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PACIFIC ISLANDS Monthly

MARCH, 1959
Vol. XXIX. No. 8.

The South Pacific is home to many races. Here is an attractive sample of the big Indian community, photographed at the official opening of the Shri Vivekananda Indian High School at Nadi, Fiji, in February. The girls performed traditional Indian dances at the opening.

—Rob Wright, Fiji PRO.

blished 1930

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THE WORLD-WIDE AIRLINE
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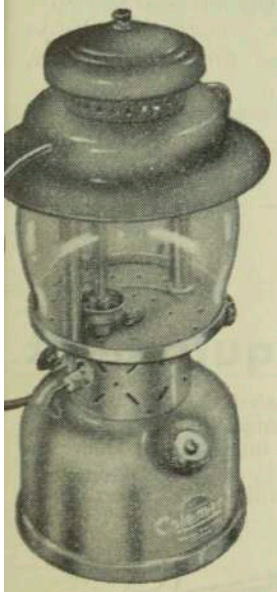
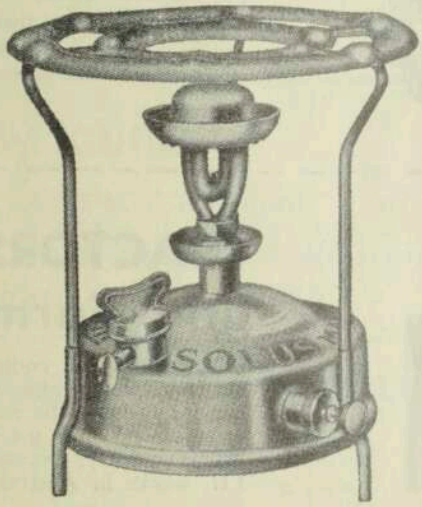
Coleman Coleman Coleman

Your Guarantee of Satisfaction Backed by Established Service

Depots Throughout the Islands





LANTERNS

gned to withstand heavy usage exposure to all weathers these sene lanterns have built in natic jet cleaning needles, / air-seals on pumps and heat shock proof globes. They ot spill and burn safely in position. Two sizes.

SOLUS STOVES

Coleman Solus Kerosene stoves are sturdily constructed with heavy brass pressure-tested tanks. The burners are of high grade brass containing a high copper content for good heat conductivity. All parts are interchangeable with similar stoves. Available in Silent and Roarer types.

KEROMAN LAMPS

Table lamps of lasting quality finished in polished brass. Burns kerosene and gives a brilliant yet pleasant incandescent white light. Has centre draught feature with heat resisting glass chimney. No pumping or preheating is necessary. Height 24 in. Diameter of base 7¼ ins. Weight 3 lbs.

Gillespies' for Service

YOUNG ST., SYDNEY

ROBERT GILLESPIE Pty. Ltd.

Phone: BU 2221
Cables "Robergill"

ROBERT GILLESPIE (N.G.) LTD.
Lae, Madang, Rabaul, Port Moresby

PEARCE & CO. LTD.,
Suva for Fiji Islands

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MOTOR TRUCKS

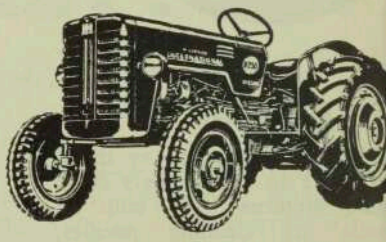
International trucks are available in a wide range of models for all hauling jobs. There is a stylish one-ton pick-up with standard or 4-wheel drive and models up through the range to the AA-160 series illustrated. These big, brawny trucks are also in standard or 4-wheel drive and have available a 2-speed rear axle. They handle the big jobs over the toughest terrain with ease. International trucks are renowned for their rugged strength, reliability, styling and low-cost operation.

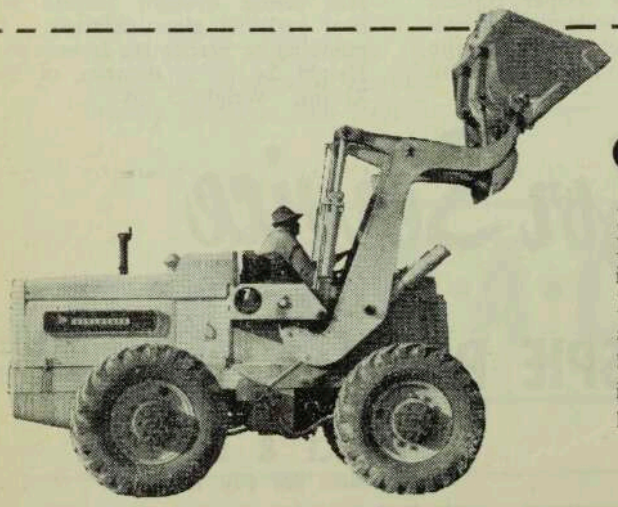
You can rely on IH

INTERNATIONAL HARVESTER PRODUCTS

TRACTORS and Farm Equipment

For tractors and equipment whether for cultivating, clearing plantations, or maintaining airstrips, you can safely leave the job to an International Harvester product. You'll get a quality product and you'll get it quickly, because it will come direct from I.H. works in Australia.





Construction Equipment

For those big, specialised jobs there is also an International Harvester product. Big Payloaders as illustrated, mighty 25 ton Payload, Payhauler trucks, Bulldozer blades, mobile cranes, etc. There is an interesting new range of big equipment now being manufactured in Australia. All I.H. equipment is available to you through the I.H. distributor listed on the opposite page.

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International Harvester

represented in the Islands

these well-known organizations—

PAPUA AND NEW GUINEA:
Steamships Trading Company Limited, Port Moresby and Samarai.
Dealers: New Guinea Goldfields Ltd., Wau and Lae.
Rabaul Trading Co. Ltd., Rabaul.

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H. Englebert n.v.,
Hollandia.

SOLOMON ISLANDS:
Mr. K. H. Dalrymple Hay,
Honiara.

NEW CALEDONIA:
Agence Automobile,
Noumea.

TAHITI:
Hintze & Company,
Papeete.

NEW HEBRIDES:
Kerr Bros. Pty. Ltd.,
Sydney.

FIJI:
Niranjan's Service Station,
Suva.

You are invited to contact the I.H. distributor for your area and ask for details of price and delivery of International Harvester products. Mention your kind of job and he will do the rest.

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ernational Harvester Company of Australia Pty. Ltd. District Sales Offices in Capital Cities of Australia.
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New Guinea Australia Line

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M.S. "SINKIANG"

M.S. "SHANSI"

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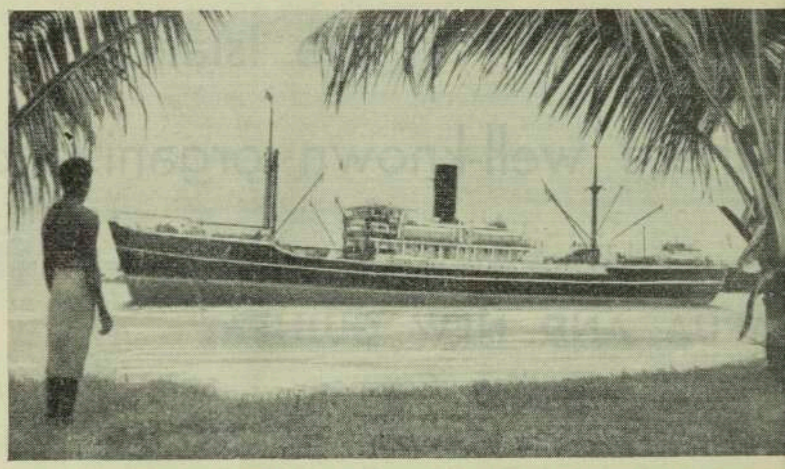

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PAPUA: Steamships Trading Co. Ltd., Port Moresby, Samarai . Cables: "Steamships".

NEW GUINEA: Colyer Watson (NG) Ltd., Lae, Madang, Rabaul. Cable: "Colyeram".
New Guinea Co. Ltd., Kavieng. Cable: "Camohe".

FIJI: Morris Hedstrom Ltd., Suva. Cable: "Deuba".

NEW HEBRIDES: Comptoirs Francais des Nouvelles Hebrides, Vila, Santo. Cable: "Comptoirs Francais".

NEW CALEDONIA: Etablissements Ballande, Noumea. Cable: "Ballande".

BRISBANE: Wills, Gilchrist & Sanderson Pty. Ltd., 400 Queen Stre Cable: "Wilgilsand".

MELBOURNE: John Sanderson (Shipping) Pty. Ltd., 111 William Stre Cable: "Syndicate".

ADELAIDE: George Wills & Co. Ltd., 33 Gilbert Place. Cab "Willsandco".

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, Osa Kobe. Cable: "Swire".

EASTERN MANAGERS: Butterfield & Swire, Hongkong. Cable: "Swir

SWIRE & YUILL PTY. LTD.

6 BRIDGE STREET, SYDNEY.
CABLES: "SWIRESHIP". BU 1712.

PEOPLE

NG's Director of Education, Mr. oscoe, visited Netherlands NG ebruary to study Dutch educa- methods. He admitted in Port sby before he left that he had studying the Dutch language last November to help read nt documents in Hollandia.

* * *

R. W. Maxwell, West Samoa's tor of Health, is due to retire tober, and may settle in Syd- Dr. Maxwell was in Fiji for ars, and took up his Samoa ntment after retiring from in 1956. He hopes before leav- Samoa to put in the ground of a full-scale campaign st tuberculosis, which will bly be launched in January.

d Marsters, chief citizen of lonely ton atoll, paid a courtesy call on NZ Minister J. Mathison, in Wellington in r. He was accompanied by his daughter, eka Marsters, of Hamilton, NZ. Mr. , Cook Islands Administration agent on ton, is a grandson of the William Mar- ho settled on Palmerston about 1860, d of one of the three Marsters families now living there.

Peter Brooke, a relative of Brooke and Rupert Brooke, roprietor of the former Teva which was once the home of Robert Keable, has taken an ntment as Resident Steward Royal Port Nicholson Yacht Wellington, NZ. After the Hotel—in Tahiti's Taravao t—was sold, Mr. Brooke man- he Lotus for a time, and more ly operated a launch service orea and also a chicken farm. nt to New Zealand in January.

The Best Protection —for YOUR Savings

The Commonwealth Savings Bank offers you the best protection for your savings right throughout the Islands. No matter where you go, you will find an office of the Bank.

There are branches at the following places:

Port Moresby	Rabaul	Bulolo
Goroka	Kavieng	Lae
Madang	Wewak	Norfolk Island
Honiara		

In addition, 64 agencies operate throughout Papua-New Guinea, 6 agencies in the Solomon Islands, and others at Fanning Island, Norfolk Island, Lord Howe Island, Nauru, and at Vila and Santo (New Hebrides).

For all your savings bank needs, use the Commonwealth Savings Bank — the bank that serves you best throughout the Islands and Australia.

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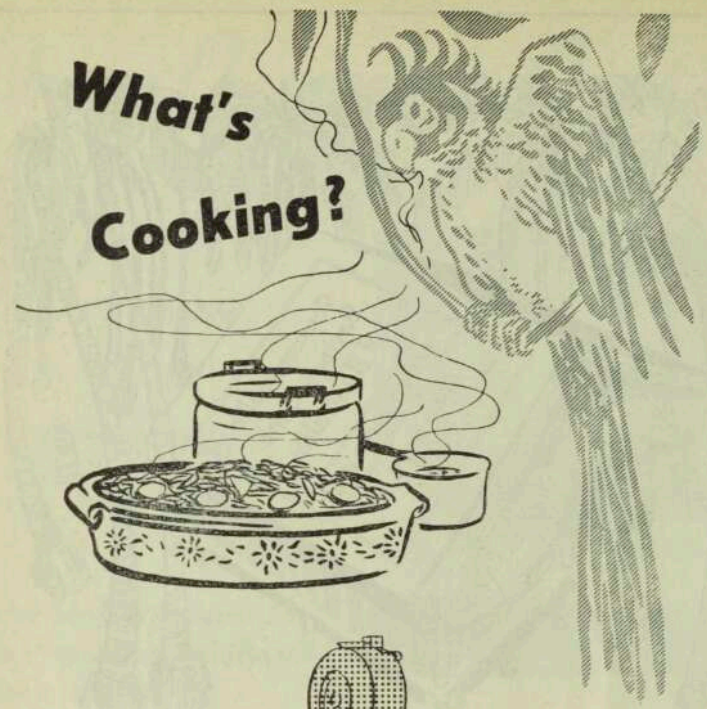
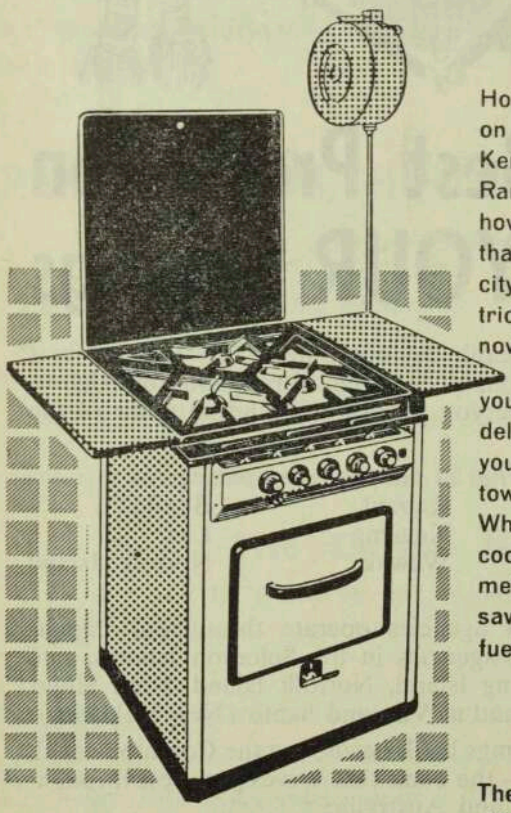




How easy to cook on the Philips' Kerosene Gas Range . . . . . and how wonderful that even without city gas or electricity you can now prepare in your home those delicious meals you tasted in town.

What is more, in cooking by this method you will save $$£££ on fuel bills.

PHILIPS

The Kerosene Kitchen Range

A product of

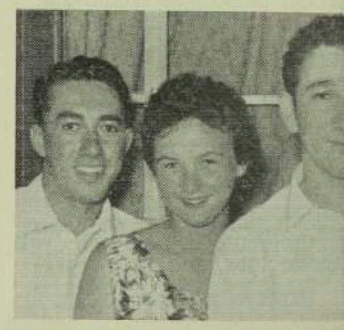
PHILIPS

Names of Philips' Representatives can be found on page 125.

Miss Greta Scott, of Raro
was married in Auckland in
ruary to Mr. J. J. W. Little,
Cook Islands Administration
Miss Scott's father, Mr. Harry
is associated with a clothing
facturing industry in Raroto

* * *

Captain Alex Frame, chie
of French Polynesia's local a
vice Reseau Aerien Interins
was in Auckland in February



In Sydney on a visit to the Polynesi
ciation, Norfolk Islanders Cam Quinta
Christian and Norris Buffett.
—Tel

The Hon. Havea Tu'iha'a
deputy-Premier of Tonga, a
in Auckland in the *Orsova* wit
Tu'iha'ateiho in February, a
few days later boarded the
Rangitata at Wellington en
to Europe for several months
day visit.

* * *

Mr. John Springford, forme
the Fruit Office, Rarotonga,
was recently appointed Trea
Niue Island Administration
Auckland in the *Tofua* in Feb
to take up his new appoint
Mrs. Springford was to follow
Mr. Jack Whitta, lately Tre
at Niue, has been transferr
Island Territories Department,
ington.

* * *

Mr. Maurice Hegan, in
years Chief Clerk of the
Islands Administration, has
appointed Administration
Department of Island Terri
Wellington. He succeeds Mr.
R. Heatley, who was re
appointed Resident Commiss
Niue Island.

* * *

Recent arrivals in the
Islands: Mr. and Mrs. F
Holland and two children
Holland takes up an appoin
as Chief Organising Teacher)
and Mrs. R. A. Kingstone and
children (Mr. Kingstone has
appointed Headmaster, Te
College, Rarotonga); Mr. and
C. P. Price and two children

e takes up an appointment as ncipal, Teachers Training lege, Rarotonga); Mr. I. G. and, new Cook Islands Inland enue Officer.

* * *

r. Charles Wager, formerly a police official and later en- d in the Fiji sugar industry, at- s the age of 80 on March 22. hall be celebrating", he writes Tuhun, South Queensland, I am sorry that there are so *Kai Vitis* here, to make it a *siga ni sucu*." Mr. Wager con- s to take a cheery and optimistic of life; but he breaks off his ative to roundly curse the mis- ings of his typewriter which, g to the fact that he now has rite letters with only one finger he serviceable hand will persist rinting u where i should be, turning his intended o's into He calls this "the vagaries of er Time".

a pretty picture as she signs the in the LMS Church, Pago Pago, n Samoa, is Mary Molio'o, after the marriage to Fuauli Tiumalux.
—Pan American Prints.

G Public Relations Officer, Kathleen Vellacott Jones. re- d to Port Moresby in February extended leave abroad. Mr. Len who had been relieving PRO, eturn to the Australian News nformation Bureau, Canberra.

* * *

er nearly six years in Port sby as manager of the ANZ . Mr. F. A. S. Robertson, and vife, sailed for Victoria in n, where Mr. Robertson will ge the Camberwell branch of ank.

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PREPARED WAX
FLOOR POLISH
FOR LINO, FLOORS, FURNITURE, LEATHER & MOTOR CARS

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PICCANINNY
BROWN STAIN FLOOR POLISH
For Jarrah, Cedar, Stained Floors & Woodwork

Piccaninny Polishes are manufactured by
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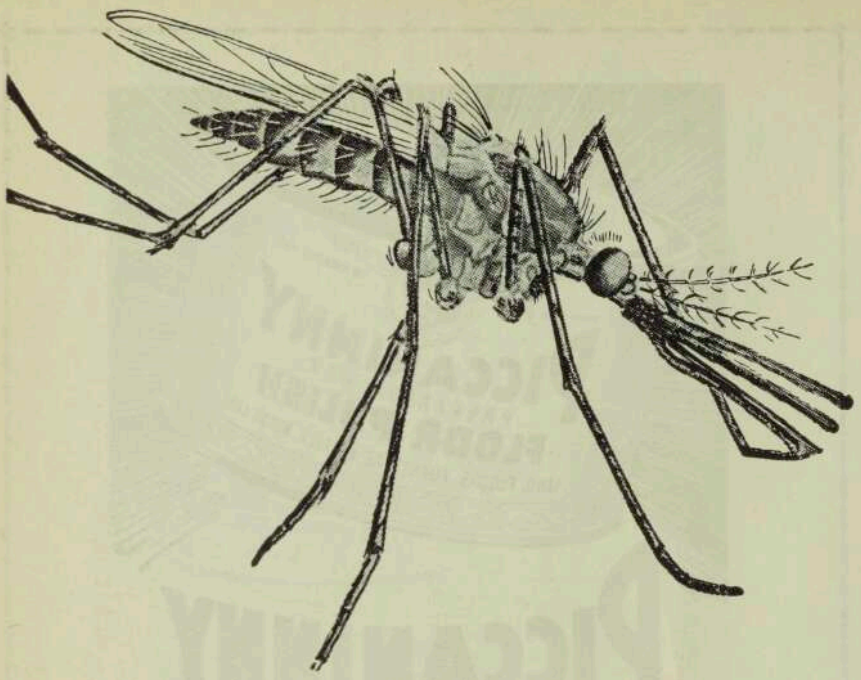

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CAMOQUIN TABLETS

Effective Single Dose Treatment for

MALARIA

SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

SUPPRESSIVE DOSE—

For Adults:

3 tablets to be taken as a single dose once weekly, or 1 tablet three times weekly.

For Children:

1-2 years, one INFANT FORMULA TABLET once weekly or half-tablet twice weekly.

3-5 years, two INFANT FORMULA TABLETS once weekly or one INFANT FORMULA TABLET twice weekly.

TREATMENT DOSE—

For Adults:

3 tablets taken as a single dose. A second dose of 3 tablets may be given in from 24-72 hours if fever has not subsided completely.

For Children:

1-2 years, one INFANT FORMULA TABLET as a single dose.

3-5 years, two INFANT FORMULA TABLETS as a single dose.

IMPORTANT:—CAMOQUIN should be taken immediately after or during a full meal.

Obtainable from all chemists and suppliers of PARKE-DAVIS products

PARKE, DAVIS & CO., LTD., SYDNEY

Mr. and Mrs. Robert Hilton, after their r in Auckland recently. The wedding Islands' interest, for both Mr. Hilton bride—Miss Elaine Jacka—were born i

Suva had a day of Pomp Circumstance recently when High Commissioner for Fran the Pacific, Monsieur L. Pec in company with Rear Ad Evenou, Commander-in-Chief French Naval Forces in the P paid an official visit. They a by the French frigate *F Garnier* and returned to Noum air after exchanging salutes v Fiji shore battery; inspecti guard of honour mounted b Fiji Military Force wearing s tunics and white sulus; plac wreath on a war memorial; lunching with the Governor o Sir Kenneth Maddocks and Maddocks.

Mr. Tau Cowan takes the hand of his d Miss Paula Cowan, as they leave home Joseph's Church, Rarotonga, Cook Islands Miss Cowan married Mr. Barry Lineen, land.

—D. C

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Mr. Ken Slater, who has spent t of his six years in Papua-New inea milking taipan and Papuan k snakes, has resigned from the G Department of Agriculture has gone to live in Australia. h his departure there is no one to do this job, even though the samples of Papuan black anti-ne arrived just before Mr. Slater In future those deady snakes have to be sent to Sydney to be lked"—and so Papua loses one er minor exports, snake venom, he value of about £400 per year.

more visitors to Wellington, NZ, in ary, were Mr. Eugene Paul (above), Leader overnment Business in the West Samoa ative Assembly, accompanied by Mr. Kurt , the NZ Islands Minister's representative board of directors of the Western Samoan Trust Estates Corporation.

n American woman, Miss cham Green, who entertained dreds of RAAF airmen in New during the war and who has paying a return visit to Aus-a recently, has now gone home. not before she dropped in on , chartered a plane there and

Kurt Meyer, who was on holiday in NZ in ary. He visited the NZ Islands Minister, Mathison, with Mr. Eugene Paul (above).

For swift, sure three-way relief from
HEADACHE & ALL PAIN
VINCENT'S A.P.C.
POWDERS & TABLETS
3 medicines in one!
ASPIRIN · PHENACETIN · CAFFEINE

Take VINCENT'S with CONFIDENCE
AVAILABLE EVERYWHERE AT ALL CHEMISTS AND STORES
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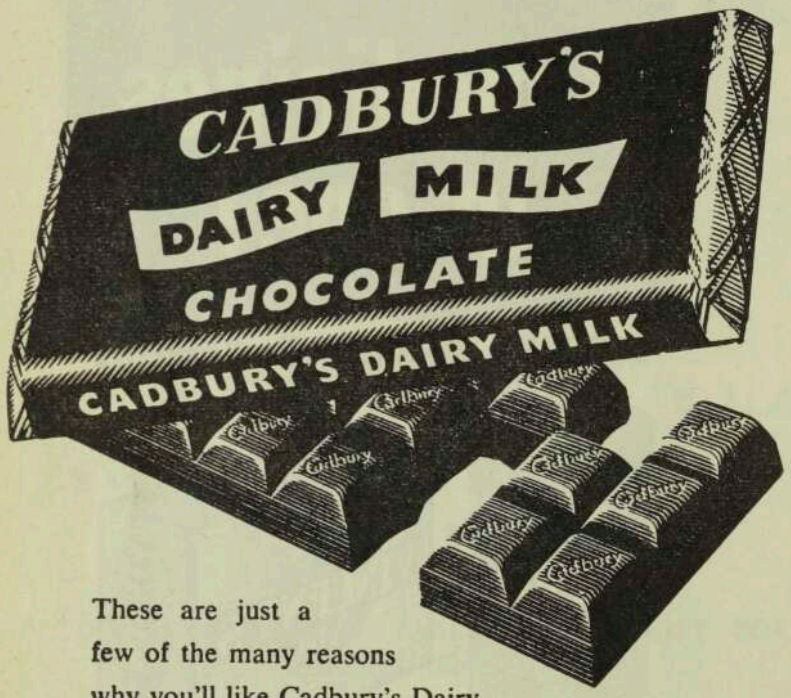
21 chunky squares

rich satisfying flavour

so smooth . . . so creamy

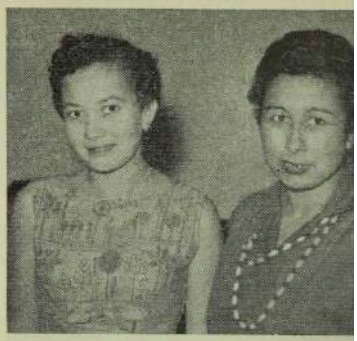


These are just a few of the many reasons why you'll like Cadbury's Dairy Milk Chocolate. Take a deep bite of Cadbury's Dairy Milk Chocolate. Mmm . . . it's so smooth . . . so creamy . . . so satisfying. There's wonderful eating enjoyment in each of the 21 thick, chunky squares. Nourishing, too; there's a glass and a half of pure, fresh, full-cream milk in every ¼ lb. Buy a block today.

Cadbury's Dairy Milk Chocolate

MD28/HP/8

flew to Tonga for a few hours "because I just wanted to ha little chat with Queen Salote— has been one of my big ambiti



Mrs. George Little, recently returned to after a trip home to Fiji, brought her Ada Eyre, of Suva, to a welcome home at the Polynesian Association.
—Tele-

A bulletin from the Groves fa headquarters in Melbourne, Vic with three items of interest:

Mr. W. C. Groves, who retired August as Director of Educa Papua-New Guinea, is back harness again on the lecturing of the Burwood Teachers' Co Melbourne. His subject will be S Studies, which includes this ye special course on "The South In the Modern World," for w he will be able to draw heavil his own experiences in the S West Pacific territiories. Since retirement, he and Mrs. Groves been enjoying a well-earned ho in Victoria.

Meantime, Dr. Murray Gr their son, has been appoi Senior Lecturer in Anthropolog the Auckland University Col and sets out for New Zealan April. Murray Groves is well kn in P-NG, where he has spent siderable time, latterly carr out research amongst natives in Port Moresby area for the Scho Pacific Studies of the Austra National University, Canberra.

Miss Rosemary Groves, you Groves daughter, is currently sp ing three months in India Pakistan undertaking Poli Science research, also for ANU 1960 she will do a year's p graduate course in the US in Poli Science and Industrial Affairs u a scholarship awarded her rece by the American Association University Women.

* * *

A Public Service scholarship been awarded to Mr. F. P. Kaa the Papua-New Guinea Departm of Native Affairs, to enable hi attend an Australian universit complete the final year of a de course. A post-graduate scholar has been awarded to Mr. F. Johnson, BA. B.Econ., P-NG Dep

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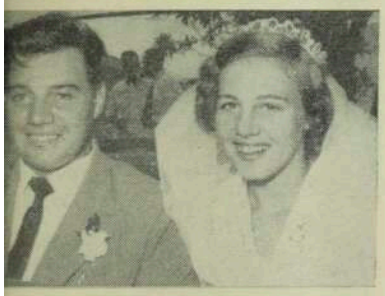
ent of Education, to enable him to dy for a Master of Arts Degree chool of English) at the English nguage Institute of the University Michigan. This is an internation- y renowned foundation specialis- in the teaching of English as foreign language.

Similar scholarships are to be arded annually to Territory blic Servants. The present ones e announced by the P-NG Public rvice Commissioner, Mr. N. omson, in Port Moresby at the of February.



ied at St. John's Church, Port Moresby, ss Patricia Gilbert to Mr. Kevin Smith. —Papuan Prints.

he head of maternal care in ua-New Guinea, Dr. R. R. shauge, left Port Moresby on rch 4, for Sydney on her way to hila as one of Australia's three gates to a World Health Organ- ion conference.

r. Refshauge said advisers from e World Health Organisation ld present papers on relative jects which would be discussed delegates who were being invited n a number of countries. For the 10 years, Dr. Refshauge has n in charge of infant, child and ernal care in the Territory.

and crew of the New Hebrides trader ur Rogers"; Diana Hepworth and daughter r, 10 weeks old, keep a weather eye on s. If Diana ever finds time to write a there should be plenty to tell of interest- ears afloat since she quit a job as a war- BBC announcer, to sail across the world her husband in the converted Brixham trawler.

Tanox

only paint with silicone "101"

Tanox Super Gloss cleans itself every time it rains because it contains Silicone "101"; which gives it the smoothest, glossiest surface to which dust and dirt can't cling. Tanox keeps the weather out, too, because Silicone "101" has amazing water repellency. And Tanox lead-free colours retain their freshness and strength for years.

Approach us direct or our Representatives for the Pacific Islands.

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2-12 Carrington Street, Sydney, N.S.W.

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FOR SALE

100 KVA AUXILIARY POWER GENERATING PLANT . . .

Comprising G.M. Series 71, 6 cylinder, diesel engine, water cooled, complete with control panel, special silencer and exhaust pipe, fuel tank, 17 vee belt drive to 80 KW 3 phase "Newman" A.C. generator, 50 cyclone "Newman" 25 amp. B.C. generator. The whole unit mounted on heavy RSJ base and complete with a full control switchboard with voltage regulators. As new; total running hours to date 50 hours. **£2,500** at our factory.

Plummer's Somerville Joinery and Timber Mills Pty. Ltd.,
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Somerville Road, Footscray West, Melbourne, Victoria, Australia.
Telephone: MM 9301

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at LAE

Offers fine food, fine services and every modern facility to make your holiday a dream of tropic ease.

There is a magnificent swimming pool for your FREE use and pleasure. It's safe, too—fully filtered for your protection.

Make your reservations NOW

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This year the famous Cer Medical School in Suva, Fiji, two students from Netherlands Guinea, Alex Mambraku and W Frederick Korwa. The young create two records: They are first Netherlands New Guinean attend the school; and the first students from a Territory where official language is not Eng Students from Papua-New Gu have been attending the sc only in the last 10 years, but year they are the second big group with 27 students, only less than the Fijians, who are biggest.

In Sydney on their way home to Fiji a holiday in England, popular Suva coupl Raddock and wife Sophia.
—Tele-P

Mr. Mack Miller, of Fiji Airv Ltd., Suva, spent a few weeks Sydney in February seeing things are done by the parent c pany, Qantas. With him went wife, formerly Miss Liz Henni on a business trip of her own

An important wedding at St. Mary's Ca Church, Lae, New Guinea, took place Miss Beverley Wood married Mr. Graham Kinnon. The ceremony, conducted by F Anselm, was followed by Nuptial Mas
Photo: O. Bra

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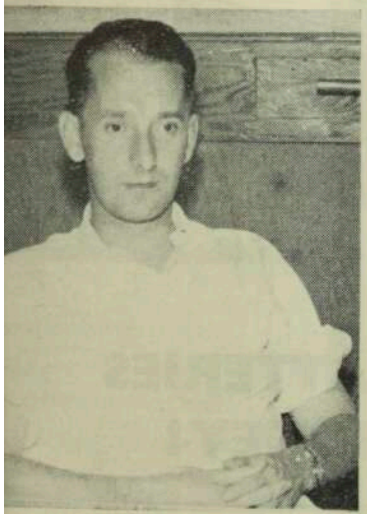
Mr. and Mrs. J. S. K. Borron, of go Island, Lau Group, Fiji, were ongst the many Islands visitors Sydney during February and rch. They have just spent 12 nths in the UK and United tes.

* * *

wo Fiji-Indian twin sisters, un and Khairun Nisha, whom tralian immigration authorities ited to send home a year ago ause their educational standards e below that required for trainee ses, have now passed a special mination after 12 months study. y will now remain in Brisbane complete their nursing training.

sian Association members were on hand lp celebrate the graduation of Dr. Oscar son, of Suva, from Sydney University. he is with his sister, Felicia, and mother, Matilda Emberson, who made a special o Sydney to see her second doctor son te. —Tele-Photos.

director of the Fiji Credit Union ue, Jone Naisera, of Tunaloa, been selected as the Colony's ate to the International Credit n Conference, which will be in Boston, Mass., in early May.



o Pago recently, Dr. F. J. West, senior in history at Victoria University, ton, who is working under the SEATO relations programme. He has been Fiji, Tahiti and American Samoa to a comparative study of their political advancements.
—Pan-American Prints.

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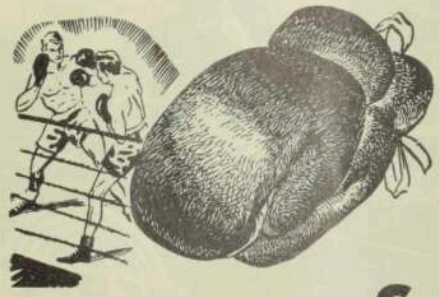

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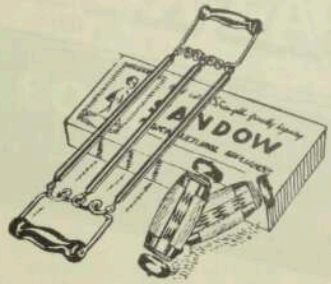

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Contents:

PEOPLE: Personal Paragraphs of Islands' Interest 5
Rabaul Plays Host to the Pacific for SPC Meeting .. 17
Sir Alan Burns: The Man Who Will Suggest a Policy For Fiji 18
Fiji Awaits a Decision on the Sale of the Grand Pacific 19
And P-NG Awaits a Decision on Income Tax .. 19
Death of Paramount Lululai Golpaik, of New Britain 20
CSR Wages Agreement in the Balance 20
Noumea's Yate Dam is Now Operating 21
More Hurricane Damage—Niue, American Samoa, Tahiti 21
HOME BASE: *Sydneysider* Reports 22
Lae Is Gloomy Over Its Air Services 23
COMMENTARY: The Publisher and the Editors Look At Pacific and World Affairs 25
The Editors' Mailbag 27
TERRITORIES TALK-TALK: With *Tolala* 31
Rapid Progress At Nadi Airport 37
New Guinea's Grouch: Too Many Millionaires, Not Enough Planes 39
FIJI TALANOA: With *Vakatawa* 41
The Two Faces of Bulolo .. 45
NG Forests are a Monument to Late J. B. McAdam .. 45
NG Tax Shooting: Minister Blankets Report 46
Fiji Tackles Its Housing Problem, and P-NG Makes a Move, Too 53
Zoologist Searches For Polynesia's Snakes 57
Fiji and the French Are Ahead With Pacific Tourism 61
Samoa's Banana Exports Threatened by Disease .. 67
G. C. Luck Reports On Problems of the Sepik: Progress v Cargo Cult .. 69
Brett Hilder Says a Search Is Needed for Clues on Ancient Pacific Writings .. 75
A New Painting Found in NG 75
Tonga Trench Will Be No Good As An Atomic Dump 79
MAGAZINE SECTION: Tropicalities, 81; Crossquiz, 82; The Becke Family in Paris, 83; Do You Remember? 83; Through Wildest NG With Cleft Stick and Water Tank; 84; History of Wally's Topper, 87; Book Reviews 88
The Month's News of Ships and Yachts 109
PACIFIC REPORT: Round-up of Pacific News and Pictures (Index p. 17) 117
OBITUARIES: Mr. Walter George Smith; Mr. David Simpson; Sister M. Irenee; Sister M. Felix; J. Frank Stimson; Mr. Wilfred Wise; Mr. E. W. Hardwick; Mr. J. B. McAdam 151
Sports Review 153
Shipping and Airways Timetables 155
Commerce and Produce 165

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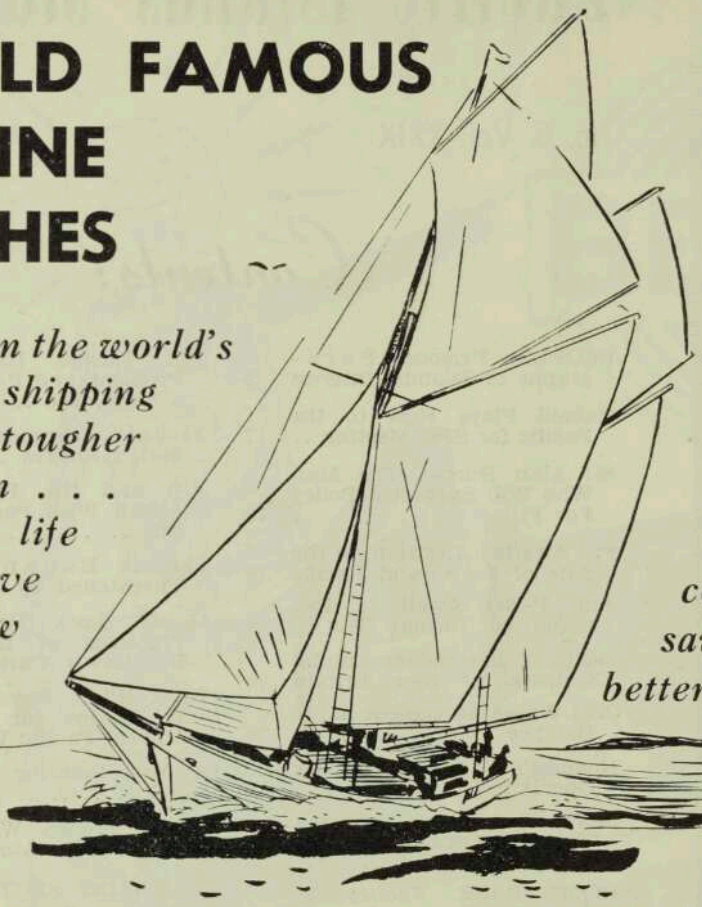

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Rabaul Prepares to Play Host to the Pacific

What Will Come Out Of Fourth SPC Meeting?

In March, Rabaul folk were not very aware of it, but hind the scenes locally, in Sydney, in Noumea, and in more note places, preparations were in hand for what is prob- ly Rabaul's first international conference.

OUTH Pacific conference will e held in Rabaul between April and May 13, the fourth in eries that have been held in ast nine years under the es of the South Pacific Com- n, and designed to get the peoples of the South Pacific s together to discuss common sts and problems.

first, was at Naisinu, Fiji, in the second in Noumea, in the third, again at Naisinu, ow it is considered that Rabaul fficiently recovered from the and the long rehabilitation that followed it, to be host e 1959 conference.

total number of people who ave to be catered for, trans- there from as far north as and as far east as Tahiti, ccommodated and fed for two or more, will number well 00. There will be 70 delegates conference, most of them s, and in addition there will visers, the Commissioners of ember Governments of the ission, observers and repre- ives of the press.

Major Organisation

conference itself will take at the Malaguna Technical ng Centre on the shores of harbour. Here all the dele- and some of the others who will be accommodated. Others to the two hotels.

nising the transportation of se people, from 18 Territories ed over the whole of the Pacific, has been a major part planning but all will reach within a few days of leav- me. Before the war such a nce would have been out of estion; only air-transporta- hich has annihilated these distances, has made it pos-

le attending from Australia, New Guinea, Netherlands inea and the British Solomon will use the regular com- air services.

rrangement with Australia's and the French TAI will the rest.

s will operate a charter service between Noumea and Rabaul, and return. This service will cater for the delegations from Tahiti, Wallis and Futuna, New Hebrides, New Caledonia, Cook Islands, Western Samoa, Niue, Tonga, American Samoa, Fiji and staff members from the South Pacific Commission secretariat.

The service will depart Noumea at 0600 hours Sunday April 26, arriving at Lae at 1400 hours. A night stop will be made in Lae and on Monday, April 27, a DC3 shuttle service will operate to Rabaul.

It is intended that the people coming through and from Fiji, travel by TAI service from Nadi to Noumea on or before Saturday, April 25, and stay in Commission accommodation. People travelling through or from New Zealand will arrive in Noumea by TAI on Thurs- day, April 23, and will also be accommodated at the Pentagon.

The return trip will depart Rabaul at 1000 hours May 17 and night- stop in Port Moresby. An 0700 hours, May 18, departure will be made from Port Moresby and the plane will arrive at Tontouta at 1540 hours. Once again all through-travellers will be accommodated at the Penta- gon until the departure of the TAI services to New Zealand on Wednes- day, May 20, or to Nadi on May 21.

(Over)

PACIFIC REPORT

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

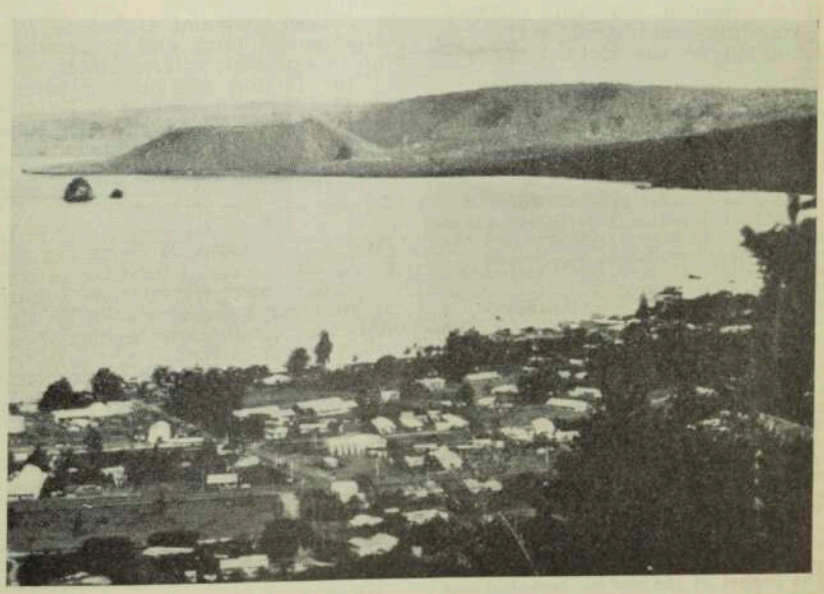
Rice for Fiji's Rewa Valley—117; Japanese Banno Interests Extend Again—117; Plan to Avoid Raro- tongan Floods; Co - operative Union for the Cooks—118; NZ May Grow Cultured Pearls—119; Work Starts on NG Coast- watchers' Light—121.

Progress on W. Samoa's Roads—122; New Air Services Bring Regulations for P. Moresby—123; "Kungsholm's" Pacific Tour; W. Samoan Minister Fined After Club Trouble—125.

Are Timber, Cocoa, BSIP's Future?—127; Goroka Passionfruit Pro- ducers Are Too Good—127; Scientists Discuss Copra Pest Problem; American Doctor's Last Gift to Suva—131; Plans for Levuka Tuna—133; Typhoid in Tonga—135.

P-NG Education Plan Brings Reservations—137; Rabaul's Un- official High School to Cease— 139; BSIP Has Influx of Scientific Headhunters; Fiji Airways Spreads Its Wings—141; "Black Friday" for Samoan Airways— 143.

Australia Attacks Canadian Airways—144; Some Pacific Market Possi- bilities—144; Copra Price Con- tinues to Confound Them; You Can Drive Yourself in Fiji—145.



FOURTH CONFERENCE SITE. Malaguna, Rabaul, where the SPC will hold its Fourth Pacific Conference in April. The buildings of the Technical Training Centre are in the centre fore- ground. Across Rabaul Harbour can be seen in the background Vulcan, which was once an island but which joined itself to the mainland after the 1937 volcanic eruption.

The number of press representatives who will attend are as yet not known. But Melbourne journalist, C. E. Sayers, who has attended two of the other conferences, will be at Rabaul as press liaison officer.

Mr. J. R. Halligan, Senior Commissioner for Australia on the South Pacific Commission will be chairman of the conference, but largely it will be left to the delegates themselves to conduct the business as they think fit.

The first conference in 1950, shortly after the SPC itself had come into being, was a tentative sort of affair with, as one commentator put it, the organisers even more nervous than the delegates.

But by the second conference, some of this nervousness on both sides was disappearing and by the third, the delegates were really getting the hang of it, making suggestions as to how the thing could be simplified to fit more into the Islander's scheme of things, and with less emphasis on more academic affairs.

In the first two conferences, each item on the agenda was discussed in full conference, which meant that delegates from less advanced territories were over-awed into silence by the practised oratory of delegates from parts of the Eastern Pacific.

Same Method

In the third conference, for the first time, the delegates formed smaller standing committees and in that way larger numbers were able to join in the discussions. When the standing committees had thrashed out a subject and formed conclusions on it, the conclusions were then taken to the full conference.

It is expected that this method of standing-committees will be used again at the Rabaul conference.

The agenda for the fourth conference is:

AGENDA

Opening by Chairman.

Election of General Committee and Appointment of Standing Committees.

Report by the Secretary-General on the work of the Commission.

Resolutions of previous Conference—Review of action taken.

Problems resulting from the impact of participation in economic development with reference to land tenure and the growing of permanent crops.

The extension of tourism in the Pacific region and the economic and social implications for the people.

The study of the role and function of custom and beliefs in relation to infant and maternal welfare.

Broadcasting in the life of Pacific peoples.

The training of local leaders for participation in aided self-help projects.

The place of recreation, including sport and youth activities, in the community.

The impact of the modern technical and industrial world on the life and culture of South Pacific peoples.

(Continued on page 149)

Sir Alan Burns, chairman of the Commission of Inquiry which will shortly visit Fiji.

The Man Who Will Suggest A Policy for Fiji

HE DOESN'T GLOSS OVER BRITAIN'S FAULTS

From a Special Correspondent in London

• *Towards the middle of this year (July-August) the long-delayed Commission of Inquiry, set up by the British Colonial Office to investigate the land and population problems of Fiji, will be under way in Fiji. It had preliminary meetings in London in January. I have just had an interview with Sir Alan Burns, GCMG, who is chairman of the Commission of Inquiry. (With him are Professor A. T. Peacock and Mr. T. Y. Watson.)*

THE Fiji problem, of course, arises out of the rapid increase in the Indian and the native Fijian communities, seen in relation to the land and production resources of the Fiji archipelago.

"I think we shall find an answer to the problem," Sir Alan told me; and I got an impression of energy and determination. Sir Alan Burns will be in Sydney in June, en route to New Zealand and Fiji.

Sir Alan has a wealth of experience, as a successful colonial administrator, to guide him in a task that has much significance to Fiji, and to the South Pacific generally.

He was an Administrator in the Bahamas and the Leeward Islands; Governor in British Honduras and the Gold Coast of West Africa; and an Assistant Under Secretary of State for the Colonies, and Acting Governor of Nigeria. For nine years he was Britain's representative on the UN Trusteeship Council, and in that capacity he visited many Trust Territories, including New Guinea and Western Samoa.

In Defence of Colonialism

It is interesting to note that since World War II, Sir Alan Burns has been a strong and efficient champion of "British Colonialism" against the attacks of a misinformed United States and a calculating Communist Russia—the two potential enemies joining hands, on this subject, in howling in chorus.

In his books, *In Defence of Colonies, Colonial Civil Servant* and *Colour Prejudice*, he provides a complete answer to that new prejudiced, uninstructed school of so-called thinkers who have found only greed, exploitation and selfishness in the colonising achievement of Great Britain in the last 300 years.

The books make easy reading, pleasantly written, forthright, sincere and balanced, for Sir Alan does not gloss over Britain's faults and errors. One cannot escape the reflection that colonisation on the scale established in the British Empire is a colossal job, that only those who do nothing make no mistakes, and that Britain's accomplishment in colonisation added enormously to the general progress of mankind.

Readers in Fiji, who soon will meet the Burns Mission, may be interested in extracts from *Defence of Colonies:*

"Some of the most venomous attacks on colonialism come from the representatives of Indonesia, the Government of which tries, without great success, to bring the

(Continued on page 151)

Professor Alan Peacock, another member of the commission. He is 37.

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Tax Crisis In P-NG

session of P-NG Legislative il, which opened on March 9, y blew up into crisis.
March 16, Administrator Cleland n Canberra in urgent consultation Minister Hasluck, and the three d non-official members (Messrs. , Jones, and Downs), standing dy to resign.
January 30, a large deputation enting non-official members, and n-official interests, saw Mr. Has- in Canberra and sought post- ent of income taxation, pending prehensive inquiry concerning its nce and effects. Their case was rong that they were confident request would be granted.
ncil, on 9th, began debating the e Review submitted at the pre- session. Territories Treasurer argued that Territorians should axes approaching those paid in lia—but this not to be carried d the point where it would dis- e useful non-native participation Territory's economy.
he 19th, it was learned that the on Bill was all ready for intro- n that or the following day—"it en ready for months".
official members reacted ly. They indicated that, if the as introduced without adequate , despite the Territory's appeal Minister, they would resign.
his stage, Administrator Cleland ned the debate, to allow him to Canberra and interview the r.
interview is proceeding as this oes to press.

AWAITS DECISION ON ND PACIFIC HOTEL

rom a Suva Correspondent

ew months ago, when it was ced that the Union SS Co. surrender the Grand Pacific o the Government of Fiji, rent valuation", there were taxpayers who feared the ment would be "left with it".

E now seems to be no likeli- hat, even although the Gov- ment must sell the property east £125,000, if it is to pay -sighted Union Co. "current n".
nber of people, representing ty of interests, have been look the situation over; and some of them are expected e tenders before March 31.
hope that Northern Hotels l be somewhere in the pic- lost people agree that Sir Ragg, with his venturesome u Hotel, has done more than ier man to bring Fiji into ury tourist class, and it be fitting if the old GPH his chain, when he retires.

Two Old-Timers Strike It Unlucky

These two South Pacific aircraft were falling apart in February—but for different reasons. Top photo shows a close-up of some of the damage to Samoan Airways' Pago Pago based DC3, after being hit by high winds which smashed it against a building. A wing was also damaged. This is the aircraft by which Samoan Airways is hoping to start a regular Pago-Apia service. For details, see page 143. Below is the last picture of the last of the famous P-NG Catalinas, which were honourably retired last year and consigned to the scrappers. The day after this picture was taken, in Lae, the "Cat" was fully dismantled and carted away.

Photos: Pan American Prints and Pat Robertson.

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DEATH OF PARAMOUNT LULULAI GOLPAIK

A Friend Belong Australia

Paramount Lululai Golpaik, MBE, of New Britain, leader of his people in war and peace, and a true friend of Australia, died at his home village in February.

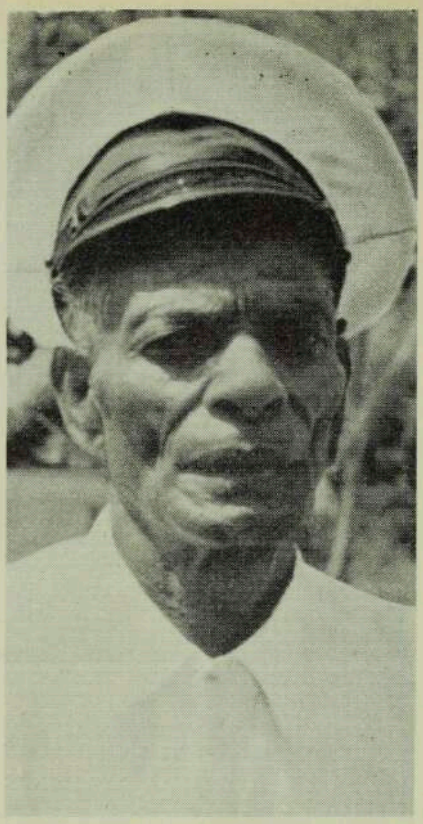
AS far as anybody could tell, he was 74. Born in cannibal days, Golpaik came to be appointed paramount chief of nearly 4,000 New Britain coastal natives of the Mengen census division. His own village, Sali, was a half-hour's walk from Pomio patrol post in Jacquinot Bay.

Dressed, as he mostly was, in a white lap-lap and white long-sleeved shirt, he was a leader before the war—a quiet, slow speaker, a man with obvious intelligence and able to think ahead. But it was the war which brought him public recognition.

Underground Movement

When the Japanese invaded New Britain, Golpaik was on the side of the Australians. He used his local knowledge and influence to help Coastwatching parties who had been landed by submarine, to rescue

Golpaik's last sing-sing, a harvest dance, attended by 2,000 natives from along the central New Britain coast.
Photos: Michael Cockburn.



This photograph, taken only a month or two before his death, is one of the last of Golpaik.

Allied airmen who had been shot down, and to confuse the Japs.

Group Captain (then Wing Commander) W. E. Townsend and his observer, Flying Officer, D. McClymont, were two of those he saved. Shot down over Jacquinot Bay, in November, 1943, they were in the jungle for three months before their final escape.

Both Golpaik's underground movement and the Japanese had gone looking for them after the crash, but Golpaik's men luckily found them first and hid them safely, despite pressure from the Japs who were suspicious of Golpaik's story that they had perished.

When the two airmen first got sight of Golpaik, the chief was "sitting up in the bow of a canoe, wearing an Australian Army cap, an Australian Army sweater and a red lap-lap, with a .44 Winchester across his knees. He came ashore, shook hands with us and told us he was a "friend belong Australia true".

Believed in Progress

Golpaik was awarded the MBE for this war-time work, yet he would have earned it equally as well for peace-time activities.

He planted cocoa and encouraged others to do the same. He was largely responsible for getting a hospital and school in his district, and impressed upon his follo the need for progress.

There were some envious peans who suggested that Ge could afford to talk big, becau had more money than his fe And it was true that the pi speaking Golpaik could writ own name to a reasonably cheque and have it cashed, ano he owned a boat and a jeep a hat for every occasion (he hats and bought one whenev visited Rabaul—old felt hats, p covered hats, baseball caps).

He Was No Stint

But as the most advanced n in that area, Golpaik could H help share in the progress th was urging upon his people. A was no stint with hospitality organised—which meant ca out most of the work hims recent sing sing to celebrat harvest, which was attended by of his coastal followers.

He worked hard and was hausted at the end of it. It be that the old man pushed self a little too hard and hi hasten his own death.

But if he did, he wouldn't begrudged it. For Param Lululai Golpaik, life was w while, but he must have known he had already done more tha expected of him.

New CSR Wag In The Balance

From a Staff Correspondent

SUVA, March

Officials of the CSR Compa are meeting Mr. D. B. Lakshm of Lautoka, today, in a cussion of future wage rates sugar-mill workers. Lakshman represents the larg organised group of mill work

If there is to be any future in the Fiji sugar indus there must be stability in dustrial conditions. The co pany has tried, again and ag to get wage agreements exte ing over at least two years; although agreements are ma they rarely are kept.

Serious industrial trouble this year is threatened.

Because this makes budget unsafe, and introduces element of gambling into w should be a stable industry, company is not at all ha about the future of its big vestment in Fiji. It would surprise some observers if company decided to reduce activities in Fiji to a po where it can be sure of a pendable labour supply.

Such a move would, of cou represent sheer disaster fo large section of Fiji worker

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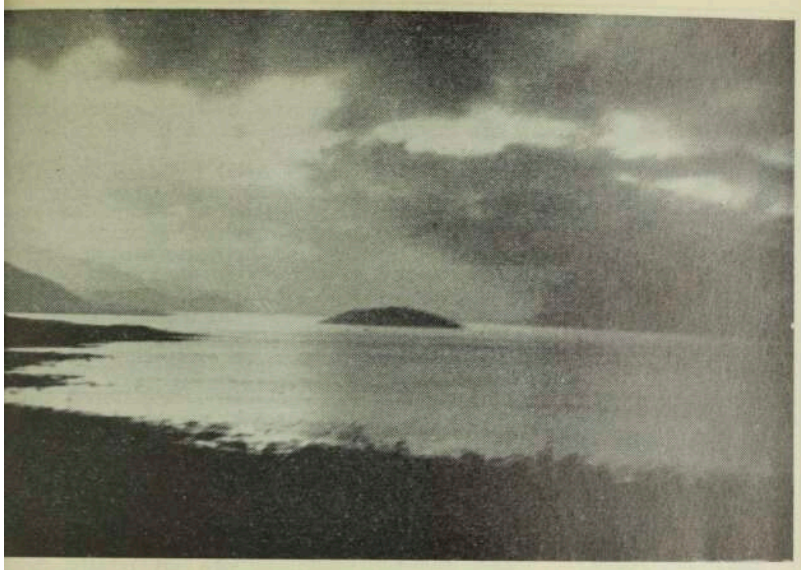
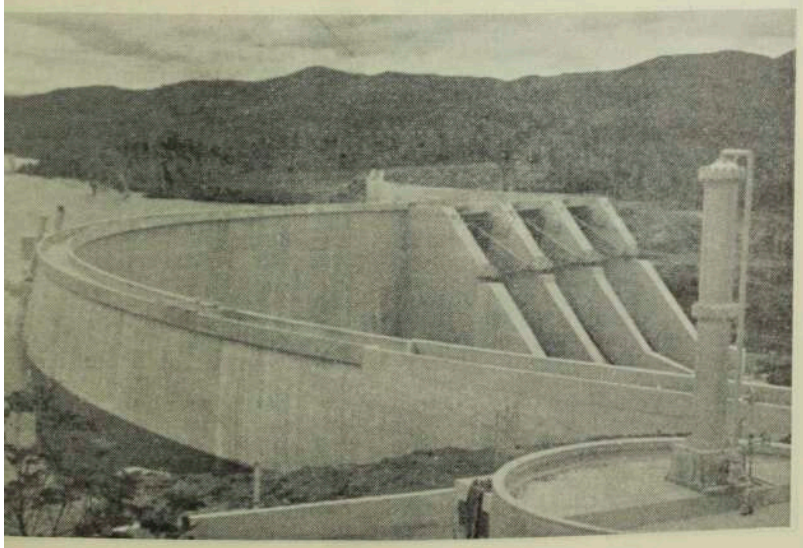


New Caledonia's Big New Yate Dam Turns A Mountain Into An Island

New Caledonia's £10,000,000 Yate dam is now virtually finished, filled pacity and at work. And the whole job has taken less than four years. The first two of four turbines began supplying current to Noumea last st, when the dam was filled to three-quarters of its capacity. When ght followed it didn't look as if the dam would soon be completely , but New Caledonia's January cyclone fixed that, and now huge nses of country are permanently under water.

The new Yate road skirts a gigantic lake along the course of the Yate , and parts of the old road, and several bridges are flooded. The top re (both were taken by Fred Dunn), shows portion of the lake caused e filling of the dam. The island in the centre was once a mountain top. Picture below shows the circular construction of the dam. Water is sent gh a long tunnel in a mountain and into the power house, which, running at its peak, will furnish 400 million kilowatt hours per year se of Noumea and the smelting industry.

The smelters will import less coal from Australia as a result.



MORE TERRITORIES HIT BY A HURRICANE

Damage Serious On Niue

Niue Island, which of recent years has had few hurricanes, experienced the full effect of one on February 26-27, and a great deal of damage was done to the small isolated island, and particularly to its chief town and shipping port, Alofi.

THE hurricane formed near the Manua Group of Eastern Samoa and moved south, winds of up to 120 miles per hour being experienced at Niue. Damage included the following:

About 180 of the estimated 770 native houses on the island were demolished.

All coconut palms were stripped of nuts. It will be at least six months before any copra can be produced.

Heavy damage was done to banana plantations, breadfruit, taro, manioc.

All but two of the village freshwater catchments were put out of action.

Considerable damage — estimated at £30,000 to £35,000—was done to administration buildings and schools.

The main centre of Alofi felt the full brunt of the hurricane, the modern administration building being damaged beyond repair. Other buildings damaged included the hospital and nurses home there, also the sister's quarters.

Three LMS village churches were demolished and most other churches unroofed.

Because the Meteorological Service had issued due warning from Nadi of the hurricane's approach no lives were lost, but a few people suffered injuries.

Schools were closed for a week so that all could assist in cleaning up the damage and in foraging for food, which is likely later to be very scarce. It is anticipated that the NZ Government will have to take emergency supplies to the island and possibly provide other assistance to the 4,700 islanders in the way of rehabilitation.

Could Be More Trouble

This is the first severe hurricane to strike Niue for a good many years, but this area generally, including the Cooks, has been singularly free from hurricane dam-

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age in post-war years. A hurricane every second or third year was the rule rather than the exception in the Southern Cooks in the 1930's.

Early in March the South Pacific weather chart was showing a threatening low pressure area east of the Solomons, in the area where the recent hurricane which caused damage in New Caledonia and Queensland formed.

A hurricane in that area is just as likely to move south-eastward onto Fiji.

Manua Islands Also Hit

Very severe damage was also reported from the Manua Group of Eastern Samoa, north of which the hurricane formed before moving south.

Every house was reported demolished in the three main villages, and great damage was done to all food crops including coconut palms. Food supplies were to be sent from Pago Pago. These islands have a population of about 3,000.

The banana plantations were almost completely destroyed, and coconut plantations were so seriously hit that it is reported there will be no copra production for the next year.

Governor Peter Coleman, of American Samoa, declared Manua a disaster area and an emergency relief committee was set up to control food supplies.

The West Samoan High Commissioner, Mr. G. R. Powles, sent messages of sympathy and offered to help relieve the stress in any way possible.

A report from Tahiti in February revealed that that territory had also been involved in the series of January hurricanes and storms that caused widespread damage in the Cooks, Fiji, New Caledonia and the British Solomons. (*PIM, February*).

Tahiti Tidal Wave

Tahiti was hit between January 27-29, and besides the wind there was a tidal wave. There was serious flooding in many places, especially Papeete, where streets skirting the foreshore were awash, and wharves damaged.

Hundreds of people were forced to leave their homes. In some places, vanilla crops were destroyed.

The Swedish luxury cruiser *Kungsholm* reached Papeete at the height of the blow and spent two days waiting in the lee of the island for the weather to clear long enough for her to enter the harbour.

On the third day, Captain Per-Eric Sjolin decided to make an attempt anyway, only to have the harbour promptly closed to all craft because of the serious risks.

Kungsholm went on to Pago Pago without seeing Papeete, much to the dismay of the American tourists aboard.

HOME BASE

By Sydneysider

Sydney is the hub of the South Pacific, and its news is your news. Here are some of the things that made March headlines.

Promising Pat, they called NSW Liberal Party leader P. H. Morton after he made (on March 3) his policy-speech for the forthcoming NSW elections (on March 21). In one breathless hour of politicalese, he promised new deals for public transport, education, housing, health, works and most other things that affect the personal lives of approximately 4,000,000 New South Welshmen — and not even his political opponents could say that the reforms were not desirable.

