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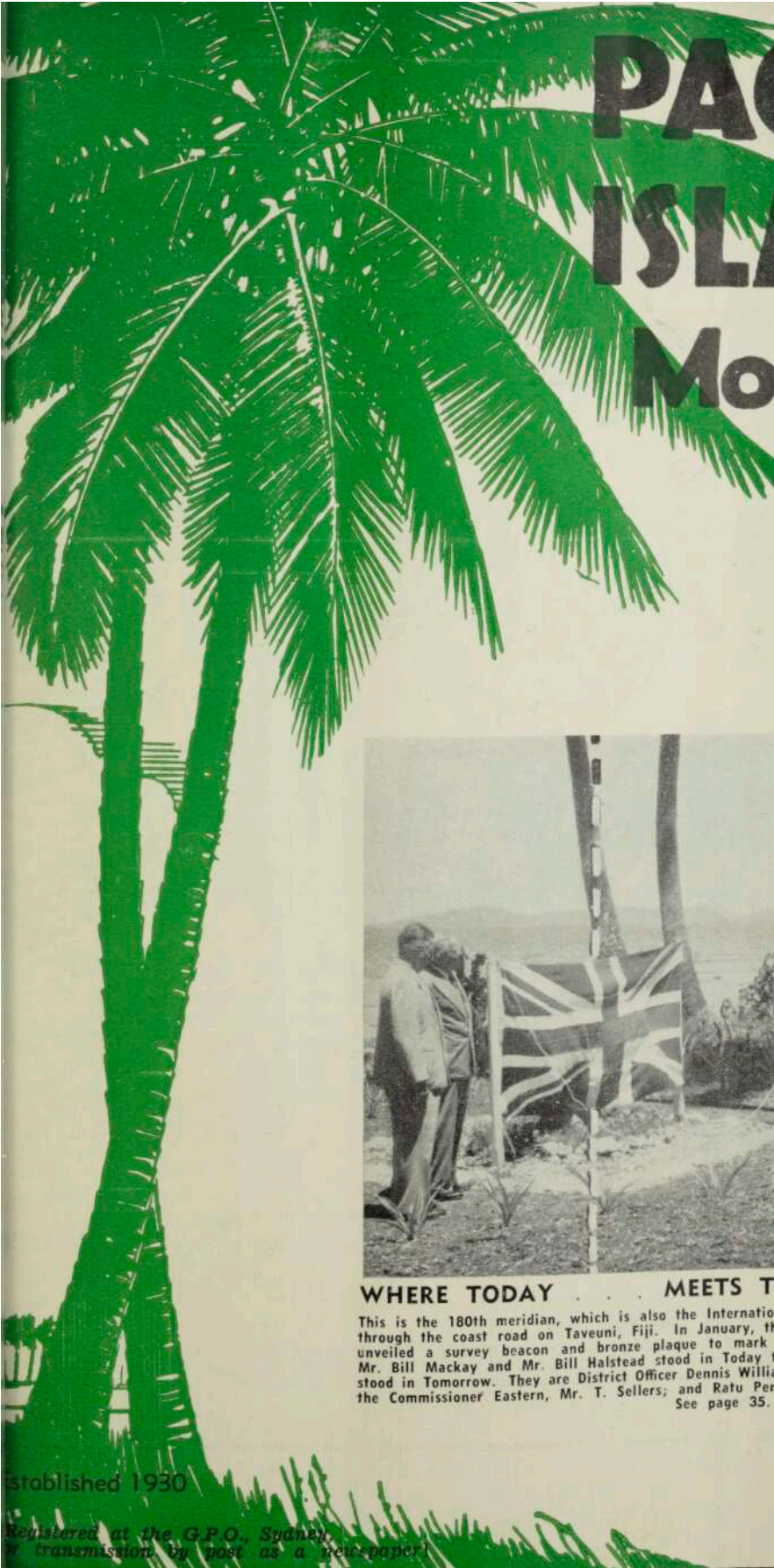
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PACIFIC ISLANDS Monthly

FEBRUARY, 1959
Vol. XXIX. No. 7.



WHERE TODAY . . . MEETS TOMORROW

This is the 180th meridian, which is also the International Date Line, at the spot where it passes through the coast road on Taveuni, Fiji. In January, the Governor of Fiji, Sir Kenneth Maddocks, unveiled a survey beacon and bronze plaque to mark the spot, and prominent Taveuni planters Mr. Bill Mackay and Mr. Bill Halstead stood in Today to ask him to do it. The Governor's party stood in Tomorrow. They are District Officer Dennis Williams; Sir Kenneth Maddocks; Lady Maddocks; the Commissioner Eastern, Mr. T. Sellers; and Ratu Penaia Ganilau, who is Roko Tui Cakaudrove. See page 35.

Photo: Rob Wright, Fiji PRO.

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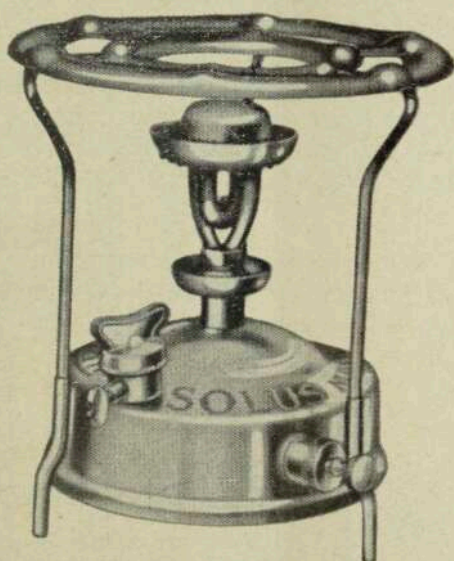
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PACIFIC ISLANDS MONTHLY—FEBRUARY, 1959

Coleman *Solus* STOVES

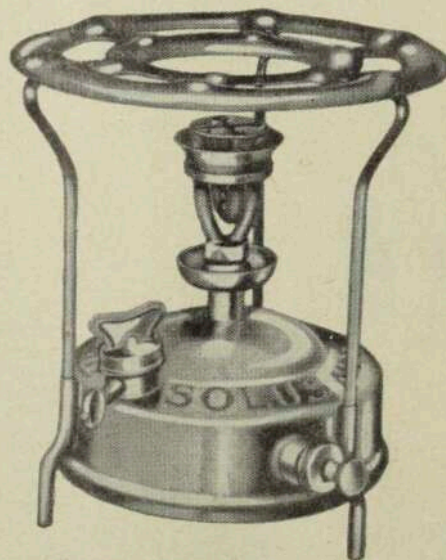
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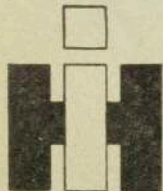
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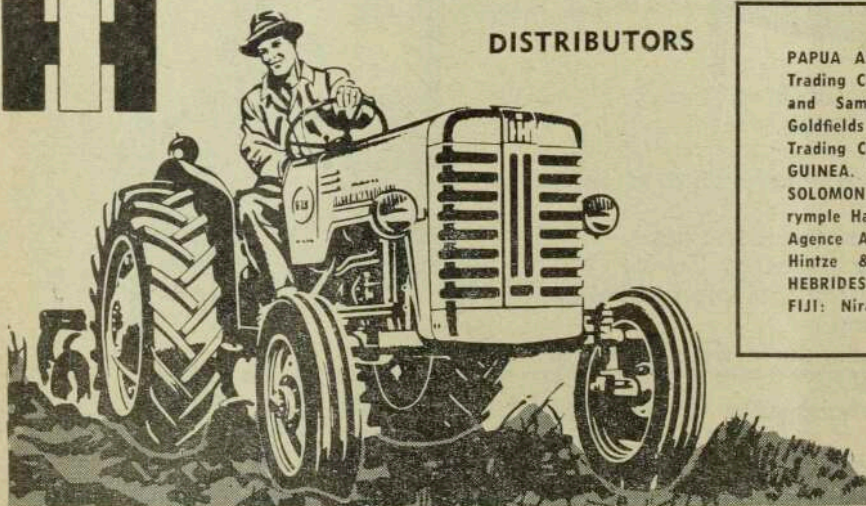
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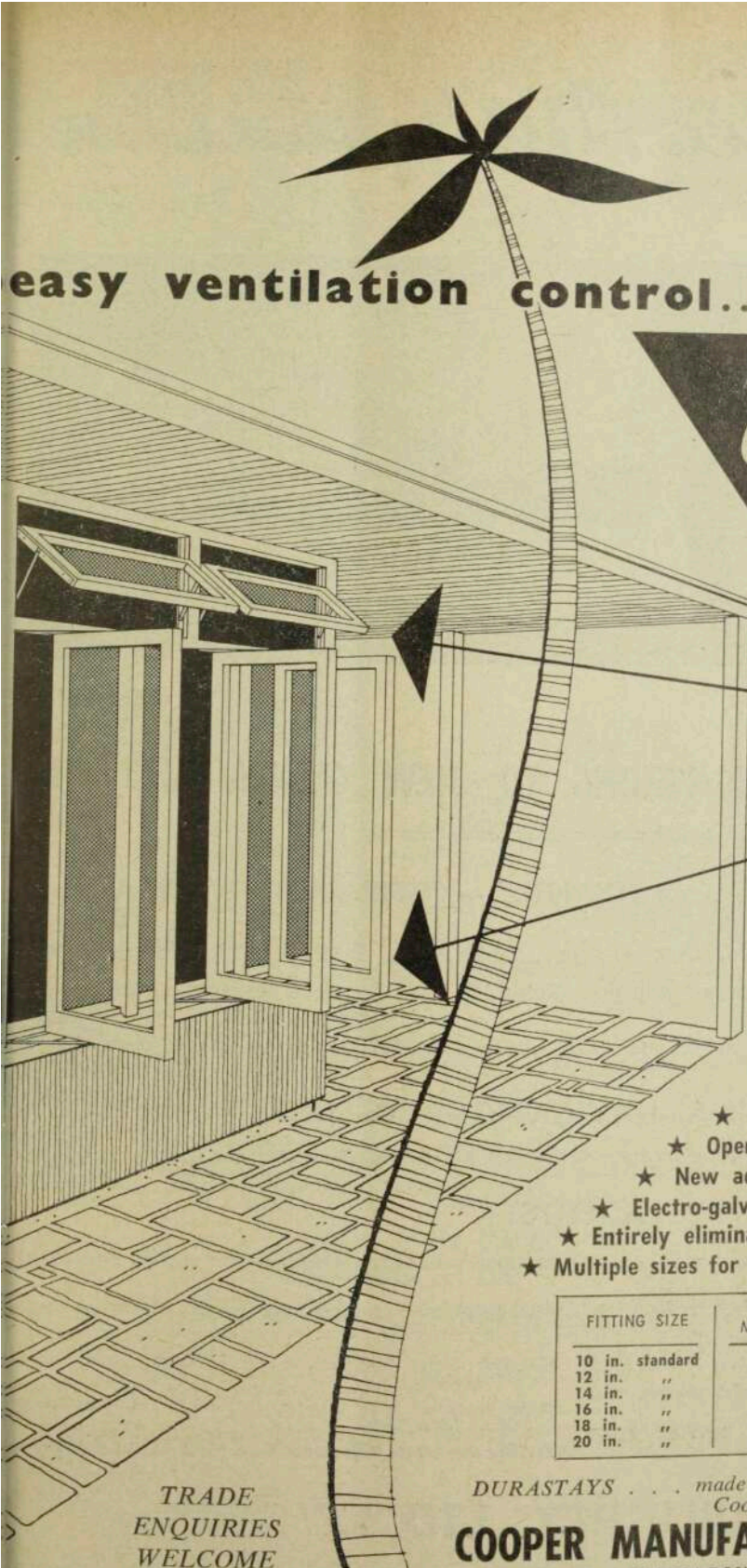


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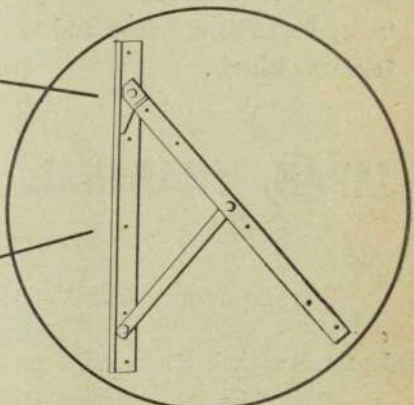
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16 in. "	34 in.	27 in.
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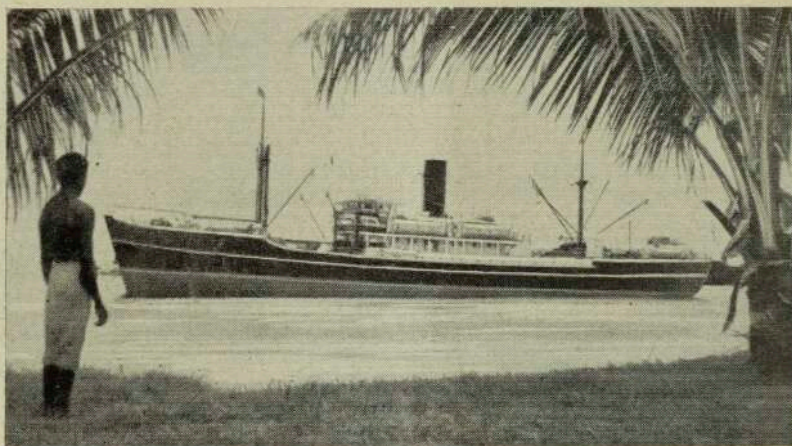
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PEOPLE

Mrs. Alice Bowring, one of the oldest and most famous residents of the Edie Creek end of the Bulolo Valley, New Guinea, leaves this month on a leisurely tour of North America and Europe. Her travelling companion is her niece, Miss Diana Bowring, of Double Bay, Sydney.

In spite of the facts that she was a successful pre-war gold-miner in New Guinea, that she went over an Edie Creek precipice in a car and smashed her hip, that she drew the first prize in an Australian lottery, and that she directed a Red Cross station for the Americans in Noumea during four war years, Alice Bowring is exceedingly spry and energetic at 74, and probably will get as big a kick out of world circumnavigation as her excited niece.



Tonga's Crown Prince and Prime Minister, Tungi, as reported in January to be planning a visit to Japan soon, to discuss trade—particularly copra and a fishing industry. This latest portrait is by Hettig, of Nukualofa.

Mr. Clayton G. Shaw, of Auckland, New Zealand, arrived at Apia, Samoa, by plane beginning of January, as managing editor of the local weekly, the *Samoa Bulletin*, succeeding Mr. Terry Dunleavy, who held the position for seven years. Mr. Shaw has been a senior staff member of the *Auckland Star*.

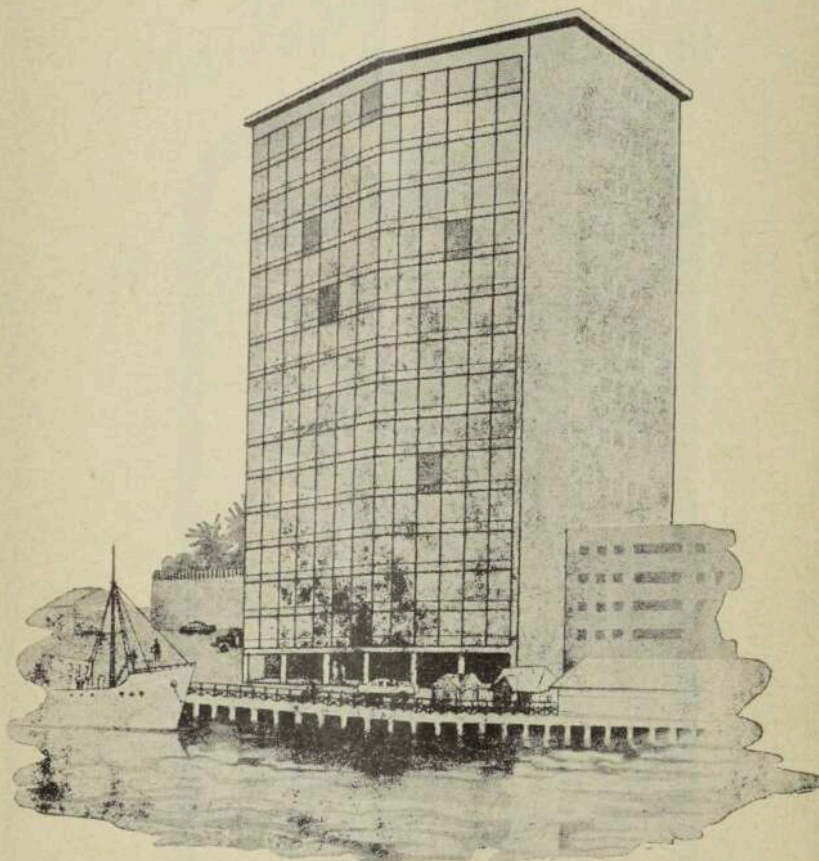
A Samoan scholarship student, Ilao Imo, has gained his medical degree at Otago University, New Zealand, where he has studied since 1952.

Mr. B. L. R. Tattersall, Registrar and Commissioner of the Western

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Samoan High Court, has retired from Government service after 40 years, 35 of which he spent in the Justice Department. A conscientious and popular official, Mr. Tattersall was farewelled by his fellow workers in an impressive ceremony recently.

The Headmaster of Vaipouli Boys' Boarding School in Savaii, W. Samoa, Mr. D. H. Lee, has returned to New Zealand with his family after holding the position for eight years. During his term of office Mr. Lee effected considerable improvements to the school, dormitories and equipment.



A marriage of Islands' interest at Gosford, NSW—Miss Lois Connerton, for four years nursing sister at Paton Memorial Hospital, New Hebrides, to Mr. Bruce Sharp, now with the Lands Department, Kavieng, NG. The couple, who met in the New Hebrides, will live in Kavieng. NG guests at the ceremony include Mr. W. Lovi and Mr. and Mrs. Peter Saunders.

A Parisian newspaper has published the fact that during the war the present French Premier, M. Michael Debre, was registered in the Resistance Movement as being named Jaquier, and as having been born on the island of Lifou, one of the Loyalty islands. M. Debre knew, of course, that the Gestapo would have been hard put to it to prove the falsity of the claim.

Mrs. Jean Edwards, popular Vice-President of the New Guinea Women's Club of Sydney, is currently visiting her relatives in Scotland. She left Sydney shortly before Christmas and expects to return there about April.

SPC Fisheries Officer, Mr. H. Vasey, was in Norfolk Island in January investigating the possibility of developing the island's fishing industry.

Assistant Medical Officer John Viliua, of the Niue Island Health Department, is attending a World Health Organisation tuberculosis course at Suva, Fiji.

After this he will take a six-month course in anaesthetics at the Central Medical School, Suva, and will go on to work in a New Zealand hospital for two months before returning to Niue at the end of 1959.

Nurses Vaitoelau and Katiligi have also left Niue hospital for Apia, Western Samoa, where they will take a three-year nursing course to become fully-registered nurses with qualifications accepted throughout the Commonwealth.



"Sydney Morning Herald" journalist Gavin Souter last December was officially invited to accompany a new penetrative patrol into part of the Jimmi River valley, NG, to make first contact with the Gants tribe. The patrol, led by PO Barry Griffin, found the Gants on the Madang side of the district. Mr. Souter, pictured here with a member of the tribe, has since published an excellent and widely-read account of the patrol, which has already done a lot towards showing the public the work and problems of NG patrol officers.

Mr. and Mrs. Mick Leahy, of Enag, Morobe District, New Guinea, left Sydney by air on January 16 for New York, where Mr. Leahy attended General Douglas MacArthur's birthday party. The party arranged each year by Major-General Jack Sverdrup, of the US Army Engineers, with whom Mr. Leahy worked during the war in New Guinea. At that time Mick was in the RAAF, but for some extraordinary reason that would be tenable only in war-time NG, he was attached to the US Army Engineers.

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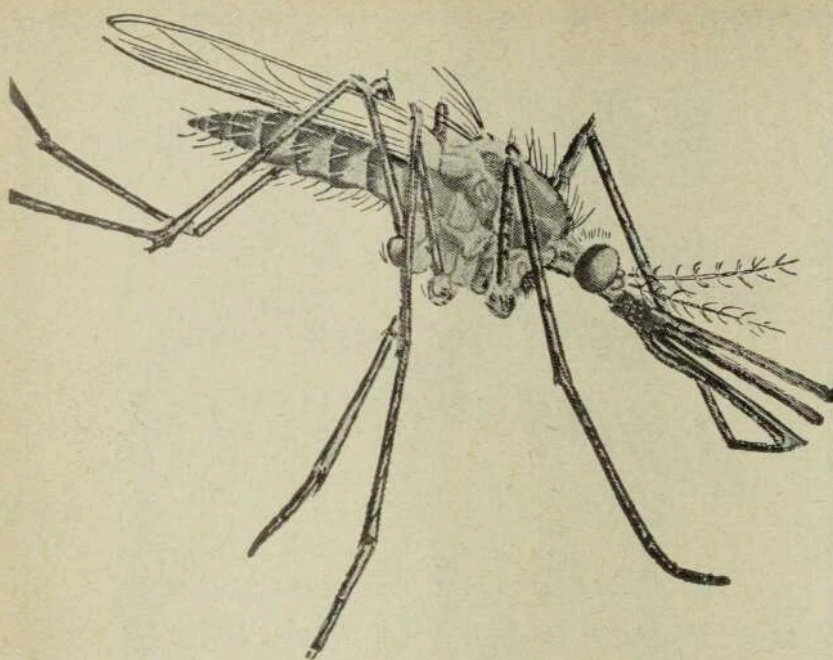
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Miss Wynanne Legge, daughter of Mrs. Betty Parker, of Rabaul, and grand-niece of Mrs. Gordon Thomas formerly of New Guinea, was married in New Zealand on January 23 to Dr. Jan J. Saalve, of the Medical Department of the P-NG Administration. The ceremony took place at the home of the bride's grandparents, in Devonport, Auckland, and Mrs. Joan Brierley (of the District Commission staff in Rabaul), aunt of the bride, was among those present. The young couple expect to live in New Guinea.—Dr. Saalve has just returned from Britain, where he took post-graduate courses in tropical medicine and medical administration.



On a visit to the United Kingdom in February after 45 years in the Fiji Civil Service—Mr. Stuart Reay. Mr. Reay joined the service as a junior clerk in 1914, and eventually became the Colony's first Commissioner of Labour. He retired in 1954, but was later recalled to become chairman of the Transport Control Board—with the job of getting Fiji's transport system into order. He has done it well. After the leave, he hopes to live quietly in Suva.

Mr. Bob Howlett, who did such an excellent job for Fiji tourism as secretary of the Fiji Visitors Bureau before he went to Singapore as Director of Tourism there, has a lot of satisfactory publicity for his new place of business in the *Australian Women's Weekly* January 21. There were 16 pages of coloured photographs, story and local advertising under the title "Holiday in Singapore and Malaya". Referring to the Director of the Division of Tourism, the *Women's Weekly* staff writer called him "blunt, genial Robert Howlett." We will agree with the "genial", but in Fiji he was always known as Bob and blunt is not a word we would have used in describing him. It must be something Singapore has done.

Mrs. Ursula Harris, well known resident of Rabaul, New Guinea, has been spending a month with friends and relatives in Sydney. She returns home late in February.

Mr. E. Flowers, District Officer, Rabaul, N.G. Mrs. Flowers and family were passengers to Sydney on the February *Bulolo*. They will spend extended leave there and expect to return to Rabaul towards the end of this year.

Mrs. Joan Brierley, of the Secretarial staff of the District Commissioner's Office, Rabaul, returned to New Guinea in February. She spent her long leave in Auckland, N.Z. (where her parents reside), mostly undergoing medical treatment.



Married in Suva in January, Miss Florence Poon, of Hongkong, to Mr. Dick Honson. Mr. Honson is a member of one of Fiji's most prominent Chinese families, and more than 400 people attended the reception in the beautiful family home in Suva.

Photo: C. L. Cheng.

Mr. Harry West, who has been Australian liaison officer with the Netherlands New Guinea Administration in Hollandia, is in Canberra on leave.

A pioneer missionary of the Evangelical Lutheran Church in N.G.—Rev. A. P. H. Freund—celebrated his silver jubilee at Gawler, South Australia, in January. Mr. Freund graduated from Concordia Seminary, Adelaide, in 1934.

Fijian twins Tajun and Khairun Nisha, who made the headlines in the Australian newspapers last year when they were told they had to leave their nursing training in Brisbane, and return to Fiji, because their educational standards were not high enough, are now reported to be "doing nicely". After the outcry, the then Immigration Minister gave them permission to stay another 12 months, provided they

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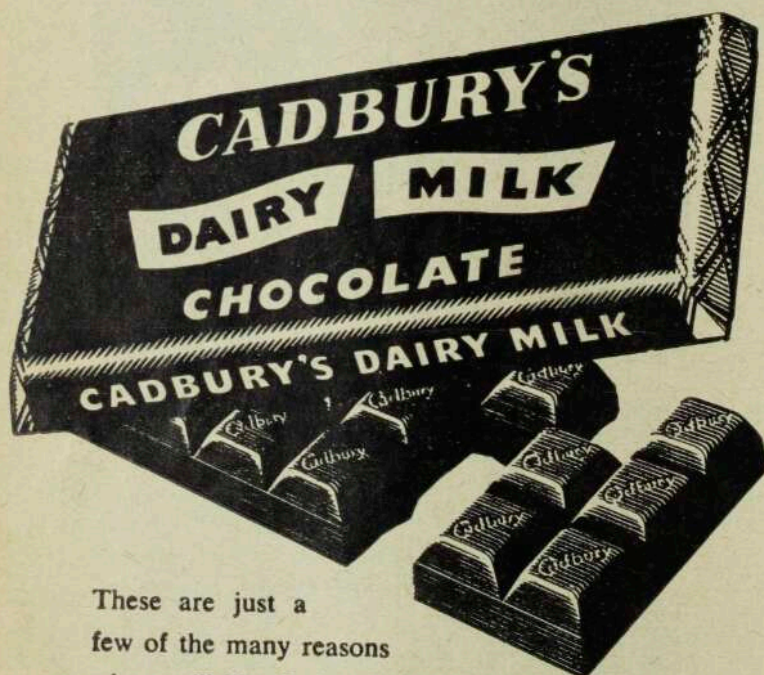
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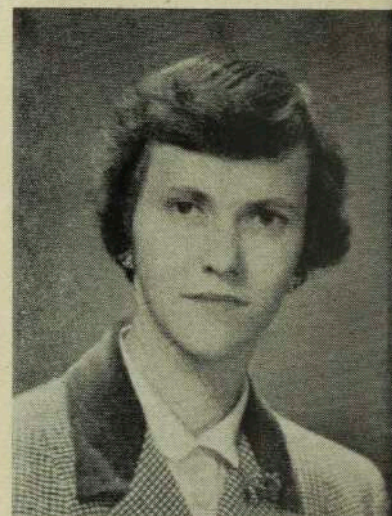
raised their educational level. The twins, 19, have been receiving coaching lessons.

* * *

Born in January, Sina Eller Coleman, the second daughter and the twelfth child of Governor Peter Coleman, and Mrs. Coleman, of American Samoa.

* * *

Mr. and Mrs. G. Hazelman, of Apia, West Samoa, were involved in a car accident while holidaying in Savusavu, Fiji, in January. Their car collided with another carrying Mrs. Hazelman's mother. Mrs. Hazelman and her mother were both injured.



Miss Dorothy Weaver, who has just passed with honours her final Law examinations at Melbourne University where she has been a part-time student for the last six years. She was in practice in Melbourne. Miss Weaver is the eldest daughter of Mrs. L. Weaver of Suva, and of the late Captain E. S. Weaver, who died about five years ago in Suva. Over the last 10 years she has written several amusing articles for PIM (one we remember about the Americans in war-time New Caledonia, and another about being nostalgic for a hurricane). The Law has claimed all her attention in more recent years and we have not had as much from her as we would have liked. Miss Weaver has worked hard and richly deserves her brilliant pass.

Dr. F. J. West, senior lecturer in history, Victoria University College, Wellington, NZ, is visiting Eastern Samoa to conduct research into political advancement there. He has a Southeast Asia Treaty Research Fellowship.

* * *

Rabaul (NG) volcanologist Mr. Jack Taylor visited the BSIP in January. With BSIP Chief Geologist Mr. J. C. Grover he inspected volcanic Savo Island 17 miles north-west of Honiara.

Back in Tonga after three years' study at Queen's College, Brisbane—Rev. John Latukefu and Rev. Siupeli Taliai, of the Free Wesleyan Church, which sponsored their training at Queensland University. They are the first Tongan students to gain their Diploma of Education—and will be an asset to the teaching staff of the 90-years-old Tupou College.

Two of Port Moresby's most prominent couples—Mr. and Mrs. Ken Donovan and Mr. and Mrs. Corbet Gore—were being given rounds of farewell parties in January prior to their departure for Australia. Mr. Donovan has received a new appointment in Melbourne. Mr. Gore has been appointed to an executive position with Hornibrook Constructions in Sydney.

Freelance magazine photographer, Mr. Kryn Taconis, of Magnum Photos, New York, was in Fiji in January "looking for something different to photograph". Earlier he had been in Broome, West Australia, on assignment with a party of US photographers and models organising a publicity campaign which will boost overseas the waning pearl shell button industry. World fashion magazines will shortly publicise the beauties of shell buttons—as against plastic.



Mr. R. D. Moore, general manager of the Bank of New Zealand, which, it has been announced, will hold majority of the shares in the new Bank of Western Samoa—see page 125. Mr. Moore is current chairman of the New Zealand Bankers' Association.

Mr. Bengt Danielsson, one of the *Kon Tiki* raft crew, now living with his wife and family in Tahiti, was



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visiting New Zealand in February. Mr. Danielsson said on arrival in New Zealand that he was at present working on the story of Eri de Bisschop's ill-fated *Tahiti Nui* raft expedition, based on detail supplied by de Bisschop's crew. De Bisschop was killed at Rakahanga, Cook Islands, last August, when pinned between *Tahiti Nui III* and the reef in attempting to land there following a 4½ months voyage from Callao, Peru.

It's "nice work if you can get it", said P-NG schoolteacher Miss Christina Wilson to a Brisbane newspaper before returning to her post with the NG Education Department, after leave. Her previous posting was at Wabag, with "six or seven blankets and a fire at night" and now she is going to Tari.



Mr. T. W. Canter Visscher, officer-in-charge of the agricultural experimental station in Vavua, Tonga, examines a number of excellent vanilla beans on the vines in his area. Experiments indicate that the vanilla bean could be a profitable crop for the Tongan farmer.

Another Islander who made the news pages, this time in Melbourne, was Pastor Solomon Tevita, Seventh Day Adventist missionary in the New Hebrides, who put on native dress—and a spear—for the photographers. Pastor Tevita, who was attending a mission camp in Melbourne, really wears a suit when at home.

Mr. L. A. Bridgland, well known P-NG Agricultural Dept. senior agronomist at Kerevat, New Britain, left Port Moresby in late January for Accra, Ghana, where he will attend a UN cocoa conference as Australia's representative.

Visiting his home town, Perth, West Australia, in January, after 15 years, was Mr. Ray Sheridan, of Rabaul, author of the section on P-NG music in the recent edition of the *Australian Encyclopædia*, and collector of native music and noise.

for a recently-released microgroove recording on NG (reviewed in December PIM).



Director of Education in American Samoa, Mr. Marvin J. Senter, and his bride, French-Tahitian Louise Aimata Wohler, of Papeete. They met during a visit by Mr. Senter to Tahiti.
—Pan American Prints.

English author Alec Waugh has recently been visiting Fiji, finishing novel and seeing something of the Colony. He is the brother of Evelyn Waugh.

There was a happy reunion in Wau, NG, in January, when Keith and Robin Pickard arrived from England to settle in the Territory. Mr. Pickard had not seen his father, Mr. Bob Pickard, of Wau, for 27 years.

Miss Hanifar Sahu Khan represented Fiji at the Commonwealth Youth Conference in Britain in early February. She is a sister of Mr. Sahu Khan, a member of the Fiji Legislative Council.

A new West Samoan judge has been appointed. He is Saveaali'i Sane, who was sworn in at a special sitting of the High Court in Apia. The new appointment will help cope with the greatly increased work of the Land and Titles Court, and of the High Court, particularly the circuit courts.

Lae, NG, Golf Club has adopted the Australian golfing custom of presenting "One Holer's" ties. First to receive a presentation was George Lightgale, who holed in one at the 8th—the second time that the hole has been aced in the Lae club's history.



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Contents:

PEOPLE: Personal Para- graphs of Islands' Interest .. 1	Now's the Time For a Tuna Industry! .. 49
New Year Weather Havoc in the Islands .. 13	Tick Case: Verdict For M. J. Leahy .. 51
The NG Bukas Haven't Paid Their Taxes .. 14	Indian View On the Indian Problem .. 53
P-NG Makes a Plea to Post- pone Income Tax .. 15	Puri Oil: Letter From An Expert .. 55
But Some New Guineans Want To Be a Seventh State .. 16	Problem Child Of Fiji's North-west .. 61
New Aircraft, New Air Route, But NG Still Not Happy .. 17	How Radioactive Are the Cooks? .. 65
New Set-up in the French Union .. 17	The Need For Trade In- formation .. 67
UNO Visitors for the Pacific Overloaded Vessels Flirt With Death .. 19	New Books Examine NG and Fiji History .. 69
Copra Buyers Are Grabbing At Every Ton .. 19	How To Create Confusion With An Annual Report .. 75
NG's New Waterfall .. 19	This Hotel Grows Its Own .. 77
COMMENTARY: The Pub- lisher and the Editors Look At Pacific Affairs. .. 21	Father of the Pacific Copra Trade .. 79
The Editors' Mailbag .. 23	MAGAZINE SECTION: Tropicalities, 81; Crossquiz, 82; Nauru Reborn, 83; Hurricane That Stopped a War, 84; Brett Hilder Profile, 86; Eddie and His Planners, 86; Perils of the Sea, 87; Do You Remember? 87; Book Reviews .. 88
TERRITORIES TALK-TALK With Tolala .. 27	The Month's News of Ships and Yachts .. 101
Cost of Fiji's Public Service Leave .. 29	PACIFIC REPORT: Round- Up of Pacific News and Pictures (Index p. 15) .. 115
HOME BASE: Sydneysider Reports .. 32	OBITUARY: Mr. Harry Penn; Mr. R. C. G. D. Higginson; Rev. Matthew van Stijn; Mrs. Edward Gosnell; Mrs. Alice Marsh, Mr. G. G. Smith .. 153
Comparison of NG, BSIP Taxes .. 32	Sports Review .. 155
Savusavu: Fiji's Neglected Paradise .. 35	Shipping and Airways' Tables 159
NG Coffee: A Full Review .. 37	Commerce and Produce .. 169
Samoan Coffee For Australia 37	
FIJI TALANOA: Vakatawa Talks Of This and That .. 43	

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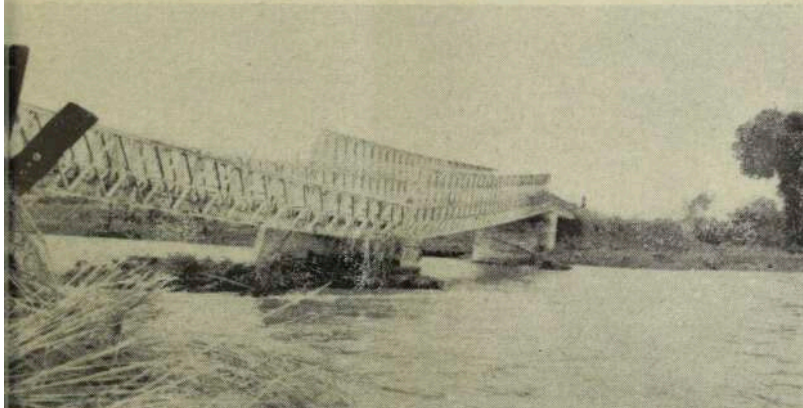
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NEW CALEDONIA. Two pictures from the north-east section of New Caledonia, which received the full force of the January hurricane, show the extent of the damage. At left is the wrecked Ponerihouen Town Hall; at right, what was left of St. Michael's Church, Amoa. Photos: Sud Pacifique.



HONIARA. The Lunga Bridge to Henderson Airfield tilts crazily after the floodwaters have receded. But when this photograph was taken one of the pylons was still slipping slowly into the river.



ROTONGA. These Tutakimoo residents can still smile from their front doorway, although they need canoes to get out. And some people did! (See more pictures next page, and page 123).

Damage in the BSIP, Cooks, New Caledonia, Fiji

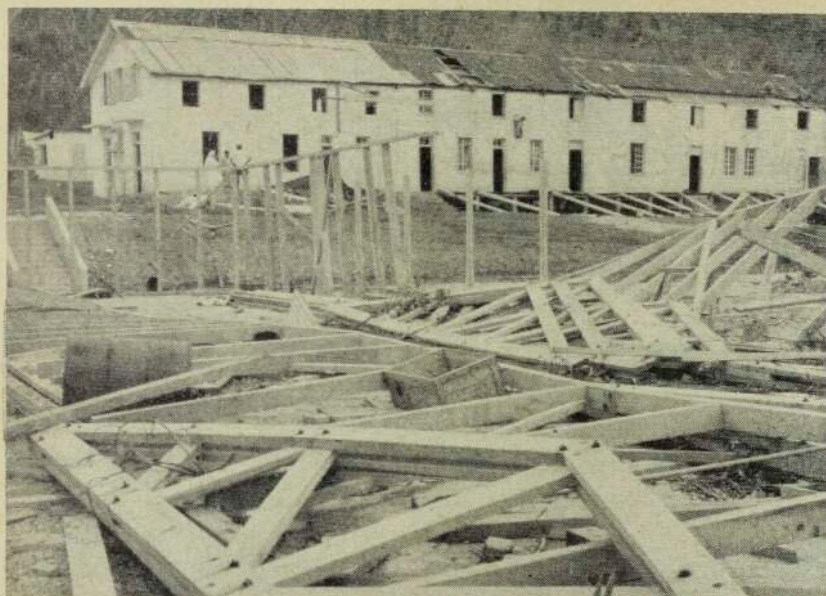
New Year Weather Havoc

Fierce January weather brought floods to parts of the Cook Islands, the BSIP, and Fiji, and helped sink the freighter *Natone* north of Australia. But most havoc was caused by a cyclone which struck north-east New Caledonia, causing £A50,000 damage.

THE floods in the Cooks inundated parts of Rarotonga, causing many homes to be evacuated and a serious loss of taro; in the BSIP, Henderson Field, near Honiara, was cut off when a bridge was damaged, and plantations were under water; in Fiji, the main road around Viti Levu was covered in parts by three feet of water. (See pages 111, 123).

The New Caledonia cyclone hit on the week-end of the 17th, after coming from the direction of the Banks Islands a few days before, missing the New Hebrides on the way.

It struck the tourist centres of Hienghene, Touho, Poindimie, Ponerihouen and Houailou, which are also rich in coffee plantations, do-



AFTERMATH. Wreckage of native girls' school at the Tye Mission, after the New Caledonia hurricane. At left, Lever's Lunga Plantation at Honiara after the Lunga River had broken its banks.

In some areas few houses and native huts had been left standing. Missions suffered badly.

One watrime quonset hut, made of steel and set in concrete, and being used as a coffee storehouse, was picked up bodily by the hurricane and hurled a hundred yards away.

There will be little or no coffee harvested from the devastated area this year, and copra production will be small for the next three years.

Meanwhile arrangements are being made to feed native victims who lost all their food crops. People in other towns have begun making generous donations.

Headache Cure Nearly Killed Her

A native woman from the Isle of Pines, some 40 miles south of Noumea, was recently sentenced to two months gaol (sentence suspended) for having practised medicine.

Following the native custom of treating headaches by "bleeding"—making an incision in the head with a piece of broken bottle—the woman had the bad luck to cut a vein of her patient.

The luckless patient was saved from bleeding to death only by prompt air transport to Noumea Hospital where blood transfusions were necessary.

A New Year and a New Head Tax But The NG Bukas Haven't Paid Last Year's Yet!

From a Special NG Correspondent

WE have just learned that the Head Tax of £2 is on again for 1959.

In Buka, up to quite early January, the East Coast villages of Ie Hangan, Malasang, Lonhan, Suhi Sing and a few others in the centre of Buka, had not paid their 1958 tax. They told the Assistant Administrator, per deputation, that they did not intend to pay—they have been consistent in that respect, with all patrol officers and ADOs that visited them.

Dr. Gunther told them they must pay. The deputation offered some excuses and withdrew from Sohamo, and resumed their stance. No can!

Early in January, the "what" Kukurai, of Hanahan, miles north of Sohamo, and Buka east coast) harangued people as to advisability of paying the tax. They went for him with knives and axes, and he fled Sohamo to report.

ADO Kimmorley left for scene with all the available native police at Sohamo to go into matter. He has not returned.

(A later message from another source says Mr. Kimmorley's visit was a success and that last year's tax will now be paid, but the report does not make it clear all villages will pay. This year's tax not paid.—Editor.)

These natives have the measure of the Administration: they are openly defiant. They feel it worth a trial and that at the rate, they can come to no harm. They have plenty of copra, trochus shell, and there is plenty of work for them on plantations. But they prefer to loaf in their villages.

"Hotbed"

Myself, I think this is a hotbed of future trouble.

Today, on the plantations where tax is due, the plantation owner or manager is forced under ordinance to line his boys for collecting officer and, if they do not pay, then (under penalty) employer is forced to pay them, and enter it on the accounts.

Thus we here are faced with a situation that local natives with plenty of potential wealth (and stored-up cash) refuse point blank to pay tax and get away with it.

But the poor Aitape and West backwoodsmen (without any means of making cash at home), who can

(Continued on page 153)

ing extensive damage to buildings and crops.

It unroofed many homes, blocked roads, broke communications.

Down south, the flooded Yate River carried away two bridges, cutting communications between the big dam area and Noumea for four days.

Noumea Escapes

But Noumea itself missed the centre of the blow, and received only heavy rain and a few squalls—all of which were welcomed, for southern New Caledonia has been suffering from a drought which was beginning to become serious.

There have been water restrictions in Noumea.

Southern New Caledonia, especially the Yate district, is normally the wettest part of the island.

Within hours of the damage becoming known, troops and Red Cross personnel were sent to the northern devastated areas to aid victims and help clear up.

Nobody had been killed but there were many narrow escapes.

Some Official Arguments "Fallacious, Incomplete"

Papua-New Guinea's Plea To Postpone Income Tax

It is likely that Mr. Paul Hasluck, Australian Minister for Territories, as a result of strong representations made to him in Canberra on January 30, will take to the Commonwealth Cabinet-room the proposed plan to impose income taxation on Papua and New Guinea at an early date, for a clearer decision regarding policy and methods.

It is hoped, following this, that the Commonwealth authority will set up a competent Commission to examine the whole of the problems connected with taxation in the Dual Territory, so that it may operate more equitably and efficiently than seems possible under present conditions.

This important change in the taxation outlook in P-NG has followed an almost spontaneous resistance among planters and merchants in Rabaul and Port Moresby to the Review of Territory Finances.

The latter was prepared by Departmental officials for the Minister some months ago, and since has been extensively circulated.

It was considered by Territories' interests that if certain incomplete and fallacious statements and arguments set out in this report were allowed to go unchallenged, taxation incomes could be imposed at an early date, on a very bad system, the economic dislocation and confusion that could follow such a change were described in January PIM, pages 17 and 18.

Rabaul Chamber of Commerce, and Planters' Association of New Guinea decided to send a deputation to Canberra to interview the Minister. Similar bodies in Port Moresby and Lae also swung into action. Within a few days, the following impressive delegation had been assembled and was on its way to see the Minister:

MR. DUDLEY F. JONES, MLC, barrister and solicitor. Elected member for New Guinea Islands; President, New Guinea Taxpayers' Association; councillor, Rabaul Chamber of Commerce; member, Rabaul Town and New Britain Advisory Councils.

MR. T. M. WILTON, bank manager. President, Rabaul Chamber of Commerce; senior vice-president, Planters' Association of New Guinea; member of New Britain District Advisory Council; representing Rabaul Chamber of Commerce.

MR. J. K. DOWLING, company director. Chairman, Rabaul Town Advisory Council; vice-president, Rabaul Chamber of Commerce; representing Rabaul Chamber of Commerce.

MR. E. A. JAMES, MLC, chartered accountant. Elected Member for Papua; chairman, Port Moresby Town Advisory

Council; representing Port Moresby Chamber of Commerce.

MR. W. A. LALOR, barrister and solicitor. President, Papua and New Guinea Public Service Association; representing Public Service Association and Mixed Race Association.

MR. H. V. QUINTON (Sydney), chartered accountant. Member of Papua and New Guinea Copra Marketing Board; representing New Guinea Taxpayers' Association and Rabaul Chamber of Commerce.

MR. J. McKELLAR WHITE. Director of the Federated Taxpayers' Association of Australia.

Mr. Hasluck was most co-operative. He was at his home in West Australia but there was to be a Cabinet meeting in Canberra at the end of

PACIFIC REPORT

Turn to these inside pages for more highlights of the month's news:

Economic Survey in New Hebrides—115; New Caledonia's TRANSPAC is Thriving; Fiji Says Goodbye to Mr. Dave Butler; Puri Oil Rig—115.

Honiara Port Is Busy—117; Bananas Boost W. Samoa's Business—117; Aircraft Carrier Visits Honiara—119; What Prince Philip Will See—121; Hopes for New Papuan Desiccated Industry—122.

Floods in Rarotonga, Honiara—123; NZ Tax Axe Again—125; Samoa's Own Bank Soon—125; Honiara Shark Fatality—129.

NG Coffee Price Mystery—129; Samoa Clears Way For Self Government—129; Hawaii Can Teach South Pacific—131; Pago and Apia Air Services Trial—133.

N. Caledonia Hasn't a Happy New Year—133; Niue Stays Polio Free; Papua Has Native Cadet Unit—135; Canberra Expert to Advise W. Samoa; Recorded Music of South Pacific—136.

Norfolk Unhappy About No Tourists—139; Goroka Holdings Issue Writ—139; Lloyd Hurrell of Wau; Over Quarter Million Back Payments to Planters—141; Drought Affects Niue Exports—143; NG Missions Must Teach English—144.

January. So he agreed to meet the delegation there on January 30.

(Over)

This Might Do For The Duke, Sir!



Tarawa atoll is busy preparing for one of its rare Great Occasions—the Royal visit by Prince Philip in March. This bevy of beautiful Ellice girls was pictured in late January practicing the Siva dance they will perform before the Duke at a "batere". An RNZAF aircraft brought it out. For Prince Philip's itinerary, see page 121. Photo: A. C. Atkinson.

NG Tax 'Would Be Disastrous'

(Continued from previous page)

Then the Cabinet meeting was cancelled; but Mr. Hasluck refused to cancel the P-NG interview. Instead, with the Secretary of the Department, Mr. C. R. Lambert, and other officials, he met the delegation on January 30, and spent 2½ hours with the members, in a general discussion; and, later, they all lunched together.

Mr. Dudley Jones, who led the deputation, reported afterwards that the Minister accorded them every courtesy and consideration, and the atmosphere was friendly and helpful.

The following is a summary of the facts and arguments which were laid before the Minister by the delegation, the members of which spoke in accordance with a pre-arranged plan:

Deputation's Views

At this stage of the Territory's development, income tax and company tax would be disastrous to its economy.

The deputation expressed disappointment at the quality of the abridged report on Territory finances tabled in the Legislative Council. It considered that the report was not based on adequate research; and it urged that a full and adequate survey should be made.

The deputation said P-NG people were disturbed at the lack of a firm public announcement by the Government concerning whether it was or was not its intention to introduce this form of taxation and that,

in its opinion, the lack of an announcement had already had a detrimental effect on the Territory's economy, in respect of both capital and staff.

It appealed for an official announcement that this form of taxation would not be considered for at least five years.

The Territory, undeveloped as it was, needed a continued and increasing flow of both capital and personnel.

The introduction of this form of taxation would cause a substantial reduction in the inflow of capital

and an outflow of capital. This had already occurred under the threat of taxation.

The bulk of developmental capital was supplied by individuals and small companies.

The profit of individuals and companies, particularly those supplying services and goods, was not as great as the Government apparently thought. The expected taxes now paid were a direct tax on the incomes of producers.

The normal company, planter and businessman have already budgeted their capital development for the next five years.

Income tax would cause severe staffing problems in the Administration and private enterprise.

(Continued on page 149)

But Some Are Philosophical

If They're Taxed, They Want To Become The Seventh State

Not all Papua-New Guinea Territorians are agitated about the threat of income taxation this year. Many of them are quite apathetic about this, as they are about most vital questions.

It hasn't happened yet, they say, so why worry until it does! And, they add, if they make up their minds we are to have tax, then there is nothing we can do about it.

Others say the talk of tax is just Australian Government kite-flying to see how the Territory—

especially Territory big business, takes it. The Australian Government should now be under delusions about this, although the average Territorian has, as usual, left the yelling to his community leaders.

Amongst those who have been the force in the anti-tax fight, Mr. S. Fox, well known Port Moresby accountant and community worker.

However, if in spite of everything that has been done to delay the introduction of income taxation the Federal Government decides to go ahead—and one of the officers of P-NG's Legislative Council told a PIM reporter in Port Moresby in January that the decision comes up at the next meeting in March—Mr. Fox has alternative plans.

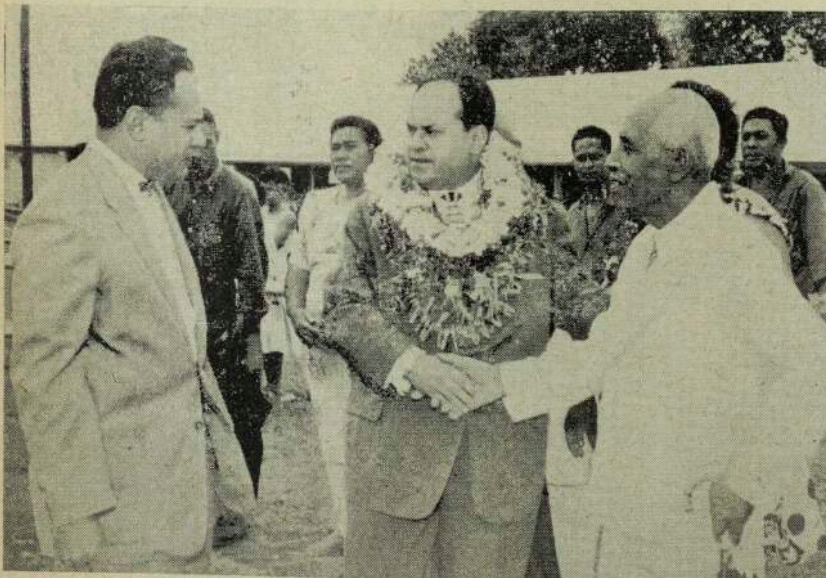
In the event of taxation, Mr. Fox wants Papua-New Guinea to become the seventh State of the Commonwealth, immediately.

He says that there has not been much political interest in this from Territorians up to date, because most of them laboured under the delusion that they were untaxed and while they were untaxed they were not anxious to become a State.

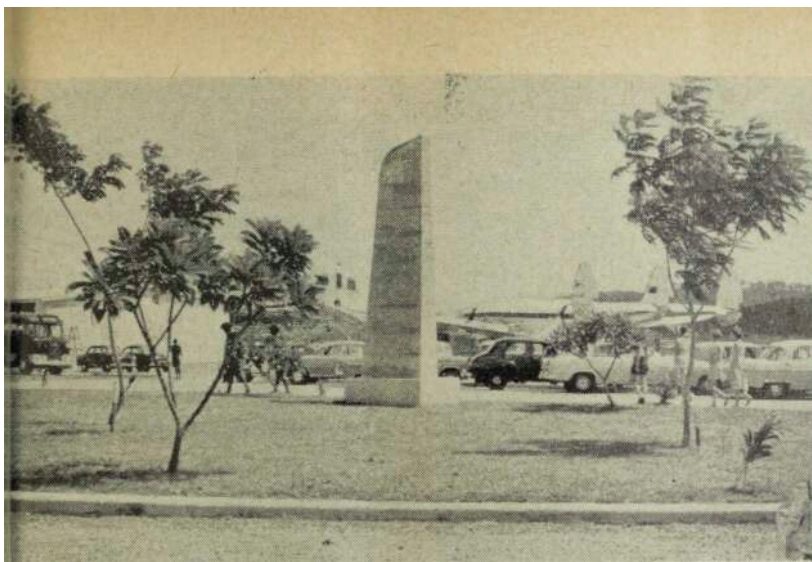
However, in the last year this has been shown that indirectly they have been taxed almost as much as Australian mainlanders and if they get income taxation as well, they are going to be more heavily taxed.

Mr. Fox has given the idea

(Continued on page 151)



NEW AIR LINK. In Pago Pago, Eastern Samoa, in January in readiness for the Samoan Airways' survey flight to Apia, Western Samoa—Governor of American Samoa, Mr. Peter Coleman, the director of Samoan Airways, Mr. Lawrence Coleman (the two are brothers) and Samoan Judge Malepeai. Samoan Airways is anxious to inaugurate a twice daily air service between the two centres. Story on page 133.—Pan American Prints.



THE NEW AIR HUB.—This obelisk at Jackson's Airport (with Qantas' Super Constellation "Southern Mist" in background) is to the memory of Squadron-Leader John Francis Jackson, DFC, after whom Port Moresby's international airport is named. Squadron-Leader Jackson was killed in action in April, 1942, aged 34. The memorial was erected by the St. George, Queensland, sub-branch of the RSSAILA.

But It Still Hankers After a Competitor

P-NG Gets New Aircraft And A New Air Route

In probably the biggest social doings of the century, Qantas launched its new Sydney-Port Moresby Super Constellation service with three days of festivities, January 21-23, and so shifted the gravity centre of Papua-New Guinea airlines activity from Lae, where it has been for 30 years.

JACKSON'S (Port Moresby international airport) now has a new jet-length runway; a new "temporary" overseas terminal, run up by Works Department in a matter of 10 days; and the promise, sometime, of a real £85,000 terminal building and a new £98,000 control tower.

From January 20, there are four services per week from Sydney to Port Moresby by Super Constellation, flying northwards during night-time, and southwards in late afternoon and evening.

Inauguration!

It will become an international airport in fact on March 3, when the first Qantas Super Constellation on the weekly Sydney-Hongkong service is routed through Port Moresby instead of Darwin.

This will give a Sydney-Port Moresby service five times per week.

The inaugural festivities began at rejuvenated Jackson's at 8 a.m. on January 21 (the Super Constellation was 1½ hours late, having had to

outflank a couple of cyclones on the NSW and Queensland coasts), when official guests from Australia were piped off the aircraft by the band of the Pacific Islands Regiment; and ended when Mrs. D. M. Cleland, wife of P-NG's Administrator, cut the official ribbon and sent *Southern Mist* away southbound to Sydney on January 23.

In between there had been a cocktail party at Government House; a tremendous buffet dinner given by Qantas for between 200 and 300 guests; and courtesy flights 19,000 ft above Papua for local folk.

In spite of the fact that it all took place in the middle of the "wet", with the tail-end of Queensland's cyclone lashing the area, the operation went off with no hitches and got full marks for perfect organisation.

There probably have been social events as big in individual Territory centres. But none had involved the uplifting of so many representatives of commercial, Administration and planting communities and transporting them to one centre for three

days of gaiety. Port Moresby's hotels were bursting at the seams in an effort to cope with the influx of VIP Territorians.

Only Territory Big Names notably absent were those from the New Guinea Highlands. The Coffee Conference at Goroka overlapped the Qantas celebrations and kept a lot of people at home attending to business.

Second Operator Wanted

But—on the good old Territory principle that if it's good there must be something wrong with it—the last glass of beer had scarcely been sunk, and the last VIP sent happily homewards, when the drawbacks of the new service were being trotted out for general discussion.

Mainly, they settled around the fact that, due to the bigger carrying capacity of the Super Constellations, there will be only four services from Australia to the Territory per week, instead of the half-dozen that has been usual practice with the Sky-masters, which the Super Constellations displace.

This will mean less frequent mail, newspapers and air-freighted cargo.

Even when it was announced that a weekly flight from Sydney to Hongkong would be routed through Port Moresby, giving in effect a fifth service, the complaints continued, because what Territorians really hanker for is another operator on the Australia-New Guinea service.

Director-General Looked Things Over

They hanker on the principle that competition is good, particularly for the customer.

It was probably no accident that on the first Super Constellation service out of Sydney went Mr. D. G. (Over)

NEW SET-UP IN THE FRENCH UNION

The French Overseas Ministry no longer exists. The four remaining colonies of the French Empire in future will fall under the direct control of M. Jacques Soustelle, who is second to the French Premier, M. Debres.

The colonies are New Caledonia, French Oceania, French Somaliland and the islands of St. Pierre and Miquelon.

So far as New Caledonia is concerned, the local Assembly takes over most of the island's administration, as set out in the Loi Cadre; whilst the services administered by France—Justice, Post and Telegraphs, economic direction and a few other essential services—will be attached to administrative services in Paris.



QUICK NEW LOOK. interior of the new "temporary" overseas terminal at Jackson's Airport, Port Moresby. It was run-up this far in a matter of 10 days by the Works Department which is still putting finishing touches to it.

Anderson, Australian Director-General of Civil Aviation, for an inspection tour of all Territory airstrips, and those on the route to Honiara, BSIP.

In addition, he looked at Territory air-services generally, met representative citizens, and listened to their ideas on how services could be improved.

It is believed that, on Mr. Anderson's findings, and his yea or nay to the Minister for Civil Aviation, will rest the decision whether or not Qantas will have a rival on the Australia-New Guinea service. And it seems to be generally expected that sooner or later, Qantas will have a competitor—probably one of the mainland operators.

But if Qantas is to have competition on the Australian service, it is logical to expect some rationalisation of existing services within the Territory.

At present, private operators there have an almost unrestricted right to operate the routes they wish, as frequently as they wish. One result of this is that they keep to the services that are profitable, leaving Qantas undisputed right to operate those routes which can never be economic.

DC3's Are Still Basic

If the only thing that mattered in Papua-New Guinea airline operations was straight-out competition between rival operators and profits, it is obvious that some areas which now get a service once a week, or once every two weeks, would have long ago found themselves without any air service at all.

Before he left Port Moresby at the end of January, Mr. Anderson

made it clear that Territorians could not yet expect to see the last of their old DC3 work-horses, on which major internal operations are based, because the 42 airstrips in the Territory capable of taking DC3's must continue for some time to be the basic factor in operational planning.

Although Territorians are naturally anxious for faster, more comfortable modern aircraft, most of the turbo-prop types which have replaced DC3's on overseas domestic routes would be uneconomic in many of the Territory services where not much more than 15 minutes to 30 minutes flying-time separate landings. Newer type aircraft that reach their maximum economical cruising levels above 10,000 feet would be useless on the milk-run type of New Guinea services.

Getting There Faster

On some other Territory routes, aircraft like the Fokker Friendship would be suitable; but here again it is doubtful if the outlay on expensive aircraft for restricted use would be warranted.

Qantas now has one Skymaster based in the Territory. It provides the feeder service between the Super Constellation calling at Port Moresby, and Lae; and once a week it operates the Port Moresby-Cairns service.

The rest of the Qantas fleet consists of DC3's, with Otters for the airstrips not up to DC3 standard.

Super Constellations on the Sydney-Brisbane-Moresby service carry about 60 passengers, which means that each has a little more space

(Continued on page 25)

All Over the Place

Much UNO in Pacific

• The South Pacific Islands are going to see quite a lot of the Trusteeship Council of the United Nations in March. The prospect is not viewed with enthusiasm by Administration officials who are called upon for a great deal of unprofitable work.

ONE team, already, is headed for New Guinea, and will be travelling through that Territory between March 6 (when it lands in Manus) and April 15, when it is due to leave Port Moresby for Australia. It will also visit Nauru.

The other—a special team which is to lay out the plan for the establishment of self-government in Western Samoa—is due to arrive in Apia on March 25, and will depart on April 16.

The names of the New Guinea Mission were announced in February. They are:

MR. CHIPING H. C. KIANG, Chinese authority on international law. He has held many diplomatic posts. He is chairman of the Mission.

MR. CLAYES BOUUAERT, of Belgium, who has had much experience as a colonial administrator in the Belgian Congo.

MR. U TIN MAUNG, who was editor-in-chief of the *New Burma* until the war, and since then has been an active participant in Anti-Fascist organisations, and has represented Burma in various diplomatic posts.

MR. SERGIO KOCIANCIC, who is a graduate in political science and has been in the Italian diplomatic service since 1953.

This Mission, as is usual on such occasions, will be conducted to various points of the NG Trust Territory, and permitted to inspect any part of the administrative machinery in which it is interested.

The special Mission from the Trusteeship Council, for Western Samoa, is to follow the itinerary:

March 25—Arrival in Apia.

March 26—Official and public welcome.

Easter period intervenes.

March 31—Formal meeting with Fautaua, assisted by elected members of Assembly. Reception by High Commissioner at Vaillima.

April 1 and 2—Discussions with government and public bodies.

April 3—Tour of districts and inspection.

April 5-9—Mission visits and inspects Savaii.

April 13-15—Further discussions in Apia.

April 16—Mission departs from Apia.

The members of the Mission to Samoa (who are due in Auckland on March 18, and in Wellington on March 19, before going to Apia) are:

MR. ARTHUR S. LALL, leader of the Mission, as India's representative at United Nations.

SIR ANDREW COHEN, KCMG, Britain's representative on Trusteeship Council—a distinguished ex-Governor.

MR. OMAR LOUFI, the permanent representative at UN of the United Arab Republic.

MONS. JACQUES KOSCIUSKO-MORIZET, representative of France on the Trusteeship Council.

Skirting With Death On The High Seas

CONCERN FOR OVERLOADING

From a Staff Writer in Suva

Authorities here are concerned with the utter disregard some local ships' masters have for human life, by the way they flout the regulations governing the maximum number of passengers each vessel can carry.

The Fijian, like anybody else, likes to spend his holidays at home, in his own village. If he has to travel by sea, he couldn't care less if the cutter he is on is carrying 60 passengers instead of the stipulated 25 or 30.

The risk of the vessel being swamped in the open sea miles from anywhere, because of overloading, never seems to enter his head.

"Indifference"

That is one problem, but add to this attitude of public indifference the contempt some local skippers have for the marine regulations, and you have a matter needing investigation.

Some skippers are always certain that "everything will be all right". A major tragedy some day will doubtless disprove this attitude.

The Government imposes fines, in most cases, when a captain is prosecuted, but there does not appear to have been enough prosecutions to improve the situation.

Fijians have been sent to prison for up to 12 months for stealing a tin of meat on the waterfront, but a man who flouts the law and subjects people to risk on the high seas deserves more than a fine.

Nukualofa, Tonga, January 27.

Overloading of inter-island boats in Tongan waters has in the past brought about the need of strict supervision by harbour authorities.

But this dangerous practice has again been brought into the light through the tragic sinking of the 30-ft cutter, *Lupe*. A young child was drowned and 34 other passengers thrown into heavy seas when the cutter capsized about 20 miles out of Nukualofa. The cutter was licenced to carry 10 passengers.

The survivors clung desperately to the upturned hulk and fortunately rescue came in two hours when the Wesleyan boat, *Fetu'u'aho*, happened to pass by.

An inquiry will be held.



IN UNEXPLORED NG

Seen by a European patrol for the first time in December, this waterfall drops 600 ft. on the Madang side of the Bismarck Ranges of NG. Patrol Officer Barry Griffin and Sydney journalist Gavin Souter (who took this photograph), climbed to the top but were unable to see how many leaps the fall made in that distance. One day—perhaps a long way off—it may be a tourist attraction. NG has many fascinating waterfall's that have difficult access. One, at the source of the Kanu River, Central New Britain, roars out of a great limestone cavern in the side of a mountain, and later leaps 200 ft.

Buyers Are Grabbing At Every Ton

COPRA PRICE SHOULD REMAIN HIGH

By a Staff Writer

When word reached Sydney in the last week of January that copra had reached fantastic prices on the world market—the Carpenter crushing mills in Suva were offering £86 per ton Fijian (close to £97 Australian) on wharf, Suva, for top grade—I made a call on some of the dealers in copra.

WHAT on earth is happening? I asked the merchants. How long is this going on?

The causes of the high price were easily explained.

"The price of Philippines copra is the yardstick by which all copra values are measured," said one expert observer. "Everyone has known for a long time that there has been a really serious drought in the Philippines, but no one seemed to realise until late in 1958 the effect of the drought on the coconut palms. The reduction in the production of nuts over the past year has been very great."

"Normally, Philippines produce about 2 million tons of copra each year, most of which goes to United States. For some time now, Philippines production has been down to a rate of about 750,000 tons per annum; and the American demand has been maintained."

"Simultaneously, we have had a shrinkage in Indonesian production of at least 100,000 tons per annum, due to the disturbed political and economic condition of that country."

Risen Sharply

"Not able to get full supplies from Philippines, United States buyers have been entering the European market—and copra consumers everywhere, since early December, have been grabbing at every ton they could get. Usually, the price has risen sharply."

The experts expect the price to remain high, for a while.

Wherever possible, copra buyers are turning to the use of other suitable vegetable oils, which tends to check the copra rise—but the copra price will remain high until normal supplies flow again.

The Philippines drought ended

(Continued on page 148)

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COMMENTARY

In P-NG: Aspects of The Mick Leahy Verdict

SINCE the war, and the advent of Administrations whose thinking is deeply coloured by "native welfare", the small European individualist in Papua and New Guinea has not had much official encouragement.

The big corporations have been given some help; but the "little fellow", trying to establish himself as a planter, or storekeeper, or engineer, or sawmiller, usually has had to fight generally against officialdom and especially against certain gentlemen with a Brown Brother complex. Over many official doors, for 10 or 12 years, unwritten but plainly discernible, was the sign, "Europeans not wanted—Keep out!"

Finding themselves thus regarded, far too many Europeans cashed in and got out. Differently treated, many would have left their money and their relations in the country, even if forced out themselves by age or sickness.

The pioneer Leahy brothers, miners and explorers and planters—and good soldiers, between 1942 and 1945—refused to go, in spite of officialdom. Instead, they ploughed their money back into the New Guinea Highlands, in cattle and pukau, coffee and sheep and vegetables—rendering a valuable service in demonstrating the potentialities of the country, to natives as well as to Europeans.

Therefore, the verdict which Mr. I. J. Leahy has won in the law courts against the Administration will be regarded with lively satisfaction, not only by experienced non-official residents, but also by many of the senior officials.

More and more senior officials in the field now accept the truth of the argument that the best and quickest way to get in New Guinea a higher native living standard is to establish there more of a suitable class of European producers, to show the natives how to achieve production and create wealth.

Counting sons and nephews, there still are only a handful of Leahys in New Guinea. The country wants hundreds of people of this type; and every resource of the Administration, in money and in skill, should be made available to help and encourage them.

It is a bad show when a pioneer like Mick Leahy should have to risk his own hard money in an expensive law action, in order to get bare justice from the Administration.

