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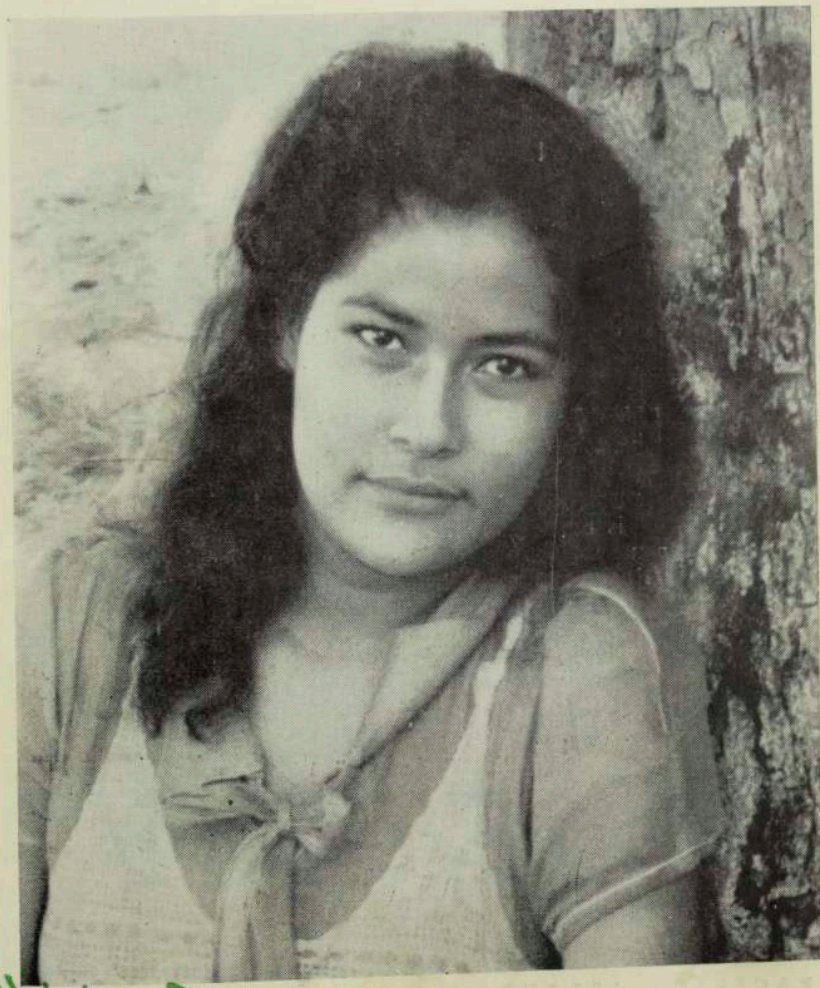
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PACIFIC ISLANDS Monthly

SEPTEMBER, 1959
Vol. XXX. No. 2



An Ellice girl from Funafuti Island photographed on Tarawa by Mr. A. C. Atkinson. Her name, Tauave, means "Bear in mind".

Photo: A. C. Atkinson.

blished 1930

stered at the G.P.O., Sydney.
ransmission by post as a newspaper]

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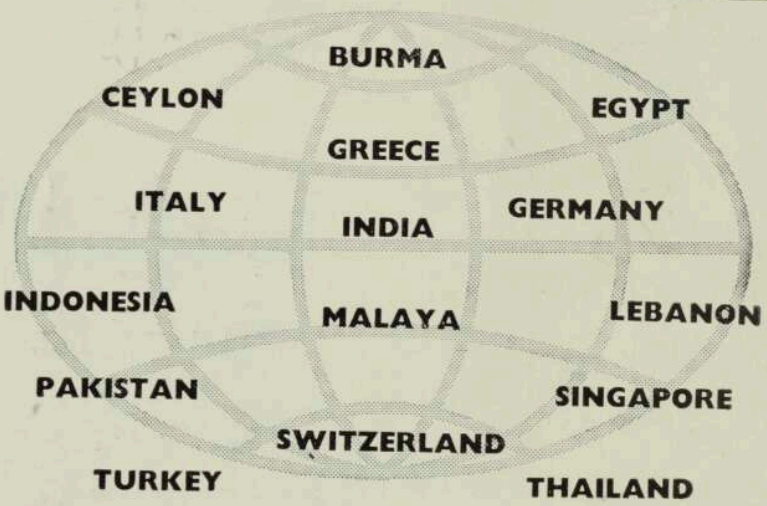
fly

the "Kangaroo" route to

LONDON







VISIT PLACES LIKE THESE—AT NO EXTRA AIR FARE

By far the fastest service to London is the Qantas-B.O.A.C. "Kangaroo" route service via Singapore and Europe. Radar-equipped Britannias and Super Constellations offer the ultimate in smooth, silent speed. Travellers with time to spare will appreciate the privilege of being able to stop over at no extra air fare in the exciting and colourful countries on the "Kangaroo" route. Your travel agent will gladly help you with reservations and hotel bookings, and assist you in every way possible to ensure that you get the maximum value for your travel money.