All this left Premier Cahill with not much to be done but stand on his record; new promises after 20 years in office don't make much appeal to even this apathetic electorate.

* * *

After being coyly reticent about election date for months, Premier Cahill announced it on February 16, and five hours later the electoral rolls were smartly closed. This, according to Mr. Morton, disfranchised an estimated 28,000 dilly-dallying electors who never enroll till they must. Said Mr. Cahill, serve them right; they knew it was on, sometime before May 17.

* * *

PERSONALITY KID: Sydney's eccentric Bea Miles is back in circulation again. We saw her riding Castlereagh Street buses the other day (without paying, of course). When up before the Beak, Bea, who must now be well into her 50's, gives her occupation as student, though indications are she might have something new in mind. She still wears the same old eyeshade, but a fairly new addition to her toilet is a small notice-board slung round her neck saying that, for a modest few bob, she will give readings from Shakespeare. It may be not as eccentric as it looks. If one is a professional reader of Shakespeare, it's just that much more difficult to be run-in for vagrancy.

* * *

WILD LIFE: Sir Edward Hallstrom, refrigerator millionaire, philanthropist and chairman of Sydney's Taronga Park Zoo Trust, says that San Diego Zoo could have had some koala bears from his own private sanctuary without going to the trouble of petitioning Queen Elizabeth like they've done. (But before Sir Edward can send them he still has to get permission from the Federal Minister for Customs and the NSW Chief Secretary.)

FUN AND GAMES DEPARTMENT: Amongst those who were not pleased by Promising Pat's policy speech, were the social clubs of the State who float along on the easy profits made by One Armed Bandits, otherwise poker machines. As a compromise with the Country Party which wanted to ban the lot, the Libs have promised to do away with the 2/- machines. Registered Clubs Association president says the move will be "resented". Churchmen, that it's a move in the right direction.

At one time long ago, Bandits ate threepences; then they graduated to sixpences. Now 6d machines are an oddity, while the regular kind have a steady diet of shillings. Clubs that are keen on quicker turnover and bigger returns go in for the two bob variety.

* * *

WINTER DRAWS ON: Sydney hasn't seen them yet but (probably by winter) it is to get 28 new buses with "improved ventilation". It can do with them. The only difference, in summer, between the present type and Turkish-bath is that the buses have wheels.

* * *

MILK WITH PLAIN STRAWS: Although kids in other States have been drinking their milk through flavoured and sweetened straws (they come in chocolate, raspberry, caramel, etc, and make the milk taste that way, too), since last year, NSW kids are still denied the pleasure. The idea was introduced to Australia by tennis professional Frank Sedgman who got a licence to make part of the straws in Australia and import the rest from the United States. At present £30,000 worth of Mr. Sedgman's straws are held up in NSW while Health Department busy-bodies yell No, No, No. The trouble is the saccarine with which the straws are impregnated to supply the sweetening ingredient. Saccarine as a sweetening agent is not permitted in NSW because "it has no food value". (This is about as contrary a piece of health reasoning as we've seen. Concurrently, a world seminar on dental disease and decay, sitting in Adelaide, has been wrestling with the problem: What can we give children in place of sugar, sweets and biscuits. Maybe the answer is Frank Sedgman's flavoured straws.)

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Now They're Just "A Backwater"

ae Is Gloomy and Angry Over Its Air Services

In the past six months there has been extraordinary commercial building development in Lae, particularly in the section ace occupied by the old hospital, facing the Theatre Block in ourth Street, and extending back to the Catholic Church.

S area can be seen in the hotograph, above—on the left shown some of the new build- in Fourth Street; and on the other buildings in course of on in the street that runs at angles to Fourth Street. On extreme right is the Catholic ch. Until a few months ago the of this area was an empty ock.

other parts of the commercial in the last year, new banks other shops and business ises have been built in one of ggest building splurges Morobe ver known.

in February-March there ed another factor—the biggest breeze in Lae's commercial y, and townspeople were be- ng to wonder if they had over- and over-reached themselves. st of them don't think so— lay the blame, rightly or gly, on Qantas Airways which, claim, overnight has changed rom being the centre of Terri- air transportation, to a small end backwater—from an aerial of view, anyway—that just ny service that happens to be ver from what is considered ble for Port Moresby.

Connies Are The Trouble

whole trouble for Lae started Qantas put Super Contella- on the Sydney-Port Moresby e in January, reduced the ency of service and ran a shuttle service between Port Moresby and Lae with DC4 (and sometimes DC3) aircraft. Previously the Skymasters ran all the way through from Sydney to Lae and the frequency of the service was never less than five, and sometimes as much as seven per week. (See also p. 39).

Mr. A. J. Bretag, chairman of the Lae Advisory Council, says that Lae is ignored and "worse off than it was years ago". The shuttle service from Port Moresby to Lae, says Mr. Bretag, has not operated satisfactorily since the Super Constellations came on the service.

And this aspect of affairs has been placed before the Director of Civil Aviation, on whose report rests the decision whether another airline operator should get a licence to operate from Australia to the Territory.

Port Moresby may think that it is doing alright with its four Super Constellations per week plus the call of the Sydney-Hongkong Super Constellation once weekly.

But in Lae they don't think bigger aircraft mean progress; they are solidly behind any move for a second operator on the Sydney-New Guinea service.

And they would like it right now.

Some P-NG people still travel the hard way. This is an in-flight photograph of the interior of a DC3 which carried a capacity load of passengers (mostly returning schoolchildren) from Madang and Goroka to Port Moresby recently to link with the Super Constellation.

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COMMENTARY

C: Make It Of Some al Use, Or Kill It!

/ER a year ago, some know-ledgeable people, meeting in Canberra, deliberated over the i-moribund body of the South ific Commission.

should have been gently sthetised, and buried; or, alternely, given a new shape, and some n, so that it might help the six ıber nations to find answers to administrative problems now ng up over the whole length and dth of the South Pacific.

stead, it was given a new coat aint, and told to change direcsomewhat, and really hump italong. Nothing of any moment happened since. A new Secre--General took over in 1958; but ould do little, because, through nations and what-not, the arch Council was without active tors during the year. The Comion could do little, beyond ishing a good deal of excellent ature, and waving its shingle in oft breezes of Anse Vata Beach.

w comes, in Rabaul (see page the fourth Triennial South fic Conference, surrounded by ısual evidence of good organisa-

legates from 18 Territories are g to discuss subjects affecting social, economic and health are—but anything really serious erning political and administve conditions will be strictly . Which—even if the social, h and economic resolutions ever me the mainsprings of action he six nations—is the measure ıe conference's uselessness.

ıe South Pacific Commission, in beginning, was a really good and it attracted some firstmen to the Research Council. it was put in the wrong place ımea) and it has been hamıg by the employment of some mpetent ditherers on the Comioner level, and by the ignorand indifference of the party icians who become ministers, whose job it is to implement ever recommendations the mission sends to the member ons.

–as happened in the West es—this organisation could be to provide a framework for torial re-alignment and admintive reform in the South Pacific, t could be made worth while. rwise, it were better dead.

ıe Triennial Conference—the good thing that has come out ıe effort—could be kept going by a Sydney or Suva-based organisation, at a tithe of the cost of the SPC.

☆ ☆ ☆

Indonesia: A Farce Or A Tragedy?

THE South Pacific countries do not know whether to classify the Indonesian-West New Guinea situation as farce or tragedy — it contains much of each.

But the steady deterioration of the Indonesian structure is not something to be lightly commented upon. In the long view, what happens in the East Indies must affect our future, down here in the shadow of Asia.

There has been one general election in Indonesia since the political gang—created by the Japanese and headed by Soekarno—took over in 1946. This was to form a Parliament, with a responsible government on Western lines.

But it never functioned. The gang held control and it has achieved three things—established Soekarno as a dictator, who forms his own government, without reference to an elected Parliament; it has oppressed and driven out the Dutch and part-Dutch, and seized their property; and permitted the Communist Party to become the country's biggest political organisation, with a definite influence on government.

Feeble and corrupt administration has reduced Indonesia to a deplorable condition. Even as this is written, the radio is announcing savage fighting against "rebels" in the Celebes, and another rebellion in Sumatra, where British rubber plantations are being seized.

One of the factors in forcing the market to give our planters nearly £A100 per ton for copra, just now, is the continued inability of the wretched Indonesian growers to get labour for copra-making, and ships to send copra to the markets.

Dr. Soekarno has sent Dr. Subandrio (his "Foreign Minister") to Canberra to seek Australia's goodwill in relation to West New Guinea. Instead of treating this with the contempt it deserved, Australia's government made the *faux pas* of the month by formally announcing that, if Indonesia could make a peaceful settlement with the Netherlands, Australia would not oppose.

Certainly, Indonesia's demand for West NG is only political stunting—Soekarno waves it around, to divert the attention of his masses from their internal woes. But even although the 83 million Indonesians have little more military menace about them than 83 million sheep, Australia dare not allow them to enter West New Guinea, and provide an easy land bridge from Asia to Australasia.

The president of North Vietnam, Dr. Ho Chi-minh (how these doctors keep bobbing up in South-east Asia politics!) has been State-visiting Dr. Soekarno in Djakarta, and publicly junketing and orating.

The two doctors agreed that North Vietnam's campaign to seize ("liberate", they called it) South Vietnam was in the same category as Indonesia's determination to "liberate" West New Guinea.

The interesting point is that Dr. Ho is a well known Communist leader and North Vietnam is a hot Communist State, closely associated with Red China, whereas South Vietnam is stubbornly anti-Communist.

☆ ☆ ☆

Sydney Show Display— For Natives Only

THE suggestion — made by the Rabaul merchants—that the planters and manufacturers of Papua and New Guinea should combine to provide, at Sydney's Royal Easter Show, a display of the worth-while products of the Territory, had much to commend it. It was hoped that merchants and planters would do something about it.

But—surprisingly—the Territories Department has decided to make a display at the Show. Minister Hasluck announced in early March that, at the Show—to begin in late March—there would be a display of two traditional native houses shipped from Port Moresby, fruits and commercial crops produced by natives, native timbers and a photographic representation of the work of the P-NG Administration.

An admirable example of Departmental initiative; but what is the use of it?

All Australia knows that, each year, between ten and fifteen millions of pounds of Australian taxpayers' money are being spent on governing P-NG's 1¼ million natives and (supposedly) on "improving" their standard of living; but one cannot imagine that the average Australian taxpayer is enthusiastic about the enterprise, or crazy to see the paraphernalia with which it is accomplished.

On the other hand, an exhibit of the natural resources of the great Territory, latent and developed, and a demonstration of how enterprise and industry, both European and native, are being harnessed to make the Territory more self-supporting, and a display of data to show the opportunities that await the young man in New Guinea (that is, if anything is left for individualism under the Hasluck regime) would be

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very interesting, and almost certainly profitable.

The cost of the Department's display probably will run into four figures. If that money had been put into the hands of P-NG merchants, and an appeal made to them for co-operation, the Show Exhibit should have been well worth while. But—as usual—the Department plans only in terms of natives.

☆ ☆ ☆

Could a Yank Sputnik Bring Back Colonialism?

ABOUT 20 years ago, a world-wide howl against Colonialism became prominent, and the chorus was notable for its American accent.

In the beginning, we ignored the noise. In any event, United States always has been the home of rat-bag organisations, especially in the fields of religion and politics.

Then, with World War II over, the Anti-Colonial noise really became embarrassing. Moscow endorsed it, as a means of weakening Britain and France, and the post-war planners and the bearded idealists gave it shape. American influence brought strength to it—for by now United States was World Power I. . .

And now, for the record, see where Anti-Colonialism has led us. The writer of this commentary began first to take an interest in world affairs 50 years ago, so writes from what he actually has seen.

Britain was forced to surrender or give "independence" to India, Pakistan, Ceylon, Burma, Malaya, Singapore, Palestine, Iraq, Egypt, Sudan, Ghana and South Africa. And now Cyprus.

France was obliged to give up Indo-China and all those large Territories in North Africa.

The Netherlands was forced out of the East Indies.

Under "Colonialism", every one of those Territories—except perhaps Palestine—enjoyed peaceful and orderly government, and the people, under British, French or Dutch rule, walked in safety and fed in comfort. The stranger could travel without molestation in every one of them. Here and there, groups of "nationalists" shouted and intrigued for "freedom", but they did little harm. It was a good, clean, comfortable world.

Now, they all have their "freedom." With the solitary exceptions of India and South Africa, there is no peace, comfort, security or "democratic government" in any of them (and there is social and political strain in India and South Africa). Representative government, after the Western style, has broken down in all of them, and practically all are under some form of dictatorship, which is far more oppressive than Colonialism.

The disorders, the hatreds and the cock-eyed political nostrums of the ex-Colonies now have spread widely across Africa. There already is grave trouble in the centre—and that is nothing to what will happen when the flare-up comes in South Africa.

It is only a dream, of course—but the world would be very happy if America could persuade one of its Sputniks to bring back a magic wand from the distant heavens, and use it to restore Colonialism and all its evils, including peace, internal order and comfortable living.

And that would be real justice—because if it had not been for American planners, and the screeching, irresponsible American press, Colonialism would not have been destroyed so long before the people were ready to exercise the privileges of "freedom".

☆ ☆ ☆

1945 Blunderers Created Berlin Crisis of 1959

IN 1945, the United States and Britain, partly bemused by victory and partly exhausted by the greatest war ever, allowed Moscow to build the Iron Curtain across Europe and—worst of all—to imprison a third of Germany within the Communist bloc.

While that stupendous challenge to human freedom and world decencies is allowed to remain, there seems no escape from World War III. World War III could mean the end of civilisation—Red as well as Western—and of much of the human race.

The average man cannot believe that the human race will commit suicide. Since the sinister Stalin was replaced by the merry Khrushchev, and the gates of Moscow thrown open to the West, we have been inclined to believe that the danger of suicide through nuclear fission is past.

We can look at the events of February-March, and undeceive curselves.

There are stresses in the Far East and strains in the Middle East; but the real danger lies right in the middle of Europe, in Germany. The Anglo-Americans, in 1945, planned a Germany that should be beaten so far into the ground that she could not again disturb Europe's peace. But the incredible diplomacy of Roosevelt and Truman allowed Russia to occupy half Europe, and establish the Red Empire. So, within three years, America was frantically rebuilding Germany, to assist in the defence of the West.

Now West Germany is rebuilt, and strong; and we know that she will never rest until East Germany is restored to the Reich. Rather than face the bitter issue, our Western diplomats are prepared to leave great freedom-loving peoples, the Poles and the Czechs and Hungarians, under the Russian yo and to forget them. But the W Germany which we rebuilt to as in our own defence, will not let forget.

There is one fundamental th to be always remembered in situation—namely, the Slav ha and fears the Teuton, and when the Teuton has met the Slav he on, in open warfare, the Teu literally has hammered the sa case out of the Slav.

If the Germans, equipped supported by United States Britain—and perhaps by Franc should attack Russia, the Sovi Red Empire inevitably will colla and the ten European nations enslaved by Russia would reg their democratic freedom.

The Moscow Reds know this. Th is why Khrushchev is forcing Berlin issue to the edge of war. knows that if he can somehow ch and hold West Germany, the Co munists have a chance of uno mining and destroying the We strength in America and the Brit Commonwealth. If West Germa is not checked, and the Be salient is allowed to remain d in behind the Iron Curtain, Curtain eventually will be brok

Events of the next four or months, at Berlin, may show u way out. At the moment, it see unlikely. The West's blunder diplomacy of 1945 surely laid foundation of this Berlin cr of 1959.

Furthermore, if this new Germa should be instrumental in toppi the Communist Empire, would not be faced again—as we were 1914 and in 1939—with a Power strong and ambitious that should have difficulty in living w it?

Pacific Minded Prince

Prince Philip's visit to the Brit Solomons and the Gilbert and Ell Islands Colony during March a April will be followed with delight people in other British South Pac territories besides the two most timately involved. For nobody grudges the BSIP and GEIC th popular Royal visitor, as much they would like to have him for the selves.

Even judged on the Pacific standa of remoteness, the BSIP and GEIC still a long way from anybody, a they miss out on lots of things th other islands get as a matter course. Prince Philip's visit will a real shot in the arm.

As far as Philip himself is co cerned, he will be adding greatly the knowledge of Islands' life alrea gained from his visits to Fiji, Ton and Papua-New Guinea—and that a very good thing for all the Brit Pacific.

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The Editors' Mailbag

tzner's NG Discoveries re Just Fables

seems that the Leahy brothers Jim Taylor of New Guinea e, indeed, the first whites to upon the New Guinea High- ls although there has been a on circulating for years (and has repeated it several times) the real discoverer was a Her- n Detzner, who was supposed ave got as far west as Mt. Hagen ng the First World War.

n old letter written by a eran Missionary, now dead, that just found its way into *PIM's* ls, puts quite a different com- ion on the whole thing and rs Detzner up as something of noney.

ne old story was that Detzner, German official stationed at obe at the time of the outbreak he First World War, took to bush rather than surrender to Australians and that for four s he wandered around trying nd his way into neutral Dutch itory and that during those derings he discovered what to- are known as the New Guinea ern and Western Highlands.

hen he finally got back to Ger- y after the war, Detzner wrote ook (*Four Years Among nibals*) about his so-called riences and on the strength of was honoured by the German graphic Society which awarded the Nachtigal Medal (named a well-known traveller and rer who, in 1884, raised the nan flag in Togo Land and the eroons in West Africa).

e old letter from our missionary ten 16 years ago) says that ner borrowed his adventures ly from reports of pre-World I Lutheran missionaries, Dr. ser and the Rev. Mr. Pilhofer, that during his four years in wilderness he depended largely the assistance of Lutheran ionaries. The letter continues: know where Captain Detzner during those four years. I d the place and it was not very te from civilisation and at that there were no cannibals any- e near him.

believe he did climb the waged (a southern branch of Finisterres, at the base of Huon nsula), perhaps in company of Keysser, who had been there e. Whatever provisions he drew the Lutheran Mission he d to pay for, even when the eeds of his book would have en- l him to do so.

n his book he followed the l of the time, and had a little against the Mission. . . The whole book is so much fiction, and cannot be taken as a reliable record of anything. . . I do not know whether Detzner was deprived of the honour bestowed upon him by the German Geographic Society, but he certainly was dropped by them."

When Humphrey Berkeley Purchased a Stone

THE late, and in some quarters quite unlamented, Humphrey Berkeley, who has been appearing in "PIM" pages since last August, just won't lie down. A member of "PIM" staff who has been in Fiji for the last couple of months writes this note from Suva:

Since I have been here I have kept looking around to see if he left his mark anywhere. But not a sign did I see till today when I went to the Fiji Museum in the Botanical Gardens. There, on the wall of the lobby, is a notice that gives the history of the 4 ft high weather-beaten stone that stands at the right of the entrance to the Museum. The notice says:

"TUI NA VOTO—Sacred Stone from Ovalau. This stone stood at Levuka, where the Anglican Church now stands. It was named Tui Na Voto, from the god believed to inhabit it. Tui Na Voto was the god of the Delaiqereqere tribe at Levuka. His priest would lean against the stone when consulting the oracle.—Purchased by *Humphrey Berkeley, Esq., 1906.*"

And Mr. Charles Wagner, of South Queensland, writes to say that Berkeley had not one son, but two. He says:

The younger was always called "Sparrow" by his comrades in Fiji, and he became a lawyer, like his father; but when last I heard of him he had achieved fame, in London, as a playwright, or creative artist of some kind. I knew him well, and would very much like to have later news of him.

The elder brother was a different type—and a very good chap. I remember that he starred as the British Naval Officer in *The Geisha*, when we put it on in Suva.

One night, at rehearsal, our Chief Justice, Mr. Major (afterwards Sir Charles Major) who was our stage manager, told the girl who was co-starring with young Berkeley that, to play the part properly, she should put more vim into her dancing, and kick a bit higher. "Ah," she replied, smartly, "I suppose that is why she is called Mollie Seymour!"

Incidentally, I believe that "Mollie" still occupies one of the rooms in what used to be our Cable Quarters —and I hope she still is well and kicking.

It Was Wrong Treatment For Sipuma

Papuan old-timer, J. Nixonwestwood, now living in England, has a few things to add to Mrs. Jan Croft's article, back in October, on the late Wally Maidment, of Daru, (See also Magazine Section this issue).

He says that the first Mrs. Maidment did not die from blackwater fever but directly as the result of the wrong treatment given her for sipuma. (Sipuma is described as a scaly skin disease that covers the whole body and apparently is a relative of tinea, or what in the New Guinea territory is called grilli).

Mrs. Maidment, says Mr. Nixonwestwood, asked her neighbour what was a good thing for the complaint and he, not knowing that she intended to try it on herself, suggested a concoction of acid and kerosene. She applied it from head to toe, and as a result spent weeks in agony while the whole settlement suffered in sympathy.

Finally she was carried on board the *Mindoro* on a stretcher and taken by Wally to Thursday Island, where she was transhipped on a vessel to Sydney. By this time she was so thin and weak that she died within a few days of reaching there.

Mr. Nixonwestwood says that Wally's business at that time, as well as acting as agent for some of the Fly River traders, was connected with the Mawatta, Ture Ture and Darnley islands of Torres Strait. When pearling vessels from those islands put into Daru to shelter, Wally got a fair amount of the trade that was offering.

You Should Say Santo, Not Santos or Luganville

In December "PIM" we asked if one called the New Hebrides' second settlement Santo, Santos or Luganville—all versions have some use. Captain Brett Hilder, master of the Burns Philp vessels "Malaita" and (currently) "Tulagi", who is in and out of that port more often than most, says it is certainly "Santo", and supplies these details:

Luganville is the name coined in 1889 for the agency at Santo, of the Compagnie Caledonienne des Nouvelles-Hebrides on the first occasion it was visited from Noumea, by the SS *Tanais*, of the Messageries Maritimes Line.

The Captain's name was Armand Lugan, in the last year of his long service in the New Caledonian trade. The ship was of 2,400 tons, and carried some influential passengers, who wished to honour the Captain by naming the settlement, the bay and a nearby river after him.

There are two rivers flowing into

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ACADEMY Series

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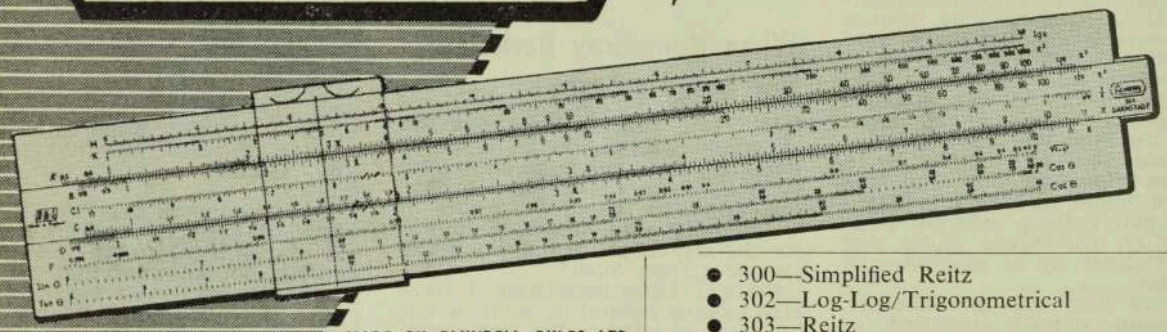

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he Segond Channel, one on each
of Luganville, but today they
the names Rene and Sarakata.
anville Bay is still on the charts,
re the CFNH have their head-
rters, and about two miles away
he French Government Agency,
ital and RC Mission, on the
marked Luganville.
he French Government has been
he habit of referring to the
ement as Luganville, and Burns,
p have also used the name for
y years. During and since the
however, the port and settle-
t have been more often known
anto, and this is likely to re-
in use.
e township of Santo is growing
nd the new wharf, and Lugan-
has become an outer suburb.
he main stores and government
rtments are being moved to the
ity of the wharf, away from
old Luganville sites, and the
olidated township is unlikely to
ything else but Santo in future.
e American "Santos" was never
al, and was used only by the
formed majority, and not by
in authority. It was mis-
ly transplanted from some
in Latin America, and
dn't be taken seriously.

LETTER TO THE EDITOR

Forum Is st What The C Plans

—Mr. Robson, in an article on tion in Western Samoa in your ary issue, quotes local residents ondering on the impacts of tion on traditional discipline behaviour, and one as saying—

HY has the SPC, which has had discussions on all sorts of other things, not organised um of practical teachers on subjects, especially the effect village school education on a ry's social outlook and ns?"

SPC decided in 1957 to hold ional seminar at high pro- nal level to discuss the various ems of education. It takes some to crystallise ideas on such a subject, but it is now definite this Regional Educational ar will be held at Brisbane, gh the courtesy of the Uni- y of Queensland, and most bly from November 15 to 27

expected that at least 11 and bly more territories will send top educationists, and that the nments that participate in the ission will send high-level entatives.
agenda for discussion will

The provision of varying types and levels of education in relation to both:
(a) a limited budget, and
(b) the professional and occupational needs of a territory;
The training of teachers;
The place of an educational aids service in relation to an expanding educational system;
The methods of teaching languages;
The role of the Commission, and specific activities which it might undertake, in association with the territories, in the field of education.

I am, etc.,
C. G. R. McKay.
Wangarei, NZ,
February 12, 1959.

Lucky 400 to Meet The Duke

The first big reception for Prince Philip during his BSIP and GEIC tour in March will also probably be his biggest of the tour. It will be held at Government House, Honiara, on March 19, and will be attended by 400 people—European, Chinese, Fijian, Indian and Melanesian. For European guests invitations were allocated mostly on the basis of the length of time each had spent in the Solomons.

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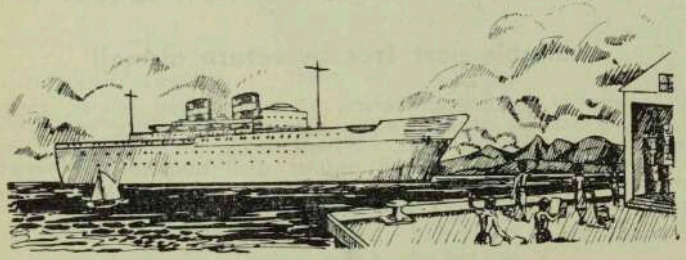

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TERRITORIES TALK-TALK

By Tolala

There was no question last month about New Guinea ...eing front-page news. The clerics aired their views in the old ...lacarthur-Onslow home at "Gilbulla" (Menangle), where the ...ustralian Council for the World Council of Churches had ...athered, resolving unanimously that the whole of the NG ...le should be placed under UN Trusteeship, and its people's ...elfare be the primary objective.

...D the same day, *PIM* publisher ...Robson, as guest speaker to the ...ly Sydney Legacy luncheon, ...underlining the strategical im...nce to Australia of the northern ...d and putting in a plug for his ...e m e for Federation to the ...tees, most of whom are serious...ing professional and business ...tives in the Harbour City.

...w Guinea, therefore, was the ...nt topic last month, topped off ...e Casey statement that brought ... candid comments from some ...e back-benchers in the House. ...ary experts, in the persons of ...ral Eichelberger and Major-...ral Eather (he who took over ...ul from the Japs in '45) had ...hing to say about the strategic ... of the isle.

...acet of the urge for UN Trustee- ... which was not particularly ...oned (and many took for ...ed) is there is no guarantee, ...f West New Guinea *does* become ...st Territory, Australia will be ...administering authority. The ...Asian bloc in UN councils has ...e a formidable power in the ... and would plug, naturally, ...he Javanese-Indonesians to ...that task.

...e degree of "dinkum-ness" ...be the yard-stick in measuring ...mportance of bilaterial dis...ns. Past performances of the ...ese in repudiating financial ...erritorial agreements with the ...rlands do not create a feeling ...nfidence in their trustworthi...

...damentally, they have been ...ally dishonest to others; have ...y reason to believe they will ...y different to us?

... speaking of honesty, we ...'t forget that we more or less ...ur tongue in our cheek when ...tically talking of native wel...s our paramount object in ...g out intending intruders.

...d

... a week in early February, ...y philatelists had a beano. ... exhibition, known as ANPEX ...alian National Philatelic Ex...hibition) was held in Sydney Town Hall, and for anyone with a liking for stamps and their collecting, it was a very worthwhile display.

Pacific Islands were by no means neglected and for general interest ranked high.

Browsing through the Aisles of Philately I met up with A. R. Nancarrow, a one-time Chief Officer of the good ship *Mirani* (well-known during the '30's in local TNG waters), and now of Glen Iris, Victoria.

He was awarded a bronze medal for his most interesting display of Fiji, Tonga and Solomons issues, and explained to me that he owed much to Rev. A. H. Voyce, himself an ardent collector who for a number of years resided in the Buin area of Bougainville and is now in Auckland, NZ.

He also collected a silver medal for a postal history of the Bougainville district, starting off when the explorer Bougainville, in 1768, picked up some mail from Carteret's vessel for delivery to France. He must have put a great deal of research into the job and local Territorial Historical Societies should try and obtain a copy of this monograph.

Married in Port Moresby in February, Mr. T. Dietz and Miss H. I. Hila.
—Papuan Prints.

I noticed Friend E. R. Gill, the Liverpudlian who took me to task in the January *PIM*, collected a silver medal for several "Unusual Items or Pieces" of Papua, amongst them (and I quote the Exhibition catalogue): "(b) Showing BNG c.d.s. and bar obliterations. Cover in the handwriting of Dr. William Macgregor, the first Lieut-Governor of BNG, addressed to Lady Macgregor. . ." which I expect will make Mr. Gill shudder when he sees the spelling of the name.

Exhibits of both Papua and New Guinea were so numerous and such rare specimens displayed that one wonders whether the Port Moresby Museum has made any arrangements for a philatelic section to be included in its exhibits. If not, why not?

A Loose Term

A Sydney paper last month ran a news item from Lae about a certain lady in Lae winning £15,000 in a lottery. She was referred to as a "Malayan" and lived in Lae's "Malaytown".

All of which raises the question of this somewhat loose use of the term "Malay" when referring generally to these descendants of the folk who came down from the Celebes and Amboina in the German time, and for some years were referred to as "Karanis".

In these days, when greater care is usually observed in putting the proper tags on nationals, a more correct name than "Malay" should be applied. What are their own opinions regarding the matter?

They are a section of the non-indigenous population for which I hold a great respect.

During the German time they were the silent workers, often in responsible clerical positions with the commercial houses, who carried their white bosses (as, so often, in the Army the senior NCO's carried their officers) but never for a moment "forgetting their place", always dependable, respectful and concientious in performing their duties and, invariably, examples of sartorial perfection.

As I look back now at this late date I recall three outstanding "Karanis", working in the early '20's, who were worth their weight in gold.

• Siegers was records clerk for the Exproboard from, practically, its inception. His memory for correspondence, inward or outward, was phenomental. Without referring to his records he could turn up a letter to so-and-so, written six months ago, with the least delay and in a

system where thousands of letters were written by chair-borne experts each week;

• Gasperz, a draughtsman, with whom I worked several years in the Board, was a power of strength in mapping, with a natural gift for penmanship;

• The postal clerk in the Rabaul Post Office (I forget his name) was a marvel in mnemonics. He could tell you, at the drop of the hat, where John Jones or Bill Smith had moved to and when Sam Bung would be returning from leave. He was the greatest gift to the official white postmasters ever dreamed up.

And there were many others of inestimable worth; shipping clerks, tally clerks all of whom did outstanding jobs, collecting little kudos, nor even asking for it. They were an important factor in the development of TNG, and I doubt very much they have ever been properly appreciated.

But, what are we going to call them?

Old Scenes Re-Visited

Not so very long ago I learned through the Rabaul grapevine that Ted Taylor, one of the old-time Kiaps, was re-visiting some of his old haunts in and around Rabaul. and it was pleasing news, for Ted was always a popular official, especially with the Tolai people and the common, everyday man-in-t street, irrespective of colour.

He went first to the Territory w the AN&MEF in 1914, spent a sh time at Nauru and after his ret to NG was constantly on Dist Service work; he was a nc trouble-shooter and if ever a s of bother cropped up anywhere w anybody Ted was called upon give the Taylor treatment in his variable quiet, impressive mann without bombast or "pulling rank".

I first met up with him in 1921 (or it may have been early I was with the Exproboard in th days; taking over the Germ plantations was a full-time job.

Somebody suddenly discovere "forgotten" young plantation, the beaten track and rapidly g bush. It was Pondo, on the w coast of the Gazelle Peninsula; only cultivated area between C Lambert and the government stat at Talasea. A labour line of ab a hundred was immediately requi Whence and how?

Talasea plantation (later kno as Linga Linga) was well ov strength; a certain section of NL Ordinance provided that, w the approval of the Administra labour could be transferred with their consent.

Approval was obtained and I off in the steamer *Meklong* for government station at Tala armed with the necessary author and there picked up Kiap Tay proceeding on to the Talasea plan tion where one, Fischer (a retur digger and later killed in Nakanai massacre) held the for

Volunteers to transfer were ca for and without fuss or coercio hundred sturdy workers were barked and we sailed for Pondo : all was well. This one-time wilo ness later became one of the s places of the Territory—until Japs threw a spanner in the wo

Happy nostalgic wanderings, T amongst old friends and old sce but under new conditions!

Racial Discrimination

If in the past the originators racial discrimination were the Pu Sahibs and white overloads in dark countries, it is quite appar now that the cycle of col segregation is being controlled the educated members of the d races and to such proportions t make one wonder where it will e

Certain sections of Africa are open revolt and it all seems to up with the global anti-white mo ment which sociologists have tip these many years. (I have in m Oswald Spengler's "Decline of West", in particular).

Highly-educated Africans, have worshipped at the Shrines Learning in the white world received every assistance in so ing) are now leading their count

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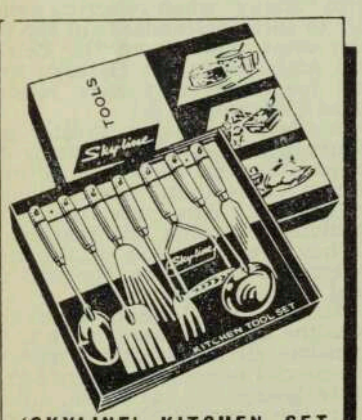

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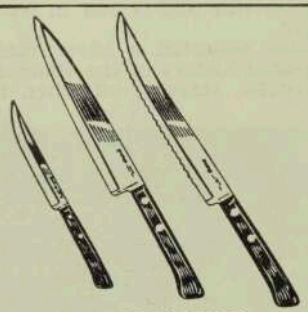

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in organised defiance of the
nd which fed them". This, of
se, is evolution, egged on by
rested political opponents of
ern idealogies.
ne publicity in the Press to
e recent eruptions must have
e reaction amongst those people
e education has not yet reached
University standard, but none-
ss are gradually emerging into
complex world which so often
s towards uneasy discontent
their old ignorances and im-
them with the desire to keep
with their colour in other lands.
ese are the problems which
the Trustees of these people
y.
n, and will there be a happy
ilation between the colours
y in the Pacific?
nga appears to have solved the
em where its destinies are led
s own people, with the recog-
advice of Europeans.
eaking recently to a medico,
has just returned from doing a
graduate course in tropical
cine at Edinburgh and Liver-
(Eng.), I was impressed with
emarks concerning the general
gard for colour amongst the
nts and also the expressions of
on of educated Africans regard-
the co-ordination of the two

d one African medico: "In our
e for nationalism we want the
r to govern, but we must have
experience in order to advise

d therein appears to be the
ion to the problem of assim-
n.
other words: They want the
ge (the "face") of control,
admitting the dependence
the western world to make
usiness pay. Undoubtedly it is
intricacies of the modern
cial world that stumps even
nost erudite of the universities'
t.
is a point to remember when
own P-NG students emerge
the universitly standard—and,
ope, not before. But. . .

ed Weavers

onder how many people who
the item in "Tropicalities"
, Feb., p. 81) about Tench
d realise that this was one of
solated isles, chosen by the
an Government before 1912,
nain immune from white con-
or many a year for the purpose
thropological research.
e idea was for the people to
no contact with other areas
to be self-contained, without
le influence, for an unstipu-
period in order to preserve
own cultures unsullied by the
ce of civilisation.
e scheme worked well until
the middle '30's when an
t missionary couldn't resist
emptation of rescuing their
and the *tabu* was broken.

The Confusion Of Tongues

It seems there is always bound to be an argument going on about languages in P-NG. If it is not Pidgin, then it is about pure English being compulsorily taught versus the Vernacular.

The clash between the LMS and Administration at the beginning of last month could become a knotty problem, one which will probably reach high levels of State and Church. I like Jimmy James' remark: "We are not trying to bring up a race of carbon copies of Europeans, but rather a race of educated Papuans able to take their place in and lead the community. If they have no language of their own, is this likely?"

The answer, of course, is in the negative, and it is to be hoped the Administration becomes more realistic in its attitude towards teaching the vernacular in mission schools.

If it persists in its present policy it will certainly not "come close to the native people" as urged by Minister Hasluck when speaking in the House on the Navuneram report.

A knowledge of the vernacular by Native Affairs officers themselves is one of the surest means of improving relations between officialdom and the people. It is an invaluable power for the field officer in particular.

New Life for the Pacific Is. Society

Under the cheerful and able presidency of Mr. N. H. Foxcroft, the Pacific Islands Society of Sydney has taken on a fresh lease of life. Membership now totals 143, which is about twice what it was a few years ago when, for a while, it seemed as though the old-established society might fade right out.

At the annual general meeting on February 26, Mr. Foxcroft was re-elected president by unanimous vote. Although he still has a long way to go before he equals the term in office of his wife as president of the New Guinea Women's Club, he looks set for quite a long stay as guiding hand of the Society.

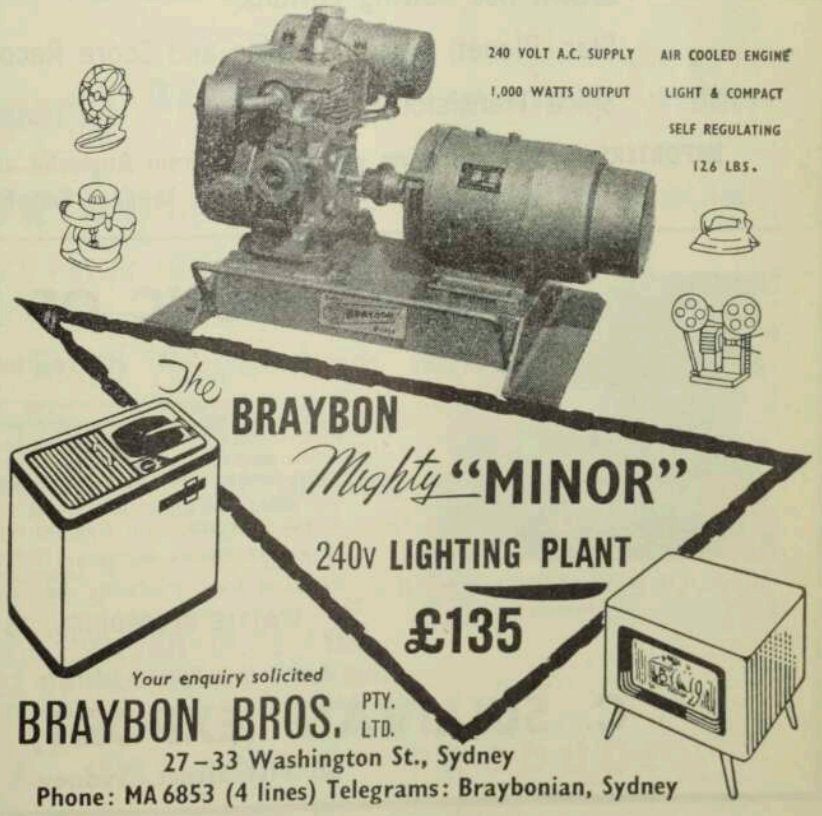
Other office-bearers elected on February 26 were:

Vice-presidents: Dr. G. R. Mackaness, OBE, MA; Messrs. N. B. Casey, MBE; L. A. R. Howell; H. Sabben, OBE; and A. E. Stephen.

Hon. Secretary-Treasurer: Miss M. M. McGann.

Assistant Secretary-Treasurer: Miss D. Peters.

Council: Mesdames N. H. Foxcroft, J. Sylvester-Jones, H. Sabben, N. B. Wight, Messrs. R. J. Christoffersen, F. Kennedy and T. Wignall.



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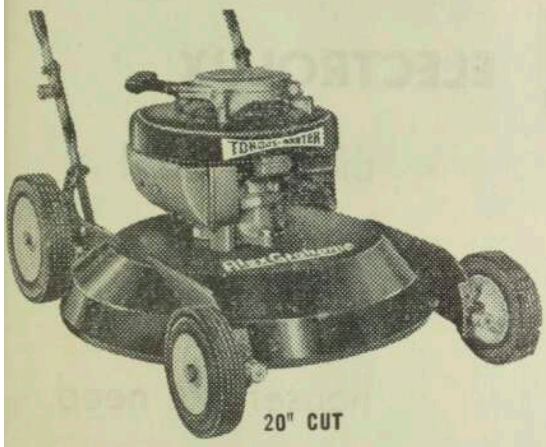

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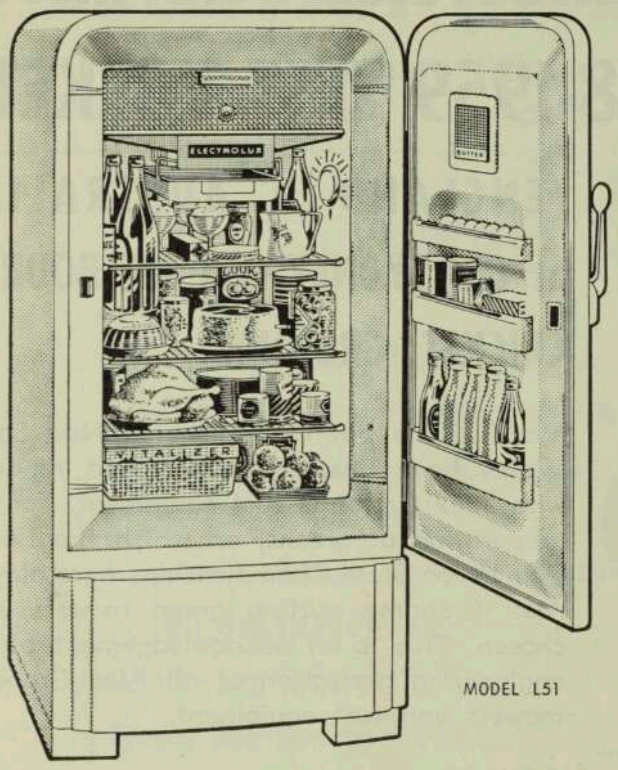

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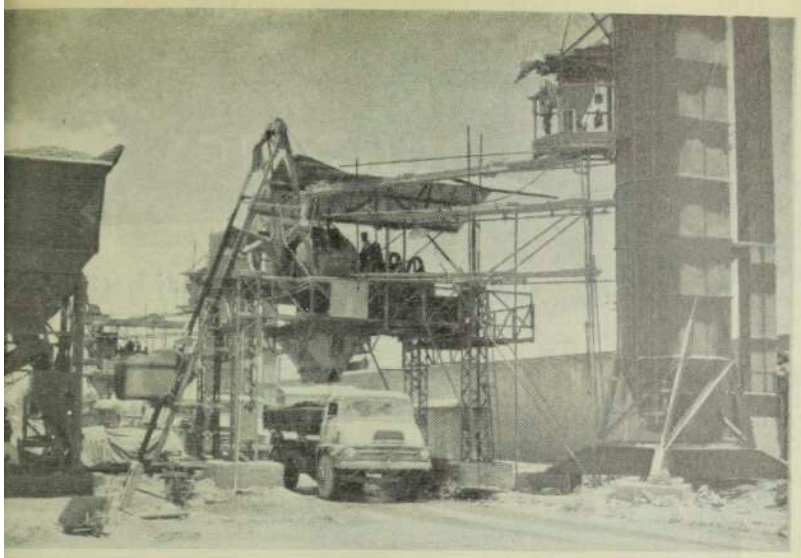

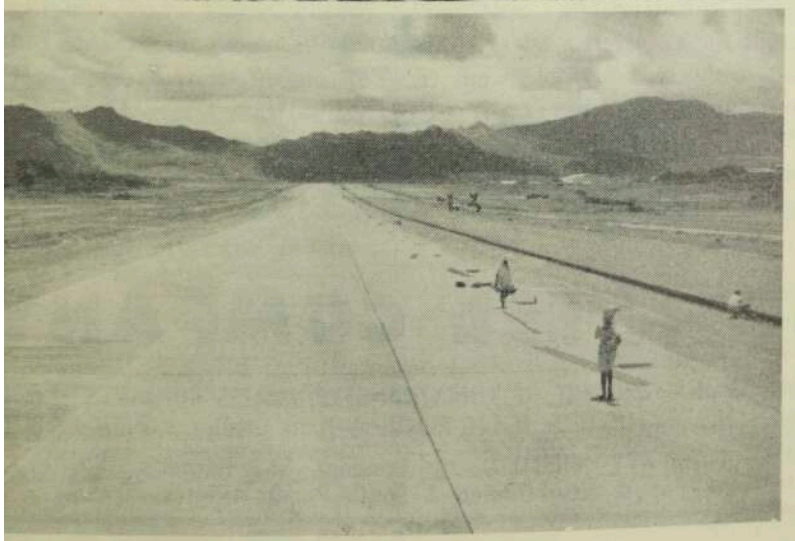

Teething Troubles Are Over

RAPID PROGRESS WITH NADI'S JET AGE AIRPORT

Despite some early setbacks because of a London dock-strike, which held up equipment, and wet weather, which bogged the equipment down after it had got there, progress on the Nadi airport extensions is now rapid.

A GOOD stretch of fine weather has allowed the contractors to push on with the work, which is going to cost more than £3,000,000, and will give Fiji an airport worthy of the jet age.

Fiji's contribution to the extensions (apart from acquisition of land for development) is the construction of the new terminal building, which will cost about £310,000.

But the major cost of £3,000,000 is being shared by Australia, New Zealand and the United Kingdom.

These photographs, taken in February by Rob Wright, Fiji PRO photographer, show several stages of the vast project.

At top are two of the large concrete mixing stations at the airport (the second can just be seen in the background), together with a gravel hopper (at left). A container with gravel is travelling up the inclined girders to the mixing deck. The truck will take the concrete direct to the runway, where it is handled by the concrete laying machine (centre photo). Whirling blades in the concrete layer help compact the mixture.

The whole job is done on the assembly line principle, with teams of men laying reinforcing mesh, tarred paper, adjusting edges, inserting joints, as the concrete strip is pushed out farther and farther.

One day recently the men, in a 12½-hour working day, laid 2,000 ft of concrete 20 ft wide—800 cubic ft of it.

Newly poured concrete on the runway is protected by a portable cover of aluminium, which is on runners and can be moved easily.

The lower photo shows part of the east-west runway after the concreters had finished with it.

This point is about half-way to the intersection with the north-scuth strip, and it will be continued for about the same distance behind the camera.

Total length of this runway will be 10,700 ft.

Meanwhile the new terminal building is taking shape and the control tower building is almost completed.

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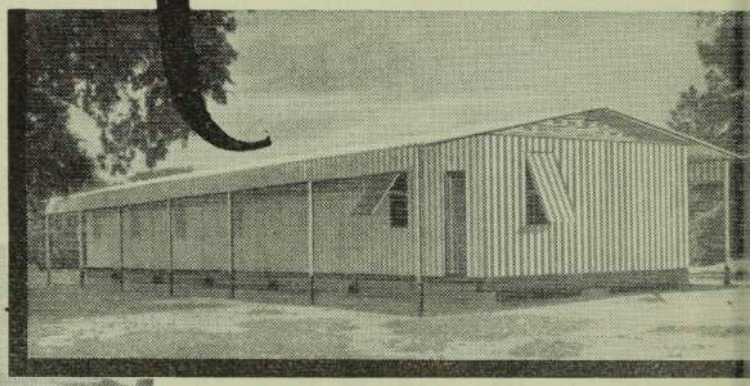

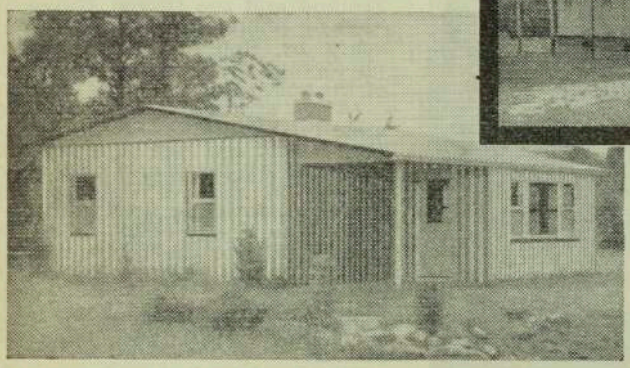

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This Is His Grouch

) MANY MILLIONAIRES, OT ENOUGH PLANES

E irate resident of Lae, New Guinea, doesn't think much he Qantas service since it ged over from DC4s to r Constellations on the Syd- Port Moresby section of the ce (with a consequent reduc- in planes-per-week). And he s to say so in plain words:

IAT we have been putting up with is fast giving us ulcers. Those people who meet the to collect urgently needed such as films, drugs, spare , newspapers, and flowers for ings, etc., are constantly being "come back in an hour." The sometimes extends to the next

One Plane Useless

wers ordered recently for a ing did not come at all; the ex- ation being that they would be accepted at the Australian without a certificate. We en- d about this from previous mers for wedding flowers and knew nothing about certi- es.

ost countries require a certi- of fumigation, or to the effect the consignment is disease- before they will allow fruit lowers to enter. It would be ual if Papua-New Guinea s in this regard.—Ed. "PIM").

th the new Constellation ser- of four planes a week, the tory, in effect, is getting three s, because the one which es here on Monday is useless r as cargo is concerned. Few e in Australia are going to tch goods or mail on Sunday.

Bad Luck

ntas certainly has had bad since the inauguration of the service, and most people are e that certain teething troubles arise, and are conseqently nt and understanding. They , too, that Qantas cannot con- he weather.

t—and this is a big but—when Constellation arrived on time, bly for the first time, in Port sby on February 20, and cargo, ngers and mail arrived in Lae nine hours afterwards, even most tolerant were very, very

uttles were sent from Lae to up from the Constellation, and asked "What about the DC4"?, it was learned that that machine was out on charter.

The last bitter pill was the information that the DC4 was on charter to the millionaire passengers of the visiting Swedish vessel *Kungsholm*, which was in Port Moresby that day.

It has always been understood that a DC4 would be available to shuttle from Port Moresby to Lae when the Contellation service started, and as the average time taken for the trip is about 1½ hours, this looked like being a good service, as the Contellation was arriving earlier than the old service.

But there is a very big difference between 1½ hours and the 9 hours which people waited for mail, etc. And this time Qantas had no break-down or weather excuses.

Port Moresby was served; the millionaires were served, and who the hell cares about New Guinea anyway? Australia has already given it away to Indonesia!

M. Louis Devambez, Assistant Fisheries Officer for the South Pacific Commission, is making a survey of river systems in Viti Levu, Fiji.

He is working in co-operation with the Government's Department of Agriculture in an attempt to determine whether it will be possible to introduce freshwater gamefish into the Colony.

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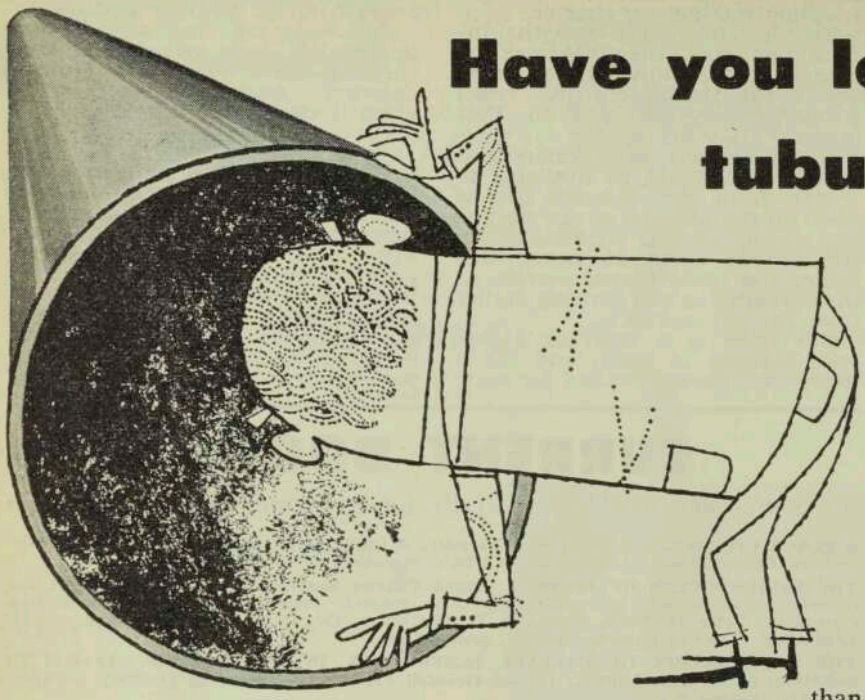

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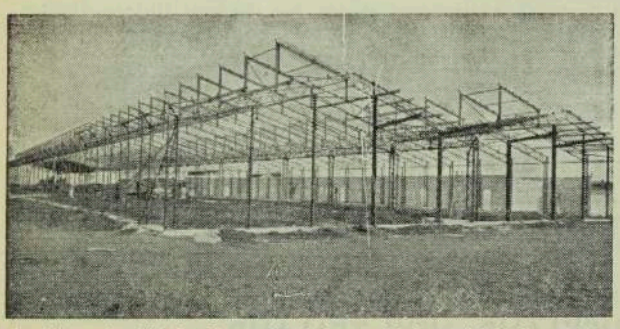
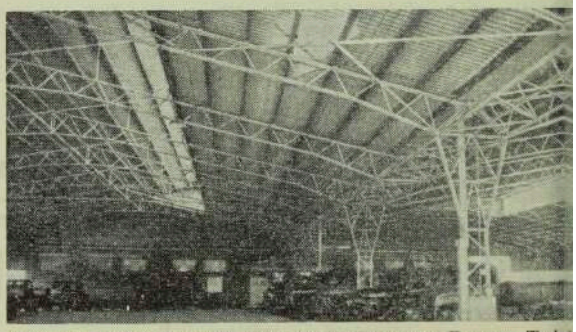
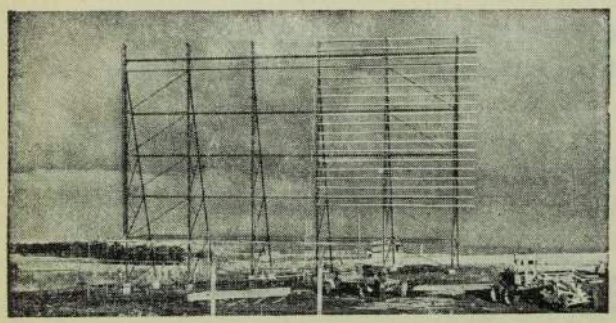


Architect in Chiefs Dept. Workshops, Netley, Adelaide. Twin 60′ span x 516′ x 16′ high. Floor area 62,000 square feet.



Melbourne City Council, Nth. Melb. Transport Depot. Twi span x 180′ x 14′ high. Floor area 27,000 square feet.



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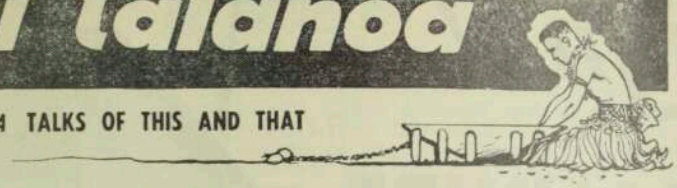
fiji talanoa



VAKATAWA TALKS OF THIS AND THAT

It could be that the Rewa Delta will become Fiji's rice bowl when the Nausori sugar mill closes next year.

AT a tropical country such as Fiji should have to import more and more rice each year seems silly, but that is the position. The demand for rice is growing ise the Indian population is ng, but there are other factors.

ans, for instance, are becom- egular rice eaters. (I like the of a little Fijian girl who of some Indian friends, "They urry and rice, just like us.") e imports last year cost 324,000. The amount imported 4,230 tons. A Government nent on the position says that s there is large-scale planting e Colony, imports will have by 1976 to 35,000 tons.

Colonial Sugar Refining any, as part of its patient and endeavour to find alternative for farmers who now supply lausori sugar mill, has made a ed study of rice possibilities e Nausori area. Experts have brought from Australia and tudy, in which the Depart- of Agriculture has joined, re- some promising prospects.

ut 3,000 acres of potential rice can be used immediately and sugar is no longer grown this can be substantially extended ut eating into land which is le for other economic crops.

CSR Co.'s experts suggest the possibilities do not end rice itself. Indian housewives arge quantities of sharps (a oduct of wheaten flour milling) he suggestion is that the im- d sharps might be replaced by y produced rice flour.

opportunity certainly seems there. The land is available. narket is growing, and assured. al is needed, and milling and eting organisation is required, hat is where the worth of the rship available in Fiji can be i.

Battle Commence

ttle has been joined between rade union giants in Fiji. But not much of battle and they ot very big giants.

e late Mr. Ami Chandra, whose in a plane crash at Singa- robbed Fiji of a wise and balanced, though when necessary forthright and determined, labour leader, gathered the infant trade unions of the day into the Fiji Industrial Workers' Congress, modelled on the Trades Union Congress of the United Kingdom.

After his death, the presidency fell to Mr. B. D. Lakshman, but it was not long before he was deposed by the member unions and replaced by Mr. C. P. Bidesi, of Suva.

In neither case are qualifications for trade union leadership particularly obvious. Both men are, or have been, for instance, employers rather than workers.

In recent years, Mr. Lakshman's activities have kept him in the public eye mainly as a focus for trouble in the sugar industry. After much manoeuvring, he became president last year of the sugar mill workers' union. The union, like a number of others in the Colony, has a curiously undemocratic constitution which allows officers to be elected by "packed" meetings at a particular place, regardless of the views of members who are not able to travel from distant centres to vote.

Memories of his defeat in the Industrial Workers' Congress still rankle with Mr. Lakshman, and last month he brought into being a Fiji Trades Union Congress.

The inaugural meeting was held at the same time as a previously advertised meeting of the older body. Mr. Lakshman claimed wide and enthusiastic support for his congress, but he was oddly reticent about who was actually present. The list of unions represented at Mr. Bidesi's meeting, on the other hand, included all the larger and more important unions except Mr. Lakshman's sugar workers.

Politics in Fiji are bedevilled only too often by personal and factional rivalries. It looks as if the same blight may be falling on the trade union movement.

Delayed Reaction Over Water

When water rates in Suva were more than doubled in 1958 there was some murmuring, but little true realisation of what 3/9 per thousand gallons would mean when the bills came in.

Now they have come in and the murmurings have risen to dismayed shouts of rage.

Fijian housegirls are notorious wasters of water, but they are being sternly disciplined by household heads with water rate notices in hand. Some flat-dwellers have found that the bill for water is half, or more, as big as the bill for rent. Wage earners who found it difficult enough to make ends meet previously are now faced with a severe extra burden. Industrial concerns are finding their costs increased by hundreds of pounds a year.

To all this the Government re-

A section of the growing township of Nadi. Over the past two or three years the township has been transformed by the growth of fine buildings which have taken the place of many of the small shanties. It is the nearest township to Nadi International Airport.

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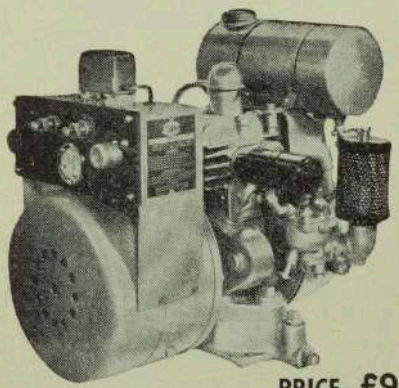

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"economic charges", and the recommendation of the Review Committee that all nment services should be paid users at rates which will re- costs.

a Chamber of Commerce ers are not impressed. They at the "economic charge" for includes far too high an t of capital cost. The Public Department is trying to pay cost of the new Suva supply ch too short a time.

jolt of the new rates has ne effect at least of making sers water-conscious and has d them into fixing leaking promptly and into trying to waste.

an interesting point arises. If can't pay the new high rates ater is cut off from a sub- l number of houses, what will e effect on sanitation and health, and what will the net e?

niters Will Blow Up ish Industry

s fish supplies, or at least drawn from near-shore waters, eing seriously threatened by discriminate use of dynamite ison.

methods of catching fish in the destruction of finger- n which the fish harvest in depends, so the damage is ative.

y now and then a fisherman finger, or the greater part hand, but still the dynamit- es on, and the police seem ess to stop it.

a mile or two from Suva, e Lami foreshore, explosions eard almost daily. Watching its phone the police, who from Suva in full uniform in rly recognisable vehicle. It is urprising that when they ally make their well-adver- appearance the lawbreakers disappeared.

osives are used for quarrying ining in a good many parts Levu and supplies seem to dily accessible to the fish de- s.

w years ago, the appointment n-official wardens to guard lony's resources of fish and birds was proposed, but the e fizzled out and the waste t should be one of Fiji's main s of cheap food continues.

nwhile, canned fish comes as far away as South Africa, g to accentuate Fiji's adverse e of trade.

e's probably some sense in it newhere.

ka's Tree nent Again

avenue of trees at Natabua, autoka, is in the news again. avenue is one of the beauty spots of north-western Viti Levu, but every few years somebody decides that the trees should be cut down because they are a Menace to Traffic.

Defenders of the avenue swing smartly into action and point out once more that the obvious solution is to plant another row of trees and widen the road to take two lanes of traffic. Discussion rages fiercely and then dies down and the trees remain and the road remains, ready for the next attack by the critics.

This time, it is the Lautoka Chamber of Commerce, which is becoming a lively and vocal body under the presidency of Mr. W. L. Bygrave, that wants to wield the axe. The Chamber does not claim that the whole avenue should be destroyed, but would like to see seven trees removed from one end to expand a bottleneck.

The Automobile Association of Fiji leads the opposition. Widen the entrance to the bottleneck, says the Association's patrol, Mr. R. Frow, and you merely increase the danger when the narrow part is reached. Plant another row of trees, urges the Association (this is where we came in) and widen the road.