However, in the decision to finance ex-servicemen onto plantations in P-NG, there are signs that Australia at last is going to give active,

practical help to the European individualists—"little fellows", as distinct from well-endowed corporations—to settle in New Guinea.

There could be no better guarantee of the security of Australia's huge investment in P-NG—i.e., 8,000 dead servicemen, and £100,000,000 of public money.



Fiji Will Note India's Welcome to Philip

IN Eastern Europe and Northern and Eastern Asia there are nations, tied ruthlessly to Muscovite Communism, whose population is close to 1,000 millions. That staggering figure includes 640 million Chinese.

If we add together the people of the Western nations, including the United States and the non-Asian countries of the British Commonwealth, we get a total of over 500 millions. That way, we leave the people of Southern Asia and of Africa between the two worlds.

But if we include the 400 millions of India and Pakistan, with their tremendous potential of manpower and material wealth, we get a new kind of picture, and a very interesting one. Most Western civnics, knowing how Communism breeds and works, hitherto have been inclined to give India's millions eventually to the Communist world.

The socio-political future of India's 400 millions is of vital importance to Australia and the South Pacific countries. In the long view, we cannot escape Red enslavement if it falls in on top of us, from Asia.

But India and Pakistan, although beset by political troubles, have shown no movement towards Communism. Owing to over-population, great masses of Indians—scores of millions of them—live in bitter poverty; but under Mr. Nehru's leadership they are striving for better standards of life by the methods of individualism and State socialism, rather than by the ant-heap technique of Red China.

All this is brought sharply to our notice by the astonishing, overwhelming demonstrations of popular goodwill towards Prince Philip, in India and Pakistan.

India has remained, since independence, a member of the British Commonwealth; but hitherto, in security calculations in relation to the Cold War, we usually have written India off as a bad risk. Pakistan we always have regarded as a closer relation.

But the masses of Indians seem to be in no doubt of where they stand. They welcomed Philip not only as a Mountbatten (it was his famous uncle who, as Viceroy, directed India's smooth transition from direct British control to independence), but also as the Consort of Britain's Queen, head of the British Commonwealth.

Apparently, India's masses are happy to be in the British Commonwealth, and quite willing to pay homage to Britain's ancient throne. That not only is a great tribute to British "Colonialism": it is also, for the South Pacific, an important and significant development.

It is comforting to feel that, between the unpredictable Communist world of Northern Asia, and the small Western countries of the South Pacific, there is this solid wall of 400 millions of Indians, pro-British and anti-Communist.

It is interesting to note that, when we come very shortly to seeking a solution of Fiji's population and economic problems, Fiji's 175,000 Indians may be influenced in their thinking by the prevailing friendly sentiment in their homeland. It will be so much easier to deal with 175,000 friendly and co-operative fellow-Britishers of Indian blood, than with 175,000 unco-operative immigrants from Asia.

In national planning, as in international trading, goodwill and understanding can make all the difference. India's welcome to Prince Philip must have been noted with much pleasure by all classes in Fiji.



Japan has not Forgotten New Guinea and BSI

IN the Japanese Parliament, on February 4, a Conservative member argued that the whole of New Guinea (by which presumably he meant Dutch New Guinea and Trustee New Guinea, which includes New Britain, New Ireland and Bougainville), should be—

- Placed in the care of the United Nations Trusteeship Council;

- "Developed through the use of United States' money and Japanese man-power."

A leading Japanese Statesman, Mr. Hideo Sudi, said the suggestion was "only a dream".

Surprisingly, the Prime Minister, Mr. Kishi, said that the plan "deserved serious consideration".

Again and again, in past years, FIM has pointed out that Australian and Dutch New Guinea, carrying only 3 million people (when, according to Indonesian or Philippines standards, it could support 60 millions) have been a focal point for much Japanese expansionist planning—have been, and still are.

(Over)

If the Axis Powers had won World War II, tens of millions of surplus Japanese would by now be pouring into New Guinea, the Bismarck archipelago and the Solomons. That, definitely, was part of Japan's plan when Togo and Company struck at Pearl Harbour 17 years ago.

A generation of anti-colonial idealists and bearded planners has persuaded the world that the Japanese now are a nation of little gentlemen who never now turn a covetous eye upon these empty South Pacific islands.

But sometimes—as on this occasion—we are allowed a little glimpse behind the scenes.



Some Cold Facts For A Left-Wing Writer

A GENTLEMAN named Kingsley Martin, described as "Editor of the New Statesman" (which is one of Britain's very Left-Wing journals) has been advocating a complete reversal of Canberra thinking in relation to Indonesia.

In typical Left-Wing style, he argues that "Australians should cease to support Dutch claims, and that they should think in terms of working with Indonesia rather than with the Dutch, who admit that they find the administration of West New Guinea troublesome and expensive."

But, in a thousand denunciatory words, he fails to give one good reason why Australia should abandon the Dutch—who are their West European cousins, and racially preferable to any number of Indonesians—and try to get on-side with the 83 million socially and politically useless folk who occupy the East Indies.

He says that the Indonesian leaders are "strongly anti-communist", and resent Australia's support of the Dutch.

He says: "All this is a thousand pities. In the immediate post-war period Australia won golden opinions in Asia by supporting the new republic. Unhappily, Australian policy changed when Mr. Menzies succeeded Mr. Curtin."

He presumably is referring to that shameful occasion when Sydney's Communist wharf labourers refused to load Dutch ships.

We know nothing about Mr. Kingsley Martin—obviously, however, he is one of the swaggering Pink journalists who have done so much to bedevil the Western leaders in the post-war world, and push them constantly towards Iron Curtain Ideology. And, obviously, he knows nothing of the history of events in Indonesia. Here are the facts:

Indonesia is not a united nation—never has been and probably never

will be. It was pure accident that the Dutch made one huge administrative area of this mass of archipelagoes with headquarters at Batavia. Even after ruling the Netherlands Indies successfully for 300 years, the Dutch had not made one country of it.

If they had returned to the Indies in 1945, and been subjected to these post-war nationalist pressures, so that they were obliged to confer self-government where such was justified, the Dutch would have divided the East Indies into at least four separate communities—Java, Sumatra, Borneo, and the group of easterly archipelagoes like the Celebes and the Moluccas. That way, we might have seen the shape of nations to come, like Ceylon and the Philippines and Malaya.

But the Dutch, bled white by World War II, and harassed at home, like the British, by post-war Socialist administrations, could not resume possession of the Indies without help; and Britain and the United States, guided by Leftist "thinkers", like Australia's Evatt, would give no help.

Eventually, the Dutch got back into Indonesia under their own steam but, handicapped at home, and nagged at by UNO, they were forced to compromise with the Jap-nominated "government" of Soekarno.

The history of it all is there, in official documents.

Soekarno's gang promised general elections, in which the different sections of Indonesia would support local governments, and elect members to a sort of Federal parliament; and Indonesia was to become part of a Union with The Netherlands.

That was only fair and right. The Dutch had given 300 years of colonising work to the Indies; their investments there were enormous; at least half a million people were of mixed Dutch and Malayan blood.

None of that undertaking was carried out. There were no elections, worthy of the name; there is no representative government for any race there, except the Javanese; the pledge to enter a Union with Holland was cynically repudiated; the government is simply a Soekarno dictatorship; and, as the Dutch people were hunted out, with malice and without mercy, supposedly to make room for Indonesians, the Chinese moved in in an endless stream, to take the places of the Dutch.

The biggest single political organisation there now is the Communist Party, and it is very strong. The administration is feeble and corrupt, and so inefficient that it sits around crying constantly for economic aid, trying to play off the West against the Muscovite.

These are the people and this is the country with which Mr. Left-wing Kingsley Martin thinks Australia should be in alliance!

Dr. John Burton Cuts Loose Again

PERHAPS because he is the son of a well known Pacific Island missionary, but probably because he was briefly in charge of Australia's Department of External Affairs during the Evatt regime, ten years ago, Canberra's Dr. John Burton occasionally presents himself, through the newspapers, as an expert on Pacific Islands subjects.

Here are some of his choicest morsels, delivered in Canberra, January in an address to 180 "Youth leaders" from churches in all Australian States, Southeast Asia, Tonga, Fiji and Nauru:

"Australia's policy on New Guinea is a classical example of colonialism."

"Australia's policy of exploitation and discrimination is designed only to make the native people better servants of their white masters."

"The people of New Guinea are more prepared for self-government than most people believe."

"Indonesia is no more capable of administering New Guinea than Australia, or the Dutch. But it is certainly no less capable."

And more to the same effect wherein this troublesome Doctor finds much merit in Asians and Islanders generally, and very deplorable traits in Europeans, and especially Australians.

This is typical of the way in which our freedom of speech can be abused, and great harm done by irresponsible talkers.

The "Youth leaders" of Fiji, Tonga and Nauru, having heard the address of a Doctor, can go back to their Pacific countries with quite erroneous and dangerous impressions of public opinion in Australia.

Political nuisances like Dr. John Burton should be kept under some kind of restraint, and let loose only "Youth leaders" only under license.

Paris Gives the OK to South Seas MOF

A little assistance to the struggling Pacific pearl-shell industry came recently from the least likely quarter—one of the Spring "Collections" in Paris. And we understand this is only the beginning. M. Pierre Balmain was the man responsible here; and, according to the fashionable writers, "the colours, line, fabrics and accessories of all his clothes were inspired by the 'pearl-ocean'—that's mother-of-pearl to you."

One of Balmain's suits was reported to have been decorated by the most "precious button in the world"—it was of gold-lipped shell, set with Australia's first cultured pearl from Broome.

The Editors' Mailbag

Shell Poaching In New Hebrides

An indignant resident of Santo (in the New Hebrides) writes of how a Japanese tuna fishing crew, being obliged to spend some time on an outer island of the New Hebrides while undergoing repairs, improved the shining hour by scraping about four tons of trochus shell from a reef there and taking it away, and subsequently selling it to a well-known firm in an Islands port. There is no evidence that the Japanese are making a deliberate practice of poaching shell, in the manner that made them notorious many Islands groups prior to World War II; but the incident shows that they still are ready to recognise the value of the shell, wherever and whenever they find it. The Japanese vessel in question was a regular tuna fisher. Apparently, it sprang a leak and had to be hurriedly beached for repairs. The trading concern which bought the four tons of shell from the Japanese is well known in the New Hebrides and it took a risk. That incident could have been—and should have been—reported to the condominium officials. At the present time, the shellfish in the New Hebrides are under protection, so that they may recover from the intensive fishing of the past; and the Government would like an unfavourable view of poaching by Japanese—or anyone else.

The Tennis-Playing Humphrey Berkeley

Mr. A. C. Monckton, now of Sydney, has something more to say about Mr. Humphrey Berkeley (PIM for Dec., etc.):

I was Hon. Sec. of the Suva Lawn Tennis Club at the time (about 1906-7 I think), when Humphrey Berkeley was a practicing solicitor in Suva. He had been a very good tennis player, so it was said.

As we tennis players wanted some generous donor to give a tennis challenge cup I approached Mr. Berkeley. He promised me a cup, but told me to come and see him later on. I approached him again several times during the next few months, but he always put me off, and told me to go away and see him later.

But one day I heard that he had just made a profitable deal over an Island with Father Rougier, so I made haste to tackle him again, saying, "What about that challenge cup you promised me?"

Said he: "Certainly, certainly, I will give you a cheque now". And

he did, one for £20. It was with this money that we purchased the silver cup from Sydney, and called it the "Berkeley Cup" for the Lawn Tennis Championship of Fiji. It is now, no doubt, gracing the home of the present Champion.

On my arrival in Fiji about 1900 I heard that there had been great rivalry between Humphrey Berkeley and Dr. Keith as to who was the better player. A match had been arranged on the Suva Tennis Club courts. It was said that during the match Berkeley had to be fortified with stimulants at every change of ends, and many towels were used by him as a relief to his feelings.

I do not now remember what the final outcome of this match was, as I did not see it. Perhaps someone else can say. However, during my period as Secretary of the Suva Tennis Club I tried unsuccessfully many times to induce Berkeley to enter for tennis tournaments, or even to come and play, but he always refused.

News of a Copra Cutter

A resident of Vella Lavella, in the British Solomon Islands, refers to an article in PIM of September, 1953, in which there is a description of a mechanical copra-cutter, invented by a resident of Tahiti. He asks if this, or any other mechanical copra-cutter is available to coconut planters.

The Tahiti invention of 1953 did not get very far—the people concerned seemed to run into difficulties of manufacture and distribution.

Soon afterwards, a copra-cutter of a somewhat different type was invented by a resident of California, and the latter showed much energy in trying to market the machine. There was some suggestion that it could be an infringement of the Tahiti patent—although nothing more was heard of the matter here after 1954.

The Californian inventor brought a prototype of his machine to Sydney, for demonstration, and we believe that it was eventually sent to New Guinea, for a hard try-out under plantation conditions. We heard nothing more of the machine in the South Pacific, but there was a report, two or three years ago, that it was being operated in the Philippines.

So far as we know, there is no established make of mechanical copra-cutter in general use in the South Pacific Islands.

Islands Bananas Too Poor for Overseas Market

A New Zealand reader of "PIM" writes wrathfully of the suggestion (made by a Tongan banana shipper, in January issue) that cracks in the packed banana cases from the Islands should be filled with small bananas.

The burden of his song is that Islands bananas as sold in NZ, and whether they come from Fiji, Samoa or Tonga, are horrible enough anyway, without including undersized specimens as well. He continues:

We can have plenty of sympathy with this banana shipper and his surplus undersized fruit (which might better be used as the basis of a small processing industry) but before landing small bananas in New Zealand, the aim should surely be to land sound bananas, of whatever size—and at the present time it is virtually impossible to purchase a full-flavoured sound banana in New Zealand.

Any Islands grower who doubts this statement should arrange for a reliable friend to walk around the Auckland fruiterers and purchase a pound of the best-looking bananas that he can locate, take them home, peel them, and report accurately on what he finds.

What he will find is that three out of four bananas are rotten at the core for at least an inch from one end. Some will be rotten to some extent for the entire length at the core, though this will not be apparent until the banana is broken. None of them will taste like good quality bananas.

The reason for this condition may be no fault whatever of the growers, pickers and packers. It may be that the fruit is picked in too immature a state in order to get it to the New Zealand consumer before it is too ripe. It may be wrong shipping temperatures or other faults in ship-stowage, or in storage on arrival in New Zealand.

Whatever the cause of it all, no one appears to show the slightest interest in carrying out research to improve the fruit, or if anything is being done in this direction it is having precious little effect over the years. If anything, the situation as to rotten fruit has worsened in the past year.

Islands bananas as at present exported, would be completely unacceptable in competitive overseas markets such as Canada or the United States or Europe, where the fruit is retailed in sound and attractive condition, whatever its flavour may be.

The truth is, of course, that everyone concerned with the Islands banana industry knows that the New Zealand public is not likely to be offered any other bananas, and that fact governs the present "if you don't like 'em, don't buy 'em" attitude. (Over)

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Pending Changes In Islands Governments

"What is being done to bring the nations into line over Pacific Islands government?" asks a correspondent.

The answer is, Nothing. Anyone, looking over the South Pacific countries today, can only express a hope that something soon will be done to bring sense and co-ordination into government and administration. At the moment this is written:

- A UN Trusteeship Mission is touring Micronesia, Nauru and New Guinea, checking on American and Australian administration.

- An Indonesian Minister is in Canberra, trying to induce Australia to take a more definite line regarding Dutch New Guinea.

- A British Colonial Office Mission is getting ready to visit Fiji and examine the constitutional position against a background of racial problems.

- A UN Trusteeship Mission is en route to Western Samoa, to prepare a further transfer of NZ Trusteeship towards self-government.

- The French Territories which adhered to the new De Gaulle constitution of the Fifth Republic await clarification of the laws which control their future measure of self-government.

There is no connection between any of these things.

Meanwhile, what has happened to the South Pacific Commission, which was created as an instrument of over-all consultation and administrative co-ordination? Nothing has been heard for some time.

NG Air Moves

(Continued from page 18)

man on the old Skymasters—but not much.

The reduction of 2½ hours in flying time is noticed most on the southbound journey, when scheduled time of arrival in Sydney is 7.30 a.m. This is a considerable improvement on the midnight to 1 a.m. arrivals of the Skymasters.

But Customs and immigration inspections for Sydney passengers are now performed in Sydney, instead of in Brisbane. Therefore, the hour's wait at Brisbane with passengers herded into a "holding room", and permitted no contact with the outside world, is a dead loss as far as they are concerned. If this wait could be whittled down by half it would be a good thing.

The improved comfort of ressurised flight was evident in the first weeks of the new service, which operated in bad flying conditions. The big plane was able to ride over the worst of the bumps which, in the unpressurised Skymaster, can make flying around

cyclones un-nerving.

And, apparently as a result of the introduction of Super Constellations, the "on" flights from Port Moresby to centres like Rabaul, have improved to the extent of having standard forward-facing seats—not yet up to DC3 airliner standard in Australia, but a distinct improvement on the tin benches along the sides of the fuselage which used to be normal equipment.

Features of New Hongkong Service

The prize in flying comfort, however, will go to the fortunate few who can get themselves to Port Moresby on the weekly Hongkong service, when it begins in early March. This will allow travellers to fly direct from Sydney to Port Moresby in seven hours.

Moreover, the flight will be made in daylight, with a 9 a.m. departure from Sydney and a 4 p.m. arrival in Port Moresby; and, on the south-bound flight, a scheduled 9.30 a.m. departure from Port Moresby and a 4.15 p.m. arrival in Sydney.

First-class passengers will have all the room afforded this class of

traveller on international flights, and fully reclining sleeper-chairs with foot stools.

It is not yet certain how many seats will be made available to Territory passengers on this service. The number of Sydney-Moresby travellers in luck will depend, of course, on what is considered the fair average number of potential travellers onwards from the Territory to the Far East.

The average Territorian expects about three months' leave every couple of years, and is already Far East minded; but when this is broken down into airline seats per week it may still not be very many.

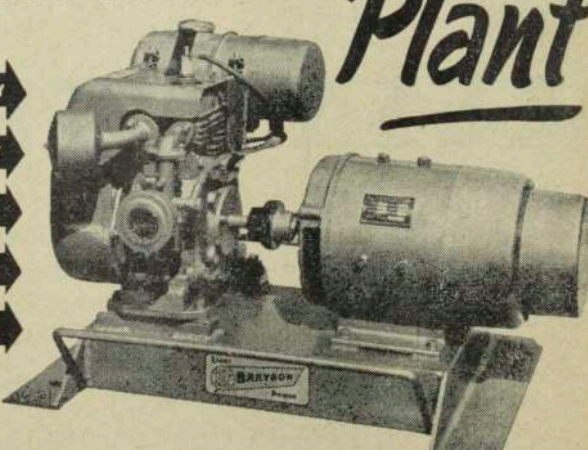
The routing of the weekly Hongkong service through Port Moresby is no new thought. It was proposed a couple of years ago, when extensions to Jackson's were first discussed. At that time it was stated that it would be of no direct benefit to Territory travellers, as Hongkong flights were "always fully booked from Sydney".

Someone appears to have had further thoughts about it since then.

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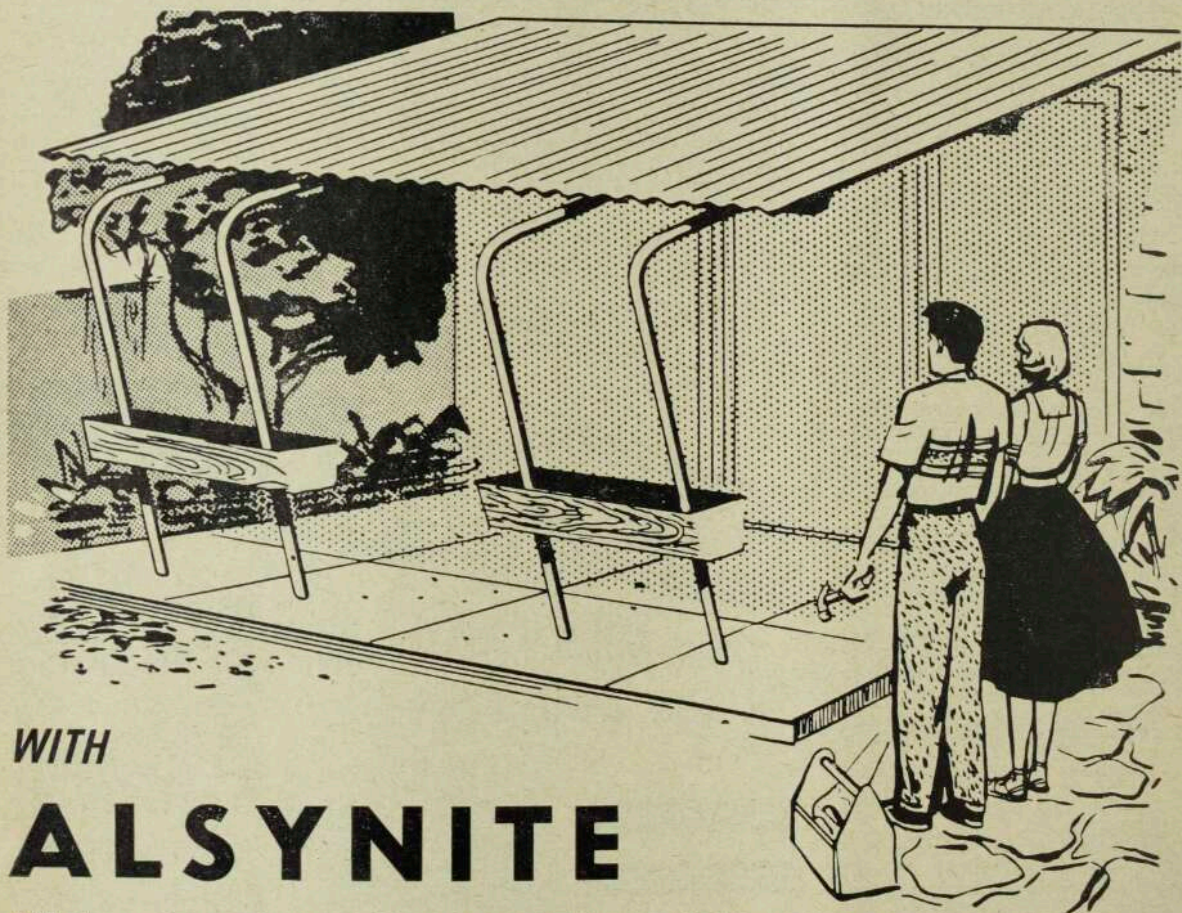
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TERRITORIES TALK-TALK

By Tolala

Some months ago I bewailed the fact that the gentle art of philately was receiving a severe body blow as a result of the automatic franking of mail matter, more especially in the remote parts of the world, whence collectors in the past dearly loved to receive artistically-designed stamps.

P-NG can now be added to the countries where the office-boy is no longer employed in stamping huge stacks of outward correspondence and the recipients no longer have the pleasant experience of seeing gay tropic scenes and occupations, gaily-plumaged birds and dignified police-boys displayed amongst the morning mail.

Recently I received examples of the Territory's bulk postage franking machines. Admittedly there appeared the generally-accepted bird-of-paradise in the design, but the overall impression is one of mediocrity and as a small-time collector, it left me cold.

Collectors of franked envelopes will in future no doubt concentrate on pithy slogans. One of my P-NG samples bore the tag: "Safe Appliances Mean Safe Homes".

Not!

o Chips?

A postscript to last month's "Crying Poor?" par. in *Talk-Talk*: Thus Sydney columnist last month in commenting on a letter from a New Guinea native to a Sydney jeweller, ordering a ring: "The Fuzzy sent \$10/- in cancelled 3d. stamps!!! He said: 'I could send money, but stamps are easier'. Looks, Joe, as if you'll have to do it the hard way and send a bit of loot."

Several Sydney mail order houses, who look forward to a remunerative trade with native coffee and cocoa planters, have been disillusioned.

Goods sent COD to Rabaul and Loreby were seldom collected as they would be purchasers only understood the wording in advertisements: "No Cash with Order," and refused to conform with the system of Cash on Delivery. They thought they were for free.

he Tax uestion

Native reaction to the introduction of the £2 head tax is by no means as favourable as some Departmental Spokesmen would have us believe.

Only recently I heard of a Buka *ukurai*, who had advised his people to ante up. Their reaction was a desire to do him over with toma-

hawks. At least that is the report which reached the local government headquarters.

Other areas in that district were also averse to making donations to the Administration treasury (tax department), despite the fact they had assured the Ack-Ack on his visit there that their liabilities would be met.

And what, I wonder, will the native reaction be when the literates read of the concerted stand by the Europeans against the possible introduction of income tax? Will they, in their wisdom, differentiate between the finer definition of "head" and "income" tax? And let there be no doubt but that publicity in the Press will be of a high order. (See page 14).

Time:

The Healer

It was somewhat of a coincidence this year that while New Guinea "Befores" were tenderly remembering Friday, January 23, 1942—the day on which the Japs landed in Rabaul—the official opening of the Japan Trade Fair was taking place in Sydney; same day of the week and month, only 17 years later.

Time certainly alters the channel of our thinking and public pronouncements. That is Time and Trade. Little did we dream in those grim days that the erst-while victors in the Pacific would one day be called "one of our most-valued customers".

Bound By

Mutual Sorrow

And speaking of this sacred anniversary recalls a letter received last month from the President of the NG Women's Association in Melbourne (Mrs. Linda Pratt) who wrote: "Last Saturday we had Mrs. Foxcroft as our guest-of-honour at a NG Women's Association luncheon at the Windsor Hotel, and we did enjoy having her and hearing about former Territorians now resident in Sydney. This Sunday is our memorial service at the Shrine, in which we join the 2/22nd Battalion. I am laying our wreath on the Stone of Remembrance."

Down through the years these

brave women in Sydney, Melbourne and Brisbane—many of them widowed through the War—have welded themselves into a strong band to maintain the friendships and personal relationships first created in the Territory, and which proved so valuable in the dark days of the war years—the silent years when no word came of their loved ones. And much material benefit have they given to deserving cases.

I often wonder why similar bonds have not welded together the male Befores into a composite friendly Unit of Remembrance; other, of course, than the clubs and pubs where such men meet.

Their number is growing each year in Australia as old-timers retire. United, they could be a useful force for good in the Territory's future.

Comparisons Can Be Helpful

It is always interesting and instructive to read how other Trust Territories in other parts of the world have operated under the UN Trusteeship Council.

I was particularly impressed by this fact whilst reading an address given last year in London by Lord Twining, Governor of Tanganyika, 1949-58 (which is also a Trust Territory) and his references to the set-up there resemble, in great part, the problems which face Australia in its responsibilities in NG. Said he:

"It was agreed that under the Trusteeship Agreement, the Administrative power, which is the United Kingdom, was ultimately responsible and that the Trusteeship Council could debate our affairs, could call for an annual report, could send a visiting mission every three years and could receive petitions. But if we did not agree with their views and their resolutions, it was our responsibility to decide what was best for Tanganyika."

He refers to the visits of the Trusteeship mission, one of which became "notorious because of its report which contained a very large number of errors of fact and made recommendations quite unacceptable to the administering authority."

Referring to constitutional matters he admitted an error was made in omitting the elders of the villages from the Councils.

He said: "Whatever a Council might have decided in its deliberations, the members eventually went to the elders of the tribe and sought their views. The elders did not always agree with the decisions that had been made and so the deliberations of the Councils did not always become effective."

An error to be avoided in the formation of our NG Councils.

The Wringing Of Withers

To Mr. Evan R. Gill (Editors' Mailbag, Jan. PIM) I extend thanks for his comments on the "Historically Casual" par. (Oct. PIM)

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He has cleared up the spelling of MacGregor, which had me puzzled after seeing so many variations of the name in authoritative tomes. My own casualness in referring to the "Papuan Act" is, of course, unforgivable. My only consolation is that I was in good company; for my reference, in this instance, was Stewart's Handbook (1918 edition, p. 5).

The kernal of my critical nut was really the mis-spelling of the names of three Administrators, which I suggested parenthetically could have been the error of the official handout to the Press, plus a peg on which to hang the remarks in the subsequent par on "Founders or Guiders?"

As for Mr. Gill's aversion to the name of the capital being contracted to Moresby, that is another story and one which is guided by common usage to which even Fowler bows, with some diffidence, certainly.

Port Moresby is decidedly an unwieldy name for modern journalism; yet I must admit the local Territorial papers seem to have adopted a "House style" giving the full name.

Come in ERG whenever you feel like it (so far as I'm concerned). The critic is your friend. I have no false ideas of being infallible and I'd sooner have my whithers wrung to my face than behind my back!

Moving the Clock Back

To hand from Germany recently a well-travelled copy of *The Rabaul Times* of March 8, 1935, of the Bad Old Days when BP was selling "Gents Fawn Two-piece Washing Suits" for 22/6 (original price 40/-), Fuji pyjamas at 7/11, and Bleached Fuji Silk at 1/6 a yard. WRC had week-end specials of tennis shirts for 8/11 and Ladies' frocks from 12/6 to six guineas, with 20 per cent. discount. . . A round-trip by E & A line to Japan, via Sydney from Rabaul cost £90 first-class and £56/15/- second, and the single fare to Brisbane from Rabaul was £16.

An obituary recorded the death of John Bruce, a one-time Lik-lik doctor and plantation manager. Some time ago in Rabaul there was a controversy as to the pioneer of baseball in the TNG. This from the Bruce obituary:

"Deceased will be remembered by old-timers as the originator in Rabaul of the popular game of baseball, when during the visit of the United States cruiser *Milwaukee*, in 1923, the late John Bruce, ever a popular and energetic organiser, collected a team of players to compete against the American sailors. This was Rabaul's initiation into baseball."

That might settle an argument

Three weddings were recorded Ian Cartledge, a Commonwealth Auditor, to Muriel Marshall, Hobart; Tom Goss to popular Nurse Mary Elizabeth Margery, of Nam anula. And in Kavieng there was much rejoicing over the marriage of Bernard Chan to Anna Sui Fong. Arthur Cresswell was globe-trotting even in those days, and a long travel article on Harbin and Korea appeared under the initials "AHC", and is full of good meat. . . London copy prices were quoted at £12/2/6 sun-dried; 5/- more smoked and another 7/6 more for Rabaul hot air. An item, culled from the official *Gazette*, stated there were in all 14 registered ministers of religion: TNG: 87 RC, 40 Lutheran, 10 Methodists, five C of E and one Seven Day. . .

A lengthy editorial centres around the need for good Territorial publicity and the establishment of a tourist trade. . . Editor E. A. James of *The Papuan Courier* appears in the Social column as proceeding to Sydney on the *Van Rees* after several years in Port Moresby without holiday. . . Portable wireless sets had recently been installed at Government stations at Wanimo, Wewak, Marienberg and Ambunti; and on February 26, at 5.40 p.m., the Administrator was present when Ambunti sent out its first radio message to the world. . . Shipping news mentioned sailings of several old-timers as Macdhui, Monton, Maiwara, Tanda, Van Rees, Duranbah, Drina, John Bolton, Fridert and Bremerhaven.

Leisurely living in those days, Mr. Masters; no air service accelerating the local tempo. There was not much to worry about even if coping in London was only £12 a ton. Hitler was entertaining Sir John Simon; the King of Siam had just abdicated and the £ "stands were against the dollar at 4.85".

They were really not such bad old days, at least the atom was not split, nor guided missiles hurtling through space.

The Soft Answer

It's going to be a hard task to change the ideas of Prof. Blannerhagan despotism regarding taxation in P-NG, unless I am much mistaken. Minister Hasluck, after two and a half hours of dealing with the Anti-Tax deputation from the Territory, could give them definite undertaking on the matter. The objections would be "carefully considered", and so forth.

If past events in the NT may be taken as a guide it would not be surprising to hear that Port Moresby had been declared a city as a salve to wounded feelings of Territorians.

Letter to the Editor

COST OF PUBLIC SERVICE LEAVE IN FIJI

In your article, "Fiji Yells", there is (page 151 of December PIM) an inaccurate statement on the leave position for Civil Servants in Fiji. The paragraph states:

EVERY public servant—whether Britisher, Australian, New Zealander or local-born—is entitled to three months' leave, and travelling time to Britain every three years, and the cost of this provision of relief, passages for the official and his wife and family, is enormous. There is an annual item in the Budget of between £80,000 and £100,000 for the payment of these fares, alone. Other costs can only be guessed at."

Civil Servants who are not from Britain are not entitled to leave in Britain every three years. They are allowed only one passage to Britain in the whole of their service, and this is conditional. Under the 1951 Leave Conditions, when an officer has completed 10 years' service and reached a basic salary of £820 a year, he is eligible for passage grants to the United Kingdom on one occasion only.

Under the 1957 Leave Conditions, when an officer has completed 10 years' service and reached a basic salary of £1,350 a year, he is eligible for passage grants to the United Kingdom on one occasion only.

Certain Proviso

There is a proviso under both sets of conditions that Heads and Deputy Heads of Departments, and other senior officers who have reached a basic salary of £1,750 a year, may take leave in the United Kingdom every six years.

Eighty-nine per cent. of Civil servants on the permanent establishment are now serving under the 1951 or 1957 Leave Conditions, and this percentage will steadily increase. The 1957 Leave Conditions apply to all new appointments, including transfers.

Leave conditions were revised in 1951 and again in 1957. In both cases the revisions were based on the report of a representative committee which in each case included three Unofficial Members of the Legislative Council.

The same article on the same page also states: "Every public servant retires soon after 50 on a generous pension".

That is not so. The retiring age is 45-60 and many Civil Servants

continue in their posts for many years after reaching the age of 50. It would be appreciated if you would give publicity to these corrections in the next issue of your valued magazine.

I am, etc.,

E. J. F. HACKETT,
Public Relations Officer

Suva

(The statement in December "PIM" was correct generally, so far as it applied to persons engaged for Fiji's service prior to 1951. But it was not correct in its general application to persons who have joined the service in the last eight years. The PRO, quite properly, has pointed out the

inaccuracy. In spite of the 1951 and 1957 changes, however, the annual cost of providing leave for the Fiji Public Service is between £80,000 and £100,000—and this is regarded as too much.—Editor.)

Pearl-Shell Industry

To safeguard and foster the black-lip oyster-shell industry in the Cook Islands, the South Pacific Commission has authorised engagement of a marine biologist for preliminary research.

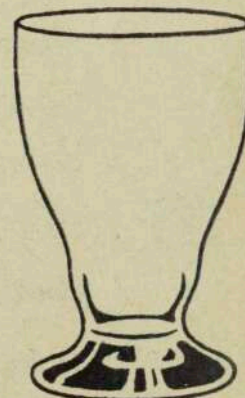
Cooks' shell exports for 1957-58 totalled 222 tons of shell, at an average price of £794 a ton.

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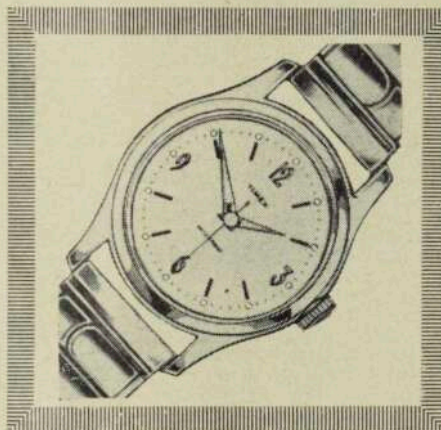
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HOME BASE

By
Sydney'sider

Sudney is the hub of the South Pacific, and its news is your news. Here are some of the things that made Jan.-Feb. headlines.

Best kept secret for twelve months (up to February 9, anyway) is the date for the forthcoming New South Wales State elections. It is obvious that if Labour Premier Cahill could, he wouldn't have an election at all. It has to be before May, but Joe is backing and filling like a coy primadonna, while his advisers consult the local witch-doctors for the most propitious date.

Some political roundsmen, tired of waiting for the date to be announced, calculate that it will be round Easter. Opposition Leader Morton says that Mr. Cahill's reticence about the date is "childish". Mr. Cahill says the Opposition election policy is "fantastic pipedreams".

Outcome of elections, when they do come, is anyone's guess. The present mob undoubtedly is a worn and beat-up reed, but unfortunately the Opposition, even in prospect, looks like a weak vessel. Lacking anything more inspiring, voters will be swayed according to whether they subscribe to the devil-you-know philosophy or believe in anything for a change.

Food for the Old School who think that the present generation has gone to the dogs, was the Press pursuit of movie-actress Ava Gardner, who paid two brief visits to Sydney in February during a lull in filming *On the Beach*, in Melbourne. Thwarted by Ava, who shut up like a clam, reporters nonetheless got their stories. One enterprising news-hound followed her through a series of restaurants and supper spots and *Daily Telegraph* readers, next morning, were entertained to a front-page, bite-by-bite description of what La Gardner ate. The girl has quite an appetite, but most readers were not amused by the *Tele's* antic.

Most Important Person treatment was ordered for Dr. Subandrio, Indonesian Foreign Minister who arrived in Sydney on February 10 and was shuttled smartly through to Canberra. Theme is that though Australians don't want to see Indonesians in Netherlands New Guinea, they otherwise regard them with neighbourly affection.

HEALTH: For the first time in 46 years, NSW had no polio deaths in 1958. It's attributed to the Salk anti-polio vaccine, plus

a natural low in polio incidence.

EARN NOW, PAY LATER: Immoral earnings are taxable, and the worst sin of all is not putting in a tax return, according to a finding in a Sydney court. When Tax-Gatherer Anderson gave evidence at the hearing, it was obvious that he was more concerned about the non-arrival of Dulcie Markham's tax return, than about how Dulcie earned her dough. "Our records indicate," he wailed, "receipt of substantial income of between £70-£80 per week." He submitted that Miss Markham, who admitted to belonging to the oldest profession, was trying to get it tax free.

Dulcie was fined £50 for her dilatoriness, although her counsel claimed that she had worked only four months in 1957 and was still trying to average out her earnings over a full year. (Prostitution is not legalised in this State, so presumably an habitual thief is also supposed to lodge an income-tax return.)

CLIVE IN A FIX: Mr. Clive Evatt, MLA for a suburban electorate, whose passion for trouble outdoes even that of his elder brother, Dr. H. V. Evatt, has been given a Greek award because he is president of the Australian Committee for Cyprian Self-Determination. But Prime Minister Menzies refuses to ask Buckingham Palace if Clive can wear it (Austrian citizens can't accept foreign decorations without the Queen's consent). This leaves Clive with the alternative of asking the Queen himself, or of keeping his decoration (Commander of the Royal Order of the Phoenix) in its velvet case.

SPORT: Former Hungarian Olympic Games swimmer Eva Pajor, became a naturalised Aussie on January 29. Eva swam for Hungary at the Melbourne Olympics in 1956, but was one of that team who prudently decided not to return home to a country then in revolt. Eva is now eligible to swim for Australia.

KIND HEART IN COURT: A 57-year-old woman who bigamously married a man when she found he was suffering from TB, in order that she could nurse him, returned to her first husband when he was later found to be suffering from a heart ailment. Her big-heatedness landed her in court in January.

A Comparison

Taxes In New Guinea And The BSIP

The following comparison between taxation in Australian New Guinea and British Solomon Islands, has been kindly supplied by the Financial Secretary of the Western Pacific High Commission (Mr. Alex M. Wilkie). The article deals particularly with figures which were published in December issue of "PIM".

INACCURACIES regarding taxation in the British Solomon Islands appear on pages 17, 18 and 152 of your December, 1957 issue. They come under three heads:—

Income Tax

The figures quoted by you at those which applied prior to 1957. By Regulation No. 13 of 1956 the basic rate of tax was reduced from 1/3 to 9d in the £ and certain allowances were increased. The effect of these concessions is that—

A single man on £1,050	
p.a. pays	£56 5
income tax and not . . .	£89 5
as stated by you.	
A married man on £1,170	
p.a. pays	£37 12
income tax and not . . .	£64 6
A married man with 2 children on £1,536 p.a.	
pays	£66 5 1
and not	£102 6
Sur-tax becomes payable on taxable income in excess of £2,000, and not in excess of £1,500 as was previously the case.	

Export Duty

Your article states "that export duties cover all commodities". This is not correct.

Export duty is payable on copra, trochus and green-snail shell, gold and scrap metal; but there is no export duty on any other commodity. Indeed, in 1956, the High Commissioner announced that no export duty would be levied on cocoa for a minimum period of years commencing on January 1957.

Import Duty

Your article states that the Solomon Islands have "a considerable higher import duty than that of Papua-New Guinea, particularly for non-British goods".

Whilst it is correct that the general rate of duty, applicable to goods from non-Commonwealth countries, is higher than in New Guinea (which has only one rate of duty) the amount of normal Commonwealth imports is small.

Preferential rates of duty on the whole compare favourably with the rates of duty in New Guinea and

(Over)

Although some rates are higher, in many cases for articles in common usage such as petrol, fuel oil, radio receivers, cigarettes, beer and motor cars, the rates are substantially less.

A number of items, such as cement and machinery, which are available in New Guinea are free in the British Solomon Islands Protectorate. I attach a list showing the comparative rates of duty on a variety of articles.

The British Solomon Islands Protectorate rates quoted are those in operation as from January 1, 1959, the duty being levied on the job value and not cif value, pending reconsideration of this proposal.

COMPARATIVE TARIFF RATES

	New Guinea	BSI Preferential	BSI General
Boiler water . . .	25	17½	35
Agricultural implements . . .	10	free	12½
Bicycles . . .	15	17½	35
Building materials—			
Asbestos cement sheet . . .	5	17½	35
Building board, e.g. Masonite . . .	5	17½	35
Galvanised iron . . .	5	2/-	4/-
Timber . . .	15	17½	35
Fish knives . . .	15	free	free
Butter . . .	free	2½	20
Infectionery . . .	20	20	37½
Cameras, projectors, cinematographs & parts . . .	25	20	37½
16 mm film, exposed, for commercial exhibition, per 100 ft. . .	1/-	3d	3d
Amusement . . .	5	free	17½
Nothing . . .	10	17½	35
Engines and machinery (other than agricultural) . . .	10	free	12½
Agency goods, ornaments, etc. . .	30	mainly 17½ some 20	35 37½
Beer . . .	free	free	17½
Gas oil . . . per gal.	2d	1d	1d
Furniture—			
Household . . .	5	17½	35
Other . . .	10	17½	35
Games and toys . . .	20	17½	35
Gramophones . . .	20	20	37½
Insecticides and fungicides . . .	free	free	17½
Jewels and jewellery . . .	30	25	42½
Kerosene . . . per gal.	5d	3d	3d
Quarantine—			
Beer . . . per gal.	6/3	4/6	7/-
Spirits, bottled, e.g. whisky, gin, etc. . . per gal.	63/-	67/6	82/6
Leaf (tinned) . . .	free	free	17½
Motor cars . . .	25	17½	25
Musical instruments . . .	20	17½	35
Parts for vehicles . . .	20	17½	25
Control . . . per gal.	6d	3d	3d
Photographic materials . . .	25	17½	35
Radio receivers . . .	20	17½	35
Refrigerators . . .	10	17½	35
Coffee . . .	free	free	2/-
Soap . . .	free	17½	35
Textiles . . .	10	20	37½
Tobacco—			
Cigarettes per 1,000 . . .	75/-	37/-	43/8
Cut tobacco per lb . . .	17/6	15/-	16/3
Stick tobacco per lb . . .	3/6	4/9	5/1½
Factories, agricultural . . .	free	free	12½
Watches and clocks . . .	25	20	37½

Who is Better Off?

That is the end of the Financial Secretary's letter, but our article was to show that the longer the residents of Papua-New Guinea are without income taxation, the better. The BSIP Financial Secretary has not proved otherwise. No private planter or individual in business in the Solomons has any delusions about how much better off his New Guinea counter-part is—at the present time.

The income tax figures were given PIM by the Sydney agent of the BSIP Government; the spokesman for the BSIP agent was apparently also reading from the pre-1956 schedule, and not the current one. After reading the complicated legal phraseology for some time, he said: "You had better just quote the actual annual tax various classes of individuals will have to pay. This is what we tell people who are thinking of going there."

The Financial Secretary says there is export tax only on copra, trochus, green-snail, gold and scrap metal. That, however, is about the extent of BSIP exports at present. In re-

visions for the 1959 edition of the "Pacific Islands Year Book", just received, the BSIP Government lists the principal exports, in order of value, as copra, trochus, scrap metal, timber and green-snail. Of that list, only timber—of small importance in recent years—escapes the tax net. Of total exports in 1957—the last year for which statistics are available—copra accounted for about £1 million of the gross export value of £1,631,543.

In 1958, there may have been a little cocoa exported but no mention is made of it although it is stated that somewhat over 100,000 cocoa trees have been planted. In the post-war years when the NG cocoa industry was being rehabilitated and expanded, no export tax was levied there on cocoa beans.

The comparative import tariff rates are interesting, but certainly do not prove that P-NG residents are worse off than those in BSIP. The real test is the cost of living in both places. PIM has not checked this for about five years, but at that stage the cost of living in Honiara was far higher than in P-NG. It seems likely this state of affairs still exists.

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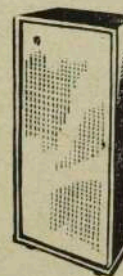
Stereophony is based on recording the music with two separate microphones, one of which receives the sounds which our left ear would normally hear, the other one the sounds which would strike our right ear. The two microphone signals are amplified, recorded and played back separately with separate loudspeakers for each sound channel.



AG 3063
Stereo pickup with sapphire stylus for the reproduction of stereo records and of monoaural LP records for 33 $\frac{1}{3}$ and 45 r.p.m.

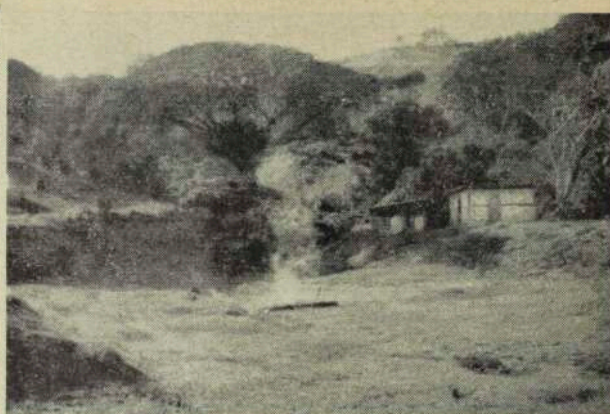
AD 5038

Acoustical box with a special loudspeaker. Applications: two boxes with stereo "Hi-Fi" amplifier AG 9014; one box with radiogram or gramophone which is suitable for stereo in combination with a second channel amplifier.



PHILIPS **stereo**

Names of Philips' Representatives can be found on page 137.



At left are the attractive holiday bures of Muanicula. At right, the spot where a dozen hot springs bubble from the earth at Savusavu—an acre of dismal, muddy, rubbish-strewn flat, about 100 yards from the harbourside. Steam can be seen issuing from one large spring.

It's Fiji's Neglected Paradise

Savusavu-Natewa Wants Share in Tourism

Savusavu-Natewa area of Fiji has everything for tourism except propaganda. The little Savusavu community is now looking hopefully towards Fiji Airways to rectify the position.

THE Qantas executives who now are the managers of Fiji Airways, are showing a lively interest in the tourist possibilities of southern Vanua Levu. They inspected the area on November 22.

Fiji Airways now have daily service between Viti Levu and Savusavu airstrip; and at last it is possible to go, in an hour, from Fiji's sophisticated capital to Savusavu, and thence spend a holiday on the beautiful coast between Savusavu Bay and Natewa Bay.

There is scenery as attractive, from the tourist viewpoint, as any in any of the South Sea islands.

The coastal road (Savusavu-Natewa) is as beautiful and distinctive as the famous coastal road in Samoa, from Malifanua to Apia. But the Vanua Levu road retains its original charm, while the Apolu (Samoan) road has changed its character, because now it is practically a continuous line of villages.

Under Qantas drive, something worthwhile may now be done to open up this Savusavu area to tourists. Hitherto, it has suffered under (a) lack of easy access and (b) public indifference.

Hot Springs are a Rubbish Dump

As an example, one may cite the Savusavu hot springs, situated in a little valley one hundred yards from the hotel. Boiling water bubbles from the earth in a dozen places.

Except that the people from a nearby Fijian village cook their

food in the pools, nothing whatever has been done with this unique and distinctive thermal phenomenon. The place is partly a mud-flat, partly a rubbish-dump.

Handled by people conscious of the benefits of tourism, it could provide hot and medical baths, blow-holes and tropical hot-houses—it might even be harnessed to supply electrical power.

On the hill-top, overlooking the sheltered, deep-water harbour (where a deep-water wharf is just being completed, to which overseas ships soon may tie up) there is a modernised hotel, quite up to "tourist standard". The main trading companies have built three new stores.

There are facilities for boating, bathing and fishing. The coastal road leads out ten miles, onto the new and famous Hibiscus Road—a drive through new country that probably is unique in the South Seas.

Plantation Hospitality Offered

For those who like to live right out in the coastal tropical country, on a hillside plantation overlooking a brilliant lagoon and a mass of reef islands, Mr. and Mrs. C. G. O. Parr, of Muanicula Estate (nine miles from Savusavu) have prepared a tourist resort. They have built a series of bures (native houses—see photograph), and equipped them with running water, electric light, private bath and lavatory; and these comfortable

places may be hired by persons interested in a few days "far away from it all", where they may fish, go boating, or hunt wild pigs, bush pigeons, etc.

Mr. Parr says that if Viti Levu's southeast can be called "the Gold Coast", his section of the brilliant Vanua Levu lagoons and beaches should be called "the Sapphire Coast". He probably is right.—R.



MERIDIAN MONUMENT. The new marker for the 180th Meridian (seen on the cover before its unveiling) is accessible from Vanua Levu—which is another point of interest for tourists. Taveuni can be seen clearly from parts of Vanua Levu's new Hibiscus Highway. See also *Tropicalities*, page 82.

Photo: Rob Wright, Fiji PRO.

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Broadcast models—4-transistor, £9; 6-transistor, £10/10/-.

"NATIONAL" dual wave 8-transistor table radio £15/10/-.
MW 535/1605 Kc/s, SW 6-18 Mc/s.

This amazingly powerful set runs 800 hours on 5 ordinary torch cells.

"FUJIYA" all transistor portable radio phonograph £21. Broadcast radio and 3-speed record player running off 6 torch cells.

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One band—£7/10/- Two band—£9.

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GOLF BALLS "Bridgestone Red Q"—£1/17/6 a dozen.

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BADMINTON SETS—complete with four 3-ply nylon strung raquets, net, poles and three shuttles—£2/10/-.

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35 mm with carrying case (please state voltage required).

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PHOTOGRAPHIC EQUIPMENT

"CINEKON" 8 MM MOVIE CAMERA with Cinekon 13 mm f1.8 standard, 1½ in. f1.8 telephoto and 6.5 mm f1.8 wide angle lenses—5-speed and simple frame—zoom view finder, through the lens focusing—cow hide leather case—all accessories available. Unbelievable value at £30.

"NICCA" 35 MM CAMERAS with NIKKOR lens and carrying case. These world famous cameras need no advertising. Model 5-L f1.4 £52, f2 £40. Model 3-L f1.4 £45, f2 £34. Note: the Nicca 3-F f2 is priced at £126/8/- in "Amateur Photographer".

"NIKKOR" LENSES with leather case.

Wide angle: 28 mm f3.5, £23/10/-.

35 mm f3.5, £17.

Telephoto: 85 mm f1.5, £49.

85 mm f2, £26.

105 mm f2.5, £25/10/-.

135 mm f3.5, £25.

"ROYAL 35-M" 35 MM CAMERA coupled range finder f2.8 built in light meter. (Priced in "Amateur Photographer" £46/8/-.) Our Price—£17.

"BEAUTY CANTER-35" 35 MM CAMERA. 45 mm focal length 6-element hard coated colour corrected lens, 10 speeds to 1/500, self timer, M-X synchronisation, trimming type coupled range finder, rapid wind, etc. f1.9 £19, f2.8 £15/5/-.

"TOTOCAFLEX" MODEL 11B 120 reflex camera, light alloy die cast body with knob focusing, Tri-lauser fully coated 80 mm f3.5 lens, 9-speed to 1/300 with self timer and European type flash synchroniser, 12 exposures on standard 120 film. (Priced in "Amateur Photographer" over £33.) Our Price—£12/10/-.

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"MAGNON" TRIPOD with rubber feet and pan head with leather case 9-steps with knurled finish—closed 9 in.—open 3 ft. 9 in. weight 1 lb. £3/15/-.

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The Product is First Class, But It Needs Buyers

Another Year Like Last Might Mean The End of the New Guinea Coffee Industry

From Judy Tudor, in Goroka, NG

Coffee producers in New Guinea who have always had doubts about Australian buyers' criticism of NG coffee on a quality basis, are more sure than ever since the recent Goroka coffee conference that this criticism has been merely diversionary. What the majority of Australian buyers require is a low grade product for blending in soluble and syrup forms of coffee or in ready-ground proprietary lines. NG coffee is, if anything, too good.

ALTHOUGH the conference (from January 20-22) was hampered by the fact that only two of the five merchants invited from Australia attended, it was generally regarded as a success in that it aired the problems of the industry and paved the way for a second meeting of interested parties at a date and place yet to be fixed.

The problems of New Guinea coffee producers are not academic. They are acute, real and now.

If the marketing conditions of 1958 are permitted to continue through 1959, when NG coffee production is expected to be double that of last year, the infant industry could receive a mortal blow.

There have been too many new and promising industries that have been allowed to die of inanition in Papua and New Guinea.

In the case of coffee, natives have a large share in the growing industry, and this makes the Administration vitally interested in whether the crop can be disposed of in Australia at an economic price.

It is impossible to explain to so recently primitive natives as the highlanders, the economic laws of supply and demand. They cannot see any reason why when a few years ago they were getting 7/- a lb for all the coffee they could produce, they now cannot get much more than half that amount for more and better quality.

Australia's Poor Effort

In 1958, New Guinea produced about 400 tons of coffee; 50 tons were sold abroad and at the end of the year over 160 tons remained unsold. The remainder was bought by Australia, whose yearly requirements are somewhere around 6,000 tons.

This year it is calculated that production in New Guinea will be 800 tons; and in 1960, 1,350 tons. After that the situation, based on existing plantings, will remain static.

The growers claim that Australian

buyers could very easily absorb this amount of New Guinea coffee and that the only reason that they have not been willing to do so is long-standing buying arrangements made by established importers with overseas suppliers.

The growers claim that buyers in Australia have, in fact, bought inferior East African coffee at a higher price than they have been willing to pay for better grade New Guinea coffee.

Some agents who attended the conference said that they did not know that something close to 200 tons of NG coffee remained unsold

They Carry Coffee To Newcastle

Although the Highlands of New Guinea abound in coffee at every stage of development—from seedling trees to dried and graded beans—almost all coffee is drunk in the form of popular Nescafe.

When a visiting Press party was marooned for some hours by rain at Wabag, west of Mt. Hagen, they observed that coffee trees bordered the airstrip, but their spirits were brightened by a steaming brew of Nescafe provided by the Assistant District Officer.

When they had lunch with a Goroka coffee planter, they ended the magnificent meal—with Nescafe. (Although the planter drank cocoa.)

When they later visited Mr. Jim Leahy, whose fully mechanised factory must be the most elaborate this side of Brazil, he said: "Sure, I have a coffee roaster somewhere about—but I never seem to be able to get it just right. Roasting and grinding coffee must be for experts. And all the trouble and fiddling about is saved if you use Nescafe."

After that, maybe Nescafe would like to open a factory right there in the Highlands ("Straight from the tree to the can"), where they already have so many enthusiastic customers!

at the end of last year; and some offered to place it immediately, at a price of 3/8 to 3/9, which growers

(Continued on page 39)

His Samoan Coffee Goes To Australia

From a Special Correspondent in Apia

West Samoa, "if it is to develop the coffee trade and take advantage of the Australian and New Zealand markets," should have at Apia a central treatment plant to process the berries brought in by Samoan growers.

THAT is the opinion of veteran German grower Mr. F. M. Jahnke, who for 30 years has been growing coffee on his 46-acre holding at Fasitoo'uta, near Apia.

Originally Mr. Jahnke came out as botanical specialist in the German days, but now he exports his dried coffee beans to Australia for prices which bring up to £500 a ton. He employs 40 to 100 men, according to the crop and the uncertain labour force available.

He considers that New Zealand offers a good market but that "Australia offers the best price".

Coffee has been grown in Samoa for 60 years. But in the early days it was blighted by a disease known as Himalayan fungus and big areas were ruined. That made growers shy of coffee for a long time.

So cocoa became the crop for planters. It promised to be a goldmine. But in 1907, that, too, took a serious sickness. A cancerous

growth on the trees ate out whole plantations in 12 months.

This brought Mr. Jahnke to Samoa as a plant diseases expert from Stettin (Germany).

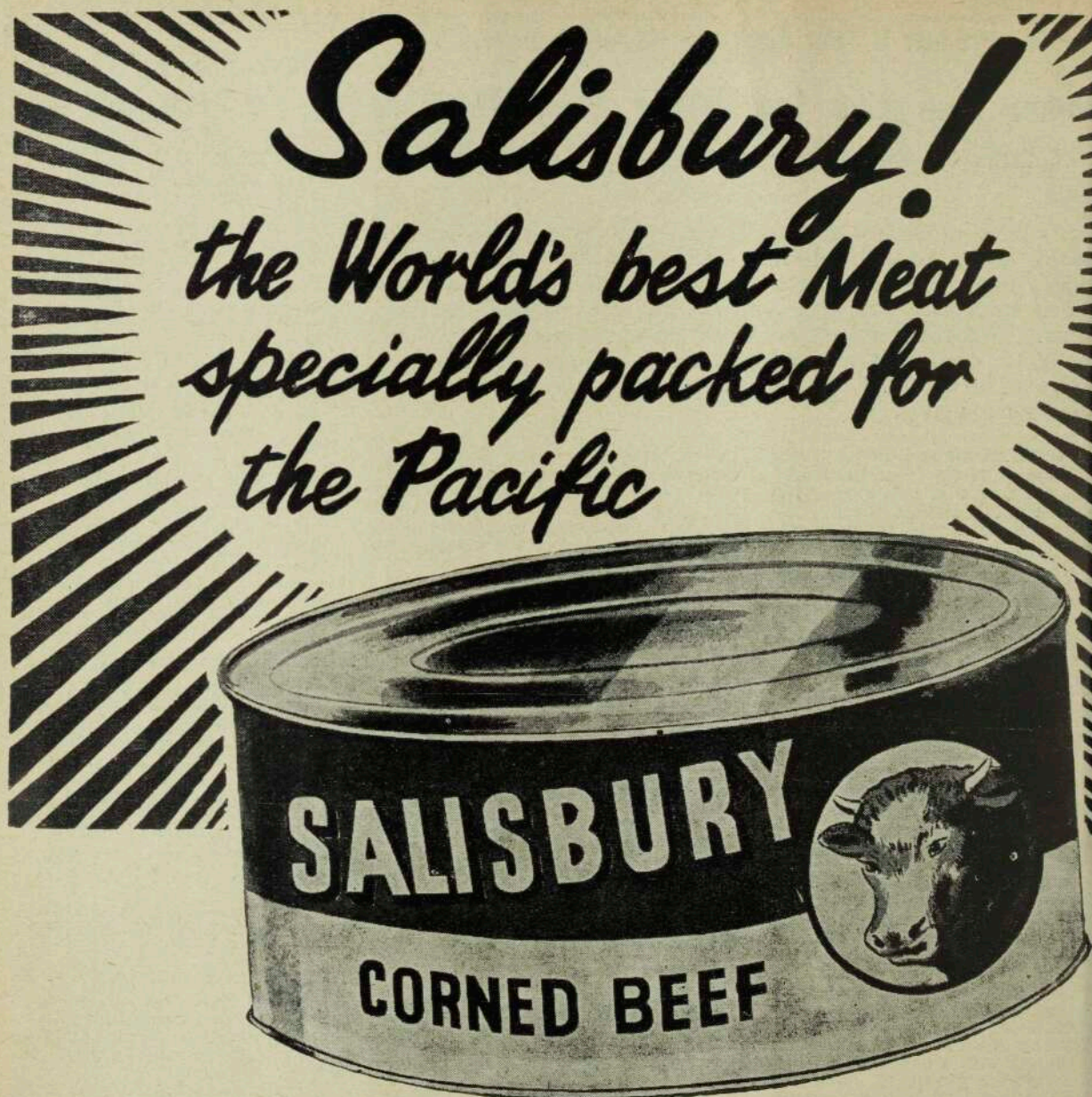
In 1920 he started as a planter on his own account.

Samoan coffee, says Mr. Jahnke, is a "very good quality."

But the maintenance of a good average quality is highly dependent on skill and preparation for the market.

He says coffee can easily be grown in big quantities in Samoa and the Department of Agriculture could assist it by setting up an advisory service meanwhile to instruct the Samoans in the proper way of preparing coffee for the market.

The Western Samoa Trust Estates Corporation produced its first ton of coffee experimentally last year. It expects to have 375 acres planted in coffee by the end of March, and its programme calls for extensive plantings over the next ten years.



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claim is less than the cost of production.

Saving Overseas Funds

The Highland Farmers' and Settlers' Association, which stated its case in a very well-prepared brochure distributed at the conference, claims that the Commonwealth Government could save £800,000 per annum in overseas funds by 1962 if buyers in Australia had to absorb all the New Guinea production of coffee before being permitted to import from other sources.

The present state of affairs is directly attributable to the fact that the Federal Government lifted licensing controls on coffee in the second half of 1957 and as a result prices of New Guinea coffee were depressed. Until July, 1957, claims the HF and S Association, Australian buyers themselves forced the price of NG coffee to over 7/- per lb.

Because of the present low price of coffee, small farmers who have put everything they own or can raise into planting, have been forced to sell their coffee at any price they can get, to meet urgent cash requirements. "Some of them," says the HF & S, "have been forced to place their coffee in the hands of merchants to whom they owe money and there is little incentive for a merchant to obtain more for the coffee than will cover the extent of his client's indebtedness."

It's Not Too Mild, or Inferior

The Association refutes the suggestion—made last year by merchants in Australia—that New Guinea coffee was too "mild" for the palates of New Australians to whom the great increase in coffee drinking in Australia has been attributed. Random samples (not specially selected) have been sent to merchants in the United Kingdom, Holland and Germany, and all have been pronounced fully acceptable and equal to the best that Kenya offers.

They don't believe, either, the old story that, grade for grade, New Guinea coffee is inferior to imported coffees; they are convinced, however, that Australian buyers are not as interested in high grade coffees as they once stated they were (except for the limited connoisseur trade) and that if anything, growers have been aiming for too high a standard when the bulk purchasers really want cheap, low-grade coffee including Robusta varieties.

This was borne out when a party of pressmen visited Mr. Jim Leahy's plantation outside Goroka at the end of January and found his elaborate and fully mechanised factory at work winnowing bags of coffee that he had regarded as reject beans.

One of the merchant's represent-

atives at the conference had informed him otherwise: That this coffee was quite suitable for blending with better grades to produce one of Australia's most popular coffees.

Mr. Leahy was offered a 1/- a lb under first grade price and accepted.

He was Goroka's first coffee planter, got some advantage of the high prices of a few years back and now is more fortunately placed than some of his new neighbours to withstand the current slump.

Some Help for Growers

Two unexpected offers that came during the conference were:

- A promised reduction of 40/- per ton on the freight rate on coffee between New Guinea ports and Australia by Burns Philp and the agents for New Guinea Australia line. (This brings the rate down to 240/- per ton, which still is high. For a far longer journey, on a much less profitable route, Royal InterOcean Lines quote freight rates on coffee, East African ports—Sydney, at 250/- stg. per ton, or about £15/12/6 in Australian currency).

- From the agents' representatives a suggestion that they should form an accredited association of buying agents to handle the whole of the New Guinea production in Australia.

Growers were, naturally, pleased with both suggestions.

Growers do not think that Australia owes them a living by the mere fact that they exist. But they believe that if they can produce a comparable coffee, at a price that will be economic to the planter and reasonable to the consumer, Australia owes them more of a living than it does East Africans who buy little from the Commonwealth.

They feel that Australia should afford them the sort of support that it already gives Papua's rubber producers and Queensland tobacco growers.

A Marketing Board Proposed

For the short term, it is felt that the Australian Government will be forced to invoke a stricter system of licensing coffee imports. For the long term, the growers are solidly behind the idea of a Coffee Marketing Board.

For some reason that is not clear, the P-NG Administration does not favour a Board; neither do Australian buyers. But the reasons why the growers want it are set out logically and fully in the following, taken from the HF & S brochure:

After careful consideration of all the factors involved, the Highland Farmers and Settlers' Association is firmly of the opinion that the future marketing of all coffee should be in the hands of a Coffee Marketing Board.

The Coffee Marketing Board to be a separate corporate body comprising Government and growers' representatives



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Colony of Fiji Branch Office:

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Branch Manager: R. W. Connolly.

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Head Office: The Wales House, 66 Pitt St., Sydney.

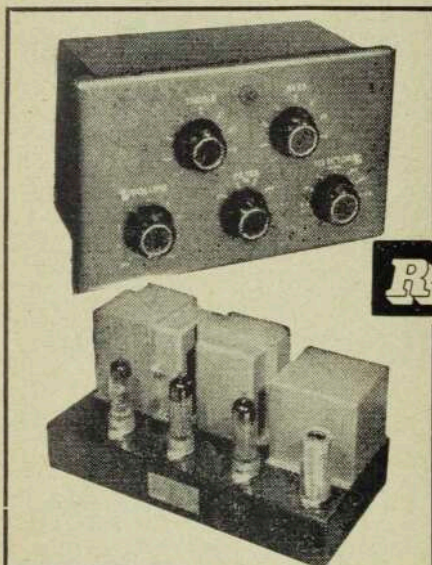
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And this amazing new gland and vigour restorer, called Vi-Stim, has been tested and proved by thousands in America, and is now available at all chemists here. Get Vi-Stim from your chemist to-day. Put it to the test. See the big improvement in 24 hours. Take the full bottle under the guarantee that it must make you full of vim, vigour and energy, and feel 10 to 20 years younger, or money back.

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and having the sole authority to export coffee and/or permit the export of coffee by other persons.

That in order to secure a market for the Coffee Board and place it in a position to finance the crop, including, of course, the native crop, the Federal Government must regulate so that it be obligatory upon Australian importers and buyers of coffee to first purchase the Australian New Guinea coffee crop before obtaining coffee from any other overseas source. Alternatively, that all coffee blended, processed or sold in Australia must contain a certain percentage of New Guinea coffee. The broad precedent and outline for either of these proposals exists in the current system of marketing Papua-New Guinea rubber in Australia and Australian tobacco in Queensland. Both systems can be adopted and modified to suit coffee sales.

"Rural Credits"

That in practice, the Board would, in recognition of the ready market created by Government action (in securing preference on the Australian market for New Guinea coffee) be able to obtain Rural Credits from the Commonwealth Bank and so be able to make appropriate advances to growers against the final sale of their coffee.