B·O·A·C THE WORLD-WIDE AIRLINE WITH QANTAS

QANTAS EMPIRE AIRWAYS LIMITED (INC. IN QLD.) IN ASSOCIATION WITH B.O.A.C., TEAL AND S.A.A. JQ17.93.59A

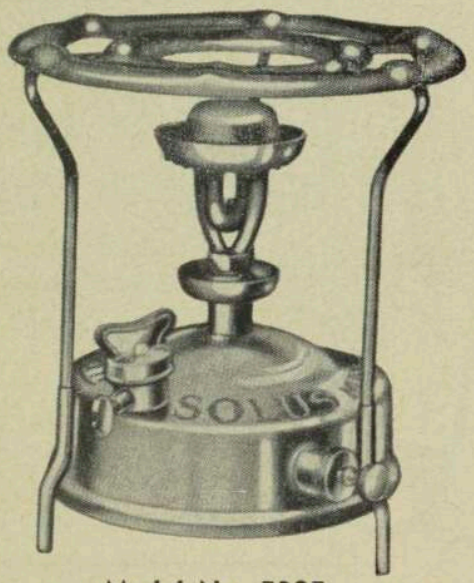
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Coleman

Solus STOVES

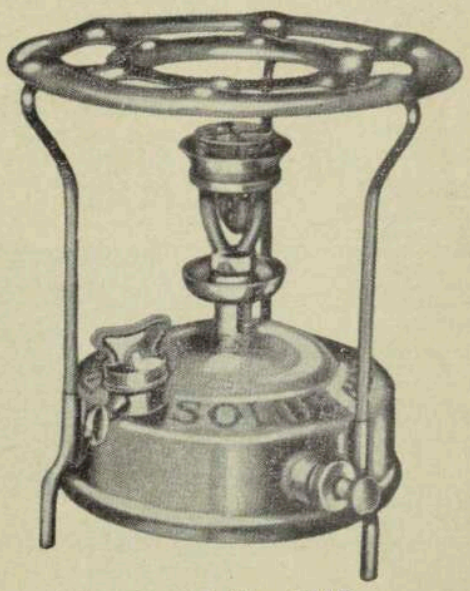
MADE IN ENGLAND

These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height 8½ inches, diameter 8½ inches, approximate weight 2¾ lb. Both models have the same outstanding features.



Model No. 532E
SILENT TYPE

. Full-Size Fount with Filler Plug of wing type.
. Air release on side of Filler Plug
. Heavy Brass pressure-tested Tanks.
. Fount and Burner firmly soldered together.
. European-type pump.
. Grate and Grate Supports detachable to reduce shipping space.
. Spare parts interchangeable with similar European Stoves.



Model No. 531E
ROARER TYPE

Representatives for the Pacific Islands

22 YOUNG ST., SYDNEY

ROBERT GILLESPIE Pty. Ltd.

Phone: BU 2221
Cables "Robergill"

ALSO 334 QUEEN STREET, BRISBANE, QUEENSLAND.

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

PEARCE & CO. LTD.,
Suva for Fiji Islands

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* ALL THE LATEST NEWS FROM Imperial Canned Meats

Order now from your Nearest Supplier

HOT PACKS
16-oz. Vegetables & Steak.
16-oz. Steak & Kidney Pudding.
16-oz. Steak & Tomato.
16-oz. Irish Stew.
16-oz. Beef Steak Pudding.
8-oz. Irish Stew.
8-oz. Steak & Kidney.
8-oz. Vegetables & Steak.
8-oz. Vegetables & Sausages.