The discussion has special interest for exporters of timber to Hawaii, where "monkey-pod" souvenirs are made from the wood of trees of the type of those in the avenue.

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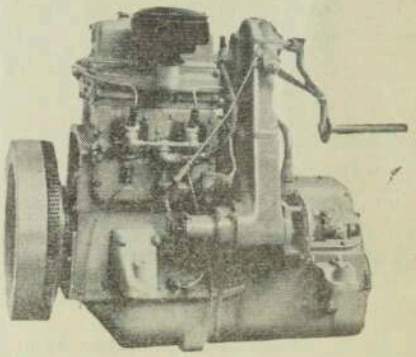

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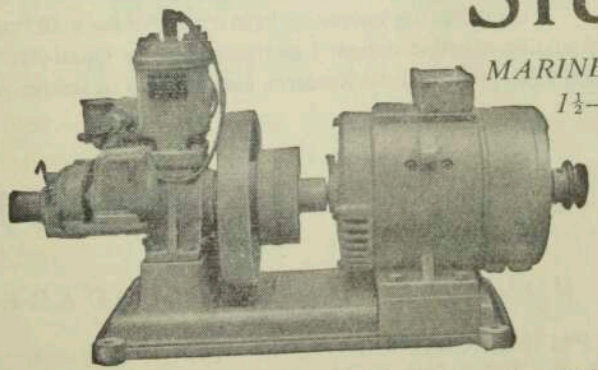

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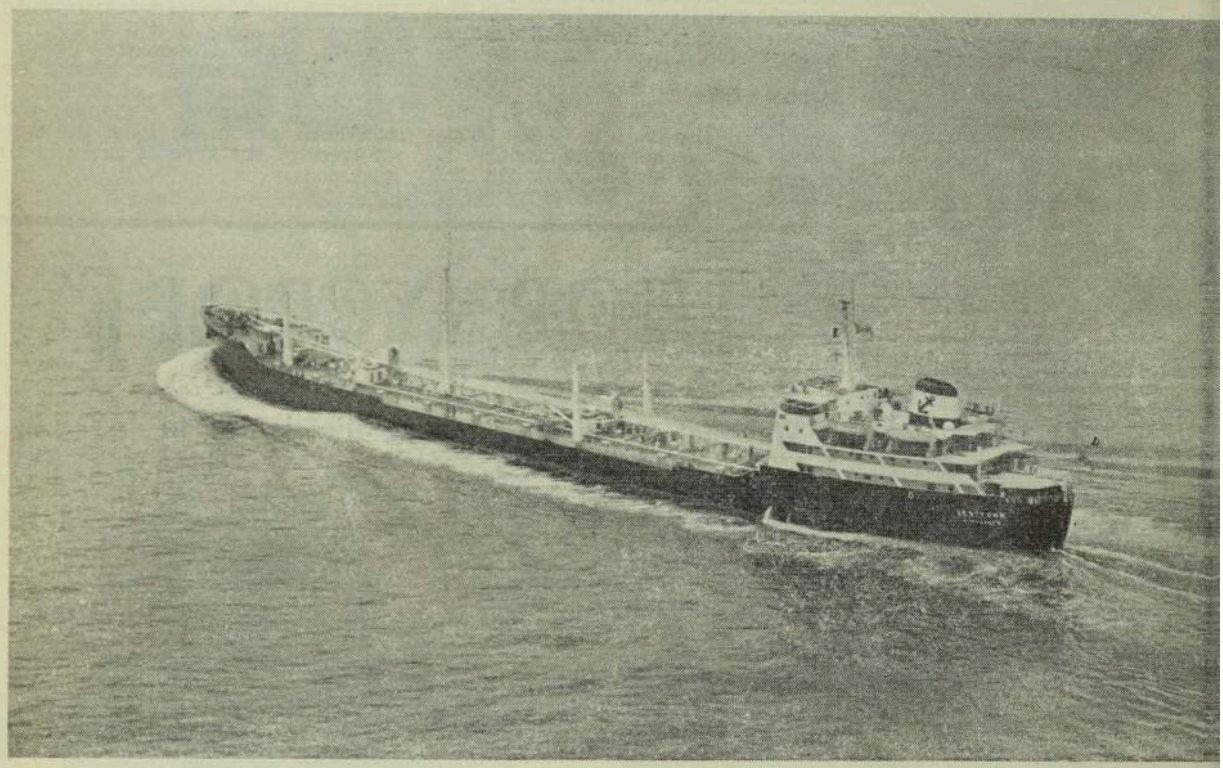

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It is particularly interesting in that some of the weld runs were made with the new self-guiding machine designed and produced by Quasi-Arc Ltd in consultation with Harland & Wolff and the Research Laboratories of British Aluminium.

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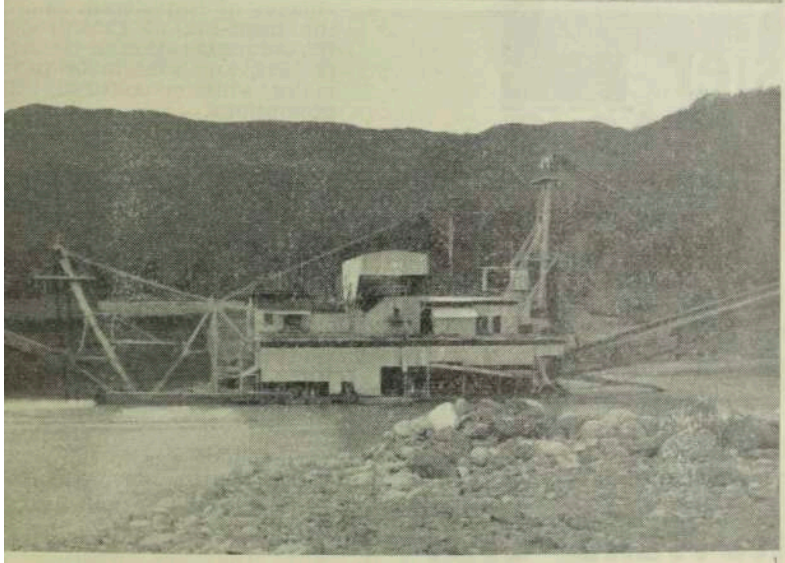

THE TWO FACES OF BULOLO

The dredge above, the last of the eight that once worked in the Bulo'o ey of New Guinea, is still helping to produce profits for BGD shareholders cording to one of the local mathematicians, at the rate of about 4d a et.

As the buckets churn around 24 hours a day, seven days a week, 365 days ar, except for 2-weekly or 3-weekly clean-ups, it all mounts up. But not it used to do; and not like it would if the price of gold had risen at the rate as other basic commodities.

BGD is working other parts of the valley, both towards Lae and towards , with hydraulic sluices but most Bulolo activity these days centres on the forests in the hills—some of which can be seen behind the dredge.

These huge and symmetrical trees are hauled out of the bush by tractor, cut n convenient lengths on the spot, with a power saw, and hauled to the ood factory on these big timber jinkers (top picture).

There, after debarking, the logs are unravelled like a piece of knitting, he rotary cutter and in about two minutes flat become one endless piece ne-sixteenth inch ply, done up in a neat roll.

The finished high-grade ply-board finds a ready market overseas, including ralia and America. It is unlikely that the company (which holds 49 per of the shares against the Australian government's 51 per cent. in Com-wealth New Guinea Timbers, Ltd.), will make the same sort of profits out ly at it once did out of gold. But the new enterprise permits the continued ence of the model town of Bulolo.

The perpetual cycle of reafforestation means a permanent industry. It t cut out like gold.

Death of J. B. McAdam

NG's Forests Are His Monument

The loss of Forests Director J. B. McAdam, suddenly dead at the early age of 49, and one of the Territory's best known men, came as a shock to Papua and New Guinea.

MR. McADAM was on leave, and was holidaying at Margate, Queensland, in February, with his wife and their three children, and with relations, when he collapsed and died, without warning. Apparently, he had been in good health.

In his early education, in Queensland, Mr. McAdam disclosed a special interest in forestry; and he gained his diploma at the Canberra School of Forestry in the early 'Thirties and entered the Queensland Forest Service. In 1938, he was selected as Forestry Officer for New Guinea.

When the Jap invasion occurred, in 1942, Mr. McAdam became a soldier with the New Guinea Volunteer Rifles, where distinguished service won him the Military Medal. He went into ANGAU in 1943, with rank of major, and took charge of the Forestry Division, and he became Director of Forests, in 1951. He has been a member of the Executive Council since 1949.

Highly Qualified

Mr. McAdam will be remembered not only as a successful Departmental head, but also as a highly qualified and most aggressive forester.

He was ready at the drop of a pen to campaign fiercely against any interest—Administration, commerce, land-owner—which threatened the sanctity of his forest reserves, and he policed the sawmilling activities of P-NG (which grew very quickly after World War II) with a sharp and suspicious eye.

Some people will argue that he overdid his passion for protecting the trees; but already there is in New Guinea, in the replanted forests above the Bulolo Valley, and in the afforestation of wide areas which the Europeans found bare, an impressive monument to his skill, industry and tenacity of purpose.

Mr. and Mrs. McAdam will be missed in Port Moresby, where they associated themselves with various community activities.

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Minister Adroitly Blankets Report Of Commission

There has been some int ing political manoeuvring ov report of the Chief Justi Papua and New Guinea, went to Rabaul in Septembe as a Commissioner of Inqui investigate the circumstance rounding the Navuneram s ings of August 4.

THE August trouble oc when Administration o tried to collect, from c Tolai natives in and aroun villages of Navuneram and T the head-tax of £2 introduc the Administration at the beg of 1958, and said to be payal males, white or coloured, with exemptions.

Most of the Tolais paid, pressure was applied, but Navuneram section refused.

Step by step, the official pressure on the defiant n until they reached the point the non-taxpayers had t arrested for defiance of the When the police and officia August 4, moved in to mak arrests, the natives attacked and—as was by then inevit the police used their rifles, ar natives were killed and a n wounded.

Immediately, the Terr Department was in uproar.

Commenting in August, high officialdom was still b the air and breathing heavily pointed out that blame did with the tax-gathering o who were merely carrying ou logical duty, but with the tories Department's Top Bras had insisted on imposing hea upon a primitive people, lon fore the latter were capab understanding its meaning or ficance.

Long, Anxious Wait for R

The Inquiry conducted by Justice Mann was thorough far-reaching. His report was hands of Territories M Hasluck, in November. The must have worked day and on the job—it runs to over typewritten pages.

There was widespread inte His Honour's findings. Whom he blame? Presumably, the lay either with the Canberr Moresby set-up, which intr the tax, or with the high c who directed the method of

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from the natives of neram.
nsensus of Territories' opinion that Canberra and Port sby would try to get out from by piling the blame on rtmental or District officials. expected that the heads of ct Commissioner Foldi and/or Superintendent Normoyle roll in the dust.
all decency, the Com-ner's report—or at least a ary of it—should have been hed as soon as it reached finister. In that way, much ss anxiety would have been d.
in the manner characteristic little dictators, Mr. Hasluck to keep the document under nd key until he could solemnly on the table of the Com-ealth Parliament. Why? said that was his "obligation". Territorians are of opinion e did not like the report and that some of its unpleasant might disappear if he kept et for a while.
as tabled in Parliament on ry 19—nearly three months the Commissioner signed it. *n sapienti sat est!*

er Ready With HIS Report

while scores of people d and wondered, the Minister good use of the three months. n he tabled the report, he l ready a document of eight -typed foolscap pages, which d out, and in which he ed the report at length, and ed and underlined some of mmissioner's comments, and sed for wrongdoing, and pro-something better in the

ugh the report was not avail-or study or publication in (it was merely "tabled", for g) the Minister went straight detailed reply to it.
bers, even had they been able the report, could not chal-the Minister's smooth and ry comments—90 per cent. n know nothing about the ry, and its complex social ministrative structure.
the moment of this writing probably until the report is and debated—all that the bers and the people have had se *extracts* from the report, by the Minister for quota-order that he may hang em the soft words which he ill turn wrath away.
really is a cunning technique. time the report is printed, e debate of the wearisome rs reported, most people will forgotten the Navuneram gs—or will remember them the light of the Ministerial tions. Which suits Mr. very well.
report consists of over 1,500 bound in eight volumes. Seven of the eight are official documents, and the immense amount of evidence taken in Navuneram, Rabaul and Port Moresby. The eighth volume contains the Commissioner's summary and comments.

Tribute to Officials

That last volume can be easily summarised. (More details on page 51.)

His Honour finds none of the officials involved in the Navuneram incident seriously blameworthy—having, in accordance with Port Moresby's instructions, engaged upon the task of collecting the taxes from the stubborn and resentful Tolais, they could do no other than pursue the matter to its logical conclusion, and, if necessary, effect the arrest of the natives who openly defied the law.

Those officials, in some preliminary proceedings—a few days before August 4—held a conference at which some decisions were taken.

His Honour says that a serious error was made there in not having legal advice and legal officers available. He is critical of officials of the Native Affairs Department for some of the things they did—or did not do—in these preliminary proceedings.

His Honour says a great deal in this paragraph of his report:

"I do not want to be taken as expressing the view that the officers of the Ad-

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tration should be held responsible for ncidents.
deed, I reject such a conclusion, and that any search for a scapegoat to the responsibility for these events involve serious injustice to these rs, and would deprive the Administra- of the benefit which can only be de- from close attention to the causes e trouble.
l of the officers who gave evidence so frankly, truthfully and without e.
ey are all men of outstanding ability ntegrity, and wide experience in the ory, and they faced the very difficult ms with which they were confronted great courage, and application to

at reference to "close attention he causes of the trouble" is ficant.

Much Wider Dispute

e Commissioner quite properly that the immediate background ie events of August 4 is found ie operation of the head tax; that the question of taxation nly incidental to a much wider ite going back over years.
e Minister is shrewd enough to he meaning of those sentences, r as they affect his adminis- n, and so he jumps in with explanations. Here is one:

ly a comparatively small percentage native population pays the maxi- rate of £2.
t of an enumerated adult male tion of 476,840 in Papua and New a, a total of 176,497 were automatic- exempted at the beginning of the tax-year and 53,999 were either or partially exempted by tribunals the year; so that only half of the male population were in fact pay- e full personal tax.
e vast majority of those on whom ax has been levied have paid ly.
passing, I should mention that, gh the tax was primarily introduced number of reasons advanced by the istrator as being valuable for our istrative purposes, the tax is also ordance with the expressed wishes Trusteeship Council of UN."

the Minister's smooth phrases t explain (a) why the tax was e first place introduced among primitive folk of Papua and Guinea, at the present stage of opment and (b) why it was d upon this particular section ie Tolais, when 200,000 other es were exempt.

The Difficult Tolais

e Minister went on to say, at stage in his comments, that head tax was "inextricably d" with the Administration's pts to introduce an increasing e of local government among natives. It was provided that natives were being taxed by governments, they could be— were—exempt from head tax.
the Commissioner emphasises neram's opposition to local nment as well as to the head and the natives' belief that acceptance of head tax would the way to the local govern- ment, which they had rejected.
The Commissioner refers also to the history of those Tolais—there is a record since 1950 of clashes between them and the District Administration — the McCarthy incident at Raluana a few years ago may not be forgotten.
He refers to many things local and general, which had contributed to the "bewilderment and alarm" of the native people, in connection with this tax.
It all goes back to the questions: Why was the tax imposed upon the Tolais? Why was it introduced at all?
To sum it all up: The Commissioner lays no special blame for the Navuneram shootings on the officials immediately involved in the shootings. He suggests that the Administration could derive benefit from "close attention to the causes of the trouble."
He could have said a good deal more under that head. Perhaps he would have liked to have done so—but apparently he took the view that his authority did not extend to an inquiry on why the Government introduced the tax, and the manner of its application. . . Parliament's first knowledge of the nature of the report was gained only through the comments with which the Minister blanketed it.

Minister's Promises

The Minister concludes with a whole series of pious resolutions which he says are called for by the report, and which he summarises as a "need for constant, patient and penetrating effort to understand more clearly the complex situations with which we are dealing." He promises to:

- Re-examine the Taxation Ordinance.
- Make a full examination of land available for natives.
- Make increasing efforts to introduce local government.
- Reorganise and review the Department of Native Affairs.
- Seek greater continuity of service of appropriate officers in particular areas.
- Take steps for a fuller and closer examination of the local position in the Gazelle Peninsula—that is, the attitude and condition of the Tolais.

Why could these things not have been done, without conflict with Navuneram natives, and a Commission of Inquiry?
It all has been admirably stage-managed. If he can get away with it, the Minister will be left unchallenged in his position as dictator—he may not even have to defend his introduction of the head tax, which is the primary cause of the Navuneram shootings; nor have to explain why, having brought in the tax, he failed to prepare these notoriously difficult Tolais for its imposition. The Commissioner's report puts the issue squarely up to

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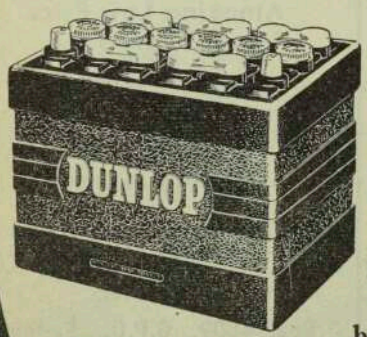

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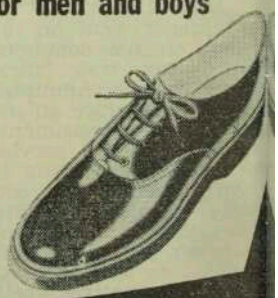

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Minister, but the Minister has
-stepped it all, adroitly.
owever, the Parliamentary de-
on the report—even in that
nber of ignorance and tomb of
ative—may produce fireworks.
terjections by that battered old
ior, Dr. Evatt, indicated a
ible determination at a later
e to have a large piece of Ad-
istrator D. M. Cleland, who is
itely *persona non grata* in the
ralian Labour Party.

despread Bloodshed Avoided When Police Disobeyed

From a Canberra Correspondent

ost of the Commissioner's com-
ts are pointed and pithy; and
a small proportion were dis-
d by Mr. Hasluck in his speech.
e Commissioner devotes most
is comment to the actual in-
t at Navuneram on August 4,
to the events which immedi-
led up to it. He does not dis-
the virtue or justice of the
-tax, and the method of intro-
g it—he apparently regards
as outside his Inquiry.
e Commissioner, however, does
that in his opinion the evid-
had shown that the matter of
payment of head-tax was merely
ental to the shooting incident
vuneram. Conditions, pressures
loyalties inside this section of
olais, and many other factors,
ontributed to the final trouble.

ner points made by the Judge:

determination of the officials at
eram to employ only minimum forces
hostile natives were concerned, and
to fire upon natives unless it was
tely necessary to save life, was in
ith one of the proudest traditions of
vice. The New Guinea officers con-
in the Navuneram affair had shown
t deal of patience and courage in
ce of the hostile natives; but it
en misplaced in the case of Navu-

officials in control of the police had
special care to instruct the police
e high and avoid injuring the
. "I am satisfied that it was a
result of a contravention of these
and of the killing and wounding
natives, that the attacking natives
ut to flight, and thus widespread
ed on both sides was narrowly
."

Navuneram, the force assembled to
ith the defiance of the natives was
lequate. "It should have been so
ghly armed and prepared, and
appear in such strength, as to leave
bt in the minds of the law-breakers
what the outcome would be." The
ssioner said that the force employed
proper first-aid supplies, radio-
led patrols and first-aid vehicles,
s, and other modern devices de-
to quieten mobs and avoid loss of

Commissioner strongly criticised
t that little attention was given
conference (wherein the steps to
en to enforce tax payment were
d) to legal considerations—and es-
to the fact that Native Affairs
who had already been involved
trouble, took a prominent part in
er activities.
there arose the question of how
ffectively to enforce the law, the
entire operation should have been in the hands of the regular police force, supported if necessary by militia, who were better trained in the use of fire-arms.

The Commissioner especially was emphatic in condemning certain aspects of the Navuneram proceedings, which he described in these words:

"Despite the many legal difficulties in the actions proposed, no Crown Law officer took part in the conference held at Rabaul on August 2 which decided on the Navuneram proceedings.

"Two assistant district officers were chosen to constitute the court at Navuneram. Both these officers were well known to the natives as officers of the Department of Native Affairs. Both attended the August 2 conference at which the plan of campaign was discussed.

"On August 4 one of them took an active part in the fighting which ensued between police and natives.

"During court proceedings, the District Officer, Mr. Flower, appeared for the prosecution and asked for the maximum penalty, which was imposed. The evidence in support of the charge was given by Mr. E. J. Emanuel.

"When it is considered that Mr. Flower was the immediate superior officer to whom the magistrate, in relation to his departmental duties, is responsible and that another function of the Native Affairs Department is to see that natives are properly and adequately defended in any court proceedings—it becomes apparent that the department's zeal in undertaking conflicting duties was being carried beyond the limits of prudence or reason.

"The department's idea of dispensing with formality in court proceedings is not in accord with the experience over many centuries of judges who have had the responsibility for conducting courts."

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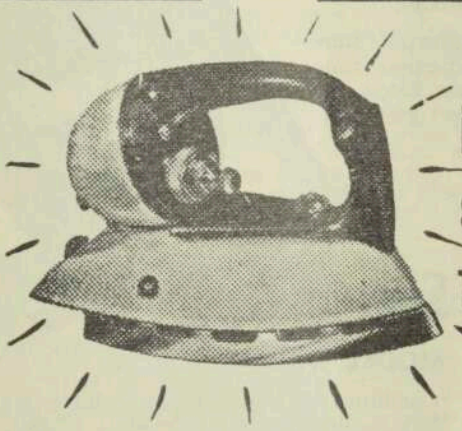

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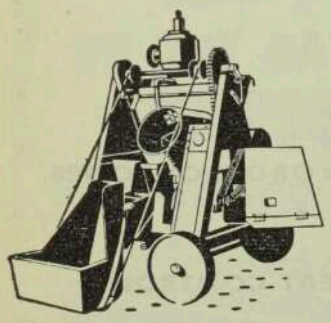

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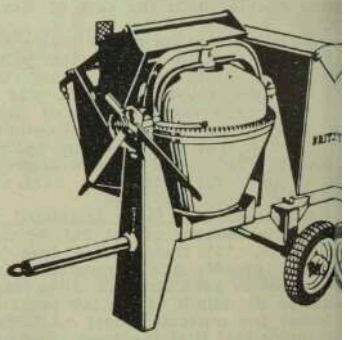

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Fiji Tackles Its Housing Problem

From a Suva Correspondent

Fiji's low-income housing scheme has finally got under way. A Suva firm at the end of January erected a prefabricated house in five days, at a cost of £500, for an Ellice Islander.

VE: Hollis Toise is handed the keys to w house near Suva by the Secretary of i Housing Authority, Mr. K. R. Bain. At the managing director of the firm that he house, Mr. A. H. Marlow.

W: Workers put up the walls of Toise's ouse. The material for the house had on the job the morning the photograph ken, and the job was completed in five Contrast the new structure with the g shanty of sacking, wood and iron h the Toise family have lived for many

—PRO Photos.

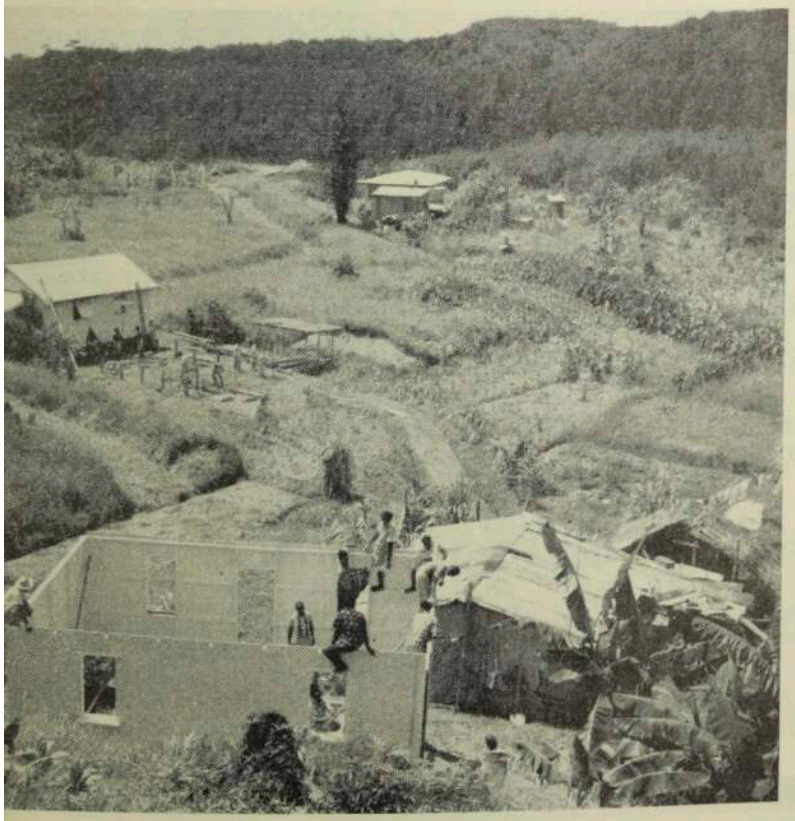
THE islander, Hollis Toise, a copra store worker who has lived in Suva for 33 years, thus became the first man to have a loan application approved, and his house built.

The Fiji Housing Authority—which operates the new scheme—paid £475 towards the cost of the house, and Toise put in five per cent., or £25.

Normally, the Authority expects the loan to be repaid at five per cent. over 20 years, but Toise says he will do better than that—£2 a week.

Toise earns less than £12 a week at his job. If he earned more than £12 he would not be eligible for a loan, under the rules.

It's taken Fiji three years to get this far with its housing scheme.



Started in 1955

Mr. J. Falvey first moved in the Legislative Council in 1955 to get it started. But legislation that was subsequently passed for it was haphazardly put together, and the whole of 1956 passed with very little happening at all.

In 1957, when the Authority was finally set up, it quickly got bogged down in its considerations of what kind of policy had to be followed.

By the end of 1957, it learned that it was to get a free Government grant of £200,000, as the first instalment on £500,000.

At the beginning of 1958, the Government sent Mr. K. R. Bain, a member of the Secretariat, on an eight weeks' visit to the West Indies to see how low-income housing was financed and administered there.

The Housing Authority has now adopted Mr. Bain's recommendations as an initial policy, and things — finally — look like flowing smoothly.

Hollis Toise is certainly happy, anyhow, and there are at least another 40 applicants whose loans have been approved.

These are workers in Suva and Lautoka—for grants are being made at present only to people needing houses in these centres.

Some Unhappy

This fact hasn't pleased workers in other centres where housing problems are just as acute, but the Authority considers that Suva and Lautoka have the *biggest* problems.

Meanwhile, the Authority has got other plans for tackling things in a big way. It's proposing to put a mass housing scheme on 43 acres of Crown land at Suva's Laucala Bay.

Work is expected to start on April 1 on the first of 27 houses. They will be built by contract.

The complete project will comprise about 250 houses, with commercial sites, a community centre, school, clinic and the rest.

The land belonging to these houses will not be sold, merely sub-let—so as to prevent speculation.

The blocks will be smaller than the standard size lots in Suva—

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ging between 2,820 and 4,190 are ft—compared with the dard Suva size of 8,712 square ft.

he houses will be about 412 are ft, with two bedrooms, living n, kitchen, toilet and shower.

he Suva City Council has ntly relaxed its building re- ements so as to co-operate with Authority in its efforts to bring p houses to the people.

nd—since it has been estimated Suva alone will require new ses for 10,000 people in the 10 years, the Council will no ot wish the Authority every ess.

NG Asks An Expert

PORT MORESBY, Feb. 16.

housing adviser from Ghana, H. F. Winful, arrived in Port esby today to advise the inistration of Papua-New nea on the best use of local ding materials for home con- ction.

nphasis will be placed on the of stabilised earth bricks which been used extensively in na.

r. Winful said these bricks, vn as "land crete", had proved e the most economic material permanent low cost rural houses Ghana.

said land crete was a soil and ent mixture with cement vary- from five to 15 per cent. in tity depending on the type of

uring his stay in the Territory, Winful will advise the Admini- ion on the technical aspects of lised earth brick construction.

will also confer with officers he possible adaption of Ghana ge building schemes to Terri- needs.

r. Winful said it was common tice in Ghana for bricks to be e on a communal basis by loan brick making machines from Government or by a few men racting to make bricks at a charge.

e NG Administration has been rimenting with bricks for p native housing for some time.

Concrete Bricks, Too

ecast concrete building blocks be made within the next few hs at a new factory at Six Mile, Moresby.

e factory, owned by Concrete stries (NG) Ltd., was opened last year.

January it began producing st concrete pipes and other ucts.

e manager (Mr. Barry Combe) and his staff are now preparing for the second stage of the factory's development — the installation of a machine to make building blocks.

In Sydney in February the managing director of Concrete Industries (Australia) Ltd. (Mr. K. B. C. Milburn) said the machine had been ordered in the United States. Delivery was expected in about three months.

Mr. Milburn said: "This modern, automatic precision machine will produce high-quality blocks for building houses, schools, hospitals, administration buildings and native quarters.

"We believe that its installation at our Moresby factory will have an important effect on the building industry in Papua-New Guinea."

Koreans Fishing for Pago Pago Cannery

Korean long-line tuna vessels now supply fish under contract to the Van Camp tuna cannery at Pago Pago, Eastern Samoa.

According to a report from a Korean newspaper, the first vessel went to Pago Pago early 1958. Another vessel was engaged about last September, and six more Korean vessels were then scheduled to sail at an early date.

The engagement of Korean vessels for this fishery has apparently been arranged as part of a general United Nations programme to aid in the rehabitation of the Korean fishing industry and the economy of that country generally.

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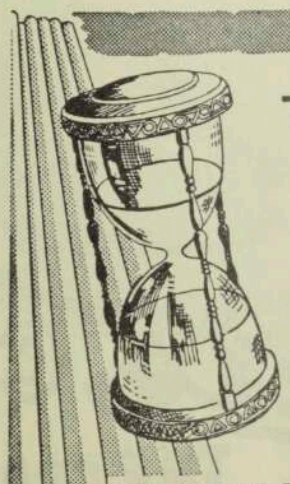

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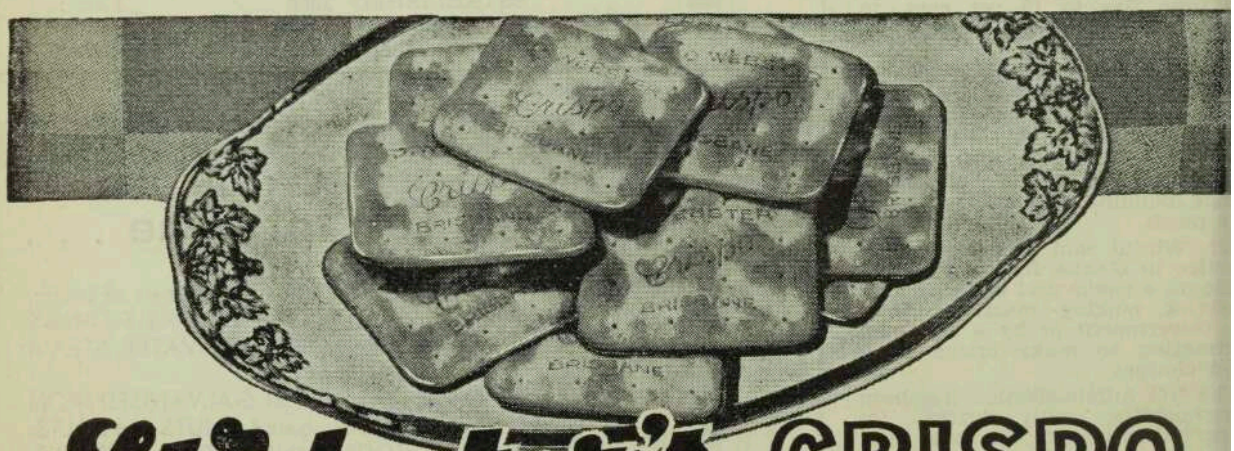

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Doing it the Hard Way

On The Search For Polynesia's Snakes

From An Apia Correspondent

A young Hungarian zoologist, r. Janos G. V. Varga, who s studied in Germany and re- ntly visited Australia and New aland, is at present studying akes in Samoa.

HERE is a popular opinion that there are no snakes in Polynesia except in Western Samoa, d Mr. Varga hopes to find out w far this is true. He will later it other territories.

. A. Buxton, in *Insects of noa*, says, "No land snakes are nd to the east of Samoa. How- r, on Hawaii there is found a d worm snake, *Thyphlops minus*, which is rarely seen.

Buxton also mentions that there a terrestrial snake, a boa, *gyrus bibroni*, to be found in ga.

During a short stay in Tonga- u, Mr. Varga questioned Tongans remote villages and found no wledge of snakes anywhere.

he Samoans distinguish four es of snakes—gata'ula (black ke), gatamumu (red snake), asina (white snake) and in one a of Savai'i island, around the age of Safune, a gata'oso mping snake) is mentioned. e latter name is applied by some either the red snake or white ke.

Plenty of Proof

here are plenty of references snakes in W. Samoa's past, and nty of proof that snakes were ady well known before Euro- n discovery of the islands.

uring Mr. Varga's stay in ai'i, in the vicinity of Asau, small village situated amongst lava fields, the people of the rounding villages told how the ple of the district used to eat kes, using coconut oil as a servative.

is interesting to note that the ple of Asau itself denied this, hey apparently are ashamed of alleged eating of snakes by ious generations.

r. Varga believes, however, that people of Savai'i used to eat ke meat until about 70 years

fter three weeks of exploration the bush of North Savai'i, in districts of Safune and pouli, Mr. Varga succeeded in hing twelve snakes ranging in from 13 inches to 51 inches.

Zoologist J. G. V. Varga, now in West Samoa, leaves no room for doubt that there are snakes in that territory at any rate. All these he caught there.

He also caught two snakes near Poutasi, in the Falealili district of Upolu island, which measured 36 and 49 inches in length.

On the small rocky island of Apolima, one dark brown snake 33 in. long was found.

Up to 40 years ago much larger snakes were here and Mr. Varga has in his possession a snake skin 12 ft in length, found in the Palauli district of Savai'i. But the skin was stretched and the original length may have approximated only nine feet.

The reason the larger snakes are dying out may have something to do with the cultivation of the land.

Generally the colouring of W. Samoan snakes varies from light grey, red brown to a dark brown, almost black. The colour varies according to the surroundings in which the snakes are found.

They can all be identified as one type—boas, sub-family *Boinae*.

All Harmless

The Pacific boas (*Enygrus*) are small snakes with small triangular heads and angular snouts which can be seen when viewing the snake from the side, and with wedge shaped scales on the back. They are completely harmless and are found on the bigger Pacific Islands, from the Celebes eastwards through New Guinea to Samoa. Little is recorded regarding the habits of the three species. (Over)

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he one found in Western Samoa, *grus*, feeds on rats and lizards. en conducting a post mortem on dead snake, Mr. Varga found the stomach a banded rail, a which lives and feeds entirely the ground.

When Mr. Vagra first heard of jumping snake in Samoa, he ught that it was identical with *Enygrus asper*. This snake is nd in the Bismark Archipelago. is possible that during the iod when labourers and cargo e brought in ships from New nea to Western Samoa the ies E. asper might have been ught to Samoa.

captivity the W. Samoan kes are difficult to feed and have e forced to accept food. Mr. ga has not succeeded in get- any of his captive snakes to p.

A Crowing Snake

Samoa the story is told of a ke which crows like a rooster a vivini). The Samoans claim a very large red coloured ke makes this noise. Probably roosters or rats attacked by kes may have made these es, which Samoans believed nated from the snakes. But kes have no vocal chords.

owever, the Dhaman snake of makes a noise like the deep vl of a large male cat—the only ke known to make a real loud e.

moa has four species of sea kes, three species of Laticuda one species of Pelamis. These also found in Niue and Tonga.

ople believe they are non- onous, but this is not absolutely ain.

far as is known there are no kes in Tutuila and Manua, ern Samoa.

nds Education inar for Brisbane

seminar to discuss education lems in the Islands is to be con- d at Brisbane, in November, by South Pacific Commission.

issionary organisations who will nvited to send observers are the onal Missionary Council of New and and its Australian counter- the Missionary Board of the erlands Reformed Church, and an Catholic Missions and nisations in the South Pacific.

e seminar will discuss common lems, the training of teachers, ods of teaching languages, educational aids, services and estions for specific activities the mission itself could undertake.

New Department for Suva Medical School

Fiji's medical services will progress a step further in March when a new department of the Central Medical School, Suva, comes into operation.

The new department, of Preventative and Social Medicine, will enable Pacific medical students who graduate in Fiji to obtain a Certificate in Public Health in addition to their other medical certificates. A Nuffield grant of £20,000 was used for establishing the department.

During the course, groups of medical students will survey villages and communities in Suva. These surveys will be made in association with clinical diagnoses of patients.

The Director of Medical Services (Dr. P. W. Dill-Russell) explained in February that if a patient at a hospital examination showed signs of diseases like TB, typhoid or leprosy, or any of the intestinal diseases, the village or community from which he came would be surveyed and suspects treated before an epidemic had time to break out.

Dr. Dill-Russell also intends to bring post graduates back to Suva for a six months' course, to enable them to qualify for a Certificate in Public Health.

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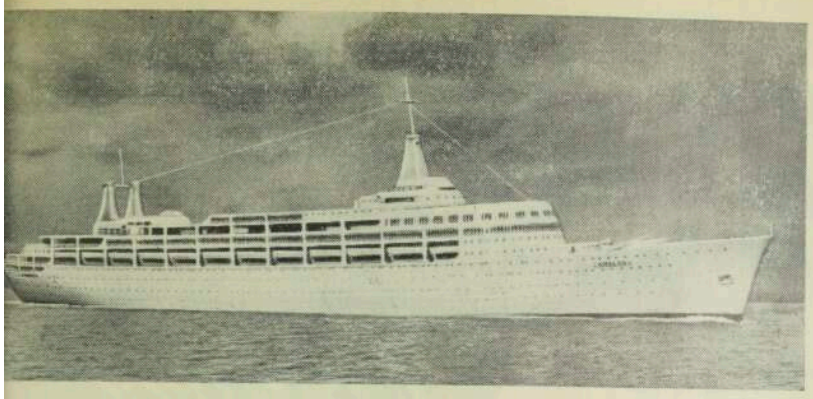

ips like this—the 45,000-ton P. & O. luxury liner "Canberra"—will shortly be bringing ousands more tourists to the Pacific—but which territories will get the lion's share of ssengers? "Canberra" is now building in Britain and will be in service within two years.

The Future of Pacific Tourism

iji And The French Are Ahead— And They May Stay There!

The territories of the South Pacific can be divided roughly nto two classes: those that encourage tourists and those which ouldn't care less. There is at least one territory that is the xception to both above clauses: Tahiti. It gets them, anyway.

JI has made a determined effort in the post-World War II years, and outside of Hawaii, now has the best-organised ist industry of all the Pacific nds.

ji, of course, has a lot of natural antages for this. It is on the n shipping and air routes be- en Australasia and North erica, and it is natural and easy tep off there for a few days, couple of weeks.

nericans are doing this to an easing degree, and there is also eady, if unspectacular, flow of ists from New Zealand to Fiji ng the winter months.

lot of nasty things are said t NZ tourists in the Colony h as: "A NZ tourist brings nd a clean shirt and changes ner"), but the fact is that NZ ides a lot of the bread of Fiji ism, even if the more affuent r tourists provide most of the er and jam.

It Can Still Be An Adventure

is hard to calculate these gs, but tourism indirectly and tly probably is worth a couple illions of pounds, annually, to these days.

st repeating: It is easy to visit either coming or going from where else; to visit any other of the Pacific Islands (excluding Hawaii, of course) still takes a determined effort of will and frequently is without encouragement from those who would profit most.

Western Samoa is beautiful, interesting, with a variegated and entertaining history. But at present, it has no organised tourist industry. It has, of course, a thin trickle of overseas *visitors;* but that isn't tourism.

By and large, the Samoans are now more preoccupied with taking over their own government, and are not interested in tourists. There are no licensed hotels, because the Territory's liquor laws are based on "liquor only for medicinal purposes", for which a permit is issued. There are several guest houses.

The Cook Islands are in a similar position. The group is served by poor shipping services and the air-service touches only at Aitutaki. There is only very limited guest-house accommodation in the main island of Rarotonga.

New Caledonia Is Out for Tourist Business

Tahiti, after a period of isolation, now has two air services and numerous shipping services. The fame of its scenic beauty and the hospitality of its native people have made it a mecca for all sorts and condition of visitors, wanderers and vagabonds, in spite of at times active discouragement from some officials.

American interests are now taking an active part in local hotels and there has been considerable improvement in recent years.

Quite recently New Caledonia has been making a determined effort

Fiji has both charm and tradition to help it attract tourists, and it's making a determined bid for them. But some things the tourists would rarely see—such as the ritual burial of a Fijian leader. This photograph was taken last year in the Lau group and shows high born Fijian women placing a great length of tapa on the ground just before the coffin of Ratu Sir Lala Sukuna was carried over it to his grave.

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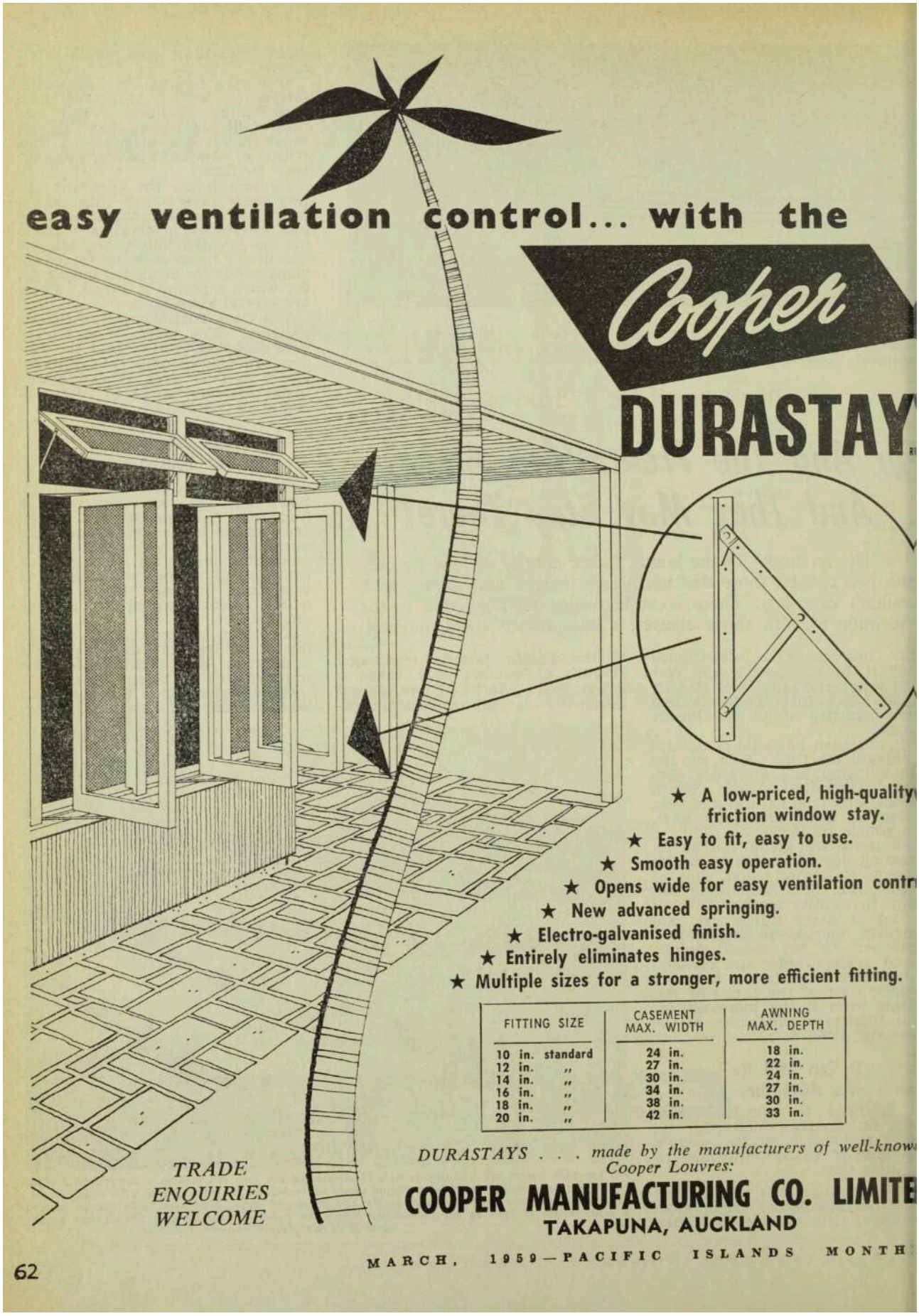

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follow Fiji into the tourist busi-
s, and this trend has been
pped up to a greater degree
ce the Colony's basic industry,
kel, fell on hard times.
lew Caledonia is tackling its
rist problem from the funda-
ntals of the business—hotels.
o instrumentalities now will
d money to build hotels, and
policy is already paying divi-
ds. Holiday apartments and
-class hotel rooms in Noumea
e increased from an alleged 74
1956, to about 160 at present.
ighty new first-class rooms to
added to this are in the plan-
stage, and in addition the
iete Touristique et Hoteliere
ects soon to build a two-storey
l with 60 bedrooms, a res-
ant and all other first-class
nities.
ungalow-type hotels are cur-
ly being built at the Isle of
s, Thio and Ouvea, and it is
ed (and that is a very elastic
) to ultimately increase the
try resort hotels to 200 rooms
bungalows.
here are also plans to run
or-three-day cruises around
Group, in specially fitted small
—thus taking a page out of
book of Mr. Trevor Withers,
iji, whose luxury cruises to the
was are famous. There are
s to get overseas' ships to visit
frequently.
e local airline also wants to
up business, and there is talk
pening up some of the old war-
airstrips that have since
n over.
lot of this is still in the talking
, and there some of it may
in. But for the first time,
Caledonia is talking tourism,
some of the talking, the doing
the thinking seems already to
earing fruit.
w Caledonia had only 600
sts who stayed more than two
in 1956; the next year there
only 666. But final figures
1958 are expected to be over
and this year they are
g for 2,000 who, with some
ands of cruise travellers, will
l about 40 million Pacific
s.

Needs More Than Souvenirs and Ologists

e most interesting and least
ised territory of them all in
ourist sense is, without doubt,
a-New Guinea.
pua-New Guinea cannot be re-
d entirely as a "Pacific
d"; it is continental in scope,
ugh some of the islands off the
-eastern tip, visited now only
missionaries, administration
ls and traders, are amongst
ost beautiful small islands in
orld.
pua-New Guinea has plenty of
rs—every expert and "ologist"
ery known variety and impor-
tance, has been sent there, at some time or other, by some government or other. And there are a few round-trippers and other determined travellers, but in the sense of international tourists, tripping from one Five Star Hotel to another, they have no tourist industry at all.

Individuals have made efforts to do something on a minor scale—by providing buses for tourist trips while Australian ships are in port; in arranging plane flights into the Highlands; or in producing souvenirs to sell. Proprietors of businesses in the main ports, where there is the occasional cruise ship, and the regular Australian vessels, are well aware of the value of tourist money. But the Territory can't count tourism high on the list of important industries, as does Fiji, for example, until the basic problem of hotels is tackled.

Some hotels are quite good but they are the exception and there is not enough of them.

The best hotel on the NG side is Pine Lodge, Bulolo. Here the traveller gets first-class service, all the amenities good hotels give everywhere. He has a large room with private bath room, in a bungalow separate from lounges and dining room; good food—and something he'll be lucky to get at any other hotel in the Territory—peace and quiet.

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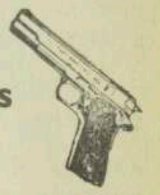

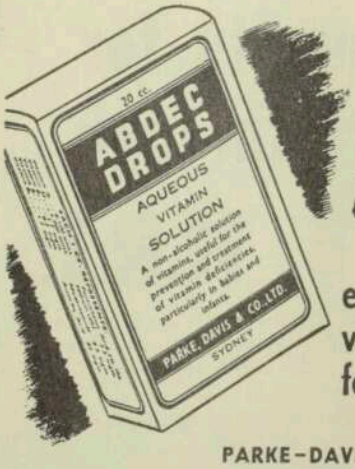

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o Tourists, But NG Trade is Good

ncreased production and better ces for some commodities, especi- copra, meant an increase of ost £1,000,000 in Papua-New inea exports in the three months led September, 1958.
igures released in February show t exports for the period totalled 65,146 compared with £2,714,940 the same period of the previous r.
he Territory's total overall trade ing the three months amounted £8,016,500, compared with 71,327 in the same period of previous year.
opra exports in the three months alled 267,060 hundredweight, th £921,843 compared with 170,853 dredweight, worth, £516,038, in same period last year.

n, in a huge valley devoted rely to mining and timber, and out indigenous inhabitants. hout friends in the town, the nary tourist will exhaust the ibilities in a day or two.

You Might Have to Share

some of the rest of New nea's hotels the tourist will get l food; he can always be certain getting sufficient to drink; in e he will get reasonable service; lmost all cases he will get great iness and help from the nagement.
some he will do well to get ething better than a ceiling of 30 watts; or a mirror bigger a foot square; or anything e substantial than a curtained oard to hang his clothes. He be luckly if he doesn't have to e his room with a stranger.
is a land where such refine- ts as bedside lights are rare ed, and where it is apparently med that one will retire at t in either a drunken stupor with the aid of a brace of ping pills. No effort is made rotect the traveller from noise.
the time an individual has hed the status of international st, he (or she) has also reached stage of wanting a "good quiet ". He doesn't want to horse d in the bar half the night; o listen to locals telling their tories on the verandah directly de his room; or to be brought all-standing while someone ses his jeep or Land Rover (or , at times, sounds like his rpillar tractor) out of the ing area.

Effect of Clubs on Pubs

e state of affairs in Territory s is not altogether the fault the proprietors or owners. ely it is a matter of hotel economics, and the hotel business in P-NG seems to have got itself revolving around a vicious circle: There is unlikely to be much improvement in the hotels until there are more tourists, and there are unlikely to be many tourists until there is an improvement in the hotels.

In the meantime, the hotels must depend on local patronage, and there they are immediately up against the competition of the clubs. As soon as any settlement in the Territory reaches six-house level, the residents set up a club. At last count there were 16 hotels in P-NG; and there were about 50 clubs. That is formidable opposition in any language.

Papua-New Guinea at present does not need a tourist industry—it is doing very nicely without. And in some respects it probably would be a great pity if it ever develops differently. It is one of the few remaining frontiers of civilisation, and such visitors as it does have are more interested in that than in rooms-with-bath and plush cocktail-bars.

It seems, therefore, that for a long time to come, Fiji and the French Pacific are going to have the South Pacific tourist business pretty much to themselves.

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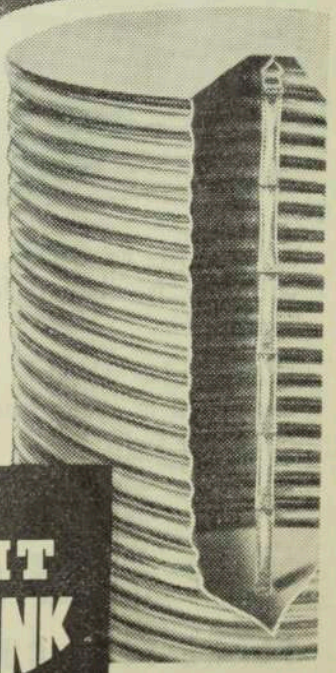

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stern Samoa
s Its Troubles

TAL BANANA PORTS COULD THREATENED

he primary producers of stern Samoa were moaning a e in February — and they ainly had something to moan ut.

r years, the production of cocoa Western Samoa has been some- g of a goldmine. In February, growers got £320 Sterling for -grade and £310 for second- e. In February, 1959, the ective prices were £265 and

The present cocoa price still shows a margin of profit—but Samoan cocoa-growers generally have decided not to purchase new Cadillac cars this season.

The export of bananas from Western Samoa to New Zealand has been worth approximately £1,000,000 Sterling per annum in recent times. Now, two serious troubles have hit this large and flourishing industry.

New Zealand has decided that NZ cannot absorb more than between 800,000 and 900,000 cases of Samoan bananas per annum—and Samoa's potential production is much greater than that. A lot of young Samoans of Samoa's rapidly growing population have taken up banana production. So now Samoa's new Minister for Economic Development has been asked to inquire whether there is a market for Samoan bananas in Canada, the United States and perhaps Japan.

The idea is tinged with healthy optimism. Countless other banana-growing countries have been thinking along the same lines. Fiji—before hit by hurricane and drought—was looking anxiously around for new banana markets.

But, worst of all, is the second problem — the appearance in Western Samoa of a very infectious disease called bunchytop, which literally wipes out banana plantations. Five years ago, bunchytop made its first appearance in a plantation at Lefaga, in Upolu. Two years later, a survey showed that 40 per cent. of the bananas in Lefaga and Safata had contracted the disease.

Now, when it is spreading like wildfire across the banana plantations of Upolu, high officialdom is trying to do something about it; but the official entomologist has warned that banana production in Upolu could be halved by this disease within the next five or 10 years.

Anxious Search

With self-government just around the corner, the local men who expect to govern Western Samoa are looking around rather anxiously for sources of additional income.

The present combination of unhappy circumstances suggests that they will be faced with a reduced rather than an expanded income.

In so many words; owing to conditions beyond their control, the Western Samoans, in relation to finance and production, are not yet ready for self-government—in fact, they could do with a little active assistance from New Zealand and perhaps from some other country.

No doubt many hope that the Trusteeship Council mission, now arriving in Samoa for a survey, will take more notice of the economic and social outlook, and a little less notice of the politicians.

vaiian Immigrant Attacks Cockroaches

anks to the Royal Air Force an immigrant from Hawaii, otonga may soon be largely ed of the cockroach pest.

1955 the Cook Islands Depart- t of Agriculture imported by from Hawaii, via Fiji, a ship- t of wasp-like insects known as *ulex compressus*.

ese insects keep effective rol of the cockroach pest in aii, but very few of the Cook ds' consignment survived the ey.

st October arrangements were e with the RAF air officer in nand at Christmas Island se DC3's have been making y regular calls at Rarotonga the British Pacific nuclear tests commenced) to bring her consignment of the insects that route. All but one of shipment of 25 insects arrived y, and were released.

te in January, for the first an *ampulex compressus* nest found which contained a cock- h with the eggs of the predator hed to its legs and abdomen, h indicated that the *ampulex pressus* is becoming established. it's operating on the cock- es according to plan.

wever, it is uncertain whether nest belonged to a survivor he 1955 importation, all of n were believed to have hed, or whether it belonged e latest batch. In any case, are now hopes that the nt high incidence of cock- es will be reduced.

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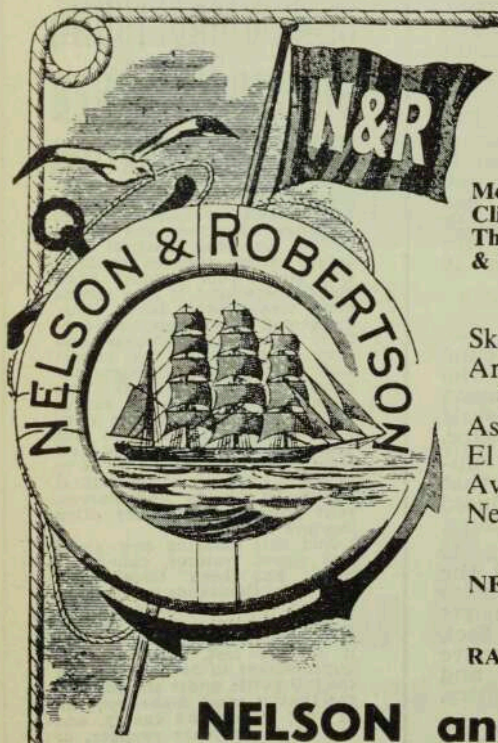

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New Guinea Head Tax Trouble Again

The Problems of the Sepik: Progress v. Cargo Cultism

By G. C. LUCK

The huge, practically undeveloped Sepik District of Papua-w Guinea, long a fertile field for occult practices, has had other rash of cargo cults.

T November, native resistance, enerated by a long-stand-g cult in the Number 2 Wapei on the southern slopes of the elli Mountains, almost cost fe of Patrol Officer Faithfull, the Nuku patrol post, who n a tax-gathering patrol.

hfull, entering one village, net by a crowd brandishing and strung bows. The ge was simple—they would ay any tax.

iding not to retire for re-ements in the face of this tion, he went on to the next .

then, resistance had increased urther, and Faithfull's patrol et by a wildly militant group tives.

threatened him with his and a dangerous situation, could have resulted in the ction of the whole patrol, was d only by an immediate with-l.

Big Patrol Out

Government's answer was to this show of force with the tch of a patrol capable of ng, if necessary, that the laws w Guinea must be obeyed.

by the Sepik District Officer, om Ellis, and including P/O ull, ADO Terrell, and P/O , the big patrol hurried into apei area.

ed this time with the biggest to visit the area since before war, the Wapei people put their weapons.

ts soon disclosed that there been misunderstandings on sides—the Wapei people did now that there were such as tax exemptions, and the nment had not made known ull details of the head tax the patrol went in.

imum tax for the area had set at 10/-—a tax tribunal ly granted exemptions to every man in the group.

Wapei area, peopled by rs of medium height, lar build, had been the scene -war trouble.

s time, however, the trouble was laid at the door of the cargo cultists.

Director of Native Affairs, Mr. Alan Roberts in Fort Moresby, said the resistance to tax was not the sophisticated kind experienced in New Britain; that it was linked with a cargo cult that had been very active for some years, and had reached a small climax in December, 1957.

At that time some of the leaders were sentenced to short terms of imprisonment.

Mr. Roberts said the cult had arisen from the Wapei's general dissatisfaction with their lot, and their realisation that by comparison with the European, they were a backward people. As a result they deeply resented a system that called for them to make a contribution to other people's prosperity, he added.

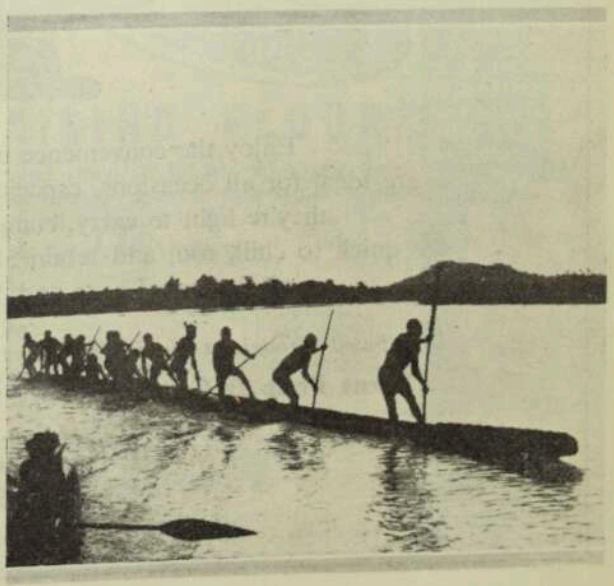
Hardly had the recent Wapei situation been quietened than trouble arose in the inland Wewak area, about 50 miles from Wewak up the Maprik Road.

For the last 12 months, the Administration has been aware of cult practices in the area, laced with mysticism, and ideas borrowed from Mission teachings.

However, in early December, the cult took a more dramatic turn, with men reported springing up from holes in the ground to distribute money to faithful followers. Acting District Commissioner Tom Ellis decided the time had come for action against the cultists.

A patrol, under Patrol Officer Jack Mater, was despatched to the two villages of Rabundogum and Bararata, on the edge of the wide Sepik Kunai plain, to investigate the cult and restrain its leaders.

The patrol was lucky enough to catch red-handed, two natives burying money in a cemetery, to



THE MIGHTY SEPIK: The early photograph at top, taken during the Ward-Williams expedition, shows the headwaters of the Sepik, largest river in NG which flows more than 700 miles to the sea. But it later widens considerably, as the photo here shows. Much of the Sepik District's population clusters in villages along the river. But there are very big populations who have never seen the river.

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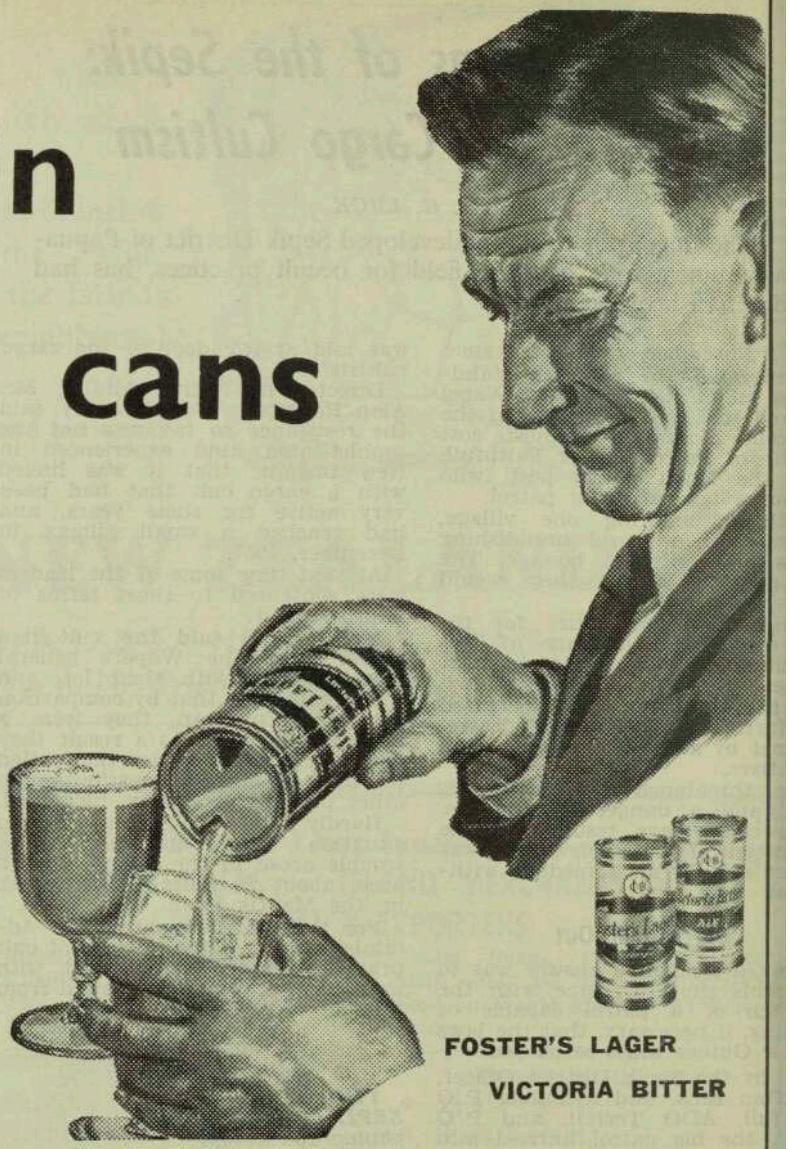

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NATIVE VIEW ON NATIVE

Natives from all parts of P-NG met in Port Moresby in February to discuss problems of the P-NG Native Co-operative movement. Among the topics on the agenda was a suggestion that the word "native" be removed from all legislation dealing with co-operatives.