The Board would ultimately be financed by a levy upon coffee sold and New Guinea growers are prepared for this levy in exchange for a reasonable margin over costs to the grower.

In order to achieve some stability in the marketing of coffee and thus avoid the menace of Import Restrictions and/or higher tariffs on African coffee being applied to protect New Guinea growers, and so lessen the results of world instability in this commodity upon the consumer in Australia, there should be a price agreement between the Board and Australian buyers to provide reasonable limits of prices to be paid within different grades.

The creation of a Board would ensure the establishment of high export standards, consistent packing and availability and storage pending sale. The continued existence of coffee importers and agents in Australia acting on Commission would not be threatened. The Board could appoint agents for storage and handling, authorise internal trading, raise standards and permit overseas exports which would not depress the price available to the Board at any particular time.

Whether the Australian government takes the long term or the short term view, it is obvious that something has to be done quickly to save the NG coffee industry from economic disaster.

Another year like 1958 and there would be few men left in the industry by 1960. We repeat—too many promising industries have been allowed to fold up in the Territory in the past. In most of these only Europeans have been involved. But this time too much Administration prestige is at stake to let coffee follow in the path of kenaf, cutch, sugar, paper, fibres, minerals and other potential bonanzas that fizzled out like damp squibs in the last 20 years.

Ratu Edward Cakobau, OBE, MC, one of Fiji's leading personalities, sailed from Sydney in January by P & O Iberia, en route to Europe. He expected to be abroad for some months.

NZ Offers Samoa

More Than it Needs

The New Zealand Government has offered to Western Samoa certain grants for the financial year 1959, it was announced by the High Commissioner, Mr. G. R. Powles, CMG, at the opening of the Legislative Assembly Session at Mulinu'u on January 27.

The grants amount to £NZ257,750 in all, and are as follows:

£11,000 for the scholarship scheme for Samoan students now in New Zealand; £3,000 for the cost of the Samoan school journal; £23,320 for capital development and half maintenance of Avele Agricultural College; £5,750 as a grant in aid of

Government House expenditure; and £15,000 as a special grant for Lands and Survey and agriculture extension activities.

The Commissioner said that this very generous offer would be placed before the Assembly for consideration when the Budget and Estimates were discussed. The Government proposed that the first four items should be accepted, but that the last £15,000 for lands and agriculture activities be given further consideration in view of the substantial improvement in the financial position of Western Samoa.

It was not fair to ask the New Zealand Government to subsidise expenditure which the country could afford to undertake itself.

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fiji talanoa

VAKATAWA TALKS OF THIS AND THAT



Following the publication of a new Suva street map, with the "phonetic" spelling customary in maps issued by the Government of Fiji, the spelling of Fijian place names has popped up again for local newspaper discussion. It is a hardy perennial.

THE local form of spelling, usually known as the "Fijian", is, oddly enough, more truly phonetic than the "phonetic", the letters "b", "c", "d", "g" and "q" being used to represent specific Fijian sounds.

In the Fijian language, the sound represented in English by the letter "b" does not exist. The Fijian says "mb".

In similar fashion, the "d" sound in English is automatically, on Fijian lips, "nd".

The hard "g" sound is "ng".

The "th" sound, as in "then", occurs frequently in Fijian, but it is not the sound of "t" followed by "h", so is not represented phonetically by "th".

In most logical fashion, the early missionaries adopted five conventions, to which the Fijian people, and those who are willing to spend a few minutes of study of the principles involved, have become entirely accustomed.

The letters "b", "d" and "g" are used for the Fijian sounds "mb", "nd", and "ng". The letter "c" is used for the hard "th" sound, and

"q" is used for the "ng-g" sound as in finger.

In this spelling, the Fijian people easily recognise and pronounce their own names, and the names of their provinces and towns, and Fijian words drop naturally into the syllables which are characteristic of the language.

But in comparatively recent years, certain well-meaning Europeans, with a former Secretary for Fijian Affairs, G. K. Roth, prominent among them, have led a movement to complicate the conventions by spelling out the abbreviations for the benefit of overseas readers and map-users.

So Nadi becomes Nandi, Cakobau becomes Thakombau, Beqa becomes Mbengga and Qaraniqio becomes Nggaraninggio.

The casual visitor or the overseas map-reader pronounces the names wrongly anyhow (or not as a Fijian pronounces them), just as the Englishman's Paris is quite different from the Frenchman's.

But the Englishman recognises the name and the place just the

same, and pronunciation is a matter of lesser importance.

The visitor to Fiji finds the local spelling conventions intriguing, enjoys working out pronunciations and is very proud of himself when he is able to demonstrate his skill to locals and to the folks back home when he is showing those coloured slides or movies of his trip.

It certainly seems silly to have two methods in Fiji of spelling the same names.

The Suva street map says "Thakombau Road". The sign on the road itself reads "Cakobau", and the visitor can hardly be blamed if he finds it bewildering.

The Fijian people themselves have never liked or wanted the so-called "phonetic" spelling.

And whose language is it, anyhow?

Odd Angles On

Fiji Immigration

A committee has been set up to look at Fiji's immigration laws, which were drawn up in 1947, after the results of the 1946 census had made clear the necessity for doing something about Fiji's No. 1 problem—a population that is growing too fast and is racially too much out of balance.

But events in the past few months have led to a suspicion that population problems have not been the only considerations behind certain police action.

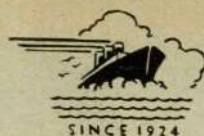
The law gives wide authority to the Commissioner of Police in his role of principal Immigration Officer. This authority has been guided by a directive issued in 1947 by the Governor-in-Council.

Generally speaking, this divided newcomers, apart from the traveller

The Rewa Valley, with its big Indian population, has for years been devoted to the growing of sugar cane. But it has now become a political battleground, and a good many Indian farmers could well be the losers, says "Vakatawa".



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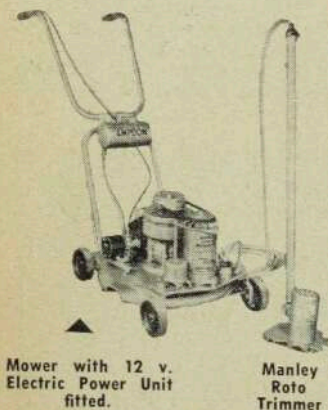
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passing through Fiji by sea or air, into three categories:

- People on holiday, or coming to Fiji in the hope of finding work, are given a visitor's permit, lasting for four months.

- People with definite jobs to come to, or who get permanent jobs after they arrive, are given permits to stay for up to four years. They must report any change of address or occupation and, theoretically, are kept under fairly close control.

- People who may be given permits entitling them to become permanent residents. The groups from which these privileged few may be chosen are limited in number and are stated specifically in the directive to the Principal Immigration Officer.

They include substantial land-owners, professional men and women, ministers of religion, employees of Fiji firms who are transferred from overseas branches, and people of independent means who are not likely to become a charge on the State.

By living for five years continuously in the Colony, and then not going away for more than twelve months at a time, it is possible to qualify for permanent residence.

Fijian Bravery Receives Government Praise

Well-earned letters of commendation have been sent by the Government of Fiji to seven Fijians who helped to rescue a woman and her baby from drowning.

Through the prompt action of the Fijians, the mother, Mrs. Mary Walker, and her 22-months-old daughter, Kerry, were rescued from a car which plunged into a river from a road bridge at Lami, near Suva, last November. The car, driven by her husband, Mr. Barry Walker, had skidded on the bridge.

As the car slowly sank in 14 feet of murky water, Mr. Walker escaped through the driver's open window. He hauled his small son, Michael, to safety by dragging him out of the car by his foot.

Four Fijians who raced to the scene dived into the river and went underwater several times to try to reach the mother and child who were trapped in the back seat. Three of them failed to get inside the car.

The fourth man, Kisitino Kele, a 49-years-old carpenter swam into the front of the car but found it empty. After surfacing for breath he went down into the dark, muddy water again. Groping in the murk for the handle of the back door of the car, he managed to wrench it open. He grasped the mother who was holding the child and brought both of them to the surface where other rescuers helped them into a boat. They had been able to breathe for a time in a small pocket of air left in the roof of the car.

The system is fairly complicated, but it has appeared to work reasonably well. A good many newcomers who have got settled jobs have stayed on, some with benefit of permits and some without.

Suddenly, last year, the police took action against one or two of these technically illegal residents, charged them with remaining in Fiji without a permit, and sought authority to have them deported.

Suspicion grew that the action was the result, at least partly, of personal rather than public considerations and that the police were setting themselves up as a court of private behaviour.

Men working for the same concerns were treated differently, one man being brought into court while the permitless condition of others was ignored.

Then the twelve months' absence question was raised. One prominent Indian business-man was granted, without question, permission to go away for an extended holiday without endangering his residential rights.

Another, owner of a large house in Suva and managing director of a leading trading and manufacturing concern, was told that if he did not get back within 12 months from a proposed business and holiday trip he would lose his status as a permanent resident.

Court proceedings in this and other cases disclosed some curious features of the law. It could be argued, for instance, that a person born in Fiji could not be stopped from entering the country, but he must have the permission of the Principal Immigration Officer to reside.

If a permit were refused, the man could be deported from his native land. He could then demand the right to re-enter and this could not be refused. But permission to reside could again be denied, and out he would have to go again on a senseless legal roundabout.

Cane Economics and the Rewa

The Rewa Valley, which has for years been devoted mainly to the growing of cane for the Nausori sugar mill, has become a political battleground with a good many farmers likely to be the losers.

The Colonial Sugar Refining Company have found the Nausori mill uneconomic. It is in the wet zone of Viti Levu and the sugar content of the cane is generally lower than that of the cane grown in the drier areas of the north-west.

Fiji has an assured market, and a marketing quota under the International Sugar Agreement, of just under 200,000 tons of sugar in 1960. The mills in the dry zone can produce this amount, and more. This

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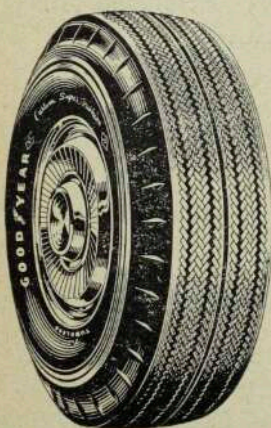
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might not have been the case a few years ago, but the introduction of new hybrid varieties by the CSR Co. has transformed the situation.

Because of these varieties, all production records were broken in 1958, although in many of the cane areas there had been both prolonged drought and heavy floods during the year. All indications are that 1959, and subsequent seasons, will yield crops of a size hitherto thought impossible.

So even without Nausori's contribution there is a danger of over-production, with all problems that this involves.

From the overall viewpoint of the sugar industry and of the farmers who want to be able to sell all the sugar they grow, there is, therefore, wisdom in the decision to close the Nausori mill.

The company gave three years notice of their intention, and have, with the Government, since spent a great deal of time and money trying out alternative crops and helping to smooth the way for a change-over by farmers to the new conditions.

The company's policy has been enlightened and its actions generous, but there is by no means universal appreciation.

Farmers who have grown cane all their lives want to stick to cane and they close their ears to arguments about economics and marketing.

They have been encouraged by a group, led by veteran politician Vishnu Deo, who claim that they can finance, build and run a co-operative mill at Nausori, and can market the sugar produced.

A company has been formed and subscriptions invited. There has been correspondence with German and Japanese makers of milling machinery, but that, so far as the general public knows, is the extent of the detailed planning to date.

The CSR mill closes at the end of 1959, and no new or ratoon cane grown from now on will be able to be sold to the company.

If the proposed new mill is not a going concern by the beginning of the 1960 season, with markets arranged, the promoters will carry a heavy burden of responsibility for the situation of farmers who have been induced to stick to cane instead of seeking alternative crops.

The Most Rev. Daniel Stuyvenberg, SM, has been named Vicar Apostolic of the South Solomons in succession to Bishop Aubin, who recently retired.

Bishop Stuyvenberg was born in Holland in 1909, trained for the priesthood in Belgium, and upon his ordination in 1936 was appointed to the Solomons, where he has served ever since. He speaks English, Dutch, French and several Solomons dialects.

Papua's Purari River May Yet Be Harnessed

According to reports published on page 45 of November *PIM*, the plan to establish a giant alumina refinery at Hall Sound (between Yule Islands and the mainland of Papua) in the Gulf of Papua, was out of favour.

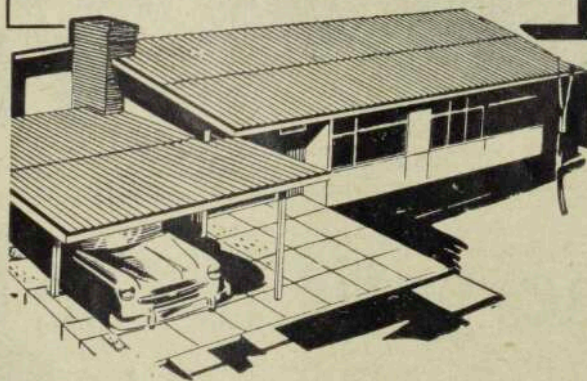
It was stated that the expert advisers of Commonwealth Aluminium Corporation had recommended the use of the Blair Athol coalfield, in Central Queensland, for the generation of massive electricity for the refining of alumina at giant works at Broad Sound, on the Queensland coast between Mackay and Rockhampton.

This meant that the alumina from the Weipa River field, on the Gulf of Carpentaria, would be carried by ship around York Peninsula to Broad Sound, instead of directly across Torres Strait to Hall Sound.

It now is reported that the experts have gone back for another look at the Papuan proposition—namely, that the Purari River should be harnessed, and the hydro-electric power carried by landline from the river across to Hall Sound.

Many millions of pounds are involved in this huge plan, so no hasty decision is expected. The choice evidently lies between Papua's hydro-electric power from the Purari River, and coal-generated power from Central Queensland's Blair Athol field.

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If Anybody Wants A Tuna Industry

NOW'S THE TIME

By a Special Writer

• South Pacific interests and governments which have been toying with the idea of establishing a tuna fishing industry based on Japanese know-how may never know a more opportune time than the present—at least in as far as Japanese co-operation is concerned.

THE Japanese Fishery Agency—the government department promoting the fishing industry—is eagerly seeking outlets for its fishing vessels in the joint operations type of enterprise now functioning at Pago Pago and Pallikulo.

The 1959 Japanese budget makes provision for a sum of 200 million yen (£Stg.200,000) for the promotion of such joint enterprises anywhere in the world.

Plenty of Money

This sum is an increase by 40 per cent of the funds allocated for this purpose last year. The Japanese government, through the Overseas Fisheries Co-operation Association, will assist in the financing of Japanese fishing companies who are able to establish such contacts overseas and not able to raise the necessary finance.

At present, such joint companies are operating at Recife (Brazil), Haiti and the Dominican Republic, and a joint Japanese-Swiss company will soon be operating at Haifa (Israel). Other companies are negotiating with Singapore and Malay interests for the establishment of tuna fisheries or other fish-

Tuna fishing is not new to Fiji—but it hasn't been successful there, because of the different technique used. South Sea Marine Products, Ltd., went into the industry in a big way 10 years ago, but its factory was later sold to the Pago interests. Picture, above left, shows Fijians manning the fishing racks of a tuna clipper in Fiji waters. Tuna in the picture, right, are Japanese catches for the Pago factory. As the story below reports, Japanese fishermen have been having success in Fiji waters lately, and Japan is seeking customers for joint operations in the Pacific.



ing enterprises, and a big joint fishery project is expected soon to be established at Tarutau Island, Thailand.

According to a recent report from Japan, the production target for the Pallikulo station in the New Hebrides is at present about 3,000 tons per annum, with 60 per cent. of it in the sought-after albacore.

The target for the Pago Pago station is 10,000 tons per annum.

Half the capital in the Pallikulo station is Japanese, but there is believed to be little if any Japanese capital in the Pago Pago project, where there is now a proposal to engage some Hawaiian tuna boats to supply the fish.

Present indications are that Japanese fishing companies are ready to supply fish, on a straight per-tonnage basis, either with or without a capital interest in the enterprise, to who ever cares to make use of their services. The Japanese government organisers mentioned here can supply full details.

Big Tuna Harvest From Near Fiji

The US Fish & Wildlife Service, in a despatch from Japan, gives an interim report on the results achieved by two Japanese tuna fleets which operated during the third quarter of 1958 and some of whose vessels called at Suva.

One of these fleets, consisting of the 3,732-ton motor-ship *Tenyo Maru No 3* and 45 fishing vessels, had taken 5,334 tons of fish of a total planned catch of 6,200 tons, by August 28. Albacore, the top quality kind of tuna accounted for 30 per cent. of this catch and yellowfin accounted for a further 38 per cent.

During the first part of the operations the mother-ship was stationed at a point 220 miles north-west of Nadi, Fiji, and during August she shifted to a point about 70 miles due west of Nadi, the fishing vessels operating over a wide area round these central points. The full planned catch was expected easily to be achieved during September.

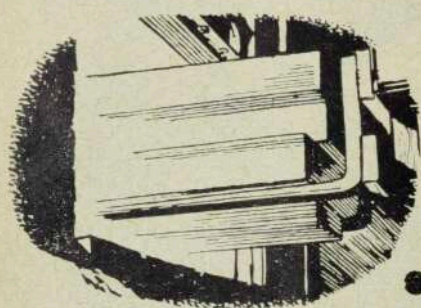
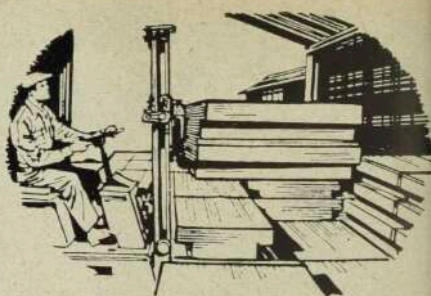
Palmyra Fleet

The other fleet, consisting of the 2,940-ton motor-ship *Kaiko Maru* and 18 fishing vessels, stationed at a central point 300 miles ENE of Palmyra, had taken 2,522 tons of fish to the end of August, but only 5½ per cent. of the fish taken were albacore, 57 per cent. being yellowfin, 18 per cent. big-eye, and the remainder other kinds of fish with swordfish and similar types predominating.

The two fleets were owned by different companies. They had no connection with the fishing operations from Pago Pago or Pallikulo.

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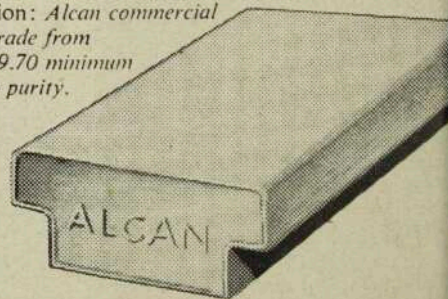
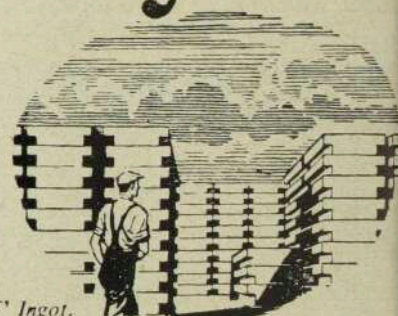
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dict for

L. Leahy

Administration To For Tick Negligence

The Administration of Papua New Guinea entered into a contract to carry on a tick eradication campaign on the cattle of Mr. Michael J. Leahy.

officers to whom the Administration had delegated the task had been negligent in carrying their work, so that Mr. Leahy suffered injury and loss.

Administration must pay Mr. damages amounting to £4,055, all costs of the action.

It was the substance of the case delivered on January 22 in Moresby by Chief Justice in the case in which well known "Mick" Leahy, New Guinea miner and explorer (he was of the party which discovered highlands of New Guinea in 1938 and now a farmer and grazier in the Morobe district) sued the Administration.

Leahy's case was that cattle he had imported from Australia were found to be tick-infested; that he wished to take prompt and urgent measures for tick eradication, to prevent herd losses; that the Department of Agriculture had that the work should be done by its officers; that the work was done negligently and inefficiently so that the infestation spread through his herd, causing heavy losses from red-water fever, and loss of business.

A Fighter

Many people tried to persuade Leahy against taking action on the ground that it is most difficult to sue an individual to get a verdict against a government, which has vast funds available for use in many forms of legal defence. However, Mr. Leahy—always a fighter—insisted that he would "give it a go", and he was able to get a barrister, Mr. Dudley Jones, MLC, to take the case for him. The case was prepared and argued with great care; and Mr. Jones was able to assemble expert evidence which greatly impressed the Court. In his judgment, the Chief Justice held that the arrangement between Leahy and the Administration was in fact a legal contract, in accordance whereof Mr. Leahy allowed Departmental officers on his property and over his cattle to them for treatment; that, at this time, the

Department had no powers under which Mr. Leahy could be compelled to let the officials undertake the treatment (those powers were given to the Administration later on); that Mr. Leahy had agreed to pay for the service and that the actions of the officers had been authorised by the Administration; that the officers who were given the task of tick eradication had been guilty of negligence, in that the cattle had not been regularly sprayed, and that this negligence led to increased infestation, and to losses in the herd from red-water fever.

In this regard, His Honour accepted the evidence of Mr. J. Maunders, of Brisbane, who had

occupied the position of Chief Inspector of Stock in Queensland, and was undoubtedly an experienced expert on tick infestation.

In assessing damages, the Chief Justice allowed the replacement value of such cattle as had been proved to have died from red-water, £3,955, plus £100 damages for deterioration of the rest of the herd, a total of £4,055; plus costs.

Mr. N. O'Connell and Sir Colman O'Loughlin, of the P-N-G Crown Law Office, conducted the defence for the Administration and the officials cited separately as defendants.

(See commentary "Some P-N-G Aspects of the Mick Leahy Verdict", page 21.)

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• The future—and effect—of Fiji's big Indian population is a subject that is being discussed increasingly in the British Colony. Advocacy of birth control as a solution to one of the problems is not new. But here, Mr. S. M. Mudaliar, an Indian resident of Suva, submits that where once most Indians looked on the practice of birth control with disfavour, the outlook of many Indians in Fiji today has changed.

An Indian View On The Indian Problem

They Need Birth Control And More Tilled Land

By S. M. Mudaliar

Of Fiji's population of 357,880, Indians provide the largest community—some 172,000. This population, increasing rapidly, is said by the pundits inside and outside the councils, to be jeopardising the living standards of Fiji's peoples of all races. Strong measures are urged to safeguard the people, and the Colony as a whole, from deterioration in living standards and economic potentiality.

THE Fiji Indians, mostly the descendants of immigrants brought here from India, under indenture system, between 1879 and 1916 to work the bushclad land, are conscious of the ever-increasing number of inhabitants and the problems created by the existing population.

Exceptional increase in the Indian population has been partly due to illiteracy and ignorance of the principles of family planning (or birth control) and partly because of their traditional way of life.

In the view of an Indian of the school, it is a sin to escape the consequences of one's own act. To have children is to receive the blessing of God.

But the outlook of many Indians in Fiji today has changed, in the light of living problems caused by the appearance of more children who can be properly maintained and trained.

There are many under-privileged families, Indian as well as Fijian, who are known to lack sufficient food at times. Others cannot give their children the essentials of life, such as good clothes, schooling, etc.

See the Need

To avoid economic catastrophe the Indians are awakening to the need for family planning—for a population that can take care of itself according to the available means.

But although the Indians were conscious of the need for reform, there has been no birth control clinic or family planning bureau available—an institution advocated by the Fiji Legislative Council by an Indian member some years ago. At long last an institution has been set up recently in Suva—but its existence is kept so hidden that

hardly any anxious parent knows of it.

I believe that, to avoid social trouble, family planning measures should be widely established in Fiji, and their existence given full publicity; and such services should be available either free, or at a moderate fee. I am sure the Indians would take full advantage of these services, if well established and directed.

Suitable publicity is necessary, to

meet the natural reluctance of Indian women towards a new kind of thinking, in relation to their families.

I confidently believe that birth control, properly directed, would take care of the increasing problem of over-population in the Colony, particularly among the Indians.

The pressing problem in Fiji now, as in many other countries, is how to feed the people adequately while providing a rising standard of life.

Fiji is already facing unemployment, and more jobs will have to be found. This could be done, in Fiji, if we had more schemes for developing and expanding the local industries, secondary and primary.

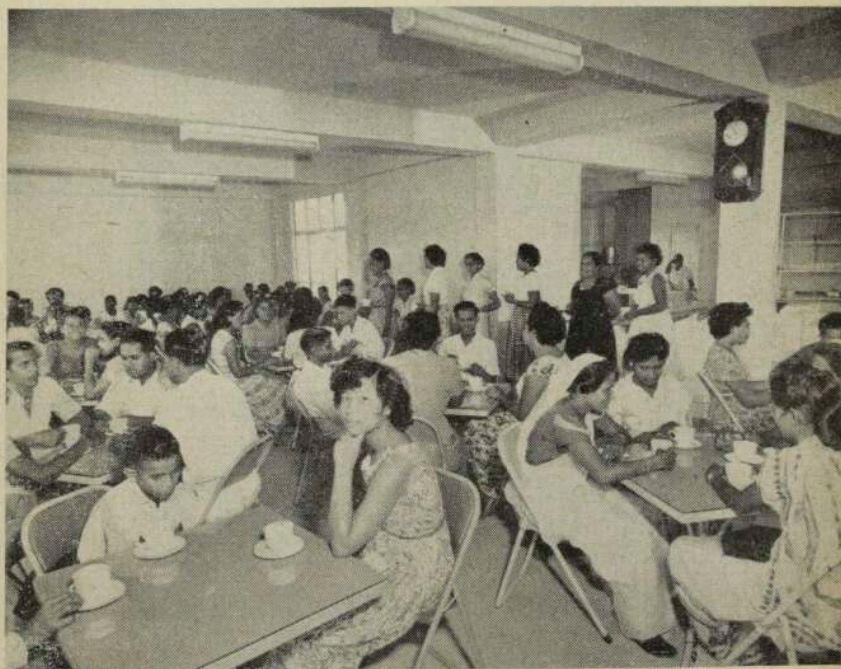
New Industries

There are avenues for opening up new industries in our urban areas; but for this large capital must be found, local or foreign. Without the backing of large investments, and the encouragement of the Government, new industries will be out of the question.

To overcome the rapidly increasing pressure of population on land resources, more new and fertile areas will have to be opened, developed and cultivated.

In Fiji there are still virgin areas unexploited; and to meet the problem of settling or spreading the increasing population from the overcrowded centres, these areas must be made accessible instead of being kept in reserve.

The Burns Commission, which is to visit Fiji late this year, perhaps will help in achieving this.



Indians first came to Fiji as indentured labourers—but today the Indian population outnumbers the Fijian, and plays a vital part in both agriculture and commerce. These Indian workers are employed in a modern, Indian-owned clothing factory in Suva.



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Letter to the Editor

THE EXPERTS FIGHT IT OUT ON PURI

recent article in *PIM*, by G. A. V. Stanley, former geologist, and later consultant for Australasian Petroleum Company in P-NG, brought this from a critic, who is another known expert on the subject of oil.

The contribution to the *Pacific Islands Monthly*, "An Oil Strike Could Have 20 Years Ago", by Mr. G. A. V. Stanley, which purports to give the history of the discovery of Puri, has come to my notice.

It is essential to bring to attention that Mr. Stanley's account, as far as the circumstances surrounding initial recognition and mapping of the Puri Anticline are concerned, is in greater part incorrect.

In the light of comparison between Mr. Stanley's legendary story of the discovery of the Puri Anticline and actual events, I find it of interest to note that in the first edition of his "Short History of Guinea", currently appearing in final form in the *South Pacific*, Port Moresby, Mr. Stanley assumes the title of historian. In a history of straight history, Mr. Stanley errs, for it was in August, 1910, that Mr. L. Lett reported the finding of oil near the Vaillala, a few weeks before the discovery of Puri.

From the Records

In Mr. Stanley's story of the discovery of Puri, actual events were: Mr. (now Professor) S. Warren was not the only true discoverer of the structure. He was accompanied by Mr. J. C. Pratt, a Canadian geologist not without experience, when, in early March, 1937, in the course of an exploratory traverse between the upper Era River and the Puri River, they observed a well-defined arch of appreciable size, along the Puri River, the core of which exposed several hundred feet of Miocene limestone.

This discovery was reported to Mr. Carey immediately on his return to Base Camp about February 12, 1937.

Within the same period Mr. Stanley and myself crossed eastward continuation of the fold, the Puri Anticline, some ten or eight miles to the east of Puri Creek; but some days later

than the arch and limestone exposure on that stream had been observed by Carey and Pratt.

2. Mr. Carey was not attracted to the foregoing discovery by prior discovery of one of the large gas emanations on the Puri fold, as Mr. Stanley relates.

In fact, no indication of petroleum had been observed by any of the five geologists engaged in mapping the region under my leadership, until March 13, 1937, when, in the course of a scout reconnaissance up the Era River, west of Puri Creek, accompanied by S. W. Carey, I happened to note on a pebble bank a boulder of sandstone of particular appearance, which on breaking, I found to be lightly impregnated with petroleum as anticipated.

On the return journey (March 15), when examining an outcrop near the crestal belt of the Puri Anticline for micro-fossils I drew Carey's attention to a faint odour of petroleum and almost immediately afterwards, when canoeing in midstream, detected further odours in the atmosphere.

A Precious Blowhole

Upon directing the canoe to an adjacent exposure in the river bank, it was found to carry thin sandy beds richly impregnated and slowly oozing oil.

The first observation of a gas emanation audible for several

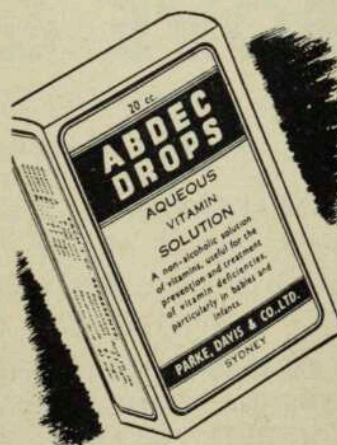
hundred feet was not made until towards the end of March, 1937, when, inspecting work which had been carried out several miles to the east of Puri Creek by Messrs. J. C. Pratt and N. Pratt, M.Sc., I was guided by a native labourer, formerly with the Pratts when mapping the vicinity, together with the Pratts, to a dry vent in the bank of a small creek, audible at some distance and capable of maintaining a flame some eight feet in height.

The native labourer had disclosed its existence to me some days previously but only reluctantly after I had learnt of "talk" among the labourers.

Although in close proximity to a camp occupied for several days by the Pratts, this vent had escaped their detection; likewise a number of smaller emanations, some carrying a little oil, even closer to their camp, where odours had been noted but ascribed to the spilling of a tin of kerosene when pitching the camp.

As the abovementioned gas emanation differs appreciably from that described by Mr. Stanley, I must assume he credits S. W. Carey with the finding of another and larger gas emanation, which was, in fact, first observed by an Australasian Petroleum Company geologist several years later.

I doubt that S. W. Carey has even seen either of these gas vents, for in 1937 he had no opportunity



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cannot recollect when he have had one since.

Mr. Stanley's account of telegraphic recommendation Search Limited for the immediate drilling of the Puri Anticline and the various reactions in it, is true only insofar as an exchange did take place first quarter of 1936, when Search Limited activities confined to the Sepik District Territory of New Guinea, structure in which District concerned. In any case, Mr. Stanley's version is incorrect in respects.

It will be clear from the foregoing account, I was in the field large throughout the exploration of the Era River-Puri region Search geologists and all communications reporting on proper carrying recommendations, were from myself direct to the Mr. W. A. Freeman, then Chairman of Oil Search Limited; Mr. F. Griffin, the Managing Director, being at that time over-

only communications Mr. Stanley could have had with Oil Search Limited would have been on official matters and have passed through my hands in the first place as his Chief.

Furthermore, the late Mr. E. L. Stanley died on December 25, 1936: revocation of Permit No. 5 by Oil Search geologists under my direction did not commence until January 1, 1937, and, as recounted the Puri Anticline was not reached until early February, 1937.

Main Objective

May, 1937, Oil Search geologists in Papua proceeded on to the main objective, namely, the geo-reconnaissance mapping of the Era River-Puri region under Search Limited Permit No. 5, which had been initiated on the 1st of January, 1937; the exploring region having been assigned by myself as that most likely to yield an intelligible account of stratigraphic succession in the Puri region, to then practically complete.

In June, 1937, Mr. W. Carey took over as Geologist-in-Charge, Papua, and Search Limited and circa July/early August, 1937, I made a long overdue visit of inspection of the work in the Sepik District which had been proceeding for Mr. Stanley and party. In the foregoing I have not dealt on memory or recollection, but have written it with copies of my Reports submitted to the Department of Lands, and Surveys, Port Moresby, in June, 1937, on behalf of Search Limited (and correspondence with the late Mr. W. A. Freeman) at hand. Some of this material at least, was available to Mr. Stanley in 1951/52.

I do not propose to enter into details why the Puri Anticline was

not selected for drilling until the present decade, nor do I propose to discuss Mr. Stanley's contribution to your journal further, since to do so would entail disclosing matters confidential to the company by whom I was formerly employed.

Yours,

J. N. MONTGOMERY,
Mt. Eliza, Victoria, Australia.

Mr. Stanley's Reply

A copy of Mr. Montgomery's letter was handed to Mr. Stanley in Port Moresby on January 21 and Mr. Stanley wrote this reply:

I AM terribly sorry that my article on Puri, in the December issue, has so upset my old friend and former colleague, Mr. J. M. Montgomery, now at last in retirement

in Victoria. None is in a better position than he to know the facts of the search for oil in Papua and New Guinea, in which he first took part (I hope I'm right) during 1917.

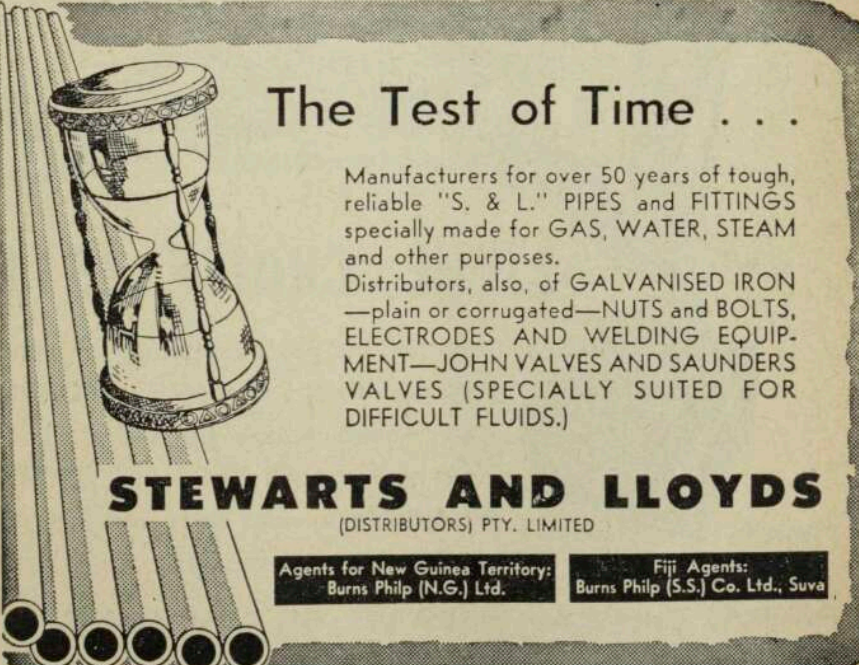
As he truly says, I'm no historian.

Henry Ford I is supposed to have remarked, "History's bunk". More recently a British peer (Viscount Templewood, better known as Duff Cooper, who married a famous beauty, Lady Diana Manners—I do hope I'm right, for "Monty" knows his Debrett as well as he knows his geology) wrote his memoirs entitled *Old Men Forget*, probably to prove that he wasn't old yet.

Napoleon's account of the Waterloo campaign, written at St. Helena without benefit of access to the records, proves that he'd have won the last battle if Wellington had not, with gross stupidity, neglected to



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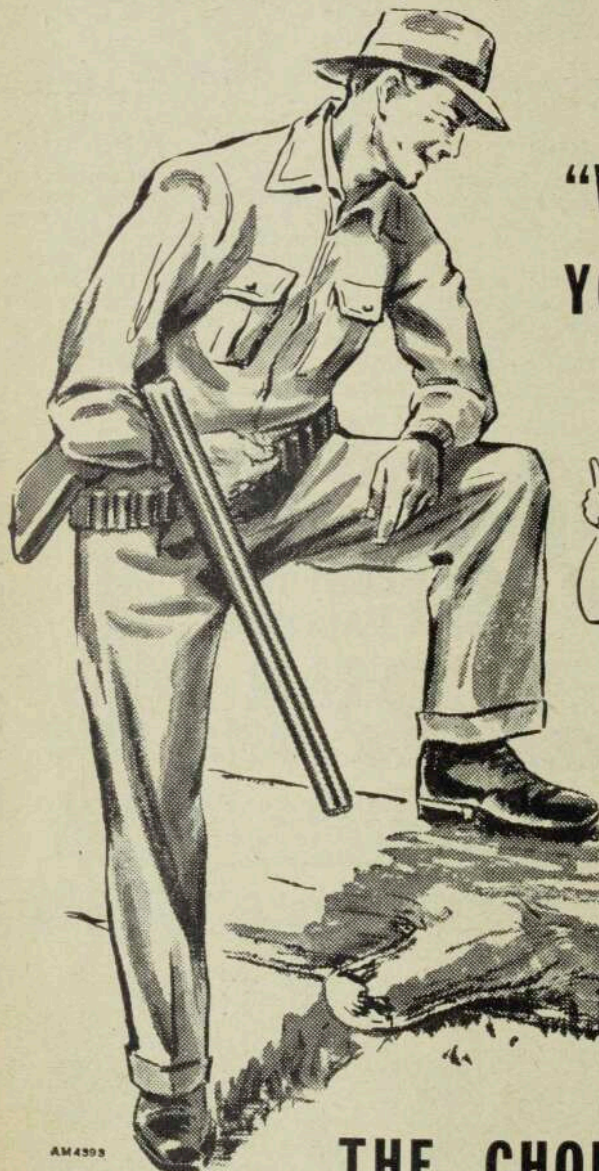
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Ammo Andy says—



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re that he had a line of retreat (right), and therefore had to slog it, until, at dusk, the French men to break.

and I suppose that if the writings of the Venerable Bede were mined very carefully, errors and omissions could be found, which have been carried on into the Anglo-Saxon Chronicle, compiled in the late 9th Century; and so the stream of history is vitiated.

Corrections—and More Dates

Well, I confess my own errors and omissions, and am grateful to be corrected by Mr. Montgomery.

In doing some research, I find that it was Garnet A. Thomas, and his partner, Lewis Lett, who made the discovery of a gas blow near Opa Village in August, 1911, and another (August 28, 1911) on the east bank of the Vaillala River, 3 miles above Akauda Village. Mr. Thomas' actual letter reporting the finds was made to the West Warden, J. P. Hennelly, R.M., Kerema, and is dated September 11. But in a letter to the Government Secretary, dated November 1911, E. McGowan claims that it was he and his partner (H. Manson) who found the gas shows near Opa, in June, and that he mentioned the fact to Messrs. Thomas, Lett and others.

In 1911 it was, and not 1910, as I just wrote. *Peccavi*.

Following Mr. Montgomery's corrections *seriatim*, I offer the following explanations:

In referring to Messrs. J. C. Pratt, Norman Pratt, W. P. Wilson, K. Mackinnon as Carey's "other companions", I had no intention of taking them out of any credit due to the discovery of Puri; but I didn't remember all their initials, precisely who accompanied me on the several field trips, and the six geologists made, more or less simultaneously, from their camp on the Era River.

"Puri Is An Oilfield"

Well, apparently, I was quite mixed-up about the actual sequence of events connected with the discovery of the big gas-blows at the northern end of the Puri culmination, in March, 1937. It just goes to show how fallible one can be when relying on memory alone.

I still have a strong recollection of being told by Carey of how he merely lit the big "blow" by means of a lighted paper tied to the end of a long pole—but I must be mistaken.

Well, well—wrong again! And very badly, this time. Of course, of course, it was the Maimai Dome, in the Sepik District, to which Carey's telegram to E. L. Walter referred. My deepest apologies to all concerned, including you, Mr. Editor. But, thanks to Mr. Montgomery, at least we have in print the true facts of all these interesting incidents.

To conclude: When I wrote the article, I did not, of course, enjoy Mr. Montgomery's advantages in having at hand copies of the Statutory Reports and other documents, covering the period January/June, 1937.

But it cannot be gainsaid that Puri could have been discovered 20 years ago if Oil Search Ltd. had carried on alone, using the tactics developed by the late E. L. Walter. And I persist in claiming that Puri is an oilfield and that it is bigger than anyone yet realises. And *that* was the point of my article.

I am, etc.,

G. A. V. STANLEY.

Port Moresby.

And Papua Has Its Fingers Crossed

WHERE only a few months ago oil search activities in Papua were virtually at a standstill, now there is plenty of activity going on, and plenty of hope among local people that the promise of Puri will eventually pay off.

In January, a special DC4, belonging to International Airways, flew special deviational drilling equipment to Port Moresby from the United States. It will be shipped along the coast and up the Era River to Puri.

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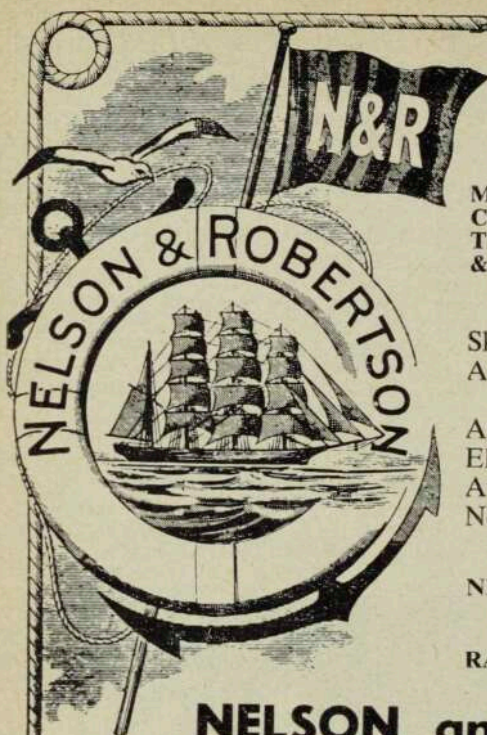
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How B. D. Lakshman Can Call a Strike On and Off

The Problem Child Of Fiji's North-West

By R. W. ROBSON

I put down some reports I had been reading about industrial restlessness in Fiji's sugar belt, especially at Lautoka. "Who exactly is B. D. Lakshman?" I asked.

A friend made haste to answer. "A pain in the neck," said a man with investments in the west. "Thinks he's God!" said another.

He seems to have a lot of in-
come with these sugar-mill work-
ers," I said. "Why does he keep
getting them up like this, and
calling for strikes?"

Their answers were not ex-
haustory.

A couple of days later, in No-
vember, I was in Lautoka. Mr.
Lakshman had called a public meet-
ing to protest against higher tax-
ation—obviously an attempt to ride
out a general surge of public in-
flation.

It was not a successful meeting.
120 silent men—mostly
Indians—listened to Mr. Lakshman's
speech. The only noise came, in-
stead of the usual interjections, from
the group who had partaken
of a glass of malted hops.

I was impressed by Mr.
Lakshman—a big, good-looking man,
a fluent speaker in English and
Hindustani; forceful enough to
hold an audience (if it had been
a matter of response) but not virulent.
There on the Sportsground
I listened to the useless ebb and
flow of talk, and wondered what
Mr. Lakshman tick. He seemed
to me; his audience was so bored;
one of Fiji's community lead-
ers—European, Indian or Fijian—
gave notice of him. Yet his con-
sideration of the sugar-mill workers was
complete he could dislocate Fiji's
economy at will.

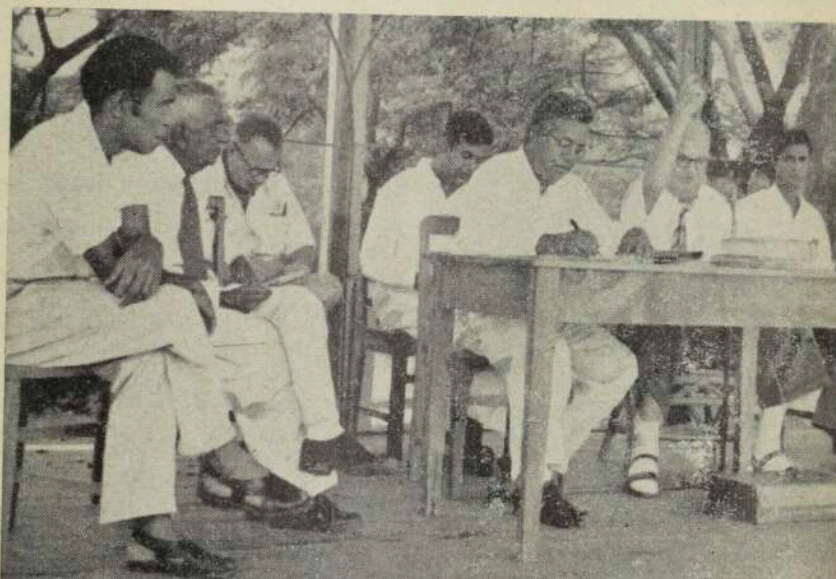
Demagogue or Patriot?

A group of people around that little
new the Lakshman history.
He was born in Fiji, but he was
educated and politically trained in
India, close to Gandhi. Back in Fiji,
he had been a school teacher, prin-
cipal and owner of a training
merchant, button-factory

He is a notable demagogue.
He loves to talk—and he talks
well, and well, emphasising to
the underprivileged masses the in-
fluence of many of the inequalities
of the poor and the not-so-
poor. The organised mill-workers
bourners of the Northwest
follow him blindly. He is the well-

paid organising secretary (virtually
the boss) of their union.

Was this merely a man holding
a paid job as a rabble-rouser,
ignorant of the economic laws which
govern such situations, and which
certainly cannot be altered or im-
proved by rabble-rousing? Or was



Photograph taken a few weeks ago at a public meeting of sugar-workers and cane-growers in Northwest Fiji. Seated at table in the centre: Mr. B. D. Lakshman and Mr. Nat Chalmers. Immediately behind Mr. Lakshman is his son, who is his assistant in the work of union organisation. At the extreme left is Mr. O'Neill, a Fijian-European, who is prominent in the activities of the sugar-workers' organisation.

he a man with a deeper and perhaps
more dangerous purpose? He did not
seem to me to be a fool.

Next morning, early, I telephoned
and asked him to see me. I sat
in his house, and took a cold drink
with him and his adult son, who is
his father's capable under-study.
They were courteous and quite ready
to talk.

Two Sides of a Subject

He told me about the bitter
poverty and social injustice under
which so many of the Nadi-Lautoka-
Ba Indians and Fijians worked and
lived, and of his determination to
help them to better standards of
life.

I told him of Fiji's politico-

economic problem as I see it—a
cruel maladjustment as between
over-population, community needs
and land usage, which must cause
poor living conditions among the
Indian working masses until all
Fiji's communities, by a united
effort, can so re-arrange the
country's economy that the pro-
duction of more wealth, and better
living standards may become pos-
sible.

We each acknowledged the merit
of the other's viewpoint.

"I believe that you are sincere in
your wish to help in improving the
lot of these people of the North-
west," I said. "But how can you
help them when you dislocate the
country's earning power by irre-
sponsible strikes?"

"But they will not meet me," he
cried. (By "they" I guessed he
meant the CSR Co. managers.) "I
want to discuss the welfare of our

people—more food, better housing,
more sanitation. They ignore me.
We use the only weapon we've got
—the organised union."

"But you must take the long
view," I said. "Wage rates are not
things which can be altered at a
week's notice. No industry, even if
it sells its product locally, can carry
on that way."

"These CSR Co. managers sell
their products in a highly com-
petitive world market. They make
long-range plans for selling—their
plans for buying cane and labour
must be equally long-range. Other-
wise, they cannot carry on, and
everyone suffers."

Mr. Lakshman showed quite a
clear understanding of national



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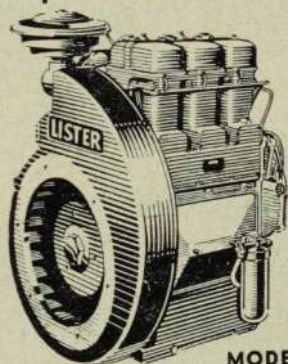
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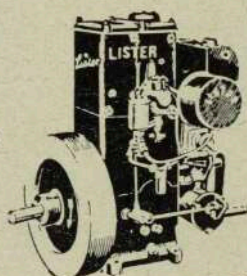
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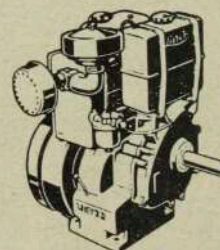
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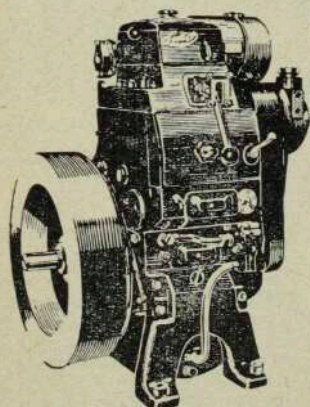
MODEL "HA3"
30 h.p.
(illustrated)
Aircooled
Diesel.
Also "HA2"
20 h.p.



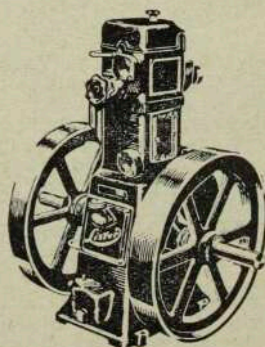
MODEL "D"
(Petrol) 2 h.p.



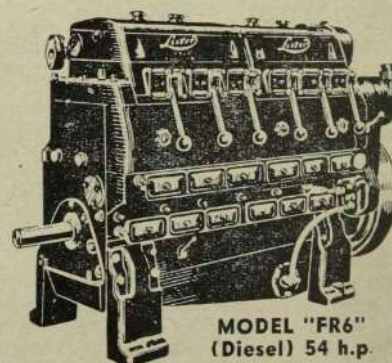
MODEL "SL1"—
4½ h.p.
(illustrated)
Aircooled diesel
Also MODEL
"SL2"—8½ h.p.
MODEL "SL3"
—12½ h.p.



MODEL "FR1"
(Diesel) 9 h.p.



MODEL "6/1"
(Diesel) 9 h.p.



MODEL "FR6"
(Diesel) 54 h.p.

WRITE TO HASTINGS DEERING
WITH LISTER ENQUIRIES

omics, and the points I tried to e.
ut," he said, "the biggest factor
neir production costs is labour,
the biggest factor in the social
dition of all the people
he Northwest is the wages
pay that labour. You would
that they would work closely
us, in getting the best con-
ns for all these workers. But
try to ignore us, altogether."
hink he was trying to say that,
e economics of the Northwest,
is more to it than just wage-
ining—that there is the life
uture of a big Fiji-Indian com-
ty.

What About That Contract?"

ell," I said, as Len Usher came
cart me off to Nadi airfield,
Indian leader in the Northwest
do a great deal today in an
ommunities effort to solve some
iji's financial and economic
ems. You should be with the
Indian leaders in Suva, get-
a wider focus on this thing."

Usher broke in: "But, Mr.
aman, what about this mill
you have called for Tues-

tared at the Indian leader in
ishment. He had said nothing,
e, of an impending strike.

called it on, last week, because
would not meet me to discuss
roubles," said Mr. Lakshman.

t what about your wage agree-
?" Mr. Usher almost howled
ords. "Have you no regard for
tract! The Company accepted
assurances, and made all their
accordingly. Don't you know
a breach of that contract en-

ere will be no strike on Tues-
said Mr. Lakshman. "I now
ulling it off. . ."

smile was charming and dis-
g. He gave me another cold

D. Lakshman probably is the
nfluential Indian in that area,
clever man. If he would, he
do very much to help the
folk, and to help Fiji. But
e?

RE BROADCASTS FROM BSIP

7 broadcasting equipment be-
n operating at Honiara in the
SIP in January, enabling in-
d broadcasting hours. New
are 7 p.m.-9.30 p.m. Monday
day, and 8 p.m.-9.30 p.m. on
ends, broadcasting on 1030
and 5960 KC/S.

station now operates from an
ditioned studio, and plans to
wider range of programmes.

Fiji Amenities From Copra Sales

From the sale of all copra pro-
duced by Fijians, the Government
takes £10 per ton. This money goes
into the Fiji Development Fund,
created to provide the Fijians (com-
munities and individuals) with
houses, water supplies, schools, agri-
cultural and industrial equipment
and the rehabilitation of coconut
plantations.

At the end of July last, there was
£614,800 in the Fund. During the

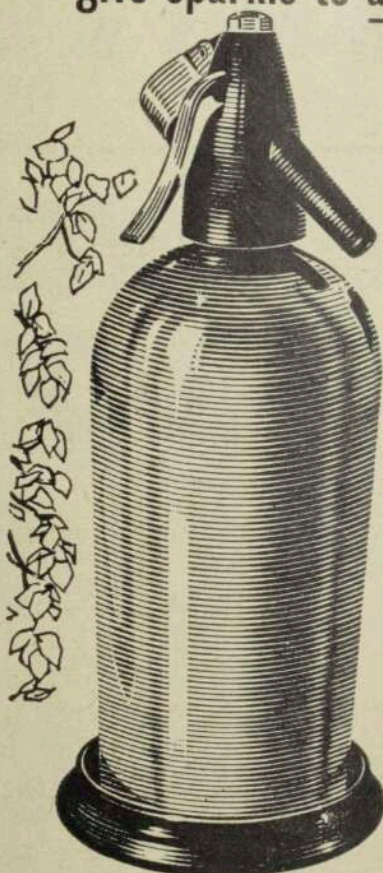
year proceeding, the Fund Road re-
ceived £189,699 and had disbursed
£199,708. Since the Fund was estab-
lished, in 1951, it has received well
over £1,100,000. About £500,000 has
gone back to the Fijians for the
purposes indicated.

The Fund is carefully managed
by a Board which has the Secretary
for Fijian Affairs as chairman and
12 members, who include leading
Europeans and the following Fijian
leaders:

Ratu Edward Cakobau, OBE, MC;
Ratu K. K. T. Mara, MA; Ratu
G. K. Cakobau, OBE; Ratu P. K.
Ganilau, DSO; Hon. K. Sikivou, MA.

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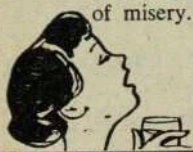
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Real, Honest-To-Goodness Statement Would Help

They Ask: How Radioactive Are The Cooks?

From a NZ Correspondent

ightly or wrongly, there has been some disquiet in the Cook Islands about the possible effect of fallout from nuclear bomb experiments carried out near the fish base at Christmas Island.

A STATEMENT made by the New Zealand Minister of Health, Mr. Mason, recently has not satisfied some of the critics, for the very reason that it didn't provide enough information.

Mr. Mason said: "I know there has naturally been great anxiety in the Island territories of the Pacific between New Zealand and the Equator because of possible fallout from radiation; I am therefore especially happy to assure them that the tests made have shown no significant increase in radioactivity."

In view of what is being said in the Cook Islands, the Ministerial statement, to be effective, should have been a great deal more explicit. And this is being said?

Is this—and whether there is any basis for it doesn't, at the present, matter:

What They Claim

The decision to conduct the fish tests in the Eastern Pacific region in which New Zealand had a real influence (they say), Christmas Island is about as isolated a fish island as could be found there, having regard to upper circulation and other factors. Therefore, once the decision was made in London, the Cook Islands became part of a "calculated" Everything was done to avoid contamination and if any occurred, it would be unavoidable.

In these circumstances, if contamination did occur the official would be to keep it quiet. Well, what would be the point in warning the people if nothing could be done about it; and the pollution was of a borderline nature, equal to, or anyway much above what is currently thought to be a maximum dosage? Substantiation of this view from the Rarotonga people submit that fish are being caught at Rarotonga and at Penrhyn—the only two of the group with any geiger counters.

It is no secret, they claim, that they never a fish with a "count"

above what is considered the danger level is spotted, a scientist is hastily called south by air from Christmas Island to examine the fish, which is held meanwhile in the Rarotonga administration freezing chamber.

A bee-line is made for the freezing chamber by a Christmas Island boffin as soon as the aircraft arrives, which is every few weeks in recent months.

The Rarotonga critics ask why, under these circumstances, the testing of fish at Rarotonga is on a completely haphazard footing, with only an occasional fish being tested—when the man charged with the testing as a sort of spare-time job happens to be round when someone catches a fish.

They ask why this function is in the hands of the Transport Officer—the man in charge of the Administration motor garage—instead of under the close supervision of an officer of the Medical Department.

They think if systematic daily tests of fish were taken there would be far more "hot" fish discovered.

Some people have pointed out that the official danger level "counts" regarding fish are based on European and not Islander dietary habits. Radio-activity is mainly concentrated in the livers, eyes, fins, and tails of fish, which are not eaten by Europeans, but are looked on as delicacies by Islanders. Therefore, they ask, why under these circumstances is there not an official campaign of publicity warning Islanders to avoid eating these parts at least? The reason given by these people is that the Administration fears that any such publicity campaign would probably have undesirable effects far beyond the Cook Islands. It would be twisted by interested persons to mean that there was a dangerous situation existing as a result of the British tests.

May Be Eyewash

All of this could be true, particularly in view of the fact that a Honolulu Atomic Energy Commission official who knows something of this subject from America's unhappy experience in the Marshall Islands, is said to have expressed concern when told that Cook Islanders were freely eating all parts of fish.

But then, it could also be a lot of eyewash, which wouldn't stand up to examination.

The Minister could clear up this situation, if there is no truth in it, by publishing the actual figures of radio-active counts made in fish-tests, and supplying full details of the system of testing at present in force.

It is a matter of public importance, and there should be no suggestion that because some ordinary, well-intentioned persons want some information about it they must be Ban-The-Bomb boys in regular correspondence with Moscow.

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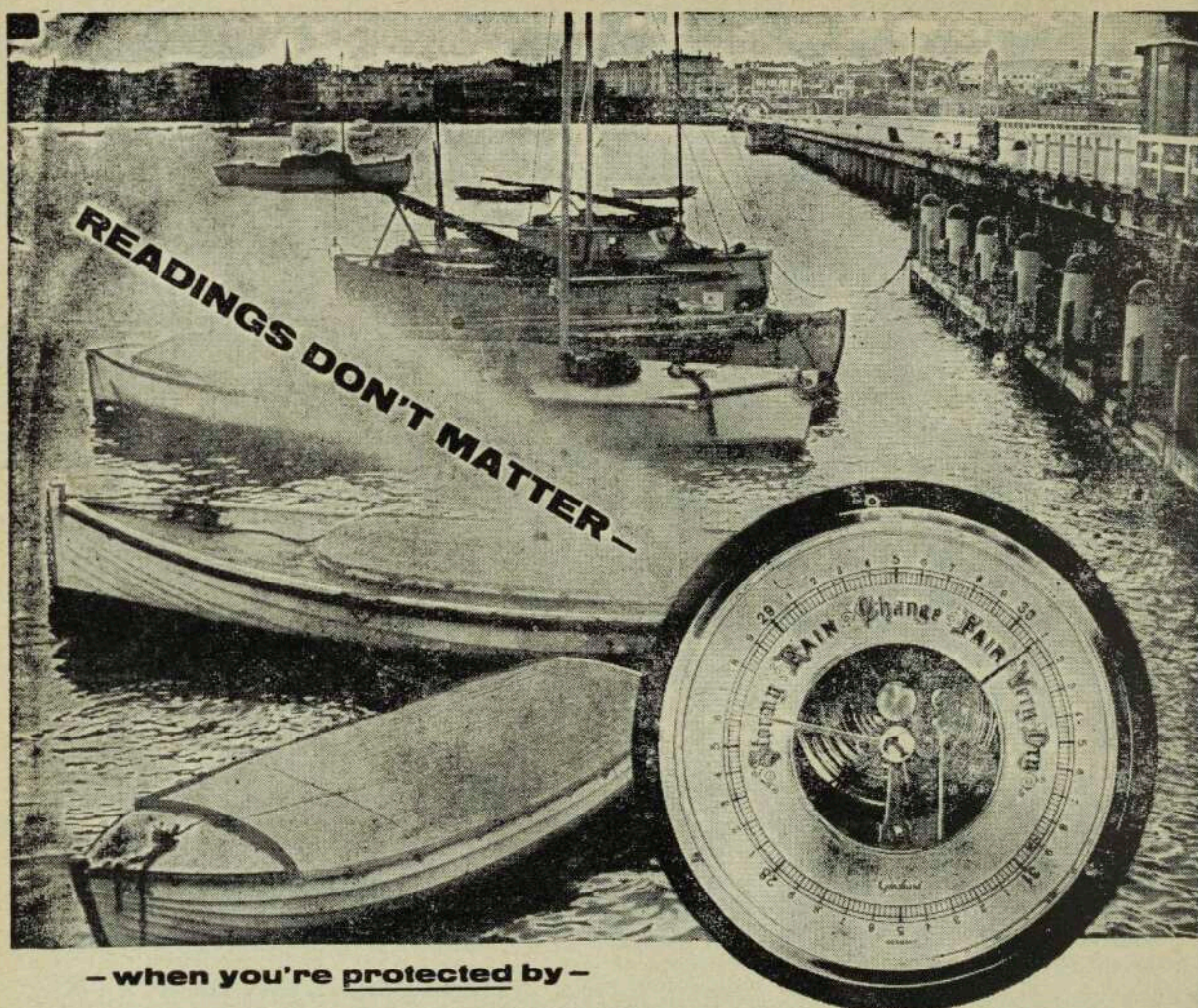
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P-NG CAN, WHY NOT OTHERS?

It's An Example Of The Need For Information

By J. P. Shortall

How the South Pacific territories governments, through the P-NG, could promote small industries by making available regular and up-to-date market information to the general public was demonstrated by a report from Port Moresby in January.

The report told of how the New Guinea Registrar of Co-operatives, Mr. G. Morris, had developed from an ordinary rabbit an efficient device for bringing beche-de-mer from the sea bottom. (See PIM, Jan., p. 138). That was perhaps more interesting than the technical information supplied, was the news in this report that Papuan co-operatives are getting 7/6 per pound for beche-de-mer.

A Money-Maker

This is a fact it would appear plenty of other people in other parts of the South Pacific are missing out on a useful money-maker. On several occasions in recent years islanders have checked with city merchants on the possibilities of this item and have always been told that there is no market. The trouble is that many of the island merchants are just not interested in marketing these important items, and probably do not attempt to seek a market check on its possibilities. There could be said for other minor produce, which may not represent big money but still might be a highly remunerative source of income for a comparatively poor community here or there, or an enterprising trader prepared to deal in more lowly items than rice, cocoa and coffee.

No Guidance

In the present situation, however, at the people who might deal in these minor items have no guidance as to what is and what is not valuable in the outside world month to month. That is the SPC's regular survey of a wide range of produce markets

overseas could lend advice and encouragement.

At about the same time there was a report in New Zealand newspapers concerning Western Samoan banana production. It was suggested that if ever this production reached a level where the New Zealand fresh banana trade was saturated, then it might be possible to slice and can them, puree them, dry them, powder them, or otherwise process them.

This poses the question: why wait until that time?

If it can be shown that there is more money to be made, less shipping problems, and less waste, in some method of processing bananas, surely it would be worthwhile establishing such industries now as a start in a policy of diversification.

(See "An Imaginative Approach to Trade Boosting", PIM, December, 1958.)

Radar Weather Station at Funafuti

The New Zealand Ministry of Works has just completed the installation of a new meteorological radar station at Funafuti, one of several in the South Pacific Islands area, for the observation and forecasting of upper winds for aviation forecasts.

The equipment consists of a ground radar station and a radio receiving station. Large balloons bearing radar reflectors and miniature radiosonde transmitters are released at fixed times each day.

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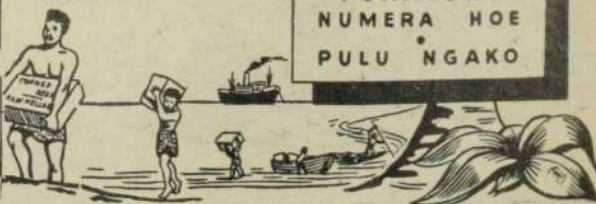
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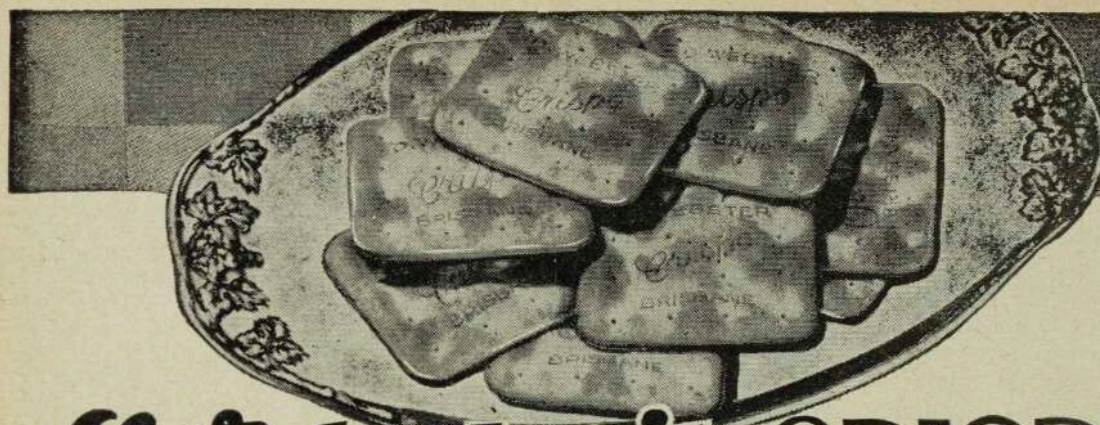
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Two New Books Examine Some Old History

Australia In German N. Guinea: They Juggled For A Policy

If you expect to read about some of the colourful, near-nautic Australian characters that peopled German New Guinea before Civil Administration was established in 1921 in D. Rowley's "The Australians in German New Guinea 1914-21" you will be disappointed.

On the other hand, if you want to see the spot-light of Truth revealing the political ramifications that went on, at the highest while Australia was getting its hold on its newly conquered Possessions in New Guinea, Mr. Rowley's book is most likely your cup of tea.

It has meticulously combed records, perused departmental files and authenticates just every statement made in the book giving authoritative sources, chapter and verse in handy at the end of the book.

It is most carefully compiled, as you would naturally expect from the Principal of the Australian School of Pacific Administration.

It is only natural, too, that in the years of events that took place years ago, when neither governments nor popular opinion had so anti-colonial and race-conscious as today, the writer's comment on the actions and deliberations of that period should incline to be censorious.

But that in no way detracts from the value of this most comprehensive medium dealing with those days, and, no doubt, will instill a certain Pharisaical satisfaction in the breasts of our present-day officials and officers.