COLD MEATS
12-oz. Trim (Pork & Beef).
12-oz. Camp Pie.
12-oz. Corned Beef W/C.
12-oz. Taper Corned Beef.
6-lb. Taper Corned Beef W/C.
6-lb. Taper Corned Beef.
12-oz. Taper Corned Beef W/C.
12-oz. Al-Tayib Halal Corned Mutton.
12-oz. Al-Tayib Halal Curried Mutton.

SAUSAGES
16-oz. Beef Sausages.
16-oz. Oxford Sausages.
16-oz. Cambridge Sausages.
16-oz. Pork Sausages.
8-oz. Vienna Sausages.
4-oz. Vienna Sausages.
8-oz. Frankfurters.

TONGUES
12-oz. Sheep Tongues.
12-oz. Lamb Tongues.
12-oz. Calves' Tongues.
12-oz. Lunch Tongues.
2-lb. Ox Tongues.

CONDENSED MILK
14-oz. Sweetened Condensed Milk.
14½-oz. Unsweetened Evaporated Milk.
12-oz. Chocream.
8-oz. Reduced Cream.
14-oz. Natural Milk.
7-oz. Tubes Sweetened Condensed Milk.

CANNED FISH
12-oz. Flair Fish Cutlets.

CANNED FRUITS
16-oz. Peaches.
16-oz. Pears.
16-oz. Apricots.
16-oz. Grapes.
16-oz. Grapefruit Segments.
16-oz. Fruit Cocktail.
16-oz. Cherries.
16-oz. Loganberries.
16-oz. Gooseberries.
16-oz. Raspberries.
16-oz. Solid Pack Apple.
29-oz. Peaches.
29-oz. Pears.
29-oz. Apricots.
29-oz. Two Fruits.
29-oz. Grapes.
30-oz. Crushed Apples.

"RIVERMEDE" BUTTER
56-lb. boxes Bulk Butter.
1-lb. pats Butter.
½-lb. pats Butter.
12-oz. tins Butter.
16-oz. tins Butter.

MUSHROOMS
8-oz. Sliced Mushrooms.

FRUIT JUICES
16-oz. "Berri" Tomato Juice.
30-oz. "Berri" Tomato Juice.
16-oz. "Berri" Orange Juice.
30-oz. "Berri" Orange Juice.
16-oz. "Berri" Grapefruit Juice.
30-oz. "Berri" Grapefruit Juice.
16-oz. "Berri" Apricot Nectar.
30-oz. "Berri" Apricot Nectar.

PEEK FREANS BISCUITS
In 4 lb. Tins and 8 oz Packets.
Bourn Vita Cream, Caramel Crunch, Cheddar Crackers, City Crackerette, Custoda, Custard Creams, Digestive Ovals, Ginger Slice, Honey Snaps, Lattice, Treasure, Vita Weat, Wafers, Wilton Raspberry Cream, Dairy Milk Arrowroot, Wheat Crunch.



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NOW! REAL BREAKFAST WINNE

Imperial Hot Meals in 8 oz. Cans

Imagine a delicious hot bre fast prepared in less time th it takes to shave. Economic convenient 8-oz. cans are n available in the Pacific Islan Choose your favourite d from—Irish Stew, Vegetab and Steak, Vegetables a Sausages, Steak and Kidn

MARGARINE
56-lb. boxes Cake Margarine
56-lb. boxes Pastry Margarine.

DRIPPING
16-oz. Tins Dripping.
37-lb. Tins Dripping.

AGENCIES: EASTERN TASMANIA FISHERMAN'S CO-OP. Tasmania. (Flair Canned Fish). TONGALA MILK COMPANY, ("Jersey Cow" and "Mont Blanc" Condensed Milk). POR FRUITGROWERS CO-OP. ASSOCIATION LTD., Tasmania. (" Canned Fruit and Jams). PEEK FREAN (AUST.) PTY. LTD. Manufacturers).