The decision of the meeting: There was nothing wrong with the world "native" unless it was used deliberately in a derogatory sense. But no solution to that problem could be found by altering the term, so it could stay as it was.

dug up later as proof of their ver.

DO John Frawley flew from wak late last December to hold ourt; sentenced the two natives he maximum term of six months charges of spreading false re- ts.

ighteen other natives rounded by Mater's patrol as playing portant parts in the cult were ng brought back to Wewak, bably to undergo a short inten- period of "schooling", with ruction in the principles of the opean economic system.

his continual turning to the tical and magical to solve hard nomic problems is proving one he major difficulties for admini- tors in the Sepik. With in- asing contact with the European, re comes an awareness by the ive of his own lack of amenities cargo. He completely fails to ise that work is necessary to duce the goods.

om Ellis puts the crux of the blem bluntly—"The basis of go thinking is that natives want ething for nothing. They have er had to work hard to make existence, and they have no ception of the need to work to d a place in the world.

They believe we have the secret getting the cargo, and do not erstand that work is necessary produce it."

But There's Progress

et, in spite of the distraction cults and other mystical ctices, the Sepik district is vly beginning to make real gress towards a more soundly- ed economic future.

he Administration is pinning economic hopes of the district tree crops—coconuts, coffee and oa. And in a vast area with values ranging from only fairly d to very poor, it's a big job. programme to plant 100,000 new onut palms in the Wewak sub-district is now under way, and Robusta coffee is going into the ground in the Wewak and Maprik areas, 117 acres of coffee have been planted this year, and 50 acres of cocoa have gone in on the coastal strip.

The people of the Dagua area who made headlines a few months ago by their insistence on planting cocoa against all the advice of Agriculture Department experts, are working enthusiastically.

As District Office spokesmen say, "They want to grow cocoa and they are going to grow cocoa. They realise they won't achieve the same production as on the Gazelle peninsula, but it's their decision, and they're going to stick by it".

The tree crops will take years to come in, and in the meantime, the Administration is pushing immediate cash crops.

Cash Crops First

Peanuts are the greatest money-spinner, and production is increasing rapidly.

Ninety tons were dug up in the first five months of this financial year (that is, up to the end of last November) equal to the entire production in the previous twelve months.

One village, Turengi, 48 miles from Wewak on the Maprik Road, has just bought its own Land-Rover ta take its peanuts to market.

Dry rice growing is being tried in the Maprik area, and experimental

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s of castor plants have been down. The bush grows dly, reaches a height of about eet, and produces kernels worth per ton.

measure of the success attend- efforts to improve the immediate vak area is the impending nation of a council to cover the) people within a few miles of town. The council should be rporated within the next six ths, the second for the district, r the But-Boiken Council.

owever, big problems lie ahead nd, and even the most far- ted administrators find it hard nvisage a successful place in economic picture for the people n Telefomin and the Upper k.

it they will somehow have to persuaded that cargo cults are the answer to the needs of r districts.

id it seems certain that quite w more charges of "spreading reports" will be sustained be- the solution is found.

ghting The War At Sea

ne pattern of international le in the Pacific, the routes g which it travels, and the toms" in which it moves, have vn considerable change over the few years. In some cases ght competition is fierce.

n interesting example of this petition between shipping lines een on the New Zealand-Tahiti , which was for a long time a on Steamship Co. preserve. The ting Union Co. freight rate on route is 138/- NZ per ton for eral cargo, Auckland-Papeete, due to trans-Pacific freight petition they have had to rily reduce services which in- e this link.

ow Matson Line is accepting o on an approximately 28-day batch basis, such cargo travelling id the Pacific and back to San ncisco, then down to Papeete— the same established freight , of 138/-—and with small con- ments accepted.

he Union Company will at ent make calls at Papeete only a minimum cargo basis of 300 . When the *Waitemata* sailed n Auckland in February signors were unable to obtain a sion as to whether a Papeete was to be made, until a day two before sailing date, due ncertainty regarding this com- d 300 ton minimum.

Matson Line are at present not ying freezer cargo between kland and Papeete. If and n they do, there may be no on Company calls at Papeete.

he Sitmar and Netherlands Lines vessels now making increasing calls at Papeete from New Zealand are not carrying any cargo at present—though they possibly would like to do so. Wheels within wheels prevent it.

Under an ordinance passed by the Rarotonga Island Council recently, no person may fell a tree growing within a chain of upper bare beach limits round the coast- line of that island, except with special permission.

The order is intended to combat serious coastal erosion which has taken place in some areas where trees along the waterfront have been felled.

FIRST BSIP GIRL STUDENTS FOR NEW ZEALAND

For the first time, two Solomon Islands girls are studying in New Zealand under scholarships. The girls, Agnes Luduvavini and Effie Kevisi, from Methodist Mission schools in the Western Solomons, arrived in Auckland by air in mid-February and travelled on to New Plymouth, where they are attending the Girls' High School.

With them came two boy students, Isaac Qoloni and Edward Iamae, but Solomons boy scholarship students have been attending New Zealand schools for a number of years.

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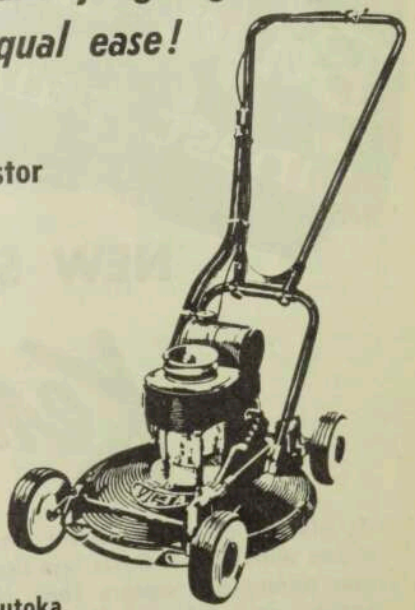

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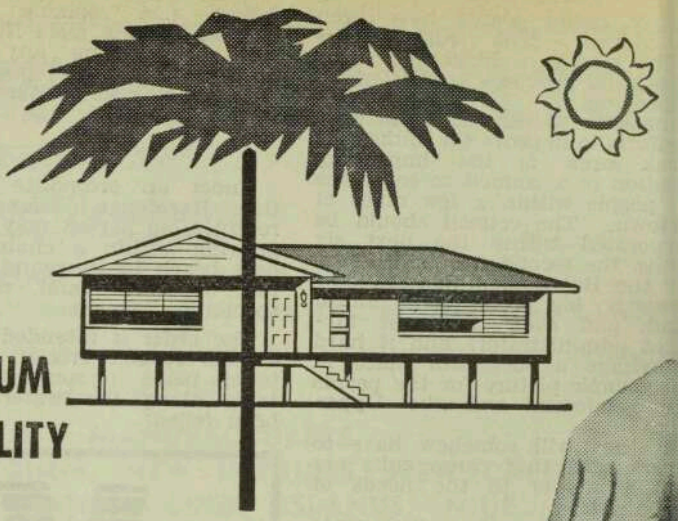

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at boulder covered with ancient carvings is on remote Aneityum, in the New Hebrides, little visited. The inscriptionists must have used ladders in their painstaking work.

Petroglyphs In The New Hebrides

e Need to Search for More Clues on Ancient Pacific Writing

By Brett Hilder

The recent revival of interest in the stone inscriptions in accentuates how meagre such records are in the Pacific.

well-known "rongo-rongo" or ture-writing of Easter Island used very little on stone, but on wooden boards more used in official or religious nies.

ks to the clues recently found r Heyerdahl, on Easter Island, scribed in his recent book, *cu*, the meaning of these ams may be solved. This may y not help us very much her inscriptions in the Pacific, have first to be located and d as accurately as possible.

he island of Aneityum in the ebrides is a large boulder, like a small whale, on which only recorded petroglyphs anesia, apart from Fiji.

have only met one man who bout this boulder, it deserves ublicity. The photograph of his page was taken by Dr. n Gunn, in 1906, and pub- n the *New Hebrides Magazine* uary that year.

Gunn was a medico in the erian Mission, and I think also the editor of their *NH Magazine* at the time. The carvings were marked out with chalk for the photograph. and show clearly.

There are carvings on the other side of the rock, too, and the natives give a good idea of the size of the rock, 12 feet high and 30 feet long. The sides are so steep that ladders of some sort must have been used by the inscriptionists.

The stone is near Port Patrick, on Aneityum's north coast, and Dr. Gunn gives the position as 1¼ miles inland from Aname Mission. This area is now almost uninhabited, while the total population of Aneityum has shrunk from about 10,000 in 1850 to about 120 souls in 1951. There are no native myths or legends to account for the petroglyphs, and even when the inhabitants were still mostly pagan in 1852, they were not able to give any story about the stone to the Rev. Dr. Inglis, one of the pioneer missionaries there.

The inscriptions were said by Dr. Gunn to be about ½ inch deep; he wrote that the star-like figures represented heavenly bodies, but the similar ones with two legs were meant to be trees.

A later issue of the *New Hebrides Magazine*, for April, 1906, shows some drawings from the far side of the stone, including a cross and a fairly human figure.

These drawings are compared with a few from New Zealand and one American Indian figure, as well as a set from Pitcairn Island, probably done by visitors from Easter Island in prehistoric times.

Another Cave

Dr. Gunn mentions some petroglyphs in a cave at Leleppa Island (Protection Island) at the southern entrance to Havannah Harbour on Efate: that is, 20 miles north-west of Vila, and some 200 miles from the stone at Aneityum.

(Over)

And a New Painting in NG

Rev. Dr. Henry Aufenanger, 53, of the Catholic Mission, Kondiu, New Guinea, has recently discovered a rare native painting on a sheltered rock in the Upper Jimmi River area of the NG Highlands. Father Aufenanger, a Divine Word missionary, is also a doctor of anthropology.

THE find is significant because the art of painting pictures has not been greatly developed in the Highlands.

Until now, only rough drawings of lizards and other objects of native interest have been found.

Father Aufenanger's painting, said by local natives to represent a sitting child, is three feet high and has outstretched arms and legs painted in brown ochre.

The features are easily discernible, and the face, body, and limbs are painted in full.

The painting is 150 feet from the left bank of the Mambr River, a tributary of the Jimmi River.

The huge rock is surrounded by dense jungle, and is not easily accessible. It is white, apparently limestone, and looks much like a giant fan.

Anthropologist Aufenanger said the artist had forethought enough to paint his picture on the eastern concave side of the rock, thus protecting it from incessant rains.

None of the local natives could tell Father Aufenanger anything about the one who painted the picture.

Many elderly natives, however, said the painting had been there when they were children and even when their parents were children.

In the local vernacular the rock and painting are called "Ku tol mon a", which simply means, "The rock on which there is paint".

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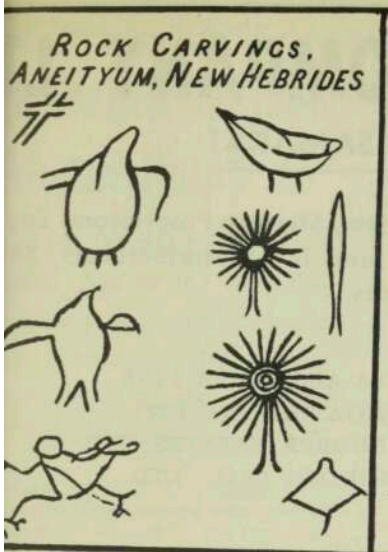
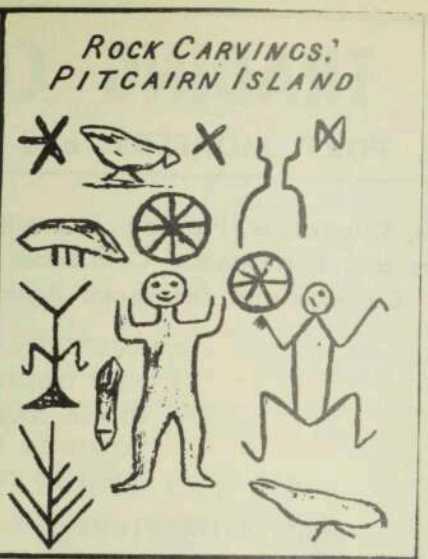
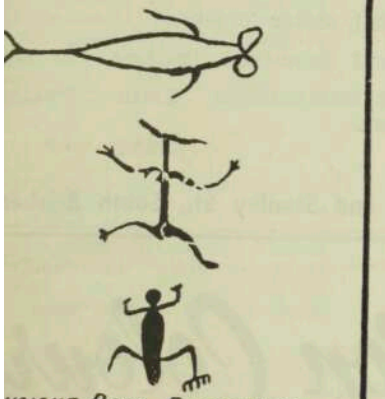


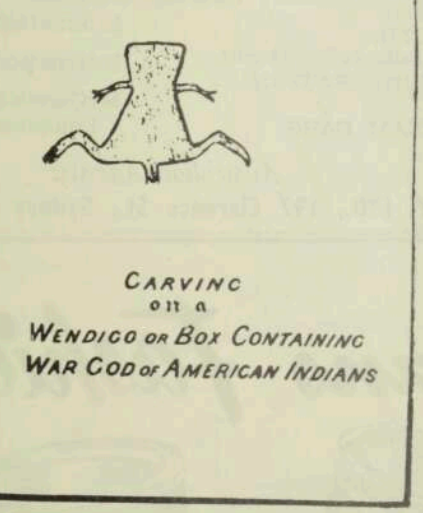
ROCK CARVINGS, ANEITYUM, NEW HEBRIDES



ROCK CARVINGS, PITCAIRN ISLAND



NCIENT ROCK PAINTINGS, KA PASS, NEAR WAIKORA, N. Z.



CARVING ON A WENDIGO OR BOX CONTAINING WAR GOD OF AMERICAN INDIANS

COMPARISON OF PRIMITIVE CARVINGS.

(Continued from page 75)

ere appears to be no informa- about the Leleppa cave, but attempt will have to be made eate it and record any petro- s.

y in this way will it be pos- to collect all the clues of st records in the Pacific, and pt to decipher them.

ne of the earliest cave-paint- and carvings are not writing know it, although it is dif- to be sure. There is no sharp- istinction between decorative nd the slow development of rams, ideograms, syllabaries nodern alphabets.

s most unlikely that any pre- ic inscriptions in the Pacific urn out to be alphabetic writ- think all the alphabets we come from one common , and the early forms of this, ician, Semetic or early Indian s, are not likely to have got r than the East Indies.

This means that the "rongo-rongo" of Easter Island, and other island petroglyphs, are almost sure to be pictograms or ideograms like early Chinese.

Some of them may be only religious or magic in purpose, bearing an affinity with the prehistoric cave paintings of Europe, Africa and Australia.

But they may still hold valuable clues to the early history of migrations and wanderings in the Pacific area, and the present study of all available data has this underlying purpose.

Tonga will see a P & O ship for the first time in August, when the 23,580 ton *Strathmore* makes a 15-day Islands cruise from Sydney. *Strathmore* will visit Nukualofa, and also make calls at Suva and Brisbane, and circle Lord Howe and Norfolk Islands en route.

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he Problems of Waste

a Trench No Good Atomic Dump

of the biggest problems of omic Age is the safe dis- of long-life atomic waste s, a necessary by-product arch and of the peaceful atomic energy.

now most of this dangerous naterial has been dumped in ean's deepest parts, but s are now in a quandry as re disposal on a long-term s oceanographical research out during the IGY period ren a somewhat different ion to this method of

New Theories

problem was discussed at ngth at the Second United International Conference Peaceful Uses of Atomic held at Geneva some ago, over two dozen of the papers read having dealt is subject.

e time it was thought that as little if any circulation in the bottoms of the 19 ean trenches whose depths ¼ miles. Work carried out the 15 trenches which are in the Pacific, by the oceanographic vessel and by other vessels, has wn that there is a circula- ussian oceanographers said heir examination of the Deep—one of the most prospective dumping —made last year, has shown ely that water now in the of this great trench could he surface in as short a five years.

Real Problem Now

eneral consensus of opinion Geneva conference was that ow disposal had been with- limits but that the large sposals which may become with the world-wide n of the atomic energy posed a real problem.

naterials to be disposed of solids, very large quantities ls, and also contaminated ry and heavy equipment. blem is how to securely these items—which will in ases remain dangerously radio-active for very many years—so that there is no danger of leakage or corrosion of containers and consequent pollution of seawater, which might circulate to the upper levels to pollute the edible fishes and mammals.

An American scientist showed how, even if no circulation existed in these ocean trenches, there was still a real danger if leakage occurred. He said that plant and animal life would pick up radio-activity, depositing it elsewhere when they died. It was also known that nature had a habit of concentrating radio-activity in certain species and certain organs, which could further add to the hazards.

One of the dangers of dumping in the ocean deeps brought forward was that of undersea eruptions which are often associated with these trenches. Such an event might disintegrate the containers, and would naturally cause a violent circulation.

At present, the United States is said to have enormous quantities of liquid radio-active waste products stored in underground tanks awaiting decision as to its disposal, or to be held there until its level of radio-activity ceases to be dangerous.

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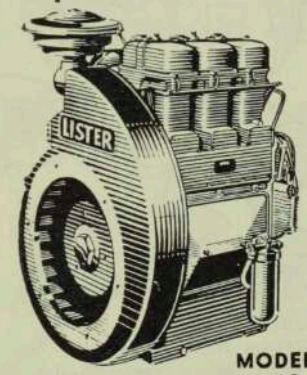

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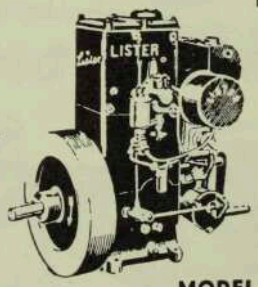

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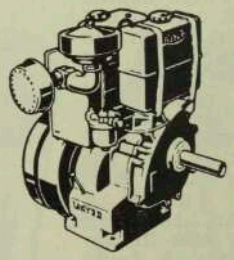
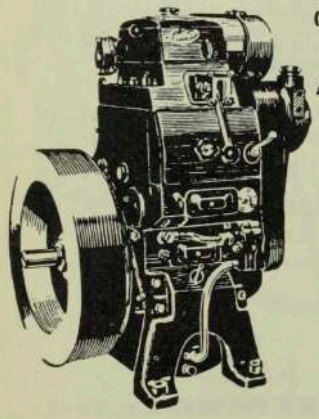
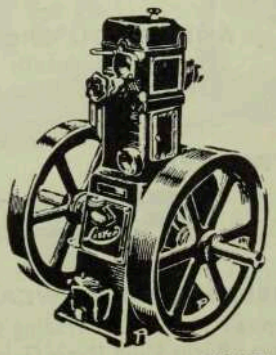


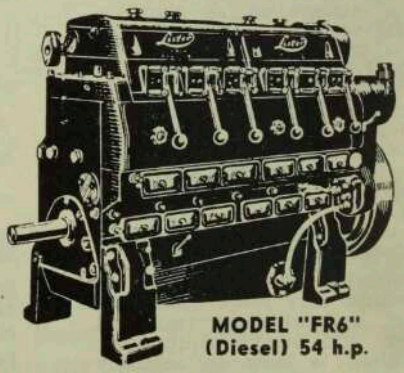
MODEL "SL1"— 4¼ h.p. (illustrated) Aircooled diesels Also MODEL "SL2"—8½ h.p. MODEL "SL3" —12¼ h.p.



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

Pacific Islands Monthly MAGAZINE SECTION

Tropicalities

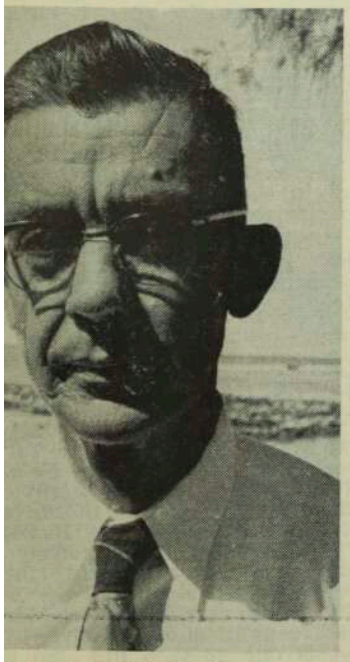
A Scot Named Vokotini

I VOKOTINI, who is going rong as one of four Maori embers representing Raro- in the Cook Islands' Legis- Assembly, hasn't changed his since his election last October. i", as always, takes a close st in the affairs of the Maoris elected him one of their men. In fact, his forthright- as continued to make him not y popular with some of the Brass of the Cooks, a point apparently worries "Viri" not

Vokotini is in fact Mr. m H. Watson, founder and executive of United Island rs Ltd., who was born not in Cooks but in County Fife, nd.

he has lived in the Cooks for rs, and is the Cooks' biggest employer of island labour. r as he is concerned it was re or less a natural thing m to stand for a Maori seat. bviously the islanders think , because they swept him in of the poll.

lie", as he is known, spent some of his early life in Queensland, Australia, and was under 21 when elected to the Rockhampton Shire Council. For seven years he was a member of the Rarotonga Island Council and the Cook Islands Legislative Council.



teson, Cook Islands' businessman, who known as an amateur astronomer of note.

A Space Watcher

ANOTHER Cook Islands businessman of note is Mr. F. M. Bateson, who represents the 167 European residents in the Cooks. But when he is not looking after his business and political interests he works at a hobby which has won him a certain amount of local and overseas fame—that of astronomy.

Mr. Bateson has a private observatory in Rarotonga, and recently equipped it with a new 16 in. telescope, and is now waiting on some extra equipment from America. He visited America not long ago, and gave scientific lectures there.

Currently, he is working on a programme involving the observation of Jupiter, and one of his purposes is to see if there are any visual markings at the seat of radio transmissions which radio astronomers have picked up from that planet. He is working in conjunction with US radio astronomers on this.

An Error In Geography

ANOTHER memory of Police Department days in Fiji, from Police Inspector (retired) Charles Wager, now a resident of Queensland:

I was sitting in my little office at the Ba Station, Namosau, when in walked Jack Ryan, well known and well-loved hard-case, who did a lot of contract work for the Fiji Works Department.

"Where," said he, "am I to build these three rooms?"

"What three rooms?" said I.

"Oh, for God's sake, wake up," said Jack. "Three rooms for Indian constables; verandah in the front, and kitchens in the rear. You are to show me where to put them. And get a move on—I want to unload my punts and get them out of the creek on this tide."

I knew, of course, I wasn't due for any new buildings—much as I wanted them—but, under pressure like that, what was a man to do?

I duly chose a suitable spot for a very welcome addition to my station accommodation.

Viri Vokotini, Cook Islands' old-timer, who is better known as businessman William Watson.

By some peculiar lapse of memory I quite forgot to mention the new building in my monthly report; and it was months later when Commissioner McOwan, on a tour of inspection, suddenly caught sight of them and said, "What the hell's that?"

Now, Mac wasn't given to swearing—I think it was the only time I ever heard him cuss—and I was battling to keep a straight face when I replied, "Three new rooms for Indian constables, sir."

"Where did you get 'em?" he almost screamed; and, when I started my story about Jack Ryan, he said: "Gimme your Estimates! Gimme your Estimates."

I handed him my copy and he exclaimed bitterly: "Thought so! Should have been built at Nadi"—which, as everybody knows, is about 60 miles up the coast.

It's a New Kind of Cargo-Cult

WE were talking about the multiplicity of missions (always a favourite topic in New Guinea) and more particularly about some of the odder varieties that have settled in the Highlands.

Jim Leahy said: "I was up at Mt. Hagen visiting Danny (his brother), and there was one of this mob there—had been there for a fortnight, waiting, he said, for some cargo to turn up.

"Danny's a bit deaf, and didn't get what was going on, but after a few more days I said to this chap: 'Don't you think you'd better make some inquiries and see what's happening to this cargo of yours? Something must have slipped up.'

"'Oh,' says the bloke, 'we didn't send for anything. We just expect the Lord will provide!'" (Over)

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"That's the crowd!" chipped in the airline agent. "When they first came they used to turn up every day and ask if there was any freezer for them. There never was, and after a bit I told them they better make some inquiries down below, as I couldn't understand why their meat was never sent. They said: 'We haven't *ordered* anything. We just thought someone might send something.' "—JT

Nice Work If You Can Get It

THERE is one Suva resident who is in no doubt about the advances the Fijians have made in only a few generations. In February he was stopped in the street by a smooth Fijian gentleman, who opened up the following conversation.

"Good morning, Sir. I and two friends came into this city this morning and after doing our shopping and visiting a few friends, decided to have a few drinks."

"Oh yes," said the perplexed resident, wide eyed.

"Unfortunately, Sir, we met up with some snookers (bodgies) at the hotel, and one thing led to another, and before we knew where we were we accompanied one to his home.

"Well, Sir, they gave us something to drink which smelled very much like a liquid my old mother used to light our fire with.

"After the third drink I don't know what happened, but I remember I was walking down Toorak Road towards the city without my friends.

"After making investigations to the best of my physical ability at the time, I found that my two collegues had been picked up by the police. They were taken to the cells to sleep off their condition.

"I then learned that the snookers had taken my friends' wallets and that the whole thing had been a trick.

"Two powers within me were pulling, Sir. One kept telling me how comfortable a nice soft bed at Sanaila's was, and the other kept repeating something about the fourth Scout law, 'Brotherhood All'.

"I had to get to the police stat in a reasonably sober condit otherwise I risked finding myself the cells with my brotherhood being able to do nothing for th

"I was determined to put on brave front and found my way the station.

"When I arrived there, I fou that I, too, had had my wa stolen and that I was in no c dition to bail my friends out.

"I looked at that desk sergea Sir, and thought of the fou Scout law. But I realised that wasn't a Scout and would be missed anyway if he started do favours for the mataqali (tribe).

"I walked out blindly not kn ing where I was going till I saw y Sir. The purpose of this conver tion is to tell you that I am on way to my village in Tailevu get some money to bail my frie out.

"The bus fare is 5/- and I wondering if you will give s slight consideration to lending this sum. I shall meet you in markets next week when I br my dalo in to sell and shall re you then."

The resident was stunned. "I not in the habit of lending mo to strangers", he said.

"Thank you very much, Sir," s the Fijian politely, and a excusing himself, walked awa Reg.

Snakes Alive!

PORT MORESBY snake exp Ken Slater (whose work described in January *PIM*) s two giant olive pythons to Taron Park Zoo, in Sydney, in Februa He had intended to send only on 12 ft 6 in.—and was in the mi of loading it into the *Bulolo* February 5 when somebody t him that natives working for Forestry Department at the Bro River, just outside of Port Mores had caught another olive pyth —this one 16 ft 5 in.! So Sla speedily and happily packed second crate.

Heads I Win, Tails You Lo

He got Gannet 'planes from Engl
He got arms from "The Lan the Free";
But he got his best deal f Canberra,
They gave him the Dutch N-G

CROSSQUIZ

(Solution on page 95)

— ACROSS —

1.—Who composed the music for "Naughty Marietta"?

6.—What Japanese religion combines nature and ancestor worship?

7.—What is the christian name of Winston Churchill's son?

8.—Who, in 1928, flew from England to Australia in a light plane in 15 days?

9.—What is the term for a flat bottomed boat?

10.—Which schooner was wrecked on the reef of "Norman's Woe"?

14.—What is the Latin word for moon?

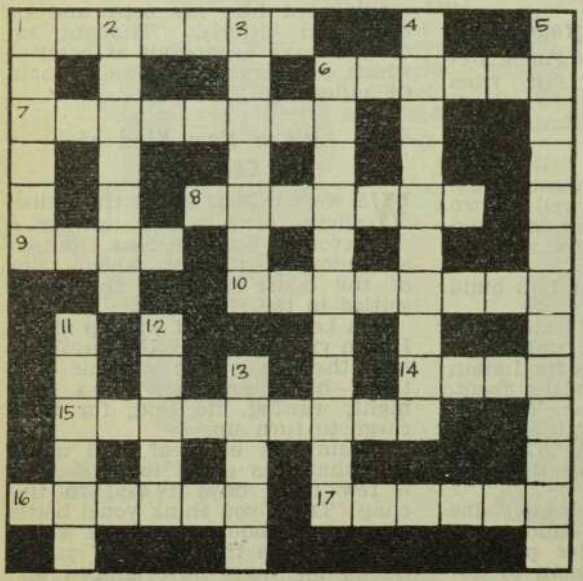
15.—Where did "The Charge of the Light Brigade" take place?

16.—which verb means to admit to holy orders?

17.—What is the capital of Devonshire?

— DOWN —

1.—Who created Uncle Remus?



2.—What is the capital of Burma?

3.—Who made three attempts to colonise Virginia?

4.—What well-known character was created by Perrault?

5.—What name has been given to the conquerors of Mexico and Peru?

6.—Which famous writer called his son Hamnet?

11.—What was the name of Queen Victoria's husband?

12.—Which is the George Cross island?

13.—Where did the Stone of Destiny come from?

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HE POSTMAN WITH NO
NGERS HATES HER . . .'

hen The Becke Family Sampled Life In Paris

By Lew Priday

ketches From Normandy is
ly one of Louis Becke's most
lected books, and it is ques-
able whether many of the
t avid readers of this brilliant
ific writer's South Sea yarns
e ever heard of it, much less
l it.

PROBABLY never would have
ead it myself were it not for
recent request I received from
ell known Paris magazine for
article on Becke's life.

he book bears reading—it was
, in fact, compared with
ckeray for its humorous com-
t on life across the English
nnel. Becke, when he wrote it,
still writing and thinking of
adventurous Pacific days, but
proved man of the world enough
look with amusement on the
y annoyances, as well as accept
joys of living French in the
y years of the Entente Cordiale.

fter a few years in France,
algia for Pacific shores drew
back, to Fiji, to New Zealand,
six months rest at the hotel
he Sydney "marine suburb" of
son's Bay (to an islander cer-
ly the most sympathetic suburb),
finally to his death from cancer
he throat at a York Street, Syd-
hotel.

Hilarious Pages

me of the most hilarious pages
he *Sketches* quote comments on
in northern France by one of
ke's daughters, then aged eight,
hich, untranslatable into French
gh they may be, I hope I have
ciently drawn the attention of
ary Paris in my article.

rtion of two of these quota-
s will convey their rich delight:

ugust 3: We came to this place last two weeks it is a farm se with lots of little pigs and of Orchids, they make cider. woman is very nice but has a tarch like a man and Awful y Nails enough to make annyone quite sick but she is kind but been married twice and Mother she will soon get another band when this one dies as she colding him to Death day and

Sabina Becke, photographed in Eastbourne, England, in 1898, with the daughter whose youthful diary added hilarity to Louis Becke's "Sketches From Normandy". The daughter, now Mrs. Jim Hardy, today lives in Sydney. When this photo was taken, the Beckes were neighbours of Kipling.

night and he looks very Ill. The postman comes once a Day he only has 1 hand the other has no fingers on it, they dropped off from a Frost bite in the pirenknees mountains. . .

A second entry:

There are 19 Rabits in the Barn with some young Ones, Madame killed 2 big ones and let the blood run into a casserole. She keeps the blood for Mademoiselle Mardon who washed her Face with it to cure the Spots on it, she is an Old maid and very Ugly and says horrid things, she says the King of Egland is a savage man and sent the torpedo boats to the Dogfish Banks to Massaker the poor Russian men-ofwar and that english people ought to be ashamed to help a lot of monkeys like the Jappanese Japonais and she got cross when father said that some of the she Monkeys were very pretty and very Nice and that a Frenchman he knows whose name is Captain Loti in the navy Loved one of the she Monkeys because she was so Beautiful, and Mademoiselle said if it was true he was a Beast.

I think she is a beast to Wash in Blood, the postman with no fingers hates Her and says she is a Mean old Cat and no one is Brave enuf to marry such a Frite although she is so rich. Mr. Craig (an American who used to send Becke tobacco) sent my father some

(Continued on page 97)

Do You Remember?

Sir Hubert Murray, Lieutenant-Governor of Papua, told a Pacific Islands Club luncheon in Sydney that Europeans in Papua needed just as much protection as the Papuans, according to *PIM* of March, 1939. There was sometimes a danger, Sir Hubert said, that an Administrator might be carried away by his duty to the natives and forget what he owed to the Europeans in the community. An Administrator should be both pro-native and pro-European.

"PIM" also reported that issue:

Planters in the BSI were being treated as "foreigners", complained one of them, Mr. C. R. Bignell, to the Australian newspapers. "We are ruled from Fiji, and they don't know much about the country and don't seem to care," growled Mr. Bignell.

* * *

The military had moved into Port Moresby, and selected areas for a barracks (Four Mile) and an airstrip (Ward's), and had turned their attentions to fortifying Paga Hill. Sir Hubert Murray caused a stir in Australian Cabinet when he suggested that a militia unit of Papuan natives be formed.

* * *

The London copra market was getting better, with an increase of about £1 a ton in the previous two months, and Europe was beginning to buy up.

* * *

An American professor, Dr. Tyler Dennett, of Princeton University, after a tour through China, Japan and the Philippines, had a few words to say in Melbourne about the future of the Pacific—words that turned out to be remarkably prophetic. The Japanese, he said, were "coming south", and Britain had to decide what it was going to do about it, and Australia, too. The foreign merchants' day was over in China and Japan, he said. Whichever side won the war in China, would exclude the foreign trader. This was apparent in China years before the trouble with the Japanese, and there was no reason to think war would bring a permanent change of heart by the Chinese.

* * *

"PIM" reported an editorial in the Japanese "Osaka Asahi", which said that the Dutch Pacific possessions were the next area to be conquered after China, and that Holland "should become conscious of the new situation" and sell Dutch New Guinea to Japan.

* * *

Saying they were unable to earn a reasonable living despite their efforts, 27 residents of Norfolk Island reached Auckland in search of work. They said 100 settlers had left in the previous three months.

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WATCH OUT! This is one of the world's unusual road-signs. It is on the road that the airstrip at Wau, where you don't give to the car on your right, but to the dropping on you from above.

DISTINGUISHED. The man in the centre looks like a three-star Chinese with his aide-de-camp, but he isn't. time-expired labourer, wearing the latest in trade-store millinery. He and a dozen were at Goroka, on their way home to a village after 18 months at work on a plantation. They were dressed to kill white singlets and pillar-box red lap-laps Chinese caps to match.

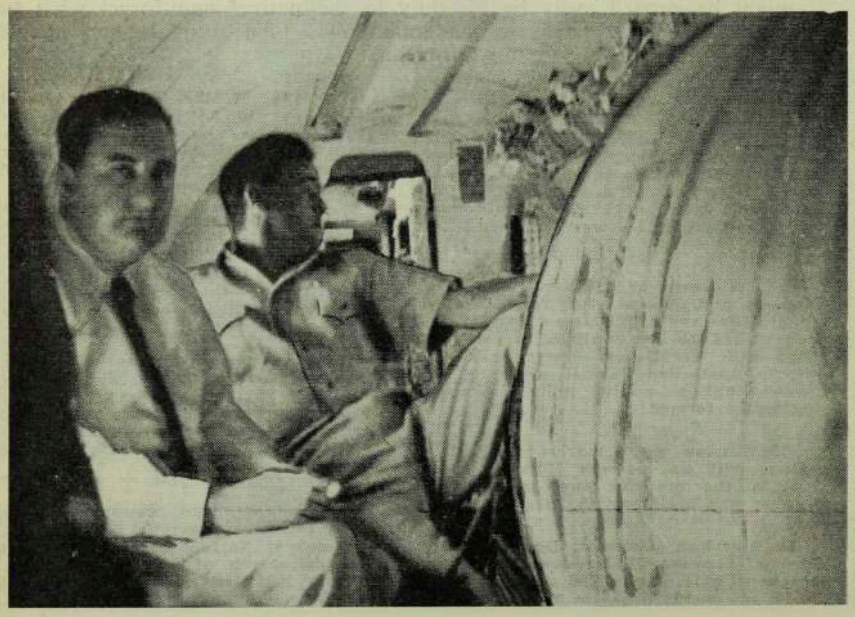
SPACE PROBLEM. It's difficult to get gallon tank into a DC3; and it is diffi get a photo of it without getting someth of focus, as the one at the bottom is on there were two tanks for Minj—which things just that much more difficult all! (See story).

It's Tougher When Only Four Gents Are Expecte

When Qantas inaugurated its Super Constellation service bet Sydney and Port Moresby in January, they took four journalists Australia for a 10 days tour of Papua-New Guinea. This wa lighter side of the tour, as seen by JUDY TUDOR, who went for "

Through Wildest New Guinea Wit Cleft Stick And Water Tank

When we got back to civilisation we all agreed — t *Courier-Mail*, the Australian Broadcasting Commission, t editor of Qantas' own *Airways*, and the *PIM* — that as pr junkets went, this one got top marks — mostly for the thin that were off schedule.



FOR John Elliott, of *Courier-Mail*, there was fulfillment of the dream of years. He had at last seen a savage carrying a message in a cleft stick.

This particular savage wa elderly gent, dressed in the high fashion of a length of ta The "message" was a Qanta ways ticket, which he carri the end of a twig, and had fully covered with a doubled air-sick bag to save it from wet.

He joined us at Minj, was for Goroka, and sat shivering near-nakedness on the cold bench of the DC3 airfrei while the weather closed in ou while we made several false and finally were decanted fo night to try again in the mo

His plain look of disgust ("I is air transportation, I thi stinks"), as he was off-loaded the rain, only added to *Co Mail's* delight.

Confounded Cans

For Nevil Peterson, of the there was the quite obvious ple of turning 15 cans of blank into 15 cans of recordin everyone from a native W Councillor to a coffee plante

At one time or another, w mothered these confounded ca Nevil's — which his Cor

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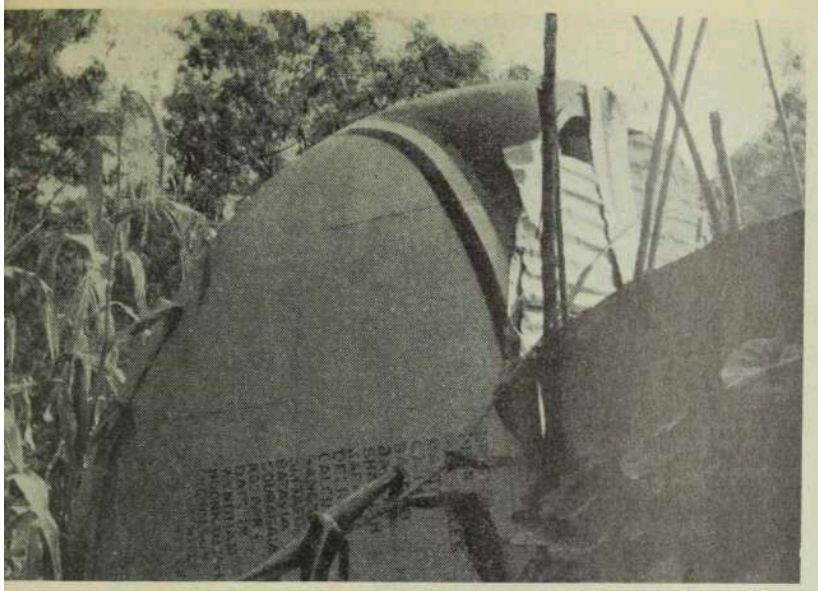

A DC3 freighter with tin seats down the side. But what a liar I turned out to be!

This plane had real, forward-facing seats, not the reclining type as yet, but so revolutionary that if I had been paying my own fare I might have demanded the money back out of sheer disappointment.

"Well, that will be the end of that," I told the boys, "from here on you *can* expect travel the Territory way."

We were turned out of bed at 4.15 a.m. the morning we were to fly from Rabaul to Lae, but due to a slight technical hitch, still managed to arrive at the airstrip late, faced so I told them, with a 2½ hour, pre-breakfast flight to Lae, travelling "hard".

The captain was annoyed with us for being late, so we had our minds on other things as we climbed aboard unprepared for Shock II.

Seats. Forward facing; not reclining as yet; but covered with

ses had supplied to him in a phane bag which early in the e split down the middle.

nally, in dead of night, at oka, we hired a Land Rover taxi set off for the trade store at h Goroka, got the Chinese rietor out of bed and with aid of matches and a torch re seems to be no electricity in part of the town, yet) spent en bob of the Commission's ey on one of those trade-store n-bags.

l these bags have big letters he outside, in imitation of air- bags, and this one, believe it ot, had ABC in big white letters ss the front.

think had I waited long enough, owner of the store would have e up with one marked *PIM*.

No Champagne Route

r Jefferey Smith, of *Airways*, it have been an experience to what flying is like off the npagne routes, in country where rule still is that if you can't through it, round it, or over ou don't fly; and where the way to know whether the ace of the strip is safe for -off, is to borrow the local 's jeep and drive furiously up down: If the jeep doesn't turn the DC3 probably won't, either. r me: I'd done it all before, most of it before; but there the delicious experience of g three Tender-feet meet, -on, the full impact of Terri- transportation, Territory s and Territory hospitality.

Barley-sugar Now

me of the rest of my time was pied with the business of ghtening out the fact that I been born into the wrong sex. the proprietor of Pine Lodge

STILL DOING A JOB.—A few years after the end of the war, the Bristol Aircraft Corporation took one of their then new Bristol Freighters on a world tour. The last place that they took it to was Wau, New Guinea. It is there yet. The air-strip at Wau has a one-in-eight gradient, and during the festivities that marked its arrival, the big plane got under way by itself, trundled down the strip (while local residents discussed whether someone should sacrifice his jeep by running it in front of the plane and trying to stop it), crossed the road and a couple of ditches, and ended up in a coffee plantation. The plane was pronounced unsalvable, and after the engines and more valuable parts had been removed, the plantation owner used it for a time as a boy-house. In January, when this photograph was taken, the fuselage was being used as a wood-shed, and the portion that was once the nose, as a fowl-house. Down the nose portion is written the names of the places that the plane had visited before it came to its unfortunate full-stop in New Guinea. At one stage a local humourist painted at the tail-end of the list: "WAU—R.I.P.". But this has now weathered off. Since this mishap, planes are now always parked across the strip —and not facing up or down it.

Hotel at Bulolo said, when he tried to show the four of us into two rooms: "Four gents were expected".

Port Moresby was 2½ days of fun, but Moresby isn't the Territory and we didn't begin to glimpse that until we left for Rabaul—four hours by DC3, 15,000 feet up, to get over something. *Courier-Mail* said that his cigarette wouldn't burn. Someone else complained that he couldn't breathe. The purser offered free oxygen, but there were no takers.

My stocks were away down, anyway.

I'd promised them real, New Guinea travel, north of Moresby:

freshly laundered, white covers.

There was pre-take off barley-sugar with this lot. And breakfast trays. Cornflakes, grape juice and hot rolls over the Bismarck sea.

A lot of the air pioneers of New Guinea have not lived to see this day, but I have, and I *still* can't quite believe it.

On our itinerary for the next day was "Flight to Wau from Lae, by Otter".

I'd last seen these Otters at Bankstown aerodrome, Sydney, in the middle of last year, when they were handed over by de Havillands to Qantas. At that stage they

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BORED GENTLEMEN. These Highlanders tam o' shanters, too. Mostly the head the guy's own hair kept in shape by a m but the pom-pom on the model on the made of fur; while the bored gentleman right wears feathers on his, instead. The from Wabag and were visiting the bright of Mt. Hagen. The medal worn on th head of the fellow on the left says tha a Tul-Tul—an Administration-appointed official who can usually speak Pidgim one proved he could by saying, at one he was dying for a smoke; and that as of chewing-gum wouldn't be a bad thing

had seats in them. I'd laughed. Just see what happens to them when they get to NG, I'd told myself.

But nothing apparently did.

When we climbed into our Otter that morning there was no barley-sugar or grape juice and the crew consisted of just one—the pilot—but *there* were the seats, large as life and twice as un-natural.

By this time I had the feeling that we were being followed around by seats—but that was the end of that. From there on, until we rejoined the Super Constellation at Port Moresby, transportation resumed its more accustomed New Guinea form.

They Just Weren't Expecting

The boys hadn't slept in Port Moresby; and they said they didn't sleep in Rabaul either, and what was more, they weren't getting used to it, as I'd said they would.

At the Rabaul hotel the receptionist said they were crowded out; people had suddenly come in from everywhere; it was a holiday week-end; all the children were going back to school. Yesterday it had been quiet—but today! Two of the men could share; one could go in the annex with the pilots.

"And you, Mrs. Tudor—You see, we weren't expecting——I'm afraid you'll have to share".

To which Mrs. Tudor answered "Hell", and bethought her of the time she was last there in a like predicament, and had espied, out on the beach front, a sort of thatched house.

So she asked about that. It was, she was told, the old staff quarters and she would not like it there. But after she had persuaded the management that she would like to view, and that after viewing, she liked it very well, she moved in.

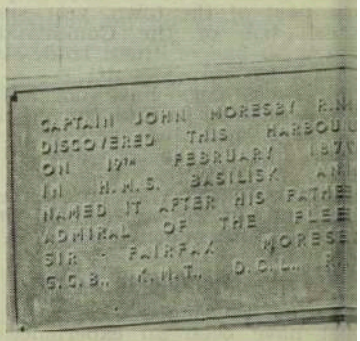
It is true that it bore only a dim relationship to those luxury *bures* of some Fiji hotels that are let out at about five guineas a night, but it had two bed-rooms and a verandah and a shower, and some-

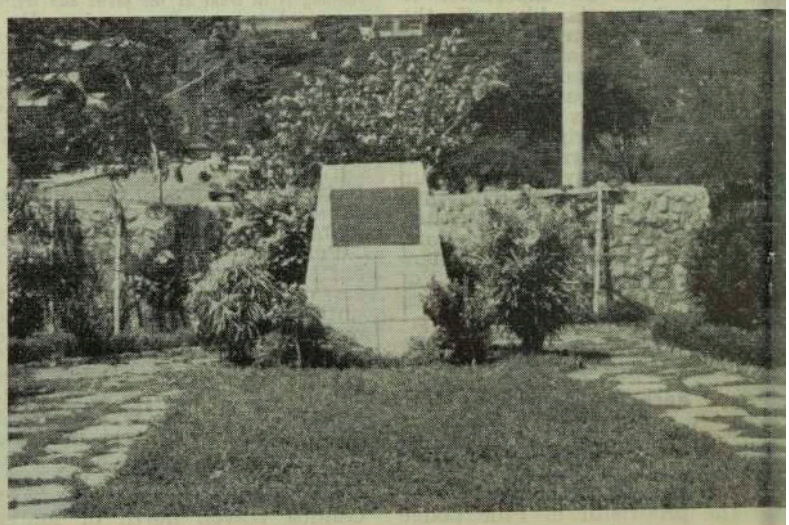
one who couldn't have knowr my besetting sin is ironing an packing lousy, had left an e iron there.

But what was more to point, I had the lot to myself in peace and quiet, while my male colleagues—or so they were kept awake by babies scr ing, Rabaulites wassailing, guests nattering and, f brought up all-standing the f ing morning when all the trav school-children were rooted o 4 a.m. to catch the plane.

Still Not Expecting

Two days later, when we on to Lae, the manager of G mess met us with the news he'd had a house all ready f but the previous evening h been inundated by bowlers Wau or some point east of and he was terribly sorry bu





SHOULD IT BE PORT TORRES? The bronze tablet on this memorial in the pleasant little garden at the intersection of Douglas and Musgrave Streets, Port Moresby, was provided at a cost of about £90, by the Historical Society of Papua. Says a member of the Society: "It almost broke us—and now a local amateur geographer, Mr. G. A. V. Stanley, reckons he can prove that the harbour was discovered by Torres!"

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were just cleaning the house as for you Mrs. Tudor—he t been expecting—and he was that there was still some- n the room.

someone was a female bowler he had gone off for the day wl and had locked the door i her. So Mrs. Tudor, the ected, camped on the verandah day until the bowling lady home and collected her duds. Pine Lodge, Bulolo, after the temps of one of the four expected turning out to be , the whole thing was sorted everyone's satisfaction.

uge double room-with-bath, the amenities of civilisa- furniture that was real and nprovised out of boxes and of patterned cotton; peace uiet. It was cool enough for ket on the bed and no one ined about not sleeping that

days later at Goroka Hotel lony of buildings that has out of the one Bulolo-type that Mrs. Ellen Pitt started not more than seven years hey were, of course, expecting ien, but by this time the odd of the party had contrived chalance about the whole and took morning tea while ceptionist arrived from up treet and shuffled things sufficiently to find her a

It's the Unexpected That's Fun

programme had said that we o fly from Lae to Goroka by ment-chartered DC3, carry th the plane around the Wahgi Valley and return to for the night.

's what the programme ut that is not how it turned d because it did not, this as enjoyed above all others. n we got into the plane at was for once proved right— d-fashioned tin benches with ket on top, and piled high middle of the cabin, every- the Admin. ordered.

pattern of the day was set he moment of take-off. As s we were air-borne over the am, the purser said: "Who'd nice, hot cup of coffee!" ll would.

ent forward and hunted in oard. Then he came back. like a nice, hot cup of a?" he asked. "They've left ee off."

oroka there was a discussion whether we would leave our e there to await our return. ave it on", said the purser. never know".

Goroka we loaded, amongst unk, a 1,000-gallon tank for next stop along the way. must be going in for water ation in a big way, because

(Continued on page 95)

The History Of Wally's Topper

Mrs. Jan Croft told "PIM", last November, that when they buried old Wally Maidment, in Daru, Western Papua, in September, they found among his effects a somewhat battered but still serviceable silk topper, of the kind worn proudly by our cold-country grandfathers 50 years ago. But how did the thing get to Daru, "PIM" asked. Old-timer John Nixonwestwood, who was a Government official in Daru a long time ago, and who now lives in retirement in the South of England—now supplies the answer.

MRS. WALLY MAIDMENT was in Sydney in late 1913, and some of her friends, farewelling her before she sailed on the *Taiyuan*, gave her the topper, as a present for Wally.

Mrs. Wally was very pleased with the hat. She was sure that Wally would wear it with distinction in Daru, on formal occasions.

But its appearance in Daru provoked some violent reactions.

The chief official there at the time regarded himself as being "out of the top drawer", and he strongly opposed the idea that common people should wear a topper, or bring into ridicule this badge of the superior person.

Wally himself resented the topper, with considerable bitterness; but when he saw how much its appearance hurt the Top Brass, he thought a little more kindly of the folk who had played a joke upon Mrs. Wally.

All Had a Shot

I think everyone in Daru had a shot at wearing the topper. Especially, I remember occasions when Hughie Beach, Celestine Diot, Teddy McNulty, Jack Summers, and a remittance man who had a shack near the mouth of the Fly, appeared in public, with the hat more or less in the correct position.

Jack Summers—an ex-Sydney Grammar School boy—christened it Jerry, and apparently used it accordingly; and Mrs. Maidment was most indignant—she still liked the idea of Wally using it as formal attire.

Harold P. Reynolds somehow got possession, and induced a long, lanky Kiwi boy to parade the Beach Road, wearing it at a cocky angle.

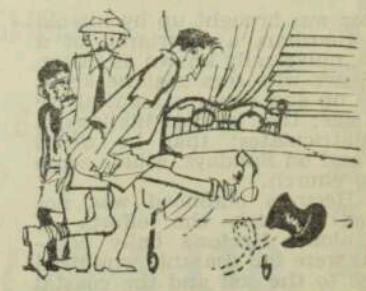
Then the Rev. Baxter Riley—who took life very, very seriously—came onto the scene, and spoke scathingly of the deplorable antics of Europeans in front of natives; but I remember that Miss Riley saw the funny side, and laughed and laughed.

Kicked Under the Bed

The last time I saw that topper was just after we had said farewell to Mrs. Maidment, on her next trip south. Wally, returning to the bungalow, got his eye on it, and kicked it with great energy under a stretcher bed.

Hughie Beach's father-in-law, a Philippines man, and Wilfred Norman Beaver, the RM, were delighted spectators.

One of my cherished memories of Daru is the silk hat which Mrs. Maidment brought to her unappreciative husband. It is amazing to think that it survived that climate for more than 40 years.



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THE MONTH'S NEW READING

WITH JUDY TUDOR

This is the season of the book reviewers' discontent. Overseas publishers' mid-winter break catches up with the South Pacific at this time of the year, and the offerings this month are scarce and in quality unexceptional, if, in context, something of a weird lot.

IF the half-dozen that have come in were received amongst the normal intake they would have found their correct level. Isolated by their paucity of numbers they strike an almost uniform level of off-beat reading—and in effect produce a feeling of having lived for a month on a straight diet of something like asparagus.

Wild Life In Guiana

In the last couple of years we have had several novels from African or West Indian authors. Jan Carew (*The Wild Coast*) who has the same sort of racial background (he comes from British Guiana), differs from most of these in that he writes completely without aggressive self-consciousness.

Carew is of mixed Negro, Dutch, Indian and Portuguese descent, and by nationality is British.

To all those other international irons-in-the-fire he can add education in the United States, some years in France aad Holland, and ncw residence in the United Kingdom.

He has tried his hand at being a journalist, a steel-worker, a painter, a customs officer, a broadcaster and an actor (under the management of Sir Laurence Olivier).

The Wild Coast is his second novel, and either in spite of or because of his chequered career, is about British Guiana. More particularly it is about Hector Bradshaw, son of the wealthy owner of the Big House, but in whose veins runs also the blood of slave ancestors.

Hector was brought up by his old Negro guardian, a matriarch of a woman, universally known as Sister. It is Sister who sees that he keeps his end up and remains a cut above the village; that he does his lessons and matriculates; that he wears shoes, and on Sundays, a blue serge suit, to church.

But Hector's manhood was not achieved through the efforts of Sister alone. Hector's daily companions were the peasants who lived so close to the soil and the coastal swamps that they had only a coincidental resemblance to the people who inhabited his books; and whose thin veneer of professing Christianity only emphasised their fundamental pagan beliefs.

This is not a book about a "problem"—colour, racial, economic or any other. And from an author of Jan Carew's background, that's refreshing.

(THE WILD COAST. Published by Secker and Warburg, Ltd. Australian price, 20/-.)

One So Grand Love

THE best-known cavortings of Louis Quatorze occurred towards the latter end of his 72-years-long reign, after he had started to build the Palace of Versailles and had removed his Court there. So a slightly different note is struck by French writer Gerty Colin, who reverses the normal order in telling the story of one of Louis' young and innoce loves, before—and as it is said the corruption of the Court beg to eat into his soul.

The French version of t historical novel, published in 19 was Called *Un Si Grand Amo* which probably fits the case bet than the title of the English versa —*Chere Amie*. Louis' ideas friendship, when it came to point, were elastic.

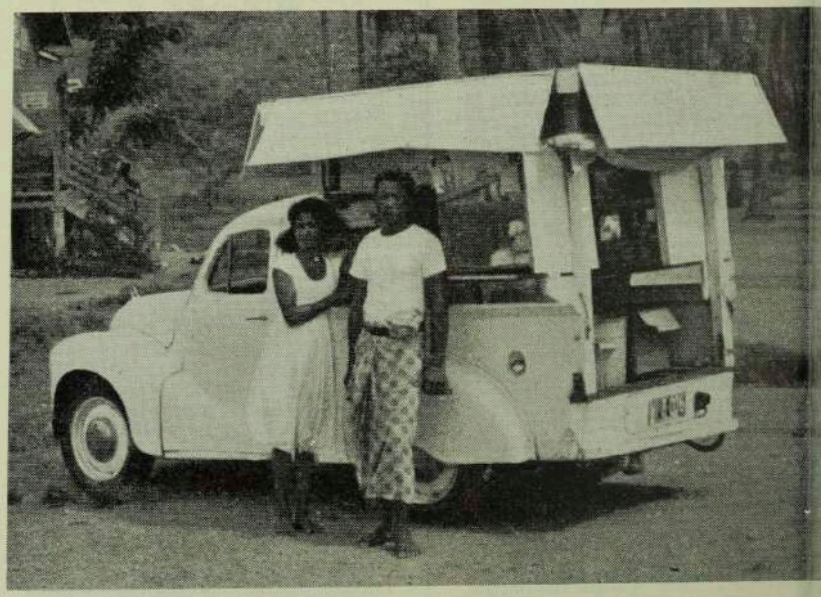
When Louis XIII died he v succeeded, in 1643, by his son, Lo XIV. The Fourteenth Louis wa minor, so the reins of governm passed to the Queen Moth Anne, and even more so to valued adviser Cardinal Mazar who in his turn had succee Richelieu, the manipulator affairs in the time of Louis XI

Mazarin was an Italian and brought from Rome the f Mancini girls, his beautiful a spirited nieces, not so much their own good, but in order further the cause Mazarin at Court of the young King.

It was Marie Mancini who came Louis' "dear friend", and a time it seemed that she mig as well, become Queen of Fra

Politics were too strong for young lovers, however. Louis married to the Infanta of Spa and Marie was bundled off to It and a marriage to Lorenzo Colon High Constable of Rome, arran for her by her uncle.

As part of her dowry, Marie t



PIES AMONGST THE PALMS

Meat pies are an Australian national dish and the taste has been successfully transplanted amongst near-Australians in Port Moresby. This pie-wagon is owned by Jean Wilson, who used to be a stenographer or white collar worker in the town, but now makes a better living serving Papuans with pies. The small truck appears at strategic points all over Port Moresby, wherever native Papuans happen to be. When this photo was taken it had parked outside the market at Koki.

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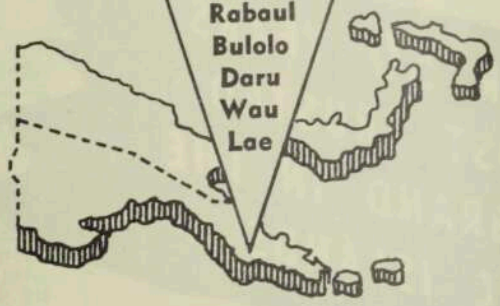

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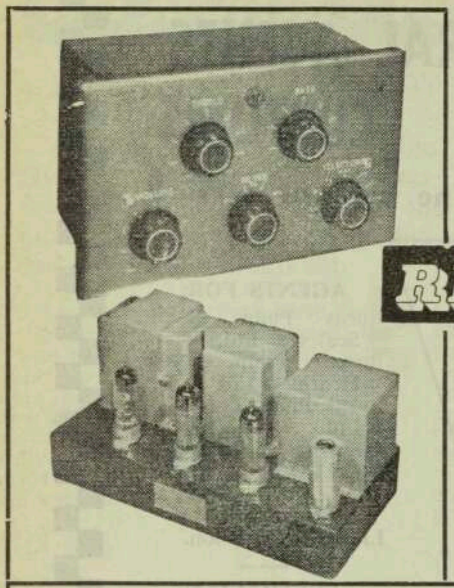

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th her the promise of eternal endship from the King of ance, and this through the lence of her marriage, the rigues, mistakes and disasters her life, remained the core of r existence.
t was responsible equally for umphs and for tragedies.
Finally Marie had the satisfaction telling Louis, in so many words, jump in one of his Versailles ntains, but in the almost half ıtury between that occasion and arrival of the young Mancini ters at the Louvre Palace, history d half a dozen love stories are yed out against a background of most glittering period of the nch and Italian Courts.

CHERE AMIE. Published by Wm. nemann, Ltd. Australian price 20/-.)

e Relucant libate

NOTHER period piece this month—set a century later than *Chere Amie*, but in sombre ct, almost medieval—is *Olympia d the Angel*, by Roderigo valiero.
Malta in the 18th century was ıtinually under attack by pirates m Algeria. The island was ended by the Knights of St. ın who were members of a gious order, sworn to celibacy d chastity.
Although it is difficult to be ibate without being chaste, one y presumably be chaste without ng celibate. Some of the Knights re neither—and this category luded Ramon Josepy Marie slourvilles de Perpignan, whose od was so impossibly pure it nt back 15 generations on both father's and mother's sides hout blot on the escutcheon.
His pure blood did not benefit n greatly, until it was too late. s elder brother seemed bent on ıandering the family fortune, d at five Ramon has been pro-sed into the Order, renewing the vs at 15 when he was supposed know his own mind.
On the theory that if you try rything you won't want it, his ther had insisted that he sleep h her young chambermaid rtly before taking his final vs, but the girl had wept and mon had found it easy to take profession seriously.
This was not the case when he t Olympia, an overblown apolitan beauty in Malta with group of travelling players. mpia's profession automatically her beyond the pale of re-ctibility, while to involve him-f with a woman of any sort ıangered Ramon's career.
Their surreptitious love-making is pped only when Ramon manages get himself captured by the ates and is sent to slavery in Algiers. But if his troubles are great, Olympia's are worse, including as they do the provision of the Church with an unhappy miracle.
The lovers are in time reunited, but only after much water has flowed in and out of the Mediterranean.

(OLYMPIA AND THE ANGEL. Published by Rupert Hart-Davis, Ltd. Australian price, 22/6.)