No Instructions

The writer deals very fairly with the popular Terms of Capitulation signed by Holmes and Haber, showing where the former had had "no precise instructions" how to act in the event of capitulation, and had found it necessary:

"To carry out my mission with as little force as possible, and with as little interference with existing customs and laws of administration . . . as to that residents would continue to carry out their ordinary avocations in the usual way."

In short, the whole business of running the Australian Force, Mr. Holmes, for this important War I appears to have been less bungled by Bumbledom than Mr. Holmes' action regarding the making of the going easier and

"PIM" reviewers here discuss two important new books: "Australians in German New Guinea, 1914-1921," by C. D. Rowley, Melbourne University Press, Australian price, 52/6; and "Britain in Fiji, 1858-1880," by J. D. Legge, MacMillan & Co. Australian price, 34/9.

less expensive in lives, prestige and trade.

Considerable stress is laid on the preservation of commercial activities for Australia, which was considered more important than "native welfare" at that time.

There are detailed descriptions, culled from official files, of the methods adopted by Holmes in taking over control from German officials; the various problems which arise regarding the disposal of copra,

the jockeying for business amongst the Australian firms and the preference shown on various occasions for the Burns Philp Company.

Parenthetically it is interesting to note that the old Burns Philp inter-island steamer *Moresby*, which was the last Australian vessel to trade with Rabaul before the NDJ took over in the early 1900's, was the first Australian merchant ship to return after the capitulation. And well do I remember being told this by W. H. Lucas, who, incidentally, comes in for a lot of criticism (and little wonder, for the one-time supercargo of the island trader, *Titus*, had become a power in the Pacific).

Honest Appraisal

The author makes an honest appraisal of the Germans' accomplishments, their methods of administration employed and targets aimed at, which were naturally those of a colonial Power at first concerned primarily with economic development of the country, with the welfare of the native to follow.

The details concerning mission activities, labour conditions, native officials, punitive expeditions and native education are particularly enlightening at this late stage. It is of interest that in 1918, when the Allied Powers were seeking evidence of German mal-treatment of natives, in order to counter any move for the return of colonies to the Germans, Acting Prime Minister Watt cabled Hughes: "The information available does not show that the Germans were guilty of . . ."

(Continued on page 73)

BRITAIN IN FIJI: ONE MAN MADE THE LANDS INVIOLENT

Frequently, in the past, one has heard it argued that the rights of the indigenous Fijians to their lands are guaranteed by Britain under the Deed of Cession of 1874. Probably, we shall hear it often in the early future, when plans are being canvassed for a new plan-for-living in Fiji.

SO, opportunely, there arrives a new book called *Britain In Fiji, 1858-1880*, by Dr. J. D. Legge, of the University of West Australia.

On the face of it, it is just another of those endless efforts in the world of academics—the actual history of a certain period of administration, carefully assembled and documented and indexed, put into printed form by virtue of some special grant, and serving no discernible purpose in the workaday world.

But the result is different in this case, as with the book reviewed above. Here we have an apparently detailed history of the Fijian events of that time—the incidents, developments and pressures which led to Cession to Britain; the exact terms of the Deed of Cession; and the agonies of interpretation which

followed its acceptance and implementation.

It is clear from this book that, on the subject of the inviolability of native land rights, a good deal more has been read into the Deed of Cession than appears on its surface.

This set of circumstances can be of supreme importance in Fiji in the next few years.

Here is the actual clause of the Deed dealing with land rights:

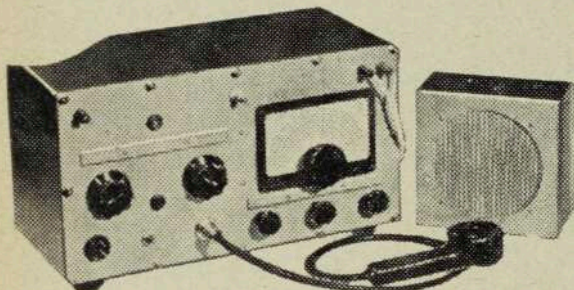
4. That the absolute proprietorship of all lands not shown to be now alienated so as to have become bona fide the property of Europeans or other foreigners or not now in the actual use or occupation of some Chief or tribe or not actually required for the probable future support

(Over)

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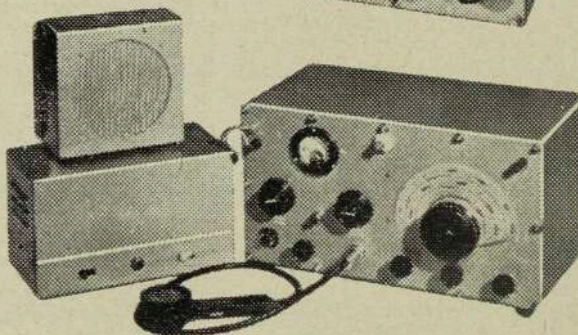
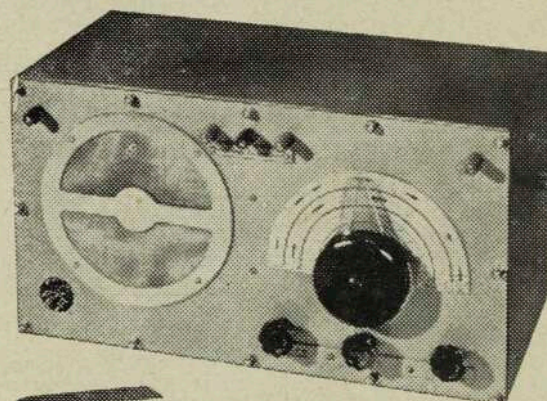
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and maintenance of some Chief tribe shall be and is hereby deemed to be vested in Her said Majesty, Her heirs and successors.

Except that, in an introductory paragraph, Cakobau and the High Chiefs say that they are "relying on the justice and generosity of said Majesty", there is no other part of the Deed of Cession which has a bearing upon native land rights.

Whirlwind of Argument

Even a bush lawyer can see that Article 4 was likely to be a source of trouble, when the various interests affected began to seek interpretation and application.

For example, as Dr. Legge shows, numerous people who had, as they believed, acquired title to lands prior to the Deed of Cession (October 10, 1874) wanted to know where they stood. They claimed it was the intention of the framers of the Deed that lands already alienated should remain alienated.

At high officialdom was not so sure. Look at the effect of the words "bona fide" in the Article. It surely means that only bona fide sales or transfers were to be recognised. It was to decide whether any transaction, once challenged, was bona fide or not?

And so, within three or four years, the Governor of Fiji (Sir Gordon) was involved in a whirlwind of argument, in which the Secretary of State for the Colonies, the Crown's solemn Law Officers, the legal practitioners of the day and the Governor himself were engaged to express opinions and fight challenges.

In the end, it seems that all interests concerned finally accepted the principles stubbornly advanced by Gordon, a Governor of unusual firmness and strength, who was determined that the Fijians should retain their lands and live upon their own; that alienation—whether in the past or in the future—should be resisted to the utmost degree; that nothing to break down the policy should be read into the Deed of Cession.

Gordon Established Land Policy

Gordon fought with various interests—including the Colonial Office—for about four years before establishing what might be called a far-cut land policy, in conformity with what appeared to be the idea set forth in the Deed of Cession; as Dr. Legge says, "his importance eventually had the desired effect of persuading the C.O. to support the legislation he desired, which would give the Crown-in-Council the position of final court of appeal on land claims."

Nearly one million acres were deemed as having been sold absolutely by the Fijians before Cession.

By the time the machinery created under Gordon's rule for dealing with such land claims had finished with them, claims to only 414,615 acres were confirmed.

Gordon's plan was that the Crown should assert ownership over native lands wherever possible, and then, using all available authority, to act as trustee for the Fijians and prevent alienation of their lands, irrespective of their wishes.

It was Gordon actually who created the legend of the inviolability of Fijian ownership of Fijian land; and Colonial Office policy has taught the succeeding generations to regard that plan as an undertaking which in all circumstances must be honoured.

But, as Dr. Legge himself says:

"In a controversial field such as that of Fijian land tenure it is difficult to establish any contribution to the subject as being beyond any doubt. It is not so much a question of establishing the facts as of interpreting them."

When the Deed of Cession was drawn, and the task of interpretation was undertaken, and Gordon fought for the establishment of certain principles, no one had any thought of Indian immigration. Must the things done between 1870 and 1880 in relation to land now be reviewed, in the light of the establishment in Fiji of 175,000 Indians? If so, how—and why?

Anyone interested in those vital questions should examine this new book, with care—RWR.

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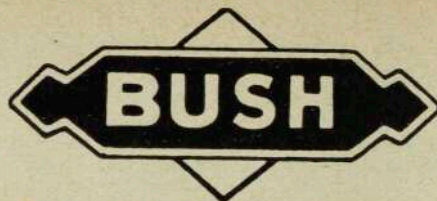
3 cups Fountain Self-Raising Flour
 1 teaspoon of salt
 1 teaspoon of butter
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Interesting Disclosure's In NG Book

(Continued from page 69)

h and unreasonable cruelty in dealings with the natives, or any singular disregard for rights and actions." Authoritative records are quoted of events during the term of Pethebridge, who took over Holmes in January, 1915; Sea-Mackenzie, who lasted for a of six months, pending the intment of Johnstone in 1918, followed by Tom Griffiths and tually Wisdom, who was in the le when Civil Administration over from the Military Occupa-

racial integration as they have today the Commission's report would have been entirely different. Time has at least shown that Murray's ideals have now become accepted policies and his aim for amalgamation *un fait accompli*.

Expro Board's Task

The author treats very fairly the activities of the Expropriation Board, with Lucas as chairman, and mentions the immense task it had of taking over the German assets and keeping them working as going

concerns in order that the country's economy should not be disrupted.

This altogether enlightening volume—full of good solid food for thought and reference—brings the story of New Guinea up to the time of the inception of Civil Administration which, the author says, commenced operation on May 9, 1921, without a native policy, and in the shadow of the Expropriation Board. A "civil government" was declared, in the last of the ANMEF *Gazettes* "to be established" over the "Territory of New Guinea" under the terms of the New Guinea Act. Wisdom, the last ANMEF Administrator, became the first Administrator of the Mandated Territory. "The only signs of a new order

"Juggling"

e juggling, which went on before the scenes during these various ds, makes most interesting ng and the publication of exs from official correspondence reports lifts the lid from many erto hidden secrets and explains official why and wherefore of ns which, at the time, puzzled Man in the Street. In fact it s one's appetite for a similar in, say, 40 years' time exing some of the events of to-

ere follow interesting disres concerning Billy Hughes in pe, fighting for Australia's latory powers at the Versailles e Conference; the Royal Comon on late German New ea, composed of Judge (later lubert) Murray (as chairman), Hunt, Secretary of the Depart- of Home and Territories and . Lucas, late Islands Inspector BP and recently-appointed nical Adviser to the Commonh on Pacific Affairs, inquiring the best methods of future adstration, and the advisability e amalgamation of Papua and Guinea; and nonetheless enening is the post-mortem on methods employed to repatriate Germans by deportation and exiation and the vain attempts e period at ousting the Germanmissionaries.

in recent years, political edegook played no small part ese important issues, which d have been above party cs. ese were some of the problems alia was facing while she was fitted for her mantle of nhood.

was inevitable in the Royal nission inquiries that the ideas urray and Lucas should be apart; Atlee Hunt, swayed by es' support of Lucas, joined s against Murray, whose dream "Papuasia", with himself as rnor, was shattered by the rity report.

ere is little doubt but that had nment policies at that time ed such a tendency towards



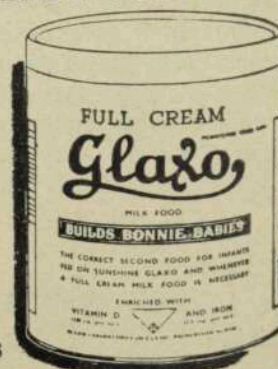
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Clearer If You

W The Answers

es, Boxes And s In Pokes

By a Special Writer

The purpose of a government
ment's annual report is pre-
ly to convey useful informa-
to those having need of it. Too
the information provided falls
d deal short of this require-
though any suggestion that
s so, is often viewed as mere
g criticism by the over-
ive administrations concerned.

New Zealand Department of
land Territories' report on the
ook, Niue and Tokelau Islands,
ng statistics of fruit export
roduction, is a current example
less information.

figures don't mean anything
se there is no key to them—
you go in search of it your-
and the chances are that statu-
ns and others overseas, who
mong those most likely to need
gures for comparisons, won't
how to start looking.

nges, for example are merely
as so many "cases" other citrus
many cases again; pineapples
sted as of so many 1½ bushel
s". But this pineapple "box",

the doffing of uniforms by
holding civilian appointments,
ne dispossession and shipping
of the Germans. Shortly after-
the Australian Government
o present its first report to
ouncil of the League of
as on the Mandated Territory
y Guinea. But that is another

none better qualified than
owley to write the sequel, if he
ys the same candour and
aking research he has shown
present volume.

hort: A valuable contribution
territorial literature, happily
from typographical errors
in these days sadly occur
oo frequently in the best of
There are only three queries
ld raise: (1) On page 33 the
istrator-elect is given the
of Major-General, whereas
m was a Brigadier; (2) On
56 "Bouka Plantation and
g Co. Ltd." should be "Buka
and (3) On the Map—page
abakada is shown in New
d, which should read "Kaba-
The former name is that
village and a mission station
North Coast out of Rabaul.—

is found on inquiry to be precisely
the same as the unspecified "case"
used for oranges.

As a result of this discovery it
might be assumed that boxes and
cases were synonymous names for
1½ bushel containers, though the re-
port continues to make careful dis-
tinction down its orderly columns.

Bananas are in cases, tomatoes in
boxes, as also are mangoes, taro-
tarua, and avacadoes.

No Enlightenment

The report offers no further en-
lightenment, but anyone who had
the time and energy—and oppor-
tunity—to make his own inquiries
from NZ importers and retailers,
would end up with this result:

Oranges, pineapples, grapefruit
and bananas are packed in 1½ bushel
cases containing about 70 lbs of
fruit; lemons are shipped in 1-
bushel cases containing about 39
lbs of fruit; mandarins and tang-
erines in cases of two-thirds of a
bushel capacity containing about 35
lbs of fruit; tomatoes come in ½-
bushel cases containing about 16 lbs
of fruit; and avacadoes and mangoes
are in what the trade calls "trays"
of about 28 individual fruit, weight
not given.

In the face of this conclusion it
is surely high time that this annual
report gave a little more precise in-
formation.

At least a bushel is an accepted
measure, if an outmoded one. But
surely it would not be difficult to
establish an average nett weight for
the fruit in each container and to
give the statistical information in
pounds weight, as, for example, is
done in Hawaii.

At present, added confusion is
given to the situation through the
alteration in case sizes down through
the years—yet the NZ Territories
statisticians go right on talking of
citrus and other fruit production in
"cases" and "boxes", apparently
ignoring this fact completely.

Complaints

Similarly, edible-coconut exports
are listed in terms of "bags",
though at least two sizes are cur-
rently used—the sack used for the
shipment of fertiliser in New Zea-
land, and another sized sack used
for copra shipment—and retailers
are very careful to see what they
are bidding for in the Auckland
markets.

Incidentally, these same retailers
have lately been complaining bitterly
of mandarines and tangerines arriv-
ing from the Cooks in mixed ship-
ment with no indication on the
cases as to the nature of the con-
tents, though the retail value of
these fruits differs by 10/- to 12/-
per case. A protest was lodged with
the shippers.

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By a Staff Writer

Mr. Barry Philp owns and manages the Mocambo Hotel, at Nadi Port, Fiji, through which pass thousands of airways travellers. A portion of them, by arrangement with the air transport companies, is fed at the Mocambo.

THEIR collective appetite, in terms of root crops and salads, eggs and bacon, pawpaws and apples, is simply enormous. herto, supplies have come in hundreds of miles by ship, or in lorry miles by road. With a planner like Barry Philp, the next step was inevitable. He has 500 acres near Queens Park, Viti Levu, not far from Nadi. There he found a neat valley, permanent water, some steep hillsides. Early in 1958, he and Mrs. G. L. Wallace in the place, erected a lot of buildings, provided all sorts of services and cultivators.

Twice a week, a lorry leaves Kula with at least 1,000 lbs weight of farm and garden produce, for the insatiable kitchens of the Mocambo Hotel.

On the floor of the valley there is a series of vegetable gardens, accommodation for thousands of pigs and a growing line of pigs. There is an irrigation system, throwing water all over this wide area. It is of 20 Indians and Fijians production moving.

Standing in one place, I saw, growing luxuriantly in that hot valley, silver beet, carrots,



This photo shows how the water is syphoned from the dam (at right) over a 26 ft. ridge, into the cultivated valley, which is out of the picture, down on the left.

celery, pumpkins, lettuce, Spanish onions, English and Chinese cabbage, tomatoes, parsnips, French beans, kolrabbi, pawpaw, yams, mint, pineapples, rockmelons, cucumbers, endives, tapioca—even some heroic English potatoes.

Fascinated

The planning of this enterprise, and the results, have fascinated Barry Philp. He spends more time here with Mr. Wallace than at the hotel. A pleasant hobby—and, on the face of it, profitable.

He and Mr. Wallace have done something interesting in irrigation. They are siphoning water over a hill and, using gravitation only, are bringing it into the valley sprayers under good pressure.

Up beyond the first hill, they found a gulch, with a narrow neck. They put a dam in the neck and soon accumulated 6,000,000 gallons. To get it into the gardens, far below, they had to lift it over a 26 ft ridge. Local experts said it could not be done. But they tried the siphon

They All Reap The Fruits

Alexishaven, New Guinea.—Profits from agriculture are used by the Catholic Mission here to keep its educational work going. The entire net profits from the Mission's copra and coconut plantations last year were used for this work.

The Alexishafen Vicariate, which has a total population of 700,000, covers 32,000 square miles and has nearly 27,000 children in its 502 schools. All Europeans on the educational staff offer their services free, and so do plantation supervisors.

When the new Kondiu school is finished this year, the Mission here will have spent more than £300,000 on new schools from its own funds in three years. The practice of putting back profits from the land, for the benefit of the natives, has been a consistent Mission policy.

system; and, once they had found a couple of small leaks in the pipeline, it worked perfectly. Now the dam is being enlarged to hold 60 million gallons.

The Lesson

With all this water, and scientific contour cultivation of the surrounding hills—now proceeding—Barry Philp's fruit and vegetable farm at Tubu Kula is going to pay off.

The lesson is: Fiji can produce almost anything in tropical and sub-tropical foodstuffs—but you must have solid finance to carry out a large-scale plan involving powered farm implements and controlled irrigation.

Mr. H. P. Williams, a road research expert from the UK Department of Scientific and Industrial Research, recently spent 10 days in Fiji, inspecting the Colony's roads.



Part of Mr. Barry Philp's cultivated valley. Mr. Philp is on the right, with the manager, Mr. Wallace, in the centre.



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He's Nominated As

her of S. Pacific Copra Trade

After searching through old Mesian records lately for certain historical material, I am pleased to hand to the famous man, Theodore Weber, the Father of the Pacific copra trade.

From the commencement of South Pacific trading, 130 years ago, coconut oil was a product of the South Seas—the traders bought it wherever found it. But it was bought and shipped in small casks. Traders generally were engaged to produce it by residents, by trading ships which irregularly, and by the early mariners. The coconuts were broken up, thrown onto tarps stretched across sticks, and in the hot sun. The oil, which through into containers was into barrels, and carried away. This method was expensive, and quality was not exactly FMS. In the 1860's, the system was changed. The traders found it easier to ship and carry the kernel itself (copra) in bags; when crushing mills were established in Europe the millers soon learned that there was a profit-market for coconut meal. A change, of course, was going on in coconut areas other than South Seas; but the new idea was seized upon immediately by Theodore Weber, in Samoa.

Tremendous Energy

Theodore, a mere youth, was left in charge of the Godeffroy (Hamburg) when August Unshelm was killed in a hurricane between Samoa and Samoa, in March, 1864; he devoted his tremendous energy and his organising genius to establishing more and more German trading stations all over the Pacific islands, and enabling the traders to buy copra and coconut oil. In 1880, the Godeffroy empire (it meantime had become the German PG Company) was spread across the South Seas, and the basis of its huge trade was copra. Theodore (who died in Germany in 1904) was a man of fine character and outstanding ability. Wherever he had a chance, he bought Samoan land for his Company, and it was so carefully that most of his 150,000 acres in Samoa

were accepted by the International Land Commission in 1891, and titles granted accordingly.

Weber started the systematic planting of those rich lands with coconuts. After World War I, under New Zealand, the plantations became part of the famous Reparations Estates; and the latter today are the backbone of the finance of the new self-government of Samoa. —RWR.

Rear-Admiral Richard Evenou, commander of the French Navy in the Pacific, escaped injury when his car and another collided near Apia, Samoa, in January. Two occupants of the other car were slightly injured.

New Broadcasting Station for Nouméa

NOUMEA, which has been broadcasting only in the tropical short-wave bands in recent years, has recently come on the air with a station in the standard broadcast band on 1400 kc/s, power 1 K/w.

Broadcasting hours are 0700 to 1030 GMT daily, that is, 5 p.m. to 8.30 p.m. in New Guinea and 7 p.m. to 10.30 p.m. in Fiji.

Reception is good as far distant as Auckland, so coverage in the Islands should be fair, too.

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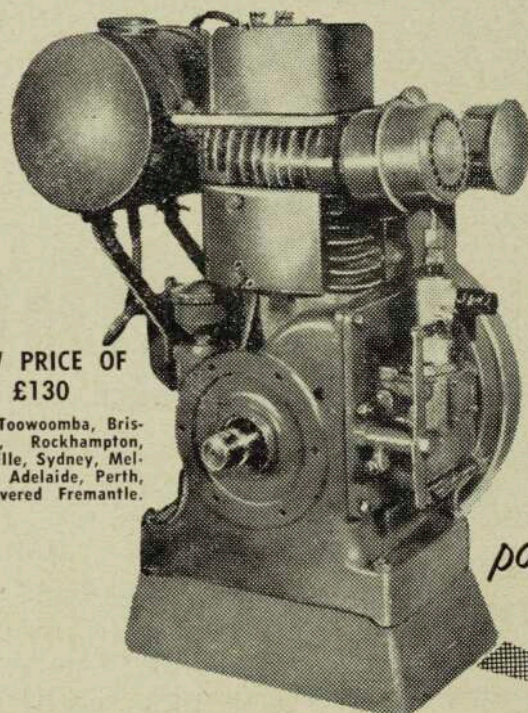
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*Pacific Islands
Monthly*

MAGAZINE SECTION

Tropicalities

Frey, of New Caledonia

South Pacific was directly presented at one of the great events of 20th century history in January—the inauguration of the Fifth Republic, and the election of Charles de Gaulle as president.

The new French Government's representative for Information is Roger Frey, who, when World War II hit the Pacific, was a modest planter in New Caledonia. He was one who went to De Gaulle after the surrender of France in May, 1940; and his outstanding ability was recognised when, later, he became General de Gaulle's representative at the South Pacific headquarters of General MacArthur. In the new post, he has succeeded Jacques Soustelle, who goes to another post. Jacques Soustelle and Roger Frey were among President de Gaulle's trusted lieutenants, in the task of restoring France to its rightful place among the great Powers.

Isolated Weavers

Isolated Tench Island, a mere speck in the ocean 50 miles north of Kavieng, New Guinea, has a population of only 58, and a area of 120 acres—a great proportion of this either swamp or low-lying. Houses are built on the sand and they need no floors.

On a recent visit by a P-NG patrol under Patrol Officer R. W. Hallahan, found it a small and lively community. The Island women are capable weavers and their woven mats of pandanus fibre are splendid products. But they have had to make do with driftwood as there is no other timber on the island. These rudely constructed looms they turn out delicately patterned mats, bags and other items. PO Hallahan: "These would be good trade items if only ships were more frequent. But the islanders are fortunate if they see a ship a year."

Anyway, no doubt, will find a market going into business for them.

That Hula Breeze

The cabin of the veteran cruiser USS *Te Kupa* in Auckland in January the talk was of the winds and foul and of the

folly of finding yourself away to leeward of your destination with a fresh Trade blowing and a very small motor down below.

"I always aim to keep well to windward," said skipper George Dibbern, "and I lay my courses accordingly; but a few years ago, on a passage between Rarotonga and the Northern Cooks I got a bad fright. I had mail aboard and a few passengers, and it was very important that I lay the island. We seemed to be making a good course up to the evening before arrival, and according to my last sights it was a pleasant down-wind run to our destination.

Well, there I was lolling on my bunk feeling pretty pleased with life with the passage all but completed. Then suddenly my hair fairly stood on end; there was no mistaking it. Your sense of smell becomes quite acute after weeks at sea—and I could smell what the writers let themselves go on, that soft delicately scented Islands breeze, once smelt never forgotten,

which steals down far over the horizon to whisper of Island Nights to passing mariners.

But it meant only one thing to me; somehow, through compass error maybe, we were to leeward of the atoll and were in for a tough windward beat. I couldn't believe it. The sights just wouldn't admit of such an error yet there it was.

I had an Islands boy as crew at that time. I called him to confirm my disappointment, and as he popped out of the forehatch and bustled aft there was a sickening sweet gust which left no room for doubt—or did it?

Then suddenly it was as though a great weight had been lifted from my shoulders as I realised that this particular island was right here on board—my crew-man, in the midst of his toilet preparations for the morrow—the redolent breeze coming right off his well oiled head.

Tolais Remember

A MEMORIAL is being built in Rabaul by Tolai native Councils in honour of a former Chief Justice of the Territory, Sir Beaumont Phillips. The memorial will overlook the town and harbour at Rabaul. It will be a type of cairn.

Sir Beaumont died in Australia



YOU'VE GOT TO BE GOOD: This is a ceremonial pig killing, photographed by a recent Dutch patrol that went out to have a look at a crashed wartime C47 in the Baliem Valley. The pig was presented to the patrol, and killed by having an arrow shot through its heart by a marksman stationed a given number of feet away. The gentlemen squatting behind the two pall-bearers don't appear to have considered the possibility of the marksman missing the target and sending the arrow in their direction.

—KVR Photo.

soon after his retirement, and was held in wide esteem by native leaders. The memorial is being built to show their appreciation of his help.

Not Just Any Old Parrot

FIJI has got a new four shilling postage stamp which features the Kadavu parrot, found only on the island of Kadavu. The parrot has a vivid scarlet head and breast, brilliant green back, wings and tail, and a bright band of azure blue at the nape of the neck.

Because of its brightness, the stamp is likely to be in great demand by collectors. What they might like to know is that the parrot represented on the stamp is a pet of the former Governor, Sir Ronald Garvey.

Coming On A Wing and A Prayer

MITSUO FUCHIDA, former Japanese naval air pilot, with the then rank of commander, who lead the flight of aircraft from the carrier *Akagi* in the attack on Pearl Harbour, will be flying to Australia and New Zealand on a less aggressive mission some time this year.

Now 55-years-old, Fuchida was

converted to Christianity eight years ago and is now a pilot with the American-organised missionary air transport organisation Sky Pilots International of which he is vice-president. As such he is also a Christian missionary.

He will be making a lecture tour and will fly a small aircraft across the Pacific to New Zealand from the United States.

The Good Old Days

AMERICANS who served in the South Pacific during the last war will be given a chance to see the growth of some of the towns they knew, when fellow American Miss Julia Miller completes her film on Borneo, Dutch and Australian New Guinea and New Caledonia.

Miss Miller, who is an American travel consultant, has been filming areas in these territories and plans to film for television and for public screenings when she returns to America. She was in Port Moresby in January.

Where Today Meets Tomorrow

THE Governor of Fiji, Sir Kenneth Maddocks, on January 28, unveiled a plaque to mark the line which divides Today and Yesterday.

Tropic Topic

*My wife flew in from a holiday
And looked at our home that
hurricane wrecked,
She surveyed all the damage and
snapped at me,
"You've had a Stag Party—THAT'S
easy to see!"*

The plaque is on Taveuni, through which runs the 180th meridian and the International Date Line.

The plaque unveiled by Sir Kenneth was donated by his predecessor, Sir Ronald Garvey, retired in August and who now lives in Essex.

By crossing the 180th meridian, people either lose or gain a day according to the direction they travel. The Taveuni coast road along which the plaque stands is the longest motor road in the world where a driver can gain or lose 24 hours in one revolution of his wheels.

That's the theory of the time change anyhow. But confusion amounts to chaos would be created if the people of Fiji lived in two different days while the other half lived in yesterday. To avoid this and to make local administration practicable, the date to the west of the meridian is adopted as standard for all the Fiji Islands.

The line was previously marked by a large cross but this fell down many years ago. From then on, Sir Ronald provided the plaque, only marking of the spot was a wooden sign erected by the former Road Board.

There was considerable difference of local opinion as to the location of the meridian. To make sure the monument was erected on the exact spot, the area was surveyed by the Fiji Lands Department.

Not Too Much Progress, Thank You

MELBOURNE newspapers who reported that proposals had been made to build a runway on Lord Howe Island, off the Australian east coast, to make it more accessible to tourists, started something. Readers shouted "sacrilege" and wanted to know why at least one island couldn't be left for people who wanted a quiet holiday in peaceful and beautiful "islands" surroundings.

And as a matter of fact, the "real islands" people who have Lord Howe, which is virtually a suburb of Sydney, would agree in beauty and beaches it does little much of the "real islands" stand. Lord Howe is probably accessible enough as it is. Those who want to "improve" it, might well be on their own petard.—FK.

CROSSQUIZ

— ACROSS —

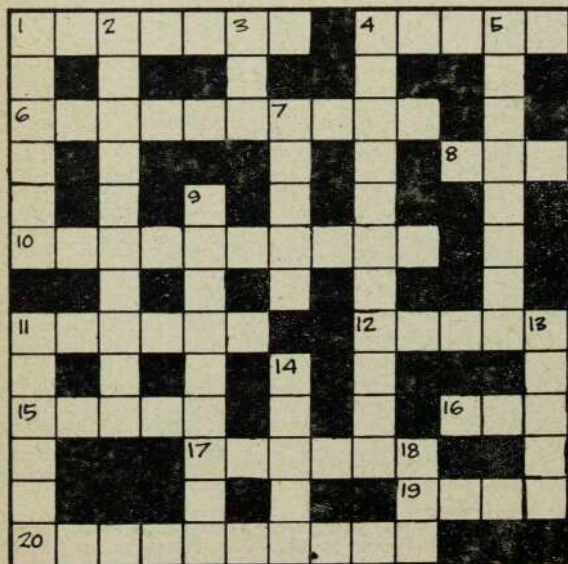
- 1.—Who discovered penicillin?
- 4.—What is the cathedral city of Cornwall?
- 6.—What device regulates temperature?
- 8.—What is the term for an old convict?
- 10.—Where, in Suffolk, was a treasure hoard of Roman silverware found in 1942?

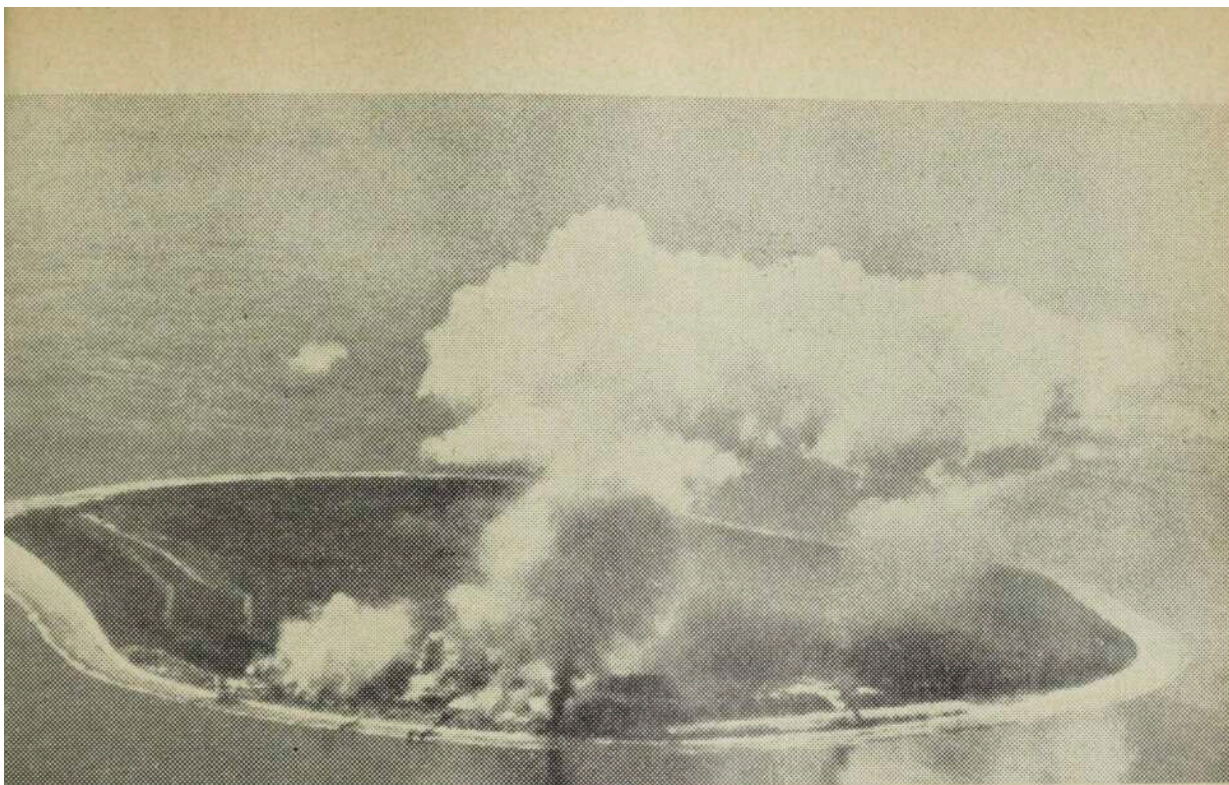
(Solution on page 99)

- 11.—Who is the patron saint of Scotland?
- 12.—Which American island was named after the rabbit?
- 15.—Which Indian State borders China and Burma?
- 16.—What is "Nelson's Blood"?
- 17.—What is the second city of Portugal?
- 19.—Which gas is used in signs?
- 20.—What is the artificial lake in London's Hyde Park?

— DOWN —

- 1.—What is the nautical term for six feet?
- 2.—What are the marshlands and swamp forests of Florida called?
- 3.—Which prefix means "new"?
- 4.—What is the antonym of opaque?
- 5.—Who wrote "All Quiet on the Western Front"?
- 7.—What is the term for a French Algerian cavalryman?
- 9.—When did the raven continually quote in the poem by Edgar Allan Poe?
- 11.—What was the predecessor of the adding machine?
- 13.—Of which country is Sana'a the capital?
- 14.—Who led the ill-fated expedition to the South Pole in 1912?
- 18.—In mathematics, what figure is obtained when reciprocals are multiplied together?





NAURU REBORN

The small phosphate island of Nauru, 26 miles south of the equator, is now almost recovered from the terrific pounding it received at the hands of Japanese, German and American bombs during the war.

TODAY, extensive rebuilding and expansion plans are nearing completion, and the island hopes to be producing 1,600,000 tons of phosphate a year by 1961.

Engineers are now building a pier and cantilever loading plant with a capacity of 3,000 tons an hour—speed of loading is essential at Nauru, where ships have no protection from the weather and the waters are amazingly deep.

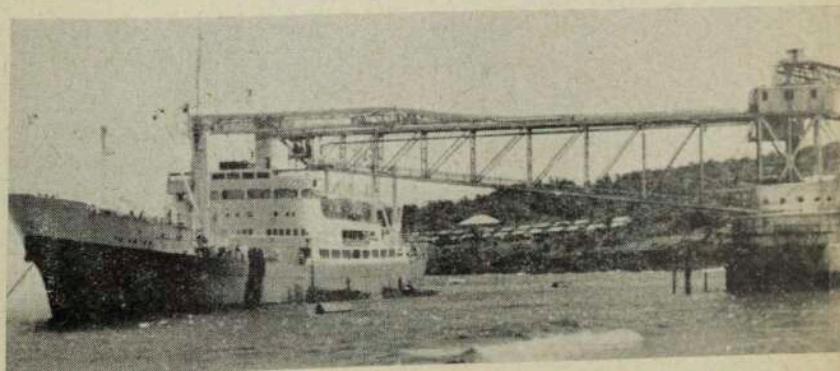
New and colourful communities have sprung up on Nauru since the war—new homes for European staff and a big housing programme for 1,000 Asians and islanders who work the deposits.

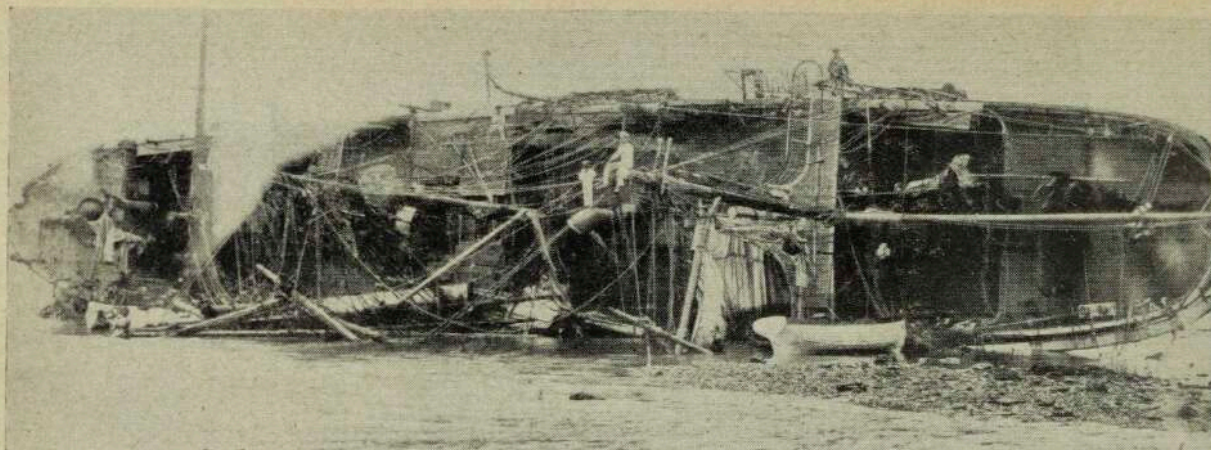
Port cement is easily the most popular building material on Nauru because of the humid, salt atmosphere—and one big Melbourne fibro manufacturer has done record business there.

The top photo, showing clearly the rim of the island, was taken by an American bomber during the war, after it had unloaded a parcel of bombs on what was then Japanese territory. Other photos, taken recently, show the non-European housing scheme, and the MV *Wendell* loading phosphate from a cantilever.



Photo: James Hardie and Co.





Mortally stricken, the German warship "Adler" presented a spectacular sight after the hurricane had taken its tragic toll of lives and

On March 15, 1889—70 years ago—there was acute danger of war in Samoa between United States and Germany, with Britain on the side-lines, and probably in the fight. On March 1889, all probability of war had disappeared, mostly because the snarling nations had nothing in Samoa to fight with.

Seventieth Anniversary of a Hurricane That Stopped a War

A crisis was avoided, and an international "situation" wiped out, when a second-class hurricane came out of the north in the evening of March 15 and, in 24 hours, threw three German warships, three American warships, and four merchant ships upon the coral reefs, drowned 116 servicemen and a lot of civilians and forced the *Calliope*, the only British warship, out to sea.

IT probably was the most spectacular event in the history of the South Pacific Islands.

The three Powers—Britain, United States and Germany—had been jostling each other in the Samoan archipelago for 30 years—ever since the group was found commercially desirable, and a suitable half-way stopping-place between North America and Australasia. America

wanted Pago Pago and Germany wanted Samoa.

Britain apparently sought neither—she had been invited to annex, again and again, and declined—but she did not want any Power (especially Germany) to become established there.

In an endeavour to establish a paramount king and stable government, the Samoans, from the 1860's,

carried on a series of inter-wars and gradually the Power mixed up in those struggles.

After the Franco-Prussian War, Germany really began to thrust her tentacles in search of a colonial empire; and her grip on the Samoan archipelago, especially through planting, trading, became stronger and more aggressive. Germany backed a group of kingmakers.

Following the Meade Treaty of the early 'Seventies, America became the occupant of Pago Pago. But her interests in all the Samoan Islands were large and growing, and she did not at all like the increasing influence of the Germans, nor German arrogance. She backed another group of kingmakers.

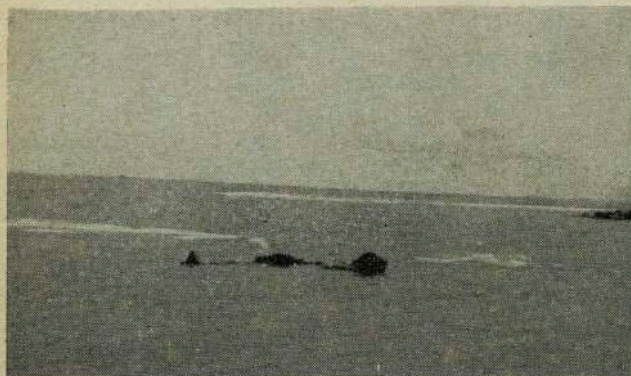
Ugly Situation Developed

Britain could not remain indifferent. She did not want Samoa, but she had huge interests in New Zealand and Australia and the ruthlessness of the German Government in Samoa and New Guinea, Micronesia, not to mention the Philippines and the Solomons, kept Whitehall uneasy and fretful.

The tension increased, through the 'Eighties, as the Samoans squabbled and the Consuls intruded.

Unit by unit, the Powers built up each a little fleet in Samoa; and in March of 1889, the situation really was ugly.

The bush around Apia Bay, full of armed Samoans, prone to spying on each other. The Harbour—really little better than a sheltered anchorage—was full of warships, bristling with guns, seething with suspicion.



This recent photograph, from the same position, shows what is left of the "Adler" 70 years later.

These naval men, meeting in the
ons ashore, bared their teeth at
n other.

Ignored the Barometer

Then Rear-Admiral Kimberley
ved in his USA flagship *Trenton*,
German commander, instead
greeting him ceremoniously,
tedly ignored him. This, they
at the time, really was getting
e to war.

rammed within the small
orage were the US warships
Trenton, *Vandalia* and *Nipsic*; the
ish warship *Calliope*; the Ger-
warships *Adler*, *Eber* and *Olga*,
four or five merchant ships.
ce was so limited that the
Trenton and *Vandalia* lay on the
ward side of the gap in the main

ate on the 15th the barometer
suddenly to 29.11. This was real
ger. But the silly little warships
red it—none could forget the
ical tension and withdraw to
safety of the open sea. But
tain C. Kane, commanding
er of the *Calliope*, prepared his
for a quick departure if it
n't be avoided.

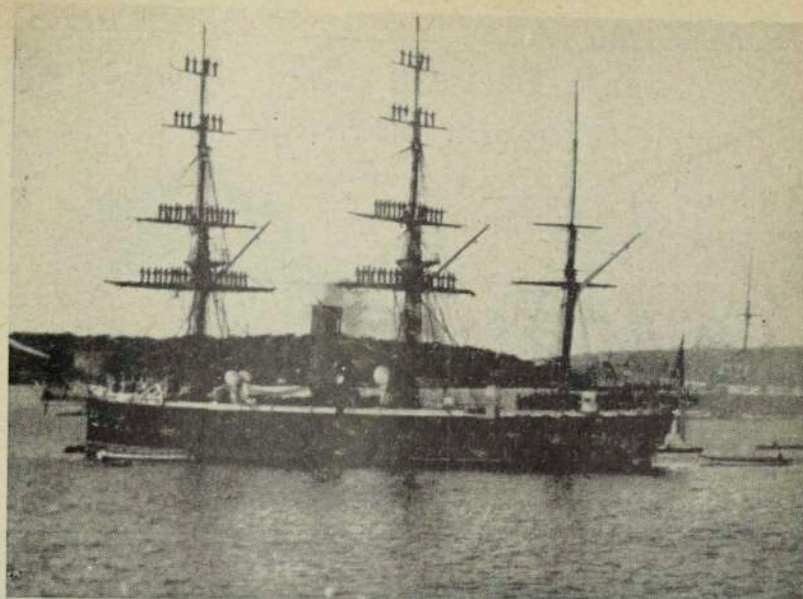
Robert Louis Stevenson has told
story in his *Footnote to History*.
y stayed on, daring each other
the violence of heaven," he

th the darkness came a wind
a sea such as few men on that
u coast had ever experienced.
ific waves came crashing in
ugh the gap in the reef.

Pandemonium

e warships were anchored far
gh from each other for normal
y. With the sea, they began
ash into each other.

e *Eber*, already partially crippled
n accident, was first to sink,
only four of her men survived.
e *Olga*, damaged by collision,



The British warship "Calliope", repaired and re-equipped in Sydney after her breathtaking escape at Apia, leaves Sydney Harbour for England, her yards manned.

fought the seas for a while—and
then her crew let her go, and she
was hurled onto a shore-side reef.

Another ship smashed the *Adler's*
bowsprit, and *Adler's* anchors
dragged. Her crew, hoping she would
run ashore, cut her loose. But a huge
wave lifted her high, dumped her
on her side on the reef close to the
shore—her ancient bones can be
seen there to this day.

The Americans on *Nipsic* made a
fierce fight—they fed barrels of
fat pork to their furnaces, in an
endeavour to get more steam. It was
no use—she beached herself an hour
after daylight.

Vandalia, driven early from her
anchorage near the entrance, tried
to get onto the beach alongside

Nipsic. But she struck the reef, lost
her captain and some of her crew
overboard, and lay there awash,
some of her surviving crew in the
tops.

Trenton somehow hung on all
that night, and most of the follow-
ing day. Then her cables parted.
They tried to keep her head to the
appalling wind by setting storm-
sails and filling the rigging with
lines of men. But it was no use.
She smashed twice into the help-
less *Olga*, and finally piled herself
on top of *Vandalia*, on the beach.

Calliope Fights

When the storm had struck,
Calliope lay between *Vandalia* and
Olga, and was in imminent danger
of collision with both.

Captain Kane, ready to move
when the others weren't, decided to
steam out, in the teeth of the hurri-
cane; and called on his engine-
room for a superb effort. He got it.

Inch by inch, *Calliope* crept
into the narrow entrance. There
wallowed *Trenton*, still on her
anchors.

It seemed impossible to take
Calliope between *Trenton* and the
end of the reef. Just at the critical
moment, when it appeared the two
ships must crash together, a freakish
sea made them roll in opposite
directions. As they came back again
Calliope's yard passed just beneath
that of the *Trenton*.

Calliope had allegedly bunkered
in Westport, NZ, and the credit
for her escape has often been given
that superb coal, but Captain Kane's
superb seamanship deserved the
honour.

As the *Calliope* crawled out

(Continued next page)



Another view of the Apia carnage. At left is the American warship "Trenton", whose crew cheered the British feat.

"Ah, That's My Boy!"

A Brett Hilder Profile

ABOUT 50 years ago the little island of Petats, off the west coast of Buka, was ruled by a luluai named Magum. This luluai sent his son Namus to the Methodist Mission school at Skotolan, where he learnt the three R's.

I was passing that way in February, 1939, picking up copra and doing a little blackbirding on the side, when two boys came alongside in a canoe, wanting to "make paper". They both signed on, and became my house-boys in Rabaul.

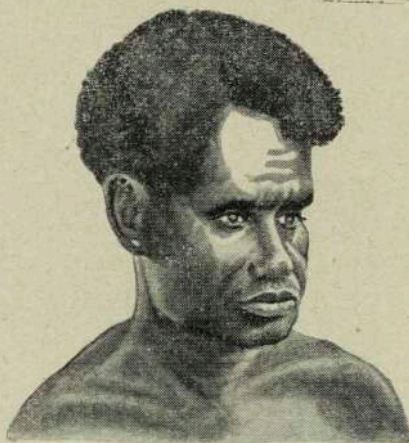
The elder and more experienced was Namus, and the younger one's name was Jupile. He had never seen a township before, and his enlightenment was a continued source of delight to my family, to whom the boys became most devoted servants.

When we left for the war, Namus stayed behind with the ship to finish his time, and was back on Petats during the Japanese occupation.

After the surrender Namus did a course at Malahang Hospital, graduated as a Native Medical Orderly, or "doctor-boy", and was later appointed in charge of the native hospital on his home island.

The European staff of the Mission hospital at Skotolan view Namus and his works with righteous anxiety, believing that his inspiration comes more from betel-nut than from divine guidance.

The stories about this dyed-in-the-wool, blue-black Bougainvillean suggest that he is roughly half way along the road from the witch-doctors of Africa to the specialist in Macquarie Street. The following re-



Namus.

marks are from "PIM" of 1950, by F. P. Archer, of Jame Plantation:

"Namus is Native Medical Orderly at a hospital on the adjoining island. I sometimes send him patients, as that pleases him, does the natives no particular harm, and it gives him a chance to write me a letter in reference to his diagnosis, with remarks on proper treatment.

"It is pretty to see him at work in his 'surgery'. With an old stethoscope dangling from his ears, and a 12-inch 'cigar' of vile smelling trade tobacco, wrapped in newspaper, hanging from his mouth, he inspects his clientele, draws a few long whiffs of tobacco and lays it down carefully. He signals to the first patient, adjusts the stethoscope and jabs it onto the victim, then listens intently.

"God knows what he hears; but it seems to cause him anxiety as he twists his lips, shakes his head, and then reaches for his cigar. After a few whiffs he announces the verdict. It is frequently 'Pomonia', or 'Better me cut 'im this sore'.

"I had sent him a native with a bad cold: As the man wasn't likely to work I thought a day or so off the plantation plus treatment from Namus, would be a break! Soon after I got this note from Namus:

"Dear Masta FPA.—Me talk along you now. This fela man you been send 'im 'e come long me, has a the Pomonia. Now, I tell you he must catch 'im marasin [medicine] three times along one sun—morning, appernoon, now along bello too. Him something me talk along you. Now, 'im too he no can work strong—'e can burum along all house but no can make bik work. Me no got any more talk now—'e finish. Thank you, God Bless you—and 'im too.

"It is my name of, NAMUS."

"My native employee turned up next day, large as life, and completely free of 'Pomonia'. He said he wanted to go back to work. Asked why he came back so quickly, he said he wasn't going to stay longer at Namus' hospital and be filled with dope. He said that he had once had a dispute with Namus and was afraid that, because of it, his treatment might be prolonged and severe. He didn't, in fact, like the way the medico shook his head when 'listening-in' on the stethoscope. Work was preferable."

My boy Namus has come a long way. —BRETT HILDER.

Mr. Hasluck's Re-appointment Strikes a Chord

Of Eddie And His Red Tabbed Ladies And Gent

READING of the re-appointment of Mr. Paul Hasluck to the Ministry of Territories which means that he is back as Dictator of Papua and Guinea—I began to think Territories Ministers I known in the past 30 years.

My quaintest experience probably lay in my few brief contacts with the Australian Labour Party. Leftist personality, Mr. Eddie Ward. He became Territories Minister during World War II.

During the war, he surrounded himself with "advisers"—mostly anthropologists and University graduates, who got commissions as Major and Colonels, and strutted at Papua and New Guinea bearing red tabs of the General Staff.

They were Eddie's "planners" and as soon as the war was over their plans were put into shape. It was to be expected, they made provision for the re-entry of private enterprise—the storekeepers and shipowners were to have no place in the Wardist tropical heaven, the planters were warned that they didn't keep their noses out of sociologically speaking, there was to be no future for them, either.

Naturally, the PIM had much to say about Eddie and his planners.

If the economic sins of unbridled private enterprise breed Communist sentiment, the absurdities of fettered Socialist planners certainly create reactionaries; and the reaction to Eddie's team of red tabbed ladies and gentlemen did at least add something to the gaiety of our readers.

No 'Permit' for PIM

As soon as the war was over I made application for a "permit" to visit P-NG—I very much wanted to see the war-torn place. But Minister Eddie Ward himself replied that I could see no good reason why I should be permitted to go to Guinea—but I could renew my application in six months' time when it would be again "considered".

I replied, in an editorial, that I would not again make application to Mr. Ward; and I added: "It is unlikely that we shall visit the Territories in 1946; but we shall visit the Territories many, many times after Minister Ward, and (Opposite page, please)

The Captain Wept

(From previous page)

through the gap, into the bellowing tempest, the crew of the doomed *Trenton* lined the rail and cheered her and the *Calliope* men cheered back—a little Anglo-American incident that never has been forgotten. *Calliope* got clear away into the open sea, her captain weeping as he saw what was happening behind him. She stayed there for two days.

Olga and *Nipsic* were afterwards refloated.

Historians say that, while the German garrison remained stiffly at arms, during that terrifying March morning, the Samoans abandoned their weapons, formed rescue parties, and displayed great heroism in rescuing scores of men from the raging seas. The Germans lost 92 men, and the Americans 54.

That was the end of the sword-rattling in Apia. They still wanted to fight, but they had nothing left to fight with. Within four months, the Samoan problem was settled temporarily by the Berlin Treaty.

"Thus, in what seemed the very article of war, and within the duration of a single day, the sword-arm of each of the angry Powers was broken; their formidable ships reduced to junk; their disciplined hundreds to a horde of castaways." —Stevenson in *Footnote to History*.

at Socialist structure he has
ed in the Territories, has been
igned to the limbo of forgotten
icians."

Ward and his co-Socialists
not defeated in 1946 and
ugh Mrs. Judy Tudor was
ously allowed to proceed to the
tory in that year, I had to wait
1949—when they all went out
a resounding electoral bang—
e revisiting Papua and New
ea.

nce then Mr. Ward, and all the
ories he arouses—including the
ppy Timber Leases inquiry, and
gailing of Mr. Ward's famous
man, Jock Garden—have
ed into obscurity.

happily, the Wardist mantle
left around the shoulders of
Ward-appointed Administrator,
el J. K. Murray; and the PIM
among the vengeful pack which
ed J. K. Murray down, because
as a Ward appointee.

Territories Dictator

at was a mistake. We now
J. K. Murray to have been
of the most able and most
at men who ever filled the job
of Australian Islands Admin-
istrator. He was unlucky in that he
elected by the hated Mr. Ward.
rway, he has been well re-
d. Some time after Ward dis-
red, the Territories came under
ministerial control of the West
ralian leader-writer, Paul
ck; and for years, now, we
had a demonstration of what
ns in a country when an
mic theorist is made dictator,
iven limitless funds, and left—
ntly unchecked—to do what
es.

one can see the results in
and New Guinea, in the
of an unbalanced economy,
enthusiastic public service, and
gmented native society that
two steps sideways or back-
for every one that it is
l, by Canberra, to take
rd...

He Didn't Last

ween Ward and Hasluck we
Mr. Spender—apparently eager
lly make something of Papua
New Guinea by using private
prise and the driving pioneer
of the young Australian ex-
emen. He lasted only long
h to initiate the Colombo
—and then he careered off
Washington to collect an
ssadorship and a KCMG, to be
ed, a few months ago, by an
national Court judgeship and a
anted huge pension at the end
judgeship...

examination of Territories
ers does not promote the
mas spirit of goodwill towards
en. Maybe that is what is
with the world generally—
Western leaders have lost their
r facility for putting round
nto round holes.—RWR.

The Perils of the Sea

As told to PIM by a "Mr. Smith-Jones", a young scientist in the service of the New Zealand Government:

I had finished a job in the Cooks, and I was overdue in Rarotonga, so the Cook Islands Administration chartered the little "Taveuni" and sent her for me. When I got aboard with all my gear, I went to the four-berth cabin, the only passenger accommodation on the rather primitive little ship. As I entered, I was greeted by an indignant exclamation: "In the wrong cabin, aren't you!"

I stared around, speechless. She had evidently been there some time—her effects were spread around. She was a woman of 35 to 40—not bad-looking, but stern-faced. I tried to explain that the ship had been chartered for me, and that there was only one cabin. How and why had she come aboard? It appeared she was a Mormon missionary, urgently needing transport to Rarotonga. Some official, somewhere, had given her permission to travel on the "Taveuni".

We called the captain. He said simply that when the company was mixed, the cabin had to be shared. She protested strongly. The captain shrugged his broad shoulders, and departed. "Fight it out between you," he seemed to say.

The missionary said the sharing of a cabin with a strange man was something she had never done and would not contemplate. "Madame," I said, "I will do anything possible in the cause of gallantry. But this little ship makes me constantly sea-sick, and I shall be spending much time in my berth. You cannot possibly sleep out on that wet deck. I shall try to behave like a gentleman—but anyway, I shall be too darned sick to think of conventions."

However, she thought plenty about the conventions. I never have seen a woman more desperately harassed. She finally accepted the fact that we must share the cabin. I arranged that I should take my sea-sickness on deck during certain hours in the day; and I think she spent those hours, in the top bunk, sleeping.

At nights (there were two of them) I think she sat up all night in her top bunk, sleepless and alert, armed with her heavy shoe against this wicked world. She was not actively hostile, but she was not at all friendly. I should have liked to have learned something about the life and outlook of a Mormon woman missionary, and about the differences between Primitive Mormons, who were polygamous, and Reformed Mormons, who are not.

But she never lowered her guard; and as she marched away from the landing-jetty in Rarotonga, her uncompromising back expressed nothing but gratitude to whatever power had kept her safe from the perils of the sea.

DO YOU REMEMBER?

From PIM of
20 Years ago

With war not far off, it was not surprising that PIM's issue of 20 years ago reflected the unsettled state of the world. Japanese ships seemed to be doing more and more poaching in the Pacific (one was arrested at Vila, but escaped a major penalty on a technicality); the US was warning anybody interested that if London and Paris were bombed America would move in to the defence; the Japanese were viewing "in the gravest light" a suggestion that the US might fortify Guam; and Germany, meanwhile, was reported to be helping Japan to fortify the Carolines. Yet there were other, less warlike happenings, too.

In Port Moresby, the Archbold Expedition's flying-boat, "Guba", made itself popular by taking residents for free joy rides. The children were taken up in batches of 40 at a time.

Fiji was more prosperous than it has ever been, retired Comptroller of Customs for Fiji, Mr. W. H. Brabant, told the NZ Press on arrival in Auckland. He said gold was one of the main reasons.

From Apia came news that the PWD had started work on part of the NZ Reparations Estates at Vailele, to prepare a landing strip. The report said it wasn't known if it was to be a civil or military airport—but probably both.

On January 31, the Solomons and the Morobe coast of NG had a severe earthquake. Faisi, Northern Solomons, got a violent shaking and a tidal wave, and there was damage to wharves and some old buildings.

It was announced officially that Noumea had been selected as a stopping place for

FAA aircraft flying between Australia and America. But everybody, nevertheless, seemed very doubtful that the PAA regular service would ever eventuate. Nothing had happened since the Samoan Clipper was lost in 1937.

The Australian Cabinet on February 6 appointed a sub-committee to report on the proposal to amalgamate Papua and New Guinea Administrations. The amalgamation proposals were meanwhile received with "great suspicion" in Germany, one of whose newspapers described it as "swindling the former German protectorate".

For 50 years the wreck of the "Adler" had lain on the reef at Apia (see page 84) defying many attempts to remove it. But in January, Apia received a battering by storms more severe and prolonged than usual, and correspondents reported that the ancient wreck had at last taken on a different appearance, was now much reduced in size, and "might soon disappear".

THE MONTH'S NEW READING

WITH JUDY TUDOR

Most Australians would vigorously deny that they have anything so pretentious as a *mystique*—although there probably is no better word for what goes to make up national characteristics.

IN a full length book on the subject—*The Australian Legend*—Russel Ward sets out to show what makes the essential Australian-ness of Australians, and although it is somewhat academic in its approach (it is, in fact, a revised version of a doctoral thesis) it is sufficiently interesting to hold the attention of even the modest-brow layman.

In the first page, Ward says that according to the "myth", the typical Australian is a practical man, rough and ready in manner, quick to decry affectation in others; a great improviser, willing to "have a go" at anything, but at the same time ready to leave off when he thinks things are "good enough".

He is not naturally given to hard and long work, without cause; swears hard, gambles heavily; drinks deeply. He is sceptical of religion and culture; hates authority, especially police and military officers; is very hospitable and will stick to his mates through thick and thin.

Having thus propounded the myth, Mr. Ward then proceeds to prove in the next 200-odd pages that it is not such a myth after all.

What Makes An Australian

IT appears that even after 170 years, Australians have not really grown out of their early beginnings—the convict system, and at a slightly later date, the cult of the bushman.

The bushmen of the early 19th century were often convicts or ex-convicts, and added to the fact that they had small respect for law and order and an acute class hostility, they lived in considerable isolation, and by force of circumstance were forced to develop many of the admired characteristics— independence, talent for improvisation—mentioned aforesaid.

A surprising degree of cohesion early developed amongst this bushman group of wandering shearers, drovers, station hands, bullock-drivers and stockmen.

Up to about 1900, when the cities started to out-distance the rest of the country in the matter of population, the prestige of the bushman was higher than that of the townsman—it was regarded as romantic to be a "man from up country".

The bushman played up to the

part—wore a cabbage-tree hat and a coiled stockwhip as a badge of office, and was soon copied by new, free-immigrants, or the Australian born.

To be considered truly "Currency" or colonial, involved the aping of up-country manners, for a bushman was "more Australian", and in spite of the much derided, ever-deplored convict system, the great majority of convicts were quick to see that there in Australia was a chance they would have never had had in Britain; a country and a way of life that was ideally suited to their own peculiar personalities.

Some composed and others sang sentimental ditties about leaving old England—or more likely, old Ireland; but few really wanted to go back to the conditions they had left and many persuaded their relatives to follow them to the new land as free settlers.

One factor that had a profound influence on the early Australian outlook, was the preponderance of Irish amongst the early convicts—and later, amongst the floods of free immigrants that followed the convicts—and the very few Scots.

The reason was the difference between the English, Irish and Scottish legal systems. The English, it was said, were deported for small crimes; the Scots for big crimes—and the Irish for no crimes at all.

When free immigration was en-

couraged, those Scots who came refused to take jobs and set up themselves. Soon, instead of supplying the labour market as had hoped, they were making demands on it themselves.

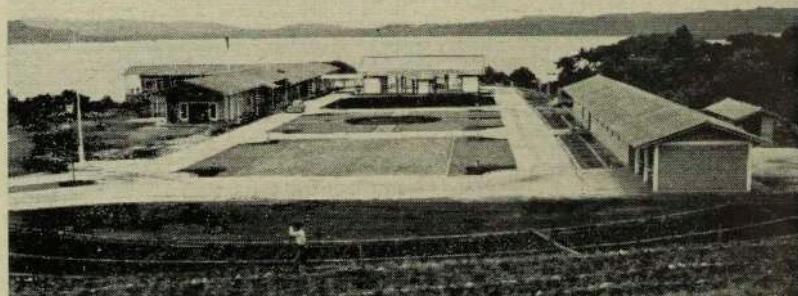
Because the Scottish educational system was even then superior to the English and far superior to Irish, which was almost non-existent, the few Scots convicts, the migrants who came after, an initial advantage. Most became wealthy—and therefore Australian "upper class"—and thus, Ward, left few marks on the country's folk lore and ballads.

The Irish, on the other hand, although mostly illiterate, were contented settlers in the lower orders of occupation, and even convicts frequently found conditions no worse than those they endured in a free state at home. They brought with them a real made hatred of English authority—and probably a great deal of antipathy to things English, served in such states as NSW today, can be traced right back to this predominantly Irish influence in the first decades of colonisation.

Another aspect of national outlook that sets the Australian apart from most, was his fervid acceptance of the principles of Unionism.

"It burgeoned in Britain, New Zealand and the United States at the same time as in Australia," says Ward. But in Australia it had an essential difference: Although workers in most Western countries are conservative, in Australia it was the bush workers, shearers and like, who in the 1880-1890 period formed the most numerous group and bore the brunt of the battle for the new concepts of socialism.

"The phenomenally rapid growth of the Union probably sprang from the bushmen's already existing ethos, than from the organic genius and missionary zeal.



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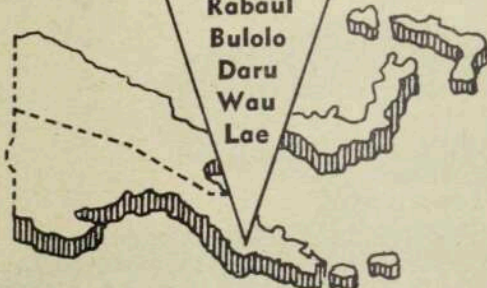
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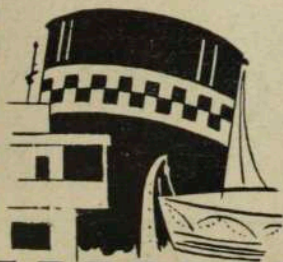
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minent leaders. Once the idea of the union combination was put before them, it seemed to most men merely a natural extension of the non-political but cherished and familiar sentiments associated with the concept of bushship.

In 1914, of course, the Australian bushman can be said to have come of age. The characteristics long cherished of the "typical bushman" were easily transferred to the "typical Digger", and the cabbage-tree exchanged for the slouch hat. From this point on most Australians have given up thinking of themselves as men from "up country". The national mystique, as Ward calls it, now is more fully based on the casual but hard-riding soldier. Nonetheless, the characteristics and outlook remain the same.

THE AUSTRALIAN LEGEND. Published by Oxford University Press, Australian price, 45/-.)

Progenarian Looks Back and Forth

At the age of 82 and with about 90 "works" behind him, one would imagine that Sir Philip James might, with honour, retire. However, having been writing since he was sixteen he is evidently determined to give us the benefit of his potted advice and comments for a while longer.

Now Now, England? is not so much an Angry Old Man speaking, but a determined effort to be absolutely liberal minded and fair about the whole thing. England is not the same as it was in his youth—which he says was before electricity in the home, before motor cars, wireless, radio, telephones, refrigerators and even bicycles—but in some respects he admits the change has been for the better.

At times, however, his determined attempt to see everything with impartial fairness, wears a bit thin, and he comes close to telling us what he really thinks. In his passages he is more like Philip Gibbs and less like what he might be. He might sound like an old fogey speaking out of turn.

One of the few famous war correspondents of World War I, and literary editor of famous dailies before that, he has devoted a whole volume to the London Press. London evening papers, like most of Sunday papers, he thinks, have turned into nothing more or less than women's magazines, for which they are rewarded with advertisements for female underwear, cosmetics and household goods. The editor of the species has no defence, but to fall back on the cross-examination puzzle.

Editors of the popular press, he says, "seem afraid of facing their readers with anything but snippets

and gossip paragraphs, lest they should suffer from mental fatigue."

This is paradoxical, because we live in an age when greater numbers are being educated.

He blushes for some of the Sunday papers—and records how another literary man of austere morality deplores the vulgar tone of some of them, yet if he finds them lying around a friend's house, buries his nose in them for hours—just to see how deep they go in degeneration.

It causes no surprise, at the end of the chapter on the Press, to find that Sir Philip's favourite newspapers are *The Times* and *Daily Telegraph*, the *Sunday Times* and *Observer*.