W. ANGLISS & CO. (AUST.) PTY.

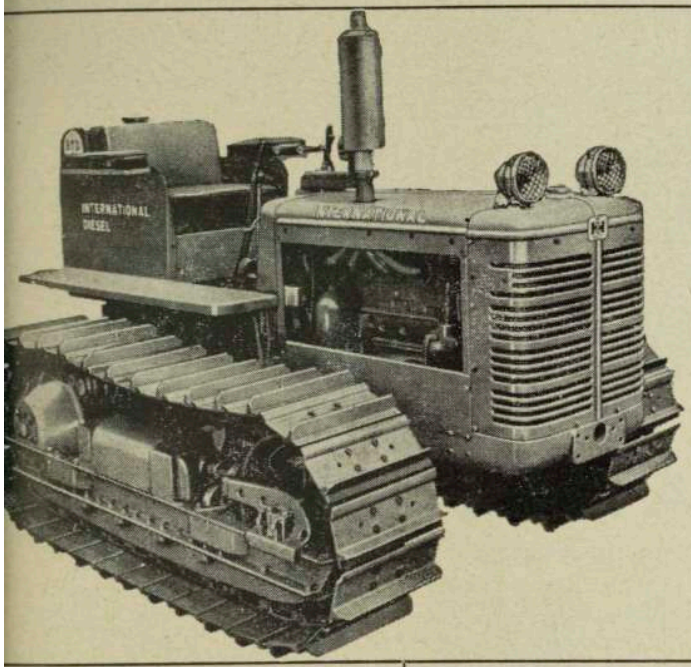
RIVERSTONE MEAT CO. PTY. LTD.
"Imperial" House, 255-257 George Street, Sydney, N.

REDBANK MEAT WORKS PTY. LTD.
154-206 Stanley Street, South Brisbane, Queensland.



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CHOOSE ONE OF THESE POWERFUL I-H TRACTORS



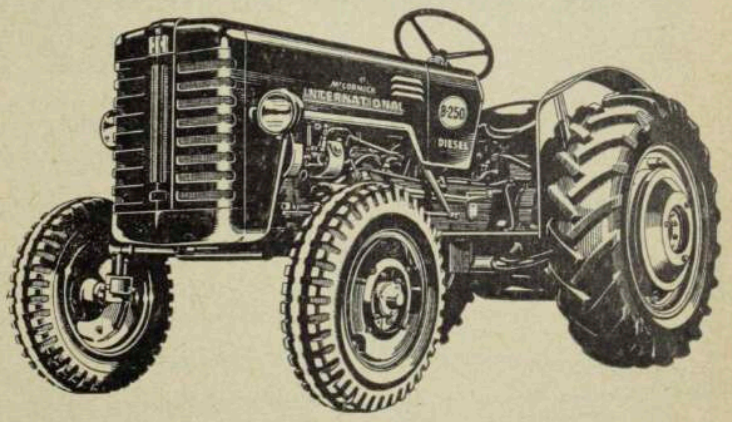
BTD-6

Here's real pulling power—built into a tractor less than 9 feet long! This International BTD-6 has a cold starting, economical 50.5 h.p. diesel engine, with an exceptional drawbar pull of 10,250 lb. The ruggedly built transmission is designed to give trouble-free service for long periods.

The BTD-6 is ideal for land clearing, road making, or for farming in wet or rugged conditions.

-250

he B-250 is one of the most ersatile tractors ever. It can be sed on all sorts of jobs from auling trailers to cultivating gar cane crops, or mowing lantation, public parks or erodromes. There is a vast range f Australian built matched quipment for the B-250, that will e useful on many applications, cluding high wheel equipment to ve crop clearance of nearly 2 . The B-250 is a powerful 30 .p. diesel tractor with 3-point nkage and a hydraulic lifting stem for front and rear attached quipment. It has a rear mounted ower take-off and "differential ck" which gives greater grip in ard going.



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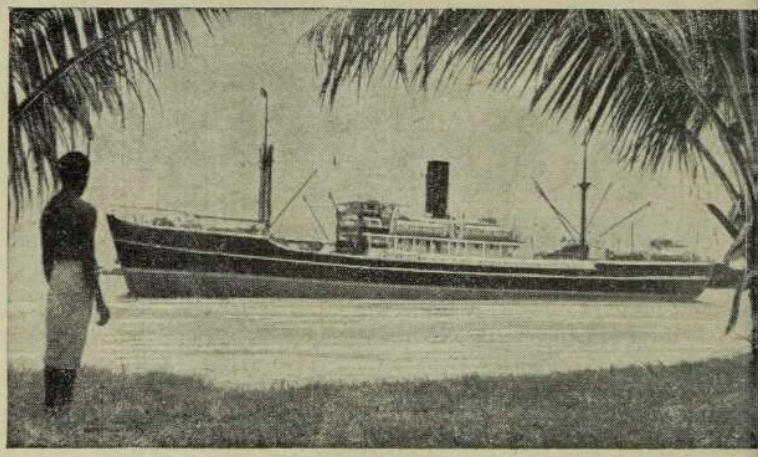
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Regular services between Australia, Papua-New Guinea and Solomon Islands.