Take a Deep Breath With Xavier

AMONGST Australia's more extraordinary and eccentric writers can be counted Xavier Herbert, who almost a generation ago, wrote a tome called *Capricornia*, and then, apparently, called it a day.
Just recently he has had published a second novel, *Seven Emus*, which he is careful to explain is not his second effort, but his third. The years between *Capricornia* and *Seven Emus* have been spent labouring on "the great work of my life" called *Soldiers' Women*, or *Mars, the Moon and Destiny*. In this (so far unpublished) he reached maturity—"Artistically and otherwise". Or so he says.
The literary style of *Seven Emus* is as extraordinary as its author. Herbert eschews most of the devices of more conventional writers but if these eccentricities can be surmounted, what he has to say is arresting enough. One of his fads is

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d Mob's Author Italy

ost Australian writers of cs think they are doing well hey sell an edition of 5,000 that fact makes Nino otta-cum-John O'Grady's ess with "They're a Weird" look even more like a king-l miracle.

its first 16 months "Weird" has run into 16 editions 180,000 copies. The last on of 20,000 came out on uary 24 and was sold out in nce. The 17th edition, of 0, is scheduled for publica-late March.

eantime John O'Grady and charming wife, Molly, are g quietly in Sydney and aring for a trip to Europe nd April. They expect to up a Bank Line vessel in r Fiji or Samoa and be de-ed at some North Euro-port in the Northern ig. They plan to then buy uple of motor scooters and down through Europe to —to get the atmosphere "Weird Mob In Reverse", Nino taking his Australian to visit his homeland. The r-scooters seem like doing s the hard way. With s success in Australia, we that he could afford at a small Fiat!

agraph-long sentence which ry the breathing of an opera Before the reader proceeds he should try one for size. how Herbert describes some-the origins of Bronco Jones, t-aboriginal station owner, he hero of the tale:

those who know anything he social set-up in outback a, the idea of a boong's ever to be classed as a squatter utterly fantastic—as indeed have seemed to the un-g Bronco Jones himself, d his beginnings in a blacks' an which there is no place in human existence, even amp be a part of a town, y in these days of advanced nt in Australia, for the e humpies of boughs and ome little better structures rded roofing, flattened cans, s, mother earth the floor, the dining table, the squalor o be seen to be believed, but ot due to anything or any-haps, except the fact that is bound by the stupidities tone Age there is no help derstanding limited by so hat still belongs to the Ages."

Briefly—and breathlessly—*Seven Emus* is the story of what happenel to part-aborigine who lived happily with his wife, Possum, and his brood of kids, when an adventurer horns in on his good luck, and an anthropologist arrives to study the local totem.

(SEVEN EMUS. Published by Angus and Robertson, Ltd. Australian price, 17/6.)

The War Underwater

SOMETHING a little more soothing to the nerves than the rest of this month's books, was a reprint, this time in the Adventure Library, of *One of Our Submarines*, a popular personal war-time experience of a member of the Wavy Navy, Edward Young, Commander, DSO, DSC, RNVR.

The book was first published in 1952 and received general praise from the critics.

Young was among the first of the Royal Naval Volunteer Reserve to be accepted for service in submarines in 1940, and later on was one of the first RNVR submarine commanders. He tells how he did not enter the service with any enthusiasm, but because at the time it permitted him to take a course in higher navigation.

He made his first dive in a submarine with some trepidation but afterwards became sold on this particular branch of the Navy, and felt a great deal safer and happier under the waves than on top of them.

His service took him from Arctic convoy duty to service in the Far East and in the waters north of Australia, and his entertaining and clear style of writing makes this book of interest to both lovers of war stories, and to those who like to read about the sea.

(ONE OF OUR SUBMARINES. Published by Rupert Har-Davis. Australian price, 15/6.)

Price Among the U's and Non-U's

STILL complete with baseball-cap and wife Mary, our old acquaintance Willard Price, has been visiting the British Isles and gives us his views in *Innocents in Britain*.

It must be difficult, indeed, for an American writer of travel books to produce anything new about the United Kingdom, but Price is an accomplished wringer-outer of last drops of juice from the well-used literary orange. He does well enough, but as travel literature, this book cannot be regarded as coming within the first, or even the second, magnitude.

One of the first things the pair

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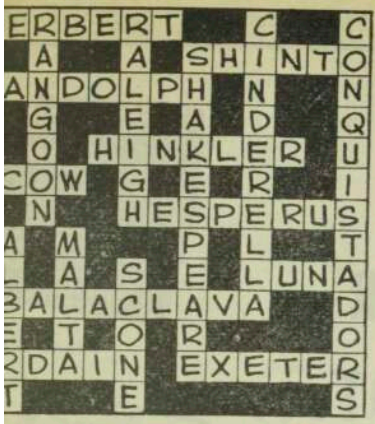

SSQUIZ SOLUTION FROM P. 82

in England, was to spend
ral weeks tracing the Thames
its source—a well in the Cots-
Hills—to where it joins the
at Southend. And, this sounds
ry interesting thing to do, if
no other reason than because
ems one of the few ways in
h, in the United Kingdom, it
ssible to get away from people.
visitor to England from less-
lated areas, can fail to be im-
sed by the fact that on an ap-
ntly uninhabited moor, a
of cyclists or hikers can seem-
turn up from under a stone.
t according to Price, no one
right on the banks of the
r Thames because of the
er of flooding, which is con-
d, lower down, by the system
cks.
e Prices seem to have had a
uil enough time in the upper
es. First they walked along
ig river—because unlike most
us streams, it begins in a
s of water meadows, and not
acularly from snow-capped
s or glaciers or tropical rain
ts.
m walking they took to a
, and from a canoe graduated
punt and from that to a 30-ft
cruiser.
Price discusses a number of
cts incidental to the journey
the Thames and to other
s—English food and the Eng-
language being just two of

the subject of food he has a
y that the Englishman stuffs
lf with seven meals a day (a
f it consisting of bread and
and hot tea), simply as a sub-
e for central heating in the

taking of a cup of tea be-
he emerges from bed of a
ing is, thinks Price, only a
s of fortifying himself before
ng in a freezing cold room.
arly, the drinking of hot tea
hing at night, helps to make
usiness of getting in between
ng sheets more endurable.

AND FOUR GENTS WERE STILL EXPECTED

(Continued from page 87)

when we returned from Mt. Hagen to Minj, much later on, we carried *two*, 1,000 gallon tanks.

If anyone thinks that two such tanks will not go into the cabin of a DC3, they're dead wrong. They will, just.

But it makes a much better fit all round if all the passengers are double-amputees.

At Mt. Hagen the District Commissioner said that he would like two trips into Wabag that day if possible, with one return by Baiyer River. There was a discussion amongst the four of us as to whether we would go first trip or second, but by this time we were learning things ourselves. We voted for first trip, just in case.

Wabag lies west of Mt. Hagen, in a sort of truncated mountain valley at 6,700 feet. It is reached by weaving in and out and round mountains, and across tropical rain forests and patches of native gardens. So far as I could see, there is only one way in and one way out, which naturally cuts flying opportunities down by half.

Wabag's Inflationary Spiral

It was in this country that they had that abortive gold-rush shortly after the war. At that stage, the natives of the area were semi-nomadic hunters, and only one steel axe existed in the whole area. It was an old German axe that had been traded in from the Sepik, and the native who owned it had given two sisters in marriage and five pigs for it.

One of the first things the Administration did when opening up the area was to arrange air drops of axes to encourage the clearing of land for gardens—which now are flourishing.

An air drop of dried peas for patrol rations that then proved too heavy for carrying, were distributed about the same time, and formed the nucleus of a local pea-growing industry around the seven or eight thousand feet elevation. (The ADO who told us this piece of local history couldn't tell us what happened to the owner of the two-sisters-five-pigs worth of original axe when the Administration started an inflationary spiral by dropping axes right out of the sky.)

We arrived at Wabag at the same time as a local cloud-burst. "We've got to get out of here in five minutes, or we're stuck", said the captain and to facilitate the removal of cargo in the time limit, we were smartly shoo-ed from the cabin, tape recorders, cameras, gadget bags and all, to stand beneath the wing while the local calaboose line made short work of the unloading.

But it did no good. When the cargo was out, we climbed back into the plane, the purser broke out the lunch boxes, we rummaged through our suitcases and got dry shoes and sweaters and Who-dunnits, and settled down to camp.

In an occasional break we got out and wandered around the station while the pilots borrowed a jeep and rushed up and down the strip, or called up Hagen or Goroka on the plane's radio.

But with one break (when the ADO arrived with steaming coffee) mostly we watched the gap at the end of the valley, through which we sometime or other had to get out.

Visability: Nil

Twice we got all set to go, but more clouds rolled in from the wings to reduce visibility to nil. Then late in the afternoon, it was It.

As we tore down the sodden strip and into the cloud of the valley —"Baiyer River in 15 minutes, or Wewak in two hours"—I privately wondered, as the wing tips seemed to graze the trees, if it might be some place else, even sooner.

Wabag's storms and thunder followed us to Baiyer River, and on to Hagen and later Minj. At Minj the storm closed in and with less than an hour to darkness, not enough gas left to reach the

---

On the subject of language his wail is similar to Rex Harrison's in *My Fair Lady*: "Why can't the English teach their children how to speak?"

To help him in his researches in this department, Price read *U and Non-U* which Professor Alan Ross of Birmingham University contributed to Nancy Mitford's *Noblesse Oblige*, and wherein the basis of the upper-class Englishman's superiority is laid bare.

Mr. Price thinks that it is ridiculous that an Englishman is socially placed as soon as he opens his mouth; that he can never be taken for a blue blood if he says *toilet* instead of *lavatory;* or if he is *ill* instead of *sick;* or finds something *interesting* instead of *int'resting*. Most Colonials would agree with Price.

But even worse than having been born non-U, is to try to be U if you aren't. This is called speaking Morris-Oxford English.

(INNOCENTS IN BRITAIN. Published by Wm. Heinemann, Ltd. Australian price, 26/-.)

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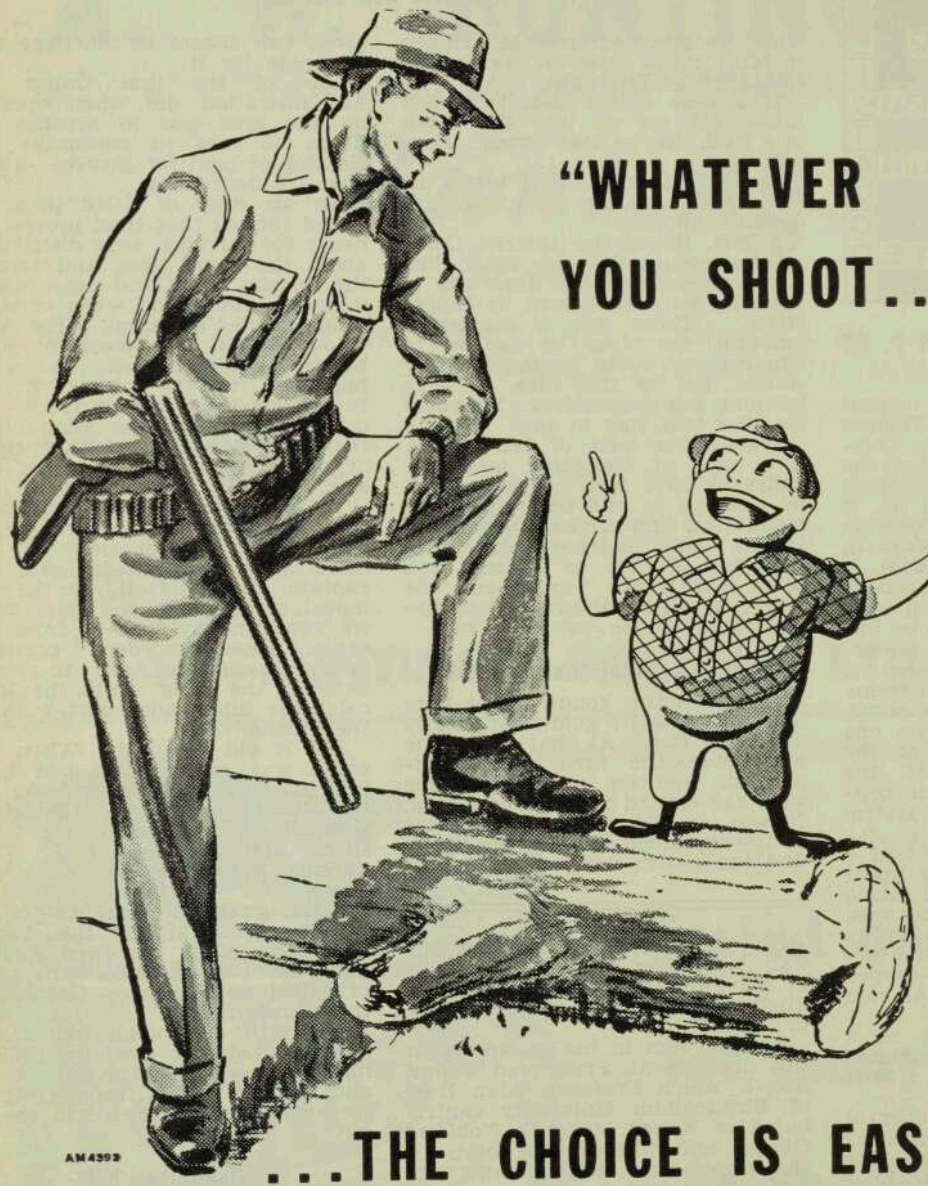
Ammo Andy says—



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t, and the prospect of not
ng down into Goroka, the
ain called it a day.
nj has no pub—no rest house
t it has a lot of private
itality, and at this stage the
appeared in his alternative
of Travellers' Aid Society. In
time than we could collect our
, he had us organised.
the gathering dark I was
sited on my hostess' door-step.
for tonight. OK?" said the
and disappeared.
vas taken in, given a hot bath,
shown my room, all without
ss batting an eyelid. The rest
the party were similarly
bed. *Courier-Mail* into the
or's house; *Airways* into the
's establishment. ABC went
ie local bachelors' quarters.

Celebration

e rest of us had quiet nights;
the bachelors, it appears,
ed to celebrate. Nevil, who,
e most journalists, likes
ar hours, tore himself loose
a.m. He had been told that
as to sleep in a house "down
". So in rain and pitch dark-
without a torch, he stumbled
igh a couple of paddocks and
y drains and finally found a
oo hut with a bed in it. He
nto the bed, and next morning,
o one had come along to
te his possession, concluded
he had found the right spot.

* * *

ien we got back to Moresby
ivilisation and passengers were
to collect their seat tickets,
s handed one that had typed
it "Mr. Tudor" (though some-
when they saw it was other-
had inked in a surreptitious

was obvious, as I said in the
ning, that four gents *were*
ted.

Becke In Paris

(Continued from page 83)

cards in a letter, and one of was so funny that he took Hid it but I found it under blotting Padd, and it was a e of Addam and Eve, they sitting under a Tree quite because their fig Leaves were g on a clothes line and it said s their first washing Day. father showed it to Madem- Mardon and said it was d in France and that it was shocking such awful obdecent should be printed and that in nd that the man who Sold would be put in Gail and the n who looked at it could be no but he was sure she would not as she was French. She got She is a hateful old thing and keeps washing her Ugly face in rabits blood. . .

It appears from this extract, written about 1903, that Becke had met Pierre Loti, the French naval officer whose exotic stories of love in Tahiti, Japan, and other places were once the rage. (But how feeble they seem today, alongside Becke's realities).

German Governess

When in Auckland, about 1908, Mrs. Sabina Becke contributed one or two long but unremarkable articles to the *New Zealand Herald* signed "by an Australian Woman", which add to our knowledge of the family's life in France. Cheap living there was, she said, a fallacy, in fact it was dearer than England (the same may be said today).

Becke seems to have been at least making a living from his writings at the time, for Sabina speaks of renting an eight-roomed house, even of a German governess for the children. But it is the succession of French maids (one at a time) whose idiosyncracies Becke himself develops: these bonnes he observes with the same kindly eye as he had for his Pacific island characters.

First came she whom he calls Madeleine, a cow-like Alsatian who left to marry an artilleryman; then Jeanne, whom he had to dismiss because she posed as a single woman while all the time she was married to a hussard who was doing 12 months in prison at Bordeaux; then, and best of all, came Celine, who broke so much crockery but was so much loved by the dog and the children—only 17 she was, "tall, erect, full-chested and willowy, built more

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. A CHANCE FOR DESIGN-IT-YOURSELFERS

ision to withdraw several ninations of Norfolk Island os in March has stepped demand for them by telists—to the joy of the Administration. In Feb-, the Administration re- a cheque for £1,250 for of some of the stamps by ustralian philatelic bureau. nwhile, the Admin- or is still looking at pos- designs for new issues, ing his appeal to residents e end of last year ("PIM", nber). He said in Feb- he wanted more oppor- es to examine colour s of any plants, flowers, fruits and fish seen around lk.

oy," of astonishing energy ality, but she, too, went off y an infantryman; and then erthe, who brought a soldier house whom she said was her-in-law, but who eventu- nfessed ce n'est pas mon re.

nder Becke wrote: "How I he French military spirit!"

They Overstayed

ecke family only meant to rance a few weeks; instead, ayed four years. The fact *Reef and Palm* had been d in Paris with some suc- ler the title *Scenes de la nesienne* may also have at- Becke across La Manche. n story is that the family g in Dublin (where Becke introduction for an illus- ition of *Moby Dick* for G. P. & Sons), when he came n old skipper friend who ng a cargo of remounts for ch Army to Brittany. ited the Beckes to go with t after seeing some of the s of the coast, they finally Le Havre, and decided to permanent lodgings.

ine few people know very bout what happened to the period between the left Sydney for London, a living as an author, and n to Sydney towards the is strangely diversified life: in Sydney in 1913.

ere is one man who re- Becke quite well.

Mr. James Tyrell, Sydney's ookseller—he started sell- s at the age of 13, is now people he remembers sell- s to in Sydney as a lad R. L. Stevenson and Mark

rell went to London repre- Angus and Robertson with a letter of introduction to Becke, who had him made a visiting member of the Savage Club.

Mr. Tyrell still has his club membership card—as well as a letter from Becke, who had declined going on a fishing party with his friend and neighbour, Rudyard Kipling, in order to go up to London to see him.

'Kobra' Yesterday—'Copra' Today —May Be Taxed Tomorrow!

IT is noted that the dried kernel of the coconut is spelled "kobrah" in a venerable document—H. B. Sterndale's report on the Polynesian Islands to the Premier of New Zealand in March, 1874. Other printed papers of that period use the word "cobra".

Up to 20 years ago, the older merchants of Fiji and Samoa always said "cobra".

Webster says that the original word was the Malayan "kopperah", or the Hindu "khopra".

Anyway, whatever its history, the desirable commodity today is selling at close to £100 per ton Australian, at main Islands port, and coconut plantations in income-tax-free countries are acquiring a new lustre. But New Guinea's tortured tax-collector cannot sleep at nights —he fears that the record price will shrink back to normal before he can get his long-cherished taxation machinery into operation.

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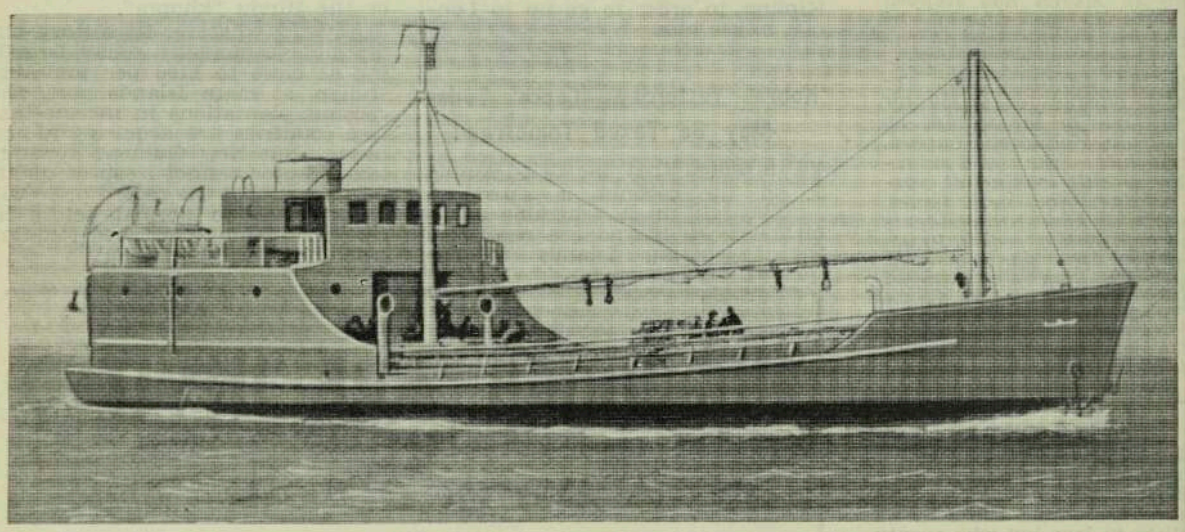
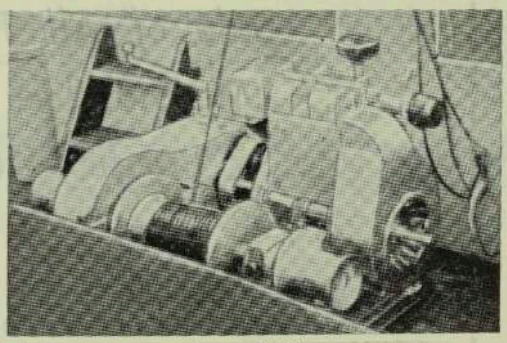


AGENTS:
NEW ZEALAND & PACIFIC ISLANDS
Captn. G. W. Dunsford
P.O. Box 3269
Auckland, N.Z.
Cable Add. "Dunship"



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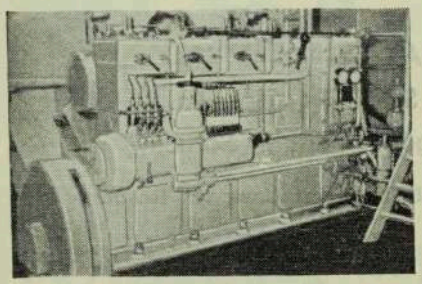

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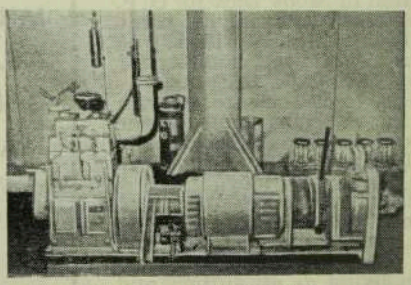

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PACIFIC SHIPPING AND CRUISING YACHTS

The auxiliary schooner *Ian Crouch*, which disappeared at e end of last year somewhere between Hongkong and Australia, s gone to join the now quite imposing list of ships that have ovided Pacific mysteries in recent years.

id-February, the Marine Court Inquiry that has been sitting Hongkong to try to sift out ıce of what had happened to essel from mere conjecture, unced the vessel lost at sea ıll hands due to unknown cir- ances but probably to a local- torm.

Justice Gregg, who presided inquiry, found that she had been wrongly stowed before g port; or that no cargo or equipment would have en- red the safety of the vessel. s found that she was faith- built and was seaworthy in respect.

Crouch was built in Hong- y Cheoy Lee Shipyard, to the ements of a South Australia ng company, M. B. Crouch o. She was of 500 gross tons as equipped with sail as well ver.

radio equipment was such he would have been out of t with any shore station from the time she left ong until she was close to me base and, in fact, noth- as heard from her after a message received in Hong- n the day following her de- e. At that time the condi- the sea was affected by the d of a typhoon, but it was m dangerous.

larm was felt for the vessel arly November. She was ex- to reach Port Adelaide at d of October. A few weeks vide sea and air sweeps were n the New Guinea-Coral Sea llowing a report that a vessel ing *Ian Crouch's* description een sighted south of New

search was taken up later South China Sea, and in ort a RAF Shackleton bomber crew were lost.

he indications are that dis- f some sort overwhelmed the between Hongkong and the ines. But whether it was as t of a normal hazard of the due to human agency, we robably never know.

12 Australians who sailed on pear to have gone to join tims of the *Monique, Joyita elanesia.*

EAM SHIP II COMES

Prince Tungi, of Tonga, s second dream ship come n February. In fact, he did etter than that, and went the last of the way with her by going to Pago Pago on *Tofua* and picking the new vessel up there. She is *Hifofua II*, the 500-hp ocean-going tug which, like the *Aoniu*, which was delivered last year, was built in a Dutch shipyard and delivered under contract.

After her call at Pago Pago, American Samoa, to pick up Prince Tungi, she made a "business visit" to Apia, Western Samoa and showed her paces to the High Commissioner, Mr. G. R. Powles, to the local Director of Agriculture, the Minister for Agriculture and the Apia harbourmaster. It is understood that *Hifofua* will be available for work outside Tonga. See picture, page 109).

• NEWCASTLE WOULD LIKE TO BUILD THEM: Tenders for the construction of a small vessel for medical work in the New Hebrides closed at the end of February with the French authorities in Vila.

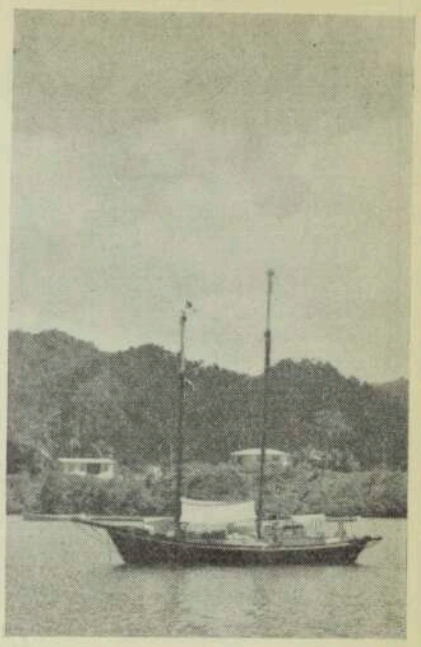
Two Newcastle, NSW, firms are believed to have submitted tenders.

• TWO MORE APC SHIPS SOLD: Former Australasian Petroleum Company vessels *Darega* and *Davara* have been sold through the Sydney ship-broking firm of Captain W. L. Kennedy, to Tasmanian interests. This makes four APC vessels sold in the last year (*Dobiri* went to Hugh Williams, of Rarotonga and *Negera* to North Queensland interests).

Davara is a 95-ton wooden vessel

In The News This Month

Adi Keva
Britannia
Betty
Charlotte Donald
Chimere
Crusader
Davara
Dobiri
Darega
Duali
Hifofua II
Hemara
Intrepid
Ian Crouch
Inspire
La Reta
Kulu
Kurimarau
Kibuli
Maureen
Moana Raoi
Maui Pomare
Moonfleet
Marco Polo
Matai
Maranatha
Mamari
Negera
Port Halifax
Ranah
Ranui
Readwill
Syria
Seven Little Sisters
Siran
Slevik
San Miguel
Sorong
Sea Chanty
Sunrise
Santa Maria
Tui Kanacea
Tiare Toporo
Te Matangi
Te Matapula
Tiburon Too
Te Rapunga
Utopia
Wanderer
Whither
Yasme II



"Moonfleet", ex-"Kona", which has now been sold to NZ. (See page 115).

built by Lars Halvorsen in 1947. She was brought down to Sydney by a native crew and was tied up at Walsh Bay in late February. She will shortly go on to Tasmania, where she will be used by a local small-ships' owner for the trade between Tasmania and King Island.

Darega also will go into the King Island service but will operate from Melbourne, and for another company. She is an O/L type, steel vessel of 200 tons powered by twin diesels and commissioned about 1947. *Darega* was taken to Cairns by Captain E. C. Thorpe and a native crew who were flown back to Port Moresby from there. The new owners took her south from Cairns.

• DANNY ON THE ROCKS AGAIN: The English radio "ham"-yachtsman Danny Weil, who caused a deal of excitement in Search and Rescue circles in 1956, finally losing his yacht *Yasme* on a Coral Sea reef in the Gulf of Papua, on October 24 of that year, is in trouble again. *Yasme II*, successor to *Yasme*, was wrecked on Union Island, 30 miles north of Grenada, in the West Indies, on January 26. Weil suffered a broken leg and was in a Curacao hospital in February.

Yasme II and the radio equipment aboard, was financed by the world's radio amateurs—mainly American amateurs—who also sank a good deal of capital in *Yasme* for the first cruise.

Attempts are being made to salvage *Yasme II*, or at least the equipment, but even if all is lost the hams may feel that it was all worth while, as Weil has been satisfying their intentions that he

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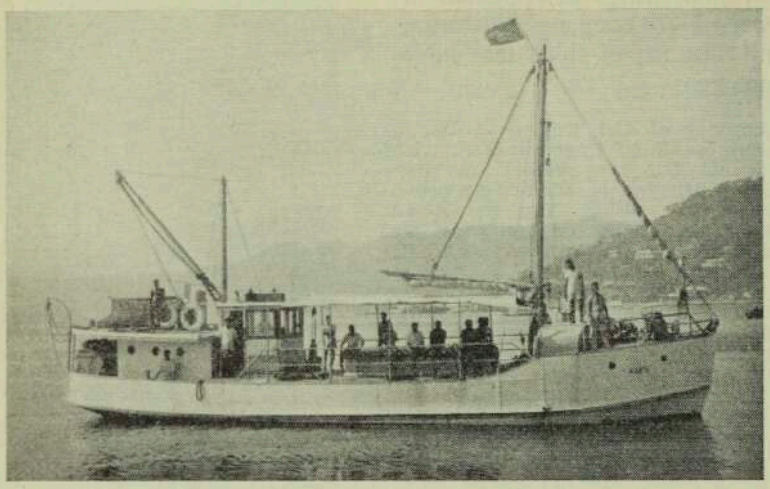
CARGO VESSELS



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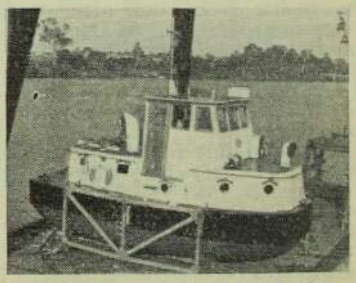

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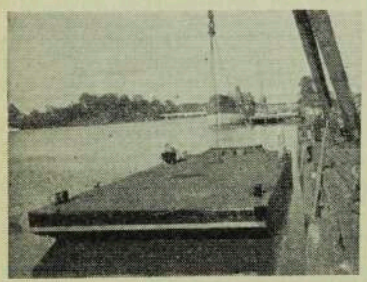

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uron Too", a 50-ft vessel built dney shipbuilder R. Gordon ar, and purchased by M. Henri d, of the New Hebrides, is ed to sail from Sydney for her ome port shortly.

e from countries where no ams exist, or where there are ew, thus providing overseas with the desirable verification confirming radio contact with rare territories.

the past year or so *Yasme II*, d by Weil, and sometimes ther local ham assistants, has noving about the Caribbean n these missions. The story en told in successive issues American ham radio maga- QST".

n *Yasme II* was almost ready from Holyhead, Wales, in ber, 1957, there was an ex- while Danny was taking board. He was blown over- and finished up in hospital. acht was then said to have estroyed—but whether it was or whether the latest *Yasme* fact *Yasme III* is not known.

ny case the yacht named *II* finally sailed April 12, nd we've been expecting ever since. In February Weil no mood to talk further , but his will to resist might e broken down again by the -if further finance is pro-

was rescued from the Papuan reef in 1956, by Marshall s, a Qantas Catalina pilot sked the aircraft and his own o do it. Burgess was awarded yal Humane Society's Certi- of Merit for his trouble.

NOTHER M FOR BSIP: The and Ellice Islands Colony *Maureen*, 50 tons, which be- came surplus to requirements after the arrival of the new *Ninikoria*, has been sold to the British Solomon Islands Protectorate Government which has been short of small ships since the *Melanesia* disappeared mysteriously last year.

Three other of these M-class vessels already operate in the BSIP —they are *Mary*, *Margery* and *Myrtle*.

Maureen is expected to arrive in Honiara this month.

• THEY PAY MORE IN RAROTONGA: As from January 12, the levy on all cargo imported and exported from and to destinations outside the Cook Islands and which passes through the main port of Avarua has been increased from 1/- per ton to 2/6 per ton.

The new rate is intended to provide funds to assist in the development of the port facilities, which are certainly badly needed.

• SOMEONE LOST A PUNT: Captain E. Ward, master of the new Gilbert and Ellice Islands motor ship, *Moana Raoi*, handed over a 16-ft punt to the Receiver of Wreck, at Suva, when he arrived from the Gilberts on February 2.

Captain Ward reported that he picked up the punt in Georgia Channel, off Kioa, in the Gilberts during his passage to Suva (Over)

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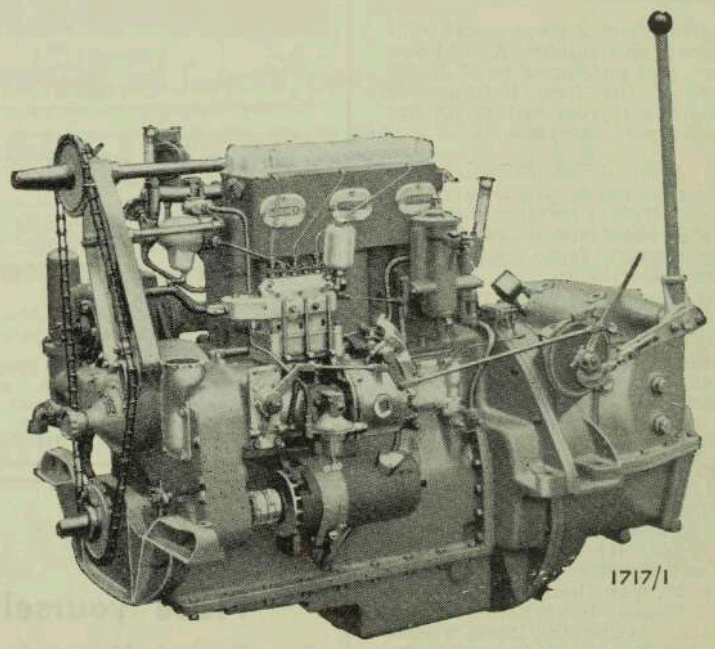

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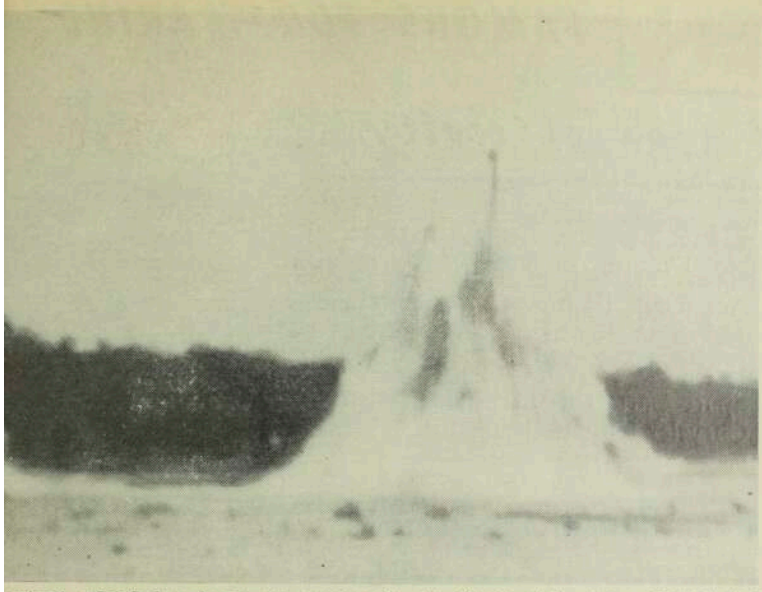

spire", which has been an eyesore in Avatiu boat harbour, Rarotonga, he sank at her moorings in April, 1958, was recently destroyed er". (See below).

Photo: D. C. Berry.

name "Maria" was painted bow of the craft, while a nchor and a fishing rod of esign was found in it.

KING A LOOK: The *Raoi*, after discharging her engers and small amount of n Suva, followed another and Ellice Island ship, *Te la*, up the Public Works De- it slipway at Walu Bay. slipping is mainly for the of inspecting the new hull ending to the normal crop ing troubles found in every ip after, say, the first six of service. igh no dates have yet been he *Te Matapula* was ex- to return to Tarawa with cargo and passengers about ldle of February; and the *Raoi* towards the end of the

NEAR-MISS ON NASELI: rris Hedstrom Ltd. auxiliary *Tui Kanacea*, caused some at Suva when she went on the notorious Naselai ly on February 4, during her from Suva to Levuka. 5-ton cutter was left high at the following low tide refloated 36 hours later on tide, with the assitance of e party sent from Suva in *Keva*. believed that the *Tui* suffered little or no dam-

i has claimed some victims time, the most tragic loss he Indian immigrant ship hich founded there in 1884 loss of more than 60 lives. of the *Syria's* rusted hull can be seen today, a mute testimony of the earlier days of navigation when ships were not equipped with the modern aids of today.

• THE *INSPIRE* GOES UP WITH A BANG: The Dick Brown Line vessel *Inspire*, which graced a part of Avatiu basin for about nine months, after she sank at her moorings in April, 1958, is now no more. Recently she was blown up, so an eyesore and a hazard to navigation is removed. The only people who are sorry are the visiting yachtsmen who liked to tie up against her, and, presumably, her recent owner who seemed to like to see her around. He asked for a postponement of the funeral rites so that he could remove parts that he hadn't got around to removing in the previous eight or nine months.

• AN INTERESTING BOTTLE: Though some will contend that an empty bottle is never interesting, one that was plucked from the sea on the south-east side of Atiu Island, Cook Island, last October 21, should prove of very real interest to oreanographers. As reported in December *PIM* (p. 105), there was a note inside promising payment of £1 for return by finder to a London address, but there was no indication of where or when the bottle was launched.

Inquiries have since brought the information that the bottle was tossed from the British freighter *Port Halifax* at a point about 120 miles east of Cocos Island—south of Costa Rica and nearing the Panama Canal—at 2230 GMT on May 17, 1958.

A study of the current charts suggests that the route would be an easy north-bulging curve past the vicinity of the Marquesas and

Kurimarau Not For Sale

The report (Feb. "PIM", p. 105) that the Hongkong registered, Suva-based "Kurimarau" is for sale was strongly refuted by the owners of the vessel, Berg and Co. Ltd., in Sydney, in March.

They do not know where the rumours came from, but they say the report is wrong. The vessel is not for sale.

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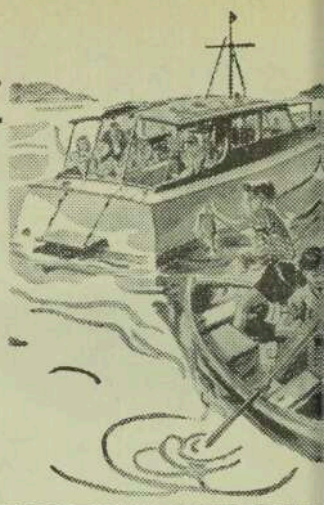

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the north of the Tuamotu to -that is, along the *Seven Little* route of William Willis, more s.

measurements make this ce not less than 4,800 nautical in 157 days, or an average of iles per day at least, assum- at the bottle was found im- tely on arrival, which, in this loes seem to have happened, was apparently still afloat. lished ocean current charts te a current movement of 10 miles per day along this route. with the aid of sails, made 000-mile voyage from Callao r Tutuila—where he was taken w—in 115 days, an average of 52 miles per day.

interesting feature of this drift is that it indicates a um surface current speed in area and season probably higher than generally ed.

USSIAN TUNA CRAFT TED: Some months ago an fishery experts, visiting announced that Russia might nter the Pacific tuna fishing ry. In October last a Russian survey vessel was reported ve sailed on an exploratory On February 17, a Japanese essel skipper reported by radio e had passed a Russian-flag vessel in the Caroline Islands Tuna were being hauled . There appeared to be a of about 20, including some . Another Russian-flag vessel ing nearby. At beginning of , Russian fishing vessels were ing without permission in d Philippines bays, to local ities' annoyance.

THER BROWN RELICS GO: At the Rarotonga Island l in mid-January, Councillor ni (trader William Watson's name) moved that the vessel , lately owned by D. C. Brown tting high on the reef near a Harbour a mile east of *In-* (see above) be also removed. Resident Commissioner re- that it was to be blown up n as permission was obtained he owners.

wreck changed hands several following the stranding on ber 16, 1954.

ever, the Brown organisation t least two other "conspicu- recks"—to use a Pilot Book One is the ketch *Siran*, d October 4, 1951, purchased e reef, partly salvaged, and in to Avarua, where she t in a cradle ever since and ell have been demolished in ent hurricane.

other is the yacht *Jopeda*, d June, 1957, on the east side island, purchased by Mr. , and hauled onto the beach tangiia, where she still sits. olition of these would not contribute to the local larder as they are high and dry. When *Inspire* went up there was a great harvest of fish for the locals.

• NEW OWNER: Burns Philp's 300-tonner *Kulu*, laid up in Rabaul for some time past, has been sold to G. & M. Shipping Service of Rabaul, who also own the 195-ton *Duali* and the 50-ft launch *Betty*. Another BP 300-tonner is also understood to be on offer, and will be replaced by a smaller vessel.

• TENDERS FOR "POM POM No. 2": There are reliable reports that tenders were received from all over the world for the building of NZ Island Territories Department's replacement vessel for the present *Maui Pomare*. Tenders closed in London at the end of 1958. They are said to be keen, with delivery dates as early as the end of 1960.

Such is the ship building recession in UK yards that it is reported that even the great John Browns, of the Clyde, have tendered.

The vessel, it will be recalled, is to be of about 2,750 tons gross with a speed of 13 knots, carrying about 65,000 cu. ft of refrigerated cargo and 40 passengers on the Cook Islands-NZ run.

New Zealand's financial climate has altered somewhat since tenders were called, and no one will be very surprised if the scheme is shelved, at least for the present.

• THE UNSHARED SECRETS: Though the Union Steam Ship Com-

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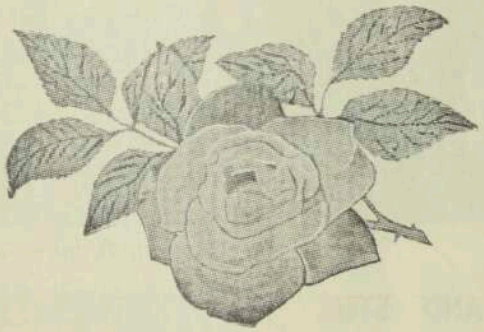

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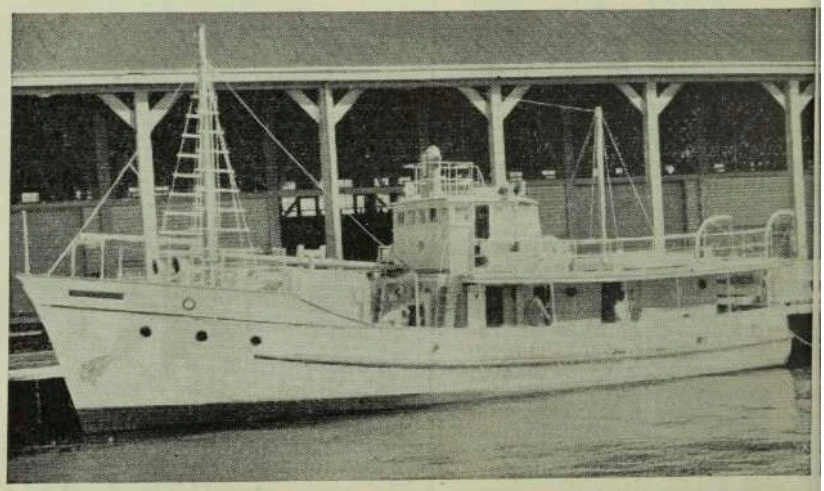

M.V. "Southern Cross" built for the Melanesian Mission, 1958.

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has undoubtedly endeared it-
ith its shareholders, it has
revealed much to the public
sea-going employees.

n the passengers' point of
he chronic shortage of accom-
ion along the routes served
used ill feeling, whatever the
nics involved. Public relations
lso appeared to be conspicu-
oor.

spapers have done much snip-
r the fact that the company
to publish its annual
ts and balance-sheet, sum-
of which have shown large
ofits, in excess of £1,000,000
nt years, despite the world
g recession.

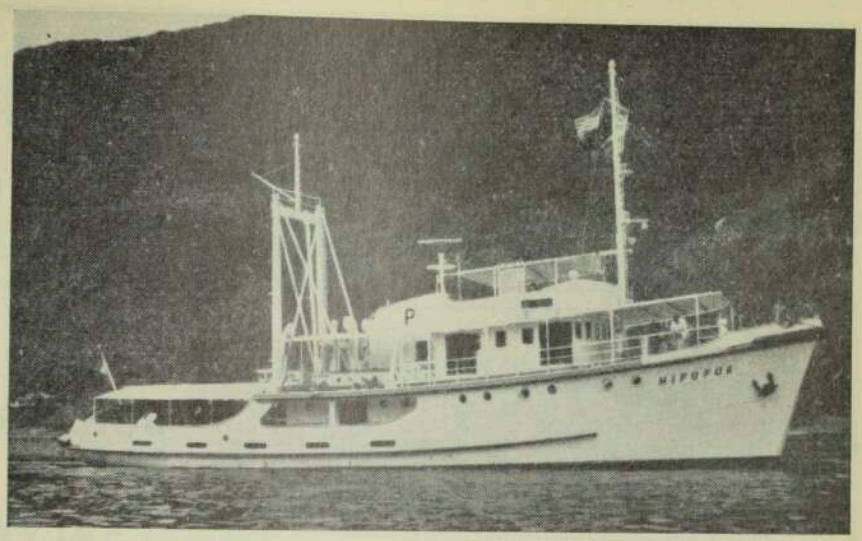
current summary issued
reveal taxation or depreciа-
lowances—a fact which was
rlooked by the New Zealand
nd will undoubtedly also not
looked by the labour unions
ms for pay increases this

ie summary of 1958 opera-
he company says that over
t 10 years its tax-paid profit
d 4.8 per cent. on the cap-
olved.

l dividend on the ordinary
all of which are held by
& O Line, was 8 per cent.
year's operations, and 5½
t. was paid in respect of the
preference shares.

402,000 passengers and over
on tons of cargo were carried
company's fleet in 1958.

ebruary a group of Indian

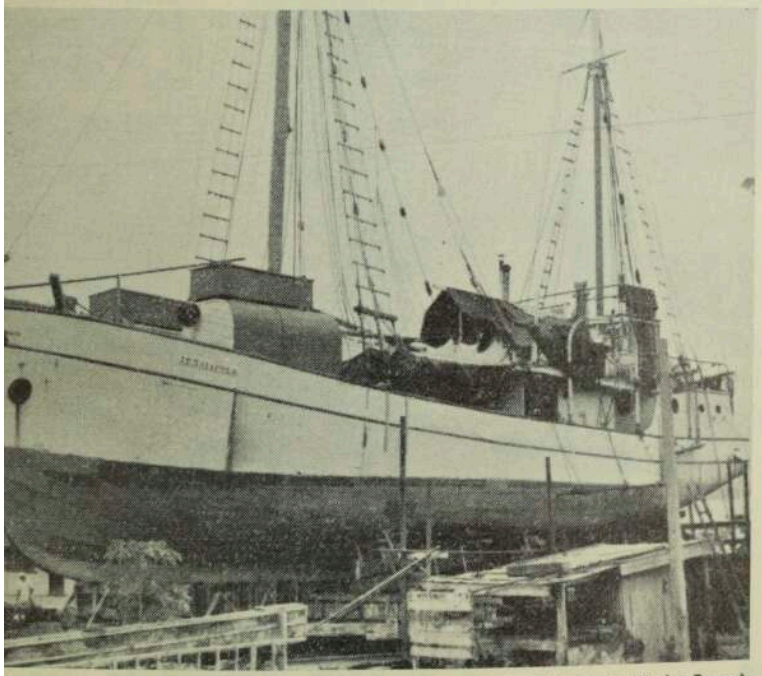


"Hifofua II", photographed in Pago Pago in February, when on her delivery voyage to Nukualofa. (See page 101).

—Photo: Pan American Prints.

residents of Suva rather naively suggested that, with a number of Union Company vessels lying idle in Auckland, one might be available at bargain rates to provide a low-cost cruise for Fiji Indians to India after being fitted out with troop-ship type accommodation.

Undoubtedly there are plenty of foreign-flag ships available to provide such a cruise whenever called upon, but there are plenty of reasons why the laid-up Auckland vessels would not be forthcoming.



d more small ships from outside Fiji are making use of the Fiji Public Works Depart-lipway at Walu Bay, Suva. The slip can accommodate ships up to 1,000 tons. Shown the Gilbert and Ellice Islands Government auxiliary ketch, "Te Matapula", high and dry on the main slipway for routine overhaul and repairs.

Photo: Stinsons.

• *SLEVIK* MAY CHANGE HANDS: The small Norwegian tramp *Slevik*, mentioned in February *PIM*, may be purchased by Eriama Plantations Ltd. of Papua. The vessel called at Auckland with explosives and general cargo from Australia in February returning to Sydney with timber from Tauranga. She was then to head for New Guinea again.

Chief Officer Sigurd R. Andersen, who has been in the ship ever since she left home 20 months ago, told of her movements since then.

First was a dynamite cargo from Hamburg to Peru and Chile. Next a nitrate cargo from there to Mexico followed by a spell in the Florida-Havana-Gulf trade, then a sugar cargo from Cuba to British Columbia.

From there dynamite for the Philippines and copra to Colombia, Central America. A cargo of fish-meal from Callao to San Pedro came next, and another dynamite cargo from James Island, BC, to the Philippines.

Leaving Manila in ballast last September 1 *Slevik* headed for Queensland and the commencement of her charter to Eriama Plantations. Since leaving home she has had a change of masters, and is now commanded by Captain Bjarne Sverdrup.

Although listed with Lloyds as 606 tons gross, certain structural alterations have reduced this to 358 tons, permitting the signing of a total crew of 12 instead of 17.

Slevik normally carries two Mates who maintain 6-hour watches, but the Australian Second Mate signed off the ship at Auckland and the captain was standing watches when she left that port.

• BROTHERS SANK: The coastal vessel owned by Mr. Charlie Blake, of Rabaul, sank at her moorings in

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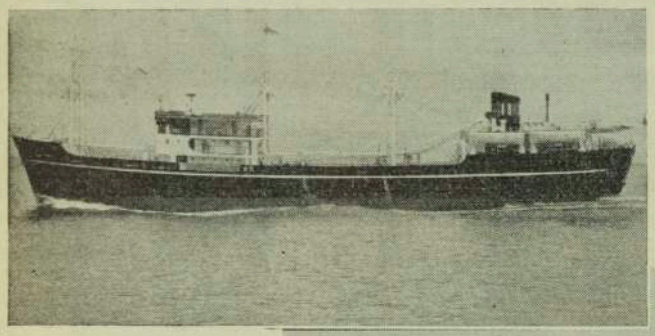
TAIKOO DOCKYARD HONG KONG



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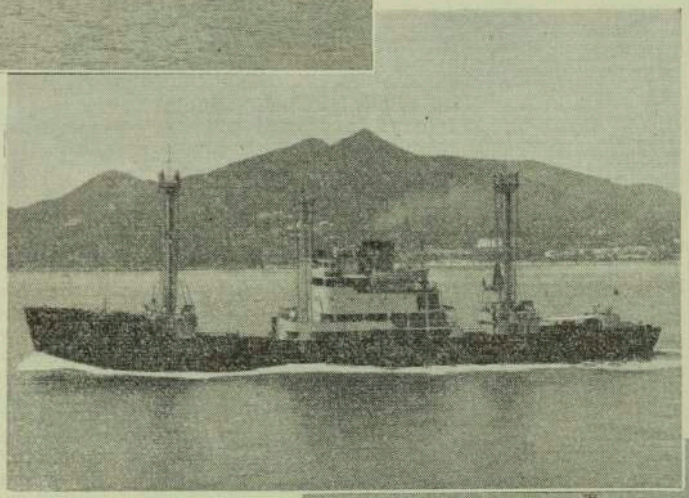
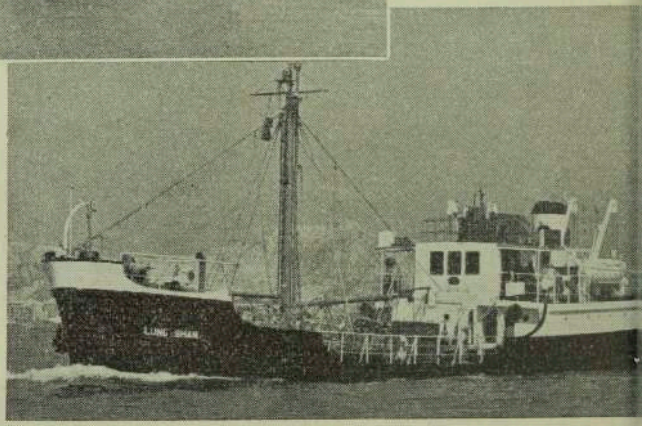
Above: M.V. "HERVAR", one of two motor cargo vessels built for Messrs. Bruusgaard Kiosterud Drammen, Norway.



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 order of Shell Tankers Ltd., for use in Hong Kong, supplying fuel and lubricating oils to ships at harbour moorings.



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Message From Port Sudan

'IM's" shipping friends have ay of manifesting them- es in the oddest places. In ruary we received a letter ed in Port Sudan, from Mr. Reed, formerly of Papua. said:

n October 16, I noticed a yacht enter Port Sudan our under full sail and con- to local regulations. (She without a pilot). She was fly- the Australian flag which good to see again, so after had anchored I went along offer the usual liquid itality.

agine my surprise when now bald head of Ken e, whom I had known when worked for a few years for ralasian Petroleum Co. in Gulf of Papua, come up out he cockpit. The yacht was *ng*, with owner-skipper Ted in command and three ralian crew members. She a world cruise. Ted was an old P-NG skipper, long re my time, and we ped tales of the islands the small hours.

saw the yacht and crew n a few weeks ago—this in Naples, where they were ng up after a rough trip he Mediterranean.

PIM's are read and en- d here also by Mike and y Eland, who talk of moon- picnics, etc., in the Gil- and Ellice Islands Colony, e Mike was Harbourmaster.

l Harbour in late February. iminary inspection showed no nt reason for the mishap. s of the accident gave her mes, *Two Brothers* and *Three rs*. You can take your pick.

RADBROKE ON REEF: The own vessel *Stradbroke*, owned arua Plantations of New , ran aground off Cape rt in late February and re- are that she will be a total

ONALD SHIPS MAY H: There were reports in ry that A. B. Donald & Co. soon switch their 309-ton *tte Donald* from the Cook trade to French Polynesia, eturn the 173-ton schooner *Taporo* to the Cooks. ld's head office in Auckland ed that the matter was consideration but that no de- was likely until late March. *Taporo*, built in 1913, traded Cooks for many years but ansferred to Papeete, where registered, about 1949, when the company purchased *Charlotte Donald* from Singapore, where she is still registered.

She is one of the war-time 300-tonners, built at Fremantle as *AV-1363* but was named *Kinabatangan* when purchased by ABD.

• VERSATILE: Captain Charles Smith, a very substantially built Scot and a very versatile one, too, has lately been appointed Harbourmaster at Apia in succession to Captain Jones. Captain Smith served his time as an AB in NZGS *Matai*, gaining plenty of experience in surf-boat work servicing the lighthouses round the New Zealand coast when *Matai* was engaged in that work. Later, when the ship was engaged in ocean telegraph cable repair work, as an officer he gained useful experience in this specialised field.

He was also in *Matai* when the vessel was engaged as a supply vessel for the RNZAF bases extending north through Norfolk Island to Los Negros.

He had a spell in the Cooks inter-island trade, first in the Fairmile *La Reta*, and later as master of Island Territories' ketch *Ranui*.

He underwent a training course with the NZ Meteorological Service, was Assistant Harbour Master at New Plymouth for several years, then returned to "Met" to become Port Meteorological Officer at Wellington, visiting and attending to the requirements of shipping using that port.

(Over)

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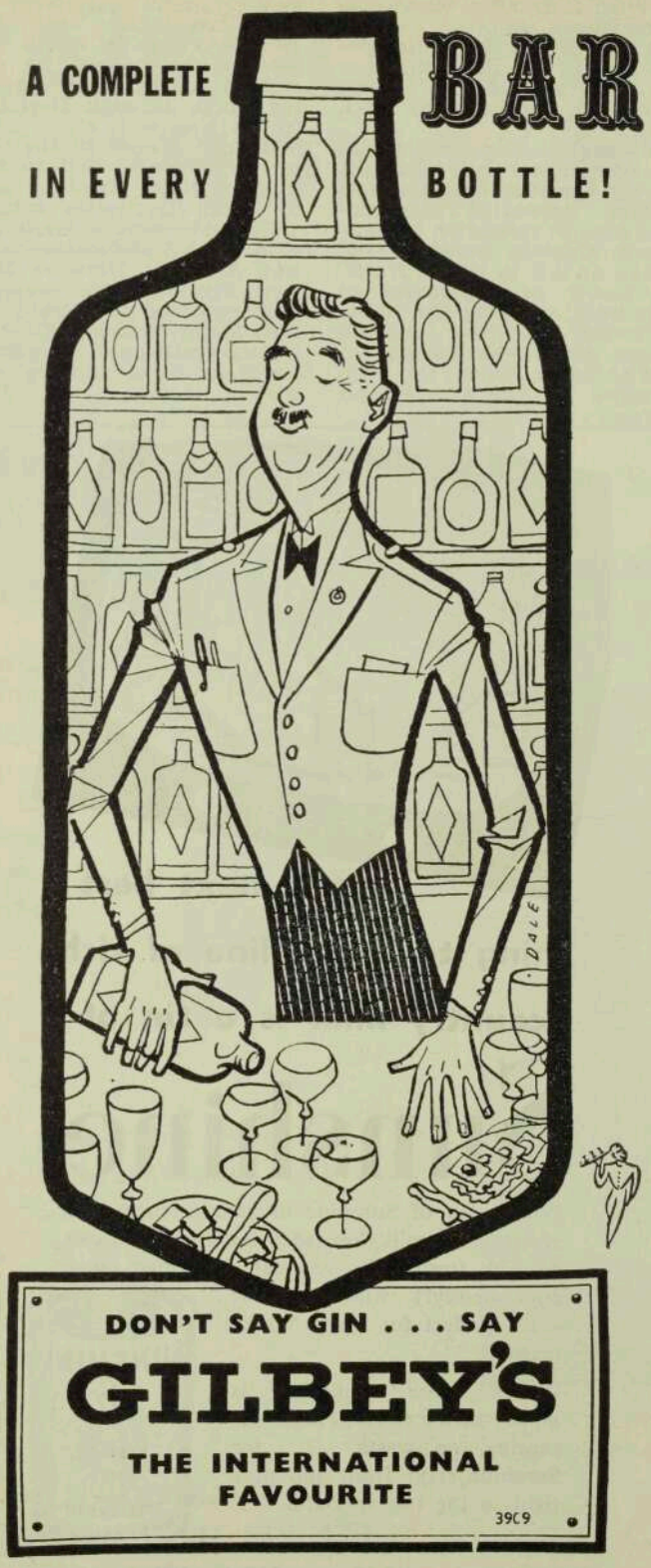

It is from that job that he to Apia—so mariners using thi will be dealing with a man knows his hurricanes. He was popular at sea and in "Met".

• ONE THAT WON'T RET Captain E. Harness, who r from the busy post of Har master at Suva some months has purchased a home at Roskill, Auckland. But the Is still have their call.

In January he flew north to relieve Captain R. D. Mat in *Kurimarau*—which provided tain Harness with an opport for a new look at an old stan ground — the Gilberts. Cap Matheson went south for his a leave at his home port of Auck

• EMIGRANT SHIP: An emi ship with a difference may up in Rabaul in March or and she will likely call for a fresh water. The ship is the ton Panama-flag vessel *San M* owned by the Isabel Navigatio of Hongkong, and the emig aboard will be some 1,300 se cross-bred Jersey Heifers, from Whangarei, NZ, to the P pines where they will be mated beef bulls.

A steamship 29 years old, *Miguel*, seems on the surface almost as unlikely a selectio the handling of so large a ship of cattle as the steam pass vessel *Catusha*, 6,923 tons, last year lost 100 of some 1,200 of bullocks en route from Taur NZ, to California.

That ship was there held writ pending settlement of i ance claims, later returned e to Hongkong, and has since broken up.

She appears to have also a succeeded in breaking up what mised to be a valuable live- trade between New Zealand America as a result of the ver publicity resulting from the but exaggerated—conditions al There have been no further ments since, though another i being investigated.

Late February the route taken by *San Miguel* with her lipines cargo was uncertain, number of calls for fresh wat cattle and engines en seemed certain.

• MANUS REEF CLA VICTIM: Mr. Cliff Batt, of M Plantation, North-Western Is New Guinea, has lost his copra scow *Kibuli* to a Manus Latest advice, end of February that the vessel is a total writ

The vessel was carrying 20 of copra from the plantatio Lorengau when she went up Batt is now the owner of fa Maron Plantation, Hermit O (about 150 miles, and slightly of west, from Manus) once o by H. R. Wahlen, now of Ham

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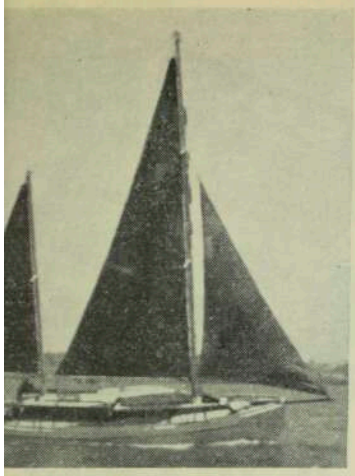

Polo", which was being repaired in
u in February after running aground on
Arutua reef. See page 115.

ws of Cruising Yachts

E RAPUNGA with George Dibbern
ew was to get away from Auckland
ebruary for Brisbane. "Tell them,"
eorge, "that I'm coming across to
the booby prize as only entrant in
rans-Tasman Race—which wasn't
through lack of entries". TE
GA may make an Island cruise in
all goes well.

HIMERE of Sete, France, sailing an
l route, reached Tarawa from
via Canton Island and possibly
way-ports on December 4. From
he was to head for Japan via the
lls—American Atomic Energy Com-
permitting—and eventually con-
er circumnavigation via Indonesian
and the Red Sea. This yacht left
July 2, 1957, and our first and last
of her was from Balboa just a
o. Since then Jean Bluche and his
uzanne and 12-year-old son Jean
roken the journey for some months
ch Polynesia.