Most people will agree with Sir Philip's opinion on the modern newspaper; but neither he nor they can give any real reason for this modern phenomenon, which no one likes but every one buys. There must be a great many "literary men of austere morality" buying the rags just for purposes of scientific investigation.

Gibbes might have done better with this book if he had gone for straight-out criticism of the present generation—because what he has to say cannot be confined to Englishmen and English institutions.

A summary of this sort is interesting enough; but it is very much an inconclusive document.

(HOW NOW, ENGLAND? Published by Angus and Robertson, Ltd., Australian price, 21/-.)

Homme Fatal

ALTHOUGH Pamela Frankau has kept her name before the public with only a modest number of novels, all her writing has the same stamp of technical skill, meticulously executed—but warmed by a rare understanding of character.

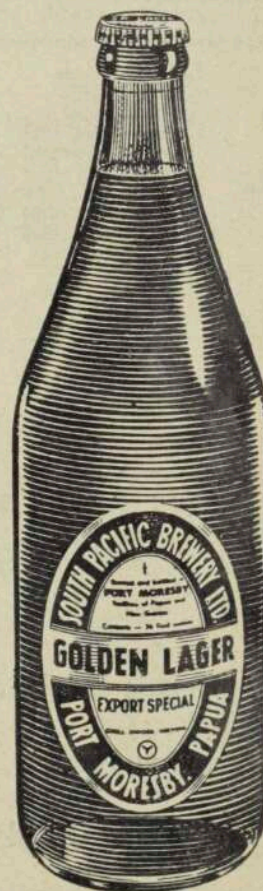
Her latest story, *Ask Me No More*, is a full-scale document in which the characters themselves provide all the complications, the theme and the twist of a sophisticated novel.

It covers the lives of two women, Alex and Perdita, over a 20-years period; and the beginnings and ends and portion of the lives of several men—particularly Geoffrey whose passion for collecting women had a dedicated quality.

Alex, the strong character, privately despises herself for loving, too well, two men who are fundamentally unworthy. Perdita, a latter day version of the lady who sat on a satin cushion and lived upon strawberries and cream, indulged in little soul-searching. The same men provided conflicting influences in both their lives, yet circumstances drew the two women together, into an outwardly ill-assorted but lasting friendship.

This is a story of London, with excursions to Europe and the United States. But primarily it is

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a story of people, not places; of weak men and enduring women, of tragedy and comedy; a story told with wit and in good writing.

This is not a particularly conventional novel, although it still could be said to have a moral in it.

(ASK ME NO MORE. Published by Wm. Heinemann, Ltd. Australian price, 20/-.)

18 Months With Red Women

ANY resemblance between Dymphna Cusack's excellent novel of war-time Sydney (*Come in Spinner*) and her latest piece of writing, *Chinese Women Speak*, is purely coincidental. The latter is not, of course, a novel, but re-

portage; and in the former she was accompanied by Florence James.

For some reason not explained, Miss Cusack recently spent 18 months in China (Red), and her book is the result of interviews with Chinese women of the new regime—women from all ranks of life. One must suppose that in going to China in the first place, the author is a woman of advanced thought, and that she was following the well-worn path of most intellectuals who today find food for their souls in Red China where a previous generation got the same sort of satisfaction from Russia.

Miss Cusack proves conclusively—and she could scarcely be wrong, anyhow—how much better off the

women of China are today than in the pre-revolutionary times; they were little more than slaves in their husband's establishments. In telling the stories of women—such as that of Teng Chao, wife of Chou En-lai—a somewhat sketchy outline of the processes that led to the present is also given, and, probably unintentionally, some inkling of world force that this united China will have in the future.

The writer gets in early, denies any political affiliations, bias, yet it is impossible to escape the conclusion that throughout 18 months in China, she perceived her rose-coloured spectacles. The inference continually is: Red China is doing so much better than the West; that its thought is so much bigger, brighter and superior to any philosophy ever conceived by us.

There is no space here to discuss just how free the individual Chinese is. But doubtless an acquaintance with the opposite viewpoint Miss Cusack could prove equally well that he has simply sold a servitude to buy himself a master.

No one of intelligence can be impressed by the miracle of Red China; and in so far as China is composed of the individuals about whom Cusack writes, her book has merit, although more entertaining and interesting than a book about the contemporary in China was *Mandarin*. The small Comet Book reviewed here a month or so ago.

James Cameron, the author, although fathered in China by the same crop of guides and interpreters as Dymphna Cusack, is also sympathetic (or, at any rate, with no antipathy) to the regime, produced a far more realistic picture—probably because he is a man who thinks with his head and not with his emotions.

(CHINESE WOMEN SPEAK. Published by Angus and Robertson, Ltd. Australian price, 25/-.)

Bony's Most Famous Case

ABOUT 30 years ago A. Upfield was riding a section of the longest fence in the world—it stretches 1,130 miles south of Broome to the mouth of Western Australia. The idea of the fence was to keep rabbits out of the State's best agricultural area, and Upfield's section was 170 miles north from the Kalgoorlie railway to a camel-breeding station at Dromedary, where young camels were trained to draw covered wagons for the patrol men.

Maintaining the fence was a particular problem, and Upfield usually finished by noon. During the rest of the day and in the evening he got into the dray away

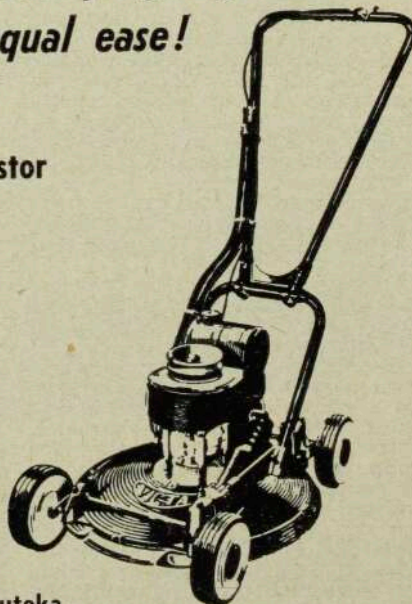
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ants, to read, or at the old table he had built, to write. was in these circumstances he produced *The Sands of ee*. It was his fourth novel, the second adventure of part ginal Detective Inspector Leon Bonaparte. Upfield had the idea for this now world-is character, when in the NSW ck he had met Leon, an edu-black-tracker. He had used first in *Barrakee Mystery*. the last 30 years, Bony and reator have both gone a long but although Bony is still g "cases", Upfield no longer fences and writes in camel-

original edition of *The Sands ndee*, was published in Eng-and only just recently, after rs, has it had Australian pub-n—an interesting event for who joined the Upfield band-n only somewhere along the

ough written in the 20's and ps less polished and more than later Upfield stories, it he original ingredient that his writer completely apart other thriller writers: The f getting the Australian out-authentically onto paper. ough numerous thrillers have based on real crimes, *The of Windee* reverses the pro-and had the distinction of used as the basis of a series murders, and its writer being the witness-box at a real

n Upfield was writing the and searching for the perfect f completely disposing of a with what is at hand on any k station, he was presented he method by a visitor to the tending camp, for a £1 bet. victim was to be lured into ash, shot and burned on the The remains of the fire were to be sifted, all metal rem-such as buttons, boot sprigs o forth, were to be dissolved sulphuric acid; the burnt were then to be pulverised in spector's dolly-pot and the ossed for the wind to scatter. n case some busy-body had oil around the fire analysed aces of organic matter, the ses of a couple of kangaroos to be burned over the spot the body had been destroyed. "fool-proof" method of dis-of the body, and Upfield's generally, were discussed t camp fires on many occa-and one man stowed the in-ion in the back of his mind ture reference.

weeks ran into months; *The of Windee* had been pub-and had been a mild success, the Government Inspector pfield that his old camp ac-ance, Snowy Rowles, was in trouble. Rowles had been g with a man named Carron

and Carron had disappeared. The hunt was on for Rowles.

With the devil-may-care Snowy emerging as something of a monster, Upfield remembered that he thought that he had met him 2,000 miles away in outback NSW, but when taxed with it Rowles had denied that he had ever been out of WA.

With the mystery of the missing Carron still unsolved, the police began to look for Rowles' two previous mates, Ryan and Lloyd, who also seemed to have disappeared. All that was ever found of any of them came from several big fires in which kangaroos had been burned, and together the clues did not fill

a one-ounce cooking essence bottle. The unexpected and overlooked was a gold wedding ring, recovered from one pile of ashes.

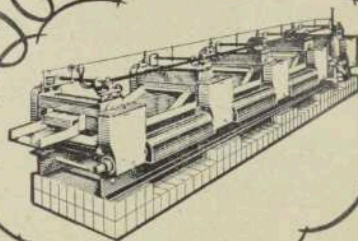
John Thomas Smith, alias Snowy Rowles, thief and gaol-breaker, was hanged in Perth in 1932 having been found guilty of murdering two men for the utility truck belonging to one; and for murdering another man for his pay cheque.

That he had put into effect the method of body disposal used by Upfield in the *Sands of Windee* was certain, although Rowles had not been as careful in carrying out the recipe to exact requirements as had the fictitious killer, ultimately tracked down in the story by De-



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ive Inspector Napoleon Bona-
te.

HE SANDS OF WINDEE. Published
Angus and Robertson, Ltd. Australian
(17/6.)

entertainment by ham Greene

LAHAM GREENE divides his
writings into "novels" and "en-
tertainments". *Our Man in
Havana* is an entertainment, the
for 17-odd years, as all his
er-day pieces have been novels.

an entertainment it lives up
its name, being an airy-fairy
e of satire, mostly; with a few
er overtones. It is a change
Mr. Greene grappling with
s and Roman Catholicism.

r. Wormold became British
et Service agent No. 59200/5,
our man in Havana, in the
tory at Sloppy Joes. He was
ered into the fold in the Gents
a perfect stranger, before he
y quite what had happened.
what he liked about it was the
lar money, because his amazing
-age daughter Milly was an ex-
ive item.

adquarters in London soon
thinking of 59200/5 as their
man of the Caribbean network;
Mr. Wormold, of course, knew
er. In order to keep the pay
ues coming, he obligingly in-
ed some sub-agents, 59200/5/1,
0/5/2, etc. He even invented a
t weapon, which was being
in the mountains of Cuba.
of the imaginary agents,
0/5/3, at great risk to himself,
e a drawing of this—copied
one of the more complicated
um cleaners for which Mr.
mold in his more private capa-
was agent.

ings began to get lively when
on headquarters, impressed by
magnificent effort being made
their man in Havana, shipped
um one secretary, trained to
best pattern of M15, and a radio
ator.

e radio operator remained a
figure; but Beatrice, the secre-
is as zany and eccentric in
way as her new boss,
when, unfortunately for Mr.
mold, the figments of his imag-
on are taken seriously by
s and it leads to a couple of
real deaths, and a lot of
le.

t as this is a fairy story, Mr.
ne allows himself a happy end-
with a job in England, for
Wormold, training other secret
ce agents how to run foreign
ons, and the OBE.

is is a delightful and whim-
piece of writing: Entertain-
as promised, on the surface,
with a barb in its tail.

OUR MAN IN HAVANA. Published by
Heinemann, Ltd. Australian price.

The Man With The 6 ft 6 in. Appetite

PRESUMABLY there is some sale
in a place like Australia for
the collected letters of a
Thomas Wolfe, but it must be very
little.

Let us confess: Your reviewer
must still have been graduating
from Hopalong Cassidy, Mary
Grant Bruce and Edgar Wallace at
the time Wolfe was a literary char-
acter of some tonnage in America
of the 20's and 30's, and had never
even heard of him until these col-
lected letters appeared recently.

Thomas Wolfe was, we are told,
6 ft 6 in. tall and weighed over
17 stone. His appetites and senses
were scaled to this size, and he
could out-eat, out-drink, out-love
and out-talk several ordinary men.
His one fear was of death.

Perhaps it was premonition; but
perhaps all this out-eating and out-
loving had something to do with it.
He died of a brain infection, fol-
lowing pneumonia, following a chill,
at the early age of 37, in Septem-
ber, 1938.

Look *Homeward, Angel*, was his
first and according to some critics,
his best novel. It was published in
1929 and between then and his

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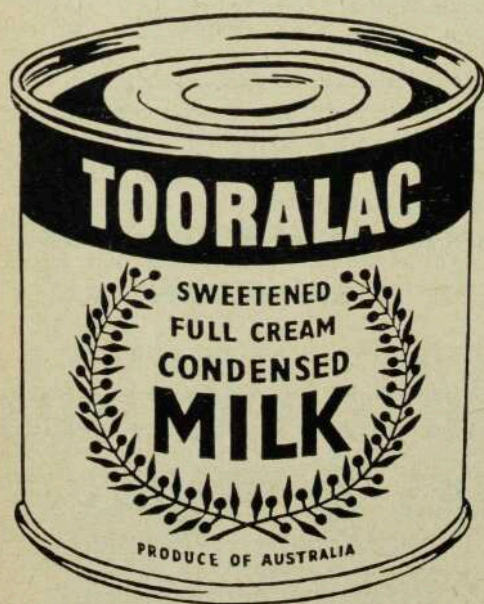
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th, he produced nine others — which he apparently wrote more for own satisfaction than to make money or please his publishers. He of the generation that believed the world is well lost for art. st authors today cannot allow a soul-satisfying reason to interfere with the regular pay cheque.

is collected letters (edited by abeth Nowell who was on the of *Scribner's* until he quit n, and who then was his literary nt until he died), begin in 1908 n Wolfe was seven, and con- e until within a few weeks of death. They can, in a way, be- dered as a somewhat disjointed biography, and discuss in great all every aspect of life and busi- as he found it.

interesting enough in their way out meeting an author, long d, through his "selected letters", obviously a poor substitute for ting him through his novels. criticisms of critics, his feuds publishers, just lack the point might, with longer acquaint- e, have had.

THE SELECTED LETTERS OF THOMAS WOLFE. Published by Wm. Heinemann, Australian price, 31/-.

inating Formosan

ht for Frank

E printers of Sydney town must be working nights of late, churning out books by Frank e. Hardly have we recovered *Tale of Tahiti*, than Frank is again — this time to, of all es, Formosa, on (he says so elf), *A Holiday and Fact Find- Tour of Nationalist China's* ess of Freedom and the Ports ongkong and Macao.

is gives Mr. Clune opportunity scuss everything including the m Wars of long ago; the cor- Manchu rulers; Hongkong, present and future; the per- ion of Catholics in Red China; da Gama's great voyage (to o), and sundry other fascin- Oriental subjects.

en this is sprinkled with s from Confucius and photo- is of the Generalissimo flanked r. and Mrs. Clune, it gets, in itary sense, just about as far from the selected letters of as Wolfe as you could hope avel in a month's reading.

e only thing that makes this ent from all the other Clune that we have read is that ustomary plug for the airline appens to be travelling by, is ng.

though he devotes (as usual) irst four pages to a descrip- of the plane (it was a "Super ie with radar in its nose"); ilage flown, the mph and the stic details of high flying, 1958

style, not one mention does the airline get.

It appears that between Sydney and Darwin, the plane ran into a lot of rough air and Frank confines his remarks on this occasion to saying how much better off are people with sleeping berths in trains and comfortable cabins in ships; and how dull all airline waiting-rooms are, anyhow.

It sounds so unlike Frank that we are tempted to urge him to send in the old stamped addressed envelope for our own recommended brand of high-flying, bump level-ling travel pill.

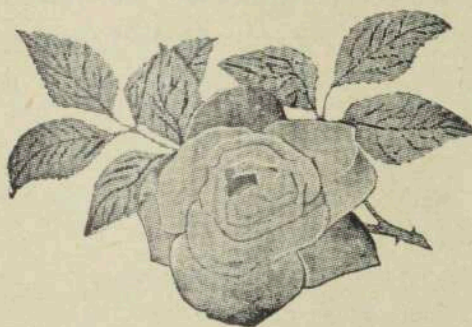
(FLIGHT TO FORMOSA. Published by Angus and Robertson, Ltd. Australian price, 25/-.)

Tots Department

AFTER some of the things we have been reading this month, a little number called *Little Red Fox and the Magic Moon*, which tells of a Badger family that adopted an odd fox as foster child, is just about our dish. The adventures of Rufus, the Little Red Fox, began when he decided that green nettle soup and herb pudding were for cissies (or Badgers) and went fishing for something he could really get his teeth into.

Although warned by Mrs. Badger that he would likely meet a man or a foxhound, or even a crocodile, off he went and before long was

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Suva.
Levuka.
Lautoka.
Labasa.
Savu Savu.
Ba.
Sigatoka.
Tavua.
Rotuma Island.
Taveuni.

Samoa:—

Apia.
Pago Pago.

Tonga:—

Nukualofa.
Haapai.
Vavau.

Norfolk Island. Niue Island.

Agents for:—

- Queensland Insurance Co. Ltd.
- Burns Philp Trust Co. Ltd.
- Shell Company (P.I.) Ltd.

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- N. V. Appelton Pty. Ltd. (Naco Sun-sash Louvres).
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- Brush International Ltd.
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- Charles Hope Ltd.-Cold Flame Refrigerators.
- Hercules Cycle & Motor Co. Ltd.
- Huntley & Palmers Ltd. (Biscuits).
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- Massey-Ferguson (Export) Ltd.
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- McLeay Duff & Co. (Whisky).
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- O'Cedar Ltd. (Oils & Mops).
- S.F. Appliances Ltd.
- Slazengers (Aust.) Pty. Ltd.
- Sleepmakers Pty. Ltd.
- Standard Motor Co.
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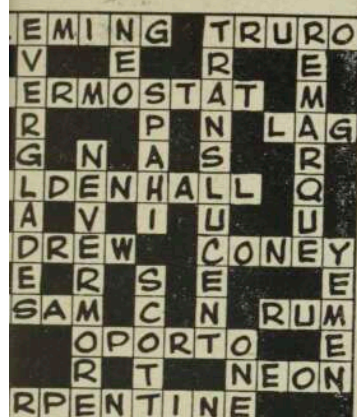
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BANK LINE LIMITED

BRITISH INDIA STEAM NAVIGATION CO. LTD.

CROSSQUIZ SOLUTION FROM
PAGE 82



ed with water nymphs, edu-
fish and a moon that shone
t of the stream instead of
from the sky.

ell-written (by Alison Uttley)
well-produced story in the
h manner for very small tots.

LE RED FOX AND THE MAGIC
Published by Wm. Heinemann.
an price, 15/6.)

ething with an Australian
though, is *Dumper and the*
by Evelyn Bartlett, who has
introduced *Dumper* to lots
readers in *Dumper the*
roo. *Dumper* decides to join
ght lights of the circus, and
happens after that is the ex-
or a readable storybook of
ages, clearly illustrated by
Maher. Angus and Robertson
it, at 15/- Aust.

tifully produced picture
in English are not confined
ish and American publishers.
nt productions are also
from Europe—particularly
olland and Italy. *The Cow*
ell in the Canal is printed
land for World's Work, in
The reason for this is far
lear as the Australian price
(13/3), in comparison with
cheaper productions in this

es Tahiti

cano!

Devil at Four O'Clock is a
novel by Max Catto. It
a fast-moving, colourful,
itten story of how the in-
of a hospital were rescued,
e midst of a volcanic erup-
a missionary priest and
Tahiti convicts. Mr. Catto's
ave been successfully filmed;

and there is material for a film in
this sulphurous story.

The story shows Mr. Catto's
craftsmanship, but a sad lack of
geography. The exploding volcano
is called Taluha. Not only is there
no Taluha island anywhere near
Tahiti, but there is no semblance
of volcanic activity anywhere in
French Polynesia.

Why could not the setting have
been Samoa or New Hebrides or
New Guinea, where there are vol-
canoes a-plenty? Because (presum-
ably) the kind of people who buy
these books like to read about Ta-
hiti. The really volcanic islands
haven't enough glamour and sin.

(THE DEVIL AT FOUR O'CLOCK. Pub-
lished by William Heinemann, Ltd. Aus-
tralian price 18/9.)

What's New in Paper Jackets

DYING WE LIVE: A collection of letters
written by political prisoners in Germany
while awaiting execution during the latter
end of the Nazi regime. As this small
book is one in the Fontana religious series,
the emphasis is on the Faith with which
the people concerned committed themselves
to the hands of the executioner and God.

The testimonies come from all manner
of people—farm boy, cabin-boy, aristocrat,
soldier, priest—all of whom had been found
wanting by their Nazi masters; or whose
consciences rebelled against National
Socialism.

All—according to their letters—went to
their deaths with prayers on their lips
and believing that what awaited them was
no "cause for sorrow but rather great
joy".

These people were probably the lucky
ones. Doubtless there were thousands of
others who were executed by the Nazis
but whose letters do not appear in the
book for the simple reason that they did
not get any particular joy out of the
hangman's noose.

Some people, of course, may find this
sort of religious emotionalism, inspiring.
A great many others might ask why God
who, according to the old Sunday School
hymn, "watches each sparrow fall" could
have been so unconcerned over the fate
of such obvious saints. (Fontana, yellow
spine).

HUNT THE TORTISE, by Elizabeth
Ferrars. A whole collection of interesting
people gather at the Hotel Bienvenue, in
the small French fishing village of La
Merette—including Cecilia Kent who had
been there before the war. She found that
the war had changed the Hotel Bienvenue
and other things. But in addition to the
emotional currents that were evident
amongst proprietors and clientele, there
were shortly several violent deaths to help
things along. (Fontana, yellow spine).

HARRY BLACK, by David Walker: This
somewhat unimaginative title hides an
exciting adventure story of India and the
tracking down of a man-eating tiger.
This writer has other best selling novels
to his credit, including "Geordie", which
was based partly on the Melbourne
Olympic Games before they happened.
"Geordie" was made into a motion picture.
"Harry Black" has also been filmed—with
Stewart Granger in the star role. (Fon-
tana, yellow spine).

STONE COLD DEAD IN THE MARKET, by
Christopher Landon: An ingenious thriller
woven around the nasty end of a nasty
stockbroker, Hubert Greezley, right on his

own stamping ground—the London Stock
Exchange. No one touched him; everyone
saw it happen—and a lot of people had
good reasons for bumping off Mr. Greezley.
(Great Pan).

PETER ABELARD, by Helen Waddell: A
romance based on fragments of legend and
history and set in Paris of the early 12th
century. This story of Heloise and Abelard
is claimed to be one of the great love
stories of the Middle Ages. It is written
with great charm by Miss Waddell who
is an acknowledged authority on Medieval
History. (Fontana, yellow spine).

DEATH AND THE DANCING FOOTMAN:
An early war-time novel from Ngalo
Marsh, which bears reading again by fans
who get all too little from this Whodunit
writer these days. Miss Marsh, a New
Zealander, is alleged to have gone into
the mystery writing business because she
could do as well as Agatha Christie.
Having proved her point, she seems now
content to rest on her laurels. Christie
still produces far more books than Marsh,
although she has been at the game much
longer. (Fontana, yellow spine).

THE JOURNALS OF KIERKEGAARD: A
translation of the diaries of Soren Kierke-
gaard, an accepted genius of Denmark,
1813-1855, in an era when being an
intellectual giant was an end in itself.

The journals—which he kept from his
days at the University until near his death
—are a combination of diary and philo-
sophical essays. Kierkegaard was an early
19th century poor-mixed-up-kid, and no
doubt today the psychologists would have
a word—and a cure—for it.

Most of his trouble (apart from being
a genius) appears to have stemmed from
his home environment which was com-
pounded of gloom, melancholy and an un-
enlightened belief in the wrath of God.
(Fontana, yellow spine).

SKELETON IN THE CLOCK: Carter
Dickson has his famous Sir Henry Merri-
vale romping through this fear-clutching
murder mystery in which the skeleton is
in the grandfather clock instead of the
closet. (Great Pan).

(Our copies from Wm. Collins (Over-
seas), Ltd. Australian prices: Pan, 3/-;
Great Pan, 3/6; Pan Giant, 5/-; Fontana,
yellow spine, 3/6.)

THE HAVES AND THE HAVE-NOTS

"A pastor in the province of Atua, being
a handy, busy man, bought a boat for 100
dollars, 50 of which he paid down. Pre-
sently, after relatives came to him on a
visit and took a fancy to his new pos-
session. 'We have long been wanting a
boat,' they said. 'Give us this one'. So
when the visit was done they departed in
the boat.

"The pastor, meanwhile, travelled into
Savaii the best way he could, sold a
parcel of land, and begged mats among his
other relatives, to pay the price of the re-
mainder of the boat that was no longer
his.

"Some customs, it might be argued,
being double edged, will ultimately right
themselves. But it is otherwise in practice.
Such folk as the pastor's harpy relatives
will generally have a boat, and will never
have paid for it; such men as the pastor
may have sometimes paid for a boat, but
they will never have one. It is there as
it is with us at home; the measure of the
abuse of either system is the blackness of
the individual heart." R. L. Stevenson,
about Samoa, in "A Footnote To History",
1892.



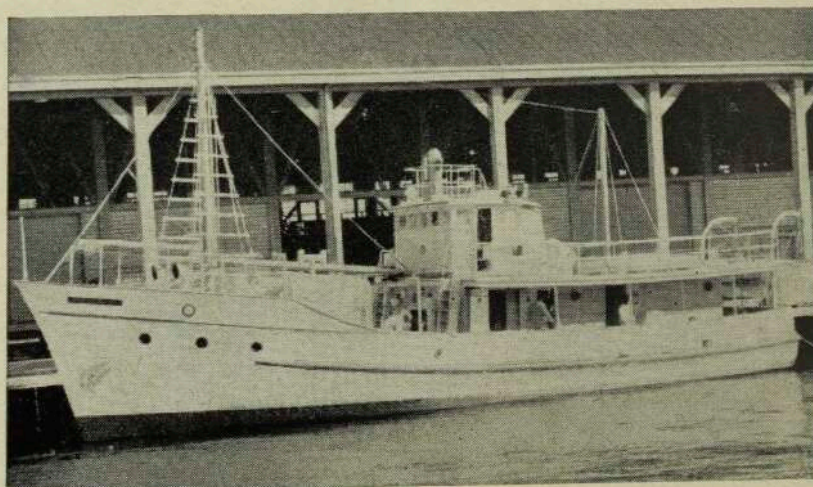
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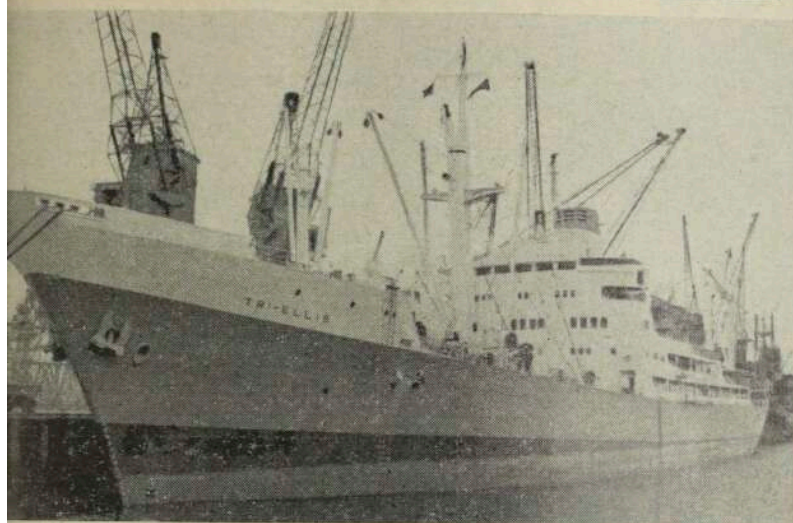
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Phones: WB 2170, WB 2171, WB 2119.

CITY OFFICE:

30 Grosvenor St., Sydney.
Phone: BU 5062.

PACIFIC SHIPPING AND CRUISING YACHTS



"Ellis", 11,760-ton latest addition to the British Phosphate Commission fleet. See page 109.
Photo: J. P. Shortall.

The Norwegian flag is familiar enough in the South Pacific and phosphate trades but rarely is a general cargo carrier small as the 606-ton *Slevik* seen in these waters, least so inter-island trade. *Slevik* loaded at Suva for Tarawa and was turning from there to Australia during January.

PACIFIC cargo shippers are apt to forget that for a great many years the Norwegians have been engaged in supplying ships for all of the trades on fixed runs in all parts of the world.

Many such ships, once despatched in the service of the chartering company, never again return to the Pacific waters—if they ever do. They are manned by Norwegian officers, and often by Norwegian crews, sent out from Norway.

Such ships are seen in the Pacific Islands trade but one prominent example is the vessels of the Dahl operated by the Pacific Islands Transport Line, the well-known *Thorisle* and *Thorshall*.

Slevik is on charter to the Eriama Shipping Co. of Papua (which has—or had—the Australian ship *Natone* on charter—elsewhere) and was presumably engaged for the Tarawa trip during an interval in the charterer's cargo operations between Australian ports and New Guinea. As there were no Suva or Tarawa-based vessels available at the time, it can only be assumed that the sub-charterer was offered a more favourable than could be obtained by local ships which normally shift such cargoes.

As *Slevik's* owners, Karlander Shipping Co., or managers Egil Olsen Co., of Fredrikstad, can find

plenty of pickings for similar small ships in distant waters is seen in the fact that they have four, each of about 500 tons gross, based at Singapore.

It is interesting to speculate whether the New Zealand Department of Island Territories has fully explored the comparative cost of building a replacement for the *Maui Pomare* as against letting a long-term charter to an overseas shipping company to provide a specified service to the Cook Islands.

Such a service might be less costly and more efficient than any provided by the Department's own vessel. Certainly, with world freight rates at their present level there could scarcely be a better time for entering into negotiations on such a subject.

There is little doubt that Norwegian or other overseas ship operators could promptly produce a passenger-and-refrigerated-cargo vessel of a type suitable for this trade.

• **SUVA LAUNCHING:** Launchings in Suva and other Island ports have been rather few over the past several years, so the launching of the Fijian Affairs Department's 51 ft x 14 ft x 8½ ft, twin screw, wooden vessel *Cagimaira* in mid-December was news. (See photo, Jan. PIM).

The vessel was built by Fiji

Public Works Department's Suva yard and launched by Lady Maddocks, wife of the Governor. Powered by twin 48 hp Gardner diesels, *Cagimaira* takes up a name last held by a 39-ton privately-owned craft which was condemned in Suva in 1953.

The new *Cagimaira* will be operated by the District Commissioner, Western, and will operate to the Yasawas and other islands in that district. She will carry a four-man crew and has accommodation for four cabin passengers. She is equipped with echo sounder, radio telephone, and all controls are led to bridge from engine room. She made about nine knots on trials at Suva in mid-January. The cost was given as £F18,000 (£A20,000).

• **WHAT GOES ON:** One of the various activities of the unidentified submarines seen from time to time was suggested by an American news columnist as a somewhat off-key note during the tour of America by Mr. Mikoyan in January. The columnist said that the US Navy had located over 20 radio-active steel marker devices on the ocean bed along the Atlantic and Pacific coasts of the United States and Canada, in some cases within the three-mile limit, and in depths of up to 70 fathoms.

According to the columnist, the Navy was convinced that these markers were intended as precise underwater navigational aids for the launching of missiles onto American targets in the event of war.

He said that the Navy was also convinced that many other similar markers still remained unlocated.

It was suggested that the location and removal of these markers has been given a high priority by the US military authorities. The devices brought up were said to be unmistakably of Russian make.

These markers were reported in an American technical journal about a year ago, but so far as is known, have never been the subject of any official announcement. (Over)

In The News This Month

Atlas Maru
Babinda
Charles H. Gilbert
Cagimaira
Degei II
Delos
Eos
Ginyo Maru
Hugh H. Smith
Ian Crouch
Joyita
Jinni
Jellicle
Kurimarau
Koyo Maru
Larapinta
Moonfleet
Miranda
Moana Raoi
Matua

Makora
Maui Pomare
Mary K
Natone
Ninikoria
Shoya Maru
Slevik
Te Vega
Tri-Ellis
Te Matapula
Tainatoba
Takuyo Maru
Te Rapunga
Umitaka Maru
Verao
Vixen
Windsong
Wanderer
William Barentz

CARGO VESSELS

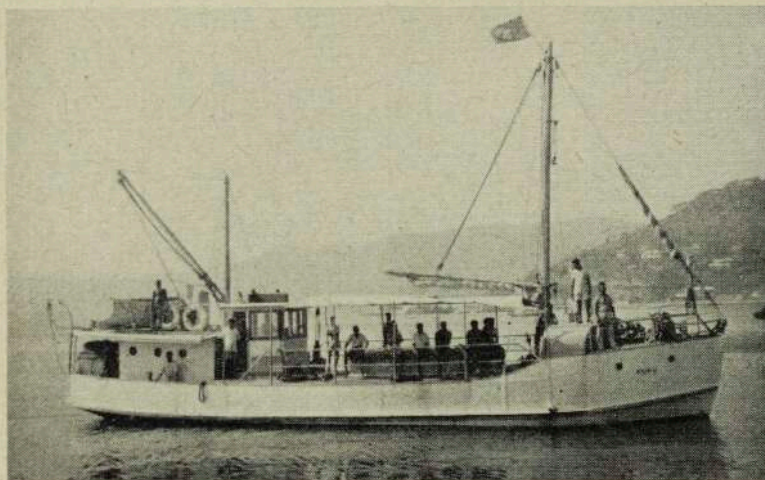


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These vessels and also 40 feet Army Workboats are in regular production in our yards.

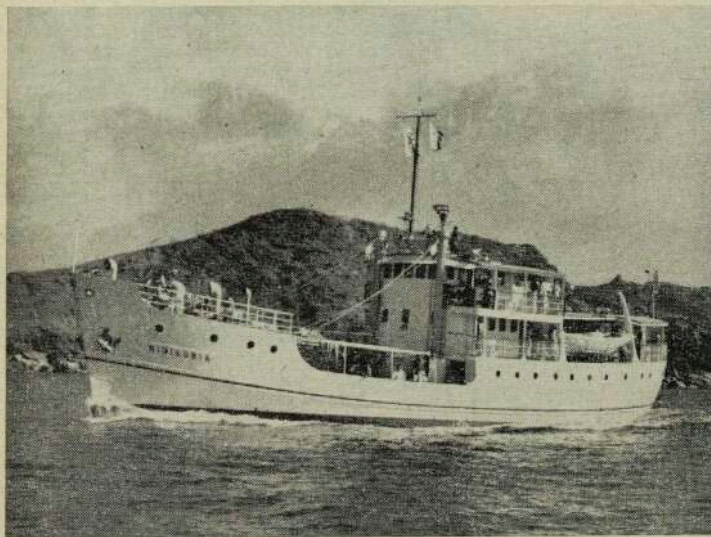
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KOWLOON DOCKS, HONG KONG



Gilbert & Ellice Islands Government vessel "Ninikoria" on trial in Hong Kong, December, 1958.

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Passenger - Cargo
Vessels*

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OF SHIP AND MACHINE
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HONG KONG (Founded 1863)

Telegrams: "KOWLOONDOCKS", Hong Kong

• **DROWNED—OR KIDNAPPED BY SPACE MEN?**: The flying saucer protagonists in New Zealand were all of a-dither in January.

Apart from the fact that there is no record of anyone with the surname or first name of Stewart having been aboard *Joyita* when all

Zinc sprayed as desired

Ocean towage contracted.

Box 3838, G.P.O. Cables: "Carefulness" Sydney.

GARDNER

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ANOTHER FINE VESSEL M.V. "MAGI"

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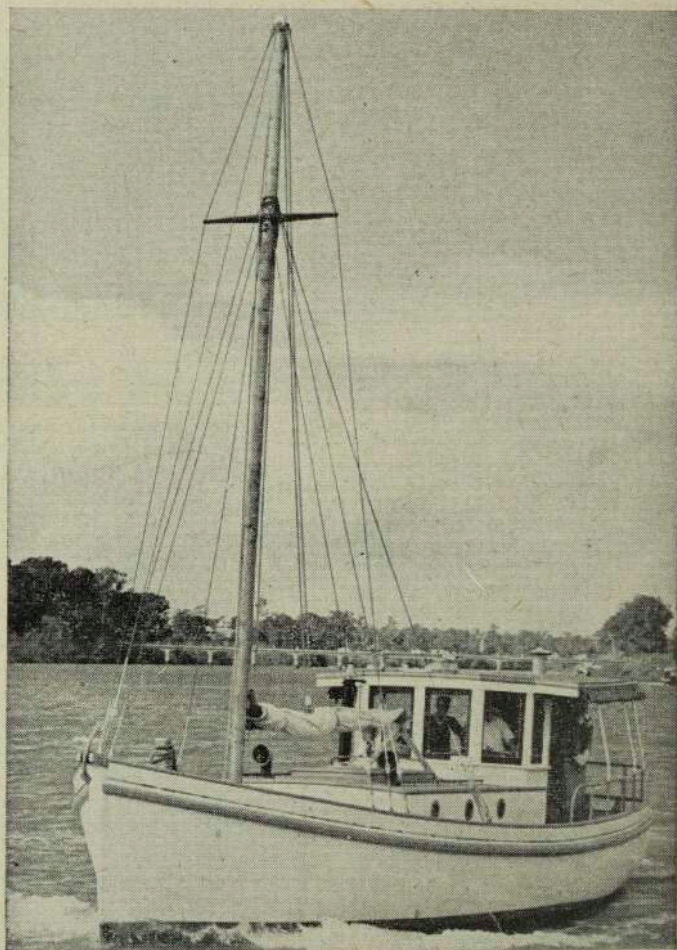
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ew that took the "Ninikoria" to her new owners, the Gilbert and Ellice Islands Colony, photographed as the vessel left Hongkong. See below, right.

s went missing, the possibility bottle drifting from the area of Samoa-Fiji to where this found seems slight, though not possible.

the drift would be southwestward through the Solomons-New Hebrides into the East Australian current, which would carry it first past Lord Howe Island, then east across the Tasman past Cape, where an eddy current carry it down to where it was

marine biologist who examined bottle judged from its heavy station of barnacles that it have been in the water at least years—but the only people who taking the matter at all serious were the local flying saucer nists.

George Adamski, American of some of the more sensational space literature, arriving in Zealand to commence a lecture shortly after the bottle was overlooked the silliness of the ing of the message, and expressed the opinion to an Auckland paper that the event described in the note was quite feasible.

line of reasoning taken by Adamski, who claims to have led in space ships and spoken to Venusians, was that the space he assumed they would be Venus—would realise that the aboard *Joyita* would be on as insane if they went and said that they had been g to Venusians. They would been confined in mental umps. Therefore, said Mr. ski, out of the goodness of hearts the Venusians probably the crew off to a happier fate.

All of which was no doubt lapped up by the Adamski Correspondence Groups in New Zealand and Australia, who have financed the costly lecture tour.

• **REPORTED FOR SALE:** South Pacific Shipping Company's Suva-registered *Babinda* and Southern Cross Shipping Company's Suva-registered *Verao* are reported for sale through disagreements as to operating policy. Though the companies are separate, certain shareholders have interests in each.

Babinda recently made a voyage

from Australia to Fiji and the Gilberts but normally both vessels are on the trans-Tasman trade where they have been operating successfully. The 655-ton *Babinda* carried timber and molasses in drums after purchase by her present owners in 1955. Last year the 469-ton tanker *Ransdorp* was purchased and renamed *Verao* and commenced a new trade in bulk shipment of molasses from Queensland to Onehunga, NZ.

To speed handling at Onehunga it was recently decided that a pipeline and bulk tanks be established there. In January, *Babinda* brought a cargo of bitumen from Whangarei to Australia for the first time. It is possible that any sale of these vessels will be merely a reshuffling of shares, with some shareholders continuing their interest.

There were also reports that the Suva-based Hongkong-registered *Kurimarau*, owned by Berg & Co. Ltd., of Sydney, is for sale. This 297-ton vessel has been operating in the Pacific Islands petroleum trade since late 1956, transporting oil in drums to the Gilberts, Tonga, Samoa and the Cooks and operating charter voyages to the Tokelaus from Apia for the New Zealand Government. The fact that she is for sale may have little significance as a large number of Islands craft are reported for sale—at a price.

• **LONGER THAN PLANNED:** Following trials at Hongkong of the GEIC Government vessel *Ninikoria*, which was launched there last September 3, it was decided to lengthen the vessel by 8 ft 9 in. from her original 118 ft 2 in., reportedly to improve stability. The beam is 26 ft and moulded depth 8 ft. The gross tonnage was originally to be approx-

CAPTAIN W. L. KENNEDY

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DIESEL CARGO VESSEL, 113 ft. x 23 ft. x 8 ft., 170 tons dwt., 2 winches/derricks, 2 large hatches, cubic capacity 8,200 cu. ft., in Survey. £22,500 Stg.

DIESEL CARGO VESSEL, 106 ft. x 23 ft., carry about 250 tons cargo, built 1946, twin-screw, 2 hatches, large hold, 4 winches, derricks, etc. £15,000 Stg. Delivery this side. Owners would consider offer.

AUXILIARY TRADING KETCH, 85 ft. x 22 ft., built 1946, wood, copper sheathed, 120 h.p. heavy duty diesel, has carried 100 tons dwt. cargo, accommodation for crew and several passengers. £18,000. Consider offer.

CARGO VESSEL, 66 ft. x 18 ft., in Survey and working, 100 h.p. diesel installed 1952. £7,000.

TRAWLER, 40 ft. x 13 ft., G.M. diesel, well kept, echo sounder, radio, etc. £4,750.

32 FT. WORKLAUNCH, twin cylinder Simplex marine engine, large cockpit. £750.

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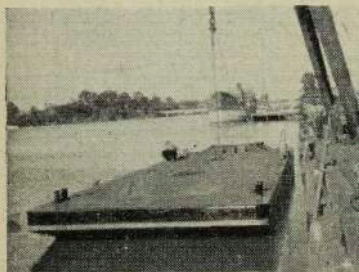
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- BARGES
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- PONTOONS
- WORKBOATS

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tugs for service in N.G.*



*One of four Dumb Barges 60 ft.
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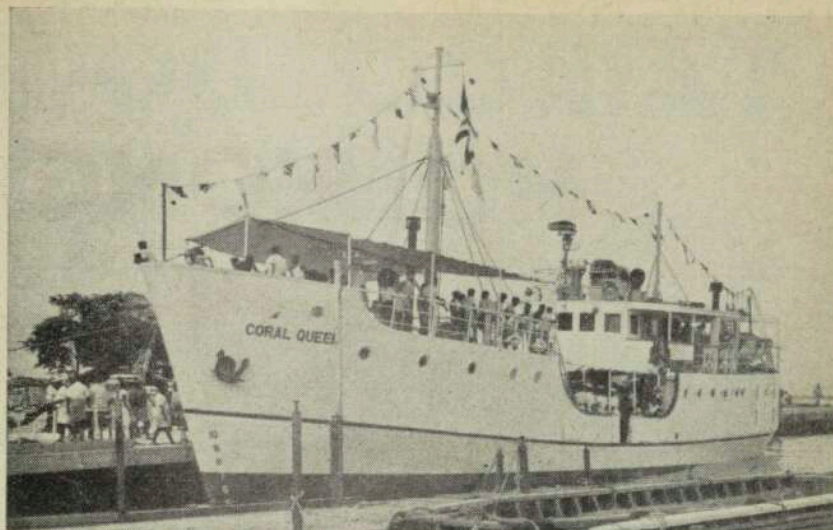
**P.O. Box 211, Maryborough,
QUEENSLAND, AUST.**

tely 240 tons but will now
arently be nearer 260 tons.
he original design was very
llar to that of the BSIP Gov-
ment's *Melanesian*, which was
with all hands last July while
present vessel was building.
ere was never any suggestion
t *Melanesian* was of unstable de-
in the subsequent marine in-
y, but the cause of her loss
never ascertained.

Then this appears, *Ninikoria* will
e arrived at Tarawa, as she left
gkong on December 26.

OFFICE CLOSED: The Union
mship Co. has closed its Papeete
e after many years of opera-
s. Its business has declined
tly since the days of the trans-
fic "mail boats" prior to the
's, when the Papeete office
dled many passenger bookings.
company continues, however, to
e representation at Papeete. The
busy British and American
ulates have also both been
ed there in recent years.

THE TRADE SHIPS: The
fic saw the birth of a new mari-
phenomena in 1958—the Trade
o. Prior to the recent Eastern
se of the Australian trade ship
s, Japanese business men had
e a similar cruise to South East
ports, and in December the
-ton *Atlas Maru*, of OSK Line,
d for Callao, Valparaiso, and
r South American ports. A
lar cruise may be made later to
ralia and New Zealand.



The new RCS "Coral Queen", personal vessel for the Western Pacific High Commissioner, dresses up on her arrival at Honiara in December. For details see January "PIM".

• **OCEANOGRAPHY AND FISHERIES:** Another technically interesting maritime event of 1958 was the appearance of several Russian and Japanese oceanographic and/or fishery research vessels in South Pacific waters, and more such Japanese vessels are likely to be seen in the future.

Umitaka Maru, of the Tokyo Fisheries University, which did a few chores for the New Zealand Oceanographic Institute and the University while at Wellington in December, later took aboard some

CSIRO oceanographers at Sydney and with them cruised along a line from a point about 250 miles off Brisbane, northwards towards Port Moresby, taking soundings and seawater samplings to check deep currents in the Coral Sea. The vessel left Sydney January 5 and arrived at Port Moresby, where the CSIRO men were landed, on January 15.

Two other Japanese fishery research vessels are known to be scheduled for South Pacific cruises. The first of these is the 1,200-ton *Koyo Maru*, of the Shimonoseki Fisheries Institute, launched last October at a cost of £Stg.417,000.

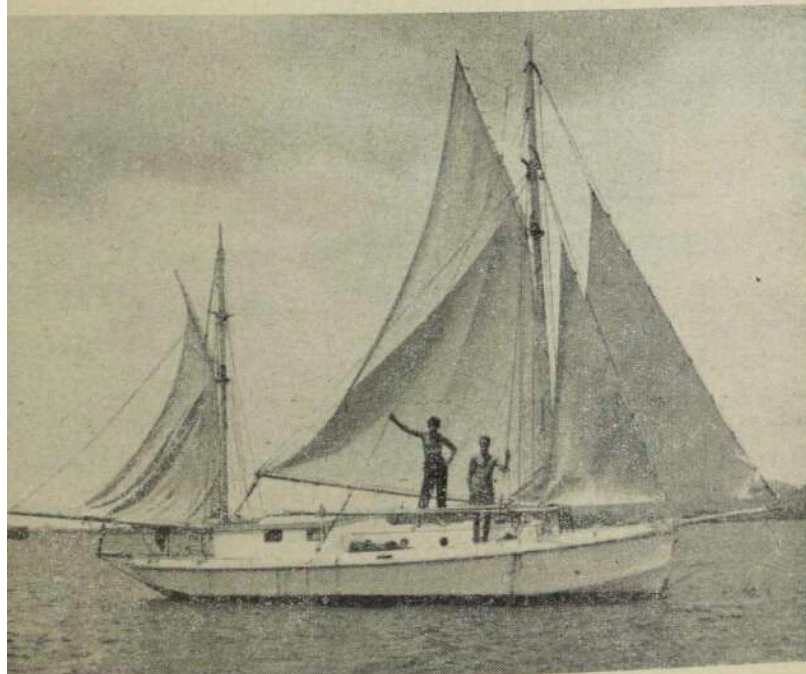
This 218-ft vessel, with 45 fishery students, plus her normal crew and instructors, was to make a tuna survey of the Australian Bight, Tasman Sea, and waters southeast of Hawaii this summer.

She was to be followed by the 600-ton *Shoyo Maru*, of the Japanese Government Fishery Agency, which was also scheduled to investigate Australian Bight and Tasman Sea waters between January and March—followed by a cruise to the Caribbean via Honolulu and Panama.

These are but two of the fishery research vessels operated by various organisations, and which are constantly reaching further afield in the search for new fishing grounds.

A recent survey of Japanese fishing shows that the industry provides a livelihood for about three million fishermen, who harvest about 17 per cent. of the annual world catch. Fish exports yield about \$167 million in foreign exchange and only about 9 per cent. of the annual 5½-million-ton catch is exported. The remainder provides 70 per cent. of the Japanese animal-protein diet intake.

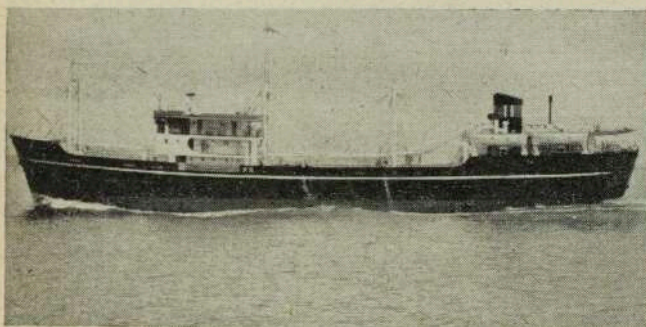
About 87 per cent. of the fish used in Japan is for human consumption



The yawl, "Mary K", at Suva in January. See Yachting Notes, page 113.

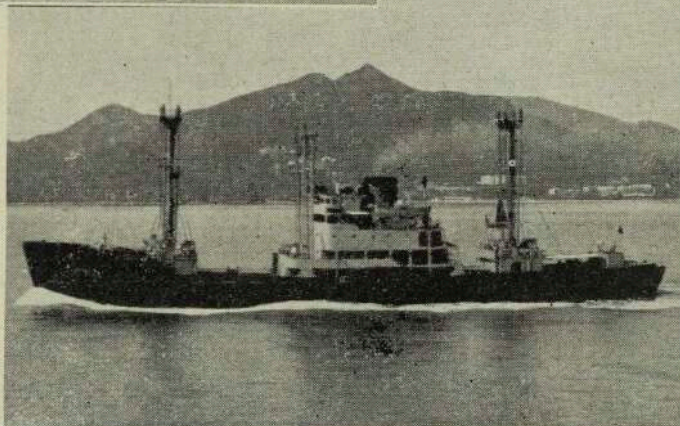
—Stinsons.

TAIKOO DOCKYARD HONG KONG



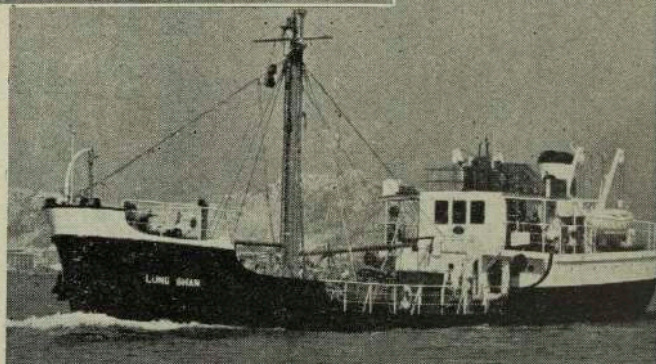
Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs.
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Kiosterud
Drammen,
Norway.

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Left: M.V.
"TARAWERA",
all refrigerated
motor cargo
vessel built for
the Union Steam
Ship Co. of New
Zealand Ltd.

Right: "LUNG SHAN", one of two
bunkering vessels built to the
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13 per cent. is converted to animal fodder and fertiliser. Of the 1,000 gross tons of vessels employed in the industry some 230,000 are small craft without motor power.

The total annual catch, about 10 per cent. is brought in from distant waters by the far-ranging fleets.

The figures given above do not include whaling operations and are a indication of the importance of the fishing industry to Japan and why so much money is put into research and training.

THEY'RE AT IT: The Antarctic whaling season opened on January 7. On the way south through the tropics the six Japanese factory ships and their 69 chasers taken 1,780 sperm whales up to December 27. They hoped to take Blue Whale Units of the total possible catch of 14,500 Blue Whale Units during the controlled season for the non-sperm varieties. If all there were to be 20 factory ships and about 240 chasers employed in the Antarctic, assuming the Russians used the same number of chasers—25, this year as last year. All other nations had agreed on specific numbers of ships.

In addition, the Japanese have operated supply vessels running whale meat back to Japan and the fleets will be served by factory ships. There is also the Japanese factory ship *Maru*—formerly the Finnish *Vassa*—which is working in conjunction with the Netherlands factory ship *William*.

Whale meat is being purchased by the Japanese, who have it aboard the Netherlands ship bringing it. The processed meal will be sold in Europe. The *Ginyo Maru* is the first vessel of her type employed by the Japanese since the Commissioned last year she completed a season of fish catching in the Bering Sea, where she was fed by a fleet of 20 trawlers. This is being read there are about 20,000 men occupied in the short Antarctic whaling season's non-stop operation. By the Japanese fleets will be hunting the sperms in the seas as they head back home at the close of this great annual event. Her fleets will head for European waters, Indian Ocean and South Atlantic waters.

HE MET THE QUEEN: Second Lieutenant Willie Schutz, of Tarawa, in a British tramp, received the surprise of his life while in Japan some months ago. We learn from a somewhat delayed "I mentioned that I was to have a close look at Queen Elizabeth II on her State visit to Japan."

"Well, I went to the Seamen's Flying Angel Mission where Her Majesty was to pay a visit, and by very good luck I was one of the few chosen to be presented. She shook hands with me and we had a few minutes conversation, during which she asked me a lot of questions about the Gilberts."

"Prince Philip was there also, cracking jokes in the background. Members of the Dutch Royal Family were there, too—and I was particularly impressed by the smile of Princess Beatrix!"

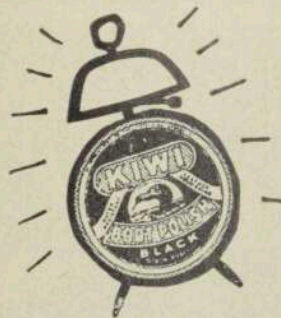
• **FIFTH FOR BPC FLEET:** *Tri-Ellis*, the fifth and largest vessel of the British Phosphate

Commission fleet, paid her first visit to Auckland in mid-January. Like her companions, this one has the typical clipper bow common to cable ships and the BPC fleet, the reason being that these vessels require an overhanging bow to facilitate the lifting of the deep-sea moorings at the phosphate islands.

The heavy anchors and chains have to be lifted for chipping, examination, and painting at regular intervals, and the BPC vessels are equipped with powerful windlasses and sturdy bow-sheaves for this purpose—though these are not visible from the wharf in the case of *Tri-Ellis*.

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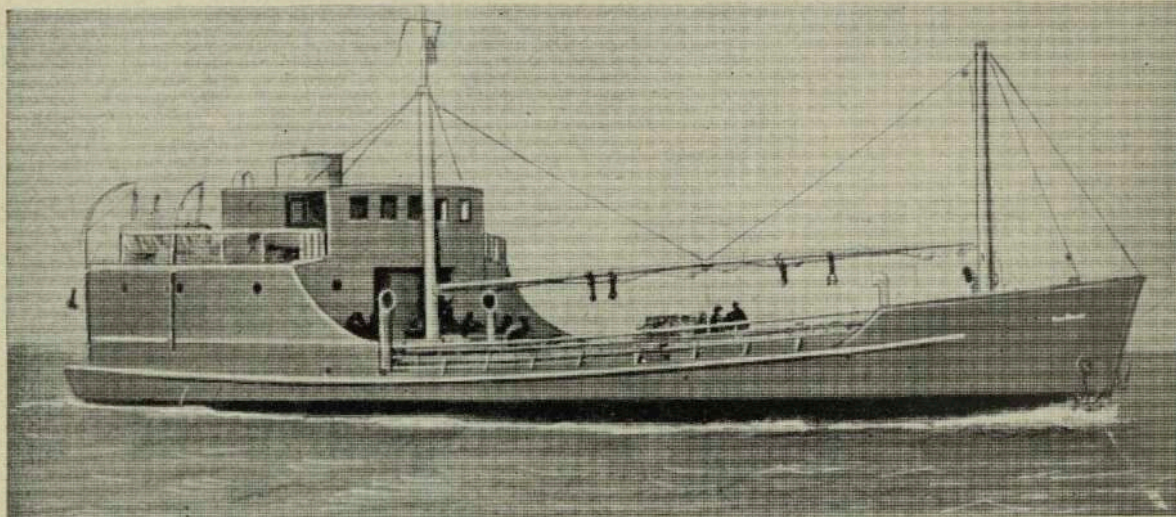
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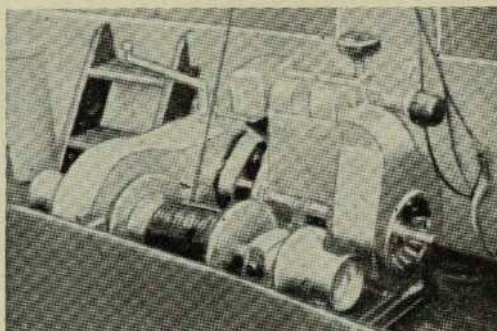
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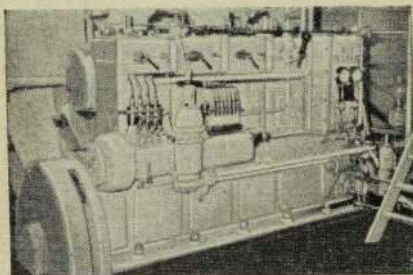


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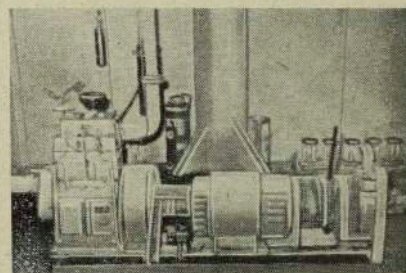
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the 9,994 tons of *Tri-Aster*—last addition—*Tri-Ellis* has larger accommodation for only compared with 48 in the other. She is fully air conditioned, six holds, and has 60 tons of refrigerated cargo space.

The BPC ships—*Trienza*, *Triona*, *Tric* (ex *Levuka*), *Triaster*, and *Ellis*—in addition to their well-known phosphate duties, also provide the only really regular passenger shipping connection between the Gilbert Islands and the rest of the world, via Ocean Island.

Ellis, named for the late Sir James Ellis, discoverer of the Oceanic deposits and long-time New member of the British Phosphate Commission, was well-known in Auckland by the mayor at a large gathering of prominent businessmen and shipping people at a reception held on board. The vessel was commanded by Captain G. G. King.

NATONE EX WYATT EARP: The 40-year-old wooden-rigged cattle ship *Natone*, operating under charter to Eriama Shipping Ltd., Papua, went ashore at Double Island Point, Queensland on January 24, and was a total

of 430-ton sturdily built craft best remembered in the out-world as the Arctic and Antarctic expedition supply ship *Wyatt* purchased in Australia by the interests after the war and named *Wongala*.

Under that name she traded to Guinea and across the Tasman Sea in the explosives trade. Two years ago she was sold and renamed *Ellis*, and replaced in the explosives trade by the new Hongkong-built three-masted steel schooner *Wongala*—a similar vessel to the *Wyatt* built at the yard. *Ellis*'s purchasers fitted the ship out especially for the carriage of cattle—she could carry just one hundred—between Australia and Port Moresby. The sinking occurred in bad weather.

KETCH AGROUND: The ketch *Tainatoba*, about 50 tons, went aground in shallow water off the coast of Kadavu, Fiji, on January 24. The ketch, operated by Hurley's Shipping Agency of Suva, was unladen with empty banana cases along the Kadavu coast. After being aground all night the crew hoisted her in the morning and managed to get the *Tainatoba* off. But she changed direction and the vessel went up on the sand a second time. She remained there till the tide that night, after being refloated (with the exception of a few minutes when she was temporarily refloated) for about 24

Fijian captain stated in his report that he had gone to sleep during the discharge of banana

cases along the coast and that the mate had started the engines and had attempted to navigate the ketch without his permission.

• **SUVA POPULAR**: Suva's ship-repairing and marine engineering facilities seem to be gaining in popularity with overseas shipowners with vessels up to the 500-ton mark. The Japanese tuna fleet at Pago Pago has decided to send units of the fleet to Suva for slipping and overhaul when they become due. The *Takuyo Maru* arrived in Suva in November with a damaged propeller shaft, and the *Koei Maru* was slipped shortly before Christmas. A third ship, the *Koei Maru* 6,

sailed on January 12 after slipping and overhaul.

• **DEGEI II AT WORK**: The new Fiji Public Works Department vessel *Degei II*, which arrived from Hongkong in November, has started her service round the Fiji Group, replacing the 18-year-old *Degei*, which has been retired. The new ship, which will carry Government cargoes and maintain lighthouses and beacons in Fiji waters, has not earned the criticism which was dealt out to the *Ra Marama*. The public is probably satisfied that the *Degei II*, with her cargo capacity and passenger accommodation, will "earn her keep". (Over)

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TAIL CHASING: So far only ship, the Union Company's island vessel *Matua* has shed her timetable so as to escape the burden of the increased charges now applying at Fiji's

the Port Line has got some of its own back by announcing lower freight rates between the United Kingdom and Fiji.

It was to be expected. Higher rates to ensure that the island's ports are made self-sufficient and not incumbent on the mainland, naturally means that shipping companies will be tempted to increase freight rates—which in turn means a rise in the price of imported goods.

Whichever way you look at it, the Citizen still pays, anyhow.

VISITORS: the Gilbert and Ellice Islands Government auxiliary *Te Matapula*, arrived in Suva on January 18 for slipping and caul—her first visit since she was transferred from the Colony's sale Society's fleet to the Government's establishment. Mr. J. E. Kenny said that the *Matapula*'s duties include voyages to the Gilberts on Government business and frequent trips to the Phoenix Groups.

A fine new £90,000 sterling *Raoi*, which arrived in Suva last September from Hong Kong—where she was built, is soon to make her second visit to Suva where she will load general cargo for Tarawa.

NEW HOME BASE: The United Fish & Wildlife Service has opened a new terminal for vessels engaged in the Pacific Fishery Investigations project POFI. Formerly, these—Charles H. Gilbert and M. Smith—were based at Suva Harbour. Now a \$70,000 head-dock has been established on a peninsula on the Diamond side of the channel entrance to Kewalo Basin yacht and boat harbour at Honolulu. Dock-side building includes laboratory, equipment store and loft. The base is shared with the Hawaiian Territory of Fish & Game, who use the fishery research vessel *Albatross*. The joint base will assist in the coordination of research work between the two organisations.

of Cruising Yachts

SEEMINGLY UNLIKELY: The Auckland-Trans-Tasman Race seemed uneventful as these notes were written in January. Five sure entries sailed and up to January 23 the entrants were Mr. H. E. Doodson's *MOOREA*—which he brought out from Suva a couple of years ago—and George Dibbern's *TE RAPUNGA*. Both showed interest, but their

"Ian Crouch" Inquiry Opens Against "A Background of Rumours"

A marine Court of Inquiry into the loss of the Australian schooner "Ian Crouch" on her delivery voyage from Hongkong to Australia ("PIM", January, p. 97) opened in Hongkong on February 1, against a background of the kind of rumours that have persisted since this vessel failed to turn up in Port Adelaide as expected in late October.

It was being freely stated that when she sailed she had two heavy cranes on deck that had not been supplied by her builders and that these may have caused her to turn over in a sea way. Neither the builders of "Ian Crouch" (who did not erect the cranes, if any), or the shipbuilders who are alleged to have erected them, would make any statement before the inquiry began.

"Ian Crouch" left Hongkong on September 26 and has not been sighted since, although a radio message was received from her the day following her departure. Extensive air and sea searches were made for her in New Guinea waters when an airline pilot and a local smallships skipper reported having seen her off the south coast of New Britain in November.

Later, a RAF Shackleton bomber crashed into the South China sea with the loss of all on board, when searching for survivors in that area.

Mr. Justice Gregg will preside at the Hongkong inquiry. He will be assisted by four marine assessors and will hear about 15 witnesses.

Among those who will attend the inquiry are Captain D. S. Bull, Commonwealth Director of Navigation; Mr. R. N. Bannerman, of the Australian Attorney-General's Department; and Mr. R. N. Crouch, of Adelaide, who will represent the owners of the ship.

Interest appeared to be subject to a good number of other entries being received. Entries were to close January 31 and the race was to commence from Auckland on February 21.

• **EOS**, 33-ft. Sydney sloop, manned by Tom and Kevin Flower, Michael Glosking-horne, and Davis Linton, arrived at Whangaroa, NZ, on January 20, 16 days from Sydney. The yacht was to continue on to Auckland later in the month. Future plans unknown, but this yacht was said to be one of the "possibles" for the trans-Tasman Race.

• **JELLCIE**, which Lieut.-Commander Michael Baines, RN, sailed to Auckland from England in 1955-56 and sold, is to have a successor. Baines, soon to be discharged from the Navy, is preparing a similar 25-ft. sloop-rigged Folk Boat for a repeat cruise. The voyage should commence from England about June.

• **WINDSONG**, the 48-foot Melbourne ketch in which Captain Jack Walker, retired Port Philip pilot, has been cruising the Pacific since last May, left Auckland for Sydney via Lord Howe on January 17. Bing Copeland and Rick Stoner, the two American professional life guards ex the Honolulu yacht JINNI, who had joined the Australian yacht at Borabora after JINNI sprang a mast at Moorea, went ashore in Auckland and will return to the US from there.

Still aboard with Captain Walker are the three Australian crew members and there was a possibility that another man might be picked up at Whangaroa where the yacht was to call before clearing New Zealand.

• **JINNI**, after springing her mast at Moorea some time ago, had her plans interrupted. Owners Bill and Jean Schallenberg intend remaining now in French Polynesian waters until the end of the hurricane season.

• **MOONFLEET**, ex-KONA, well known in these columns, was being advertised in Suva in January at £F1,600 (\$US4,000).

• **VIXEN**, of Miami, Fla., which cruised the islands 1957-58 and was last reported

at Brisbane last May, reached Durban November 15 and was to sail from there for Capetown and home about March. The Starks called at Thursday Island, Cocos, Rodriguez and Mauritius in the 35-footer. Sailing almost in company with them across the Indian Ocean, and calling at the same ports en route, was the Australian 38-ft. ketch LARAPINTA, west-bound around the world.

• **UNIDENTIFIED** so far is a junk yacht manned by a group of young Spaniards which cleared Hongkong for Spain on January 17. They have been preparing for the cruise for some time and the junk was built for them at Hongkong. Details of route are not known, but in view of the unsettled state in South-East Asia waters it seems possible that the voyage may be a trans-Pacific one.

• **MIRANDA**, which John O'Donnell, of Australia, recently brought back to Auckland from a Polynesia cruise, was sold to Bill McQueen, of Wellington, and sailed there late December. Boat-builder McQueen formerly owned CHRISTINA which made a trans-Tasman cruise some time ago.

• **MARY-K**, ex-WAYWARD, purchased by Melbourneite Geoffrey Rawson at Whangarei, NZ, over a year ago, and which sailed for Fiji in November, was the source of inquiries from Melbourne in December—through the yacht entering Fiji by the back door. She was located in the Yasawas. With the owner on the cruise is Graeme Tait, also of Melbourne.

The 34-ft. Islander-type ketch was offered for sale in Fiji, but when unsold departed for Tonga, Samoa, and the Cook Islands from Suva on January 13, hurricane season notwithstanding.