THE CHINA NAVIGATION CO. LTD

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AGENTS:

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

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NOUMEA: Etablissements Ballande, Rue de L'Alma, Boite Postale 18, Noumea.

HONIARA: British Solomon Islands Trading Corporation.

JAPAN: Butterfield & Swire (Japan) Ltd., Tokyo, Yokohama, O Kobe. Cables: "Swire".

FIJI: Morris Hedstrom Ltd.

SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.

APIA: Morris Hedstrom Ltd.

MANAGING AGENTS: Butterfield & Swire Ltd., 1 Connaught Central, Hong Kong. Cables: "Swire".

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PEOPLE

n Salote of Tonga, who is ell versed in the history of untry right back to the 10th of our era, has carefully the names of all her grand- n. She chose the name for ith grandchild in July when r son was born to Princess ho, wife of Crown Prince The new Prince, for whom gun salute boomed out over ofa Harbour, has been called 'Unuaki-o-Tonga, after the first known of the long Tui Tongas who lived around e Tungi and his wife now hree sons and a daughter.

* * *

Reverend and Mrs. Leslie of the London Missionary , left Apia, Western Samoa, gust. Mr. Brame, formerly Master of Leulumoego Fou High School, recently was ed at Apia.

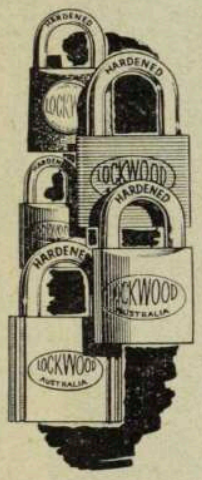


own Territorian, Magistrate Ralph was married in Madang, New Guinea, st 8, to Miss Madge Brown, formerly g sister at the local hospital. The shown here cutting the wedding cake reception held at the Court House, the wedding ceremony in the Anglican church.

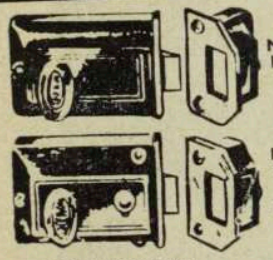
Photo: S. Diczbalis.

wedding of Miss Mariana th Thompson, daughter of d Mrs. E. P. Thompson, and an Nicholas Links Grey, son s. Aggie Grey, and the late . Gray, took place at the ral of Immaculate Concep- Mulivai, Western Samoa, on 6. A reception and dance Tivoli Theatre were attended large gathering of friends.

LOCK UP WITH Lockwood for top security..



Don't take risks when your valuable and often irreplaceable possessions are at stake. Invest in a first class padlock—a Lockwood—for "top security".
Up to 78,000 different key combinations ensures that only *your* key will open *your* padlock. The shackles are of case-hardened steel or all brass, and are available in various lengths. Most Lockwood pin-tumbler padlocks can be "master-keyed".



No. 100

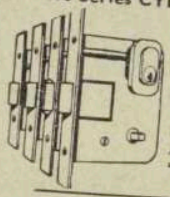
No 201 & 206

NIGHT LATCHES.
Sturdy, reliable mechanism. Available with or without snib. Nos. 100, 201 and 206 illustrated.



STREAM LATCHES.
Many popular durable finishes. No. 211 illustrated. No. 200 "Narrostile" also available.

570 Series CYLINDER MORTICE LOCKS.



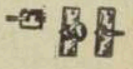
Precision, dependability, security! Moving parts solid brass Over 30 applications in all. Available as a 'master-key' system.

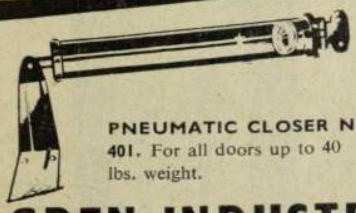
307 SCREEN DOOR TOUCH LATCH.



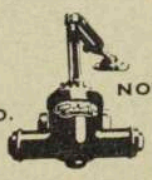
Just push door to open, pull it to close! Easy to install and features strong snib.

NO's 300, 300/101 LATCH.
Sturdy. Attractive. Can be snibbed from inside. 300/101 has exterior lever handles.





PNEUMATIC CLOSER NO. 401. For all doors up to 40 lbs. weight.



NO's 403, 404 HYDRAULIC CLOSERS.
For all doors. Brackets and arms for every installation.

