.—
Brisbane . . . . .	60.—	108.—	— 7.—
Sydney . . . . .	65.—	117.—	— 8.—

## SOURABAYA to:

	Gld.	Gld.	Gld.
London . . . . .	1300.—	2376.—	7.75
Amsterdam . . . . .	1300.—	2376.—	7.75
Marseilles . . . . .	1280.—	2304.—	7.40
Naples . . . . .	1220.—	2196.—	7.10
Athens . . . . .	1110.—	1998.—	6.55
Alexandria . . . . .	1020.—	1836.—	6.10
Lydda . . . . .	970.—	1746.—	5.85
Baghdad . . . . .	840.—	1512.—	5.20
Basra . . . . .	840.—	1512.—	5.20
Karachi . . . . .	720.—	1296.—	4.60
Jodhpur . . . . .	675.—	1214.—	4.40
Allahabad . . . . .	590.—	1062.—	3.95
Calcutta . . . . .	540.—	972.—	3.70
Rangoon . . . . .	450.—	810.—	3.25
Bangkok . . . . .	320.—	576.—	2.60
Penang . . . . .	245.—	440.—	2.25
Medan . . . . .	230.—	450.—	—*)
Singapore . . . . .	180.—	324.—	1.80
Palembang . . . . .	128.—	230.—	1.30
Batavia . . . . .	60.—	108.—	0.60
Den Pasar (Bali) . . . . .	38.—	68.—	0.40
Koepang . . . . .	160.—	288.—	—*)
Port Darwin . . . . .	198.—	356.—	1.45
Cloncurry . . . . .	260.—	468.—	1.70
Longreach . . . . .	302.—	544.—	1.80
Brisbane . . . . .	364.—	656.—	2.15
Sydney . . . . .	403.—	726.—	2.35

## SYDNEY to:

	Austr. £	Austr. £	Austr. £
London . . . . .	180.—	342.—	— 20.—
Amsterdam . . . . .	180.—	342.—	— 20.—
Marseilles . . . . .	180.—	342.—	— 20.—
Naples . . . . .	180.—	341.—	— 19. 11
Athens . . . . .	180.—	328.—	— 18. 4
Alexandria . . . . .	171.—	308.—	— 17. 1
Lydda . . . . .	165.—	297.—	— 16. 6
Baghdad . . . . .	146.—	263.—	— 14. 7
Basra . . . . .	146.—	263.—	— 14. 7
Karachi . . . . .	143.—	257.—	— 14. 3
Jodhpur . . . . .	134.—	241.—	— 13. 4
Allahabad . . . . .	121.—	218.—	— 12. 1
Calcutta . . . . .	115.—	207.—	— 11. 6
Rangoon . . . . .	103.—	185.—	— 10. 4
Bangkok . . . . .	84.—	151.—	— 8. 4
Penang . . . . .	74.—	133.—	— 8. 2
Medan . . . . .	74.—	133.—	—*)
Singapore . . . . .	65.—	117.—	— 8.—
Palembang . . . . .	62.10.—	112.10.—	— 7. 6
Batavia . . . . .	60.—	108.—	— 7.—
Sourabaya . . . . .	56.—	101.—	— 6. 6
Den Pasar (Bali) . . . . .	51.—	92.—	— 6.—
Koepang . . . . .	47.—	85.—	— 5. 6

The fares to other destinations on the London-Batavia route are given in the K.L.M. timetable, "Europe-India-Far East", which will be supplied on request.

\*) These rates on application.



# A short description of the air route between LONDON and SYDNEY

**K.L.M. - ROYAL DUTCH AIR LINES**

**K.N.I.L.M. - ROYAL NETHERLANDS INDIES AIRWAYS**

A journey from London to Australia or vice versa by air in nine days is an experience which many travellers have envied but hesitated to undertake. Often they are afraid that so long an air journey may be tiring and uncomfortable, but with the modern aircraft now in use it is as easy and comfortable as a trip between Sydney and Melbourne. Another deterrent to air travel is the fear of boredom from travelling so many hours by air each day. In reality, anyone travelling from London to Australia will find the journey is full of interest from beginning to end, and that the calls at the different airports for refuelling give passengers plenty of time for a stroll to stretch their legs and a meal at the excellent restaurants on the route. If tired of watching the scenery, passengers are supplied with magazines, newspapers, and instructive maps of the route, while on board the plane Tea, Coffee, Iced Drinks and other refreshments are served at any Time of day.



The fast and luxurious Douglas air-liners used between London and Batavia, instead of carrying 21 passengers as they do in Europe and Australia, are arranged for only 11 which gives each passenger double the amount of space, and room to extend his chair full length, so that he can lie down on it. The even faster Lockheed 14 planes which fly between Batavia and Sydney are also roomy and are fitted for 8 passengers. Meals are usually served at the hotels and restaurants at the airports, but some excellent meals are served on board the plane as well. Two special air suit-cases are provided free to each passenger. All the crew speak English. All transport, tips *en route*, refreshments, even including beer and mineral waters with meals, and accomodation at the hotels at night are included in the fare so that extra expenses are reduced to a minimum.