• **WANDERER**, a 98-ft. schooner owned by the film star Sterling Hayden—who formerly sailed round the world in the Johnson's YANKEE—cleared a California port on January 16 for Papeete. Some days later the event received publicity when it was alleged that Hayden, recently divorced, had defied a court order not to take his four children along.

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PACIFIC REPORT

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Economic Survey Hebrides

revenues of the New Hebrides minimum, to the extent of 80 per cent., depend upon copra production, said the Joint Presidents of the Advisory Council (Mr. J. S. Brown, British Commissioner, and Mr. A. Bijon, acting for the French Commissioner), when reviewing the Condominium's financial and economic conditions at an Advisory Council meeting in Vila. They made the following points:

production of copra was rising steadily, and an interesting experiment was being made in the export of consignments to United States for dollars.

export of fish, from the new Pacific Fishery at Santo, was valued at total 3,000 tons for 1958.

give the beds a chance of re-planting after over-fishing, all fishing gear and greensnail had been destroyed, and there would be no more therefrom.

900 prospecting licenses had been issued and it was hoped that valuable deposits of minerals might be found, so that the Condominium's economy might be improved.

customs expert had been employed to advise the Joint Administration regarding a revision of the Customs Tariff.

committee was set up to examine the present laws regarding the supply of liquor to natives and to make recommendations for any changes considered necessary.

was decided to increase the membership of the New Hebrides Advisory Council to eight.

Freeze Plane on Palmyra

Navy DC3 supply aircraft was frozen in the Antarctic, made a forced landing at Canton Island 900 miles south of Hawaii on January 22.

by Major James F. Foster, the aircraft was northward 100 miles from Canton Island, engine trouble developed. A landing was made on the atoll, which is now uninhabited since the IGY scientific programme was under way there.

cent years the interests of

the Honolulu owners have been taken care of at Palmyra by Mr. Otto Hornung, who died some months ago, while doing IGY work at Jarvis Island.

New Caledonia's TRANSPAC Is Thriving

Not all Islands air services show a profit, but one that is exceeding the brightest hopes of its founders and shareholders is New Caledonia's TRANSPAC.

Established in 1955, the company operates services from Magenta Airfield near Noumea to Lifou, Mare, and Ouvéa in the Loyalties, to Isle of Pines, and also to the north of New Caledonia. A few flights were also made to the New Hebrides until that service was taken over by TAI.

The service was commenced with one 8-passenger de Havilland "Dragon Rapide" aircraft and now has three of these and a four-engined de Havilland "Heron".

In 1955, the company carried

1,038 passengers, 823 kilos of mail, and 2,668 tons of freight in 113 flights out of Magenta. In 1956, 505 flights were made and the loadings had risen to 5,464 passengers, 3,772 tons of mail, and 18,332 tons of freight.

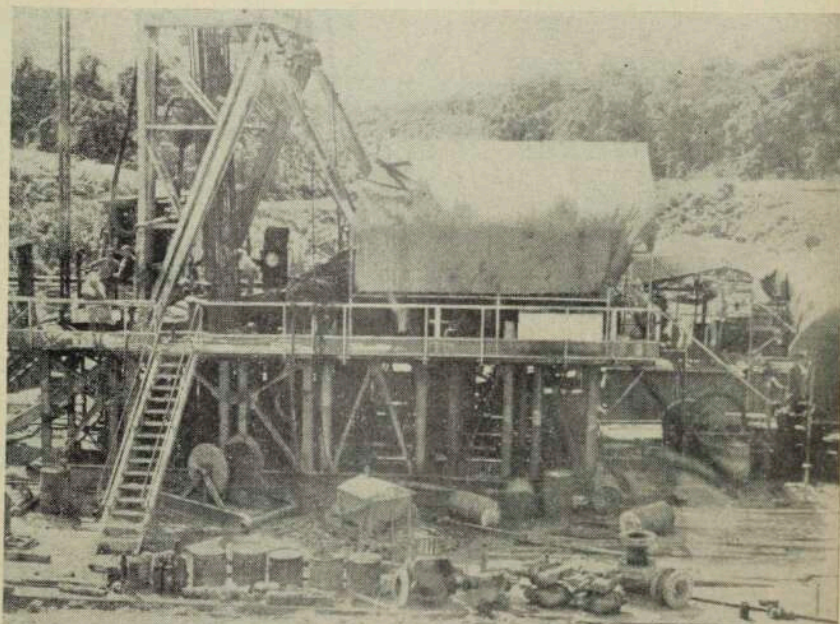
In 1957, the figures were: 737 flights, 7,243 passengers, 7,158 tons of mail, and 71,615 tons of freight.

The figures for 1958 are not available but the latest annual report on the economy of New Caledonia says that the traffic of the company has surpassed the most optimistic prognostications and plans had to be completely modified to meet the situation. Ninety per cent. of the passengers carried have been natives.

Fiji's Reluctant Goodbye To Mr. Dave Butler

Fiji will miss Mr. David A. C. Butler, about to retire from the managership of the Union SS Co. Ltd., at Suva, after serving the Co. for 20 years in Fiji. He has done a fine job for the Union Co., often under difficult and harassing conditions; he has taken a prominent and useful part in public affairs; and he and his charming wife have made for themselves a place in the social life of the Colony that will not be easily filled by others.

In the course of 20 years, an army



The Australasian Petroleum Company in January applied for a permit to investigate 8,930 square miles of country in its search for oil in Papua. The application also sought to vary two other permit areas, one of which will add 45 square miles to an existing area only 15 miles away from the Puri oil rig, where the first promising quantities of oil were struck in November. It is understood that the application for the 8,930 square mile block includes a big area of land the company held previously. This photo shows the Puri oil rig that produced Papua's first crude oil. It was taken from a Sikorsky S58 helicopter flying alongside.

Photo: Geoffrey Luck.

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potential enemies have marched gingerly into the Union Co.'s office eager to fight someone something because of shipping duties missed, or passenger re-ations upset.

evitably, after a soothing ter-hour in Dave Butler's office, came away (often without the ed reservations) convinced that Union Co. was their friend, and all was for the best in the best l shipping worlds.

rupulous attention to details—r send away an enemy when can turn him into a friend—e seem to have been the al points of Mr. Butler's 20 s of successful service; and they off.

i usually has been singularly in the quality of the men by the big Australian and New and corporations to guard their tments in Fiji. Mr. Butler is e in point.

. Butler will be succeeded in h by Mr. A. E. McPherson, now h manager for the Union SS t New Plymouth, NZ.

Thousands Fly to Ham Is.

February flight to the ams by the specially fitted out of passenger Sunderland fly-boat had a very large passenger 150,000 honey bees.

onies of bees are taken to these s regularly—usually by sea—e they are essential to the ers for the transpollination of es and crops.

ever, they appear to be in- le of acclimatising themselves and invariably the colonies die ithin a year or so, when more to be imported. Failure to atise is apparently due to ce of sufficient suitable honey- g plants.

Honiara Imports Them, Too

antas airfreighter left Sydney ew Guinea on February 3 ng (amongst other cargo) honey bees for Netherlands Guinea. The bees will be shipped at Lae to the weekly s service to Hollandia.

3. so it is stated, has no bees, and such vegetables as ins and fruit as paw-paw o be hand-pollinated.

ue, this is remarkable. The alian side of the Territory ds in native bees, which look like black house-flies than ean bees, don't sting but are at pest to people on patrol e bush as they seem to be ted by human perspiration.

y do not do such a good job ollination as European bees, ey appear to do it sufficiently or the natives to be relieved e task of "marrying" the

flowers of their pumpkins and paw-paws.

Honiara a More Popular Port

Popularity of Honiara as a port of call is on the increase. In 1954, only 30 vessels called, and in 1958 the figure was 59, latest figures from the Port Authority reveal.

Some of the reasons: The Bank Line vessels now call more regularly, and Burns Philp's monopoly of the Australian export trade to the Solomons was broken in late 1957 when the Australia-New Guinea Line included Honiara in its north-bound schedule to New Guinea.

And now the China Navigation Company has announced that, subject to inducement, Honiara will be a port of call on its new schedule Japan, Hongkong to the New Hebrides and Fiji. However, with imports and exports probably near to saturation point now, inducements might not be easy to offer. But it's encouraging.

Bananas Boost Business in W. Samoa

The end of 1958 found Western Samoa in a much better economic position than could reasonably have been expected at the beginning of the year.

The improvement was due mainly to the greatly increased production and export of bananas to New Zealand; but higher prices for cocoa beans and copra at the end of 1958 also contributed greatly.

According to official figures, the export of bananas increased in 1958 to 884,084 cases valued at £1,016,700 (328,700 cases valued at £370,840 in 1957). Before Xmas banana growers on the island of Upolu were paid a bonus of £17,000, while Savai'i producers will be paid a bonus in January.

The Department of Agriculture expects that banana production in 1958 should reach over one million cases.

This startling increase in production of bananas may be attributed to an energetic production campaign by the Department of Agriculture, to the availability of more shipping space to the New Zealand market and to better roading facilities on Upolu and Savai'i providing transport for bananas in outside districts.

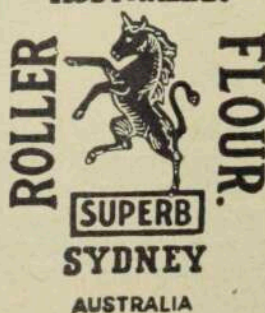
The banana marketing division of the Department of Agriculture which handles banana exports has a permanent staff of 16 and 150 casual labourers for loading bananas.

Prospects for banana exports from Western Samoa have lately improved as a result of recent storms in the Fijian banana producing area which may be felt right through 1958 and make New

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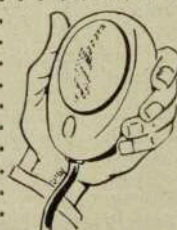
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Pub's Not a Pub Without a "P"

The new Club Hotel in Suva lost its (first letter of "Public Bar") at the end of January, and there were roars of anguish from the management. The sign had been specially made in England, and the P could not be replaced in Fiji. ("Serves you right!" said unfeeling commentators. "You could not be so glamorous!") The P had no apparent value. Its removal—quite a painful process—was evidently a festive joke, probably inspired by too much beer—beer that is purchased at the bar further down the street, of course. No one took it seriously except the hotel manager. Every time he looked at the sign and saw "UBLIC BAR" he had a fit. Finally, he waited in the office of the "Fiji Times", and the editor wrote a sympathetic paragraph. A few hours later, the missing P was back. A dweller in the suburbs found the thing, miles from the hotel, and, not knowing its purpose, had been using it as an ash-tray. Now the hotel manager insists that it stands for Power of the Press.

and even more dependent on Western Samoa for requirements. However, it is certain that New Zealand cannot absorb more than a million cases of bananas from Western Samoa and with considerable new planting going on and expected further large increase in production, it will be necessary to look for additional overseas outlets for Samoan bananas. Active enquiries are being made in the USA and Canada, though, in Fiji's experience, prospects are to be discouraging. While copra production in 1958 was very low, with 8,697 tons shipped against 902 tons on hand at the end of the year, the minimum 1958 contract obligations with the United Kingdom could just about be fulfilled.

At the end of the year, due to increased rates paid to producers, copra production increased considerably and December, 1958, production, with 1,278 tons, was the best for any one month since August, 1957.

A very good cocoa crop has just been harvested and sold at good prices. Another good cocoa crop, under favourable weather conditions, may be expected beginning in 1959. The present prices offered on the basis of £275-285 per c.t.o.b. for first grade.

Based on a production of about 10,000 tons in 1959, the 1959 contracts provide for 4,000 tons of copra to be supplied to Unilever, London; 2,000 tons go to Abels Ltd., New Zealand and 2,000 tons to be sold on the open market.

Freight rates with the present terms of copra to England, the P & O Line, have been reduced from

£13/10/- per ton to £8 per ton. This reduction should benefit producers appreciably.

Aircraft Carrier Visits Honiara

The light aircraft-carrier HMS *Albion*, 23,000 tons, accompanied by the destroyer HMS *Cossack*, paid Honiara a five-hour visit on January 17. But heavy rain and wind squalls took a lot of gala away from the occasion.

Extremely rough seas prevented launches from making the journey to the ships. Arrangements for the locals to visit them had to be cancelled. Contact between ship and shore was by helicopter.

Despite the bleak weather, the town oval was crowded with sightseers as the helicopters made regular trips for stores.

Sir John and Lady Gutch, together with a number of VIP's, were entertained on board the *Albion* by Rear-Admiral Begg, who is second-in-command of the Far Eastern Squadron.

It's a Kind of Red Plot

Russia has been asked several times by the Papua-New Guinea Administration for information concerning a tea plucking machine it has developed.

The Administration is developing a tea plantation at Garaina where 300 acres of bushes, are ready for plucking.

The Assistant Administrator, Dr. John Gunther, said that despite several requests through embassies and to the Russian Government for details of the machine nothing had been heard from Russia.

The success of a tea industry in Papua-New Guinea depends on the development of a successful tea plucking machine. At present the Administration has been experimenting with one but it weighs more than a hundredweight and is too heavy to operate.

Dr. Gunther said it was hoped to build a tea factory at Garaina this year—a statement which may or may not be realised, for that factory



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been part of Administration for a good many years now, portions of the actual factory been in storage for some time. Mainly all the delays can't be d on the Russians.

And What The Will See

PIM's tame poet, Tui, pre- in January, Prince Philip, his forthcoming tour of the and the Gilbert and Ellice arch-April, will meet the local and thus,

break some old traditions, se there ain't no politicians. the detailed itinerary for his part from the missing politici- as a terribly familiar ring it, nevertheless.

Philip is obviously not going allowed to get too far away recognised protocol—not on anyhow.

Resident Commissioner's office dra- was announcing de- dress in its HQ Notes even y as December 12, eg:

ss—On first arrival at a, His Royal Highness will be g Naval uniform. For remain- ins, His Royal Highness will suit except for dinner at sidency on March 25. Dress on this occasion will be and later."

the chances are that the visitor will get into shorts ow a beard for some part of r, which starts at Gizo on 18 and ends at Christmas on April 5. And Tarawa, at te, has selected some of its t island belles for a *batere* riki. The girls have been ng their dances for some

parts of the itinerary are: t 18: Prince Philip lands ernment wharf, Gizo, from acht *Britannia*, at 9.45 a.m., et by High Commissioner. ew hospital, entertained by school display, gives a re- aboard *Britannia*, later is ashore in a canoe to see ances, and receive gifts.

t 19: At Honiara, makes in- s, drives about the local is given a native welcome, eption at Government House, l by dinner party aboard the vatches fireworks display at ruz.

t 20: Arrives Laulasi, 9.30 a.m., watches demon- s, including making of shell 7, visits Auki for more s and inspections, and re- for all races at District sioner's residence, before t *Britannia* that evening.

t 22: Reaches Graciosa Bay, ruz, and after being wel- he walks through villages, native feast and Eastern

Solomons dancing display, and may go for a sale in a large sailing canoe, before embarking on the *Britannia* in the afternoon for the GEIC.

March 25: Arrives Tarawa, lands at Bairiki and carried in a ceremonial chair to parade ground to meet VIP's and island people, attends official dinner at Residency, followed by *batere*.

March 26: Tour of Bairiki, visits to Bikenibeu, Eita, Betio on inspections, followed by big evening reception on board *Britannia*.

March 27: Leaves Tarawa for Ocean Island.

March 28: Arrives at Ocean and leaves same afternoon for Vaitupu.

March 30: Arrives Vaitupu and leaves same afternoon for Christmas Island.

April 3-5: At Christmas Island, where the itinerary at the moment appears to be top secret.

Doing a Spot of Public Relations

MEMBERS of Fiji's Legislative Council and the heads of several Government departments visited Savusavu, and Levuka in January "in quest of knowledge". The visit was sponsored by Mr. W. G. Johnson, a nominated member of Legislative Council, who is also managing director of W. R.

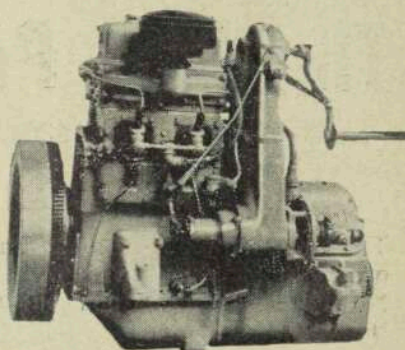
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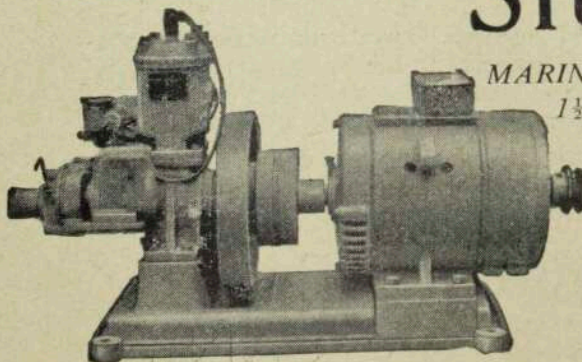
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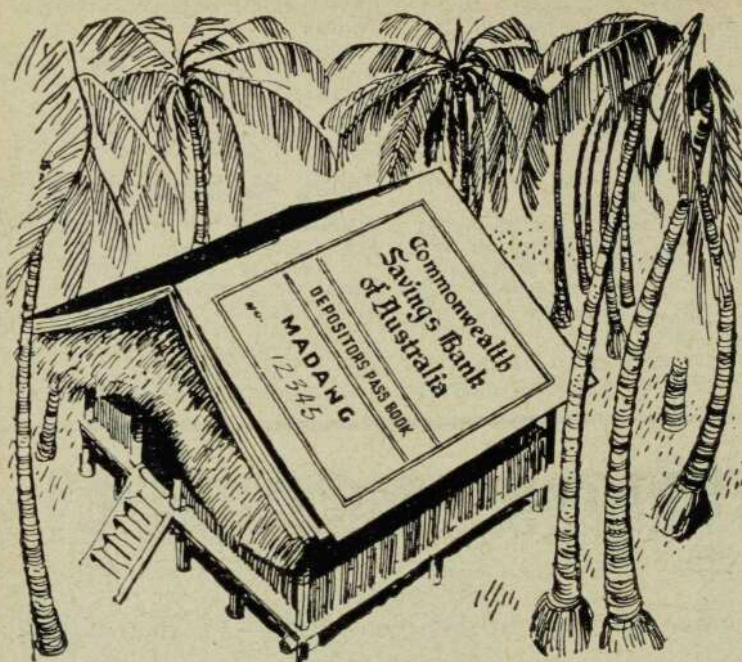
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Mr. Johnson placed the Carp motor ship *Tovata* at the disposal of the party, and the main purpose of the visit was to inspect the road out of Savusavu, which hoped one day, will link the island with Labasa in the north.

The work on the road had been abandoned after about two miles had been cut.

There was a well justified criticism from the Vanua Levu area. The Standing Committee on Finance cut the estimates by £50,000. Visitors inspected the two miles completed road and saw some of the country the road would have to go through.

The Financial Secretary (E. R. Bevington), asked if the Government had come to any conclusions as a result of the visit. The Government members, said members now had "a much clearer picture of the problems and complications involved." But just this might mean is, of course, anybody's guess.

BSI Copra Production Up Only 16 Tons

The annual accounts of the BSI Copra Board for the year ended September 30, reveal a high enough state of affairs, finally speaking anyhow.

A net profit of £19,760 was transferred to accumulated account which now stands at £199,022. Of this amount £75,000 is on interest-bearing deposit.

Total output in the Solomon Islands the year was £20,287 tons of copra. 15,988 tons were purchased by the Board—the remainder being 4,299 tons copra shipped direct to Australia.

However, the total production showed only a slight increase of 16 tons over the previous year. The high export duty imposed looked upon by some as a deterrent to increased production.

The Board paid £155,600 in duty on copra purchased by it in January negotiations were in progress with the Government for a reduction in the current rate.

One interesting point: Copra produced throughout the Solomon Islands (excluding Lever's) is divided equally between European and native producers. The figure is 50.9 per cent. for native; 49.1 per cent. for European.

The Rossers Will Try More Desiccated

Planters in Papua are working with interest the efforts of Mr. Tommy and Harry Rosser at Sibigolo Plantation, Rigo District to begin again the production of desiccated coconut.

inkers Will Have To Be Good Sports

New Caledonia's Territorial Assembly in January put an additional special tax on alcohol but local brewed beer and wine are exempt.

The purpose of the tax will give some applause from the i-drinking community. It is to be spent on sport and youth education, provided it does not bring in more than £A50,000 a year. Any sum over £50,000 will go into general revenue.

Rossers' was one of half a dozen desiccated coconut factories closed down in the Territory in following a typhoid scare in Australia. In 1952-53, about £332,000 of desiccated was exported from the combined Territory, but it has shrunk to nothing.

It was never conclusively proved P-NG coconut was the cause of the typhoid outbreak—but the situation was enough to break the industry.

Desiccated sold in Australia is from Ceylon and any set from P-NG will have quite a little to break into the field. However, the Rossers are determined desiccators; they have their equipment intact and have installed new steam sterilising and improved plant.

For planters—who are satisfied the price plain copra is bringing these days—take their hats off to these brothers who are prepared to give the Australian market a try, even when they know new health regulations in the Territory and prejudice in Australia will not make it easy.

us Floods Rarotonga

Over 12 inches of rain in 36 hours flooded parts of Rarotonga, the Cooks, on January 12, causing evacuation of many homes and one drowning—and a severe shortage of taro which is likely to last for the next six months. Taro is the staple in the Cooks, so the situation is not good.

A drowning occurred at Tupapa, where a 19-year-old Tupapa boy, Keu, was found dead in nine feet of water. Another boy had a narrow escape when he was sucked into a concrete pipe that passes over the main road at the airstrip. The boys had given him up for dead when he reappeared at the end, suffering from shock but otherwise all right.

The floods were not as serious as

those of 1936, when almost the same amount of rain fell in 24 hours, instead of 36, but they were serious enough.

Worst-affected area was Tutakimooa settlement in the main town of Avarua, which is always liable to flood, and as a consequence its houses are on high foundations.

But they weren't high enough this time, and almost every house was flooded, including a fairly new Administration house occupied by the Chief Surveyor, Mr. A. Bailey.

Trucks were sent to evacuate Tutakimooa residents to temporary accommodation at Avarua's two picture theatres, but many preferred to make their own arrangements. They hurriedly stored their possessions in house ceilings or carted them away in canoes and all manner of smallcraft, which turned the roads into canals.

The main road around the island was blocked in many places, and at one point a stream found a new course which promises to be permanent, leaving the PWD faced with the problem of a new bridgeless river and an old riverless bridge.

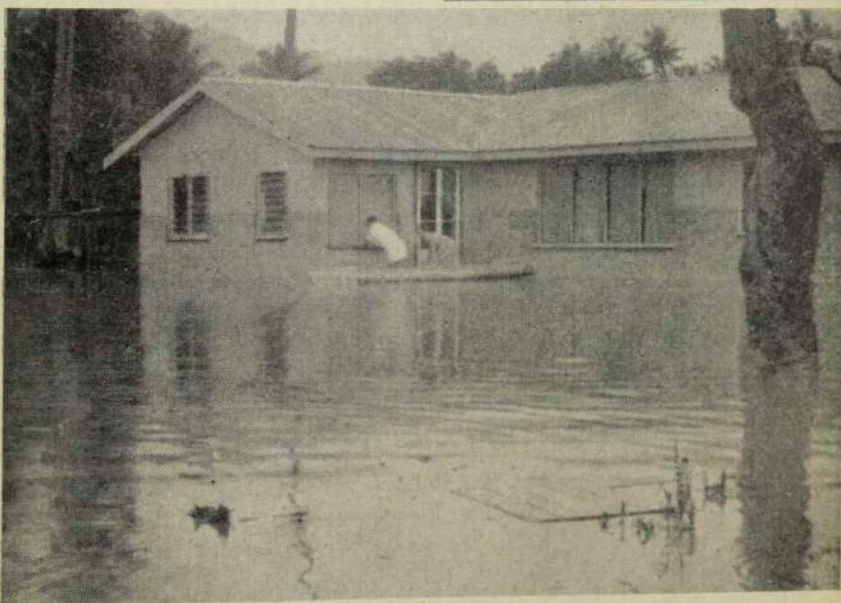
Blocked intakes and broken mains caused a failure of water supplies, but PWD teams did a smart job on repairs and saved the diesel power station from packing up because of lack of water cooling.

The flooded rivers carried silt into Avatiu and Avarua harbours, making them shallower than when dragline operations started a year ago. The draglines have been operating day and night since the flood.

And Honiara Follows On

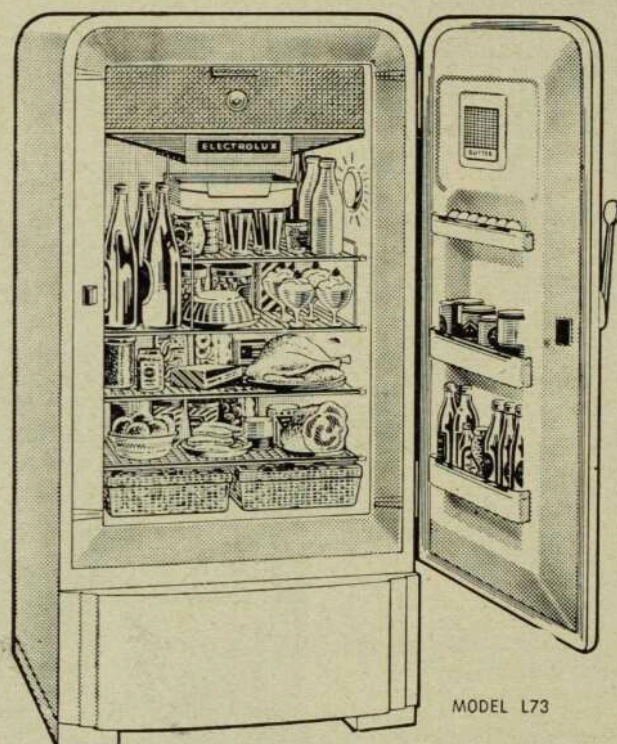
While Rarotonga was still cleaning up after its flood, parts of Honiara, in the BSIP, were fighting one of their own. It was caused by the tail-end of the New Caledonia cyclone, and Honiara flew the cyclone flag, an unusual sight, for two days.

With a rainfall estimated at anything up to fifty inches in the hills



IT'S WETTER THAN USUAL AT RAROTONGA. Headmaster of Avarua School, Mana Strickland, with his wife, found during the January floods that the best way of leaving their new home was by canoe. And above, European resident Mrs. E. Dive, with Rima Nicholas, chose to walk out of their flooded home—umbrellas up, of course, although it doesn't appear that they could get much wetter!

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the coast, the Lunga River 20 feet within two days, breaking its banks and causing the inundation of a native village; also Henderson Airfield and regular Qantas DC3 from New Guinea, which had landed there. The Lunga Bridge—a Bailey bridge—set on two concrete piers, recently been moved further upstream to provide a more direct approach to the airfield. But the bridge was a write-off as the decking was twisted, and the piers are at a serious angle. Access to the island, now that Lunga bridge is closed, is by smallship down the Lunga River to Lever's Lunga Plantation. One stage the airfield was completely flooded and the DC3 was in danger of being swept away by current. The water rose to the height of the main wheels. There was great excitement at the next stage when a floating tree blocked a bend, with two men in it. They were swept past the site of the old bridge to the airstrip, without answering shouts of onlookers, probably because of the roar of the engine. One of the two was believed dead later, and police made a search. A relief plane arrived on Saturday, January 17, and after an hour the flooded plane took off for Lukum airfield (much nearer Rabaul, and in use up to the time the person was recommissioned), it picked up passengers and for Rabaul—five days behind schedule. The Lunga bridge likely to be used into the Lunga River at the moment, the Public Works Department, with finance short as it is faced with a ticklish problem of repair or replacement.

Islanders Fear Taxation Axe

When the New Zealand Government in 1958, found its over-balances shrinking fast, it decided, to prevent money leaving New Zealand, took measures which caused a lot of inconvenience and injustice. It has since heard of the constant threat to the Fiji banana industry and of the difficulties encountered by visiting Australian tourists, who had to fight off a demand for tax on that portion of income they had received or credited to them while they were in New Zealand. In November, PIM described the case of New Zealanders who were engaged in profitable activities in other Pacific countries. Usually, they thought they would be free of NZ taxation on income obtained from other than New Zealand sources. But the NZ tax-collector could not

see it that way at all—when the unhappy fellow returned to his home-land, he was pounced upon and wrung dry of tax, just as if he had earned that income while residing in NZ.

That comment caught the attention of Mr. A. H. Nordmeyer, NZ's Finance Minister and he has written to say that the taxpayer referred to had not transferred his residence from NZ—that in fact he had a business and a home in NZ, and therefore he was taxable on the income he had earned in New Hebrides.

"It would be unusual to treat a person who has been absent from NZ for a number of years, and who does not maintain a home in NZ, as a resident for taxation purposes," said the Minister. "The fact that a person was not called upon to pay tax in the country where he has taken up residence does not alter the position. No action would be taken on a subsequent return to NZ to collect tax on income derived while a person was resident overseas."

This seems to indicate a modification of NZ taxation laws; but the assurance still is vague, and does not fit in with the known tax-collection facts reported from NZ in recent months.

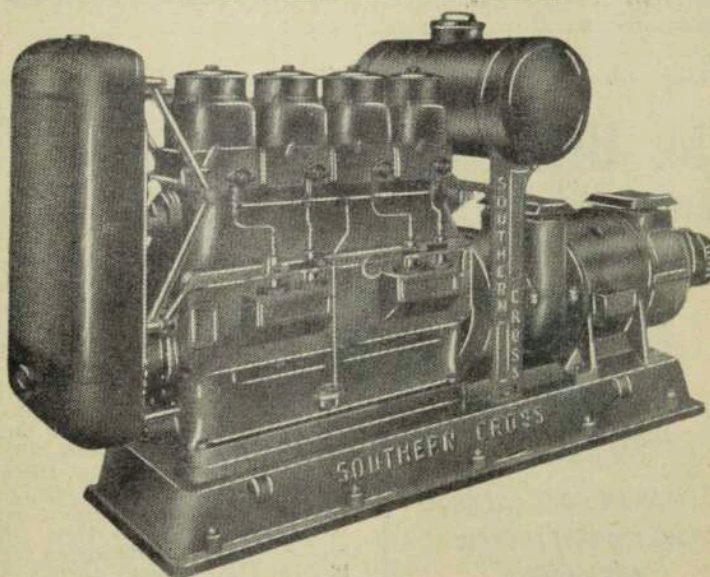
For example, we know a New Zealander who resides in New Guinea, while doing a special, highly-paid job. He, of course, has paid no income tax, for there is none in NG yet—but he has paid the very high cost of living imposed by the NG system of taxing imports.

He wishes to return to NZ shortly, but he very much fears NZ's new tax machinery, and plans to remain in the Islands a while longer, until the NZ political horizon clears a little.

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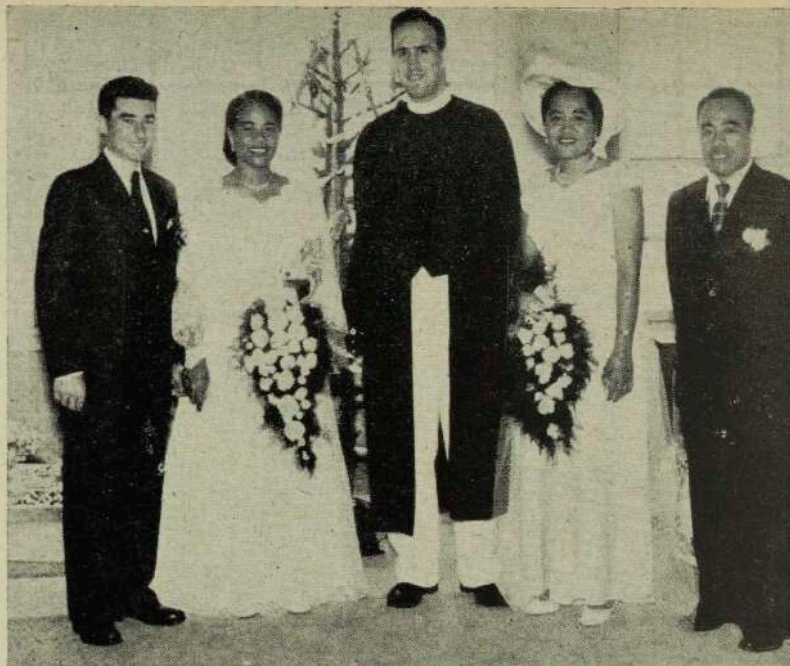
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ISLANDS ROMANCE. When Sydney boat-builder Paul Jones was in Port Moresby, Papua, he met visiting Samoan nurse Luania Fa'agau, of Pago Pago. Romance blossomed. In August, at Luania's village, Matu'u, the couple were married by Rev. Neems, of the LMS M. In attendance (on the right) were Nurse Merapi, bridesmaid, and Dr. Fiafia, the best man. Fiafia was in Port Moresby attending a World Health Organisation meeting at the time the couple met.

—Pan American

Bill was before the Legislative Assembly at the session which commenced at end of January and it is likely that the bank will commence operations at the beginning of April.

The initial capital of the new bank is to be set at £100,000 divided into 1,000 shares each of £100, of which 450 will be owned by the Government of Western Samoa and 550 by the Bank of New Zealand.

Shares will not be transferable. No goodwill is to be paid to the Bank of New Zealand and land, buildings and other assets are to be transferred at fair valuation.

Apart from the normal business of banking, the new bank will have two additional functions—the establishment of a Savings Bank Department (which at present is administered by the Apia Post Office); and a special Development Department. The bank will also be authorised to issue notes if deemed necessary.

The Board of Directors is to consist of five persons, two to be appointed by the Government of Western Samoa and three by the Bank of New Zealand. The Directors will elect their own Chairman. A joint management committee is also to be formed, the members of which will reside in Western Samoa.

The controlling interest in management will be placed in the hands of the Bank of New Zealand, which is considered a very desirable feature. This will provide general

advice, facilitate the handling of overseas funds and provide necessary trained staff.

The High Commissioner, Mr. C. Powles has expressed the thanks of the Government of Western Samoa to the Directors of the Bank of New Zealand, particularly to General Manager, Mr. R. D. Moore, and to the bank's Apia manager, Mr. N. O. Maitland, for their help and co-operation in setting up the new bank.

Mr. R. D. Moore, General Manager of the Bank of New Zealand, in a statement issued in Wellington, New Zealand, pointed out, that the establishment of the Bank of Western Samoa would mean that the present Apia branch of the Bank of New Zealand would be closed after years service to the people of Western Samoa.

However, the Bank of New Zealand would have a substantial interest in the new institution and trained officers would be available to staff the new bank. The bank would provide the same services as those provided at present by the Bank of New Zealand.

Fish Want The Mod. Cons.

South Pacific fishermen will be interested to learn that if they are not having any luck with their old ways, then there are new ways of fishing.

THE TRIALS OF TRAVEL

American Mormon missionary, Al Harrington, 23, starting in Honolulu, made two attempts to get to Eastern Samoa in January, but missed both times.

He started off by air to connect with another aircraft at Papeete, which would take him on to American Samoa. However, because of a misunderstanding, he did not have any travel documents, and was refused permission to land in Fiji.

PAA took him on to Sydney at their expense.

When they flew him back to Papeete—again at their expense—he had the hope of making an immediate connection with the Papeete plane, which was even back to make things easier.

But he missed that, too—and he went to Honolulu again, to start all over a second time.

Mr. Harrington's trouble was that he thought he could travel between two American territories—Hawaii and East Samoa without travel documents, but forgot he would have to call on British Fiji on the way.

Recent research on the California coast and in Japan waters shows that the present-day fish is demanding good housing, soft lights, perhaps sweet music, and that these things he's prepared to put down in your particular area, perhaps even take a hook once while.

Experiments carried out by the California Department of Fish and Game along a piece of coastline nearly devoid of bottom-feeding fish has conclusively proved the need for housing.

The sea-bottom in this area is hard and devoid of plant life and coral. In the experiment 20 old car bodies were dumped in place and a shipload of large fish in another. Fish and many of marine organisms moved immediately, and later last year tram-cars were dumped in third area in about 10 fathoms water.

It is now being transplanted these dumps and there is every indication that they will become prime sport fishing spots.

Meanwhile a technical paper on the effect of coloured lights as an aid in crayfishing has recently been published in Japan, and seems to show that the commercial fisherman of this kind of shell-fish can be greatly aided by the use of blue and green floodlights.

Various methods were tried. The Japanese method is to em-

ploy nets and not wire or basket cages.

Best results were obtained by designing a floodlamp which could be attached to the bottom edge of the net and which shone into the belly of the net as it trailed along the bottom. The method can be employed equally as well with cage traps.

A line of such lights along the bottom and leading into a trap was also found highly effective. Results with green and blue lights were about the same. These colours appeared to attract plankton and other small fry as well as crayfish and crabs.

Other overseas experiments have shown that certain kinds of fish can be attracted by certain sounds produced electronically. The whinnies and grunts of many kinds of fish have been successfully recorded, proving that fish are by no means dumb.

Some researchers now believe that the fisherman of tomorrow will have his tape recorder with loudspeaker on end of fishing line.

Depending on whether plump bass or old-man groper are desired, the correct tape will be selected from the bait kit, and very soon the plump females or the tasty males will come running.



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Killed by Shark at Honiara

A 15-year-old boy who was spending his Christmas school holidays in the Solomons was killed by a shark near Honiara.

He was Donald Battye, son of Mr. D. Battye, of the Secretariat. He was swimming in shallow water at Trench's Beach with his younger sister.

The shark brushed past her and attacked Donald.

Police later issued a warning of the dangers of swimming anywhere along the nearby coast.

Coffee—Who gets the Eight Bob?

One of the things discussed at the Goroka coffee conference in New Guinea in January (see special article on page 37), was the economics of having small private estates as opposed to large, commercial estates as in other parts of the world.

Growers agreed with buyer representatives at the conference that, from an economic point of view, big estates have an advantage, but, they pointed out, the existing land laws in the Territory and the Administration's obligation to the native, does not permit of large estates except in a very few instances.

It is estimated that 40 acres of coffee, averaging a production of $\frac{1}{2}$ a ton of coffee per acre, would be needed to adequately support one individual planter. It is because of this factor that local growers were sceptical of famous big estates being able to support a commercial estate, when its planted area is limited to only about twice that of a small estate.

One will see who is right.

The biggest item in recurring expenditure for planters in the Highlands is the cost of air transport to the nearest shipping point for dried coffee, and the cost of bringing in tools and equipment from the same point.

Even when the road from the Highlands to Lae is completed, the weather standard—and that is some time yet—it is doubtful whether commercial road haulage will be able to compete with air freight to Madang, which average out at 3d and 4d per lb for charter rates.

It might add fantastically to the cost of commodities in the Highlands. Cement is about £58 per ton; fertiliser £98 per ton.

Only in the piece, planters might think they could do without a motor car but following advice from the Indian coffee expert Professor Goto, that trees could do with a little water every other month, they tried

it out and even at a landed cost of almost £100 per ton, find that it pays dividends.

One of the mysteries not solved at the Goroka conference was why the retail price of coffee in Sydney's fancy coffee shops differs very little now, when NG planters can get only 3/8 for their coffee, from what it was a couple of years ago when planters were getting twice as much.

Coffee that brings no more than 4/- a pound to planters, c.i.f. Sydney, sells for anything up to 12/6 retail. Who gets that eight bob?

Planters would certainly like to know.

Samoa Clears Way For Self-Government

With the ceremony which attends openings of all Parliaments in British countries, the third session of the Fourth Legislative Assembly of Western Samoa opened at the Fono House, Mulinu'u, Apia, on January 27.

As the New Zealand High Commissioner, Mr. G. R. Powles opened proceedings in the big, open fale where the destiny of the new State of Samoa is soon to be decided, a brass band blared out the National Anthem, the Flag of Freedom (Western Samoa's aggressively national anthem) and a guard of honour of police, clad in khaki lavas and pith helmets with green bands, paraded.

There was much bowing between Mr. Speaker, the Honourable Luafatasaga Kalapu, members of the Assembly and the High Commissioner.

Big issues lie before the Assembly, which hopes to complete its deliberations by April—after a short adjournment before the departure of the United Nations special investigating mission due in Apia in March.

The Assembly will consider the Bank of Western Samoa Bill, which will give the Territory a partnership in the operations in Samoa of the Bank of New Zealand. Then it is to discuss a Road Traffic Ordinance Amendment Bill—traffic control as Western countries know it hardly exists in Samoa.

But most of all it will make nominations for the Working Committee on Self-Government. And on the filling of positions on this committee, will depend much of the future course of Samoa.

The broad task of the committee will be to discuss and make provisional decisions on all matters concerning the attainment of self-government. There will be a constitutional adviser both for Samoa and New Zealand, which administers the Territory as a trusteeship of the United Nations.

Constitutional matters to be considered by the Committee include issues associated with the transition, by 1960, to Cabinet Government, to-

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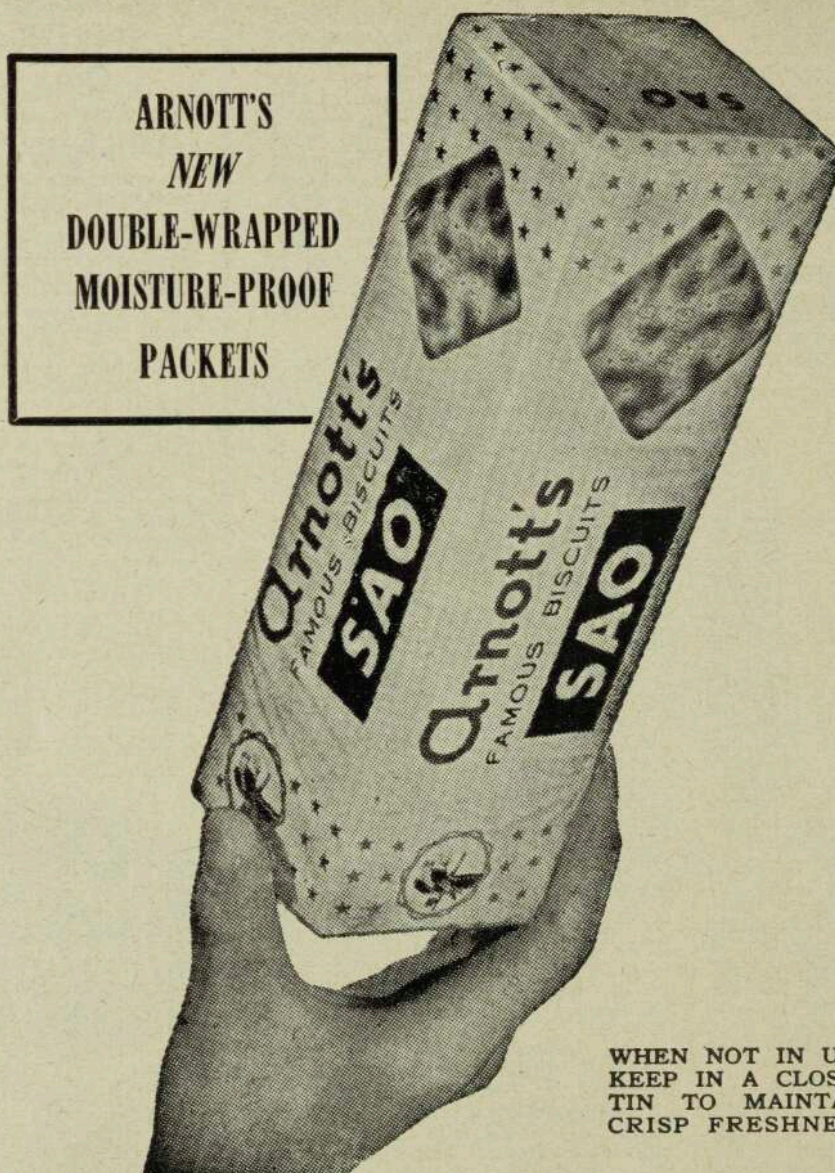
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er with the selection of the
the Minister, the Ministers, the
ers or functions of the Council
State, the position of official
bers and the circumstances in
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discussed are the method of
intment and the future role of
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nationality, citizenship and
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), independence and appeal
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atters then arise under the
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with New Zealand and whether
should be a formal agreement
ne lines of that between Tonga
the United Kingdom. Practical
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ing and currency, the possibility
nancial assistance from New
nd for the Western Samoa De-
ment Plan, the field and terms
chnical and administrative as-
sance, the entry of Samoans into
Zealand and of New Zealanders
Samoa, the formulation of New
nd's responsibilities for ex-
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ntation in Samoa and Samoan
sentation in New Zealand, and
an participation in the work
ernational organisations.
ore agreeing to the termina-
of the trusteeship agreement,
United Nations would probably
re to be satisfied on most of
matters.

v Zealand thinks that when
committees in Western Samoa
New Zealand have completed
deliberations there should be
iations between the Samoan
ittee and representatives of
ew Zealand Government, dur-
hich the provisions of the draft
tution would be discussed and
erms of the final relationship
mined. The United Nations
on will have to decide what
od of ratification is to be
ed for the Samoan committee's
ons.
e committee held its first meet-
n early February.

000 Library for oan Capital

clearance has been com-
ed and the foundation work
egun adjacent to Apia's RSA
for a new £15,000 library.
finance is being provided by
of £5,000 by the Nelson family,
by the New Zealand Govern-

ment and a grant of £5,000 from
the Western Samoa Trust Estates
Corporation.

The work is expected to be com-
pleted in September, 1959. The
building will be of white concrete,
single storey and with an area of
4,550 sq. ft.

Apia has a good collection of
books in its existing library. These
will now find a suitable home and
form the basis of bigger Pacific
collection in the future.

And another indication that the
Territory is growing up:

Western Samoa's traffic problems
have grown to the extent that a
temporary bus-parking area—to be
used until a proper bus terminal
can be built—has been established
on a site near the police station in

Apia.

There are 66 buses in Apia and
when not on their runs they have
been parked anywhere there is
space.

Hawaii Can Teach Us Diversification

Expanding populations and im-
proved living standards of South
Pacific communities must inevitably
encourage diversification of agri-
culture and industry in Pacific
territories and in this, Hawaii can
teach us a great deal.

What is surprising is that so
little interest appears to be shown,
in South Pacific territories, in the
agriculture and industries of that

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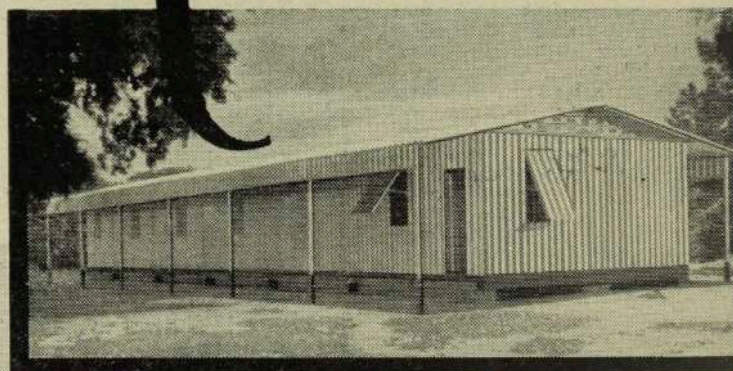
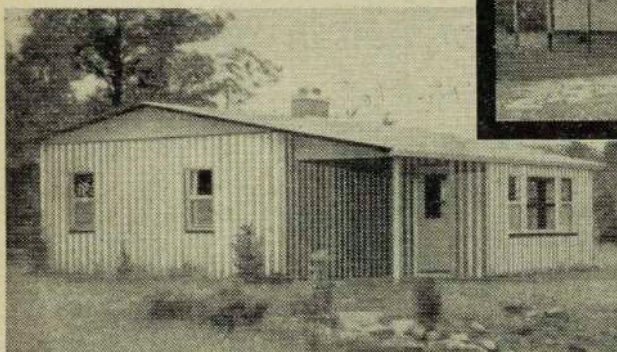
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columns, studs and framework. Constructed entirely of standard sections and parts that do not require painting means reduced material, erection and maintenance costs. And transportation costs are considerably less—a typical 750 sq. ft. unit packs into a single crate weighing less than 2,000 lbs. gross, measuring only 39 cu. ft. Termite proof, corrosion resistant, ECONO Frameless Aluminium Buildings are ideal for houses, stores, hospitals, garages, etc. Write for full details and prices.



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by tropical territory. I doubt there is some slight rest at government level, but as the average South Pacific business man or plantation is concerned, Hawaii could be on another level.

Even the South Pacific Commission's interesting *Quarterly* has little if any use of that sort of ideas—which is surprising in view of the spate of instructive, interesting, and well produced publications covering this field in Hawaii.

Notable amongst these are the publications of the University of Hawaii's Agricultural Experiment Station, and the week-end editions of the Honolulu newspapers which contain special articles in the agricultural and industrial fields of interest.

In its search for diversification Hawaii has tried its hand at many crops and industries and in the process has recorded its experience, its failures and successes, production, handling, and marketing problems.

In this costly time-consuming experimentation there is for the moment. Much of it might show the way to some profitable new way for south of the Line and years in getting it established. Other British tropical territories, in the Pacific, have experience to offer, too, but it is doubtful whether any of them have it in such well-produced elementary form, or whether they can compare with Hawaii in the matter of mechanisation and experimentation in up-to-date methods in so many fields.

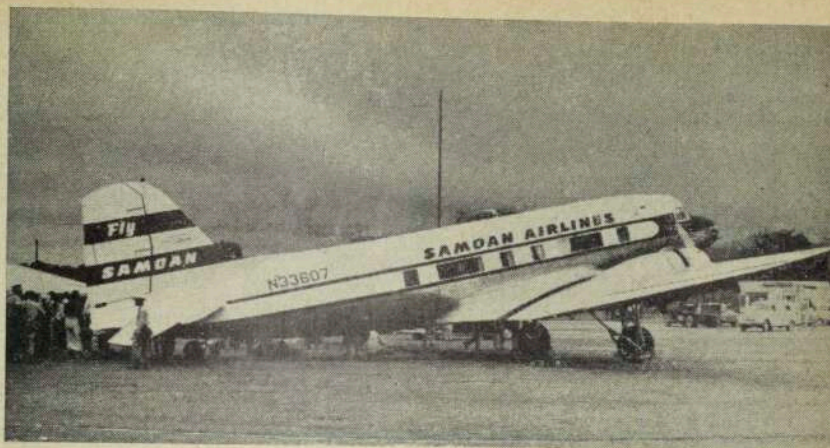
Perhaps more than anything else, South Pacific territories need to be stirred into a realisation that there are other crops, other methods of production or use, and untapped markets, and that what has been done for the past years need not be done for the future. For anyone prepared to follow along these lines, Hawaii has much to offer.

Samoa Air Service Gets A Start

Two Samoas—American Samoa and NZ Western—had not only February been connected by the mooted twice daily air service from Pago Pago to Apia (PIM January), but there was action.

A chartered DC3 of Samoan Airways company controlled by Mr. Lawrence Coleman—was sent on a survey flight, loaded down with VIPs, including the Governor of American Samoa, Mr. Peter An.

"formalities" have yet been completed between the two territories to prove the service for regular



Samoan Airways new DC3, with which it is hoped to inaugurate the new Pago-Apia air service. The aircraft will take 32 passengers.—Pan American Prints.

flights, nor have the details been fully considered by Western Samoa.

But W. Samoa High Commissioner, Mr. G. R. Powles, said prospects for a regular service appeared "quite favourable".

The Samoan plane on the survey flight remained only an hour at Faleolo, Apia's airport.

If the two-way service goes into operation, it will be allied with plans for a new two-million dollars, five-storey, 150-bedroom hotel which it is hoped will be started in Pago Pago about April 1, and completed in 1960—according, anyway, to announcements by Mr. Lawrence Coleman, who is behind the scheme. Mr. Coleman also wants to inaugurate a regular air service between Honolulu and Pago.

So many announcements have been made in the last few years about planned new hotels and air services in the South Pacific that most people can be forgiven for believing nothing until it happens. But they are wishing all the schemes the best of luck.

Fire Razes Honiara Home

Mr. John Morris, popular BSIP Marine Superintendent, lost his Honiara home by fire on January 25.

The fire apparently started from a wood fire in the kitchen, but it spread so rapidly that the whole house was gutted in 25 minutes and the fire brigade could do little to help.

The Morris' lost all their personal possessions.

The Red Cross and Honiara townspeople made donations to give them a new start.

Pago Will Have Naval Visitors

Advice has been received by the Governor of American Samoa at Pago Pago that the Commander, Service Force, US Pacific Fleet, may conduct a survey this month at Pago Pago to determine the feasibility of removing the sunken tanker *Chehalis*, which has been lying at the bottom of the harbour since 1949.

Plans are also to remove the fuel remaining in the tanks of this vessel.

A United States destroyer division will visit American Samoa on February 12 and 13. In March two Canadian Communication vessels, the *Susservale* and the *St. Therese* are scheduled to call for three days, commencing on March 14. They will bring 350 officers and men.

N. Cal. Hasn't Had a Happy New Year

The New Year was received glumly in New Caledonia, chiefly because the economic position of the country promises little.

The recent economic upheaval in France, resulting in the change-over to the Common Market, means considerable to the island.

As with all French colonies, New Caledonia was included in the Common Market bloc. However, rising prices on such items as wine, oil, etc., on the French market will be reflected there. In addition, the 17 per cent. devaluation of the French franc also means extra hardship.

All food imported from Australia, and most perishables come from there, will go up at least 20 per cent. shortly.

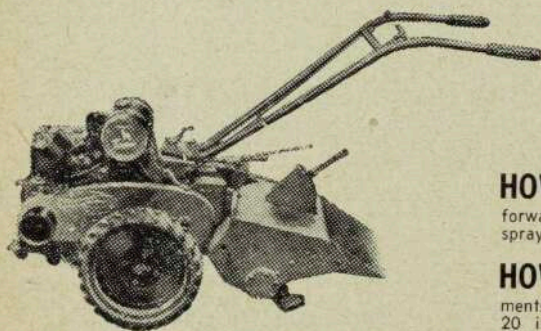
In an endeavour to halt the rise of land prices, the Assembly has doubled the tax on unimproved land not only in Noumea, but also on the outskirts. Extra taxation is also to be levied on unproductive large

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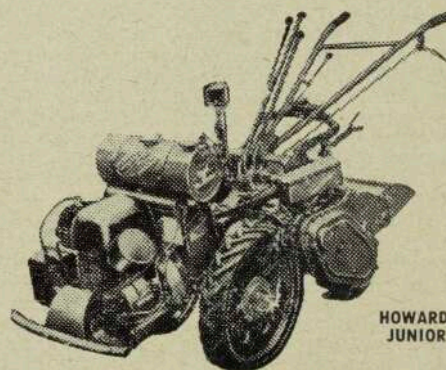


HOWARD KELPIE . . . a 5.2 h.p. ride-on garden tractor with drawbar power. Attachments include tool bar with depth w scarifying tynes; 9 in. and 15 in. furrowers; 12 in. disc harrows; all steel tip ca nozzle spraying outfit; adjustable angle-tilt dozer 3 ft. blade. Plough (illustrated) 8 in. mouldboard.

HOWARD TERRIER . . . 4.2 h.p. 14 in. cut rotary hoe, complete cultivation to seed bed stage in one operation. Four forward speeds and reverse if required. Optional attachments include toolbar and tools (furrower, tiller, tynes, weed hoes); spray outfit; trailer cart; 36 in. front mounted sickle mower; furrower; belt pulley.



HOWARD TERRIER



HOWARD JUNIOR

HOWARD JUNIOR MARK II . . . 6 h.p. 20 in. cut rotary hoe, constant height handle bar, four forward speeds and reverse. Optional attachments include tiller and furrower; 20 in. spray outfit; trailer cart; pasture renovating rotor; belt pulley.

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Niue Stays Free of Polio

Quarantine imposed on all award passengers and Niue cargo workers for three successive monthly visits by the lands steamer "Tofua", because of polio danger, has now been lifted.

Although Fiji and Tonga suffered epidemics and cases were reported in Western Samoa, no cases occurred on Niue. Nearly 100 Niue children will have their third polio injection in June or July.

properties in country districts. Most of the best land in New Caledonia is in the hands of about landlords.

Added to all this, is the introduction of new social services levies principle one being accident "insurance" for workers. Already existing in France for some considerable time, the system started in New Caledonia in January. This system consists of a central fund administered by a semi-government body, to which every employer in New Caledonia has to subscribe—to the rate of 15 per cent. of the salary pays each employee.

Each employee is thus insured for accident to him whilst at work, whilst on his way to and from work. These extra expenses, of course, will be passed on to the employer. This can mean a hefty increase in the cost of living. Some estimate that in the next few years the cost of living there will rise at least 40 per cent.

Nickel Troubles Solved Yet

A certain quantity of New Caledonian nickel ore was sold to Japanese buyers towards the end of 1958, and this was supplied to stock. It leaves present nickel stocks at about 80,000 tons.

A quantity to be bought by Japan this year is not yet known. The financial year in this latter country ends in March.

At that stage the quantity which will be permitted to enter Japan will be established.

However, certain indications give miners hope that between 100,000 to 300,000 tons will be permitted. This will permit certain mines which have retained skeletons to re-open.

During the month of December officials from the International Nickel Co. controllers of world supplies of nickel (also controllers of the Nickel Co. at Noumea) visited nickel installations in New Caledonia. They expressed themselves satisfied with what they saw.

New Caledonia's One-and-threepenny Eggs

New Caledonia is a nation of poultry eaters—imported poultry, at that. The fact that in 1958 something like £50,000 worth of frozen poultry from France, Holland and Denmark was imported to appease local appetites, has incensed local members of the Government to such an extent that a bill was recently introduced into the local Council to put an end to it.

The opinion is that New Caledonia should be able to raise all the poultry and eggs that it requires, and if not, New Caledonians should do without.

There should be a great future in poultry raising (a small-time farming industry that has been done to death in most countries) in New Caledonia. Local eggs are currently selling in New Caledonia for the equivalent of 15/- per dozen.

Papua Has Native Cadet Units Now

Although without uniforms and equipment until the end of this month, the first group of native school cadets in Papua-New Guinea has been receiving training at Sogeri, near Port Moresby.

Lieutenant-Colonel K. Murdock,

commanding officer of Area Command said in Port Moresby on January 20 that the boys received the same basic drill and training as similar school cadet units in Australia.

They would be drilled with rifles and receive instruction in weapon training, map and air-photograph reading and field work.

The command hopes to establish a second group at Malaguna training school at Rabaul.

The units will consist of 30 cadets each, with European school teachers acting as officers.

Some News From An Ellice Is.

The mission ship *John Williams* brought a Christmas present to Funafuti, Ellice Group, in the form of a new LMS missionary, with his wife and children.

A correspondent on the island reports that a vigorous building programme is now changing the old, dull look of the mission station, which is near the outskirts of the settlement area and near the weather side of the island. A NZ construction team is building the cement foundations of the buildings.

Local inhabitants are now taking a keen interest in the cultivation of the new banana plots which are growing well. Clearing land for more plots continues.

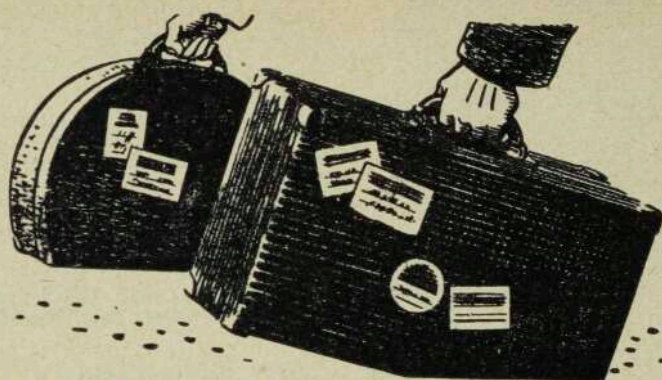


A NICE CRAFT IN A CYCLONE

This catamaran showed up unexpectedly in Port Moresby on January 21 and narrowly escaped being run down by the APC ferry from Napa Napa as it tried to anchor in the most exposed part of the harbour in a north-west gale. The Harbour Master's launch towed it to the main wharf where it is shown here tied up alongside the local vessel "Hekaha".

Two adventurous Frenchmen, Henry Maizonnier and John Onaet, are sailing the 35 ft. plywood craft across the Pacific. They expect to go on later to Fiji and then Tahiti.

Apparently the catamaran is not so frail as it looks. It sailed out of Darwin into a cyclone and was for a while thought to be missing. But although the voyagers expected to take two weeks for the crossing to Port Moresby and actually took four, the vessel apparently suffered little damage. The twin hulls ride the waves like a duck. It looks a very uncomfortable way of having fun.



Going places?

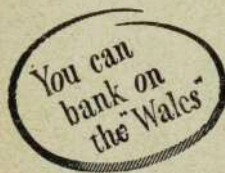
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Canberra Expert to Advise W. Samoa

Arrangements have been completed for the appointment of a Constitutional Adviser to the Western Samoan Working Committee on self-government, seven members of which are to be nominated at the current session of the Legislative Assembly. The Constitutional Adviser will also be responsible for advising after Samoan interests at the ongoing negotiations between New Zealand and the United Nations Trusteeship visiting mission.

The appointment as Constitutional Adviser has been offered to Dr. J. W. Davidson, of the Australian National University, Canberra, and in early February he is on his way to Samoa for preliminary discussions. At that date, the mission for him to act in that capacity had not been granted by the University, but it was expected that it would ultimately be given.

The Samoan appointment does not mean that Dr. Davidson will sever his connection with the University. He would be required to visit Western Samoa only occasionally.

Dr. Davidson is well known in Samoa where in 1949-50 he was Trustee Officer in the Samoan Government and in this capacity was a member of the then Legislative Assembly. He was chairman of the Special Committee on Land Government, which made an extensive investigation and presented a most important report.

Dr. Davidson is a recognized authority on the history and development of the Pacific peoples and is well versed in constitutional matters.

Here's More Recorded Music From the S. Pacific

About six months ago, PIM asked by a reader where he could purchase gramophone records of authentic Islands music, but after putting him on to a few well known discs that are sold commercially in Fiji, the staff could not help him much.

But following the publication of an article in December ("They're Looking for More Music from the South Pacific") we told how Wattle Recordings Sydney had released a LP disc of New Guinea music and noises which struck real pay dirt.

And from the South Pacific Commission, no less—an institution that probably will go down in history as the best hidden lights under bushels in the century.

The SPC, through its Social Development department, has at least eight discs available for purchase. One is a microgroove recording, the others 78's, but all are

The New Hebrides —or 10 Per Cent.

During a recent debate on the Common Market in the New Caledonian Assembly Territoriale, Mr. Lenormand, Vice-President and Deputy, introduced a motion that if England insisted on forcing France to its scheme of establishing a free trade zone which would result in France losing the benefit of the 10 per cent. customs duty of the Common Market, then in recompense the island should be asked to surrender sovereignty in the New Hebrides.

The motion was passed unanimously and it was despatched to General de Gaulle.

It cannot be imagined that French residents of the New Hebrides would be too happy if such a move succeeded. The very thing which makes life enjoyable in the New Hebrides is the existence of the English and the Australian pound.

Surprisingly modest prices ranging from 10/- for the cheapest of the records, to 14/- for the micro-disc.

We understand it, if the Commission was encouraged, it would make more of its recordings of island music on disc. At present we have a great wealth of material—most of it gathered with the idea of supplying authentic material for various of the Islands Broadcasting Stations.

As hoped, says the Commission, that this experiment of putting on disc for general sale, would lead to a wider appreciation of island music and ultimately to the interest of commercial recording companies.

Most of the items already recorded onto disc are modern songs which show the influence of European popular songs and performing styles. But they nevertheless retained a distinctive local character which makes them attractive to both Europeans and Islanders.

For the recordings listed below should be addressed to: Development Section, South Pacific Commission, Box 5254 GPO, Sydney, NSW.

What is available now—few notes about each:

MON DOKEI AND HIS SOLOMON SONGS. PRS 55 7 in., 45 rpm, Exclusive Play, 14/- Aust.

Side 1: Walk about long Chinatown; a buloku—Sad heart. Side 2: Auki; Puni munu munu—Morning dew. This is probably the first microgroove ever made of Solomon Islands. The songs have all been composed in years, two of them being in English and two in Roviana, one

of the languages of the Western Solomons. The singers are three young nursing trainees, and the band consists of steel guitar, guitars, ukulele and slap bass.

WESTERN BOYS' STRING BAND. PR 2791, 10 in., 78 rpm, 10/- Aust.

Side 1: Koa kuliusu pa qua kinoa—Deep in Sorrow. Side 2: Kare ka chako—There is nothing to worry about.

These are Roviana love songs, performed in modern style by a string band in Honiara.

GROUP OF SOLOMON ISLANDS SONGS. PRX 4048, 12 in., 78 rpm, 12/- Aust.

Side 1: Two songs by the people of Sasavale village, New Georgia. Side 2: Four songs by the girls of Bunana Melanesian Mission School.

The original tapes from which this and the following disc were made were recorded in the field by Mr. N. K. Wallis of Sydney. The songs on Side 2 are from Gela, Guadalcanal, San Cristobal, and Sikalana, and are sung unaccompanied; details of the Sasavale songs are not available.

SIMBO ISLAND BOMBOO BAND. PRX 4049, 12 in., 78 rpm, 12/- Aust.

Side 1: Beautiful body. Side 2: Living alone in the sunset.

This is one of the most interesting of the Solomon Islands recordings, because the rhythm is provided by bamboos and guitars. The bamboos are of different sizes, each with its own note, and are either pounded on the ground or hit with a slapper. The guitars are tuned to the bamboos. The words of the songs are modern, but the melodies are based on traditional rhythms.

FOUR COOK ISLANDS SONGS. PRX 4135, 12 in., 78 rpm, 12/- Aust.

Side 1: To moemoca—Your dreams; Maine e tangi mai iaku—Dearest have pity on me. Side 2: Mama e, e vaka—Mother, I see a canoe; O mai taku ei e mama—Give me my mother.

These are all modern Cook Islands songs, with guitar or ukulele accompaniment. Two of the items are sung by a young woman schoolteacher, who has a very pleasant singing style.

COOK ISLANDS RHYTHMS AND CHANTS. PRX 4136, 12 in., 78 rpm, 12/- Aust.

Side 1: Maaihiki drums; Kua ao ote po—Night and day. Side 2: Ute; Atiu chant. The first item is rhythmic drumming by the Maaihiki islanders, using wooden plates (hollowed logs of varying sizes), a goatskin-covered drum and a kerosene tin. The second item is a modern love song, performed by Katal's Avatiu Band. The ute, or traditional ballad type chant, tells of copra shipments to Tahiti from Atiu. The rhythm of the ute is usually the same, but new words are composed from time to time to commemorate important events. The chant from Atiu Island is a traditional one, so old that the young people do not know the meaning of many of the words. (Over)

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Etablissements Ballande, Noumea, New Caledonia.
Fiji Trading Co. Ltd., Suva, Fiji Islands.
Rarotonga Wholesalers, Rarotonga.
Robert Gillespie (New Guinea) Ltd., Rabaul, Port Moresby Madang and Lae.
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NORFOLK UNHAPPY ABOUT TOURIST FALL-OFF

Norfolk Island is looking for ways to increase its tourist traffic.