UNRISE ex-VIKING, lost in the
gos in 1956, will be recalled—under
t name she sailed round the world
hat popular Swedish couple Sten
rita Holmdahl. As SUNRISE, Joe
negg of Austria was in command.
the wreck he was picked up by
A and remained with that American
until some months ago when
t her at Madang. There he
job as skipper of the local 64-ton
ALARK after qualifying for a local
s ticket. Joe expects to be in
late May to take delivery of a
e launch on behalf of a New Guinea
ser.

TOPIA, in which Fred J. Petersen
trouble in Indonesian waters re-
has been sold at the port of
, Malaya, though it is not yet clear
r the purchaser is in the United
or Malaya. Mr. Petersen flew home
enang, later cabling the crew that
sel was sold and that they should
r the voyage ended. UTOPIA is a
y 18 ft. motor sailer and the voyage
ced from Sturgeon Bay, Wisconsin,
y 1957.

EADWILL—reported incorrectly in
er "PIM" as FLEETWELL—in
d for some months past after
from Sydney, may head for the
this autumn. This 29-ft. clinker-
built converted ship's lifeboat is manned by A. Svedlund, of Finland, and A. Taumees, of Estonia.

● MAMARI, 28-ft. Auckland ketch with Messrs. J. Oliphant, G. Petersen, and C. Sherry aboard, arrived home February 10 at the end of a nine month's cruise as far east as Tahiti and as far west as Sydney. The Tasman crossing on the home run took 10 days.

● WANDERER, the 98-ft. schooner owned by actor Sterling Hayden, was the cause of some publicity in the US after sailing from 'Frisco for Papeete on January 16. He had his four children on board—evidently without consent of their mother. WANDERER was reported in the Marquesas in mid-February. Hayden plans to shoot some scenic movies there for a while, before continuing on.

● CRUSADER of Auckland, 47-ft. ketch purchased recently by Mr. W. Endean, will probably sail from there for the US via Island ports in May. With him will be Major W. S. Moss ("Ill Met by Moonlight") and four others.

● SHEMARA with French actress Josette Day and her husband aboard is one on which we await details. This yacht reported missing on the Queensland coast during the mid-February hurricane, having sailed from Cairns shortly before the blow. As there were no further reports we assume that the yacht was located sheltering somewhere. Perhaps some Queensland reader can supply details of where this yacht had come from or whether it was a local hired craft.

LATER: Report received from our Noumea correspondent, this 800 ton yacht

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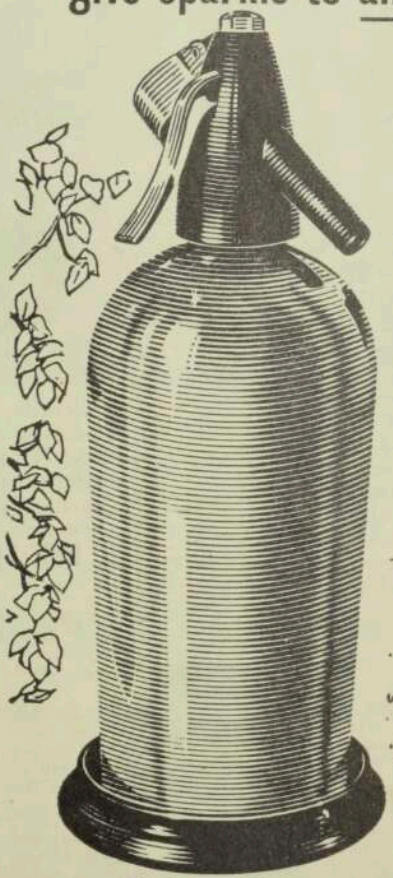
give sparkle to all the family drinks!



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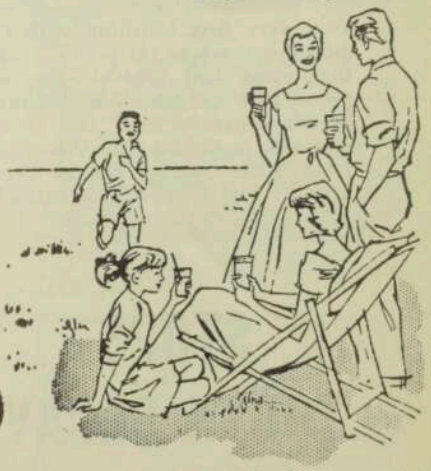

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i that New Caledonian port in late
ry. The yacht is owned by Sir
l and Lady Docker, and is under
to Monsieur Salvay, millionaire
husband of Josette Day. The
left Noumea, February 25 for Isle
es, then Suva and Tahiti. Crew
s 33 including the master and a

NTA MARIA, in which Danish re-
aster Mariner Asker Kure was sup-
o die—according to the newspapers
ll said to be very much under the
of Captain Kure, somewhere in the
ranean. Having sailed from
in July, 1955, for the South Seas
e wondering about the sequel and
wer came from the Slocum Society.

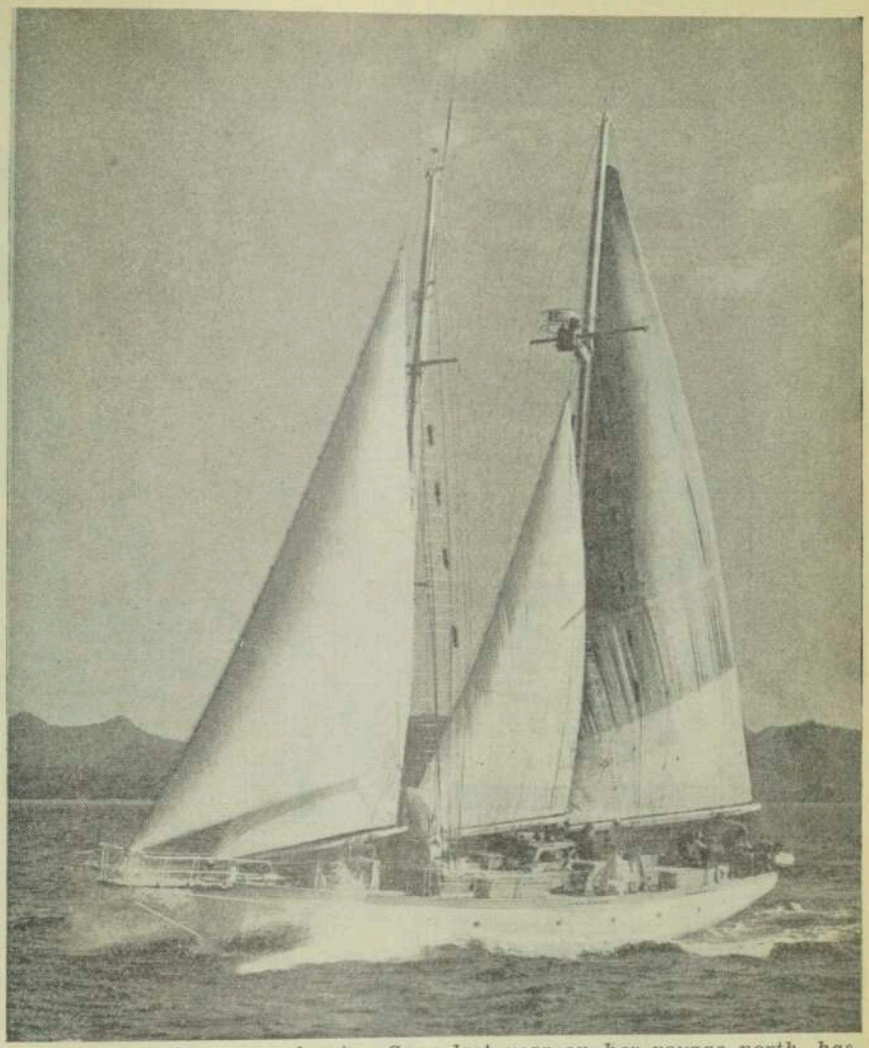
MATANGI and the Fergusons are
und French Polynesia according to
received from Mrs. Ferguson at
February, written in Tubua Bay,
And they are still having ad-

leaving Papeete they sailed for
then overnight to Fare, Huahine,
they stayed several weeks just
g about. In the New Year they
down the channel which runs the
of Huahine, in company with Roy
and his boys on the yacht SEA
, to the village on stilts called

goes on: "With the help of the
Chief we found a perfect anchorage
two boats put out bow and stern
and tied together with spring
We had no warning of the big
nd rains coming until we noticed
barometer failed to flutter back;
it kept going down at an alarming
e still didn't worry too much as
horage was practically land-locked.
e reckoned without the winds. The
f Haapu are the greatest! In the
winds screaming and roaring at
s an hour they came out and
is drive stakes into the coral and
id secure the two yachts. Then
stood watch with us on deck
igh the night until long after the
he hurricane had passed overhead.
d with six anchors and no damage
h damage has been done to these
the vanilla crop being especially
. However, the sun finally came
waters receded and the people
laugh and sing.
layed another week and then spent
getting up our six anchors and
ided for Uturoa on Raiatea. For
we do not recommend it. The
excellent, wide and of cement,
h good water available. But it's
cruising yachts: Too high.
I sailed right under it and we
b tying her off for the night."
rgusons plan to move on to Bora
April; then Rarotonga and Tonga.

RANATHA (last mentioned in
n December, when she was re-
n a Huahine reef) is now duly
report the Fergusons. The winds
pushed and dragged her hull out
deep pass and only a piece of
nains to indicate where she once

ONFLEET SOLD: The schooner
tch MOONFLEET which has been
the Bay of Islands, Suva, for the
ee years has been sold to a New
doctor.
FLEET, formerly the KONA, of
registry was bought off an
syndicate by Alan Gray, a chief
ficer in the Fiji Royal Naval
Reserve, who was on secondment
w Zealand at the time.
nd his wife intended to sail the
EET back to the Dominion last
when Alan's term was up but
ents fell through and he went to



"Utopia", here seen leaving Suva last year on her voyage north, has now been sold in Malaya. See page 113.

New Zealand leaving the ketch here in the hands of Petty Officer Bill Kite.

Bill said that Alan had tried to register the ketch under the name NORTHWIND but found that there were so many NORTHWINDS that he had to settle for something else—MOONFLEET.

Forty-one feet long, with a 13 feet beam and a draught of about seven feet the MOONFLEET is registered at Suva.

The Auckland doctor was expected to arrive at Suva in the TOFUA on February 24 to sail the MOONFLEET back to Auckland.

● MARCO POLO was in Honolulu in February under repair after damage sustained on the run from French Oceania when the 28 ft. ketch ran aground on Arutua reef. The yacht arrived in Honolulu on January 6. On board are Axel Petersen, owner-skipper, and Jean-Yves Froment who joined him at Tahiti. Petersen is returning to Denmark from NZ; and Froment's destination is France. When the vessel hit the reef, the two of them sailed a rubber dinghy by means of a sheet to an island 12 miles away and enlisted the aid of the natives, who managed to get the ketch off and on her way.

● WHITHER, out of Los Angeles, with Mr. and Mrs. G. R. Lopez and infant daughter on board, was in Hawaii in January. Plans are unknown except that they will cruise in the Pacific for the next couple of years.

● INTREPID and her skipper Allan Phifer are both held up in Honolulu. Phifer was extensively burned when a can of alcohol with which he was filling a stove, exploded. He was taken to hospital while fellow yachtsmen undertook the job of cleaning up INTREPID for him. He had been planning to leave for Tahiti in early February.

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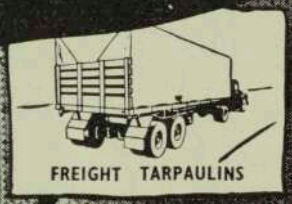

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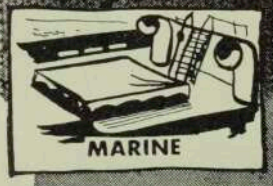

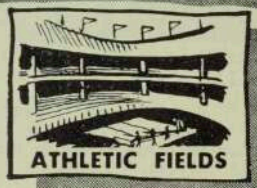

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Pacific Report

The month's round-up of news and pictures of people and ents, from *PIM* correspondents in the South Pacific.

Will Help Establish in the Rewa

o consultants from Australia o help in investigating rice- ng prospects in the Rewa y area of Viti Levu, Fiji.

many years the Rewa Valley been producing sugar cane has been bought by the ial Sugar Refining Company crushed at their mill at ori. The mill is to be closed e end of the 1959 crushing and farmers in the area are urged to switch to other crops.

statement by the CSR in ary said that rice was already stablished crop in the Rewa and farmers were familiar it. Much of the land was le for rice-growing and there a market for rice in the y.

company had decided, with nowledge of the Government, eck and confirm the general ects of production and markets e rice industry on the Rewa, termine the requirements of and equipment, the financial gements for purchasing padi narketing rice and, finally, to on the kind of organisation, would facilitate the develop- of the industry.

company had engaged two ltants who would serve on an igational committee. They Mr. A. G. Lowndes and Mr. Dean.

Lowndes is in private lting practice in Sydney in rs of land utilisation and ng economics. He is a er of the Australian Broad- g Commission and has been nan of the Australian ute of Political Science for l years.

Dean is production and sales ger of a firm which has rice g interests in New South .

vever, as *PIM* reports have ted over the last 12 months, is no guarantee that the will be able to interest all the farmers in rice, or any other

ns are still going ahead for the £1-million Fiji Sugar Company Limited, registered last December, and whose shares (40,000 at £25) are now being subscribed. It has been launched with the backing of Indians who believe there is still a sound future for sugar in the Rewa, despite the CSR's decision to pull out.

The company is planning to operate from 1960, and negotiations are going ahead for machinery.

The company will compete with the CSR in the cane fields, and act as buyers and sellers of other produce in the Rewa.

The man behind the scheme, Mr. Vishnu Deo, says that the Nausori (Rewa) grower is as old a hand at growing cane as the CSR is a miller of it, and since the CSR is leaving the area, the local growers are entitled to claim their full share of the export quota, "having continuously made contributions to build it up".

Meanwhile, it was also announced in February that a big land deal has been negotiated between the Government of Fiji and the CSR Company.

A joint statement issued by the Government and the company said that the freehold of almost the whole of the company's land in the Rewa Valley would be transferred to the Crown in exchange for the freehold of certain Crown land in Viti Levu and Vanua Levu which the company holds under long lease.

The change of ownership is to take effect on January 1, 1960.

The deal is to help the economy of the area following the company's decision to close the sugar mill at Nausori.

Japanese Banno Interests Extend Again

The name of Banno is gradually making itself known again in the South Pacific where Banno Brothers was the principal Japanese trading interest in immediate pre-war days, especially in Tonga and the Gilbert and Ellice Is.

Mr. Yasunobu Banno, senior partner of Banno Mining Co. Ltd., a £1,000,000 company registered in Suva last July, was in New Zealand in February negotiating the purchase and shipment of timber on a long-term basis from Nelson to Japan.

The timber contract is in association with Mr. Douglas M. Kenrick, a New Zealander living in Japan who was one of the first exporters in that country to reopen trade with

NEW SCHOOL. The Governor of Fiji, Sir Kenneth Maddocks, about to unlock the door of the new Shri Vivekananda High School at Nadi, which he officially opened in February. With him is the principal, Mr. P. N. D. Moosad. In the foreground is Mrs. A. D. Patel, who presented the key to the Governor, and at the rear, Swami Rudranandaji and Lady Maddocks.
—Rob Wright, Fiji PRO.

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New Zealand and the South Pacific Islands after the war, mainly with cement and building materials, until that trade collapsed through competition.

One of the Banno brothers is married to the daughter of a well known family of Tonga.

Plan to Avoid Rarotongan Floods

The Cook Islands Administration is seeking nearby land on Rarotonga for the re-settlement of residents of the low-lying Tutakimoa area between the twin townships of Avarua and Avatiu. Whenever there are floods, as in the January "blow" (see February *PIM*), these people suffer damage to property and health.

The area is settled largely by immigrants from the Northern Group. A re-settlement site on the high ground near the Catholic Church is sought.

Co-operative Union In Cook Islands

An important advance was made in the field of co-operative societies in the Cook Islands recently with the formation of a Co-operative Union.

The union was formed following a meeting in Rarotonga of the representatives of 21 registered operatives situated there, at A and at Mangaia.

The functions of the union include banking, marketing purchasing, and later audit supervision of the member socie

A committee of five has b formed with Mr. Mana Strickl as chairman; Mr. Nikau Tanga secretary; Mr. Val Savage, treasurer, and Messrs. Alex Mu and Tiakana Numanga as m bers. All are active members societies.

Practical Publicity For the RNZAF

The Royal New Zealand Air F at Laucala Bay, Suva, opened 1959 programme of taking aid the sick in remote parts of Fiji flying a mercy mission to K Islands in the Lau Group of

The Medical Department quested the assistance of RNZAF to fly medical aid t seriously ill woman on the isl

An assistant medical offi Pareti, attached to the C Hospital, Suva, and an RNZ nursing sister, flew in the Sunc land. The patient responded treatment on the spot and th was no need to bring her to Su

Many lives have been saved Fiji, and as far afield as Gilbert and Ellice Islands, Sar and Niue through the services these New Zealand airmen, who doing a better job of public relati than any organised high c publicity campaign could.

Manihiki Still Closed To Divers

Manihiki lagoon, which has yielc as much as £100,000 worth of bla lip mother-of-pearl shell in rec years, is to remain closed to div for the second year in successi according to an official notice issu under the Cook Island Pearl Sh Fisheries Regulations, 1950. T closure is intended for conservat purposes.

Manihiki lagoon, which has p vided a substantial proportion Cook Islands overseas earnings post-war years, was continuou open until 1956, when it was clos for that year. It was reoper in 1957.

There are differences of opin on whether the lagoon should closed wholly or partly at this ti as no research has been carr out in the past. A fishery biolog is now to be appointed so that cc trol of the valuable fishery may more soundly based in the futur

Some support for the theory th an excess of undersized shells—t reason given for the closure—is d to insufficient rather than excess harvesting of the beds, was provid by a New Zealand zoologist in Fe ruary.

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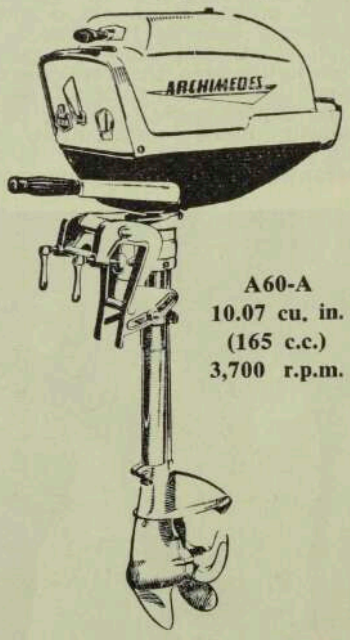

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Water Spout Gives Some Bad Moments

A large water spout off the Guadalcanal coast on January 4 caused some consternation among the crews of three small ships.

Two of the vessels, the Government's MV "Myrtle" and Chinese Trader Yee Fae's AV "New Moon" were able to turn away but the 30 ft "Ara-ni-Ulu," the new Co-operative Society's vessel was directly in line.

Fortunately, the spout broke when about 50 yards away, nevertheless the crew received a good tossing around.

Apart from 25 bags of copra in the hold getting wet, no other damage was sustained.

e zoologist, Professor L. R. ardson, of Victoria University, ington, commenting on New nd's valuable Foveaux Strait e oyster fishery, said "not one l study of the needs, habits, re- uction, growth-rate, or produc- of these oysters has ever published".

believes that these are probably world's most extensive natural r beds "and that they are be- grossly underharvested, to the ment of both the size and ty of the oysters that are ".

n oyster crop," the professor "is not like gold in the ground, ld is not mined, it does not h. If mature fishable oysters ot taken they die and rot in ea. Overcrowded beds do not the fastest-growing or best y oysters."

e professor concluded—and no can say whether or not this es also to Manihiki: "The de- in size and quality of southern rs is strong evidence that these have been persistently operated their productive capacity."

May Grow ure-Pearls

rls from paua shell-fish may future New Zealand export rmission can be obtained to e a Japanese expert.

e paua is best known as the from which New Zealand facture the greenish-blue scent inlaid curios and lery. Another variety of this lve is known in the United s and elsewhere as abalone.

professional paua shell fisher- Mr. E. J. Richardson, of Well- n, has been in close touch a Japanese culture-pearl ex- who is producing pearls com- ally from this type of shell

Mr. Richardson also possesses a number of naturally produced pearls which he has found in New Zealand paua.

He has now applied for the lease of a site on a small island in Island Bay, Wellington, and for permission to engage the Japanese expert. This will have to be arranged at government level as the Japanese government has regulations regarding the revealing of culture-pearl processes.

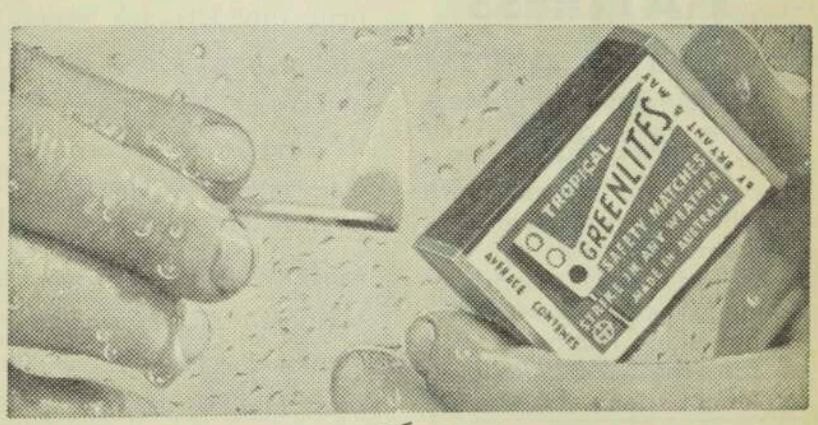
Some months ago *PIM* reported that an oyster culture-pearl fishery had been successfully established at Hongkong.

In Australia, where war reparations from Japan included the secrets of pearl culture—on paper—Japanese experts were belatedly brought in a couple of years ago to establish a similar industry in Broome, WA, after Australian scientists had failed to produce anything in commercial proportions though a lot of experimentation was carried out at Thursday Island by the CSIRO.

More Variety in Cooks' Exports

Cucumbers and pumpkins, as well as tomatoes and pineapples, may be exported this year from Mangaia, the Hon. Ngatupuna Matepi, the

A MODERN, WATERPROOF SAFETY MATCH—
GREENLITES



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gaian representative, told the Islands Legislative Assembly. ngaia, an island of 20 square s and a population of just over lying 110 miles south-east of tonga, has exported as many as 0 cases of pineapples in a year ew Zealand, but production has n off because of the perishable re of the fruit and transport ulties. There are large areas rtile soil.

ousands of coffee trees are now ng along well, the Mangaian sentative told the Assembly, thousands of young coconuts been planted as long-term s.

k Starts On stwatchers Light

rk has commenced on the 86-gh aluminium scaffolding of a -shaped lighthouse at Madang,

e lighthouse, which is to be d the Coastwatchers' Memorial house in memory of the men kept track of enemy troop and movements along the coast g the war, is to be built of ning white concrete.

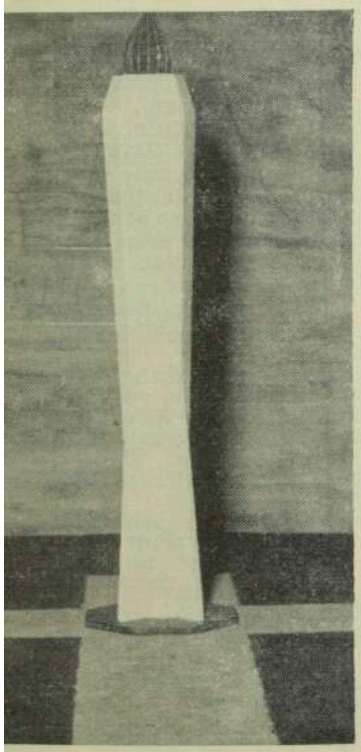
will be surmounted by a re-ng red beacon, which will serve navigational aid to ships and aft.

e memorial lighthouse was possible by an Australia-wide subscription appeal and a Commonwealth Government grant.

It is planned to illuminate the lighthouse by floodlights.

The floor surrounding the base of the lighthouse will be made of modern terrazzo design. Plaques will bear names of the men in the Coastwatchers.

The lighthouse is expected to be completed during April.



how the new Coastwatchers' Memorial will look. It should be completed in April.

Sorry, No Customers In Fourth Street

Fourth Street, Lae, the condition of which has been a bone of contention for years at Town Advisory meetings, at last came into its own in February. Teams of native labourers, European supervisors, bulldozers, tractors, lorries, and rollers took over, and kerbed, guttered and sealed it.

During these operations the street was closed to traffic, and the best customer the shopkeepers had was the regular clouds of dust settling on their stock.

Highlight of the week of dust and noise was the day a certain employee at a certain store filled in his cash statement. In the space designated for note denomination, he wrote, "Sorry nothing", and returned his bag of change intact.

He had not had a customer all day.

They're Neighbours in Remotest New Guinea

Although Mrs. Cliff Batt and Mrs. Bede Lean are neighbours in New Guinea and have been talking to each other almost daily for three years, they did not meet until they were both in Sydney in January.

Their backyard fence is the 150 miles of Pacific Ocean that separates Maron from Wuvulu (better known as Maty Island) and their news-swapping has been by two-way radio. Mrs. Lean is the first white woman on Wuvulu; Maron must have seen very few, if any, either.

The North Western Islands of New Guinea, are about the remotest in the Territory—if you headed north from them you'd likely see no land until you hit the Carolines or Guam—and both Maron and Maty have a place in NG's more romantic past.

Maron (now owned by the Batts) and Wuvulu (owned by the Leans) were old German plantations, and both families live in the houses that were built in the German times.

Maron Plantation was, of course, once owned by H. R. Wahlen, now of Hamburg, and the plantation homestead, usually described by romantic writers as a "castle", was called "Wahlenburg". *PIM* has been interested in the fine old house for a long time, and was pleased to

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learn from Mrs. Batt that it w not as affected by dry rot as h been reported. The Batts are storing it, and when complete are to have a photograph.

Progress On W. Samoa's Roads

Three miles only of road co struction remain to be done Upolu (Western Samoa) to comple a traffic circuit of the island. Th work, which has not yet be started, involves the bridging of t Salani River, and it will be nece sary to move inland a little to cr this at the most suitable point.

Seven miles of work have yet be undertaken to complete t second cross-island road fro Afiamalu to the South Coast Roa This will require, though, a traver of heavy hill country. First sta construction only has been done the Poutasi-Sapaunau Road, distance of five miles.

But steady progress is being ma with the major roading of bo Upolu and Savaii. It is limit mainly by the amount of financ available. Biggest stretch of roadi still to be done to link up the 1 mile circuit of Savaii is the 15-mi gap between Salailua and Lat Gautavai. Six miles of this is part built.

First stage construction has be done on the eight-mile section b tween Solomea and Puapua and 15 miles of the Letui-Ao'o pa-As Road.

Works now approved and f which funds have been provid are the completion of the Salailu Lata section on Savaii, the co struction of one mile east of La towards Gautavai, the building a 40 ft span bridge at Gautavai ar the widening of one mile of t Ao'opa-Asau section of the Letu Ao'opa-Asau Road.

Works for which finances a available on Upolu are the com pletion of the Putasi-Sapana Road, which is in the first stage construction, and work on t Sapanau-Salani River Road. Th 40-ft span bridge at Sapaunau h yet to be started, as is the co struction of part of a farm feed road on the line of the fin Sapaunau-Salani River Road, b there is some plant and an e gineering surveyor on the site.

Capital development carried o in Western Samoa for the ten yea 1946-1956—the latest period f which complete figures are avai able—cost £2,055,000, of whic £1,604,000 come from Samoan Go ernment revenue and £451,000 fro the Reparation Estates (which i that term contributed about on fifth of the Territory's expenditu on capital development).

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ıybe New Kind Mining for NNG

he Overseas Ministry, at The ue, Netherlands, has agreed in ıciple to four companies jointly loiting mineral ores in the igeo Island and Cyclops Moun- ı areas of Netherlands New nea.

he names of the companies have been released but it is known t three of them are Dutch and American.

s well as undertaking further loratory work, the firms will luce nickel, cobalt and iron from laterite ores already known to t.

xploration in NNG in 1952 blished the presence of 55,000,000 s of nickel and cobalt laterite s. The same variety of ore was nd on Waigeo Island in 1955.

w Airservices Bring gulations for Moresbyites

ne of the more pleasant things ut visiting the Territory of ua-New Guinea has always been ease with which the traveller pleted formalities on arrival. rt from being asked by the toms officer whether he were ying any firearms, ammunition, its, fruit or seeds, the traveller apparently at liberty to sort out own baggage from that lined up he edge of the tarmac and just going. At all events, this is what lid, anyhow.

ut when Qantas started their Super Constellation service at end of January, and the new seas terminal building was ned at Jackson's airport, there e indications that the good old s were coming to an end.

he same Customs inspector asked same old question about fire- s, seeds and plants, but when traveller attempted to remove suitcases in the old way a tas clerk came smartly into on and said, "No, No, No—you t do that until it's cleared by toms." After about half an hour his, he gave up and the suit- s were gathered to the bosoms their owners in the old way. it seemed as though it might he thin end of the wedge.

ow, with the routing of the gkong service through Port esby, to and from Sydney, it is ly "on". The following official arantine and Customs Pro- ures" were issued by the Collector Customs and Director of Public lth in Port Moresby on Feb- ry 24:

Health and Customs authorities ise that when the new Qantas ice Hongkong-Manila-Australia ts next week, special arrange- nts will be necessary at the new terminal building at Jackson's air- strip, Port Moresby.

"These arrangements require that immediately before the arrival of the planes on the southbound flights, the terminal building be closed to all persons other than officials and the passengers travel- ling from Hongkong and Manila, and remain closed until quarantine and customs procedures have been completed. It is expected this will necessitate closing the terminal building to the public for approxi- mately half an hour after the planes arrive.

"The first southbound plane from Hongkong and Manila is due at 8.30 a.m. on March 5, and there- after planes are scheduled to arrive from Hongkong and Manila at Port Moresby at 8.30 a.m. every Thurs- day."

The so-called overseas-terminal is not much more than a giant shed (a photograph of the interior appeared in February *PIM*) and the closest place to shelter from the rain or Port Moresby's very hot sun is about half a mile away, so Port Moresbyites meeting the Hong- kong plane are going to have a thin time until someone builds them a waiting room. (Over)

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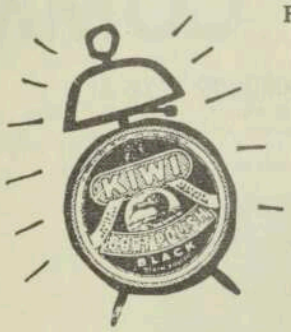

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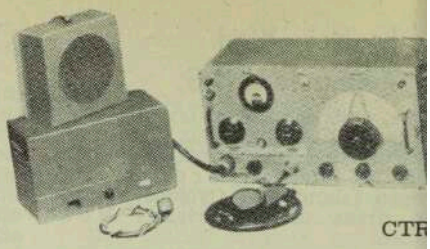

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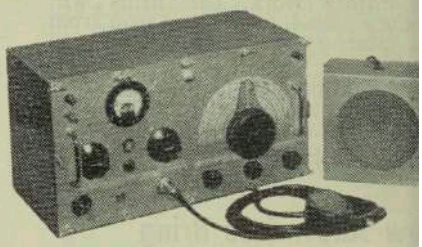

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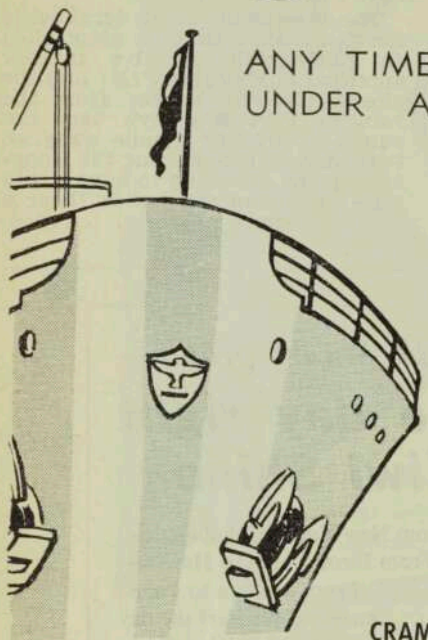

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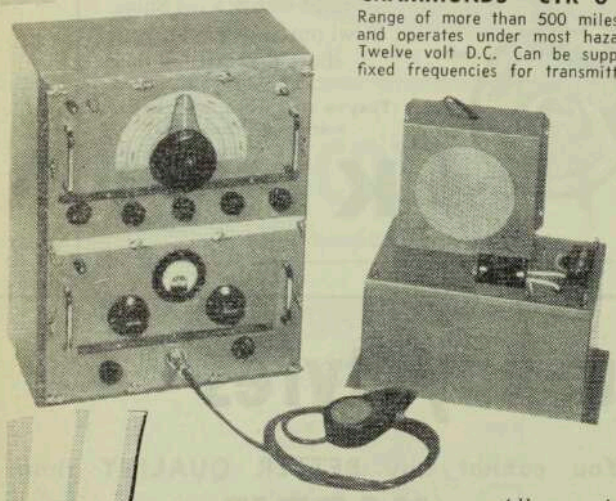

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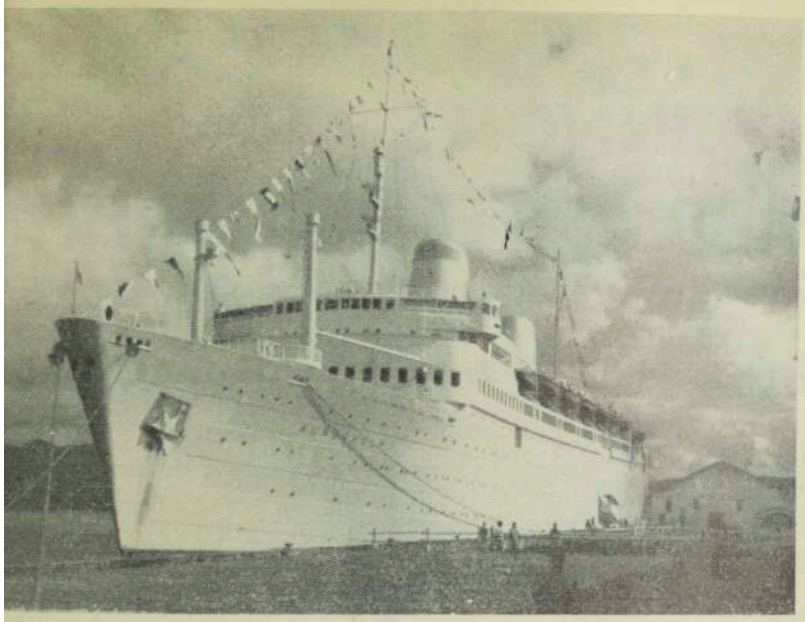

"Kungsholm", on another Pacific luxury cruise. Some of her passengers were "like spoiled children . . ."

y Behaved Like iled Children

llars flowed freely in Suva in uary, when the luxury Swedish rican Line's *Kungsholm* (21,000 called there in the course of dream cruise" to Pacific and East ports from New York. ie mostly wealthy American pas- ers were taken on whirlwind round the city and were tained in traditional Fijian at Deuba Beach, 30 miles Suva on the picturesque n's Road.

wever, hounded and pampered a battalion of "cruise staff bers" some of the passengers ly won themselves a reputa- for behaving like spoiled ren.

ring the official Fijian cere- es at Deuba one elderly woman nger complained to a member ne cruise staff that an "out- " was sitting in the official dstand, which was reserved passengers.

ce the offending outsider and wife were unable to produce ss or a *Kungsholm* ticket, they asked to leave. They did so fully, and without comment. nent.

er, an embarrassed cruise tor learned that a member of staff had asked the United s Consul for the South Pacific R. G. Shackleton) and his to leave, without as much as g who they were!

Shackleton's courteous be- ur had been in true diplomatic

the time the *Kungsholm* ed Port Moresby, however, the tourists had become a little less spoiled—or perhaps it was just that Port Moresby people, with far less experience of tourists than Suva has, couldn't see anything to complain about.

Port Moresby put on its gayest front, and stocked its stores with everything it could lay its hands on. What a P-NG newspaper termed "pressure-packed public relations" swung into action aboard ship, and invited the local Press to come on and interview passengers. Plenty of free liquid hospitality was on hand to help make their job easier.

One of the passengers was 13-year-old Elizabeth Conkey, of Illinois, who with her parents was making her third luxury cruise in three years. She keeps up with her school studies along the way.

Said Elizabeth: "It can get boring. There aren't any young kids like myself aboard, except 11-year-old Bobby Bennett. All the other passengers are too old."

Ashore, one American amateur photographer took a quick shot of a Hanuabadan girl and gave her £5 for the trouble. Another took some movie shots of two other girls—gave them threepence each.

Samoan Minister Fined After Club Fracas

Tualaulelei Mauri, aged 55, Minister for Lands in the present government of Western Samoa, and a member of the Executive Council, seems to be getting for himself a political reputation as the bad boy of the Territory.

That is a pity. Tualaulelei is a man of outstanding ability, and could give valuable service to W. Samoa, in the difficult days right ahead. He is his own enemy.

Tualaulelei, last year, spoke scathingly of Europeans (with whom he apparently includes part-Samoans), and his words gained him no new friends, or influenced people in his favour.

Last September, he created a scene in the Apia Club. The house committee asked him to resign. He did not do so.

In discussions in the Assembly, he made statements regarded by the

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See also advertisement on page 6.

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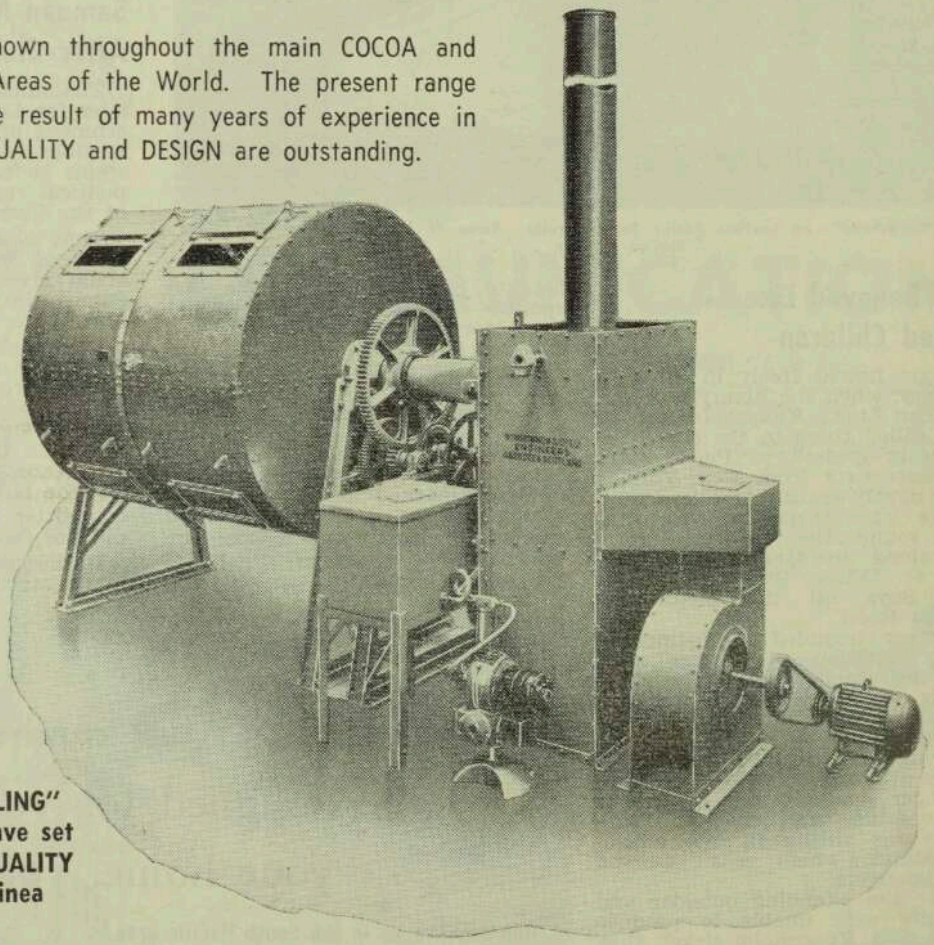

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Timber (Maybe) Could be the Answer for the Solomons—

With the Solomons ever struggling to provide some increase in revenue from local resources, the announcement from the Forestry Department of perhaps a timber "find" worth £2,000,000 on Ysabel Island must be received with some hope.

It has always been expected that if there were to be any BSIP El Doradoes, the Geological Department, under the direction of J. C. Grover, would provide them. Firstly there was gold on Gold Ridge with Clutha Development interested and then withdrawing; then the Bellona phosphate deposits of eight million tons—only to be followed by the announcement of its unsuitability for world markets at present.

Maybe the timber on Ysabel Island will now prove to be the answer, but as yet it is too soon to say and the determined drive by the promoters of the infant cocoa industry may in fact, see that is leader in the race to be the Protectorate's next cash producer, as indicated below.

alagi community as very nsive. The Europeans regarded as one prepared to stir up al prejudice at a time when, if ioa is to make progress as a nation, unity is essential and al prejudices may not be toler-

etween September and January, tions between the Europeans the Minister were strained.

the evening of January 24, laulelei entered the Club about clock, apparently under the in-nce of liquor. He had some beer, went to play billiards. He made t he said was intended as an able remark to a lady there. She nted the approach, and left.

r. Ben Smith, a member of the 's house committee, and a well vn staff man of Nelson and Co., oached Tualaulelei, and told to behave himself, and re-ded him that he had no right e there, anyway—the commit-had asked him to resign.

ialaulelei became very excited, Smith (in Samoan) that he "a low-down stinking pig", and ped his face, with great vigour. ialaulelei walked away and ids got him quickly off the club nises.

ie matter was reported immedi-to Mr. Peter Plowman, the 's president, and a committee ing was held. A letter, dated iary 24, was sent to Tualaulelei, ting out that as he had not ered the Committee's letter of ember 30, requesting his nation, he was regarded as hav-removed himself from member-

ur days later, after some dis-ion and deliberation, a charge nst Tualaulelei, that he had ilted Mr. Ben Smith, was lodged the police.

ie case came before the Samoa Court (Chief Judge C. C. sack and two Samoan Assessors, a and Meleisea) on February After hearing a number of esses, and defendant's evidence he had merely pushed Smith, that the incident anyway was small and insignificant, the Court fined Tualaulelei £15. Judge Marsack, after commenting upon Tualaulelei's position of importance and influence in the community, said the position was made somewhat worse by the facts in the letter which defendant had insisted be produced in Court. This told him, in effect, that his presence at the club was no longer welcome.

He added that though the Court found that defendant not only committed assault, but was intoxicated and used bad language, it had to take into account that he was only charged with assault, and it was only on that the Court could impose a penalty.

The Court conviction does not end the matter for Tualaulelei Mauri. He also loses his Ministerial post and his Parliamentary seat, for which he was getting a salary of £875 a year.

The W. Samoa High Commissioner, Mr. G. R. Powles, announced after the Court case that the laws of Samoa laid down that his expulsion is automatic. Mr. Powles paid tribute to the past excellent services of the Minister over many years.

However, after paying his fine, Tualaulelei Mauri is eligible for re-election, and the poll for his constituency, Palauli East, will be held on April 20.

A correspondent reported in late February that opinion in the constituency appeared to be divided, and his election was by no means certain.

P-NG Will Get A Training Ship

Preliminary plans have been approved for the construction of an £80,000 training ship for Papua-New Guinea.

P-NG Marine Superintendent, Captain G. A. Hawley, told an AAP-Reuter man in February that the 90-ft steel ship would be used for the training of native cadets for officer status.

He said the ship could also be used for training ratings.

During four years' training, cadets will be taught navigation and seamanship, while others will be taught marine engineering. An aggregate of 16 cadets and trained seamen will be accommodated on the ship.

Captain Hawley said a feature of the ship would be a class-room for theoretical teaching. There also had been a proposal that a nautical school be established as well for the training of between 50 and 100 men or boys as seamen and engine operators.

Capt. Hawley's announcement answered a request from delegates attending the recent Native Co-operative Conference in Port Moresby that the Administration should establish a school for the training of ships' masters.

Goroka Passion-fruit Producers Are Too Good

The embarrassing passion-fruit situation in New Guinea which has resulted from a glut of the fruit in the last couple of months, has been

—Or (Maybe) Their Cocoa Will Give New Guinea a Run

Approximately £A100,000 is to be spent from Colonial Development and Welfare Fund in a project to establish the cocoa industry in the Solomons.

Firstly, a 30-mile road (cost: £50,000) is to be constructed on Malaita. The new road will require the bridging of six rivers, but in conjunction with an additional 30 miles of feeder roads provided by the Malaita Native Council, it will open up considerable areas thought to be suitable for the cocoa industry.

Headquarters for the industry will be at Auki, on Malaita, and Gizo in the Western Solomons. The remainder of the grant will be used in the establishment of the industry and it is hoped that by 1960, 1,500 acres will be under cultivation on Malaita and an additional 1,000 in the Western Solomons.

Mr. R. A. Keevil, previously of Ghana, is in charge of the cocoa project. Already considerable progress has been made with the setting up of experimental stations.

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Y NURSES. This group of Islands' lasses—and one lad—was photographed in Sydney in ry. The lucky lad is Kenneth Janson, of Suva. The girls are all trainee nurses at Sydney's ncent's Hospital. They are at rear, Elizabeth Chang, of Suva; Micheline Lew, of Rabaul; and in the front, Mary Young, of Suva; Louisa Chan, of Rabaul; and Jessie Sun, of Suva.
—Tele-Photos.

d by a compromise between in-ted parties.

e New Guinea Highlands are for passion-fruit; they grow r, quicker and better there anywhere in Australia, and it become one of the favourite crops of the local natives.

a time when processors in alia were finding it difficult to sufficient supplies of passion-pulp and juice from local es, Cottees Passiona, of Aus-, set up a small passion-fruit ing plant in Goroka, in 1954, hrough the local extension ser-of the Department of Agri-re, local natives were en-ged to grow the fruit.

ce then more and more natives got the idea, with the result production in 1958-59 season is times what it was in 1954, Cottees Passiona (NG) Ltd. has ient juice concentrates on hand ke care of Australian require-s until March, 1960.

trouble is that when you start f these economic balls rolling very primitive community does not understand the law pply and demand that domin-Western-style commerce, it is dingly difficult to stop it with-srupting more than economics.

blems associated with market-Highlands passion-fruit were ssed in February at Goroka r. E. N. Cottee; his local board rectors; Dr. John Gunther, ant Administrator of Papua-Guinea; Mr. J. O. Smith of epartment of Territories, Can-berra the District Commissioner Eastern Highlands, Mr. H. P. Seale, and officials of the P-NG Depart-ment of Agriculture.

The result is that Cottees have agreed to go on buying this year's crop of passion-fruit, but at a re-duction of 1d a pound (from 3d to 2d delivered at the Goroka factory); they have also agreed to try to find new markets for the increased volume of juice.

The company has already bought, at 3d per pound, sufficient passion-fruit from this season's crop to pro-duce 40,000 gallons of juice, which is far in excess of the 25,000 gallons allowed into Australia duty-free under a Tariff Board ruling of 1957. Above that figure, there is a duty of 8/3 per gallon—an arrangement designed to protect Australian growers who have frequently pro-tested against juice concentrates imported from "cheap black labour" countries such as New Guinea and South Africa.

There has always been the closest co-operation between Cottees Passiona (NG) Ltd. and the Ad-ministration, and at the conference in Goroka recently, the Administra-tion expressed its appreciation of the company's efforts to continue to take the whole of the passion-fruit crop. This is entirely a native in-dustry and one which has assisted considerably in the advancement of Highland natives.

The company agreed to consult the Administration if continuing excess supplies force the price down still further.

The cult of the passion-fruit has now, of course, spread far beyond Goroka and its environs. On all the roads leading into such centres as Minj and Mt. Hagen there are lines of native women carrying string-bags piled high with passion-fruit into the local purchasing point.

The bulk of the crushing and juice extraction is still done at the factory at Goroka but during the season, a portable crushing plant is operated at Mt. Hagen.

The juice is packed in four-gallon cans and kept under refrigeration. In January, at the peak of the season, cold stores in Madang, the main shipping point, were being utilised to capacity—and there was still a lot awaiting shipment from the Highlands. (Over)

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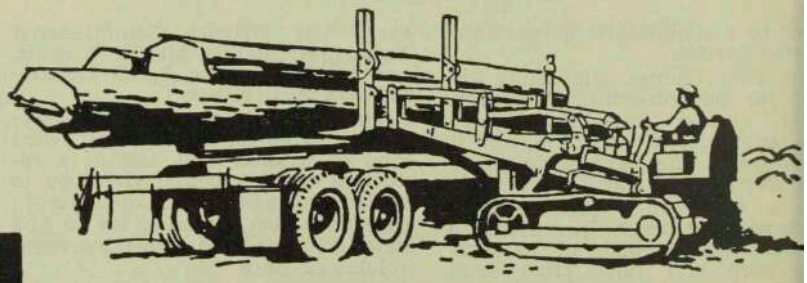

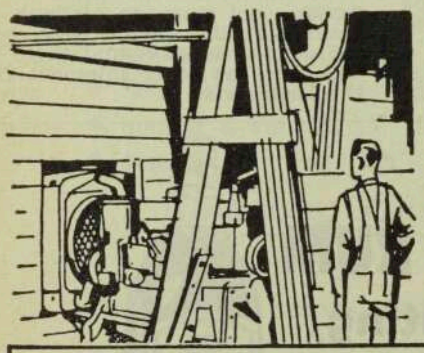

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February was a popular month in Suva for professional get-togethers. Here are delegates and lecturers to the WHO refresher course in tuberculosis, held at the Central Medical School. STANDING: AMO's H. Samuel (USTT), D. Tafatu (Fiji), B. Lomaloma (Fiji), T. Kofe (G. and E.), P. Ilo (New Hebrides), M. Sapolu (W. Samoa), R. Williams (W. Samoa), W. Tigarea (Fiji), J. Viliua (Niue), F. Aisi (P-NG), S. Tupou (Tonga), J. Kilatu (BSIP), M. Ueki (USTT), T. Gaunede (P-NG). SITTING: Dr. T. G. Hawley, Dr. L. O. Roberts (WHO Regional Tuberculosis Adviser), Dr. R. Edmonds (Principal CMS), Sister J. Sinclair, Dr. P. W. Dill-Russell, Sir Harry Wunderly, Dr. W. H. McDonald, Dr. W. L. I. Verrier.

—Caine's Studios.

ıtists Discuss ra Pest Problem

entific experts from various ic islands, the USA, and New nd, met in Fiji in February talk about a beetle—the ɔceros beetle which causes ıs losses to the copra industries me territories and is a threat e industries of others.

five-day conference was or- ed by the Rhinoceros Beetle ıical Advisory Committee of onth Pacific Commission. In- specialists came from lulu, California and Tonga.

ults of present campaigns were ved and new measures ed.

P. D. Macdonald, the nor's Deputy, pointed out copra was Fiji's second most tant industry and £60,000 a vas being spent in keeping the ɔceros beetle in check.

added: "The present situa- is something like the 'cold We are simply containing beetle, even though without r reserves and support we t defeat it. That is why we your help.

anwhile, we can ill afford to £60,000 a year on this service. ay this 'insurance premium' because we appreciate the trophic results which would if the beetle managed to our main copra producing

Fiji the beetle has been con- to the eastern half of the main island of Viti Levu. The principal measures in the present control campaign are the treating of palms with insecticide and the inspection of vessels leaving Viti Levu for other islands.

Yankee Dr.'s Last Gift to Suva

Before the late Dr. S. M. Lambert died (shortly after the last war) he expressed a wish that the Central Medical School in Suva, Fiji, which he helped to organise along its present lines, should have his surgical instruments. The instruments were only recently delivered to the CMS.

Dr. Lambert was connected with the work of the Rockefeller Foundation. His special area was the Pacific, and his special study was hook-worm. It was due to his work in this connection that many Pacific Islands foreshores are decorated with those extraordinary lavatories stuck out at the end of long piers.

(Over)

e, in Suva in February, were delegates conference on the serious rhinoceros problem. BACK ROW: Dr. P. Surany . A. O'Connor (Fiji), Dr. C. P. Hoyt J. Dumbleton (NZ), R. P. Owen (Koror, Is.), T. R. Cowell, H. W. Simmonds, Watson (Fiji), G. S. Dun (NG), N. L. H. (Hawaii). FRONT ROW: Dr. Y. Tanada ty of California), A. H. J. Kroon (SPC). . Pemberton (Hawaii). Unable to attend ference because of delays in plane were F. Cohic (New Caledonia), P. S. stern Samoa), Dr. Jon Herring (American Samoa), M. Muller (Tonga).

Photo: G. Winkelkoeter.

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...e Dr. Lambert, as many in Fiji knew him. ...In this group he is sitting at left.

...ples of these may be seen right ... Samarai in Papua to Polynesia, ...they really flourish in Samoa ...e no village is complete with- ...ts rickety small-house dangling ...riously over the sea.

... Lambert spent 20 years in the ...h Pacific, and became well ...wn in Papua, the Solomons, ...ert and Ellice, Polynesia and, of ...se, Fiji.

...th Dr. Aubrey Montague, Chief ...cal Officer in Fiji for many ..., he was instrumental in the ...ion of the Central Medical ...ol, Suva, which trains young ... from most of the English- ...king Territories of the South ...ic to become Assistant Medical ...titioners.

...e Rockfeller Foundation was ...ced by Dr. Lambert to take a ...nal interest in the School and ...rly years made generous grants ...

...e CMS was opened in December, ... and took the place of a smaller ...ing establishment carried on ... the 1880's by the Fiji Govern- ... alone. In 1953, Her Majesty ...n Elizabeth II opened the new ...ings at Tamavua, on the ...hts above Suva. The old school, ... the Colonial War Memorial ...ital could accommodate only ...udents; the new, much more ...rately equipped institution can ... more than twice that number.

... 1941, Dr. Lambert, then re- ... and living in the United ...s, wrote an amusing and in- ...ting book on his experiences ...g 20 years in the Pacific. It ... called "A Yankee Doctor in Paradise" in the original American edition, and "A Doctor In Paradise" in the UK edition.

Vanikoro Seeking New Manager

The Kauri Timber Company, Ltd., with interests in Australia and New Zealand, was in February seeking through large advertisements in New Zealand newspapers, a manager for its Vanikoro Island logging station in the eastern Solomons. The salary offered was "not less than £2,000 per annum" plus bonuses.

According to the February advertisement, the company has a staff of 12 Europeans and 150 natives at present.

Levuka Would Like To Catch and Can Tuna

Levuka, Fiji, which has been doing a lot of thinking on how best to pull itself out of the economic doldrums by its own boot-straps, is now considering a tuna-fishing industry.

(When the MOF nine-years copra agreement finished at the end of 1957, most Fiji copra was shipped direct to the local Suva mill for crushing and Levuka, on Ovalau, which for generations had been the shipping and storing point for copra shipped overseas, found itself completely by-passed).

A syndicate has been formed to investigate the possibilities of establishing a canning factory, after the style of Van Camp's establishment in Pago Pago, and of conducting a fishery much along the lines of the Pago concern which uses Japanese fishing vessels on short-term contract.

At the head of the proposed Levuka venture is Mr. A. G. McCown, who once had a pineapple cannery on Ovalau, and more recently a pearl-button manufacturing business there, but who always is willing to "have a go" at something new.

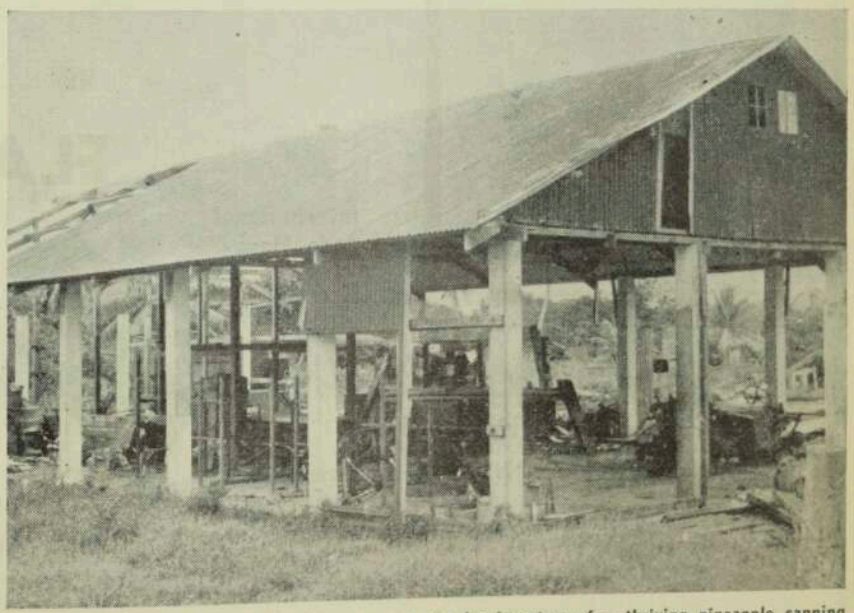
A meeting has already been called in Levuka to discuss the proposition and £10,000 capital has been promised. This, however, would not be sufficient and the Government has been asked if it would consider an interest-free loan, or even a straight-out grant.

The Colonial Secretary (Mr. P. D. Macdonald) was cautious but promised sympathetic consideration if full details of estimate of cost, prospective catches and sales were submitted.

He said the Government would welcome the establishment of a tuna canning or any other economically-sound industry on Ovalau.

If anything comes of it, this would not be the first time Fiji had a canning industry, or even a prospective tuna fishery.

South Seas Marine Products, under the direction of the late Harold Gatty, some years ago, ex-



LEVUKA INDUSTRY IN RUINS. Levuka was once the headquarters of a thriving pineapple canning industry, with pineapples "better than Hawaii's" according to the experts of the day. The industry was started by Mr. A. G. McCown (he heads the proposed tuna industry venture—see above), who built it up during the 1930's and 40's and sold it about 1947. The industry once employed 160 people, had more than 430 acres under cultivation, and operated at times for 24 hours a day supplying 10,000 cases of canned pineapple a season to a world market, and 500 cases of fresh pineapples a season to NZ. But the factory closed down in 1952. Today the estate is overgrown and this is all that remains of the factory building.

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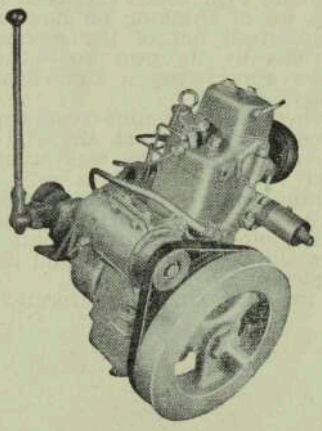

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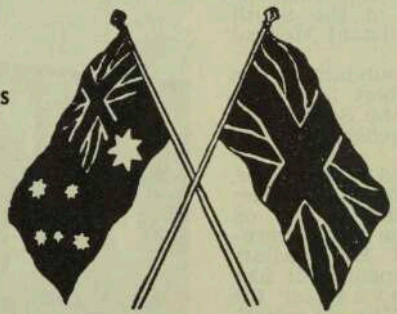

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d a considerable sum of money
ying to base a tuna industry
Suva and a canning industry
ago Pago. The enterprise em-
d the pole-fishing techniques
merican tuna fisheries, but in
waters it was unsuccessful.
e factory at Pago Pago re-
ed idle until taken over by
Camp, American canners, and
the Japanese were brought
the picture, employing their
line methods of catching tuna.
then the establishment at
Pago has flourished.
e reason why the Gatty com-
established the factory at
Pago was in order to escape
ican import duty on other
American-canned tuna. It was
American market that was
l at by South Seas Marine
icts.
s also is the most important
et of the fishery now success-
established at Santo, New
des. The Santo establishment
not, as yet, can the tuna. It
ts the best varieties to the
s in frozen state and they are
d there. A cannery is to be
lished at Santo eventually, by
nch company, and it will aim
European market.
e biggest difficulty the proposed
ta establishment will have to
will undoubtedly be that of
rket. The Americans seem to
an insatiable appetite for
d tuna although it does not
to appeal to the palates of
countries to nearly such a
e.
the American industry is a
y protected one, and this
s it difficult for outsiders to
uch of a share of it.