## first day out



Naples. Hotel Excelsior

The departure of the coach from Horseferry House, S.W.I., the palatial London office of the K.L.M. Royal Dutch Air Lines, is a scene of great animation and interest. Passengers bound all over the world are collected together making their last-minute farewells. An hour and a half after leaving Croydon, Schiphol, the airport of Amsterdam, is reached. It is only a short drive to the hotel, where the night is spent. Early next morning the India—Far East—Australia plane leaves carrying the mails from Holland to her colonies, and passengers for Egypt, India, Siam, Malay, Java and Australia. The steward shows the passengers to their reserved seats (those who favour special seats may reserve them in London before departure) and the cabin plan of the air liner with the name and destination of each passenger is given to every traveller. A brief call is made at Marseilles, after which the crossing of the Mediterranean begins. The route lies over the beautiful island of Corsica direct to the next stopping place which is Naples, where the first night is spent. Arriving at tea-time, one has several hours of daylight left in which to visit the museum and other places of interest or climb the hill behind the town and see the view across the famous bay to Vesuvius and Sorrento.



## second day out



Alexandria. Hotel Windsor Palace

The next morning the route lies across the foot of Italy and the beautiful West coast of Greece direct to Athens, where luncheon is served. A fine view of the Acropolis is obtained from the air. From Athens the route lies over the island of Melos, made famous by the discovery there of the Venus of Milo. Many of the Aegean islands can be seen scattered about in the sparkling sea. A little while later comes Crete, which is considered by many to be the most beautiful of all Greek islands. The next halt is at Alexandria, where the night is spent. This large semi-European city is a fine sight from the air. The sand and palm trees near the Airport bring home to the traveller the fact that Europe has now been left behind.

## third day out



Basra. Shatt-el-Arab Hotel

Two hour's hop the next morning brings us to Lydda in Palestine. Situated near the orange groves of Tel-Aviv, Lydda is one of the finest airports on the route and also serves Jerusalem and Jaffa. The second breakfast is taken here. We now start for Baghdad. The fertile coastal belt is soon left behind and an impressive view is obtained of the winding River Jordan, with the Dead Sea lying in the distance. The flight then continues over the desert, broken only by the Iraq Petroleum Company's never-ending pipeline. We see the Euphrates River and Baghdad in the sunset. As we fly low over the river before landing an excellent view is obtained of this fabled city. Tea is served here and after a short flight Basra is reached. Its superb new hotel is situated on the airport. This hotel, which is lacking in no luxury, faces on one side the land airport, and on the other the Shatt-el-Arab River, where the Empire flying boats alight. Imperial Airways, Air France and K.L.M. passengers all use this hotel and the dining-room at night is full of travellers of all nationalities outward and homeward bound.



## fourth day out



Jodhpur. State Hotel

The next morning's flight is down the Persian Gulf, famed as one of the hottest places in the world. In the air-conditioned cabin of the air-liner, however, a delightful degree of freshness is maintained whatever the land temperatures are. A short stop is made at Jask at the resthouse. Tea and refreshments are served beside the beach, and passengers have the opportunity of posting letters stamped with the much-prized Persian stamps. After Jask, luncheon is served on board, consisting of hot soup, cold meats and salad, fruit and cheese and Dutch coffee, which connoisseurs usually agree to be the best in the world. The Indian frontier is passed before reaching Karachi, where a brief medical examination of each passenger is made. After tea the plane flies on to Jodhpur where the night is spent at the magnificent hotel which has been built by the Maharajah for air passengers and state guests. A visit should be made to the beautiful native quarter and its ancient fort perched high on a crag dominating the

town. There is an excellent swimming bath attached to the hotel which is a great attraction for passengers.

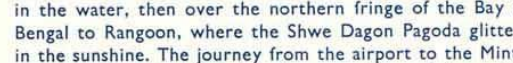


## fifth day out

Next morning, after the desert of Sind has been crossed, an excellent second breakfast is served at the airport of Allahabad. Two breakfasts may seem excessive but after an early morning start most passengers welcome this meal, which is an established custom in many eastern countries. Allahabad is the meeting-place of the Jumna and Ganges, the two sacred rivers of India. The river banks and river are densely packed with pilgrims from all over the Central Provinces of India, who come here to bathe in the sacred waters. The plane leaves Allahabad and Calcutta is reached in time for lunch. Dense tropical vegetation surrounds the airport, the first to be seen on the trip, and from now onwards is part of every landscape until Darwin is reached. From Calcutta the route lies over the Ganges Delta, its dense forests almost submerged in the water, then over the northern fringe of the Bay of Bengal to Rangoon, where the Shwe Dagon Pagoda glitters in the sunshine. The journey from the airport to the Minto Mansions Hotel is delightful, the gay colours of the native costumes and the brilliant tropical vegetation combining to dazzle the traveller. Special tours of the town with competent guides are arranged by the hotel, and even though it is necessary to remove shoes and stockings before visiting the Shwe Dagon Golden Pagoda, it is well worth it to see the many temples and shrines which cluster round it.