The Tourist Bureau in January asked the Administrator for help, proposing that "vigorous measures" be taken to prevent the tourist trade disappearing altogether.

Norfolk had only 600 visitors during 1958, a drop of 32 on the figures for 1957. Traffic has been decreasing for the last few years.

The Bureau thinks that an increase in the air service from Australia to three aircraft every four weeks, instead of one every fortnight as at present, would help, because "most people have three weeks leave and are not prepared to spend only two weeks on Norfolk".

The Administration will consider helping the Bureau out with a publicity campaign, but has asked the Bureau to supply with a plan first.

COOK ISLANDS SONGS. PRX 12 in., 78 rpm, 12/- Aust.

1: Tiare ora varu—The eight flower; Maai nga maroro maoa—owns these two cooked flying fish? 2: Marama; Te oriori nei au i te aia—I was strolling in the shadows evening.

These four songs are performed in a style, with guitar and ukulele accompaniment. The first item on Side 1 is sung by a group of Atiu boys, and "Maai" (a girl's name) is sung by a soloist, with chorus by the pupils of the Atiu School.

COOK ISLANDS SONGS. PR 2893, 78 rpm, 10/-, Aust.

1: Kua kamo mai koe kiaku e—You winked your eyes at me, my love. 2: Moe mai ra e taku roti—Go to my love.

A group of Sanatorium patients sings two modern love songs, with guitar and ukulele accompaniment.

Goroka Holdings of New Guinea, and a Writ

Some months ago, a writ was issued out of the Supreme Court of New Guinea, by Lionel Dare, Reed and Co., solicitors, acting for Goroka Holdings Ltd., of New Guinea, claiming from the newspaper publisher, of Sydney, and from the solicitor Michael Baume, £5,000 in damages in respect of an article published in the *Observer* on 26, 1958.

The NSW Supreme Court is overburdened with actions awaiting attention and it is considered unlikely that the hearing of this particular

action will be reached at an early date. Nevertheless the defendants were busily assembling evidence for their defence last month.

In 1957, a concern called Arabica Coffee Ltd., of New Guinea issued a writ against the Publisher of *Pacific Islands Monthly* claiming £100,000 damages. The cause was not stated—but it subsequently was learned that the claim was based on a telephone conversation between the Publisher and Mr. Frank Powell, who was directing the sale of "share units" in a coffee-planting enterprise in New Guinea. The action was not proceeded with.

Documents recently issued by Goroka Holdings Ltd. which is interested in coffee planting in New Guinea describe Mr. Frank Powell as "general manager", and "field superintendent".

More for the NG Party Fund

The New Guinea Women's Club of Sydney, which has been in recess since its Christmas parties, began the new year with its February meeting.

The Club has issued a list of donations to the children's Christmas Tree Party fund, additional to those which appeared in January *PIM*.

They are: Mrs. J. Dunbar-Reid, £2/2/-; Mrs. U. Adams, £5/5/-; T. Prince, Esq., £3/3/-; Mrs. K. Robins, £1; Pacific Publications, £2/2/-; Mr. and Mrs. V. B. Pennefather, £5/5/-; Mrs. G. Sturgeon, £1; Mrs. M. Normoyle, £1.

W. Samoa Thinks About Desiccated, Too

Because of the need for diversifying industry in W. Samoa, Mr. P. Kelly, general manager of the Western Samoan Trust Estates Corporation, has left on a mission to the United States to investigate methods of processing the coconut. He is expected to leave Los Angeles again on February 23 and to be back in Apia by March 3.

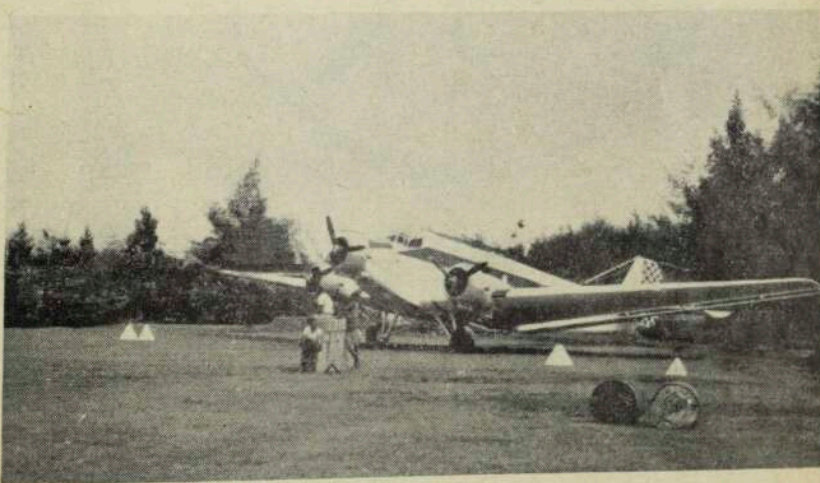
Opened during the war years to supply anything up to 800 tons to the New Zealand market, a desiccated coconut plant was operated for five or six years about 20 miles from Apia, but it was forced to close down some years ago through undercutting of prices by Ceylon, which dumped a Government subsidised product on the New Zealand market.

There are a lot of traps in the production of desiccated coconut. It is subject to moisture troubles and deterioration. And at present, copra is bringing a high price, with less trouble.

Cost of rehabilitating and modernising the desiccating plant in Samoa would be £10,000 and it is doubtful if the market potential in NZ warrants this outlay.

He Found Port Moresby Hard Going

Things are not what they seem in Papua-New Guinea—and the Australian Boilermakers' Union is right on the war-path. (Over)



In March, 1957, this Junkers, tri-motored plane slewed off the runway at Wau, New Guinea, when a motor failed on take-off, sliced through the Qantas waiting room, ripped off a wing and broke its back. Almost two years and £3,000 later it was ready for operation again when this photo was taken at Goroka, Eastern NG Highlands. When the plane crashed, the Civil Aviation authorities said the owners could write it off—but Gibbes had brought it out from Sweden only a month or two previously, and decided to try to repair it. They dismantled it and took it by road to Wau. Parts of it were taken over the land route to the Highlands; other pieces were flown in to Goroka. Spare parts and tools came from the United Kingdom and Sweden. The plane was then completely rebuilt by Gibbes' engineers, of whom three were Germans who had worked on similar aircraft at home.

Just before Christmas, a boilermaker from Wollongong, NSW, took a job in Port Moresby cutting down war-time fuel storage tanks and re-erecting them six miles from Port Moresby. These are some of the things he said he found:

- He had been told his wage would be £22 a week plus one shift overtime each week.

When he got to the job he found that the £22 included £1 for living in the Territory and £2 for messing allowance. He had to pay £5/10/- a week for board, £1 a week for washing and 2/6 a week for soap, leaving his pay at £15/17/6.

- The food was deplorable, and no meals were provided on Christmas Day or public holidays. No fresh milk or water were provided.

Powdered milk had to be mixed with water which had a strong flavour of chlorine.

- German sausage and frozen meat were provided but this was

very unpalatable after the Papuan boys had cooked it.

- The sleeping huts were filthy, with holes in the bare boards on the floor.

The mattresses were damp and mildewed, and had an unpleasant smell.

- No mesh was provided on the windows, and the mosquitoes "had to be seen to be believed."

- The boilermaker said that no medical attention was available on the job, and if a man became sick or was injured he had to find his own way in his own time to Port Moresby, six miles away.

That was on the domestic side; he had a lot of complaints on the technical side also.

Probably he's got something but to get at the real truth it would be necessary to add it all up and take away the number you first thought of.

It is a fact, however, that some of the living conditions, away from private homes, like the boilermaker's mosquitoes, have to be seen to be believed. Territorians appear to have become used to them, but they are a shock to newcomers. In some of the hotels, where he would have had to pay nearer £3 a week than £3 a week, would not be tolerated in any other community.

The piece about a poor boilermaker finding himself sick or six miles from Port Moresby is a pathetic touch. Being abandoned in the jungle is a terrible thing, it would be pretty difficult to achieve it within three times that distance of sprawling suburban Moresby.

Help for N. Cal's Slumping Chrome Industry

The elected Assembly measures recently to aid chrome mining industry in Caledonia. The export tax on chrome has been reduced seven per cent. to five per cent.

The chrome industry has been in the doldrums for the last few years but now shows some signs of improving.

More than 200 employees have been dismissed from the American-controlled Tiebaghi mine at Paagoumene. This company has an export programme of 32,000 tons to be exported to the USA. There is some hope that the firm may be raised later in the year.

To encourage the opening of small mines, the Assembly has decided to make export tax 3½ per cent. up to the first 5,000 tons of chrome ore exported.

France's High-Cost Overseas Territories

New Caledonia's share towards the expenses of Metropolitan Government services in New Caledonia this year is to be nearly £1,000,000.

This sum which is imposed on the Metropolitan government is the same as last year but at the same time, the sum expended by the Metropolitan government in New Caledonia has increased five per cent.

The imposition of this sum has aroused considerable criticism in the local Assembly, but it should be noted that the amount of money invested by France each year in New Caledonia is colossal. The total is known, but it runs into millions of pounds with Army, Navy, police, civil aviation, radio communications, etc.

Actually, New Caledonia is a drain on the French taxpayer.

The notice stating the sum to be paid by New Caledonia, mentioned also that the French Government paid a subsidy of 1



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F.14



Mr. Lloyd Hurrell, one of the most successful farmers of the Wau district, New Guinea, explains a point about coffee processing to a party of visiting pressmen in January. Mr. Hurrell was an Assistant District Officer at Wau when he left the Administration about five years ago to take up land in the area. What he and his wife have accomplished since is a minor miracle—of the kind accomplished only by enterprise and hard work. They have some of the best coffee trees in the Territory, a comfortable homestead, model four houses. They raise poultry, pigs and vegetables. Mr. Hurrell says they would have been much better off if they hadn't given up extensive vegetable production early in order to plant permanent crop coffee. But that's just the trick of the game—coffee was a high price when Hurrell started up. He still has a lot of faith in the future of mixed farming in the Territory—and the Territory has a lot of faith in people like the Hurrells.

£2 million, to the Nickel Co. 1958 to permit this company to produce its product on a competitive basis.

Meat For Moresby and Goroka

At last they are getting close to using their own fresh meat supplies in Papua-New Guinea—it has been quite a time since talking stage just after the end of the war. Things move slowly in the Territory—particularly when each imported beast costs anything up to £100 landed.

In January, Mr. Jim Leahy, of Goroka, said that his herd, from locally imported stock, had now grown up sufficiently and he proposed starting a butchery business. He says that he will be slaughtering two beasts a week. Mr.

Leahy raises pigs and poultry as well as cattle.

He has all his butchery equipment ready, including a freezer.

In Port Moresby in early February local housewives for the first time could buy beef killed locally. The cattle are being killed by the Fairfax Cattle Company which has a 11,000 acre property outside Port Moresby. The company expects to be able to kill about five beasts a week. Most of these had been brought from North Queensland and fattened locally. Eventually the company hopes to be breeding enough cattle for local purposes.

W. Samoans at South Pacific Conference

Two Western Samoan delegates are to attend the next South Pacific Commission Conference to be held at Rabaul, New Guinea, from April 29.

They are Miss Theresa Hunter, B.A., lecturer at Apia Teachers' Training College, and Mr. Sosene Feagai, Samoan medical practitioner of Fagamalo, Savaii.

The Hon. Tualaulelei, Minister of Lands, is accompanying the delegation as Adviser. A paper entitled "Broadcasting in the Life of Pacific Peoples", prepared by the Director

of Broadcasting (Mr. C. H. Turner), will be presented to the Conference by the Samoan delegation.

Over Quarter-Million Back Payment to Planters

Approximately £A270,000 will be paid out to Papua-New Guinea copra planters this month, as back payment on copra that they delivered to the Papua-New Guinea Copra Marketing Board during 1958.

This means that £A58 per ton is the amount that has now been paid out for top grade (Hot Air) copra in that year. (With £A57 per ton for FMS and £A56/7/6 for smoked-dried).

This is still not the final price for 1958. This will be arrived at only after the Board has closed its 1958 accounts. Planters are "guessing" that they will get around £A65 per ton when everything is averaged out over the whole of 1958.

That is an agreeably long way from the "tentative" f.o.b. price of £A47 per ton fixed by the Board in January, 1958.

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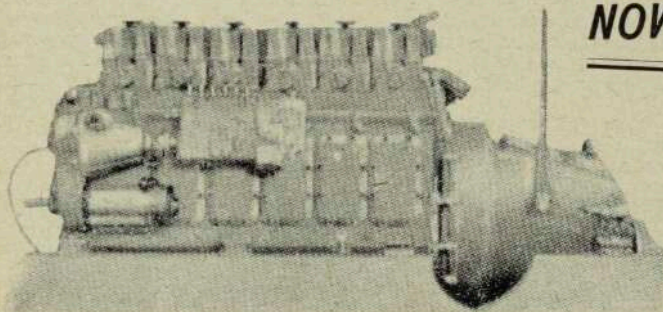
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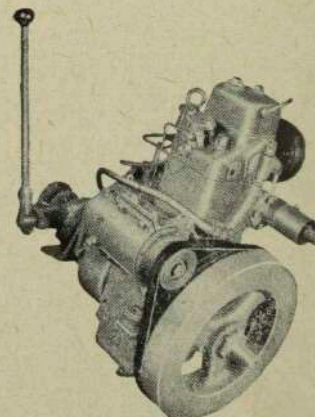
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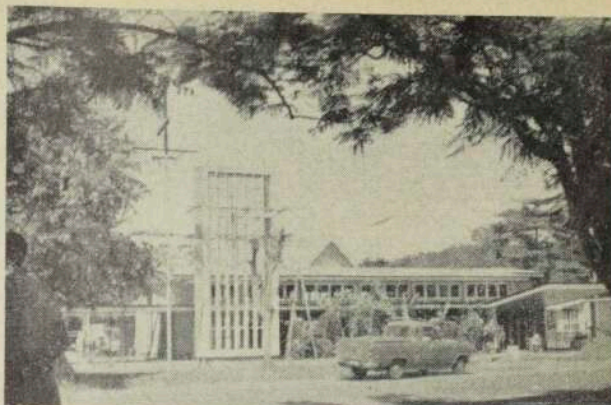
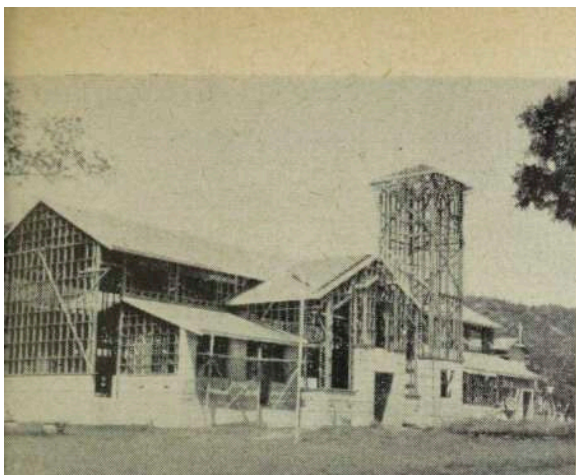


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only two Europeans on its staff, superintendent and a superintendent. All senior operators are now S.

Despite of this, difficulty is being encountered in persuading young Islanders leaving school to become radio operators and technicians.

Cook Islands radio communications system includes a station at Rarotonga, which maintains contact with Wellington principal Pacific centres as well as 12 sub-stations in the outer islands. Last year the parent station received more than 48,000 radio-grams for a revenue of £8,400.

Light Affects Exports

Because of the nine-month drought on Niue in 1957-58, exports of produce last year were disappointing.

Only 580 cases of bananas were exported, compared with 6,124 in 1956 and 4,070 in 1957.

Exports of kumera rose to 6,835 bags compared with 1,377 bags the year before, but fell far short of 1953 and 1954 figures, 19,192 and 3,537 bags respectively.

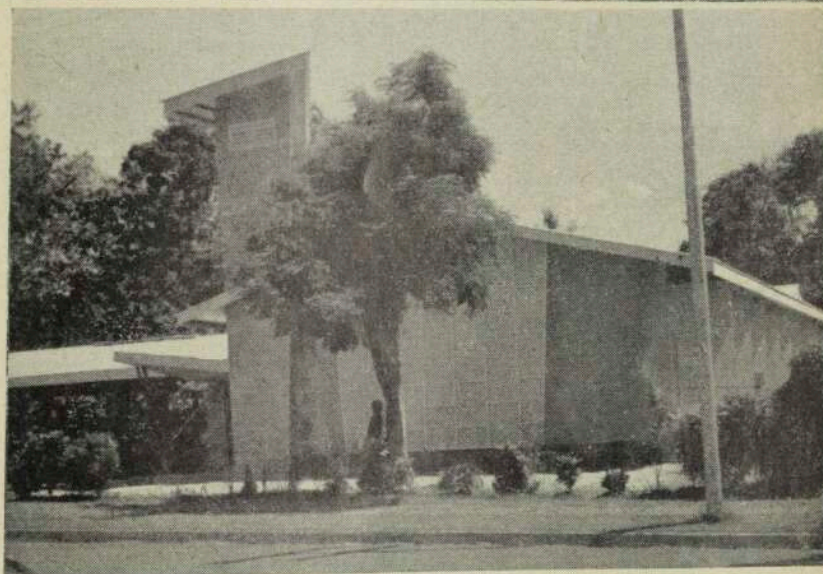
Coconut exports began well, but fell in the last four months of 1958. Although the total, 815 tons, was less than 1957's 740 tons, extra exports did not make up for deficiencies in other trade figures.

Shells and plaited ware to a value of £5,200 were exported, compared with £5,498 during 1957.

Available land is now being used in bananas and kumera to produce good exports for 1959, and is hoped to organise much more copra production to take advantage of recent rises in price.

This Pub's Got As Well

Honiara, BSIP, they seem to be reversing the usual order of things—a local correspondent says



STYLES IN CHURCHES. The ecclesiastical architecture in Rabaul, New Guinea, ranges from the near conventional to the ultra modern. These three photographs show the new Roman Catholic cathedral (conventional) in course of erection; the not-quite-completed United Church—Methodist, Presbyterian and Congregational—which is in pleasing modern design; and (below) the Seventh Day Adventist Church (very modern).

there is a drift away from the local club to the pub.

The pub is the New Mendana Hotel, owned by Mr. Ken Dalrymple-Hay, and under the management of Kay and Tommy Miller.

Visitors, says our correspondent, claim that it is the best hotel in the islands.

Much use has been made of local bamboo in the hotel to give a tropical touch throughout the building which contains two large bars, sprung dance floor, lounge, dining room, and office. A juke-box provides music for dancing.

Present sporting facilities at the hotel are billiards, indoor bowls, darts and quoits and plans are already in hand for tennis courts and a shark proof swimming pool to be constructed.

(The New Mendana, we presume, also has bedrooms—as the old Mendana had—but our corres-

pondent evidently forgot to mention it).

Where the Fathom is Treated Seriously

There is in Tonga a curious survival of the old days when sailor-men more or less ruled the Pacific Islands.

A common standard of measurement is the fathom (two yards), which is the span of the outstretched arms of a tall man. The smaller unit of measurement is a hand—the width of a hand.

A commercial traveller will tell you that, in Tonga, he sells much of his cloth in fathoms—not in yards.

All young male Tongans, on their 16th birthday, become entitled to 8½ acres of land—which is precisely the area enclosed in a square measuring 100 fathoms, each way.

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P-NG Missions Must Teach English—or Else

There was criticism from missionaries—particularly from the London Missionary Society—when it was announced by Brigadier D. Cleland, Administrator of Papua New Guinea, recently that grants-in-aid to mission schools in P-NG which did not teach English would cease at the end of this year. Brigadier Cleland's announcement outlined a plan laid down by the Department of Education for universal literacy in English.

He said that grants-in-aid would cease at the end of this year for schools not complying with the

A Newspaper on Tapa Cloth

From some old family records Miss Edna McDonald, of Macquarie Street, Sydney—is a niece of Mr. "Bill" Pearson of Suva—recently unearthed a copy of the "Fiji Times", February 21, 1911.

There is nothing remarkable about the date, that we know, but what is remarkable is that the newspaper (a 4-page broadsheet) is printed entirely on sheet of tapa cloth.

Miss McDonald gave us the freak newspaper and we have sent it on to the heads of the "Fiji Times", in Suva, and ask them if they can see any reason why tapa should, on the occasion, have been substituted for newsprint. We also suggest that, as it is a historical curiosity, it might be offered to Mr. R. A. Derrick, at the Fiji Museum.

Incidentally, the tapa has taken the type and the ink quite well—the newspaper is clear and sharply printed.

and that mission schools teaching a "foreign" native tongue to primary schools would be closed in 1960.

Brigadier Cleland said, however, that the use of local native dialect would be permitted in local standard, as a medium of instruction while children were being introduced to oral English.

The London Missionary Society on February 5 that it would prefer to bring up children so they would be proficient in their mother tongue.

The Rev. P. Chatterton, of LMS, said children above normal intelligence could continue to intermediate and secondary schools and develop their English.

However, other children who go to school early had neither a knowledge of English nor of their mother tongue. "The society's plan is that for the first two years seek to establish basic literacy

vernacular, side by side with instruction in oral English", Mr. Chatterton said.

During subsequent years we seek to establish and maintain English side by side with vernacular study."

Mr. Chatterton said, "The mission is deeply concerned about the large number of pupils in our primary schools who never reach the levels of intermediate and secondary education. Under the system adopted by the administration they have nothing but a knowledge of English, too rudimentary to be of real use to them, and they leave school bewildered and disillusioned. This system is education for illiteracy, and creation of this army of illiterate natives is education—a confession of failure, and, finally, an invitation to unrest, politically, a prelude to dis-

Mr. G. Director of Education, Mr. Hoscoe, said an Ordinance which empowered the Director to determine the language to be used in schools had been brought down on 31.

He said there was a definite need to teach English in schools in the Territory.

It was something that had to be done quickly and not in 25 years.

"The position is changing rapidly all the time but I do think some of the missions are doing it," he said.

There had to be a universal language in the Territory.

Many of the missions were insisting vernaculars foreign to the parts of the Territory.

The natives were to be taught the foreign language it should be English," he said.

Aitutaki Selected For New Interest Project

The SPC's recently appointed New Interest Officer—Miss Marie E. Stewart, of London, will begin her work on Aitutaki, in the Cook Islands.

Miss Stewart will be assisted by a New Zealand "counterpart", to be sent through New Zealand's Territories Department, and the Cook Islands secretary-interpreter, Miss Ina Robati, Rarotonga. Her former head prefect of Tereora, the secondary school for the Cook Islands.

The second South Pacific Conference in 1953, recommended the Commission to consider ways in which, by personal contact and exchanging information, the various New Interest organisations in the South Pacific could be helped to cooperate.

The Commission made a survey of organisations connected with New Interest, and the type of work they did.

Commission has now been asked to establish its project by

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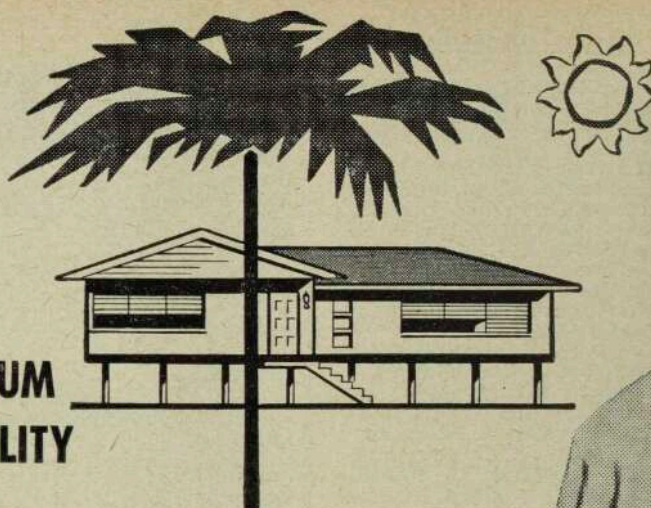
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Take a bucket from the laundry. Mix new Kem-tone and water in proportions of one gallon Kem-tone to ½ gallon of water; use, then wash the bucket and brushes out in water. No one will ever know they have been used.

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RABAUŁ'S UNTAGGED HISTORY

Just for the heck of it, I took this photo of the Marquis de Rays old millstone outside the Commonwealth Bank in Rabaul, recently. This is apparently the approximate site of the old pre-war Department of Works, outside of which the mill-stone was then erected. At that time it had a bronze plaque on it, saying that it was a relic of the de Rays near-criminal colonising effort on New Ireland about 1870. The stone was knocked about a bit during the war, and the bronze plaque lost. The New Britain Historical Society has been trying some time to find a replacement plaque that was lost in a Government munition-hole. After I took the photo, I went across to the fellow sitting in a golden car and said, "They evidently haven't found the bronze plaque for the mill-stone, yet?" He looked at me in astonishment; didn't know what I was talking about—obviously didn't know that it was a mill-stone or why it was there. He said he had been in Rabaul for nine years.—JT.

ant of funds from United Nations Women of the United States America.

The SPC hopes that, though the project will initially be located on New Guinea, it may be possible during the term of Miss Stewart's appointment to extend the work to the other Solomon Islands Protectorate, and also to have her make visits to other territories. The principal aims of the project are listed as:

To promote the interests of the Protectorate in partnership with existing agencies and village and community authorities;

To develop women's groups as one of the means of furthering the process of adult education toward economic and community betterment; To assess the need for, and recommend the lines on which territorial governments might develop, vocational opportunities for women; and

To prepare for the work to continue after the end of the project.

Fighting World War II

At least two Japanese servicemen are still fighting World War

II in the Philippines, despite a number of efforts to convince them that the war has ended.

At the end of January there was a report from Manila that one of a pair of known Japanese stragglers on Lubang Island had recently shot and wounded a local villager. The circumstances of the shooting were not given. Last year attempts were made by the Philippines Army and by Japanese Embassy officials, using loud-hailers and other means, to persuade the men—known to be Second-Lieutenant Onada Hiroo and Sergeant Kotosuka Kischichi—to give themselves up. They had been spotted while raiding native gardens and their identity was established through other Japanese who had surrendered at about that time.

In some quarters in Japan it is still believed that there are Japanese servicemen at liberty in New Guinea. Four Japanese airmen, flushed from Aitape when the Americans landed there in 1944, surrendered to Dutch New Guinea authorities in August, 1954, and were later returned home in the Japanese merchant-marine training ship *Taisei Maru* which called at Rabaul and other New Guinea ports to uplift the ashes of

Japanese servicemen at that time. Those four men said that they believed there were other Japanese servicemen still in hiding.

No Home Leave if They Can Help it

Presumably as a consequence of New Caledonia's altered status in the French Union, a rumour was circulating in Noumea in February to the effect that under the French labour-code, colonial employers of French metropolitan labour must provide employees with a paid holiday to France, and fares each way, every three to five years.

This is usual, of course, in Australian and British Territories—but employers were not taking kindly to the notion in New Caledonia.

Our Noumea correspondent says that questions on the subject have been asked in the Assembly Territoriale, but the only information the vice-president (Mr. Lenormand) could offer was that a test case had been made in an African territory and that the case had been upheld.

Both political parties agree that the clause is completely inapplicable in New Caledonia, but it remains to be seen whether the clause needs the assent of the Assembly to become law.

If employers were under this sort of obligation, says our correspondent, then none would employ a Metropolitan Frenchman, and those now employed would be unloaded.

Noumean's Water Supply Comes Plain or Flavoured

Noumea's water supply authorities had a mystery on their hands in early February.

For more than a week piped water in the town developed a strong medicinal odour and taste, very similar to iodine.

Head of the water supply, investigating the problem found no solution.

Water leaving the reservoir at Dumbea River some 20 miles from Noumea, was found to be fresh and sweet, whilst at its arrival at Noumea it had developed what was described as a "noxious odour and taste".

New Broadcast Station For Tarawa

The Gilberts will have a new and improved broadcasting service next year if present plans are realised.

Under a Colonial Development and Welfare Grant of £A13,000 a new transmitter has been ordered in Australia for delivery in September, 1959.

It will be capable of operating on any assigned frequency in the 3

to 15 megacycles short-wave range and will have an output power of 2½ kilowatts and the entire equipment will be duplicated in accordance with standard broadcasting practice.

Unlike the present transmitters, which are not designed for music broadcasts, the new equipment will comply with full broadcasting requirements.

At present station VTW, at Betio, Tarawa, broadcasts a very restricted programme on 844 kc/s in the broadcast band—from 7.30 p.m. to 8.30 p.m. on Fridays only, and also from VSZ-10 on the shortwave frequency of 6050 kc/s from 4.30 to 5.30 p.m. on Sundays.

COPRA PRICE SHOULD REMAIN HIGH FOR THE PRESENT

(Continued from page 19)

some months ago, and there have been heavy rains throughout the archipelago. This, eventually, will fully restore coconut palm production; but many months will elapse before this is reflected in normal copra production.

Meanwhile, the high prices are encouraging increased production in

Indonesia, Malaya and the Pacific Islands.

The Sydney commentators expect that the copra price will rise rapidly back towards normal of 1959—but no catastrophic fall is expected, because the world demand for copra shows no sign of shrinking. On the contrary, it tends to rise.

Happy Copra World

Buoyant prices carried right through February, planters and Governments who levy export-tax receive a harvest much greater than could have imagined at this time in 1958.

In the last week in January planters delivering to the crushing mill were being paid, stated, £F86 per ton for grade. The following week, price had fallen to £F84/7/6, but one was grumbling.

The average spot market price for Philippine FM copra in January was £Stg.92/c.i.f., UK/Continental port. During the same period, the Papua-Guinea Administration declared tentative f.o.b. price of New Guinea top grade as £A93/10/- per ton.

This is the price on which export duty is paid (although it is adjusted later when the actual price then received is known).

On our calculations this means that every ton of copra that comes out of Papua-New Guinea at the period was netting the Treasury £10/8/-.

In addition to this planters receive another £1 per ton which is credited to the Copra Industry Stabilisation Fund.

If this rate of duty were deducted on the whole of the year's production this would bring about £1 million in revenue.

It is interesting to note that the new rates of export duty, announced in P-NG about April 1958, the sample duties that were issued at the time, and set out on a long list of graduated f.o.b. values per ton and the duty payable thereon, ended with "When the value is £65 per ton, the duty will be £4/16/- and Stabilisation Fund contribution, £1".

Evidently the experts could see copra rising about a f.o.b. value of £65. They must since have been agreeably surprised.

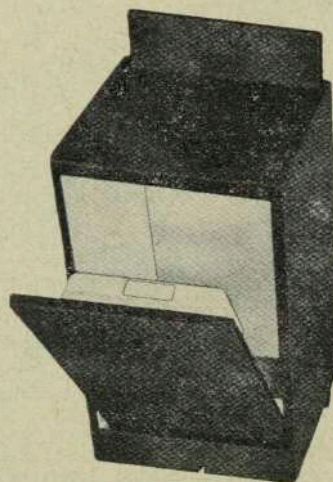
What the Experts Think

The following is taken from the January Copra Market Review issued by the Papua-New Guinea Copra Marketing Board:

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These safes have the following features:

- Fitted with Automatic Duplex Locking Gear.
- Corners are bent, not welded, giving greater strength.
- Fire Chambers are filled with fire resisting composition of the highest efficiency.
- Hardest Broken Hill Pty. steel used in their manufacture.
- Over 60 years of Safe manufacturing experience behind each safe.
- Ducoed in best grey duco with chromium-plated fittings.



9½ in. x 5½ in. x 5 in.

PRICE £22/10/-

12 in. x 9½ in. x 5 in.

PRICE £31/10/-

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Philippines Copra (the basis of the Unilever contract with Pacific producers) is quoted in US dollars, recent International Monetary developments following inception of the long-planned European Common Market have of interest to the Board. The European Common Market forges a union of France, Germany, Italy, and Benelux Nations into a single economic unit.

Following the ECM move, which does not include the UK, the British surplus lifted all restrictions on free transfer of sterling held by those living outside the sterling area. Exchange control is freely convertible into gold or dollars at the current rates of exchange. Despite this "external" convertibility the rate against the dollar has been well maintained which is a matter of some importance as far as copra is concerned.

Chinese Soyabean

Even so, the dollar rate of exchange has moved from 2.80¢ on December 30 to 2.80¢ on January 30, the copra at 260 dollars on December 30 was worth £Stg.92/15/6 against an equivalent 260 dollars on January 30 being slightly less at 92/11/4.

Heavy consignments of soyabeans are presently coming out of China but are much delayed owing to shipping and rail difficulties. Shipments of groundnuts are in default as large quantities reached these ports in a very moist and deteriorated condition and were damaged.

It is expected that exports of groundnuts from China will be greatly increased later this year, and in addition there are rumours that groundnut oil will soon be available for export. On the other hand, in the two most important countries exporting groundnuts, West Africa and Nigeria, a decrease in this year's output has been officially reported, the output generally quoted being 13 per cent down on last year's production.

Prefer Coconuts

Though much has been said from time to time on the subject of interchangeable oils—coconut, groundnut and whale—it is interesting to note that certain big margarine manufacturers always prefer to use coconut oil in the manufacture of margarine, because of its stability. An interesting example of this was early in January when Unilevers decided to buy all that was then available on the market (15,000 tons) at \$265, when it was thought supplies might become lighter due to a hold-up in copra from Singapore.

It has been noted that the 1959 European Catch quota has been increased by 500 units to 15,000 (blue basis) for the current season. The whaling season opened on

January 7, with the official close of the season on April 7. Twenty factory ships will be engaged—nine Norwegian, six Japanese, three British, and one each from Russia and Holland.

There is considerable unrest in the whaling industry—Japan is against any scheme to fix quotas; Russia appears to be increasing her whaling activities irrespective of quotas and Norway is threatening to withdraw from the International Convention on July 1, although no doubt she would not avoid any reasonable ruling on quotas.

With no restrictions on whaling, coconut and other similar type oils could be up against heavy competition.

ING INCOME TAX

(Continued from page 16)

The cost of collection would make this form of taxation uneconomic.

If income tax is brought in, the Government would be embarrassed by a strong demand for social services.

The plural society in the Territory (Europeans, Chinese, New Guineans) raised many taxation difficulties. It could not be levied equitably.

The question arose: Would this tax form part of the Commonwealth pool?

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- 16-oz. Irish Stew.
- 16-oz. Beef Steak Pudding.
- 12-oz. Steak & Onions.
- 8-oz. Steak & Onions.
- 8-oz. Irish Stew.
- 8-oz. Steak & Kidney.
- 8-oz. Vegetables & Steak.
- 8-oz. Vegetables & Sausages.

COLD MEATS

- 12-oz. Trim (Pork & Beef).
- 12-oz. Meatloaf.
- 12-oz. Camp Pie.
- 12-oz. Corned Beef W/C.
- 12-oz. Taper Corned Beef.
- 6-lb. Taper Corned Beef W/C.
- 6-lb. Taper Corned Beef.
- 12-oz. Taper Corned Beef W/C.
- 12-oz. Al-Tayib Halal Corned Mutton.
- 12-oz. Al-Tayib Halal Curried Mutton.

SAUSAGES

- 16-oz. Beef Sausages.
- 16-oz. Oxford Sausages.
- 16-oz. Cambridge Sausages.
- 16-oz. Pork Sausages.
- 8-oz. Vienna Sausages.
- 4-oz. Vienna Sausages.

TONGUES

- 12-oz. Sheep Tongues.
- 12-oz. Lamb Tongues.
- 12-oz. Calves' Tongues.
- 12-oz. Lunch Tongues.
- 2-lb. Ox Tongues.

CONDENSED MILK

- 14-oz. Sweetened Condensed Milk.
- 14-oz. Unsweetened Evaporated Milk.
- 12-oz. Chocream.
- 8-oz. Reduced Cream.
- 14-oz. Natural Milk.
- 7-oz. Tubes Sweetened Condensed Milk.

"RIVERMEDE" BUTTER

- 56-lb. boxes Bulk Butter.
- 1-lb. pats Butter.
- 1-lb. pats Butter.
- 12-oz. tins Butter.
- 16-oz. tins Butter.

CANNED FRUITS

- 16-oz. Grapefruit Segments.
- 29-oz. Peaches.
- 29-oz. Pears.
- 29-oz. Apricots.
- 16-oz. Apricots.
- 29-oz. Two Fruits.
- 16-oz. Raspberries.
- 16-oz. Loganberries.
- 16-oz. Cherries.
- 16-oz. Solid Pack Apples.
- 30-oz. Crushed Apples.
- 16-oz. Sliced Apples.
- 16-oz. Gooseberries.
- 16-oz. Peaches.
- 16-oz. Pears.
- 16-oz. Grapes.
- 29-oz. Grapes.
- 16-oz. Fruit Cocktail.

CHEESES

- "Rex" 12-oz. Processed Canned Cheese.

CANNED FISH

- 8-oz. Flair Fish Cutlets.
- 12-oz. Flair Fish Cutlets.

MUSHROOMS

- 8-oz. Sliced Mushrooms.

FRUIT JUICES

- 16-oz. "Berri" Tomato Juice.
- 30-oz. "Berri" Tomato Juice.
- 16-oz. "Berri" Orange Juice.
- 30-oz. "Berri" Orange Juice.
- 16-oz. "Berri" Grapefruit Juice.
- 30-oz. "Berri" Grapefruit Juice.
- 16-oz. "Berri" Apricot Nectar.
- 30-oz. "Berri" Apricot Nectar.

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- IN 4-LB. TINS & 8-OZ. PKTS.
- Bourn Vita Creams.
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- City.
- Crackerette.
- Custoda.
- Custard Creams.
- Digestive Ovals.
- Ginger Slice.
- Honey Snaps.
- Lattice.
- Treasure.
- Vita Weat.
- Wheat Crunch.
- Wafers.
- Wilton Raspberry Cream.
- Dairy Milk Arrowroot.

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MARGARINE

- 56-lb. boxes Cake Margarine.
- 56-lb. boxes Pastry Margarine.

DRIPPING

- 16-oz. Tins Dripping.
- 37-lb. Tins Dripping.

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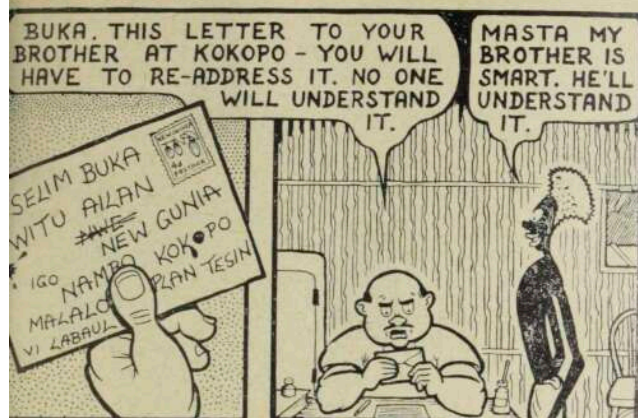
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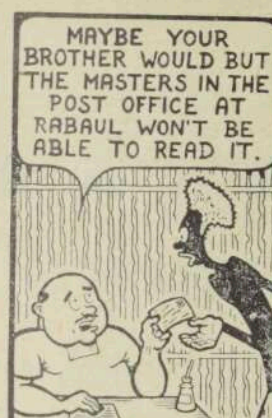
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...sta Ben...



... and Buka



Considering the small amount of revenue the Government raise, the disturbance and effect on the Territory's economy under it is unwarranted, reputation added.

The Minister, in reply, said that representations of the delegation would have careful consideration. He explained that the Departmental survey of Territory issues, which had been tabled in the Legislative Council, had not been ordered or compiled with the view of squeezing any additional revenue out of the Territory. The object of the report was to ascertain whether taxation could be equitably distributed in the Territory.

We must recognise that in fiscal matters it is necessary to plan," said the Minister. "In relation to fiscal policy, timing is very important."

Dudley Jones said that members of the delegation wished to advise the Minister that they did not object to the principle of introduction of income, but they did think its introduction, at this time, would be unwise.

He strongly recommended that a expert and well-balanced Commission be set up to examine the situation in relation to taxation, and to call public evidence. The Minister might receive reports and recommendations based on the widest possible consideration in relation to the future. It was important, having decided on the character and degree of taxation necessary, to consider the most effective and economical method of implementation.

The members of the delegation said that they recognised the Minister's sincere and consistent interest in the Territory, and they believed they could realise that they were trying to be obstructive. They decided to co-operate with him, if invited, in a constructive consideration of plans, for the ultimate benefit of the Territory.

They were sure they could give help, if permitted.

NG 'Would Join Commonwealth Now'

(Continued from page 16)

a seventh State a great deal of thought and what he has worked out is interesting.

Give It Now!

He says that the United Nations Trusteeship Council has made it abundantly clear that self-government for the New Guinea side of the Territory is inevitable, and that giving it now would be to our advantage.

He says that there is nothing in the UN Charter or in the constitution of the Australian Commonwealth that would prevent the incorporation of Papua-New Guinea in the Commonwealth as a self-governing State—provided that

the majority of residents of the Territory want it. As the majority of residents of the territory are natives, this would mean that what they wanted, went.

He believes that if a plebiscite were taken among the natives of Papua-New Guinea now, they would be wholeheartedly for joining the Commonwealth. If we wait for 20 years, it might be a very different story.

Once the plebiscite were taken, the rest would be automatic. P-NG would become another State, with a paid legislature and a public service much as the PS of today. It would raise its own revenue by taxes—which would be collected by the Commonwealth and reimbursed,

Calling All Traders and Storekeepers!

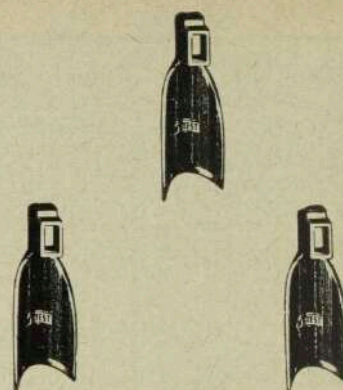
A widely-experienced Plantation Manager confirms that

HYTEST CANOE ADZES

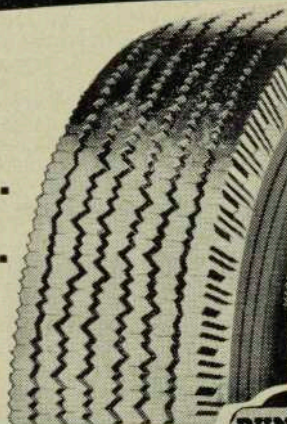
are preferred by natives because they have what the natives need — fine bevelled cutting edges, light construction, and weigh only 1½ lbs. Immediate delivery from your Island Merchant — insist on Hytest — no substitute!

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the case with the other States

and in addition to its internal revenue, it would have, from the Commonwealth, as the smaller Australian States already have, funds for specific purposes. These funds could be used for native welfare, as annual £10 to £12 million Commonwealth grants to P-NG are today.

Fox visualises universal education for all residents of the Territory — European, Asian and African — and a common roll. But candidates who offered themselves for selection would be required to have educational qualifications — probably equivalent to the Leaving Certificate or University Entrance Examination. This would ensure that at least in the first 10 years of the life of the new State, the Government of the State would be in the hands of Europeans.

Fox is evidently prepared to do things, after that, in the lap of the gods.

They Haven't Paid

(Continued from page 14)

to work, to collect some cash, to pay the full tax (no concessions to him) whether he is willing or otherwise. This reacts strongly against recruiting.

Is this fair play? It's pretty hard, I think.

Another thing: The missionaries wheel round in their £1,500 cars and get off as being unable to pay head tax!

In Buka east coast villages of Bougainville, Malasang, Lonhan, Suhin, etc. have been centres of disaffection ever since 1928, when the Buka boys (ex-Samoa) returned there. They had been thrown out of Samoa after the Mau trouble and separated from their families and women.

I stand, Ken McMullen was in the village at Sohano, then, and was asked to keep them under control.

In 1932 (the first Cargo Cult) these villages were the scene of these village wars and their people were deported to Salamaua, Milne Bay, etc. They have been kept upon by their one-talks, ever since as martyrs.

As for their spirits, the natives who steered the Jap planes crashed in 1942, and it's their spirits that are consulted when advice is needed. They are "evil" spirits, so far as law and order are concerned.

There is always trouble in this area.

The latest idea over in central Bougainville is that all natives in Buka should throw in a few shillings and Anthony Kere, of Lonhan, over to Moresby, to see the Administrator and put the natives' case

DEATHS OF ISLANDS PEOPLE

MR. HARRY PENN

Mr. Henry Penn, 40, branch manager for Morris Hedstrom Ltd., at Faasageleaga, Savai'i, Western Samoa, was accidentally run over by a copra truck and killed on January 18. He leaves a wife and five children.

The heavily loaded truck stalled near the top of a hill at Lefatu, so he told his boys to unload all but 30 sacks of copra and carry them to the top. Then he stood on the running board, took hold of the steering wheel and started to reverse the truck to a point lower down the hill in order to get a better approach run.

But just as it reached level ground, and was being backed round a slight bend, he slipped off the running board and fell partly beneath the truck. With the wheels in a reverse lock, the front ones passed over him, pinning him by the shoulders face down as it slipped into a ditch. He was killed instantly.

Mr. Penn had been with Morris Hedstrom, Ltd., for about ten years and a branch manager on Savai'i for the past eight years.

MR. R. C. G. D. HIGGINSON

Mr. R. C. G. D. Higginson, who was a magistrate in Fiji for many years and a former puisne judge, died in Suva on January 22. He was 74.

Mr. Higginson went to Fiji in 1907 from England and had served in the Colony ever since, except for 11 years in Tanganika between the wars.

REV. MATTHEW VAN STIJN

Rev. Matthew van Stijn, SVD, 40, a Divine Word Missionary from the Alexishafen Vicariate of New Guinea, died at the Madang Hospital on January 19 from abdominal complications. He was the third Divine Word Father of the Alexishafen Vicariate to die within eight months.

Born in Hellegom-Lisse, near Rotterdam, Holland, Father van Stijn was 13 years old when he joined Divine Word Missionaries in Holland. He was ordained a priest in 1944, and three years later went to New Guinea.

Except for a short period of leave after ten years, Father van Stijn

stayed in New Guinea, working to him—how they are exploited, etc. For example, the natives want £5 a bag (on beach) for copra—equal to £70 a ton on the beach. They say that if the "abuses" are adjusted they will consider paying tax. Anthony was trained originally as a Catholic missionary priest, but decided he could not go on with it.

served in New Guinea all that time, being stationed in the Highlands at Nera Gaima, Mingende, Nondugl and Banz.

For the past four years he had been preparing the way for Our Lady of Fatima Agricultural College in Banz which will teach Highland natives improved methods of farming.

Before returning to New Guinea last May, Father van Stijn spent eight weeks in the United States visiting agricultural experimental stations to become posted on all latest agricultural developments.

Father van Stijn is survived by two sisters in Holland.

MRS. EDWARD GOSNELL

The death has occurred in Sydney of Mrs. Edward Gosnell, a foundation member of the Polynesian Association of Sydney.

Mrs. Gosnell was born in Rotuma; she had lived in Levuka and Suva, and for the past 40 years had lived in Sydney.

Mrs. Gosnell, whose Rotuman name was Fesaitu, was a chieftainess of two tribes of that island, Itamuta and Hanap'mata. Her father was the Rotuman chief Vaenuk'Hanap'mata.

She was the granddaughter of Captain Kenneth Arthur Ray, who was a pioneer navigator in Fijian waters in the early days of the Colony.

Mrs. Gosnell left a husband, and a family of one daughter, four sons and many grandchildren.

MRS. ALICE MARCH

The death occurred in Suva, Fiji, on February 4, of Mrs. Alice March, a well-known resident of the Colony.

Mrs. March had been before her marriage, a Miss Durant, and for some years assisted her mother in conducting the Melbourne Hotel in Suva, of which Mrs. Durant held the lease.

All members of Mrs. March's family predeceased her. Her son, Martyn (Bunny), who was a well-known athlete and a member of the Public Works Department, died several years ago.

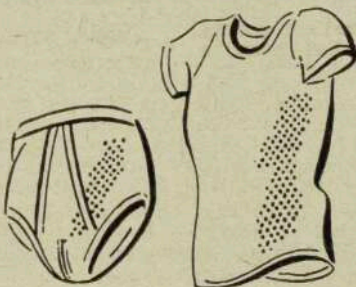
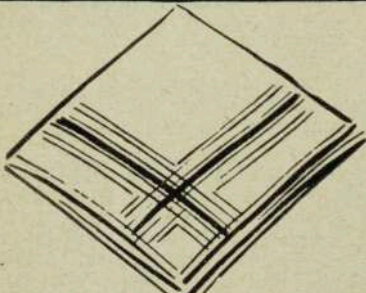
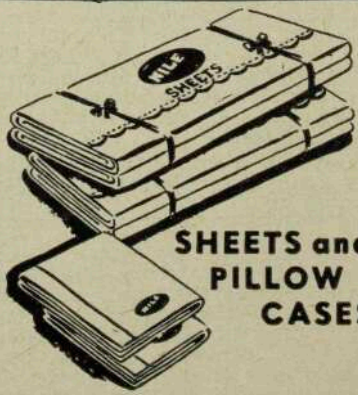
MR. G. G. SMITH

The death occurred in Bendigo, Victoria, on February 9, of Mr. Gerald Gaudy Smith, at one time a well-known resident of New Guinea. He was 56.

Mr. Smith has had no business connections with NG since World War II, and for the past six years has been licensee of the Shamrock Hotel in Bendigo.

He is survived by his wife, Joyce, a brother and two sisters—one, Mrs. H. R. Wales, also at one time a well-known resident of NG.

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FEBRUARY, 1959 — PACIFIC ISLANDS MONTHLY

Sports Review

Ana Comes Up fighting

From Reg Spowart, in Suva

ANA claims the Pacific's only woman boxing promoter. She's 48-year-old Fijian widow Ana, mother of four adult sons and daughters.

For 25 years she has been president of a Fiji-wide young women's club, the Matanisiga Club, but last year she decided that what she needed was a new approach to money making.

"We used to run dances, but they didn't pay," she said. "But the club needed money, and somebody told me to try boxing promotion."

At first the club's seven-women committee wouldn't hear of it. Fijian men had not taken up that kind of promotion before. But Ana convinced them it was worth a try.

Ana will head the club when it takes over the new Matanisiga Stadium in Toorak, Suva, in the builders in February.

It will be the largest indoor boxing stadium in Fiji, and will fill a gap that Suva has felt since the venue, the Lilac Theatre, was closed to boxing last June.

Since then, boxing tournaments have been held at other centres in Viti Levu, Vanua Levu and Suva.

Ana has shrewdly recognised the need in Suva, and has gone on with the scheme to construct the new stadium from a former dance ground.

And she's not letting the grass grow under her feet with the project, either.

The heavyweight boxing championship of Fiji has been in the offing for several years, since veteran Mike Ravula won it.

Mike has been loathe to accept any challengers because he says the purses have not been high enough; boxing promoters claim, however, that his figure is beyond the reach of promoters in the Colony.

Ana, with her feminine approach, seems to be making more headway with getting Ravula to change his mind.

"He wants £150 for a bout, but I am trying to bring him down to £100", she said, smiling.

"I think he'll break soon!"

Ana has staged three fights in Viti Levu since she started promoting in November.

A non-title bout between Ravula and Nasaku, a challenger from Nadi Airport, in mid-February, will officially open the new stadium.

Racing Stages a Territory Comeback

STEPS to bring back "The Sport of Kings" are being made in different centres throughout Papua-New Guinea.

At present Rabaul holds race meetings fairly regularly.

Port Moresby, which boasted a race track before the war, hopes to stage regular meetings again on a new track which is nearing completion. It has held occasional ones since the war.

Now the latest move is for Lae to form a New Guinea Amateur Turf

Club. The club is drawing up its Constitution.

Meanwhile the chief racing interest in Port Moresby still centres round the Australian meetings, which are broadcast on Saturday afternoons.

French Champ for Pacific Tour

From Fred Dunn, in Noumea

FRANCE'S middleweight champion, New Caledonian born Frances Anewy has returned to Noumea from France, and plans a boxing tour of the Pacific.

Anewy says he intends to fight in Australia, New Zealand and the Philippines.

Meanwhile, there is a strong possibility that he will defend his title in Noumea against challenger Michel Diouf.

Fiji Girls on The March

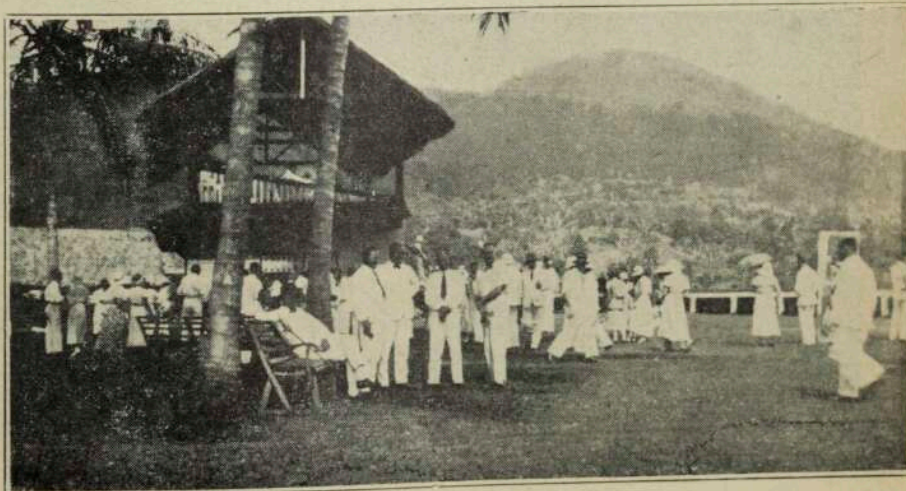
LAST September a girls' marching team from Wellington went to Suva to take part in the Hibiscus Festival, and they caught the imagination of the locals with their precision drill.

If New Zealand can do it, why not Suva, they argued, and then they proceeded to do something about it.

Mrs. Matilda Wendt, a keen sportswoman, had a chat to Harry Charman, of boxing fame, and Harry agreed to coach the girls. The first parade, held in secrecy at the Boys' Grammar School in Suva, was more than moderately successful.

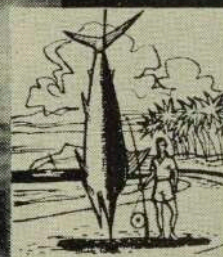
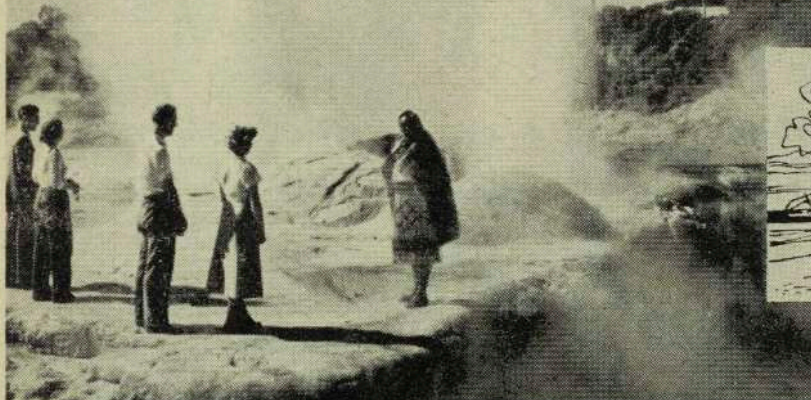
Mrs. Wendt pleaded for secrecy in the early stages for she feared that the girls, all of them a little shy, might become confused before

ABAUL RACES. But at a more leisurely pace, more leisurely days. An early photograph of a pre-war race meeting near Matupi, but the scene is not there any more. Racing is only now beginning to return to the territory with any strength. A new Rabaul race course on the other side of the river, southwards of Mt Vulcan.



There's an airline in Paradise

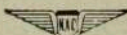
If the world is your oyster, then New Zealand is the pearl. In this Paradise of the South Pacific, there is an open season on pleasure . . . in thermal regions that dwarf Yellowstone . . . snow sports in alps where Hillary trained to conquer Everest . . . 500 lb. swordfish and 20 lb. rainbow trout . . . rugged beauty of glaciers, sub-tropical forest, fiordland and lakes . . . unlimited deer and wild boar hunting . . . the charm of the colourful Maori folk and the quiet hospitality of their white fellow-New Zealanders.



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critical and cynical audience of men, and lose heart. At initial worries over she and girls, with Harry coaching are going ahead, and there already talk of inter-house petitions.

The Ashes Were Empened

From Norman Baxter, in Suva

ICKET enthusiasts in Fiji have little chance to see the game played at an international, so they have decided to do something about it. A band of ers in Suva got together and led that England and Australia could have their mythical es".

fi would have its own *dravusa* (an for ashes) and the comion would not be confined to and and Australia only, but Zealanders would be invited in.

one Sunday towards the end anuary the Kiwis set out to the Kangaroos' tail at Suva's t Park.

t they reckoned without Suva's ous wet season, and after t an hour's play, in which the s defied the Kangaroo attack ue sporting fashion, rain took and.

e players braved the elements a short time, but eventually to take shelter under a big tree, where they waited hope- for a break in the weather. the break never came, so the

"internationals" consoled themselves with a handy-sized keg of a new brew manufactured in Suva.

Arrangements are now in train for another game, weather permitting, with the Lions growling in the sidelines, all ready with a challenge for the winner.

Indians May Make A Fiji Tour

WINTER is still a long way off and while it may be odd to talk about winter sports at the height of a Fiji summer, in these days of international sports tours have to be arranged well ahead.

So even though it is early February the Fiji Hockey Association, a new body (formed less than six months ago, and representing all races), is preparing to act as host to a team from India in the coming winter.

A visit from an Indian team would be a great impetus to the game there as the Indians are recognised as the best players in the world.

An Indian team is expected to visit New Zealand in the coming season, and the present proposal is that it return home the long way round, via Fiji.

Fiji hopes the visitors will play seven games in the Colony.

Cost, always a bugbear when talking about international sports tours in Fiji, should not be high, as the visitors will pay their own fares there.

Fiji will be up for internal travel and accommodation which is always billeting in Fiji.

Actually such a tour could result in a profit for Fiji for if No. 1 ground at Albert Park in Suva were enclosed there would be decent "gates" to see the visitors.

Last winter the ground was enclosed twice and in each case the promoting sporting body made a handsome profit.

Maybe the Indians will not only be able to teach Fiji a little bit about hockey, but they might help to fill the coffers of the Fiji Hockey Association.

Lae Sets The Ball Rolling — Officially

From Pat Robertson, in Lae

LAE has been suffering drought over the last few weeks—but on January 24 the Lae Bowling Club greens stood out like an oasis in a withered wilderness.

And they couldn't have been greener at a riper time—for January 24 was the club's official opening.

District Commissioner Horrie Niall sent along the first bowl after the jack had been set up by Associate president Mrs. Pat Farmer—and then it was officially "on" in Lae.

The secret of the green rinks was the club's own supply of bore water. Sprinklers were kept going night and day before the big occasion. Now the club wants a new clubhouse and a night green.

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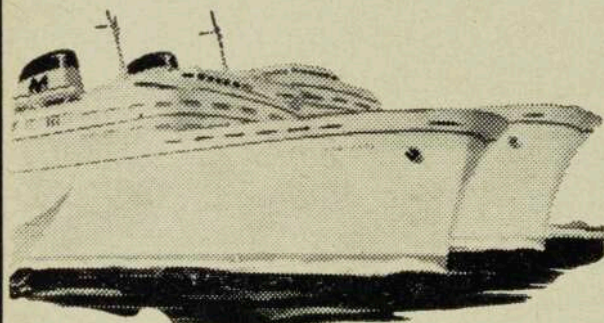
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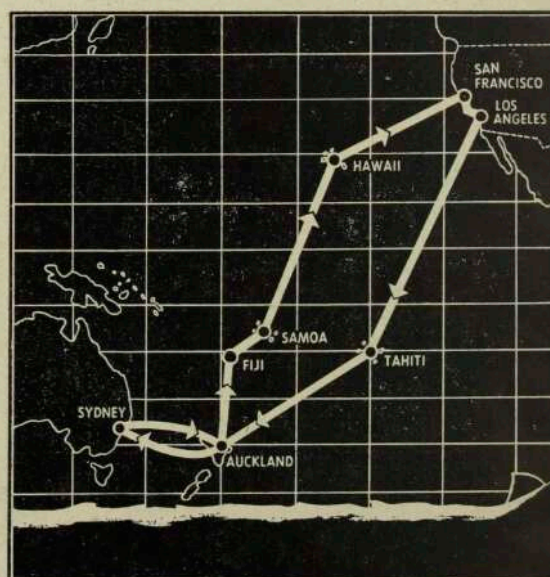
N101

SAILING DATES:

(Northbound)

SYDNEY	AUCKLAND	SUVA
Mar. 20	Mar. 24	Mar. 27
Apr. 15	Apr. 18	Apr. 21
May 6	May 9	May 12
May 29	June 2	June 5

and sailings approx. every 3 weeks thereafter.



SHIPPING TIME-TABLES

all sailings are approximate and may vary by as much as two weeks.

Sydney-Papua-N. Guinea

Montoro sails from Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae, Port Moresby (final). Last Sydney sailing Jan. 30, sailing March 21.

Malekula sails from Sydney for Sydney, Port Moresby, Samarai, Rabaul, Lae, Alexishafen, Madang, Lae, Sydney, sailing March 3.

Malaita sails from Sydney for Sydney, Port Moresby, Samarai, Rabaul, Lombrum, Lorengau, Madang, Samarai, Sydney. Last Sydney sailing Feb. 13. Next Sydney sailing about Feb. 7.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port Moresby, Samarai, Lae, Madang, Lombrum, Rabaul. Last Sydney sailing Feb. 10. Next Sydney sailing about April 10. Sails from Burns, Philp and Co., Ltd., Bridge Street, Sydney.

Pak Hoi: Leaves Sydney for Brisbane, Port Moresby, Rabaul, Lae. Next sailing approx March 28.

Soochow: Leaves Sydney for Brisbane, Port Moresby, Samarai. Next Sydney sailing March 13.

Sinkiang: Leaves Sydney for Brisbane, Port Moresby, Samarai, Rabaul, Madang, Lae. Next Sydney sailing March 17.

Shansi: Leaves Melbourne for Sydney, Brisbane, Port Moresby, Samarai, Madang, Kavieng, Rabaul. Next sailing April 8.

Sails from Swire and Yull Pty., Ltd., Bridge St., Sydney.

Sydney-Dutch N.G.

Three weeks service by MV's Sigli, Silindang, Sibigo and Sinabang carrying passengers and cargo from East Australian ports to Hollandia and Sorong, DNG (with and/or Manokwari if inducement), Borneo, Bangkok, Singapore, thence to Java direct. Next Sydney sailings: Silindang March 10, Silindang March 27, Sigli April 14.

Sails from Royal InterOcean Lines, 255 Bridge St., Sydney.

Far East-S.W. Pacific-Fiji-Australia

Long S.W. Pacific ports on south-bound journeys only.)

Yongtzu: Departs Japan Feb. 2, Hongkong Feb. 9, Sandakan Feb. 15, thence to Guinea ports, Santo, Suva, Lautoka, Lae, arrive Sydney March 27.

Yongking: Dep. Japan March 2, Hongkong March 10, then Sandakan, Tarakan, Guinea ports, Suva, Lautoka, Noumea, arrive Sydney April 24.

Yongfu: Dep. Japan March 26, Hongkong April 3, thence Sandakan, Tarakan, New Guinea ports, Vila, Suva, thence Australia ports.

Three vessels call at all four Australian ports, Brisbane, Sydney, Melbourne, Adelaide, and load there cargo for East including Shanghai where a call is made (if inducement) on the south-bound voyage between Japan and Hong-

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1958-59

		HIMALAYA	ORCADES	ORSOVA	ORONSAY
SYDNEY	depart	Mar. 18	Apl. 28	May 22	June 23
AUCKLAND	arr/dep	Mar. 21	May 1	May 25	June 26
SUVA	arr/dep	Mar. 24	May 4	May 28	June 29
HONOLULU	arrdep	Mar. 29	May 9	June 2	July 4
VANCOUVER	arr/dep	April 4	May 15	June 8	July 10
SAN FRANCISCO	arr/dep	April 6-10	May 17-18	June 10-11	July 12-13
LOS ANGELES	arr/dep	April 11	May 19	June 12	July 14
HONOLULU	arr/dep	Return	May 24	June 17	July 19
SUVA	arr/dep	Different	May 31	June 24	July 26
AUCKLAND	arr/dep	Route	June 3	June 27	July 29
SYDNEY	arrive		June 6	June 30	Aug. 1

Details from New Guinea Australia Line (Swire and Yull Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos main-

tain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Rabaul, Lae, Brisbane, Sydney, Melbourne

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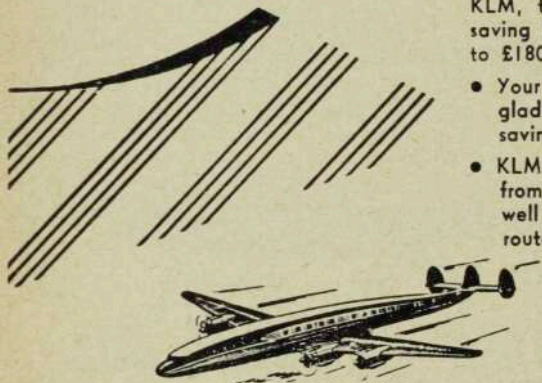
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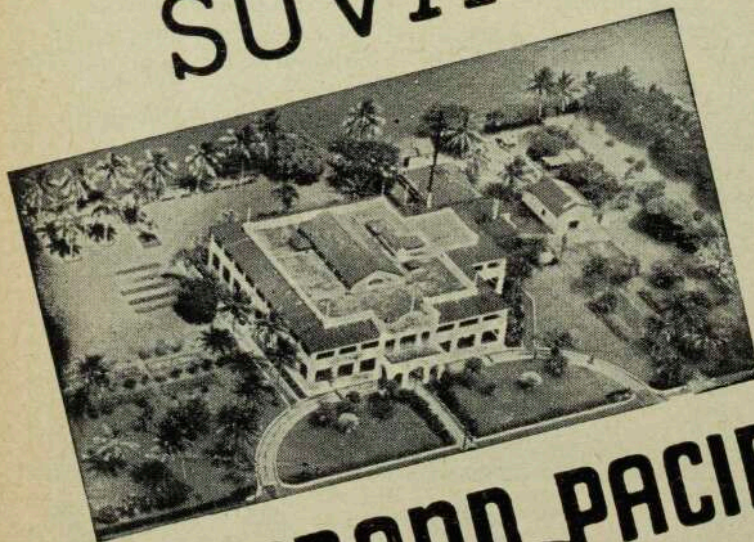
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Tofua maintains a service from and to Suva, Nukualofa, Vavau, Pago Pago, Apia, Suva and return to Auckland. Next sailings from Auckland: 4. March 24.