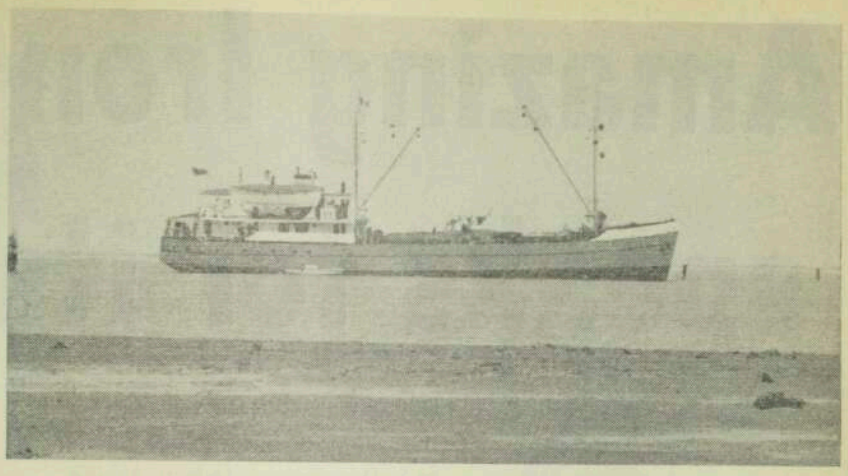
Polio, Typhoid

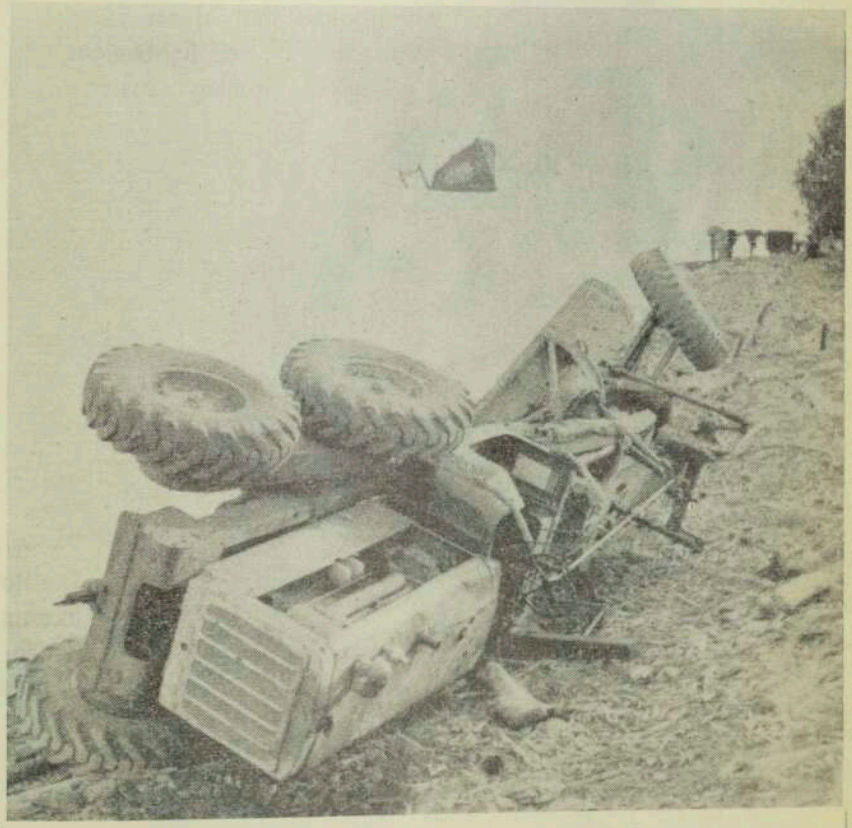
ga, which had experienced a
r bad polio epidemic in the
part of 1958, with a number
aths, was in the midst of a
id outbreak in January-Feb-
, though no deaths had occurred
e end of January.
e outbreak then was confined
ngatapu and included 18 cases
ages and from a number of
ent villages. The public was
warned to take all the usual
utions regarding hygiene.

and Canada Can Hullo By Phone

h the extension of the over-
radio telephone service to
da and Hawaii, the Solomons
oon have a near to world-wide
age.
e radio telephone link to Aus-
was made in the latter part
st year (12/6 a minute, mini-
three minutes), and services
gradually been increased to

(Over)





They Tried Something Different

In Fiji, in February, a ship attempted to come ashore, and in New Guinea a tractor attempted to go to sea.

The ship was the Burns Philp motor vessel "Ratanui", which ran aground in a channel off Corpus Christi College, Suva Point, while on her way from Taveuni to Suva. The photo shows her waiting on the tide, which eventually allowed her to get off.

In Lae, New Guinea, the native driver of this grader was pinned beneath it and injured when it ran off Aircorps Road along the beach front, turned over and landed within a foot or two of the sea. In the background is the war-time wreck of a Japanese ship, "Tenyo Maru".

Photos: Stinsons and Pat Robertson.

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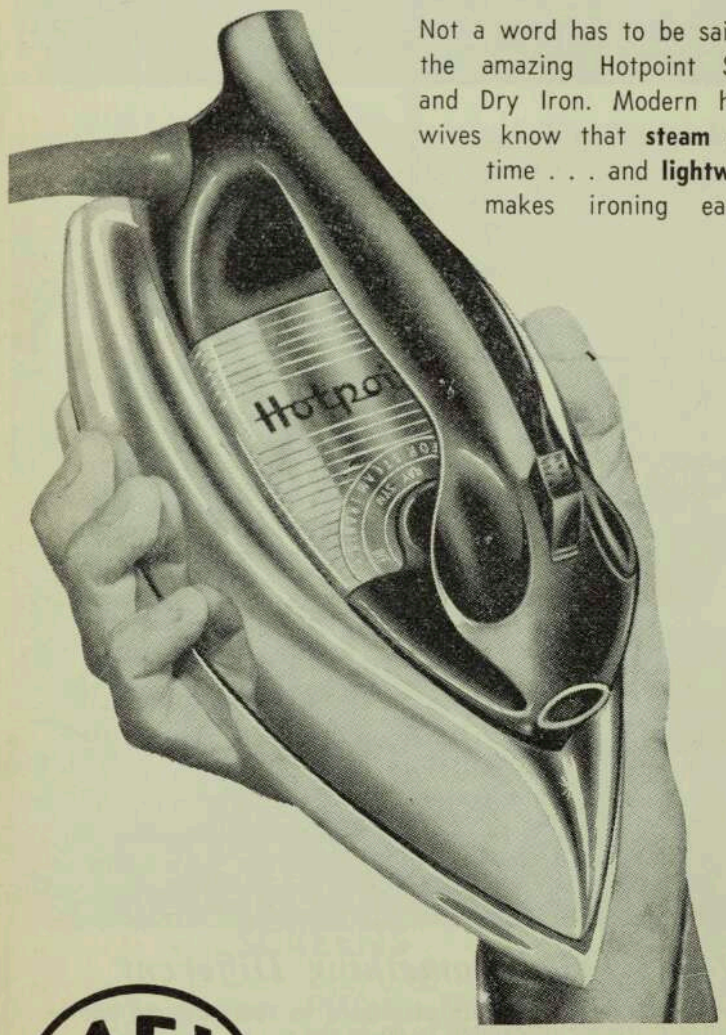

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de USA, United Kingdom, New nd, Cuba, Mexico and New ea.

the local front, facilities have installed, for official use, to Tulagi (pre-war capital) into honic communication with ara. Later it is hoped that Administration headquarters, ita Island, will be included in letwork.

ship-to-shore system is now ded for all overseas ships when ort, and this has proved a time-saver for all concerned.

niara has also seen the intro- on of a 300 line switchboard subscribers) which has im- d communications within the area. However, as with all ional services has come in- ed costs and a business phone w £20 per annum (previously and private phones have in- ed by £2 to £12. These charges ll-inclusive, to cover rent and

olic Reservations on Education Plan

Catholic Mission of Alexis- welcomes and will give full eration to the Administration's tly announced plan for uni- primary education and for rsal literacy in English, ding to a statement made at Catholic Mission headquarters Rev. John T. Feeley, SVD, e Word missionary and Educa- Officer for the Alexishafen iate, NG.

new educational plan, which s the entire Territory of and New Guinea, was an- nced by the Administrator, dier D. M. Cleland, in Port by on January 30 at the be- ng of a new scholastic year. *PIM*, February, p. 144).

statement said that less than of the 400,000 children of age in the Territory attend ind of school. To remedy the ion, no effort is to be spared tending and developing Ad- tration schools.

use of local vernaculars will mitted in the lower standards es) as a medium of instruc- while the children are being uced to oral English.

r 1959, grants-in-aid will no be given to vernacular schools do not teach English.

ethelless, in spite of the lic Mission's approval of the al plan, it feels that a blow truck at Mission schools by Administrator's ruling on gn" vernaculars used as teach- edia.

to the multiplicity of tongues ew Guinea, and the impos- y of learning them all, ian Missions early adopted -used vernaculars as media igious and school instruction, teaching these vernaculars to all who came under their influence.

"Missions using as teaching media, vernacular languages which are not the mother tongues of the children attending school," the Administrator's statement said, "are informed that schools where the children are taught in a 'foreign' vernacular will not be exempted but closed in 1960."

Such schools, if Pidgin is also meant, are now responsible for the education of over 90 per cent. of the Territory's student enrolment, it has been pointed out.

The decision to close such schools next year leaves the Administration with the alternative of either providing ample funds for Mission teacher-training programmes, or of practically strangling primary education in the Territory.

The Education Officer of the Alexishafen Vicariate underscored four principles that would have to be considered in any successful implementation of the Administration's programme.

- First, without sufficient English-speaking Native teachers it would be futile to insist on the universal use of English in the schools.
- Secondly these teachers, to be effective in introducing universal literacy in English, must themselves be well trained in English.
- Thirdly, the Christian Missions with their highly qualified staffs can train sufficient English-speaking Native teachers for the programme

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but the Missions will need considerable financial aid from the Administration because they are handicapped by limited resources and facilities, especially buildings.

• Fourthly, in order to keep trained Native Mission teachers in the teaching profession, it will be necessary for the Administration to pay them a respectable salary, comparable to that of Native teachers in Administration schools.

Fr. Feeley said he believes the Administration intends to put into effect the above four principles because the statement by Brigadier D. M. Cleland promised "adequate financial support from the Administration" for the accelerated development of Mission schools.

The statement further said that the Administration would consider giving more financial assistance to Native Mission teachers, both in training and in service.

At present a maintenance grant of £20 a year is paid by the Administration to the Missions for each teacher in training, and a subsidy of £40 to £60 according to grade, for each certificated teacher employed in Mission schools.

Father Feeley pointed out that an ordinary unskilled labourer on a plantation earns the equivalent of £100 a year. The incomparably lower salary paid to qualified teachers, he said, causes much leakage in the teaching profession each year.

He said that Native teachers in Administration schools receive a respectable salary and rations, and he advocated equality for qualified Mission school teachers.

Last year 300 Native teachers, trained by Christian Missions, passed the Teachers' Certificate examinations conducted by the Department of Education.

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It Was a Nasty Habit—in Quadruplicate

Now that the discoverers of the Pacific have had their day, have located all the bits and pieces, and gone their way liberally sprinkling the names of their best friends, their patron saints, or their old home towns in duplicate, triplicate—and sometimes quintuplicate; or have renamed islands that had already been discovered and nar it might not be a bad idea for s geographical SPC to sort out mess they have left behind.

This is one of the problems (see Mailbag this issue) comes for consideration each time, as r that the *Pacific Islands Year B* is brought up to date.

There are innumerable cases name duplicatian, native and Eu pean, throughout the Pacific. T lead to some confusion—e.g., Pu puka, French Polynesia and Pu puka, Northern Cooks to cite case. But here the spelling universally agreed and there are variations of name in modern m

A fair sample of the n troublesome type of situation r be seen in the French Territo of the Western Pacific.

The easternmost of these Fre islands is the Wallis Group, main island of which is spelt on British Admiralty charts US Hydrographic Office cha Uvea by the American Natio Geographic Society; and by s authorities, Ouvea.

Further west, in the Fre Loyalties, there is another isl which New Caledonia survey dep ment maps call Ouvea sometir and Uvea at other times.

The New Caledonia Tourist Bur uses Uvea, but the governm annual economic report uses Ou The British Admiralty again g for Uea, but this time the Hydrographic Office says Uvea, does the National Geograp Society.

Not far from the Wallis Gr are the islands variously designa Hoorn, Horne, and Horn. The f

The Crayfish Nort of 23 deg.

According to a South Paci Commission fishery expert, it curious but true that althou crayfish abound in reef wate around New Caledonia and nor of Australia, all efforts to ta them in baited traps and po have failed. In southern latitud that is the way they are caug —but north of Capricorn, no

However, it seems that the is one exception to this rule Fiji. And this may make up f the fact that some years ago promising Fiji tuna indust failed because tuna around F wouldn't be caught by Americ pole-fishing methods.

Recent experiments in F have shown that local crays w go into traps and pots and American company will short send an expert there to ma further investigations. This con pany estimates that Ameri could absorb one million poun weight of crayfish from F per annum.

Ransomes NEW 30" MASTIFF
AN OUTSTANDING HEAVY DUTY MOTOR MOWER
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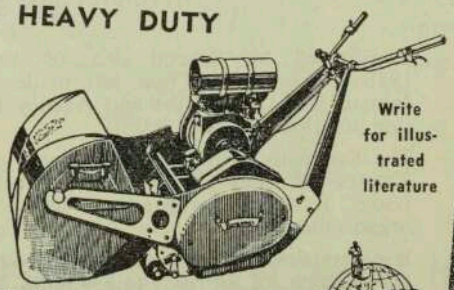
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Ransomes MOW THE WORLD
RANSOMES SIMS & JEFFERIES LTD., IPSWICH, ENGLAND.

he Dutch version—and it was Dutchmen Le Maire and uten who discovered and named .

e French use their version, but British Admiralty does not use English form. They accept the verers' version. Hydrographic e accepts the French spelling hese new French islands, but onal Geographic prefers Horn!

rgest of the Hoorn-Horne-Horn p is Futuna. Here at least one seems to agree on the ng of their native name, but is still likely to be confusion, urther to the west there is ner island, easternmost of the Hebrides, which the Hydro-ic Office charts as Futuna, as the Admiralty, but with the native native name of Erronan given. National Geographic in line with the Admiralty.

d so it goes, all over the ic. What needs to be decided, and for all, are these ques-: Should the name and spelling dopted by the first European verer be used; should the ng of that name change with ationality of the administering r; or should the original native s be used where these are n and an alternative used only e there is duplication of native s?

can probably rest assured no agreement on this frustrat-problem will be reached this ry.

aul's Unofficial n School To Cease

e of Papua-New Guinea's more sual schools is Rabaul's entary and High School which evolved in the last 11 years, vill probably pass out of exist-at least in its present form, the new Rabaul High School ilt.

e school at present has 260 s, most of them Chinese but some Malays and a few Euro-s. It has infant, primary, dary and commercial depart-s but when the new all-races School is complete the dary departments will be de-d.

e school began in 1948 in im-sed premises and had 300 s, most of whom would have pre-war to the Methodist seas Mission School which ed for Chinese children.

ongst the first pupils were who, due to internment dur-he Japanese occupation and to ears of rehabilitation and ad-ent that came after, had missed ears of schooling.

e difficulty of arranging grades r these circumstances can be ined; and the teaching posi-was not made any easier by fact that the Department of ation, at that time, was very short-staffed, and the new school had to use a large number of student teachers.

However, by the time the new school year began in 1949, grades had been arranged from preparatory to grade 8. At this stage, students in grades 7 and 8 were frequently just filling in time until they could get jobs. Commercial subjects, including typing and book-keeping were introduced for these students in the following year.

The school continued to flourish and the pupils to improve their grades and at the end of 1955 the secondary-school subsidy was extended to Asian children, and the pupils sat for this examination. (The P-NG Administration pays £145 per annum plus one return air fare to European and Asian children who pass an examination and wish to go to Australia for secondary education.)

The extension of the subsidy to Asian children removed some of the brightest pupils (whose parents could afford Australian secondary schools) from the higher classes of the Rabaul school. Nevertheless, the pupils who have remained to finish their education there have done very well.

Some past pupils of the school have done brilliantly. Young Maisie Hui won the first Vacuum Oil Co. scholarship at the end of 1955. Mr. Paul Mow graduated Bachelor of Economics at Sydney University and is now majoring in political science in America for his MA degree.

Three education officers of the

Sand castles are an expression of a child's desire to build, to create something solid. Their castles in the air — their dreams of the future — will have much more chance of coming true if they learn to save while they are young.

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140
MARCH, 1959—PACIFIC ISLANDS MONTH

Didn't Let The Grass Grow

Fiji Airways' first new Heron ...d hardly put its wheels down ...Fiji (see below) before it had ...anged to take on a charter ...ht—to Tonga.
The Heron, piloted by Captain ...rdon York, with Captain ...er Frame as co-pilot, set off ... Nukualofa on March 4, the ...e day that it had made its ...t regular commercial flight ...Fiji—from Suva to Nadi. The ...on made the flight in a little ...re than two and a half ...rs, with two passengers from ...tralia. See also "People".

... Department of Education are ...upils, later completing their ...er training in Australia. In ... Richard Tsa was Dux of ...gton College, Sydney, and got ...liant Leaving Certificate pass. ... now at the University.
... Diana Lee, who is a Sister ...e Nonga Hospital Rabaul, ...d in Sydney, and three other ...rls of the school are currently ...ing in her footsteps by doing ... nursing training in Brisbane.
... A. T. T. Shanley, the school's ...aster, currently on leave in ...sland, says that the achieve- ... of this school show that ...hing good can come out of the ...ory.
... calls it the Territory s first ...cial high school, built up out ... existing primary school by ...aff themselves. He says that ...ll probably be posted else- ... when he returns to the ...ory, and that the school itself ...ease to exist in its present ... when the new Rabaul High ... is completed in 1960.

... Has Influx Of ...tific Head Counters

... the past twelve months ...s islands in the Solomons ... been visited by numerous ...sts, to further their studies of ...emes and theories.
...ly, there was Professor Elbert ...waii University, an expert in ...eld of Polynesian languages, ...pent six months on Rennell ...ellona Islands studying the ...le source of the Polynesian ... there.
... there was Dr. William ...port, an anthropologist who, ...his wife, was scheduled to ... 18 months in the Santa Cruz ... This stay was cut short by ...us attack of malaria which ...t the doctor back to Honiara. ... recently, Dr. T. Monberg ... Mr. W. Anderson, Danish ...raphers, spent several months ...nnel and Bellona islands to study tribal legends and customs.

Most recent visitor of all is Dr. William Scheffler, an anthropologist from University of Chicago, accompanied by his wife, who had gone to Choiseul in the Western Solomons.

A Honiara correspondent reported in February: "Although these visits may emphasise the fact that parts of the Solomons are untouched from the scientific viewpoint, and may produce some worthwhile discovery, they leave the man-in-the-street perplexed and a little cynical.

"Probably the attitude is best summed up by an old-time Honiara resident who, when asked who so-and-so was, exclaimed, 'Ah, just another Yank to count the natives!' "

Fiji Airways Is Spreading Its Wings

Fiji's internal airline, Fiji Airways Ltd., took another hop forward in February when the first of two newly acquired De Havilland Heron aircraft arrived to supplement the company's air fleet.

The airline, started by the late Harold Gatty, had small beginnings in 1951 with De Havilland Rapide aircraft. These were later replaced with the three present Drover aircraft, and now the Herons. Fiji Airways will dispose of one Drover aircraft, and maintain the other two together with the Herons.

But passenger seating capacity will double, as the four-engined Herons can carry 15 (and up to 17) passengers compared with the Drover's eight.

Captain R. O. Mant, Fiji Airways manager and a veteran Qantas pilot himself, says the acquisition does not mean that Fiji Airways is considering flying services out of Fiji to the other islands "at present".

(It has been suggested by many people in Fiji since Qantas took over control of Fiji Airways in 1958 that the main purpose of the take-over was to inaugurate services from Fiji to Tonga and Samoa, to

An interested crowd was at Nausori strip, Fiji, in February to see the arrival of the first of Fiji Airways' new four-engined Herons. At top is Captain R. O. Mant, who will shortly hand over management of the airline to Mr. Chris Ritchie. He has been responsible for its operation since Qantas bought it from the estate of Harold Gatty last year.

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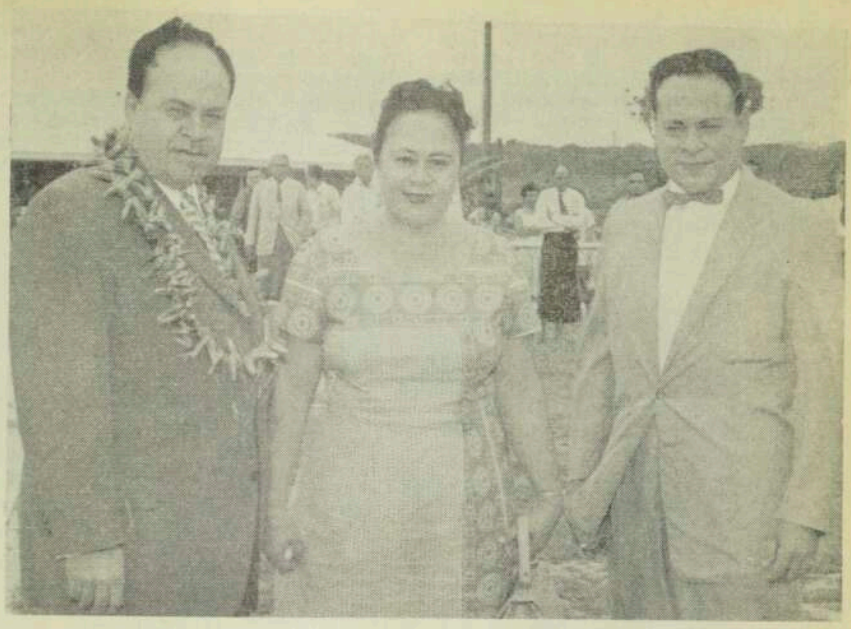
nect passengers from these
its with Qantas services out of
i Airport).
aptain Mant said the Colony's
rnal air traffic requirements
e now such that the larger air-
t were needed. Besides, Pacific
services later this year would
g an even greater number of
travellers to the Colony.
ne Herons will reduce flying
s considerably, apart from
ng extra comfort.
llowing crew conversion
ses, the first Heron went into
ation in March, and the second
on is expected to arrive in Fiji
tly.
aptain Mant says the Colony's
ent airfields are suitable for the
ons, despite their longer take-
eeds (2,100 feet, compared with
for the Drovers).
basa, Savusavu, and Taveuni
be the first ports served by
Herons in addition to Suva-Nadi
ts. The Herons will be available
harter work.
eir operating range from Suva
be more than 500 miles.
e Heron is powered by four
y Queen 30 Mark 2 engines.
maximum take-off weight is
0 lbs, and the maximum land-
veight 12,500 lbs.
i Airways will operate the
ns mostly with one pilot and
15 passengers. A second pilot
be carried on some flights.
e two Herons have had two
ous owners.
e first was New Zealand
nal Airways Corporation, which
ted them in New Zealand.
een Elizabeth flew in one of
Herons at one stage of her
l tour five years ago.
e Herons were withdrawn from
e in New Zealand in August,
and in January, 1958, went to
on Southern Airlines' services
ctoria.
ween January and October,
they operated regularly from
urne to Bass Strait islands,
ceston, western Victoria, Ade-
and northern Victorian ports.
men pilots flew as second crew
ers on the Southern Airlines'
s. They all held radio and pilot
es.
Airways' chief engineer Ken
n flew to Fiji on the delivery
of the first Heron last month.
aircraft was piloted by Qantas
in, Gordon Yorke, who is be-
conded to Fiji Airways to train
ght crews on the Herons.
Airways will also get a new
ger—Mr. Chris Ritchie, who
over from Captain R. O. Mant
ril 1. Captain Mant's appoint-
was a temporary one follow-
antas' acquisition of the air-

tain Mant will then return to
y to take up his post as
s' assistant manager flight
tions (administration).



Mr. Lawrence Coleman, director of Samoan Airways, photographed in Pago Pago with his sister, Mabel Reid, and brother, the Hon. Peter Coleman, Governor of American Samoa. Mr. Lawrence Coleman was sued in February for $3,500 by his pilot, Captain Jack Gardner.
—Pan American Prints.

Mr. Ritchie is a qualified accountant, a company secretary and holds a radio technician's diploma.

He served in the RAAF during the war, and with the rank of Flight Lieutenant spent a number of years in Canada as an Empire Air Scheme flying instructor.

He has had 23 years' experience in the aviation department of Amalgamated Wireless (A/asia) Limited.

Post-war, and until he joined Qantas several months ago, he was assitant manager of AWA's aviation department.

He is married with three sons.

"Black Friday" For Samoan Airways

Samoan Airways' chartered DC3, by which it plans to inaugurate a regular air service between Pago Pago and Apia (*PIM*, January, February) got itself into trouble on what turned out to be "Black Friday", February 13.

A 65 mph wind caught it off guard at Tafuna, Pago's airport, without protection, smashed it into a nearby building, wrecking part of the tail assembly and crumbling a wing tip.

Damage, according to one estimate, was about $15,000.

Meanwhile, director Lawrence Coleman is still awaiting landing rights in Western Samoa, following his "survey flight" in January, loaded down with VIP's.

As if that wasn't enough, Coleman has also been involved in a law suit, brought by pilot Captain Jack Gardner, who alleged that he was hired by Lawrence Coleman in the US as pilot for Samoan Airlines,

Captain Jack Gardner, in the court room.
Photo: Pan American Prints.

and hadn't been paid what was owing him.

He sued for $3,500, comprising his wages, fare home and some other expenses.

After appearances, Judge Arthur Morrow adjourned the hearing until later in February to allow Gardner to bring his solicitor, Mr. Reg Phillips, from Apia. Pago has no solicitor in private practise.

Better luck is reported by Transocean Air Lines, which established a new air link between Honolulu

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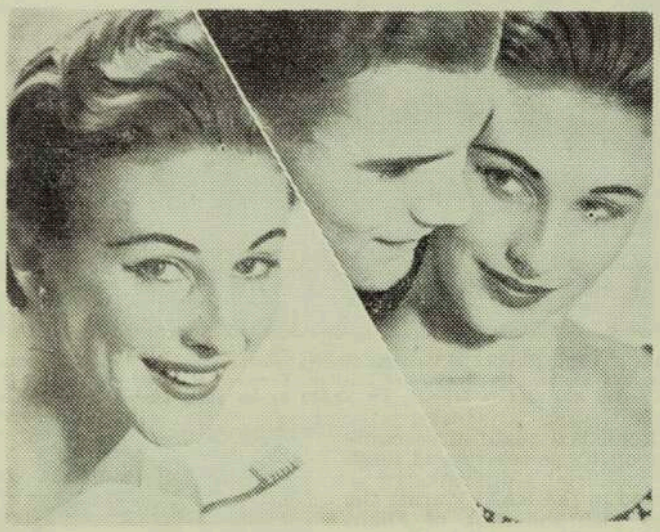
and American Samoa in January, using Boeing Stratocruisers. The flight takes place on the second Monday of each month, via Canton Island, and bookings are good.

Representatives recently visited Fiji to appoint agents there. One of the visitors, district sales manager Mr. R. Willis, said the company hoped "to generate new traffic in the Pacific."

Transocean is experienced. It operates regular fights between New York and Okinawa, and charter flights to many places.

Whether the new service will affect PAA's weekly service to Tafuna through Nadi, nobody seems to know. But presumably this is a different kind of traffic and won't be affected.



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Yes, she's following sound advice indeed when she uses **Ipana** toothpaste, because **Ipana contains WD 9** (sodium lauryl sulphate)—the anti-enzyme which destroys decay-causing bacteria better than any other. And Ipana's refreshing flavour leaves the mouth clean and breath sweet for hours.

Be wise and always use Ipana, the toothpaste recommended by 8 out of 10 dentists.

A product of Bristol-Myers.

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Australia Attacks Canadian Airways

The Australian Government Ministerial level, has intervene the dispute between the Austra Department of Civil Aviation Canadian Pacific Airlines.

The Australian Minister for Aviation and the Canadian Commissioner in Australia will for discussions in Melbourne April 1.

The Australian Department Civil Aviation has had a lot t with giving Australia one of best air-safety records in the w But in matters of diplomacy, Department's bureaucrats somet act like flat-footed policemen.

Some time ago, it instru Canadian Pacific Airlines Ltd cut its weekly trans-Pacific se to one service per fortnight. It s to have some legal right to do as the Canadian-Australian Agreement provides only for a vice every two weeks. But C has been running a weekly se for years, and says that it n a weekly frequency to pick European passengers from its C the-Pole route to Amsterdam.

If forced to cut down to once fortnight, CPAL threatened to w draw from the trans-Pacific se altogether. Although this com gets far less publicity than the two operators, Qantas and American, the service it provid of exceptionally high standar would be a bad thing for Aust if this direct link with a s Dominion were cut; and an in ating thing for CPAL's many s fied customers.

It has been said—probably wrongly—that the Australian was trying to freeze CPAL ou order to get an advantage Qantas. On the other side, it said that Canada refused to Qantas run a service across Ca when permission was requeste 1954. (Since then Qantas has ga permision to fly across the U

No doubt these departme bickerings will be ironed out Minister meets High Commissi shortly.

Some Pacific Market Possibilities?

Among items which seem to export possibilities from Islands areas were these, menti in New Zealand news despat during February:

VENISON AS PET FOOD: least one meat exporter in Zealand is developing a useful t with the United States in ver for use as pet food. This exp is buying carcases at £2 per from deer cullers engaged in extermination of deer in the Rot

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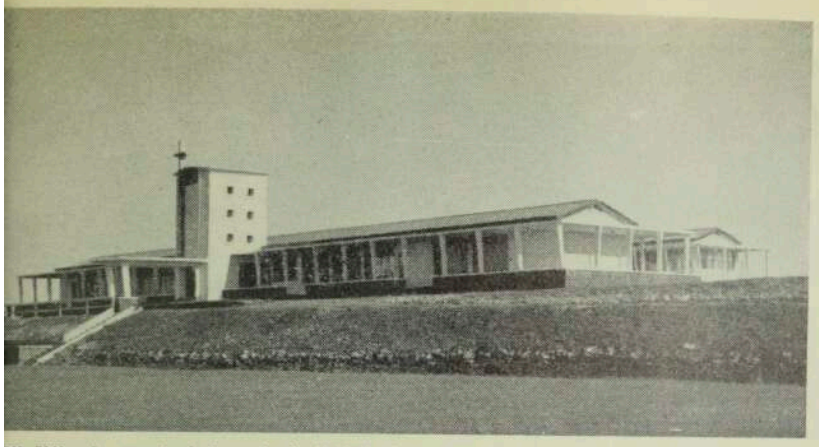

RN FIJI. As recent photographs in "PIM" show, New Guinea now has a big proportion of n architecture in its Church buildings. But Fiji is not being outdone. The Mormon Church va is one example, and here is another recent one—the Corpus Christi Training College, trains teachers for Catholic schools. The college looks out over Suva Point, and nearby the new Suva Grammar Schools are being built.

where, as in many parts of Zealand, these animals are a is pest.

w Caledonia, some islands of and certain other Melanesian ds are stocked with deer, and ew Caledonia especially there been an important export trade er hides.

port of carcases depends on re- ated shipping connections, but ships are becoming more ion in the trans-Pacific trade some of these shipowners are ng for business where reason- shipment quantities are in- d.

AYFISH: An American fish eting organisation has been ng interest in Fiji as a source ayfish, and has made proposals he establishment of a Fiji shing industry, largely ced by American capital in the instance. New Zealand has a ble crayfish export trade with nited States. In February, Mr. asuo, of Shinko Sangyo Trad- o. Ltd., of Tokyo, was in New nd seeking to organise a trade is commodity with Japan. The icans want only the tails— est is wasted. The Japanese likely to accept the whole se and their standards of pack- might be less rigid. This is hly lucrative trade.

ECIAL TIMBERS: Americans been showing great interest in ghly decorative qualities of the ed punga fern timber used in n modern Auckland buildings. punga fern—or tree-ferns very ar to it—are common in all the r tropical islands, but so far e know, have never been ex- d as timber.

the island varieties will dress ing like as well as the New nd punga this seems to be a r worth investigating, as it is e luxury class, used for trim- s and special pannelling. The s are about 10 ft high and 6 in. in diameter. They are often sawn in lengths and made into garden plant-pots.

In Fiji You Can Now Drive Yourself

Although Fiji has developed the biggest tourist industry in the South Pacific since the war, one thing was lacking—a drive-yourself car hire service. Now it has got that, too.

The company, Fiji Hire-Drive Ltd., under the management of Mr. David Hume, started up in business modestly in mid-1958, with a few cars and a large frame building in Walu Bay, Fiji's industrial suburb. Now it has 12 late-model cars and three 9-seater Volkswagen Microbuses, which are usually seen out along the Vitu Levu roads at weekends, filled with local picnickers.

Obtaining a Fiji driving licence for visitors (10/-) is only a matter of a few minutes at the Traffic Licensing Authority's office, if you already hold an Australian, New Zealand or United Kingdom licence.

If you hold one of these and have forgotten to bring it with you, and make a formal declaration to that effect, it still takes only half an hour or so, with the traffic officer co-operating with Fiji Hire-Drive to test the visitor's driving ability.

Copra Price Continues To Confound Them

The copra price, which the experts have been watching with eagle eye for months, continues to confound everyone and has sailed on into March on the same flood tide. London prices early March were still up above £Stg.90, per ton c.i.f.

These prices were reflected in local islands prices. In the Solomons, the Copra Board declared the highest price ever, at £A75 f.o.b. per ton for top grade, which was up £A5 per ton on the previous month.

In Fiji, the price at the Suva copra-crushing mill was £F85 for top grade—one of the highest prices ever paid in that territory.

Papua-New Guinea planters are now the only ones in a major-copra producing area who are being paid far below current values. But they are, so to speak, storing up treasure in heaven, and will get a lump sum in back payment when accounts are squared up at the end of the period.

The market is still, apparently, being affected by last year's drought in the Philippines, the still unsettled state of political affairs in Indonesia, and by a couple of shipping accidents a few months ago.

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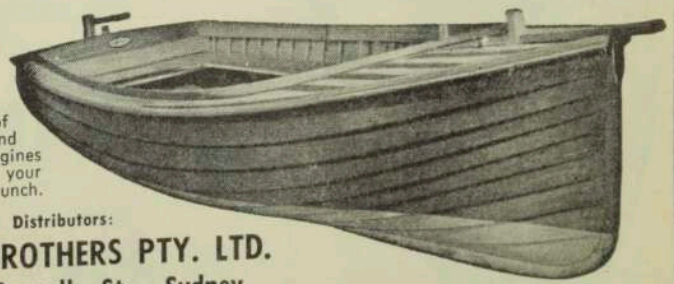

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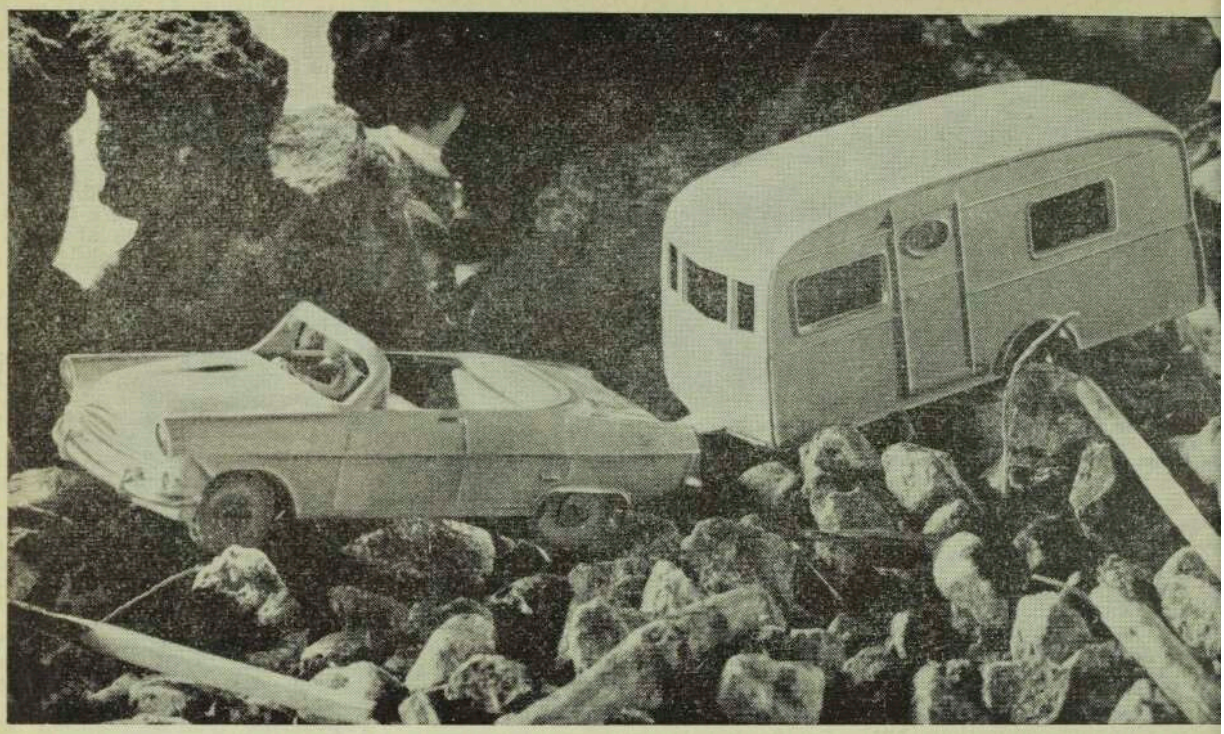

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The extra strength of 3-T cord means Goodyear tyres meet modern highway conditions better — give thousands of extra miles. The stronger body carries a tougher tread for more original miles — allows more retreads.

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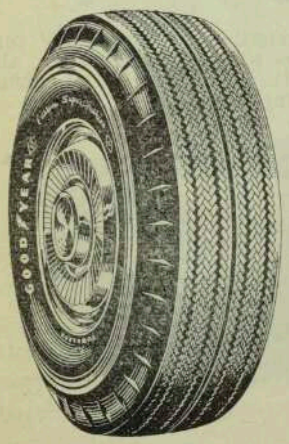

fit GOODYEAR

TRIPLE 3-T TEMPERED CORD TYRES

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asta Ben . . .

. . . and Buka

continuing high prices are not
but their dangers, as the ex-
have been pointing out for
time, although there obvi-
has not been the swing to
native "soft" oils as had been
ast.

e people in the most vulner-
position, at present, un-
tedly are the local oil crushers
whom there is a time lag be-
buying copra and shipping
selling the oil therefrom. If
were a sudden slump in the
et, they could find themselves
e wrong end of the deal. How-
the fact that the Suva mill
nues to buy at high prices
to suggest that the manu-
rers do not foresee any sudden
ic fall.

ific planters do not believe
resent halcyon period can con-
for ever, but they are very
to accept it while it does.
those planters who combine
planting with coconuts, the

he Pearly-Look lan is on His Way

*he Australian Government
ponsoring a 4-weeks visit to
tralia in April of M. Pierre
main, one of Paris' top-
ht dress designers. He will
oduce a collection of fashions
turing the "pearly look",
whole idea being to promote
sale of pearl shell products
counter the threat to the
ustry from plastics and other
thetics. (See "PIM", Feb-
ry).*

*he Australian Government's
is to boost sales of Aus-
ian mother-of-pearl and
chus, but naturally any
rly-look is going to benefit
trochus and pearl-shell
ing throughout the whole
th Pacific.*

present high price for copra has coincided with a fall in cocoa prices, so that what they are losing on the roundabout they are making on the swings.

NI Nightmares and Wahgi Valley Hysteria

To the Odd and the Interesting Department (Pacific Islands section) we can now add "dream fish" from Norfolk Island, that are said by the Islanders to produce acute nightmares in those who eat them.

Norfolk Islanders told this story to South Pacific Commission fisheries expert Mr. H. van Pel, during a three weeks fishery survey he conducted there early this year. (As well as the dream-fish, NI waters produce more valuable varieties, including groper, trevally, kingfish and bonito.)

Fish are not the only things in the Pacific Islands to produce strange changes in humans.

About 18 months ago a certain fungi in the Wahgi Valley of the New Guinea Western Highlands got a lot of publicity when it was alleged that when natives ate them at certain times of the year, they became hysterical and some went berserk.

The Menyamyas Are Reformed Characters

The bad boys of Menyamya, Morobe District of New Guinea, are becoming tame, according to a report by Assistant District Officer Keith Walters, who recently completed a 12 days patrol in the Langimar Valley, 14 miles east of the station.

The Menyamya natives are Kukukukus, and have been some of the most difficult natives to pacify and to bring under the Administration cloak of civilisation. They have preferred to remain under the bark cloaks of their own primitive culture. Colin Simpson, in his book, *Adam With Arrows*, described these folk and the first European Administration officer, Lloyd Hurrell (now a successful Wau farmer), and his family who went to live amongst them, in the early 1950's.

But it's all different now. Following ADO Walter's patrol, this report was issued:

The Langimar Valley people appear to have abandoned their inter-tribal feuding, and peace now prevails throughout the area. During the 12-day patrol no weapons

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were seen, and there was no evidence of any disturbances. No reports of violence were made to the patrol, and the people are now moving freely through the valley. The total population is 685.

Of the six villages in the Langimar Valley one located on the eastern slopes has been under administration influence since pre-war years, and men from this group have had long contact with Wau and Bulolo.

Patrolling of the remaining five villages did not start until 1954, following the establishment of the Menyamya Station. At that time the people of these villages were still carrying out ritual killings, and murder raids on neighbouring communities were considered to be the ideal form of relaxation for the young men.

However, since the initial census of these people in 1954 when they were told to cease tribal fighting, there has been no further trouble in the valley apart from a minor skirmish which arose out of a quarrel between two villages over the attempted abduction of a woman. As a result of this several men served short-term jail sentences on charges of riotious behaviour. This was the last flare-up of violence and now the whole valley has settled down to peaceful living. Also there are signs that inter-marriage between the groups is taking place and this will strengthen friendly links between former enemies.

The Langimar villages are situated on the tops of wind-swept ridges at an elevation of from 4,500 to 5,500 ft above sea level.

Quite a number of the younger men are now working at Bu Wau and in the Watut areas. is assisting in the progress of district because if the young remained idle in the villages soon get into trouble, and also are getting a knowledge of a beyond their valleys and ear money to buy tools and other g of value to their communities

The people are anxious to prove the village tracks through district and have asked for and shovels for this work.

The New Guinea Lutheran Mis has three native missionaries es lished in the area and they been well received by the peo

Food supplies are plentiful the people are growing and u introduced European vegeta such as pumpkins, tomatoes, and cucumbers in addition to traditional food crops which sweet potatoes, sugar cane, ban and greens. (Report ends).

But Some Aren't Too Reformed

At the same time as the a report was issued by the Ad istration about the good behav of Menyamya natives, a coupl interesting cases were heard by Justice Kelly, in the Supreme C at Lae.

In one case, a Menyamya na called Hasing was charged with murder of 11 natives by chop them up with a tomahawk as slept. What is more, he was fo guilty and sentenced to five y In defence, Hasing said that t people had made threats, he feared for his life and just go first.

In the other case, ano Menyamya native pleaded defence on a charge of having k his father. He quarrelled with

Hollandia Now Has Its Own Newspaper

Less than two years ago the island of New Guinea was served b one newspaper—the "South Pacific Post", published weekly in Po Moresby, and circulating in both the Papua and New Guinea sides the border, but not in Dutch New Guinea.

Then the New Guinea islands got their own service, through th weekly "Rabaul Times", followed last year by the weekly "New Guin Courier", in Lae. Meanwhile, the "South Pacific Post", whose owne have control of the other two papers, began publishing the "Pos twice weekly.

Now, Dutch New Guinea, which has no doubt been watching th expansion on the Australian side of the border with interest, h started its own newspaper, too—but the Dutch have stolen a marc on the Australians and produced a daily.

The paper is another "New Guinea Courier", and is published Hollandia by a private business group with its own printing work The paper is small (four pages, 8 in. by 12 in.) but adequate for th area, which for many years has been served by a roneod shee "And Here Is The News", put out by the Administration's Office Information.

The sheet has now been discontinued, but the Information Offi (KVR) will continue with its other work, including its radio ne service.

Editor-in-Chief of the new newspaper is Mr. J. C. Meijer, wh was formerly with KVR.

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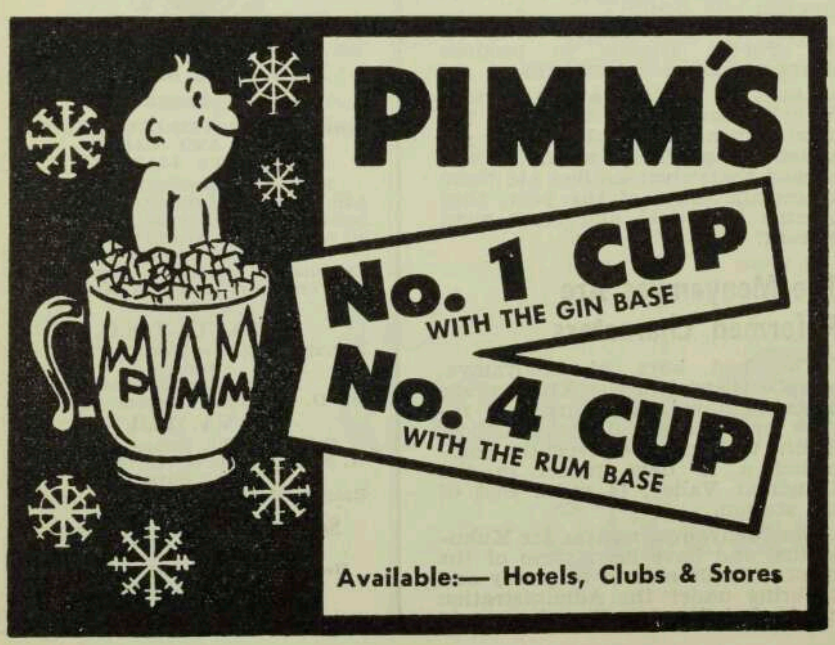

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her who had stolen his wife and ring the fight that developed, her had taken to him with an e. Gwaiye, the wronged husband, d then run away, but whilst in nsit, he asked himself why he s doing this when he was armed h perfectly good arrows and a v. So apparently getting a reply the affirmative from himself, he urned and shot an arrow into his her.

part from the bow and arrows, s sounds not much different from re civilised court cases that make headlines in Sydney Sunday vspapers.

S.P. Conference

(Continued from page 18)

oposals for the Fifth South Pacific ference.
port to the South Pacific Commission.
osing Addresses.
osing by Chairman.
e Commission has invited introductory rs on the following topics from a tory within the jurisdiction of the rnment indicated:
STRALIA: Problems resulting from the ct of participation in economic de- ment with reference to land tenure the growing of permanent crops.
ANCE: The extension of tourism in Pacific region and the economic and l implications for the people.
THERLANDS: The study of the role function of custom and beliefs in re- n to infant and maternal welfare.
W ZEALAND: Broadcasting in the life acific peoples.
ITED KINGDOM: The place of ation, including sport and youth ities, in the community.
ITED STATES OF AMERICA: The ct of the modern technical and in- ial world on the life and culture of South Pacific peoples.
e Commission has invited a dele- from the Kingdom of Tonga to pre- the introductory paper on:
e training of local leaders for par- ation in aided self-help projects.

Self-Contained Centre

ne Malaguna School is in a sant setting and will provide a contained centre for the con- nce.
ovision has been made for a slation service, while close to conference hall will be a press n for visiting journalists, a post e, and banks. Recreation facil- include an area for dancing other entertainments, playing s for football, baseball and tball and a swimming beach. re will be a native arts and s exhibition near the conference

Delegates to Conference

o until March 6, delegates from m and American Samoa had been announced but it was vn that the following would at- :

BRITISH SOLOMON ISLANDS PROTECTORATE
Silas Sitai, BEM, delegate; Mr. a G'aa, BEM, delegate; Mr. V. J. rsen, MBE, adviser.

PAPUA AND NEW GUINEA
Mr. Kai Kai Ivasi, delegate; Miss Nancy Gire, delegate; Mr. Raymon, delegate; Mr. G. A. Kassi, delegate; Brother Peter Hilary, alternate; Mr. Tovin Tobaining, alternate; Mr. Kondon -Akau'undo, alternate; Miss Philo Gamauri, alternate; Mr. J. K. McCarthy, MBE, adviser; Mr. Elliott-Elijah, adviser; Mrs. Lila Matelau, adviser; Mr. Reuben Taureka, adviser.

TRUST TERRITORY OF THE PACIFIC ISLANDS
Mr. Napoleon D. Fang, delegate; Mr. Kasiano F. Joseph, delegate; Mr. Olympio T. Borja, delegate; Mr. Elias P. Sablan, alternate; Mr. George F. Fleming, alternate; Mr. Frank J. Mahoney, adviser; Miss Myrtle Holmstad, adviser.

NAURU
Head Chief Hammer de Roburt, delegate; Councillor Raymond Gadabu, alternate; Mr. G. A. Pittman, adviser.

FIJI
The Hon. H. B. Gibson, OBE, delegate; The Hon. Semesa Siki Vou, delegate; The Hon. Dr. Sahu Khan, delegate.

NETHERLANDS NEW GUINEA
Mr. Marcus Kaisino, delegate; Mr. Toon Meset, delegate; Mr. Eliezer Wettebossy, alternate; Mr. Martinus Janam, alternate; Mr. Dick Sarwon, alternate; Mr. Pieter Merkelijn, adviser.

GILBERT AND ELLICE ISLANDS
Te Tabunawati Takoa, delegate; Te Reuben K. Uatioa, delegate; Henry Faati Naisali, delegate; Iupasi Kaisala, delegate; Mr. G. Bristow, adviser.

WALLIS AND FUTUNA ISLANDS
Rev. Father Vittolio, delegate; Mr. Sosefo Makape, delegate.

NEW CALEDONIA
Mr. Pierre Isamatro, delegate; Mr. Pierre Ketiwan, delegate.

FRENCH POLYNESIA
Mme. Jacquemin, delegate; one more delegate to be nominated.

COOK ISLANDS
Mrs. Teupokoina Morgan, delegate; Mrs. Makea Karika Tabau Margaret Ariki, delegate; Mr. Tuakeu Puna may be nominated as an alternate and Mr. L. K. Pitt as an adviser.

WESTERN SAMOA
Miss Tiresa Hunter, BA, delegate; Mr. Ipu Sosene Faegai, delegate; Hon. Taulaulelei Mauri, alternate/adviser.

NIUE
Mr. Leslie Rex, delegate; Mr. Robert Rex may be appointed as an alternate.

TONGA
HRH Prince Tupouto'a-Tungi, KBE, delegate; HRH Prince Fatafehi Tu'ipelehake, delegate; Mahe 'Uli'uli Tupouniua, adviser.

NEW HEBRIDES
Mr. John Kalsakau, delegate; Chief Thompson Tangarasi, delegate; Mr. Richard Angeloni, MBE, adviser; Monsieur Fernand Lamodiere, adviser.

In addition, the commissioners, secretariat staff and observers will attend. An incomplete list of observers is as follows:

The Rev. G. G. Carter, Commission on Overseas Missions and Inter-Church Aid of the National Missionery Council of New Zealand; Dr. J. M. Cruickshank, World Health Organisation; Professor J. A. Barnes, Australian National University; Very Rev. James Dwyer, the Apostolic Delegation, Australia; Mr. Basil Atkinson, Pacific Area Travel Association; Dr. H. Coolidge, Bernice P. Bishop Museum and Pacific Science Board; Dean Knowles A. Ryerson, Pacific Association; Dr. A. Capell, National Missionary Council of Australia.

Conference and Commission Meet

After the Conference ends, the Commissioners will hold a meeting to discuss how recommendations of the meeting can be given effect to. It was the Commissioners' deliberations after the Third Conference which brought down the wrath of commentators on the SPC.

Said a *PIM* commentator (June *PIM*, 1956):

"The Conference has outgrown the Commission. . . The Conference members spoke haltingly at times. They were hampered to begin with by the unfamiliar trappings of an international conference.

"But their feet were on the ground. They knew what they

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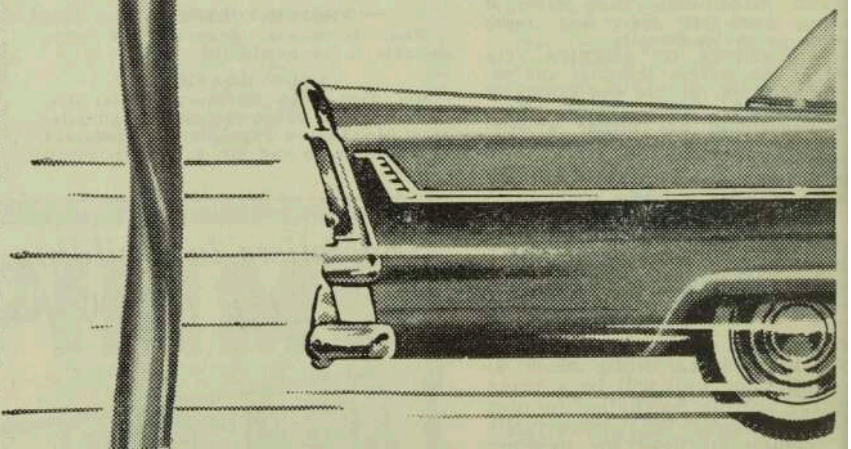

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ted. They knew the things of ificance to them. And so, shorn he verbal wrappings which were rently considered necessary, the lutions got down to funda- tals. . .

'he Commissioners sat down to ider the Conference's recom- dations. It was not an edifying ormance. They really didn't k they could do anything about ping standards. Some resolu- s were referred to Governments consideration. Others were to be ssed at the Commission's next ing. . ."

e Pacific peoples have advanced further between that confer- and this. It should be interest- therefore, to see what confer- and Commission make of each r in 1959.

Villagers Pay Up

villages on Buka, Bougain- which had refused repeated sts by the P-NG Administra- to pay their head tax for 1958 , Feb., p. 14) have now paid. wever, village leaders pointed o the Administration that they ted the Government to honour ous promises that they would ove roads in the area, and they d give more assistance in the sal of native cash crops. The e people have not yet paid year's taxes.

DEATHS OF ISLANDS PEOPLE

WALTER GEORGE SMITH

Mr. Walter George Smith, a well-known old member of the American colony in Tahiti, died at Arue on February 21, aged 83 years.

Mr. Smith was born in New Zealand, where he is survived by a brother and other relatives, but became an American citizen. He is believed to have at one time been on the editorial staff of a San Francisco newspaper.

He retired to Tahiti at about the time of the Second War, where he was a close friend of the American writer, the late James Norman Hall, in whose beach home at Arue he has resided since Hall's death.

In the 1940's there were two retired Smiths in Tahiti. The other, no relation, known as "Arue" Smith, died some years ago.

MR. DAVID SIMPSON, SNR.

Mr. David Simpson, Snr., one of Fiji's oldest identities, died in Suva on February 6.

The Simpson family has been associated with the Savusavu district of Vanua Levu for several generations.

A son of Mr. Matthew Simpson, who was one of the biggest copra planters in the Colony during the last century, Mr. Simpson assumed responsibility for one of his father's estates, "Belego", after his father's death.

Despite his youth he developed the estate, until it was shipping about 200 tons of copra a year. ("Belego" is now run by Mr. David Simpson, Jnr.).

Besides copra, Mr. Simpson also raised cattle and planted bananas. The main market for his cattle was Levuka, in the days when it was a thriving township. He was also associated with the days when Fiji exported bananas to Australia. The former Union Co. ship *Navua* used to load bananas at Savusavu for direct shipment to Sydney, and Mr. Simpson was one of the biggest shippers.

Like his father he was a keen boatbuilder and built several well known cutters which traded round the Group and as far as Tonga. Among his larger vessels was the *Tui Wailevu*, which often carried cargo from Suva to Nukualofa.

Mr. Simpson received publicity in 1956 when be bought the mystery ship, *Joyita* for £2,425 at an auction sale in Suva.

She was still in his possession at the time of his death, and is used for trading between Suva and Vanua Levu ports.

Mr. Simpson left his wife and five sons—Douglas (Sydney) and Leonard (Australia); Laurie (Tuvamila Estate", Vanua Levu), and David ("Belego Estate"). Two brothers, Gus and Albert also survive him, Sam and Walter having died earlier. A sister, Mrs. George Deighton, lives at East Hills, Sydney.

SISTER M. IRENEE

Two veteran nuns of the Sacred Heart Order died at Tarawa recently.

The death occurred on November 1 of Sister M. Irenee, last survivor of the first group of nuns of this Order to land at Nonuiti in 1895. Sister Irenee had served at various stations in the Gilbert Islands Mission for 63 years without a break up to the time of her death.

SISTER M. FELIX

Sister M. Felix, who died at Tarawa on November 17, joined the Gilberts Mission in 1905 and taught at the Butaritari Girls' Convent School up to 1941. She came originally from Castlemaine, Victoria, Australia.

J. FRANK STIMSON

One of Tahiti's best known American residents of long standing, Mr. J. Frank Stimson, died there last December. He had been ill for some time.

(Over)

The Job Of The Burns Inquiry

(Continued from page 18)

l the inhabitants of scattered islands esent its rule, and desires to acquire rritory of West New Guinea to which no reasonable claim."

is, of course, is not "colonial-

e is inclined to add to Sir s pertinent phrases the fol- g from an editorial in London's *Telegraph:*

rruption (in Indonesia) is ant; the services (civil and ary) are riddled with intrigue: conomic situation is bad; and nd order are unknown in parts va, Sumatra, the Celebes and Moluccas."

re is another extract from Sir s book:

respect of her colonial territories, nited Kingdom has an immense re- ility, but this responsibility is to ople of those territories and not to lf-appointed critics of colonialism. ould ignore the advice, sometimes eaning, and sometimes mischievous almost invariably ill-informed—of tionals of other countries who do are this responsibility."

mbers of Burns Commission

spite of his busy life, Sir Alan terests apart from officialdom. a tennis and cricket fan and, e English summer, he spends much time at Lords. He broadcasts for the BBC and is the chairman of the Royal Commonwealth Society's Library Committee, in which capacity he is taking a special interest in the Westall collection of original drawings and water-colours of Australia.

(Westall was the official artist who accompanied Flinders on his pioneering excursions in Australia at the beginning of the last century. His drawings and water colours are being reproduced with notes and comments, but the volume will not be ready until next year.)

The members of the Commission and their terms of reference are:—

SIR ALAN BURNS, GCMG, former British Colonial Governor, and (1947-56) Britain's representative on Trusteeship Council, United Nations.

PROFESSOR A. T. PEACOCK, Professor of Economics at University of Edinburgh.

MR. T. Y. WATSON, CMG, a former Agriculture Officer in Uganda and Kenya, and now retired.

SECRETARY OF COMMISSION: Mr. R. C. G. Strick, formerly District Officer at Ra, Fiji.

They are "to examine the surveys of the Colony's natural resources and population trends and, having regard to the need to ensure the maintenance of a good standard of living for all sections of the community, to recommend how the development of the Colony and its resources should proceed".

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Mr. Stimson was in business in Papeete but he was also well known overseas for his studies of ancient Polynesian—especially Tuamotuan—religions. His work was published by the Bernice P. Bishop Museum of Honolulu, with which institution he had worked very closely over a long period of years.

MR. WILFRED WISE

Mr. Wilfred Wise, Director of Public Works in Fiji for 17 years until his retirement in 1941, died at his home at Tamavua, Suva, on March 4, at the age of 73.

He had been ill for several months.

Probably no man in Fiji could be said to have left such a visible mark on his surroundings as Mr. Wise did. Some of Fiji's most vital engineering works were all designed during Mr. Wise's long term in office. These included the road around Viti Levu, wharf reclamation at Suva, the Levuka wharf, the Rewa Bridge. Suva water supply and sewerage schemes, Government House, the Government Buildings, Suva.

As Director of Works, Mr. Wise was also a Fire Commissioner, Commissioner of Water Supplies and Commissioner of Roads.

Mr. Wise was a Yorkshireman, who studied engineering at London University, and was first appointed an assistant engineer in the PWD, Fiji, in 1921. In less than three years he had risen to be head of the department.

Mr. Wise could turn his mind, and hand, to anything, and his fearless Yorkshire intelligence would follow any line of thought to its conclusion.

In his retirement. Mr. Wise's home was a centre of intellectual and artistic discussion. He executed beautiful water colours, studied philosophy and the history of religion and of human language.

Mr. Wise left a wife, Irene. A daughter of his first marriage lives in Ireland.

MR. E. W. HARDWICK

The death occurred suddenly in the Royal Melbourne Hospital, Victoria, on February 6, of Mr. Ernest William Hardwick, well known in Port Moresby and Fiji.

Mr. Hardwick, with his wife, Marie, some years ago managed the Hotel Papua in Port Moresby. For the past few years they have been in Fiji, managing hotels in Northern Hotel's chain and only recently returned there after three months in the United States.

Mr. Hardwick's death was caused by a cerebral haemorrhage.

He is survived by his wife, who is at present in Melbourne.

MR. J. B. McADAM

Mr. James Bannister McAdam, Director of Forests for P-NG, died in Queensland in February while on leave, at the age of 49. A tribute to his work is on page 45 of this issue.

In Port Moresby, the Administrator, Brigadier D. M. Cleland, said, "Mr. McAdam always gave his best and showed great courage and an abounding loyalty. He was a tireless worker, and the organisation of the forestry service in the Territory owes a tremendous lot to his ability, drive and foresight."

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FISHERS MEET. Captain of the Auckland Underwater Fishing Club, Clive Reid (left) New Caledonia in February, and naturally took time to compare notes with local spear hen. Here he is with Bob Daly, representing the New Caledonia Spear Fishing Club. Spear is a growing sport in the Islands, where there are plenty of opportunities for underwater work.

Photo: Fred Dunn.

Sports Review

Batted His Way A Fiji Record

From Norman Baxter, in Suva

CKET feats in Fiji seldom rate mention overseas, but a recent atting performance by Ilikena at Suva, is worthy of more a passing note in Wisden's, the eter's Bible.

ying in a recent club match ok a little time to settle down e he started to sail in.

ting with great abandon he to amass a collection of ing sixes which, if they had een so spectacular, would have ne monotonous.

mes on the other four wickets lbert Park came to a standso that players could admire xhibition of mighty hitting. In re 173 minutes he amassed the total of 246, to establish a Fiji d.

enty-two of his strokes cleared boundary for sixes. It was us he preferred to get the num out of his strokes, for he nly 10 fours.

a's club mate, Nacanieli iti, in a couple of subsequent ts, showed that Bula was not nly one who could hit hard, and often. Against the RNZAF ade 74 in only 25 minutes, taking 40 runs from one over.

Contemptuously advancing to the ball he hit six over the boundary and sandwiched one four among his mighty hits.

And to show he was not doing it the easy way he hit his sixes to the longest part of the field!

A few days previously he was in similar form in a Fijian-Indian match, much to the discomfort of a motorist who had parked in Victoria Parade. Uluiviti hit one hard and low over the boundary, just about the spot where "Smithy" brought the Southern Cross over Victoria Parade to Albert Park nearly 31 years ago.

There was a resounding clatter as the ball hit a car and rebounded into the field of play before anybody had time to move. The unfortunate motorist drove off to seek a panel beater.

Another NZ Rugby Tour For Fiji?

FOLLOWING the success of the rugby tour by the Corinthians (NZ) of Fiji last October the progressive Nadi Rugby Union has opened negotiations with the Centurions, also of Wellington, to come to Fiji in August and September.

Another New Zealand team from the Rotorua area, hearing glowing reports of Fiji from the Corinthians, sought to make a visit in April, but this had to be turned down because cricket is still under way then.