Rangoon. Minto Mansions Hotel



## sixth day out

Next morning Bangkok is reached, and after an excellent breakfast at the airport, the plane is soon flying over the town with its numerous Wats (Temples). The most famous is Wat Aroon whose spires are studded with thousands of fragments of coloured china. Then over the teak forests of Malaya to Penang, where an excellent lunch is served at the Flying Club on the airport. Next from Penang to Medan, which is the capital of the Island of Sumatra and the first port of call in the Dutch Colonial



Singapore. Seaview Hotel

Empire. The lunch menu here consists of totally different food from that already sampled at the restaurants along the route, for the Dutch have adapted native dishes to add variety to their tropical menu. All travellers to the Dutch East Indies agree on their excellence. Leaving Medan the mainland is soon reached again, and the next call is made at Singapore, where the night is spent. The Sea View Hotel is, as its name implies, situated beside the sea outside the town, and is surrounded by hundreds of coconut palms. The airport is one of the finest on the route and has only recently been finished. It is an impressive addition to the Naval Defence Base.



## seventh day out



Bali

Leaving Singapore next morning the traveller soon sees the Jungles of Sumatra below, and an immense clearing in the trees marks the Palembang Airport. A short time after leaving here the Equator is crossed and Java and its capital Batavia are soon sighted. Batavia is a large and powerful town and it has many graceful old colonial buildings as well as many fine examples of modern Dutch architecture. It also has what is recognised as one of the finest hotels in the Far East, namely, the "Hotel des Indes," famous also for its "Rijsttafel"—a dish of rice with many ingredients served separately, necessitating a dozen or more servants to each diner. At Batavia the change-over is made to the Lockheed plane. The route now lies over the paddy fields of Java and skirts the coast past Semarang to Sourabaya, an important port and fine modern town. Sourabaya is the centre of the sugar cane industry of the Indies. The Chinese quarter is large and wealthy and has many fine restaurants. In the port alongside the large steamers are hundreds of native dhows that sail between Java and Celebes, Borneo and New Guinea. After Sourabaya, the country is well forested as far as the straits which separate Java from the Island of Bali. This paradise is almost more beautiful from the air than from the land. Only the air traveller can view as a whole this lovely island with its lakes set high in the craters of extinct volcanoes.



## eighth day out

After leaving Bali, the plane flies over the islands of Lombok, Sumbawa and Koepong. Set in tropical seas these islands are acknowledged as some of the most beautiful in the world.

For the air traveller they remain a memory that will never be forgotten.

From Koepong the Timor Sea is easily and quickly crossed and Bathurst Island is the first glimpse of the great Australian continent. Very soon afterwards the plane is over the mangrove shores of Darwin. The aerodrome is excellent, and after the necessary formalities have been completed, departure is made for Cloncurry. The flora and fauna of Australia are unique and the scenery is completely different from anything yet seen on the trip. The typical eucalyptus trees mingle with more tropical vegetation as we fly over the great spaces of the sparsely inhabited Northern Territory. Daly Waters marks the end of the tropical belt, and the country of enormous cattle stations has now been reached. These stations, each of them tens of thousands of square miles in extent, rely solely on air transport for speedy conveyance, and it is in this territory that the "flying doctor" carries on his amazing work. This country, although usually marked as desert on the map, is in reality covered with low scrub with hills turned into strange and fascinating shapes by erosion, for Australia is the oldest country in the world, and Nature has made many freak landscapes there. Camowee is a small remote corrugated-iron township. Next, near Mount Isa, are situated the rich lead ore mines. The cattle stations of the Northern Territory are now left behind and Cloncurry is a centre of sheep-rearing country which stretches from here right down to the coast of Queensland.



Darwin



## ninth day out

As one nears Brisbane the country becomes very fertile and heavily wooded, being part of the rich coastal belt that extends round most of the Australian Continent. Brisbane, one of the most progressive towns in Australia, is known for its fine modern buildings and great natural beauty. This city is the centre of the rapidly expanding Australian pineapple, banana and sugar industries. After Brisbane the route follows the coast right down to Sydney, and scenically this is one of the finest stretches of the journey. The white dazzling beaches, the richly wooded country, the fine rivers, and then the scenic splendour of Sydney Harbour can in no way be better appreciated than from the air. Sydney, the second city of the British Empire, is a fitting end to our journey.



Brisbane