Matua maintains a service from and to Lautoka, Suva, Apia, Lyttle-Wellington, and return to Auckland. Next sailings from Auckland: March 17 April.

ails from all offices of Union Steam
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Tulagi, 10 passengers, makes a round Norfolk Is., Vila, Santo, Honiara SI ports, Bougainville ports, leaving about once every six weeks. Next sailing: March 9.

ils from Burns, Philp and Co., 7
Street, Sydney.

els of Messageries Maritimes Line. From Marseilles, via West Indies, Panama, call about every six weeks. Peete, Vila (New Hebrides), Noumea, Sydney, and return by same route. Present on this run are the motor-tug Tahitiien and Caledonien and a red vessel, Melanesien. Next Sydney steamer: Melanesien approx. April 6, 1911. May 17, Tahitiien June 30,

Polynesie (Messageries Maritimes) sails about monthly passenger sail-
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13, April 10, May 1.

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ils from agents: Shaw Savill and
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Representatives for BURNS PHILP TRUST CO. LTD., QUEENSLAND INSURANCE CO. LTD., and LLOYD'S OF LONDON, Agents for SOCIETE DES PETROLES SHELL DES ILES FRANCAISES DU PACIFIQUE, and numerous overseas manufacturers of all classes of merchandise.

Sydney Agents: BURNS PHILP & CO., LTD., 7 Bridge St.
 San Francisco Agents: BURNS-PHILP CO. OF SAN FRANCISCO INC.,
 215 Market St.
 London Agents: BURNS, PHILP & CO., LTD., 35 Crutched Friars, E.C.3.

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific
Coast Ports of U.S.A. and Canada

and

TAHITI — SAMOA — FIJI — NEW CALEDONIA —
NEW HEBRIDES — NEW GUINEA

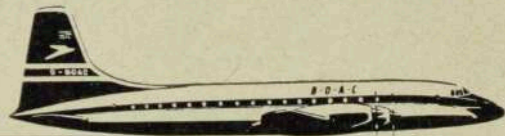
GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.	APIA—Morris Hedstrom Ltd.
SUVA—Morris Hedstrom Ltd.	NOUMEA—Etablissements Ballande.
PORT VILA—Comptoirs Francais des	LAE—Burns Philp (New Guinea) Ltd.
Nouvelles Hebrides.	SYDNEY—Birt & Co. (Pty.) Ltd.

FLY WORLD-WIDE



B.O.A.C. BRITANNIA

— world's fastest, smoothest jet-prop airliner



The magnificent new B.O.A.C. *Britannia* is now serving U.K., U.S.A., East, Central and South Africa, Middle East, Pakistan, India, Ceylon, Singapore, Malaya, Australia, Hong Kong and Tokyo.

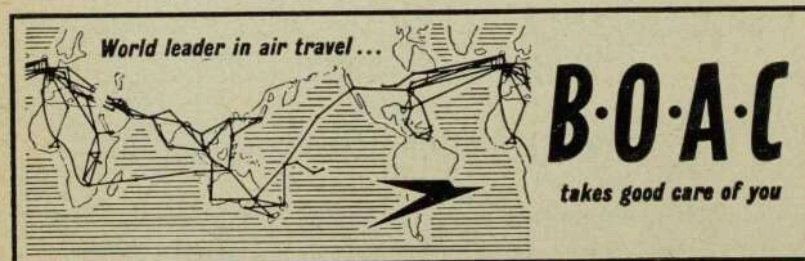
The *Britannia* is the pride of B.O.A.C.'s world-wide fleet . . . to fly in one is to enjoy perfection in air travel!

Speed, comfort, courtesy . . . all these

words mean so much more than ever before. Every minute of your journey will be a revelation . . . a new, wonderful experience.

Remember—whether you fly de Luxe, First Class or Tourist—B.O.A.C. has the reputation for the world's finest, most dependable passenger service. Discover for yourself why B.O.A.C. leads the world in air travel!

Information and bookings from all leading Travel Agents and Qantas Empire Airways (B.O.A.C. General Sales Agents for Australia).



BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A94/AUa

N. Zealand-Cook Is.

The passenger vessel *Maui* maintains a regular service to Auckland and the Cook Islands.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the S.S. Co. of NZ, Ltd.

N. America-Fiji-Hebrides,

Pacific Islands Transport Line's *Thorsisle* and *Thorshall* maintain a service from Pacific Coast North American ports, with sailings over 35-40 days ports depend on cargoes offering.

Thorshall: Dep. New Westminster 18, San Francisco Mar. 25, Papeete 9, Pago Pago Apr. 15, Apia Apr. 18, Apr. 22, Noumea Apr. 27, Pago Pago 4, Los Angeles May 18.

Thorsisle: Dep. New Westminster 21, San Francisco Apr. 28, Papeete 12, Pago Pago May 18, Apia May 21, May 25, Noumea May 29, Pago Pago 4, Los Angeles June 18.

Details from General Steamship Corporation Ltd., 432 California Street, San Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fiji-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger cargo service from Los Angeles via Ventura, Alameda, Sierra and San Francisco. Southern terminal ports vary with offerings. Vessels call at Papeete, Pago and Suva, depending on offerings. Next sailings approx., Sierra: ex-Australia ports Feb. 4; Alameda: due Sydney March 26; Sonoma: ex-Australia ports approx. March 16; Ventura: due early April.

American Pioneer Line has eight vessels (*Pioneer Gem*, *Isle*, *Glen*, *Reef*, *Cove*, *Tide*, *Gulf*) on Australia-Panama Atlantic Coast service with calls at Papeete on southbound voyage. Approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva, subsidiary of W. R. Carpenter and Co. operate a service three times year the 10,000 ton, 98-passenger vessel *Lautoka* along the above route. Accommodation is entirely First Class, two-berth with calls at Suva, Lautoka and Honu. Next sailing from Sydney about 1st April.

Details from American Trading Shipping Co. Pty., Ltd., 19 Bridge Street, Sydney.

Sydney-(or NZ)-North America

The cargo vessels, *Waihemu* and *Waiatomo*, owned and operated by Union Steam Ship Co. of NZ, Ltd., maintain a monthly service across the Pacific from Sydney to Vancouver and USA via Suva, Lautoka, Nukualofa and Apia as cargoes offer. Occasional calls at Fanning Island. They have passenger accommodation. *Waiatomo* recently northbound. Next Sydney *Waihemu* late April.

The *Waiatomo*, from NZ ports, 3-4 trips yearly to Vancouver (via Tonga and Papeete).

America-Hawaii-Fiji-Samoa- Tahiti-N. Zealand-Australia

son Line's Mariposa and Monterey round passenger trips from Pacific Coast American ports to Australia, Pacific Islands ports and New Zealand. Mariposa: Dep. San Francisco Mar. 22, Los Angeles Mar. 23, Papeete Mar. 31-2, Auckland April 8-9, Sydney April 12, Auckland April 18, Suva April 21, Pago Pago April 22, Honolulu April 27-28, San Francisco May 3-6, Papeete May 15-16, Auckland May 23, Sydney May 26, Monterey May 29, Sydney Mar. 20, Auckland Mar. 23-24, Suva Mar. 27, Pago Pago Mar. 28, Honolulu April 2-3, San Francisco April 8-12, Los Angeles April 13, Papeete April 21-23, Auckland April 29-30, Sydney May 6, Auckland May 9, Suva May 12, Pago Pago May 13, Honolulu May 18-19, San Francisco May 24.

Services from Matson Lines, Berger 82 Elizabeth Street, Sydney.

Italiani Sitmar Line (Panama flag) Castel Felice, a twin-screw turbine engine liner of 12,150 tons, fully air-conditioned, will sail from Sydney for Auckland, Papeete, and Suva in mid-May and has accommodation available to Papeete. The Sitmar which recently commenced an air-sea service along this route, providing moderately priced sea connection

in the eastbound direction only with Tahiti, has arranged the extra sailing as a result of heavy bookings. Castel Felice was scheduled to make a sailing also in February. Also on this run is the Line's Fairsea, which sailed in January and will sail again late in the year.

United Kingdom-Australia- Port Moresby

The Federal Steam Navigation Co., Ltd., has extended its regular quarterly UK-Australia service to Port Moresby.

The vessels sail from Liverpool via Suez to Sydney, Brisbane, Townsville, Cairns, Port Moresby.

Kildare: Left Liverpool Dec. 23, due Port Moresby Feb. 27.

Sydney agents: Birt and Co. Pty., Ltd., 4 Bridge St. Port Moresby agents: Burns Philp (New Guinea), Ltd.

Tonga-Fiji Shipping Service

The Tonga Shipping Agency, as agents for the Tonga Copra Board, operates a regular monthly cargo and passenger service between Nukualofa and Suva with MV Aoniu, 500 tons gross. Sailings from Nukualofa are scheduled for Mar. 14, April 11, May 9. Departures from Suva are about two days later, and the Agents there are W. R. Carpenter and Co.

San Francisco, Honolulu, Nadi, Sydney, Melbourne (Tues. service only).

Thurs.: San Francisco, Honolulu, Nadi, Sydney.

Sun.: San Francisco, Honolulu, Nadi, Sydney, Melbourne (commencing at Vancouver on alt. Saturdays—Feb. 21, March 7, 21, etc.).

Mon.: San Francisco, Honolulu, Nadi, Sydney.

(Note: International Dateline crossed between Nadi and Honolulu).

Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland connect at Nadi on Sundays with Qantas northbound flights, and on Mondays with southbound flights (see table 17).

TEAL Super DC6 aircraft from Auckland, NZ, connect with the Qantas northbound flights at Nadi on Tues. and Fri.: and on Sat. and Wed. at Nadi for the southbound flights.

Qantas Wed. and Fri. services ex-Sydney connect with BOAC London services at San Francisco (dep. Thurs. and Sat.).

BOAC services ex-London Tues. and Thurs. connect at San Francisco Thurs. and Sat. with southbound Qantas services.

BY CANADIAN PACIFIC AIRLINES

(With Super DC-6B Aircraft—Britannia on Vancouver-Amsterdam Service)

Every Wed.: Sydney (dep. 11 p.m.), Nadi, Honolulu, Vancouver, Amsterdam.

Every Fri.: Dep. Auckland 10.45 p.m. for Nadi, Honolulu, Vancouver, Amsterdam.

Every Sat.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Sun.), Honolulu, Fiji and Sydney.

Every Mon.: Dep. Amsterdam at 11.15 p.m. for Vancouver (dep. 10.30 a.m. Tues.) for Honolulu, Fiji and Auckland. (Note: Crosses Dateline en route).

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

Service by Qantas Empire Airways (Super-Constellations)

NORTHBOUND

First Class

Tues. & Sat.	Wed. & Sun.
Dep. Sydney, 10.30 p.m.	Arr. Brisbane, 12.45 a.m.
Wed. & Sun.	

Dep. Brisbane, 1.30 a.m.	Arr. Pt. Moresby, 6.30 a.m.
Dep. Pt. Moresby*, 7.15 a.m.	Arr. Lae, 8.35 a.m.

First & Tourist Class

Thur.	Fri.
Dep. Sydney, 10.30 p.m.	Arr. Brisbane, 12.45 a.m.
Fri.	

Dep. Brisbane, 1.30 a.m.	Arr. Pt. Moresby, 6.30 a.m.
Dep. Pt. Moresby*, 7.15 a.m.	Arr. Lae, 8.35 a.m.

First & Tourist Class

Sun.	Arr.
Dep. Sydney, 9.15 p.m.	Arr. Brisbane, 11.30 p.m.
Mon.	

Dep. Brisbane, 12.15 a.m.	Arr. Townsville, 3.05 p.m.
Dep. T'ville, 3.50 a.m.	Arr. Pt. Moresby, 6.30 a.m.

Dep. Pt. Moresby*, 7.15 a.m.	Arr. Lae, 8.35 a.m.
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SOUTHBOUND

First & Tourist

Mon.	Arr.
Dep. Lae*, 9.25 a.m.	Arr. Pt. Moresby, 10.45 a.m.
Dep. Pt. Moresby, 11.30 a.m.	Arr. T'ville, 2.10 p.m.

Dep. T'ville, 2.55 p.m.	Arr. Brisbane, 5.45 p.m.
Dep. Brisbane, 6.30 p.m.	Arr. Sydney, 8.30 p.m.

First Class

Wed. & Sun.	Arr.
Dep. Lae*, 9.25 a.m.	Arr. Pt. Moresby, 10.45 a.m.
Dep. Pt. Moresby, 11.30 a.m.	Arr. B'bane, 4.30 p.m.

Dep. Brisbane, 5.30 p.m.	Arr. Sydney, 7.30 p.m.
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First & Tourist Class

Fri.	Arr.
Dep. Lae*, 9.25 a.m.	Arr. Pt. Moresby, 10.45 a.m.
Dep. Pt. Moresby, 11.30 a.m.	Arr. B'bane, 4.30 p.m.

Dep. Brisbane, 5.30 p.m.	Arr. Sydney, 7.30 p.m.
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* Between Lae and Port Moresby passengers are carried in DC4 aircraft.

PORT MORESBY-CAIRNS-TOWNSVILLE

Port Moresby—Townsville—Port Moresby, Douglas DC4. Dep. Port Moresby Wed. 12.15 a.m., arr. Cairns 3.05 p.m., dep. Cairns 3.50 p.m., arr. Townsville 5 p.m., dep. Townsville Thur. 9 a.m., arr. Cairns 10.10 a.m., dep. Cairns 11 a.m., arr. Port Moresby 1.50 p.m.

3. P-NG Internal Services

Operated by Qantas

LAKE-HOLLANDIA (Dutch New Guinea) (DC3)

Alt. Wed. (Feb. 4, 18, March 4, 18, etc.). Departs Lae 11.00 a.m., calls at Madang and Wewak, and arrives at Hollandia 2.15 p.m. Every alternative Thurs.

WAYS TIME-TABLES

TRANS-PACIFIC SERVICES

Australia (or NZ)-Fiji- Hawaii-N. America

First and Tourist Class available (all Services)

Y PAN-AMERICAN AIRWAYS
Super 7 Clippers, using Sleeperettes and Berths*)

Tue., Thurs., Fri.: Dep. Melbourne Sydney, Nadi, Honolulu, San Francisco or Los Angeles.

Departs San Francisco for Honolulu, Nadi, Sydney and Melbourne. Fri.: Dep. Los Angeles for Melbourne (same route).

Dep. Seattle for Melbourne via Portland (same route).

Skymasters are used on a conservice between Auckland and Sydney (see table 18); and also twice a week between Nadi and Tafuna, American Samoa (see table 20).

QANTAS EMPIRE AIRWAYS
Super Constellation Service)

NORTHWARDS

Dep. Melbourne, Sydney, Nadi, Honolulu, San Francisco, New York, London.

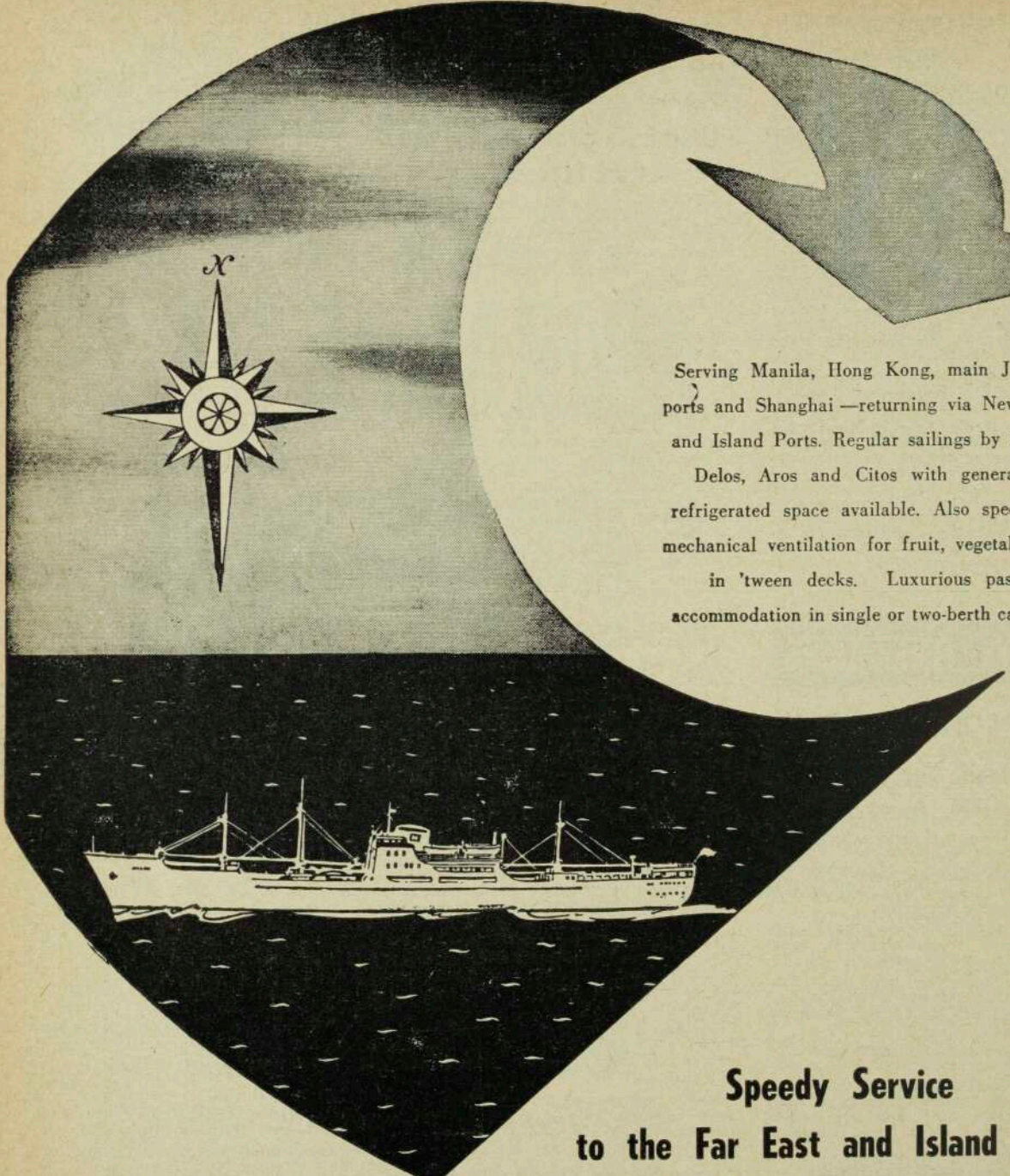
Dep. Melbourne, Sydney, Nadi, Honolulu, San Francisco.

Dep. Sydney, Nadi, Honolulu, San Francisco, extending to Vancouver alternate days (Feb. 21, March 7, 21, etc.).

Dep. Sydney, Nadi, Honolulu, San Francisco.

SOUTHWARDS

Dep. London, New York, San



Serving Manila, Hong Kong, main Japanese ports and Shanghai—returning via New Guinea and Island Ports. Regular sailings by *Milos*, *Delos*, *Aros* and *Citos* with general and refrigerated space available. Also special mechanical ventilation for fruit, vegetables, in 'tween decks. Luxurious passenger accommodation in single or two-berth cabins.

Speedy Service
to the Far East and Island Ports
BY
AUSTRALIA-WEST PACIFIC LINE

General agents,
WILH. WILHELMSSEN AGENCY PTY. LTD.
66 Pitt Street, Sydney, BU 6301 — 51 William Street, Melbourne, MA 3

164

FEBRUARY, 1959—PACIFIC ISLANDS MONTHLY

Feb. 5, 19, March 5, 19, etc.) departs Hollandia at 10 a.m., and, with calls at Wewak and Madang, arrives Lae at 50 p.m.

PORT MORESBY-KIKORI-BAIMURU (DH Otter)

Yule Island, Kerema, Baimuru, Kikori, etc. Mon., returning same day via Baimuru, Kerema, Yule Is. (Feb. 9, 23, March 9, 23, etc.).

PORT MORESBY-KIKORI (DH Otter)

Yule Is., Baimuru: Alt. Mon., returning same day (Feb. 2, 16, March 2, 16, etc.).

Kerema, Baimuru: Alt. Thurs., returning same day (Feb. 12, 26, March 12, etc.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs., returning same day via Balimo (Feb. 5, 19, March 5, etc.).

Kerema, Baimuru: Alt. Weds. (Jan. 6, 4, 18, March 4, 18, etc.) returning Fri. (Feb. 6, 20, March 6, 20, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Moresby, Abau, Samarai each Tues. and Sat., departing Port Moresby 7.45 a.m. On alt. Sats. extends to Esa'ala. Sat.: Esa'ala, Samarai, Abau. Pt. Moresby, dep. Esa'ala 11.50 a.m., arr. Moresby 3.25 p.m. (Feb. 7, 21, March 21, etc.).

and alt. Sat.: Dep. Samarai 10.55 a.m., arr. Pt. Moresby 1.40 p.m. (alt. Feb. 14, 28, March 14, 28, etc.).

LAKE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Dep. Lae 6.30 a.m., Madang arr. 8.55 a.m., Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

Dep. Lae 6.30 a.m., Madang, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Lae (7.45 a.m.) to Baiyer River, ending at any of: Goroka, Nondugli, Mt. Hagen, Baiyer R., Kainantu. Return back at Lae dependent on stops.

LOWER HIGHLANDS (DH Otter)

Lae (7.30 a.m.) to Goroka, calling at any of Nadsab, Gusap, Aiyura, Rinke, Kainantu, Goroka, Arona. Arrival at Lae depends on stops made.

LAKE-BULOLO-WAU (DH Otter)

Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.

Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.

Sat.: Dep. Lae 9 a.m., arr. Wau 10 a.m.

Sat.: Dep. Wau 9.55 a.m., via Bulolo, arr. Lae 10.55 a.m.

PORT MORESBY-WAU-BULOLO (DC3)

Sat.: Dep. Pt. Moresby 7.45 a.m., arr. Bulolo 8.55 a.m.

Sat.: Dep. Bulolo 9.25 a.m., arr. Wau 9.40 a.m., dep. Wau 10.10 a.m., arr. Pt. Moresby 11.15 a.m.

PORT MORESBY-GOROKA-MADANG (DC3)

Sat.: Dep. Madang 1 p.m., via Mt. Hagen and Minj, arr. Goroka 3.30 p.m., dep. Goroka 3.50 p.m., arr. Madang 4.25 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8.05 a.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Mon. and Fri.: Dep. Pt. Moresby 7.45 a.m., via Goroka, Minj, arr. Mt. Hagen 11.25 a.m.; dep. Mt. Hagen for Madang (either direct or via airfields as required) 11.55 a.m.

MADANG-PT. MORESBY (DC3)

Mon. and Fri.: Dep. Madang 7.55 a.m., via Goroka, arr. Port Moresby 10.50 a.m.

NEW GUINEA-NEW BRITAIN (DC3)

Wed., Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.

Wed., Sun.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul 1.45 p.m.

Mon.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Mon.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul arr. 1.45 p.m.

Fri.: Dep. Rabaul 5.45 a.m., Finschhafen, Lae, arr. 8.45 a.m.

Fri.: Depart Lae 10.30 a.m., Finschhafen 11.30 a.m., arrive Rabaul 1.45 p.m.

RABAUL-BUIN-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., arr. Buka 10.20 a.m., dep. Buka 10.50 a.m., arr. Buin 11.45 a.m., dep. Buin 12.15 p.m., arr. Buka 1.10 p.m., dep. Buka 1.40 p.m., arr. Rabaul 3 p.m. (Feb. 3, 17, March 3, 17, 31, etc.).

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., via Jacquinot Bay, arr. Hoskins 10.55 a.m., dep. Hoskins 11.15 a.m., arr. Rabaul 12.20 p.m. (Feb. 12, 26, March 12, 26, etc.).

SERVICES BY MANDATED AIRLINES

Scheduled flights with DC3 Aircraft

Mon.: Depart Lae at 7.30 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul at 6.30 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Optional call at Goroka on this flight. Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Fri.: Depart Lae at 7 a.m. for Madang, Wewak, Momote, Kavieng, Rabaul—remaining overnight. Depart Lae 7.30 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

4. Aust.-Dutch N. Guinea

By KLM Royal Dutch Airlines (Super Constellation Service)

A weekly service between Sydney and Amsterdam with a call at Biak (DNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Sorong, Merauke, Tanah Merah, Manokwari, Niemfoer, Ransiki, Genjem, and Kokonao.

5. N. Guinea-Solomons

By Qantas with DC3 Aircraft

Every Monday depart Lae 6 a.m.: Rabaul, Buka, Munda, Yandina, Honiara (BSI), arriving 5 p.m.

Every Tuesday depart Honiara 7 a.m.: Yandina, Munda, Buka, Rabaul, Lae, arriving 3.45 p.m.

6. Paris-Saigon-Noumea-Auckland

By Transports Aeriens Intercontinentaux DC6B aircraft depart Paris every Sun. for Athens, Cairo, Karachi, Saigon, Djakarta, Darwin, Noumea, Auckland. Leaves Auckland every Mon. on return.

7. Sydney-Lord Howe Is.

By Ansett Airways Pty., Ltd., with Sandringham Flying-boats. Return flight usually each Tuesday and Saturday.

8. Sydney-Norfolk Is.

(By Qantas, with Skymaster)

Alt. Fri. (Feb. 27, March 13, 27, etc.): Dep. Sydney midnight, arr. NI 6.45 a.m. Sat.; dep. NI 5.30 p.m. same day for Sydney, arr. 9.30 p.m. (Flight extends NI-Auckland-NI. See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters

Dep. Sydney alt. Thurs. 7 a.m., arr. Noumea 2.15 p.m. Dep. Noumea 3.45 p.m., arr. Sydney 9.15 p.m. Service operates on Feb. 19, March 5, 19, etc.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft

Tue. and Fri.: Dep. Tontouta (N. Cal.) at 8 a.m., arr. Vila 10.15 a.m., dep. Vila 10.45 a.m., arr. Santo 12 noon, dep. 1.30 p.m., arr. Vila 2.45 p.m., dep. 3.15 p.m., arr. Tontouta 5.30 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft

Dep. Noumea 6 a.m. second Sat. each month (Feb. 14, March 14, etc.), arr. Wallis Is. (via Nadi, Fiji) at 3.45 p.m. dep. Wallis 7 a.m. third Mon. each month (Feb. 16, March 16, etc.), arr. Noumea 2.45 same day

12. Norfolk Is.-Auckland

FEAL, by Qantas (charter)

Alt. Sat. (Jan. 17, 31, Feb. 14, 28, etc.): Return flight Norfolk (dep. 8 a.m.) Auckland (arr. 11.45 a.m., dep. 1.15 p.m.) Norfolk (arr. 4.15 p.m.). (See Table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft

Daily Service (Except Feb. 21): Dep. Auckland 9.30 a.m., arr. Sydney 1.15 p.m.

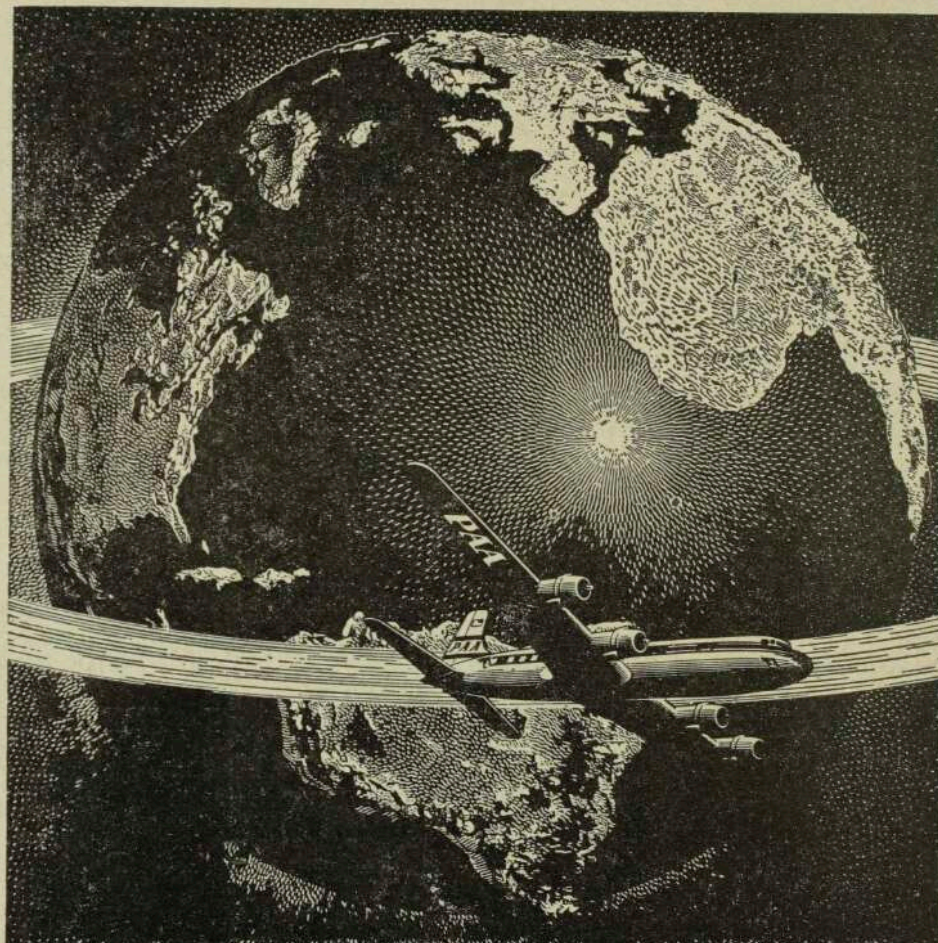
Mon., Wed., Fri., Sun.: Dep. Auckland 6 p.m., arr. Sydney 9.45 p.m.

Daily Service (Except Feb. 17, 21): Dep. Sydney 3 p.m., arr. Auckland 9.50 p.m.

Wed., Fri., Sun.: Dep. Sydney 11.30 p.m., arr. Auckland 6.20 a.m. following day.

Tues.: Dep. Sydney 7 a.m., arr. Auckland 1.50 p.m.

NO OTHER AIRLINE OFFERS YOU SO MUCH!



For example:

WORLD-WIDE LEADERSHIP

Wherever in the world you're going, go Pan American — the airline that gives you the priceless advantage of round-the-world experience on every flight.

First across the Pacific, first across the Atlantic, first throughout Latin America and first round the world — Pan American's record of flying experience is unmatched by any other airline anywhere.

Choose the Leader on your next flight overseas. For fares and reservations, call your travel agent or Pan American.

Pan American World Airways, Inc., Ltd., Incorporated in U. S. A.

Finest Service Round the World

PAN AMERICAN

WORLD'S MOST EXPERIENCED AIRLINE

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft

Sun.: Dep. Christchurch 5 p.m., arr. Sydney 8.55 p.m.
Thurs.: Dep. Christchurch 7.45 p.m., arr. Sydney 11.40 p.m.
Wed., Fri., Sun.: Dep. Sydney 8 a.m., arr. Christchurch 2.50 p.m.

15. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft

Wed. (Except Feb. 2, 16): Dep. Christchurch 5 p.m., arr. Melbourne 5 p.m.
Thurs.: Dep. Melbourne 10.15 a.m., arr. Christchurch 5.50 p.m.

16. Auckland-Melbourne

Tasman Empire Airways, with DC6 aircraft

Mon.: Dep. Auckland 8 a.m., arr. Melbourne 12.45 p.m.
Wed.: Dep. Melbourne 2.30 p.m., arr. Auckland 10.15 p.m.

17. Melbourne-Auckland-Nadi (Fiji)

Tasman Empire Airways, with Super Constellation aircraft chartered from Qantas

Dep. Melbourne 7.30 a.m., arr. Auckland 3 p.m., dep. Auckland 4 a.m., arr. Nadi 9 p.m. Return, same date, following day.

Note: This service connects with Qantas Constellation service from Sydney

18. New Zealand-Fiji

Tasman Empire Airways, with Super DC6 aircraft and Qantas Super Constellations

Fri., Sun.: Dep. Auckland 4 p.m., arr. Nadi 9 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.
Daily flights ex-Auckland, and Monday flights ex-Nadi are operated by Qantas charter to TEAL (see above).

American Airways, with Skymasters

Tues., Thurs.: Dep. Auckland 10.50 a.m., arr. Nadi 5.55 a.m.
Tues., Thurs.: Dep. Nadi, 5.30 a.m., arr. Auckland 12.50 p.m.

19. Fiji-W. Samoa

Tasman Empire Airways, with Solent Flying-boats (Service Fortnightly)

Suva alt. Thurs., 9 a.m., crosses Dateline, arrives Satapuala (Western Samoa) Wed. 1.55 p.m.
Satapuala alt. Mon. at 8 a.m., crosses Dateline, arr. Suva Tues 10.55 a.m.

Suva Feb. 19, Mar. 5, 19, etc.). Additional service will also leave Suva March 26.

20. Fiji-American Samoa

Pan American Airways with DC4 aircraft

Sat.: Dep. Nadi 7 a.m., arr. Tafuna 1.30 p.m. (Fri.).

Alt. Fri.: Dep. Tafuna 1.30 p.m., arr. Nadi 5.5 p.m. (Sat.).

(Note: This service crosses International Dateline—the two-way flight is actually made on the one day.)

21. Fiji-Tahiti

Tasman Empire Airways, with Solent Flying-boats

Dep. Suva 9 a.m. alternate Thurs., crosses International Dateline, arr. Satapuala (W. Samoa) 1.55 p.m. alternate Wed.; dep. Satapuala 2 a.m. alternate Thurs., arr. Aitutaki (Cook Is.) 7.30 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m.

Services dep. Suva Feb. 19, March 5, 19, etc.

Dep. Papeete 7.30 a.m. alt. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 12.30 p.m. arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. alt. Mon., crosses International Dateline, arr. Suva 10.55 a.m. alt. Tues. Services dep. Papeete Jan. 11, 25, Feb. 8, 22, etc.

22. New Caledonia-Tahiti

TAI with DC6B aircraft and Sandringham Sun.: Departs Paris for Athens, Cairo, Karachi, Saigon, Djakarta, Darwin, Brisbane, Noumea. Connecting flights by DC6B for Nadi, Bora Bora. Transfer to flying-boat for flight to Papeete.

Dep. from Papeete on return flight every Thurs.

23. Fiji Internal Airways

Fiji Airways, Ltd., Drovier aircraft

Suva-Nadi-Suva: Two flights—Mon., Tues., Wed., Thurs., Fri. Three flights—Sat. One flight—Sun.

Suva-Nadi: One flight—Wed., Fri., Sun., afternoon.

Nadi-Suva: One flight—Mon., Thurs., Sat., morning.

(The three Suva-Nadi and Nadi-Suva flights are additional to the above return flights.)

Suva-Labasa-Suva: Two flights—Tues., Thurs., Fri. One flight—Mon., Wed., Sat., Sun.

Suva-Savu Savu-Suva: One flight—Mon., Tues., Sat., Sun.

Suva-Taveuni-Suva: One flight—Mon., Fri., Sun.

Labasa-Taveuni-Labasa: One flight—Mon., Fri., Sun.

Labasa-Savu Savu-Labasa: One flight—Tue., Thurs., Sat., Sun.

Labasa-Taveuni-Labasa: One flight—Mon., Fri.

Suva-Tavenuni-Savu Savu-Suva: One flight—Wed.

Suva-Savu Savu-Taveuni-Suva: One flight—Thurs.

24. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Heron and Rapide aircraft.

Noumea-Mare: Tues. (dep. Noumea 2 p.m., Mare 4 p.m.) and Fri. (dep. Noumea 8 a.m., dep Mare 10 a.m.).

Noumea-Ouvea: Wed., Fri. and Sat. (dep. Noumea 8 a.m., dep. Ouvea 10.30 a.m.).

Noumea-Lifou: Tues., Wed., Sat., (dep. 1 p.m.

Noumea-Koumou (Isle of Pines): Mon., Noumea 8 a.m., dep. Lifou 10 a.m.; Thurs. (dep. Noumea 11 a.m., dep. Lifou Sat. (dep. Noumea 10.30 a.m., dep. Koumou, noon).

Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5 p.m.). Note: On this flight a call will be made at Plaine des Galacs if required.

25. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with flying-boats

Twice weekly service to the Leeward Group.

Wed.: Papeete, Huahine, Raiatea, Bora Bora, Raiatea, Papeete.

Thurs.: Papeete, Bora Bora, Papeete.

Booking agents in Papeete: Messageries Maritimes.

26. Micronesia

Trans Ocean Airlines

Using Grumman Albatross twin-motored amphibious flying-boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government, Agana, Guam.

PACIFIC AIR FARES

(APPROXIMATE ONLY)

NOTE: To obtain the equivalent of Australian currency in other currencies (Sterling, Fiji, New Zealand, French Pacific francs) see page 171.

FROM SYDNEY (Aust. currency) TO—

	Single	Return	Table
	£ s. d.	£ s. d.	No.
Moresby	51 5 0	92 5 0	2
Lae	62 15 0	112 19 0	2
Rabaul	72 9 0	130 9 0	2, 3
Noumea	51 4 0	92 4 0	2
Honolulu	94 5 0	169 13 0	2, 5
Norfolk Is.	27 10 0	49 10 0	8
Lord Howe	12 15 0	25 10 0	7
Nadi	76 0 0	136 16 0	1
Suva	81 3 0	147 2 0	1, 17
Auckland	52 10 0	94 10 0	13
Christchurch	52 10 0	94 10 0	14

FROM SYDNEY (Aust. currency) TO—

	£ s. d.	£ s. d.	No.
Honolulu	252 5 0	454 1 0	1
S. Francisco	312 10 0	562 10 0	1
Vancouver	312 10 0	562 10 0	1
Apia	109 5 0	197 14 0	1, 17
Papeete	183 15 0	331 16 0	1, 21
Aitutaki	150 0 0	271 0 0	1, 21
Blak	90 0 0	162 0 0	4

FROM AUCKLAND (NZ currency) TO—

	£ s. d.	£ s. d.	No.
Apia	61 17 6	111 12 0	18, 19
Aitutaki	92 16 0	168 6 0	18, 21
Nadi	39 7 0	70 17 0	18
Norfolk Is.	19 15 0	35 11 0	12
Papeete	113 7 0	206 2 0	18, 21

FROM SUVA (Fiji currency) TO—

	£ s. d.	£ s. d.	No.
Apia	25 0 0	45 0 0	19, 21
Aitutaki	57 15 0	103 19 0	17, 21
Papeete	82 14 0	148 18 0	17, 21

Fares quoted are First-Class. Cheaper Tourist Class fares (approx. 20 per cent. lower) are available to most ports. Fares to points east of Nadi include air connection to Suva by Fiji Airways.

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COPRA ESTATE. The "Naqilai" freehold copra plantation on the beautiful island of Taveuni, Fiji, comprising 303 acres, is offered at £25,000 cash. Copra output 100 tons, soundly built homestead, plentiful piped water, outstanding copra dryers, store premises, labour lines, 1½ ton truck, cattle, etc. Further particulars are available from Messrs. Munro, Warren, Leys & Kermode, Solicitors, Suva, Fiji.

FLEETS.—18 ft. cabin launch, 3 years old, 6 h.p. CLAE, £300. 30 ft. Tahitian ketch, built 1952, near new 20 h.p. mar. diesel, fully found, £3,150. New 45 ft. sharpie workboat hull, fully planked but not decked, £2,100 as is. 45 ft. carvel workboat, Gray diesel, £4,750. **Fleets**, 525 Stanley St., South Brisbane, Queensland, Australia.

ISLAND VESSELS under construction. 40 ft. army-type workboat, wheelhouse and accommodation fwd., and large open cockpit. 40 ft. raised-deck workboat wheelhouse, and large hold for cargo below decks. 45 ft. raised-deck workboat, for cargo and personnel. Above vessels are of sturdy construction, built to rigid specifications. Delivery at short notice. Specifications, price, etc., will be supplied on request. Builders: **Wynne S. Breden Pty. Ltd.**, "Phoenix Shipyards", Newcastle, N.S.W.

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ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD. Catalogues issued and sent free on application. Correspondence invited. **Berkelouw**, 114 King St., Sydney. Telephone: BW 7874.

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WORLD-WIDE REGISTRATION SOCIETY, a non-profit organisation, offers you the opportunity to meet friends of all ages anywhere in the world. Many of our members in U.S.A., Canada and South America will shortly be visiting Australia, New Zealand and the Pacific Islands. For membership, send full particulars by air-mail to: **Secretary**, 11 Sutherland Ave., Toronto 13, Ontario, Canada.

FIJI—"The Crossroads of the Pacific". Headquarters, World's leading Society (Est. 1933) providing world-wide correspondents interested in British Colonies and Pacific Islands study and friendly exchange of ideas and hobbies as Philately, Conchology, etc. Write for specimen copy Club journal "Island Life" and application form, to **Secretary**, South Sea Island Correspondence Club, Natuvu, Fiji Is.

SERVICES

WATCH REPAIRS to all brands of watches. Send your repairs directly to the only Swiss watchmaker giving service to the Pacific Islands. Rapid service—all work guaranteed. **Swiss-Clox Watch Service**, 9 Garner Avenue, French's Forest, Sydney, Australia.

STAMPS WANTED

WANTED TO BUY, used French O (Polynesia) stamps on cover. Will pay per 20 covers. **R. L. Jorgensen**, 1743. man St., Glenview, Illinois, U.S.A.

TRADE ENQUIRIES

C. S. & JOHNSON YOUNG CO., P.C. 3038, Hong Kong. Cable address: "Hong Kong Manufacturers' Representatives. Enquiries cordially solicited. on application. Samples available.

TENDERS INVITED

GRAND PACIFIC HOTEL, Suva, Fiji

Offered on 99-year Lease

Tenders are invited by the Government of Fiji for a 99-year lease of the world famous Grand Pacific Hotel, Suva.

A ground rental of £5 per annum will be charged for the first 25 years of the lease, provided the successful tenderer is prepared to modernise, and enlarge the hotel as a condition of the lease. Tenders should, therefore, take the following into account: (a) capital sum for purchase of hotel building and other improvements; (b) description of intended modernisation, with capital valuation thereof. Tenders close at noon (Fijian time) Tuesday, March 31, 1959. Further details and other requirements of tenders together with an illustrated brochure showing the hotel and its attractive surroundings may be obtained by bona fide applicants from the:

PUBLIC RELATIONS OFFICE
Government Buildings, Suva, Fiji.



AMERICAN DOLLARS FOR BUTTERFLIES

From all islands in the Pacific

Any boy or girl scout, student, teacher, hobbyist or nature lover, in fact anyone on an island in the Pacific can earn American dollars from this fascinating hobby. We would like to receive butterflies from any Islanders who are now collecting and know how to send perfect butterflies. Specimens from New Guinea, Indonesia, Borneo and Malaya especially required. Will pay for any perfect specimens received. Write for free instructions, concerning collecting, packing, etc.

BUTTERFLY ART

289-297 East 98th Street, Brooklyn 12, N.Y., U.S.A.

Pacific Commerce and Produce

pects Of NG ldfields Ltd.

ere has been some movement
he shares of New Guinea Gold-
s Ltd. lately—probably the re-
of the reported discovery of a
new lode in the area feeding
Golden Ridges mill. But any
ard movement has been slight.
e shares—nominally worth 3/6
ve been quoted at about 2/8
2/9, and as there seems to be
gular dividend of 3d. per share
(of 3/6) this gives the investor
t 12½ per cent.

E Directors have played down
the value of the new lode—its
advantages cannot be assessed
it has been explored.

a frank statement at the
al general meeting in December,
rman J. Kruttschnitt said the
pany was faced with some loss
venue because of the huge
slide of December 31, 1957, which
ally ended the Company's joint
ations with Koranga Sluicing,
h hitherto had returned a
y income. The future of the
operations is still obscure.
is had been countered to some
nt by increased revenues from
nilling and from trading, and
e could be more profit also from
e-growing.

he chairman said: "With the
culties that have still to be
come as a result of the Koranga
slide, and the absence as yet
ny clear lode formation follow-
our extensive exploration and
lopment—although these show
ise—I do not feel justified in
icting that the outcome for the
ent year will be any better than
of the year just reviewed."

Wau, in January, Mr. John

Cliffside, the mining property
the Upper Bulolo Valley,
F, owned by Mrs. Doris Booth,
d worked by her for about
years, is now being worked
Bulolo Gold Dredging on
bute.

Mrs. Booth worked the lease
rself for years, but after the
r was assisted by her brother,
r. Norman Wilde. Since Mr.
ilde's death, a couple of years
o, she has been back on the
b again. The new arrange-
ent gives her a lot more free-
m—either to live in her house
ar the Wau airstrip, or to
avel.

Hohnen, Managing Director of NGG,
said that the new lode was in-
teresting but as yet quite unproven.

Publicity Run Wild

He attributed the publicity about
it to the over-enthusiasm of a
journalist visiting Wau. Mr.
Hohnen had offered to seek
authority from his Board to give
the official story of the lode to the
journalist; but before anything
could be done, the journalist had
written his own story; this had
been taken up in Port Moresby; and
finally the Australian newspapers
had chased after the rabbit.

The unjustified publicity probably
caused the Board of NGG some
embarrassment. The annual general
meeting of the shareholders had
been held three days previously and
there was no mention there by the
Directors of the "sensational strike"
—for the excellent reason that they
had the value of the "discovery" in
its right perspective.

If the lode lives up to its original
promise—and due to the extraor-
inary geological formation of New
Guinea, lodes frequently do not—
then NNG shareholders may be get-
ting higher dividends next year.

But to broadcast that the dis-
covery "would revive the life of
Morobe goldfields" is sheer nonsense.

Increased Gold Price Vital To NG Industry

WHAT would be a shot-in-the-
arm to New Guinea goldmin-
ing generally, would be a rise
in the price of gold, which has re-
mained at the fixed price of £15/12/2
per fine ounce since 1946-47.

Since the war, the cost of gold-
mining has gone up about 500 per
cent.; but the price of gold is only
about double what it was in 1939.

In the heyday of the Morobe rush,
gold was around £4 per fine ounce,
although Morobe alluvial miners did
not get that, as alluvial gold there-
abouts is about half silver (as NNG
returns show today). However, they
got it in fantastic quantities and
at a relatively low cost. As a result,
many fortunes were made.

On the Sepik goldfield, alluvial
gold had a very low silver content,
and miners there got around £7 per
ounce for it in the mid-thirties. With
one exception, no fortunes were
made on the Sepik field, although
numerous miners made a comfort-
able living from large sluicing
claims.

The Sepik field is now virtually
abandoned by Europeans, and the
Morobe field looks as though it

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BOOK FOR SALE

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BY PERCY CHATTERTON, LCP

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Guinea

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Moresby and Lae or from the
Publishers — Pacific Publica-
tions Pty. Ltd., 29 Alberta
Street, SYDNEY.

(The Dialect of Motuan which was
adopted for use by the Papuan
Police is extensively used in Papua
instead of Pidgin English; and this
Primer, by the Rev. Percy
Chatterton, contains an outline of
Grammar and Sentence Con-
struction, with lists of the
commoner words).

could soon follow suit. Apart from native mining (mostly in the New Guinea Eastern Highlands) there can be no real future for the industry without a rise in gold price.

A rise of even a few pounds per ounce would make "fringe areas" immediately workable and would permit big concerns like New Guinea Goldfields and Bulolo Gold Dredging to work large areas that are now completely uneconomic.

The fixed price of gold is completely unreal in relation to the price to which other basic commodities have soared since the end of World War II. If gold had kept pace with other commodities, it would now be at least £60 per ounce. It needs little imagination to see what a transformation would come over the industry in New Guinea if anything remotely like that price were possible.

The United States—into which is sunk most gold from the Western world—has, up to date, remained adamant that gold should remain at its present fixed price.

The only factor that mitigates against the New Guinea gold industry sinking completely out of sight is the Australian Commonwealth Government's gold subsidy. This has kept the industry alive in spite of all the Papua-New Guinea Administration could do in the reverse direction.

During the war, gold-mining installations were virtually wiped out and companies and individuals had to start again from scratch. Rehabilitation was assisted by war-damage compensation, but for some it was an uphill battle to get started again.

The Administration, from the re-commencement of goldmining, insisted on its 5 per cent. royalty on each ounce of gold exported. This does not sound excessive; but, in the immediate post-war years, in companies like New Guinea Goldfields, the gold royalty actually ate up 75 per cent. of net profit of the company.

In the last couple of years gold royalty has been reduced to £1.5 per cent.

Enterprise Gets Its Oil Permit Back

Enterprise of New Guinea Gold and Petroleum Development, which has been trying since the middle of last year to (a) get an explanation as to why its permit to search for oil in the Sepik District of New Guinea, first issued in 1954, was not renewed; and (b) to have it renewed, were informed in January that subject to certain conditions, the permit has been approved from March 1, 1959.

The conditions are that the company has sufficient funds to conduct an aerial photographic survey of a portion of the permit area; to complete the gravity traverses from the eastern to the western edge of the sedimentary basin and the proposed core drilling programme planned for 1957.

In order to do this the directors propose to immediately offer the unissued shares in the hands of the company at

par (1/- per share) to shareholders who may apply on the basis of one share for each two shares at present held, or for any such greater or lesser number of shares they desire. (The whole of the amount subscribed for these shares is now an allowable deduction for Income Tax purposes).

On the goldmining side, the mine manager in the Territory reports that a parallel lode has been located 40 feet west of the No. 1 lode, and that a cross-cut is being driven in from the No. 1 level (75 ft. from surface), to try to intercept the lode. Values in the new lode have tested at 10 to 15 dwt. to the ton.

A new adit has been commenced below No. 2 level to find out how the lode behaves between No. 2 and No. 3 levels.

NGG January Production

New Guinea Goldfields operating report for January shows that from Golden Ridges mill, 1,082 oz of fine gold and 1,273 oz fine silver were recovered from 4,333 tons of ore treated (gold assay: 0.273 oz per ton). Golden Ridges alluvials produced 53 oz of gold bullion; there was no clean-up at Koranga alluvials; tributes produced 33 oz of gold bullion; and timber production was 139,503 su. ft.

BP Trust Pays Bigger Dividend

Burns Philp Trust Company has raised its dividend again—from 6 per cent. to 7 per cent. Last year the company increased dividend from 5 per cent. to 6 per cent.

However, this is only the third time it has declared a dividend in the 21 years of its existence.

The company was formed as a Burns Philp subsidiary in 1938 and since has made steady if unspectacular progress. The chairman (Mr. James Burns) said at the annual general meeting in January, that the company has been receiving a fair share of trustee business.

Norfolk Is. Board Is Unchanged

Messrs. S. G. White and M. L. Hopkinson, retiring directors of Norfolk Island and Byron Bay Whaling Co., Ltd., have been re-elected by poll. The nomination of Mr. G. H. Leaver was defeated.

Bulolo Gold's Dwindling Values

Slowly and steadily, as the ground is worked out, the earnings of Bulolo Gold Dredging, Ltd.—once a spectacular money-maker—are dwindling. There now is only one dredge operating, where once there were eight.

In the three months ended November 30 last, the yardage dredged was 1,614,900, compared with 1,793,400 in the same quarter of 1957. In the same comparison, the fine gold recovered fell from 9,192 ounces in 1957 to 5,716 in 1958. The value per yard was 12.79 cents in 1958, and 17.94 cents a year earlier.

The Stock Market

During the month under review, the Sydney Stock Exchange index for ordinary shares moved up a few more points, to reach 233.54 on February 6.

This upswing, which was evident in the second week in January, had nothing to do with the slightly improved outlook for wool, which rose by about 5 per cent. in late January-early February.

In the first week of February, also, came a brief statement of Australia's

national profit-and-loss account for last six months of 1958. This shows conclusively that if it had not been for some people are calling a "freak" of foreign investment capital, Australia's Territories would be in for more drastic import-cuts.

In the last half of the year, Australia had a trade deficit of £130 million, caused principally by the low price have prevailed for wool. In the period, the rate of private capital from abroad jumped about £60 million to a rate of £180 million per annum. It is very gratifying; but financial figures are wondering why, and asking figures can be believed.

Biggest industrial news of the year was the announcement that a synthetic rubber plant will be built at Altona, Melbourne, Victoria, in conjunction with Standard-Vacuum's refinery there. Australian consumption of synthetic rubber (all imported) was 16,000 tons in 1962. It was used mainly in motor tyre. It is expected that consumption have risen to upwards of 25,000 tons per year.

Production from the Altona plant not expected to affect the market for natural rubber, 34,000 tons of which consumed in Australia last year. Synthetic and natural rubber have individual uses but, up to the present, natural rubber has had the edge over synthetic when it came to price. It is not expected that the Altona plant will produce cheaper synthetic rubber; but it will mean a saving in the cost of dollar currency.

SYDNEY SALES PRICES

	Jan. 9	Feb.
Burns Philp	61/6	64/
Burns Philp (SS)	48/-	48/
C.S.R.	£42/17/6	£43/
Dylup Plantations	16/-	17/
Hackshalls	48/9	48/
Kauri Timbers	N.Q.	19/
Kerema Rubber	10/6	10/
Koitaki	13/3	13/
Lolorua	6/9	7/
Mariboi	7/-	7/
Norfolk Is. Whaling	2/9	2/
Queensland Insurance	68/-	70/
Rubberlands	5/11	6/
Sthn. Pac. Insurance	16/-	16/
Steamships Trading	50/-	53/
W. R. Carpenter Hold.	17/-	16/
Timor Oil	6/3	6/

OIL AND MINING SHARES FIJI

	July 9, '58	Jan. 9, '59	Feb.
Emperor	b5/9	89/-	N.Q.
Loloma		b30/-	b31/

PAPUA-NEW GUINEA

	b35/-	b33/-	b34/-
Bulolo	b35/-	b33/-	b34/-
N.G.G. Ltd.	b1/9½	b2/7	b2/1
Oil Search	b2/6	b8/2	b9/9
Ent. of N.G.	b7d	b6d	b7d
Papuan Apin	b9d	b4/6	b4/8
do. opt.	b6½d	b2/3½	2/2
Placer Dev.	b86/6	b91/6	b93/
Sandy Creek	b4d	b3d	b6d

ISLANDS PRODUCE

(Unless otherwise stated, quotations in Australian currency. Aust. £ eq approximately 16/- Stg., NZ, or Samoa; 18/- Fiji; 20/- Tonga, Solomon WPHC areas; 168 Pac. Frs.; SUS 2.20-2.

COPRA

The British Ministry of Food 9-year Contract, which governed Copra prices in Papua and New Guinea, Fiji, West Samoa, Solomon Islands, and Gilbert, Ellice Colony (and, to some extent, Tonga and Cook Islands) expired on

per 31, 1957; since when each Territory has made its own arrangements for export and marketing of copra.

PAPUA-NEW GUINEA:—All production delivered to Copra Marketing Board, controlled by six members, including three producers' representatives; and the Board controls distribution and sales, and makes payments to the producers. Production mainly to (a) Unilever (under contract covering 1959), (b) Australia (for consumption) and (c) crushing-mill at Rabaul. Prices generally arranged in accordance with ruling rate in Philippines, but with premiums for hot-air dried.

Tentative Price For New Guinea

From January 1, 1959, P-N.G. Copra Board announces "Tentative Prices", for hot-air dried main ports: Hot-Air Dried, 1st grade, £A54 per ton; 2nd grade, £A53/7/6.

FIJI:—No Government control—producers where they wish. Bulk of copra goes to crushing-mill in Suva, whose price chart, Suva, is announced each week. February 2, prices were, HAD, 1st grade, £F83; FM2, £81/15/-; 2nd grade, £F83; FM2, £81/15/-.

STERK SAMOA:—Official Copra Board receives all production, and sells and makes payments to producers. Proportion goes to Unilever, at prices FM grade rates, plus premium up to £Stg.3 per ton for hot-air dried. Prices announced December, 1958, to operate till further notice: Hot-air dried £S.61/10/6 per ton; sun-dried, 1st grade, £S.59/0/6; sun-dried, No. 2, £S.57/10/6.

NGA:—Sales are under Government control. Part of production goes to Europe, arrangement with Unilever controlled by Philippines prices, and part to open market.

LOMONS:—All production marketed through official Copra Board, at prices ruling on Philippines market. Price effective February: 1st grade, £A70; 2nd grade, £A68; 3rd grade, £A64 per ton, BSIP ports.

ALBERT AND ELLICE:—Production marketed in Europe through official Copra Board, at prices based on Philippines, less "stabilisation fund" charges.

SAMOA:—Producers receive 4 cents lb. (19.6 or £A40 approx. per long ton). Price bonus, if average proceeds exceed ruling buying price and expenses.

NEW HEBRIDES:—On January 30 price £A65 per ton, delivered Vila/Santo. Same date, price was 125,000 Metrop. tons per metric ton, c.i.f. Marseilles.

COOK ISLANDS:—Price fixed for first half of 1959, approx. £NZ69 per ton f.o.b., Tonga, plus allowance 25/- for top sun-dried and £1 for bags. Charges (light, storage, etc.) greatly reduce price in outer islands.

OTHER PRODUCE

COCA:—Islands prices are based on the price for Ghana cocoa which, on Feb. 6, £Stg.272/10/- per ton, c.i.f., London. Large W. African crops is expected this year and prices may ease farther.

SAMOA:—Nominal price quoted in early February £S280, f.o.b., Apia. N.G.: February 6, £A335 ex-wharf, Suva.

COFFEE:—P-N.G.: February 6, 4/- per lb. f.o.b. Sydney, was generally quoted. Prices continue plentiful.

January quotes for Kenya coffee, 1st grade, c.i.f. Sydney, were: A grade, £434; B grade, £Stg.370; C grade, £325; undergradings, £Stg.270.

NUTS:—P-N.G.: Feb. 6: Kernels 1/8 into store; virtually no sale in Suva at present for nuts in shell.

BEEF:—P-N.G. price is based on export rate, which on Feb. 6, was: No. 1, spot, 86% Straits cents per lb (Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on Feb. 6: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 72/-, Green 70/-.

RICE (Australian):—Price from May 1, 1958—P-N.G.: Dry brown and dressed, 112 lb bags, 5 tons and over, £61/10/- per ton, f.o.w.; under 5 tons £62 per ton. Vitamised and enriched white, 112 lb bags, 5 tons and over, £68 per ton, f.o.w.; under 5 tons, £68/10/- per ton.

Other Pac. Islands: Dry, brown, etc., £70 per ton, f.o.w., Sydney or Melbourne.

PEARL SHELL:—February quotations by independent pearl shellers for: Sound, £A750; D, £A550; E, £A225; EE, £A150 (in store Sydney). Manihiki lagoon still closed; Penrhyn, £Stg.415, f.o.b., Rarotonga, nominal.

TROCHUS:—Supplies now plentiful but no demand; nominal £A325, ex-wharf, Sydney.

GREEN SNAIL:—Supplies light and could be increased to meet demand. £A350 per ton, ex-wharf quoted.

London and US Quotations

Copra: London, February 6, Philippines in bulk, \$260 per ton c.i.f., UK/North European ports. Straits/Borneo FMS, del. weights, c.i.f., UK/North European ports £Stg.93. New York: February 6, Philippines, \$252 per ton c.i.f. Pacific coast ports.

(£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil: London, February 6, Ceylon in bulk, £Stg.131 per ton, c.i.f. UK/North European ports. Straits/Borneo, £Stg.132 per ton c.i.f.

Rubber: London, Feb. 6, RSS No. 1, spot, 25½d Stg. per lb; April-June, 25½d Stg. per lb; Dec., '59, 25½d Stg. per lb.

EXCHANGE RATES

FIJI:—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/2/6; Selling, £A113. Fiji-London, basis £100 London: B. £110/15/-; S. £112. NZ-Fiji, basis £100 NZ: B. £111/11/9; S. £110/4/3.

SAMOA:—Through BANK OF NZ. Australia on Samoa, basis £100 Samoa: B. £A123/12/6; S. £124/10/9. Samoa-

London, basis £100 London: B. £99/7/6; S. £101/10/-; Samoa-NZ, basis £100 NZ: B. £100; S. £100/10/-; Samoa-Fiji, basis £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth Bank quotes exchange rate Australia - Norfolk Island: 5/- per £A100.

PAPUA - NG. - COMMONWEALTH BANK (Pt. Moresby, Lae, Rabaul, Goroka, Bulolo, Kavieng, Madang, Wewak), BANK OF NSW (branches: Port Moresby, Lae, Bulolo, Rabaul, Madang, Samarai, Goroka; agencies: Wau, Boroko, Kokopo), ANZ BANK (Port Moresby, Lae, Rabaul) and NATIONAL BANK OF ASIA. (Port Moresby) quote exchange rate Australia-Papua-NG: 10/- per £A100.

FR. PACIFIC COLONIES.—Pacific francs, most valuable of the three franc groups in French Union, are used in New Caledonia, New Hebrides, and Fr. Polynesia.

FRENCH BANK (Comptoir National D'Escompte de Paris) in Sydney Jan. 1959, quotes: Selling, Noumea, 195 Pac. francs to £ Aust.; Papeete, 194 Pac. francs to £ Aust.; 246 Pac. francs to £ Stg.; 89.05 Pac. francs to US \$. Selling 13.76 heavy francs (1,376 ordinary Metrop. francs) to £ Stg.

COOKS-NIUE-TOKELAUS COPRA SALES

All Cook Islands, Niue, and Tokelau Islands copra is at present purchased by Abels, Ltd., of Auckland, who own the only copra crushing mill in New Zealand. The exporters are not bound to sell to this firm, but in actual practice these territories do not produce sufficient copra to warrant a call by vessels loading for any but the New Zealand market. Further the price paid by Abels, Ltd., is fully in line with the Unilever Contract price as received in a number of other Territories, including Western Samoa.

The Cooks-Niue-Tokelau price is adjusted every six months and is set at the average Unilever price of the preceding six months. The price for the second half of 1958 was £NZ58/15/- basic, plus £1/5/- per ton for first grade kiln dried, plus £1 per ton allowance on cost of sacks—there is no bulk shipment. Thus the top price was £NZ53.

The price for the first half of 1959 was to be approximately £NZ69, f.o.b. Rarotonga-Niue-Tokelau.

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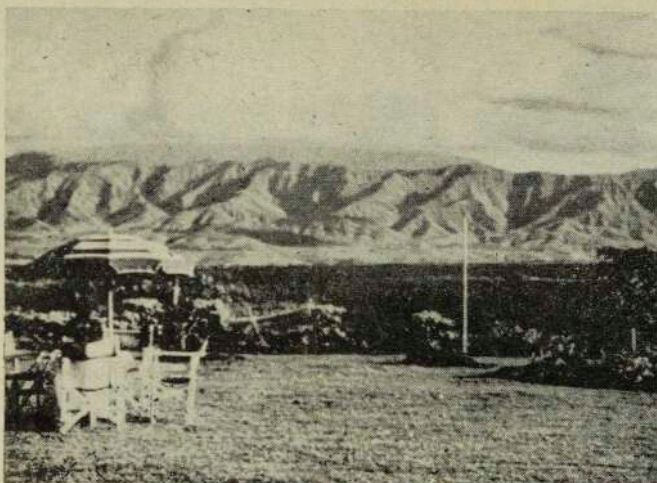
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Angliss, W. & Co.	150	K.L.M.	
Arnott, Wm.	130	Kopsen & Co.	
Aspro	64	Lawrence, A.	
Aust. Cotton Co.	90	McIlraith's	
A.W.A.	118	Mac. Robertson	
Ballina Slipway	100	Matson Lines	
BALM Paints	40	Mendaco	
Bank of NSW	136	Millers Ltd.	
Berger Paints	146	Morton, P. G.	
Bethell, Gwyn	161	M. H. Ltd.	2
Blaxland-Rae	103	Mullaly & By	
Booth N. G.	24	Mungo Scott	
B.O.A.C.	162	Nathan & Wye	
Bradford Mills	66	Nestles	
Braybon Bros.	25, 125	N. & R.	
British Paints	12, 138	N.G. Aust. Line	
British United		Nile Products	
Dairies	96	Nixoderm	
Brunton & Co.	57	Northern Hotels	
Bunting, A. H.	90	N.Z.N.A.C.	
Bush, W. J., & Co.	72	P.A.A.	
Butterfly Supply	168	Pacific Mail Orc	
B.P. 41, 89, 98, 161		Pac. Shipbuilding	
Cadbury	6	Co.	
Caine's Studio	45	Parke Davis	
Carlton Breweries	42	Penfold, W. C.	
Carpenter Ltd. cov 4,		Phillips	3
Cecil, The Hotel	119	P. I. Line	
Colgate	74, 116	Piccaninny Wax	
Colman's Mustard	129	Qantas	
Colonial Meat	120	Qld. Insurance	
Colyer Watson	96	Ransomes, Simr	
C'wealth Bank	122	& Jeffries Ltd	
Crammond Co.	70	Rohu, Sil	
Cooper Manufac-		Scott & Bowne	
turing Co.	iii	Seward Ltd.	
Crouch, H. W.	56	Shaw Savill	
C.S.R. Co.	157	Sisalcraft	
Cystex	65	Sparklets Ltd.	
Davison Paints Ltd.	1	S.T.C. Co.	
De La Salle		Stapleton, J.	
College	149	Stewarts Lloyds	
Donald Ltd.	51	S. P. Brewery	
Douglass, W. Co.	71	Sthn. Pac. Ins.	
Dunlop Rubber	152	Sullivan Ltd.	
Dunsford, Capt.		Tait, W. S.	
G.	103	Taikoo Dockyard	
Econo Steel	132	Tailorman & Co.	
East Coast Agency	45	Tatham, S. E.	
Filmo Depot	28, 45	Taubmans Ltd.	
Frigate Rum	95	T.E.A.L.	
Gardner Eng.	104	Thornycroft Co.	
Gillespie Bros.	48	Tongala Milk	
Gilbey, W. & A.	2	Tooth & Co.	
Gillespie, R.	114	Tulloch Ltd.	
Glazebrooks Paints	7	Turners	
Glaxo Lab.	71	Growers	
Goodyear Tyre Co.	46	Tyneside Eng.	
Gordon's Gin	52	United Insurance	
Goroka Hotel	172	U.R.D.	
G.P.H. (Suva)	160, 168	Ventura	
Grove Ltd.	56, 72	Victa Mowers	
Halvorsen, B.	102	Vincent's APC	
Harris, K.	64	Vi-Stim	
Harvey Trinder	3	Walkers Ltd.	
Hastings		Warnock	
Diesels	62, 94	Walpamur Co. Lt	
Hellaby Ltd.	67	Waters, Edwd.	
Hemingway Robert-		Webster, D.	
son Institute	52	Western Accept.	
Honk Kong Dock		Westfield Meats	
Co.	102	Weymark Pty. Ltd	
Howard Auto-		White Rose Flou	
Cultivators P/L	134	Wilhelmsen, W.	
Hytet Co.	152	Wills Ltd.	
I.C.I.	58	W. J. Manufactur	
Industrial Enter-		ing Co.	
prises Ltd.	80	Wright & Co.	
International		Wrigley's	
Harvester . cov. ii		Wunderlich Ltd.	
Kanimbla Hall	28	Yorkshire Ins.	

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