Nadi does not intend to be selfish about its visitors, for it was announced it will ask other unions, which do not often have a chance of seeing overseas teams, to play against the Centurions, should the tour eventuate.

Only about 12 months old, the Nadi union has shown itself to be the most go-ahead in Fiji, and rugby followers are hoping that negotiations with the Centurions will bring another bright rugby team to Fiji.

The Rotorua team will be asked if it could make a short tour later in the season.

Tonga Is Lave's Future

TONGA'S 24-year-old heavyweight boxer Kitione Lave, who is now headed home after a chequered career in Britain, has big plans for making little Tonga the mecca of tourists.

Stopping over in Suva in February with his 20-year-old English wife and their daughter, Lave told how he hopes to build up a tourist resort in Tonga to make it "as famous as Hawaii". "Everybody has heard of our Queen", he said, "but nobody knows where Tonga is".

Lave, who went to Britain in 1955 with only £5/10/- in his pocket, now has plenty of money, plus interests in a gymnasium, a service station and a big hire car business.

Of his boxing career in Britain, he said, "I've had bad luck. After a good start everything went wrong. I was too rugged for the top-rated fighters so they kept me out of the money.

"I may resume fighting, but my long range ambition now is to do something for Tonga."

Sudden Death For A Sportsman

NEW CALEDONIA was shocked to wake up one morning in February and hear that football star Roland The was dead—shot through the chest and head at close range after being robbed, his body left in scrub by the side of a road on the outskirts of Noumea. Police soon picked up a young New Caledonian, charged him with the murder of The, who was a Viet Namese.

The footballer's funeral was one of the biggest in Noumea for some time. He had a large personal following, and was a member of the New Caledonia team that recently met the New Zealanders.

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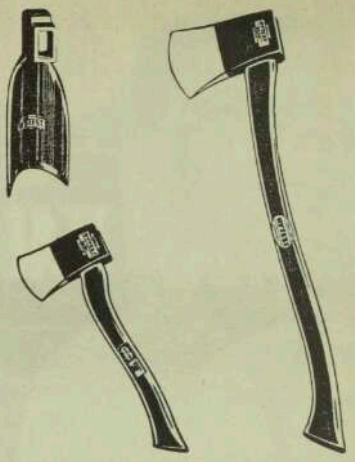

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IPPING TIME-TABLES

sailings are approximate and may vary by as much as two weeks.

ydney-Papua-N. Guinea

Montoro sails from Melbourne for y, Brisbane, Port Moresby, Samarai, l, Madang, Lae, Port Moresby nal). Last Sydney sailing March 23 sailing approx. May 18.

Malekula sails from Sydney for ne, Port Moresby, Samarai, Rabaul, k. Alexishafen, Madang, Lae, Sydney. sailing March 3. Next sailing April

Malaita sails from Sydney for Bris- Port Moresby, Samarai, Rabaul, g, Lombrum, Lorengau, Madang, Samarai, Sydney. Last Sydney sail- eb. 13. Next Sydney sailing about 15.

Bulolo, modern liner, sails about six weeks: Sydney, Brisbane, Port by, Samarai, Lae, Madang, Lom- Rabaul. Last Sydney sailing Feb. ext Sydney sailing about April 10.

ils from Burns, Philp and Co., Ltd., ige Street, Sydney.

Pak Hoi: Leaves Sydney for Bris- Port Moresby, Rabaul, Lae. Next y sailing approx. April 17.

Soochow: Leaves Sydney for Bris- Port Moresby, Samarai. Next Sydney s March 17 and April 10.

Sinkiang: Leaves Sydney for Bris- Honiara (BSIP), Rabaul, Madang ae. Next Sydney sailings March 17, 15 (approx.).

Shansi: Leaves Melbourne for y, Brisbane, Port Moresby, Samarai. Madang, Kavieng, Rabaul. Next y sailing April 3.

ils from Swire and Yuill Pty., Ltd., ge St., Sydney.

Sydney-Dutch N.G.

e weeks service by MV's Sigli, Silin- Sibigo and Sinabang carrying pas- s and cargo from East Australian to Hollandia and Sorong, DNG (with and/or Manokwari if inducement), Borneo, Bangkok, Singapore, thence lia direct. Next Sydney sailings: eng April 3, Sibigo April 17, Sigli 1, Sinabang June 2.

ils from Royal Interocean Lines, 255 St., Sydney.

r East-S.W. Pacific-Fiji-Australia

g S.W. Pacific ports on south-bound journeys only.)

ngtu. Departs Japan May 15, Hong- May 23, Sandakan May 30, thence Guinea ports, Santo, Suva, Lautoka, a, arrive Sydney July 6.

nking: Dep. Japan March 12, Hong- March 20, thence Sandakan, Tarakan, Guinea ports, Suva, Lautoka, Noumea, Sydney May 7.

fu: Dep. Japan March 31, Hongkong 8, thence Sandakan, Tarakan, New a ports, Vila, Suva, thence Aus- n ports. Arrive Sydney June 1.

three vessels call at all four Aus- n ports, Brisbane, Sydney, Melbourne delaide, and load there cargo for ast including Shanghai where a call de (if inducement) on the south-bound voyage between Japan and Hong- kong.

Details from New Guinea Australia Line (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney.

Australia - New Zealand - Canada - USA

Sailings of Orient and P. & O. Line Passenger Ships 1958-59

		ORCADES	ORSOVA	ORONSAY	HIMALAYA
SYDNEY	depart	Apl. 28	May 22	June 23	Aug. 7
AUCKLAND	arr/dep	May 1	May 25	June 26	Aug. 10
SUVA	arr/dep	May 4	May 28	June 29	Aug. 13
HONOLULU	arrdep	May 9	June 2	July 4	Aug. 18
VANCOUVER	arr/dep	May 15	June 8	July 10	Aug. 23-24
SAN FRANCISCO	arr/dep	May 17-18	June 10-11	July 12-13	Aug. 26-29
LOS ANGELES	arr/dep	May 19	June 12	July 14	Aug. 30
HONOLULU	arr/dep	May 24	June 17	July 19	Sept. 4
SUVA	arr/dep	May 31	June 24	July 26	Thence North
AUCKLAND	arr/dep	June 3	June 27	July 29	Pacific*
SYDNEY	arrive	June 6	June 30	Aug. 1	Sept. 28

* From Honolulu thence Japan, Hongkong, Manila, arr. Sydney Sept. 28.

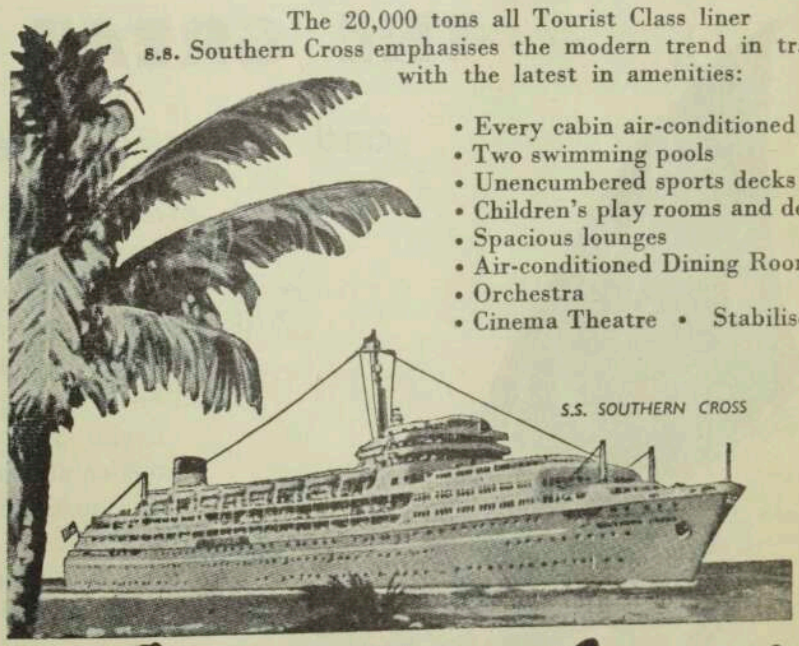
The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos main-

Linking the Pacific Islands with

EUROPE
WEST INDIES
NEW ZEALAND
AUSTRALIA AND
SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. Southern Cross emphasises the modern trend in travel with the latest in amenities:

- Every cabin air-conditioned
- Two swimming pools
- Unencumbered sports decks
- Children's play rooms and deck
- Spacious lounges
- Air-conditioned Dining Room
- Orchestra
- Cinema Theatre • Stabilisers



Travel Shaw Savill

For full particulars apply

FIJI—Any branch or agency of Burns Philp (South Sea Co. Ltd.). Cable Address: Burphil. TAHITI—Etablissements Donald Tahiti, Papeete. Cable Address: Donald, Papeete.

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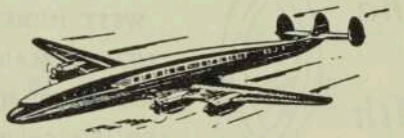

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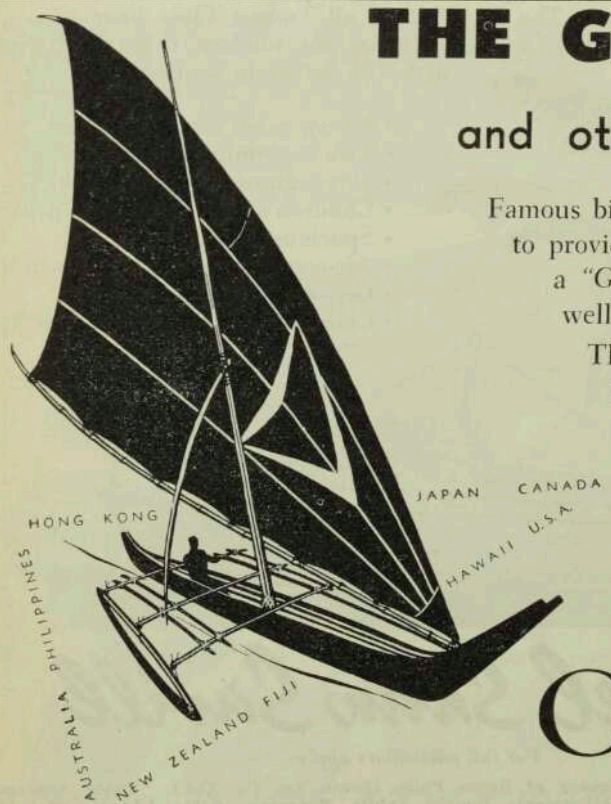
and other geometry in the Pacif

Famous big ships of P & O and Orient Line run in *"parall*
to provide the new Orient & Pacific Lines' services arou
a *"Great Pacific Triangle"*, embracing the Far East
well as North America.

These services include:— *"straight"* voyages, to the F
East, or via Fiji and Hawaii to Canada and U.S.
. . . also 39/40-day *"round"* voyages to Nor
America and back direct . . . *"angular"* voyag
to Canada and U.S.A., then across to the F
East . . . and *"extended"* voyages such
Australia — North America, then
direct via Panama to Europe.



Orient & Pacific
LINES

P & O S.N. CO., INC. IN ENGLAND WITH LIMITED LIABILITY. ORIENT S.N. CO. LTD., INC. IN ENGLAND

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regular services between Australian and Japan. Northbound vessels call anila, Hongkong and Japan; south- vessels call at any or all of the ing: Hongkong, Manila, Sandakan, l, Lae, Brisbane, Sydney, Melbourne delaide, with quarterly calls at Gizo Honiara and Vanikoro, in BSIP; t Santo and Vila, New Hebrides.

s: Dep. Madang March 25, Lae 28, Rabaul March 31, Honiara 4, Vanikoro April 7, Santo April 10. April 12, arrive Sydney April 18.
: Dep. Rabaul April 15, Honiara 19, Lae April 24, Brisbane April 29, Sydney May 1.
s: Dep. Rabaul May 8, Lae May 12, ne May 18, arrive Sydney May 20.
s: Northbound from Sydney April 8.

ils from Wilh. Wilhelmsen Agency Ltd., 30 Pitt St., Sydney, or Islands (R. Tebb, Lae; Town Transport, ; A. Strachan, Madang, BSIP Trad- rp., Honiara; Messrs. D. J. Gubbay ., Santo; Wm. Breckwoldt and Co.,

Zealand-Fiji-Tonga-Samoa

Tofua maintains a service from nd to Suva, Nukualofa, Vavau, Pago Pago, Apia, Suva and return kland. Next sailings from Auckland: 24, April 21.

Matua maintains a service from nd to Lautoka, Suva, Apia, Lyttle- Vellington, and return to Auck- Next sailings from Auckland: April 7.

ls from all offices of Union Steam o. of NZ.

dney-New Hebrides-BSI-Bougainville, Etc.

ulagi, 10 passengers, makes a round orfolk Is., Vila, Santo, Honiara I ports, Bougainville ports, leaving about once every six weeks. Last sailing: March 9. Next sailing

is from Burns, Philp and Co., 7 Street, Sydney.

ney-N. Caledonia-Tahiti

s of Messageries Maritimes Line, from Marseilles, via West Indies nama, call about every six weeks ete, Vila (New Hebrides), Noumea dney, and return by same route. ent on this run are the motor- Tahitien and Caledonien and a d vessel, Melanesien. Next Sydney Melanesien approx. April 4-6. ien May 17, Tahietien June 30.

Polynesie (Messageries Maritimes) ns about monthly passenger sail- tween Sydney and Noumea and Hebrides. Next Sydney sailings: , May 1, May 22.

s from Sydney agents: Messageries es, 36 Grosvenor Street, Sydney.

ney-S. Africa-UK-Pacific Ports-Sydney

Savill's one-class all-passenger outhern Cross makes four round- d voyages per year, two west- then two east-bound, calling at nd Papeete every trip. Current Leaves Southampton March 3, via for Sydney calling at Papeete 27-28), Suva (April 2), Sydney

LONDON-SUVA

FIJI DIRECT SERVICE

VIA

PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD.,
138 LEADENHALL ST.,
LONDON, E.C.3.

BURNS PHILP (SOUTH SEA) CO. LTD.,
SUVA, FIJI

BURNS PHILP (New Hebrides) LTD.

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Branch office at SANTO

Exporters, Importers and General Merchants

Commission, Shipping and Customs Agents

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.

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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

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GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti.
SUVA—Morris Hedstrom Ltd.
PORT VILA—Comptoirs Francais des Nouvelles Hebrides.
APIA—Morris Hedstrom Ltd.
NOUMEA—Etablissements Ballande.
LAE—Burns Philp (New Guinea) Ltd.
SYDNEY—Birt & Co. (Pty.) Ltd.

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Information and bookings from all leading Travel Agents, Qantas Empire Airways (BOAC General Agents for Australia).

World Leader in Jet Travel B·O·A·C

BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A3/AU

(April 11). Dep. Sydney bound South ton via South Africa April 13.

Details from agents: Shaw Savil Albion Co., Ltd., 8a Castlereagh Stre Sydney; Burns Philp (SS) Co., Ltd., Fiji; Etablissements Donald T Papeete, Tahiti.

N. Zealand-Cook Is.

The passenger vessel Maui P maintains a regular service be Auckland and the Cook Islands.

Details on application to NZ G ment Department of Island Terri Wellington, or to any office of the SS Co. of NZ, Ltd.

N. America-Fiji-Hebrides,

Pacific Islands Transport Line's Thorsisle and Thorshall maintain a r service from Pacific Coast North Am 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. 17, 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 20, May 25, Noumea May 29, Pago Pago 4, Los Angeles June 18.

Details from General Steamships poration Ltd., 432 California St., Francisco, USA, and Island Agents.

US-Tahiti-Pago Pago-Fi Australia

Matson-Oceanic Line of San Fra operates a regular five-weeks pass cargo service from Los Angeles wit Ventura, Alameda, Sierra and So Southern terminal ports vary with c offering. Vessels call at Papeete, Pago and Suva, depending on ca

Next sailings approx., Sierra: due S April 17; Alameda: due Sydney a March 26; Sonoma: ex-Australian approx. March 21; Ventura. ex-Aust ports approx. April 22.

American Pioneer Line has eight (Pioneer Gem, Isle, Glen, Reef, Cove, Tide, Gulf) on Australia - Panam Atlantic Coast service with cal Papeete on southbound voyage. S approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva sidiary of W. R. Carpenter and operate a service three times yearly the 10,000 ton, 98-passenger vessel La along the above route. Accommo is entirely First Class, two-berth c with calls at Suva, Lautoka and Hon Next sailing from Sydney about M

Details from American Trading Shipping Co. Pty., Ltd., 19 Bridg Sydney.

Sydney-(or NZ)-North America

The cargo vessels, Waihemo Waitomo, owned and operated by Union Steam Ship Co. of NZ, Ltd., tain a monthly service across the P from Sydney to Vancouver and USA via Suva, Lautoka, Nukualofa and

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rgoes offer. Occasional calls are made Fanning Island. They have limited nger accommodation. Waitomo, south- d from Los Angeles end April. Next ey sailing Waihemo late April.

e Waitemata, from NZ ports, makes trips yearly to Vancouver (via Raro- a and Papeete).

America-Hawaii-Fiji-Samoa- ahiti-N. Zealand-Australia

tson Line's Mariposa and Monterey round passenger trips from Pacific Coast American ports to Australia, acific Islands ports and New Zealand. nterey: Dep. San Francisco May 27, Angeles May 28, Papeete June 5-7, land June 13, Sydney June 16-19, land June 22-23, Suva June 26, Pago June 27, Honolulu July 2-3, San isco July 8-12, Los Angeles July 13, te July 21-23, Auckland July 29-30, y Aug. 2.

riposa: Dep. Sydney May 29, Auck- June 1-2, Suva June 5, Pago Pago 6, Honolulu June 11-12, San Francisco 17-21, Los Angeles June 22, Papeete 30-July 2, Auckland July 8-9, Sydney 12-15, Auckland July 18, Suva July ago Pago July 22, Honolulu July 27- an Francisco Aug. 2.

ails from Matson Lines, Berger , 82 Elizabeth Street, Sydney.

Italian Sitmar Line (Panama flag) Castel Felice, a twin-screw turbine ger liner of 12,150 tons, fully air- ioned, will sail from Sydney for e via Auckland, Papeete, and na in mid-May and has accommodation available to Papeete. The Sitmar Line, which recently commenced an irregular service along this route, providing a new, 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 Port Moresby Feb. 28 for NZ and USA ports.

Chantala: Due to leave Liverpool March due Port Moresby June 5.

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 April 11, May 9. Departures from Suva are about two days later, and the Agents there are [illegible]. R. Carpenter and Co.

RWAYS TIME-TABLES

ANS-PACIFIC SERVICES

Australia (or NZ)-Fiji-Hawaii-N. America

irst and Tourist Class available all Services)

BY PAN-AMERICAN AIRWAYS
Super 7 Clippers, using Sleeperettes and Berths*)

Tue., Thurs., Fri.: Dep. Melbourne Sydney, Nadi, Honolulu, San ncisco or Los Angeles.

Departs San Francisco for Hono- , Nadi, Sydney and Melbourne. Fri.: Dep. Los Angeles for Melbourne me route).

Dep. Seattle for Melbourne via tland (same route).

A Skymasters are used on a con- service between Auckland and (see table 18); and also twice ly between Nadi and Tafuna, an Samoa (see table 20).

Y QANTAS EMPIRE AIRWAYS
(Super Constellation Service)

NORTHWARDS

and Sat.: Melbourne, Sydney, Nadi 1), Honolulu, San Francisco, New k, London.

Melbourne, Sydney, Nadi, Honolulu, Francisco.

ydney, Nadi, Honolulu, San Fran- o extending to Vancouver.

Sun.: Sydney, Nadi, Honolulu, San Francisco.

SOUTHWARDS

Tues. and Fri.: London, New York, 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 Saturdays).

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.		Arr.
Sydney, 10.30 p.m.	Brisbane, 12.45 a.m.	
Wed. & Sun.		
Dep.		Arr.
Brisbane 1.30 a.m.	Pt. Moresby, 6.30 a.m.	
Dep.		Arr.
Pt. Moresby*, 7.15 a.m.	Lae, 8.35 a.m.	

First & Tourist Class

Thur.		Fri.
Dep.		Arr.
Sydney, 10.30 p.m.	Brisbane, 12.45 a.m.	
Fri.		
Dep.		Arr.
Brisbane, 1.30 a.m.	Pt. Moresby, 6.30 a.m.	
Dep.		Arr.
Pt. Moresby*, 7.15 a.m.	Lae, 8.35 a.m.	

First & Tourist Class

Sun.		
Dep.		Arr.
Sydney, 9.15 p.m.	Brisbane, 11.30 p.m.	
Mon.		
Dep.		Arr.
Brisbane, 12.15 a.m.	Townsville 3.05 p.m.	
Dep.		Arr.
T'ville, 3.50 a.m.	Pt. Moresby, 6.30 a.m.	
Dep.		Arr.
Pt. Moresby*, 7.15 a.m.	Lae, 8.35 a.m.	

SOUTHBOUND

First & Tourist

Mon.		
Dep.		Arr.
Lae*, 9.25 a.m.	Pt. Moresby, 10.45 a.m.	
Dep.		Arr.
Pt. Moresby, 11.30 a.m.	T'ville, 2.10 p.m.	
Dep.		Arr.
T'ville, 2.55 p.m.	Brisbane, 5.45 p.m.	
Dep.		Arr.
Brisbane, 6.30 p.m.	Sydney, 8.30 p.m.	

First Class

Wed. & Sun.		
Dep.		Arr.
Lae*, 9.25 a.m.	Pt. Moresby, 10.45 a.m.	
Dep.		Arr.
Pt. Moresby, 11.30 a.m.	B'bane, 4.30 p.m.	
Dep.		Arr.
Brisbane, 5.30 p.m.	Sydney, 7.30 p.m.	

First & Tourist Class

Fri.		
Dep.		Arr.
Lae*, 9.25 a.m.	Pt. Moresby, 10.45 a.m.	
Dep.		Arr.
Pt. Moresby, 11.30 a.m.	B'bane, 4.30 p.m.	
Dep.		Arr.
Brisbane, 5.30 p.m.	Sydney, 7.30 p.m.	

* 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.

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tropics. Excellent cuisine, a
tentive service by trained India
waiters and servants. Tari
from 55/- (Fijian Currency) pe
day.

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through any office of the Union
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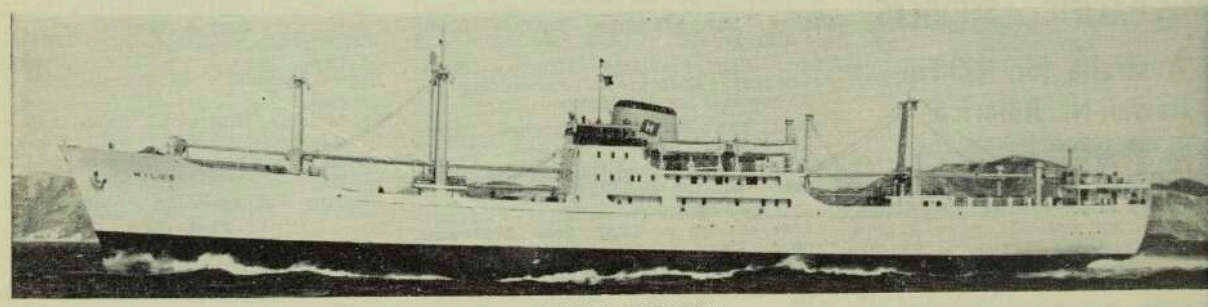
Ltd., or by direct application
to the hotel.—Cable Address:
"Granpacif." Suva.

AUSTRALIA-WEST PACIFIC LINE



"M.V. MILOS"

THE A.W.P.L. FLEET comprising the modern Motor Vessels **"Aros"**, **"Citos"**, **"Delos** and **"Milos"** offers the fastest regular passenger-cargo service from **Australia** to **Ma Japanese Ports** and **Shanghai** via **Manila** and **Hong Kong**. On the return voyage regul calls are made at **Hong Kong, Manila, North Borneo, Madang, Lae, Rabaul, Honia Vanikoro** and **New Hebrides.**

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 30-32 Pitt St., Sydney. Phone BU 6
Branch Office at Melbourne: 51 William St. Phone: MA 3031.
AUSTRALIAN AGENTS: Brisbane & Adelaide: Gibbs, Bright & Co.
ISLAND AGENTS: Madang (New Guinea)—Allan Strachan. **Lae (New Guinea)**—R. W. Tebb. **Rabaul (New Britain)**—To
Transport Limited. **Honiara (Solomon Islands)**—British Solomon Islands Trading Corporation. **Espiritu Santo (New Hebrid**
—D. J. Gubbay and Co. (New Hebrides) Pty. Ltd. **Vila (New Hebrides)**—Wm. Breckwoldt & Co.
FAR EASTERN AGENTS: Dodwell & Co. Ltd., Manila, Hong Kong & Japan.

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3. P-NG Internal Services

Operated by Qantas

E-HOLLANDIA (Dutch New Guinea) (DC3)

Wed. (Mar. 18, April 1, 15, 29, etc.). arts Lae 11.00 a.m., calls at Madang nd Wewak, and arrives at Hollandia .15 p.m. Every alternative Thurs. March 19, April 2, 16, 30, etc.) departs Iollandia at 10 a.m., and, with calls t Wewak and Madang, arrives Lae at .50 p.m.

ORT MORESBY-KIKORI-BAIMURU (DH Otter)

Yule Island, Kerema, Baimuru, Kikori, lt. Mon., returning same day via aimuru, Kerema, Yule Is. (March 23, pril 6, 20, etc.).

)RT MORESBY-KIKORI (DH Otter)

Yule Is., Baimuru: Alt. Mon., return- g same day (March 30, April 13, 27, c.).

Kerema, Baimuru: Alt. Thurs., return- g same day (March 26, April 9, 23, c.).

PORT MORESBY-DARU (DC3)

Baimuru: Alt. Thurs, returning same ay via Balimo (March 19, April 2, 16, , etc.).

Kerema, Baimuru: Alt. Weds. (March , April 1, 15, 29, etc.) returning t. Fri. (March 20, April 3, 17, May 1, c.).

RT MORESBY-SAMARAI (DH Otter)

Moresby, Abau, Samarai each Tues. d Sat., departing Port Moresby 7.45 m. On alt. Sats. extends to Esa'ala.

Sat.: Esa'ala, Samarai, Abau, Pt. oresby, dep. Esa'ala 11.50 a.m., arr. oresby 3.25 p.m. (March 21, April 4, , etc.).

and alt. Sat.: Dep. Samarai 10.55 m. arr. Pt. Moresby 1.40 p.m. (alt. t. March 28, April 11, 25, etc.).

LAE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

: Dep. Lae 6.30 a.m., Madang arr. 35 a.m. Wewak, Manus, Kavieng, abaul, arr. 3.45 p.m.

: Dep. Rabaul 6.30 a.m., Kavieng, anus, Wewak, Madang, Lae, arr. 55 p.m.

s.: Dep. Lae 6.30 a.m., Madang, var, Wewak, Manus, Kavieng, Rabaul, r. 4.05 p.m.

Dep. Rabaul 6.30 a.m. Kavieng, anus, Wewak, Madang, Lae, arr. 55 p.m.

CENTRAL HIGHLANDS (DC3)

Lae (7.45 a.m.) to Baiyer River, lling at any of: Goroka, Nondugl, inj, Mt. Hagen, Baiyer R., Kainantu. rival back at Lae dependent on stops.

LOWER HIGHLANDS (DH Otter)

Lae (7.30 a.m.) to Goroka, calling any of Nadzab, Gusap, Aiyura, Rin- e, Kainantu, Goroka, Arona. Arrival ck at Lae depends on stops made.

LAE-BULOLO-WAU (DH Otter)

: Dep. Lae 7.30 a.m., arr. Wau 8.10 n.

: Dep. Wau 8.25 a.m., via Bulolo, arr. e 9.25 a.m.

Sat.: Dep. Lae 9 a.m., arr. Wau 0 a.m.

Sat.: Dep. Wau 9.55 a.m., via ulolo, arr. Lae 10.55 a.m.

. MORESBY-WAU-BULOLO (DC3)

Sat.: Dep. Pt. Moresby 7.45 a.m., r. Bulolo 8.55 a.m.

Wed., 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.

MADANG-GOROKA- MADANG (DC3)

Thurs., Sun.: Dep. Madang 10 a.m., via Mt. Hagen and Minj, arr. Goroka 12.30 p.m., dep. Goroka 12.50 p.m., arr. Madang 1.25 p.m.

MADANG-LAE (DC3)

Mon. and Fri.: Dep. Madang 7.30 a.m., via Goroka, arr. Port Moresby 10.20 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 7.30 a.m., via Goroka, arr. Port Moresby 10.20 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., Finchhafen 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. (March 17, 31, April 14, 28, etc.).

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Thur.: 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.).

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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

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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-Papeete

By Transports Aeriens Intercontinentaux

DC6B aircraft depart Paris every Sun. for Athens, Cairo, Karachi, Saigon, Djakarta, Darwin, Noumea, thence Auckland, Noumea, Nadi, Bora Bora. Transfer to flying-boat for flight to Papeete. Dep. Papeete on return flight (omitting Auckland) every Thurs.

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. (March 27, April 10, 24, 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. 8.45 a.m., arr. Noumea 4 p.m. Dep. Noumea 5 p.m., arr. Sydney 10.30 p.m. Service operates on March 19, April 2, 16, 30, 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 (Mar. 14, April 11, May 9, etc.), arr. Wallis Is. (via Nadi, Fiji) at 3.45 p.m., dep. Wallis 7 a.m. third Mon. each month (March 16, April 13, May 11, etc.), arr. Noumea 2.45 same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas (charter)

Alt. Sat. (March 28, April 11, 25, 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. Auckand-Sydney

Tasman Empire Airways, with DC6 aircraft

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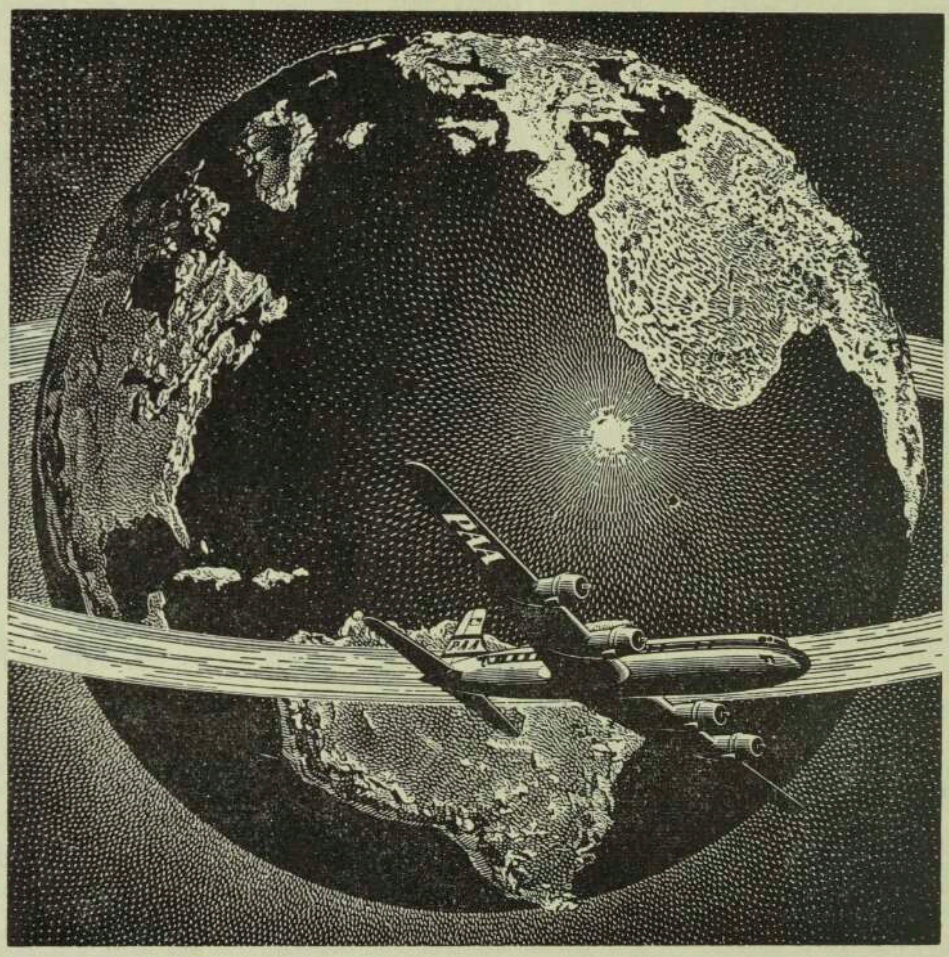

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ly Service: Dep. Sydney 3 p.m., arr. Auckland 9.50 p.m.
., Fri., Sun.: Dep. Sydney 11.30 p.m., rr. Auckland 6.20 a.m. following day.
s.: Dep. Sydney 7 a.m., arr. Auckland .50 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft

Sun.: Dep. Christchurch 5 p.m., arr. ydney 8.55 p.m.
., Thur.: Dep. Christchurch 7.45 p.m., rr. Sydney 11.40 p.m.
., Wed., Fri., Sun.: Dep. Sydney 8 .m., arr. Christchurch 2.50 p.m.

5. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft

., Wed. (Except March 16, 30): Dep. hristchurch 5 p.m., arr. Melbourne 55 p.m.
.. Thurs. (Except March 17, 31): Dep. elbourne 10.15 a.m., arr. Christchurch 50 p.m.

16. Auckland-Melbourne

Tasman Empire Airways, with DC6 aircraft

s.: Dep. Auckland 8 a.m., arr. Melburne 12.45 p.m.
.: Dep. Melbourne 2.30 p.m., arr. uckland 10.15 p.m.

17. Melbourne-Auckland-Nadi (Fiji)

By Tasman Empire Airways, with Super Constellation aircraft chartered from Qantas

Dep. Melbourne 7.30 a.m., arr. uckland 3 p.m., dep. Auckland 4 m., arr. Nadi 9 p.m. Return, ame ute, following day.

e: This service connects with Qantas r Constellation service from Sydney S.

18. New Zealand-Fiji

an Empire Airways, with Super DC6 ift and Qantas Super Constellations

, Fri., Sun.: Dep. Auckland 4 p.m., r. Nadi 9 p.m.
Wed., Sat.: Dep. Nadi 10.30 a.m., r. Auckland 3.30 p.m.
iday flights ex-Auckland, and Monday s ex-Nadi are operated by Qantas charter to TEAL (see above).

American Airways, with Skymasters

Tues., Thurs.: Dep. Auckland 10.50 n., arr. Nadi 5.55 a.m.
Tues., Thurs.: Dep. Nadi, 5.30 a.m., r. 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 teline, arrives Satapuala (Western moa) Wed. 1.55 p.m.
Satapuala alt. Mon. at 8 a.m., sses Dateline, arr. Suva Tues 10.55 .m.
(Dep. Suva March 19, April 2, 16, 30, etc.). An additional service will also leave Suva on March 26.

20. Fiji-American Samoa

Pan American Airways with DC4 aircraft

Alt. Sat.: Dep. Nadi 7 a.m., arr. Tafuna 12.30 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 March 19, April 2, 17, 30, 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 March 22, April 5, 26, etc.

22. Fiji Internal Airways

Fiji Airways, Ltd., Drover 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., Thus., 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-Tavenui-Savu Savu-Suva: One flight—Wed.

Suva-Savu Savu-Taveuni-Suva: One flight—Thurs.

23. N. Caledonia-Loyalty Is. Internal Service

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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-Kounie (Isle of Pines): Mon., Noumea 8 a.m., dep. Lifou 10 a.m.); Thur. (dep Noumea 11 a.m., dep. Lifou Sat. (dep. Noumea 10.30 a.m., dep. Kounie, 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 Gaiacs if required.

24. French Polynesia Inter-Island Service

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Thurs.: Papeete, Bora Bora, Papeete.

Booking agents in Papeete: Messageries Maritimes.

25. Micronesia

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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 No.
	£	s.	d.	£	s.	d.	
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	9
Honiara	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—

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
Biak	90	0	0	162	0	0	4

FROM AUCKLAND (NZ currency) TO—

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—

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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Pacific Commerce and Produce

ıri Boom Is ver But terest Continues

The Puri oil fever is now quite r — at least for the time ng. But although the temper- re of investors has returned normal, the shares of Oil rch (which has one-tenth in- st in Australasian Petroleum Ltd.) have remained at the l where the inrush of water Puri well left them in the ond week in November, 1958.

HIS indicates that investors still think that the chance of find- ing oil in Papua is a good bet, spite of the fact that Puri No. 1 lf has been shown to be an utter er.

September, after the major ners in APC had announced they would withdraw, Oil rch shares were down as low as at the beginning of October were 2/8 and a month later 15/-, with one brief excursion, r Puri started to produce 1,300 els a day, to 26/-.

nen water as well as oil started ome out of Puri, and the boom over. By November 12, 1958, Oil rch shares were back to 8/6 and remained between that price 10/- ever since.

February, APC made the fol- ng statement:

llowing a meeting of shareholders' sentatives and technical advisers held tly in London to discuss the forward ration programme, the directors of alasian Petroleum Company Pty., and Island Exploration Company Ltd., announce that it is intended ncentrate the immediate effort in the ity of Puri and neighbouring geo- al structures with a view to clarify- as early as possible the prospects of mercial oil in this general area.

programme includes, firstly, the ng of two deviated holes in Puri to test the formation from which as recently produced, at some distance ally from the original hole; secondly, rilling of the Bwata structure situated iles north-west of Puri; and thirdly, rilling of a Puri No. 2, provided that nce becoming available in the mean- warrants a second hole.

ultaneously with the drilling pro- me, geological and geophysical sur- will be undertaken, having the tive of elucidating structural con- s in the general Puri area.

tart has already been made on this amme. At Puri No. 1 the casing been milled out between 6,141 feet ,171 feet but some delay in commenc- he first deviated hole has been ex- perienced because of difficulty in starting it in the required direction. Measures are in hand to overcome these difficulties and footage progress is shortly expected.

Helicopter access to the Bwata drilling site has been gained and a survey of the location is in progress.

Arrangements have been made for a geological team and a contract seismic party to commence work early May in the general Puri-Kereru Bwata area.

It was announced about the same time that the company planned to spend £3,000,000 over the next 16 months in Papua (it has already spent £28,000,000 in oil search in the Territory), so Papua can depend on its oil-company income for at least that far ahead.

No Details

The company has not, however, announced yet how Oil Search investors are to be given a chance of a bigger participation in the search, and its ultimate rewards, if any.

It will be remembered that at the time Puri made the headlines in November, Oil Search, the Australian company that has only a tenth interest in APC, was in course of forming another company to carry on after the big partners, Standard-Vacuum and British Petroleum pulled out.

The prospectuses had been printed and were on the point of being distributed, when Puri started to produce oil and the big partners decided to remain in the game in Papua. Nothing further was then done about the new company by Oil Search, although it was stated that the big partners would try to arrange that Australian investors—presumably through Oil Search—would have bigger opportunities. It was never stated how this was to be done, and so far as we know, nothing has come of it.

Since the Puri boom burst there have been the usual assertions that the oil is there alright, but that overseas vested-interests prevent it being brought in commercially. There is no lack of oil in the world at present, and such things have been known before, but the discovery of oil in Papua is too strategically important to Australia to entertain doubts of this sort.

Puri benefited not only Oil Search shareholders, of course. Papuan Apinaipi, which has an adjoining permit area to APC, had their shares jump from about 1/11 in early October to 4/11 a month later. They have remained around 4/6 to 4/9 ever since.

APC reported, March 10, that a deviation from the original hole at Puri has been effected at 6,090 feet and a new hole has been drilled to 6,383 feet. Drilling is proceeding in the desired direction. Site preparation at Bwata, 15 miles to the north-west of Puri has been commenced.

(Over)

Classified Advertisements

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Continued from page 164

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WANTED TO BUY, used French Oceania (Polynesia) stamps on cover. Will pay $1 per 20 covers. **R. L. Jorgensen, 1743 Linneman St., Glenview, Illinois, U.S.A.**

FIJI SOCIETY

Volume 5 (1951-1954) of the TRANSACTIONS is now available and Volume 6 (1955-1957) will be published by mid-1959. Price: £1/5/- (Fiji currency) per volume, including postage.

Volumes 2, 3 and 4 of the TRANSACTIONS are still available. Price: £3/3/- for the set of three volumes.

Orders should be addressed to:

P.O. Box 358, Suva, Fiji.

SHIP FOR SALE

M.V. MICHAEL

The MICHAEL is now ready for re-survey at Alexishafen wharf. Originally built in 1937 by Lars Halvorsen Sons, and named the PANUCO, it was used in Papuan waters pre-war by the Island Exploration Co. Approximately 77 ton gross, 46 ton net, has an auxiliary lighting plant, and pump; separate winch engine; single, double and three berth cabins; with separate accommodation for the Master, and forward bunks for the crew. Will carry between 400-500 bags copra. Speed approximately 8½ knots; this flat-bottomed, wooden-hulled, copper-sheathed vessel, was acquired by the Catholic Mission after the war, and worked along the New Guinea Coast until it was completely re-built and equipped with a new 154 h.p. 8L3 Gardner Engine two years ago.

Enquiries to:

Catholic Mission of the Holy Ghost

ALEXISHAFEN, MADANG, T.N.G.

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Rubberlands Ltd. Report Difficult Year

Directors at the annual general meeting of Rubberlands, Ltd., in Port Moresby on March 31, will recommend a final dividend of 3¾ per cent., making the total for the year 10 per cent.

Net profit for the year ending December 31, 1958, was £8,210 after provision for amortisation of plantation property (£2,287), depreciation (£2,338), and directors' fees (£1,300).

The directors will report that the company had a difficult year in 1958, especially the final six months, owing to fall in the price of rubber, higher production costs and a drought. (The average price realised from sales of rubber for the year under review were 28.18d per lb, or 3.61d less then in the previous year).

The accounts as at December 31 indicate a company very conservatively managed. It is noted that most of the "current" assets are shown as "rubber on hand and in transit" (£7,108) and an unexplained item of "Prepayments", at £3,107.

With normal weather in 1959, the company will likely do better in the current year; since the close of their books at the end of 1958, Singapore rubber prices have shown an increase.

Lae Brewery Wants to Extend its Activities

Guinea Brewery, Ltd., of Lae, New Guinea, has appointed a sales manager, Mr. Des West, formerly of Hastings Deering, Ltd., of Port Moresby.

This is the first step the company has taken to extend the brewery's activities outside the Morobe district. Up to date the men who built the brewery, installed the machinery and brewed the beer—Messrs. R. Meier and J. R. Nydam—have also been their own sales staff.

More Whales For Norfolk Is. & Byron Bay

The Norfolk Island and Byron Bay Whaling Company has had its whale quota increased for the 1959 season. They will be able to take 30 more whales in Byron Bay and 30 more at Norfolk bringing the quota up to 150 at each locality. This, and the better prospects for whale oil, should help the company substantially. The company did not pay a dividend last year in order not to impair liquidity, although a small profit was made.

Sandy Creek Output Percentage Improves

Sandy Creek Gold Sluicing, Limited, recovered 106 ounces of gold from 2,825 cubic yards of material treated during February. This compared more favourably with the recovery of 118 ounces 10 dwt of gold recovered from 6,600 cubic yards of material treated during January.

Carpenter Holdings Profits Are Maintained

The interim dividend, declared in March, of W. R. Carpenter Holdings, Ltd., remained unchanged from last year's final rate of 5⅝ per cent.

It was reported that activities of associated and subsidiary companies have remained satisfactory and that adequate profits will be available to maintain usual rate of dividend.

BGD Has Extraordinary General Meeting

An extraordinary general meeting of Bulolo Gold Dredging, Ltd., shareholders was held in Vancouver on March 13 to insert a clause in the Articles of Association which will allow the directorate to appoint a Vancouver trust company as principal transfer agent and registrar for BGD shares.

The company's head office in Vancouver has hitherto acted as its own transfer agent; the new move is expected to effect certain economies.

There will be no change in Australia. The Sydney office of the company will still act as transfer agent in respect of shares listed on the Sydney Register, and will pay dividends as usual. All other dividends in future will be paid by the Vancouver trust company's cheque.

Enterprises' Goldmining Progress

The mine manager of Enterprise New Guinea Gold and Petroleum Development reports having treated 132 tons for 65 oz retorted gold; 13½ oz have been recovered from alluvial workings making a total of 78½ oz of gold for February.

The sub-level has been driven 50 feet in ore 18 inches wide and good values are indicated. Values in the alluvial workings are also showing improvement.

West Crosscut from No. 1 level extended to 32 feet and should cut the parallel lode in another 30 feet.

New Guinea Goldfields Production

Overall production of New Guinea Goldfields, Ltd., was maintained through the short month of February, with 978 fine oz gold (from 3,416 tons of ore treated) from Golden Ridges mill, and 1,606 oz of silver.

Golden Ridges alluvials produced 54 oz gold bullion; Koranga alluvials (no clean-up in January) 370 oz gold bullion; and tributes, 75 oz bullion.

Timber production was 180,256 su. ft.

The Stock Market

In the first week in March the stock market fell, thus doing precisely what the financial quidnuncs have been forecasting for the last few months.

On March 6, the Sydney Stock Exchange index for all ordinary shares was 229.34—a fall of about 4.2 points since last reported here, although 3.2 of those points could be debited to the first week of this month. This still is 3 points above the index with which we started 1959, but for experts who are always looking for signs and portents, it is regarded as "significant".

More hardy types are at as big a loss to account for this fall as they were earlier to account for its rise against a background of falling prices for wool and other basic Australian commodities.

One thing does emerge from the history of the Australian stock market over the last 6 months—that is that the prevailing price of wool has now no dominant influence. During the first week of March, when the index for ords. started down, the price of wool remained fully firm on prices that had been ruling for the past two weeks, and were an improvement on the prices that were ruling some time back when the index was making its rise.

During early March, also, UK quotations showed that the Bradford wool t
market was higher.

Considerable interest has been mani
in the recently published report of Dr
A. Dunn, Chief Mineral Economist in
Australian Bureau of Mineral Resour
Dr. Dunn tries to forecast what Austral
mineral exports will be earning her
years from now, and compares the re
with the best year yet, 1957, when
mineral exports were worth £A85 mill
to the Commonwealth. By 1968, calcul
the Doctor, exports of minerals should
somewhere between £116 and £
million, the unknown factors being I
(which might bring in anything from
million to £48 million); and zinc (wh
could be £16 million but might be as
as £11 million). Gold he evidently
as a static commodity with £17 mill
for both 1957 and 1968, but by the la
year Weipa's alumina should be return
Australia about £12 million per ann
and still only be getting under way.

But whether the 1968 export figure
£116 million or the more optimistic £
million, experts feel that it is not enou
and everyone with the inclination,
knowhow and the capital is urged to
out and do a little prospecting or
velopment work where it will do most go

SYDNEY SALES PRICES

	Feb. 6	March
Burns Philp	64/6	63/9
Burns Philp (SS) . .	48/-	50/-
C.S.R.	£43/17/6	£43/1
Dylup Plantations .	17/3	17/3
Hackshalls	48/-	49/-
Kauri Timbers . . .	19/9	19/9
Kerema Rubber . . .	10/-	10/3s
Koitaki	13/-	13/3
Lolorua	7/6	6/6
Mariboi	7/6	6/-
Norfolk Is. Whaling	2/6	3/4
Queensland Insurance	70/-	69/6
Rubberlands	6/-	5/-
Sthn. Pac. Insurance	16/-	16/-
Steamships Trading .	53/-	50/-
W. R. Carpenter Hold.	16/-	15/6
Timor Oil	6/4	5/9

OIL AND MINING SHARES

FIJI

	July 9, '58	Jan. 9, '59	March
Emperor .	b5/9	s9/-	—
Loloma . .		b30/-	b31

PAPUA-NEW GUINEA

Bulolo . . .	b35/-	b33/-	b33
N.G.G. Ltd.	b1/9½	b2/7	b2/
Oil Search	b2/6	b8/2	b8/
Ent. of N.G.	b7d	b6d	b6d
Papuan Apin	b9d	b4/6	b4/
do. opt. .	b6½d	b2/3½	b2/
Placer Dev.	b86/6	b91/6	b90
Sandy Creek	b4d	b3d	s5d

ISLANDS PRODUC

(Unless otherwise stated, quotations in Australian currency. Aust. £ equ approximately 16/- Stg., NZ. or Samoa; 18/- Fiji; 20/- Tonga, Solomon WPHC areas; 168 Pac. Frs.; $US 2.20-2.

COPRA

The British Ministry of Food 9-ye Contract, which governed Copra pr in Papua and New Guinea, Fiji, West Samoa, Solomon Islands, and Gilbert Ellice Colony (and, to some extent, Tonga and Cook Islands) expired on cember 31, 1957; since when each Te tory has made its own arrangements collection and marketing of copra.

PAPUA-NEW GUINEA:—All product is delivered to Copra Marketing Bos controlled by six members, including th planters' representatives; and the Boo directs distribution and sales, and ma

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ents to the producers. Production mainly to (a) Unilever (under covering 1959), (b) Australia (for consumption) and (c) crushing-mill abaul. Prices generally arranged in dance with ruling rate in Philippines et, with premiums for hot-air dried.

Tentative" Price For New Guinea

m January 1, 1959, P-NG Copra announces "Tentative Prices", for delivered main ports: Hot-Air Dried, per ton; FMS, £A54 per ton; e-Dried £A53/7/6

I:—No Government control—producers here they wish. Bulk of copra goes rushing-mill in Suva, whose price harf, Suva, is announced each week. arch 2, prices were, HAD, £F85/5/-; £F83/17/6; FM2, £F82/10/-.

STERN SAMOA:—Official Copra receives all production, and sells and makes payments to producers. proportion goes to Unilever, at pines FM grade rates, plus pre- s up to £Stg.3 per ton for hot- ried Prices announced December, to operate till further notice: Hot- ried £S.61/10/6 per ton; sun-dried 1, £S.59/0/6; sun-dried, No. 2, /10/6.

NGA:—Sales are under Government l. Part of production goes to Europe, arrangement with Unilever con- l by Philippines prices, and part open market.

OMONS:—All production marketed h official Copra Board, at prices on Philippines market. Price de- March: 1st grade, £A75; 2nd £A73; 3rd grade, £A69 per ton, BSIP ports.

BERT AND ELLICE:—Production ted in Europe through official Copra , at prices based on Philippines less "stabilisation fund" charges,

AMOA:—Producers receive 4 cents lb. .6 or £A40 approx. per long ton). ic bonus, if average proceeds exceed buying price and expenses.

HEBRIDES:—In mid-February price A66 per ton, delivered Vila/Santo. me date, price was 125,000 Metrop. per metric ton, c.i.f. Marseilles.

K IS./NIUE/TOKELAU: Price fixed st half of 1959, by Abels, Ltd., of nd who mill it, was announced in ry as follows: Standard Grade: /15/6 plus £1 for bags, plus premium, totalling £NZ69/0/6. Grade: £NZ66/15/6 plus £1 for plus £1/5/- premium, plus £1/5/- premium for hot air dried, total- NZ70/5/6, f.o.b., Rarotonga.

OTHER PRODUCE

DA:—Islands prices are based on the r Ghana cocoa which, on March 5, Stg.296 per ton, c.i.f., London.

SAMOA:—Nominal price quoted in March 5, £S285, f.o.b., Apia. G.: March 5, £A335 ex-wharf.

FEE:—P.-N.G.: March 5, 4/3, 4/4 per f. Sydney, was generally quoted. have firmed.

March, quotes for Kenya coffee A grade, none offering; B grade, 20; C grade £Stg.355; under- s, £Stg.290; all per ton, c.i.f.,

NUTS:—P-N.G.: March 5,: Kernels 1/9 into store; virtually no sale in at present for nuts in shell.

BER:—P.-N.G. price is based on re rate, which on Mar. 4, was: No. spot, 87⅝ Straits cents per lb Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported on March 9: New crop, c.i.f., Sydney, Tahiti White and Yellow label, processed standard packs 71/-, Green 69/-.

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 pearlers 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:—Little or no demand; nominal £A310-315, ex-wharf, Sydney.

GREEN SNAIL:—Supplies light and could be increased to meet demand. £A360 per ton, ex-wharf quoted.

London and US Quotations

Copra: London, March 5, Philippines in bulk, $265, c.i.f. UK/Nth. European ports. Straits/Borneo, FMS, del. weights, c.i.f. UK/Nth. European ports, £Stg.92/10/-. New York: March 5, Philippines $267.50, c.i.f., Pacific Coast ports.

(£1 Australian is about equal to 2.25 US Dollars.)

Coconut Oil:—London, March 5, Ceylon in bulk, £Stg.134, per ton, c.i.f., UK/Nth. European ports. Straits/Borneo, £Stg.135 per ton c.i.f.

Rubber: London, c.i.f., March 4, RSS No. 1, spot, 25¾d Stg. per lb; July-Sept., 26¼d Stg. per lb; Feb., 1960, 25⅝d Stg. per lb.

EXCHANGE RATES

FIJI.—Through BANK OF NSW, ANZ BANK and BANK OF NZ. Australia on Fiji, basis £100 Fiji: Buying, £A111/4/6; 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 A/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.

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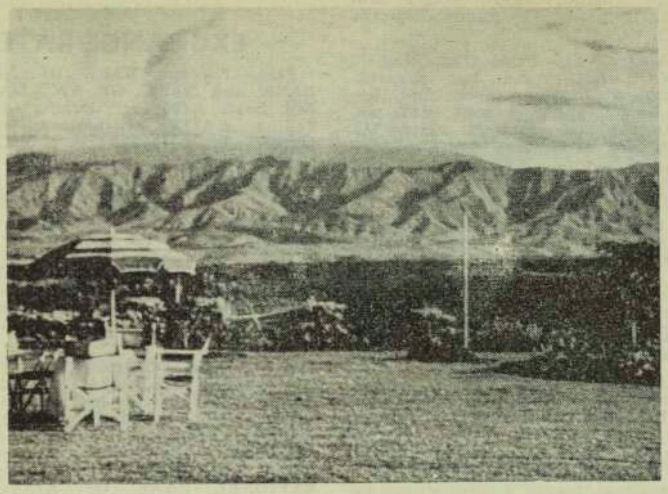

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Index to Advertise

A.E.I. 136
Akta-Vite 72
Amal. Dairies Ltd. 54
Amplion 42
Angliss, W. & Co. 48
Arnott, Wm. . . 132
Aspro 56

Ballina Slipway . 108
BALM Paints . . 94
Bank of NSW . 139
Bank of NZ . . 68
Berec Ltd. . . . 14
Berger Faints . . 74
Bethell, Gwyn . 157
Blaxland-Rae . . 145
Booth, N. G. . . 28
B.O.A.C. 158
Bradford Mills . 116
Braybon Bros. . . 33
Bristol Myers . . 144
British Aluminium 44
British Standard Machinery . . . 52
British Paints . . 16
British United Dairies 50
Bryant & May . 119
Brunton & Co. . 55
Bunting, A. H. . 94
Butterfly Supply . 164
B.P. 89, 128, 137, 151

Cadbury 10
Caine's Studio . . 57
Carlton Breweries 70
Carpenter Ltd. cov. 4, 36, 126
Catholic Mission of Holy Ghost . . 165
Cecil, The Hotel . 12
Cheoy, Lee . . . 149
Colgate 114
Colonial Meat . . 58
Colyer Watson . 60
C'wealth Bank . . 5
Crammond Co. . 124
Cooper Manufacturing Co. . . . 62
C.S.R. Co. . . . 153
Cyclone Co. . . 40
Cystex 93

DAK Meat Packers 64
Donald Ltd. . . . 39
Douglass, W. Co. 71
Dunlop Rubber . 50
Dunsford, Capt. G. 103

Econo Steel . . . 38
East Coast Agency 49

Fiji Society . . 165
Filmo Depot 57, 121
Frigate Rum . . 129

Gardner Eng. . . 104
Gillespie Bros. . 90
Gilbey, W. & A. 112
Gillespie, R. . 1, 120
Glazebrooks Paints 11
Glaxo Lab. . . . 47
Goodyear Tyre Co. 146
Gordon's Gin . . 60
Goroko Hotel . . 168
G.P.H. (Suva) . . 160
Grove Ltd. . 72, 106

Halvorsen, B. . . 102
Halvorsen, L. . . 106
Hari, G. B. . . . 30
Hastings Diesels . . 80, 130
Hellaby Ltd. . . 97
Hemingway Robertson Institute . 64
Hytest Co. . . . 154

I.C.I. 96
International Harvester . . 2, 3

Kanimbla Hall . . 57
Kennedy, Capt. . 105
Kerr Bros. . . . .
King, R. . . . . .
Kiwi Polish . . .
K.L.M. . . . . .
Kopsen & Co. . .

Lawrence, A. . .
Lysaght, J. . . .

McIlrath's . . .
McKeon, J. . . .
McNiven Bros. . .
Mac. Robertson Pty. Ltd. . . . .
Mendaco . . . .
Millers Ltd. . . .
Morton, P. G. . .
M. H. Ltd. . 24
Mungo Scott . . .

Nathan & Wyeth
Nestles . . . . .
N. & R. . . 68,
N.G. Aust. Line .
Nile Products . .
Nixoderm . . . .

Orient Line . . .

P.A.A. . . . . .
Pac. Shipbuilding Co. . . . . .
Parke Davis . 8
Philips . . . 6,
P. I. Line . . . .
Piccaninny Wax

Qantas . . . co
Qld. Insurance . .

Ransomes, simms & Jeffries Ltd.
Robertson, D. J. Co. . . . 13
Rohu, Sil . . . .

Scott & Bowne
Seward Ltd. . .
Shaw Savill . . .
Sisalcraft . . . .
Sparklets Ltd. . .
S.T.C. Co. . . .
Stapleton, J. . .
Stewarts Lloyds
S. P. Brewery .
Sthn. Pac. Ins. .
Sullivan Ltd. . 3

Tait, W. S. . . .
Taikoo Dockyard
Tallerman & Co.
Tatham, S. E. .
Taubmans Ltd. .
T.E.A.L. . . . co
Thoryncroft Co.
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Walkers Ltd. . .
Warnock . . . . .
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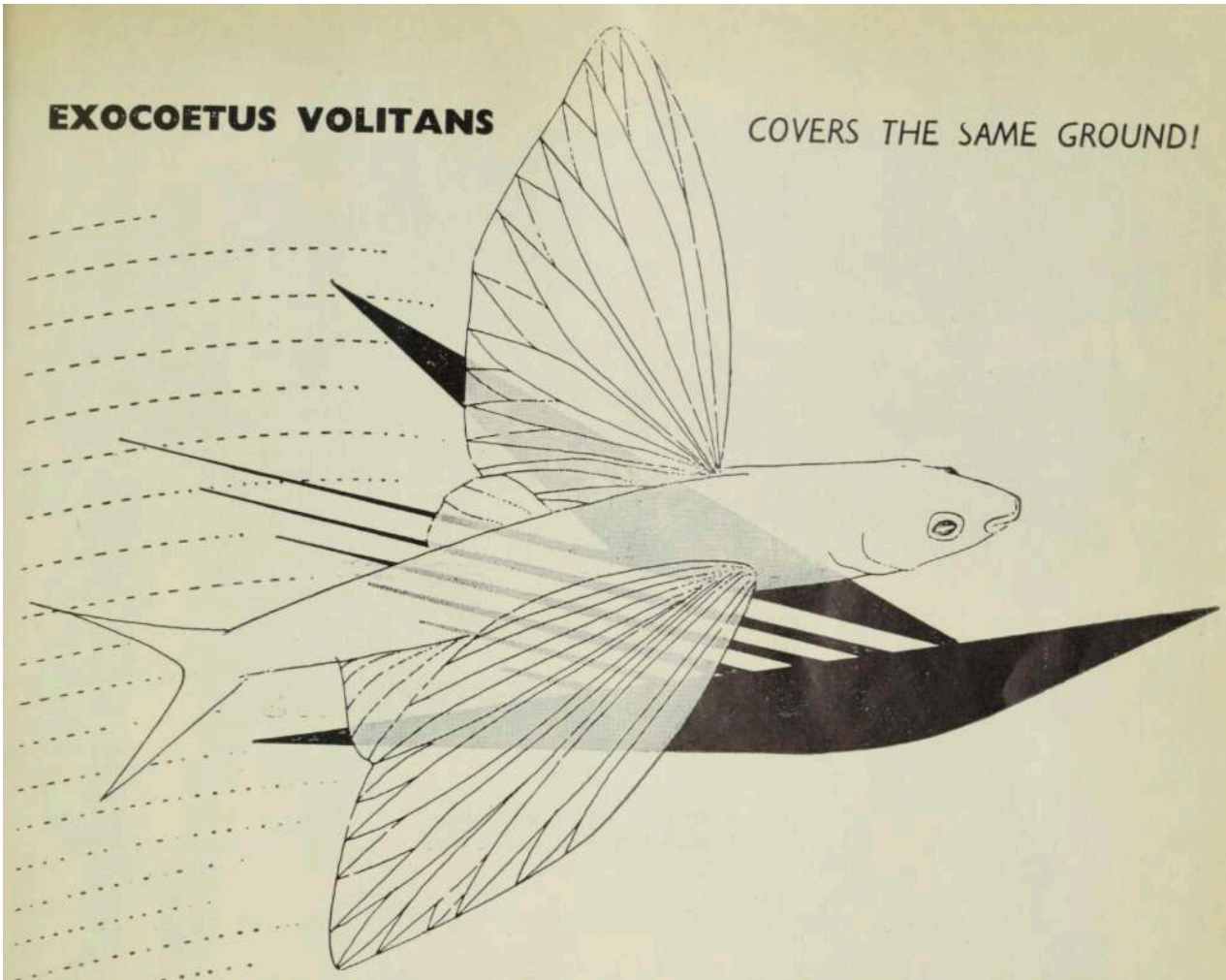

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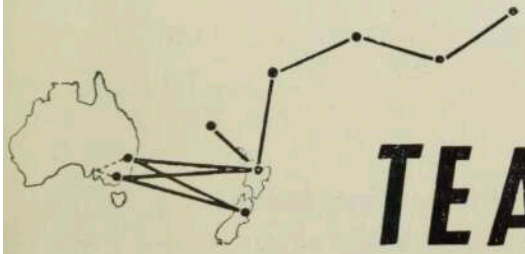

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