OGDEN INDUSTRIES PTY. LIMITED
Edward Street, Huntingdale, Victoria.
Largest manufacturers of cylinder locks in the Southern Hemisphere.

So nice to go home with . . .



. . . a bottle of

GILBEYS

GIN



6092



Revisiting Noumea, New Caledoni
was Lieut.-Col. Robert C. Hayes once
Marine Corps. Col. Hayes was s
New Caledonia during a part of th
has returned there to write a series
for newspapers and magazines in A
what the old stamping grounds of t
look like today. Colonel Hayes ha
in finding any physical traces o
Marine camps, as these were neve
or permanent around Noumea.
Caledonia Colonel Hayes will move
Hebrides, and then to the Solomons
He is shown here, right, with
Brock, Qantas agent in Noumea.
Photo: F

An Auckland eye specialist
Elliot, who recently visite
treated over 300 patents
Government Hospital durin
days he spent in the Terri
performed a number of op
and was able, in two cases
store the sight of Samoan



Mr. Teariki Tuavera, Rarotonga Islan
member for Matavera, is a newcome
body activities. A man with progres
he has set an example to his fel
cillors by obtaining the supp
promise of free labour from his e
the laying of a fresh water pipe li
stream in the hills to connect with t
water supply, which comes from M
and which has lost most of its effecti
by the time it gets to Matave
Photo: D.

Four Samoan Guides left
plane on August 26 to ta
in a Young Adult Confer
Suva. They were Atina Amo
Saints Brownies), Sina Colli

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Guides), Nora Hagedorn (St. Guides) and Chlotilda (St. Mary's Guides). The ence, the first of its kind, was encourage the training of eaders for girls' and women's the Pacific.

* * *

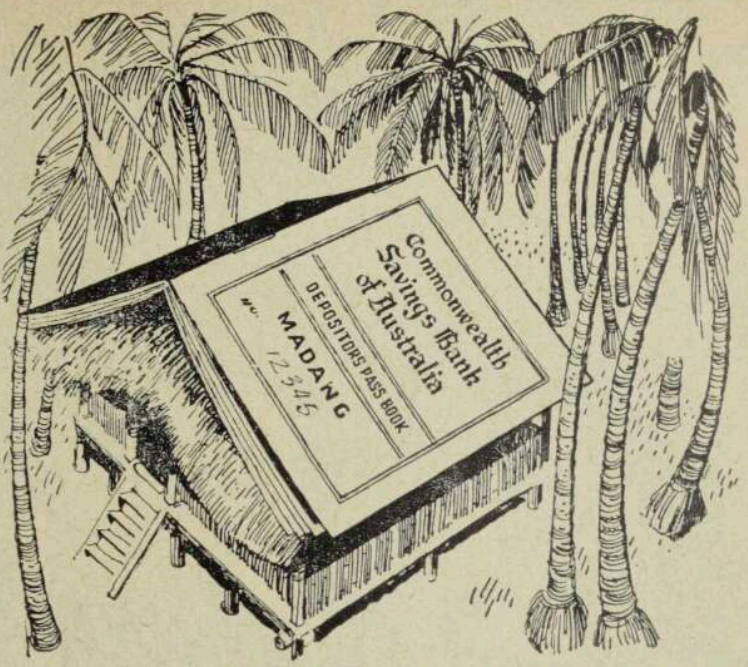
. M. McLaughlin, after hav- npleted his 3-year-term of as W. Samoa Director of left with Mrs. McLaughlin on *uthbank* for England in Other departures in the nonth were Mr. K. Rhodes, aster of Avele Boys' Agricul- chool; Mr. R. Sanders, and O. Maitland, on short visits Zealand.



age of interest to old and new Terri- ok place at the Church of the Holy ort Moresby, recently, between Miss n and Mr. Gerry King.
de was born at Wau, when her father, Ryan, now of Edgecliff, Sydney, was of W. R. Carpenter and Co., there in ays. Her mother, Mrs. Margaret Ryan known member of the postal staff at

g is with the Commonwealth Bank at sby, and is a Queenslander.
tion was held at the Boroko Hotel, guests were welcomed by the bride's

he Lave, Tonga's champion with his attractive English ft Tonga by plane on August Fiji.
he has had a busy three introducing his wife to his home and a multitude of s. The first month was spent s family on Hunga, an island nouth of the Vava'u harbour. ng his stay in Tonga he each of the main centres,



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		

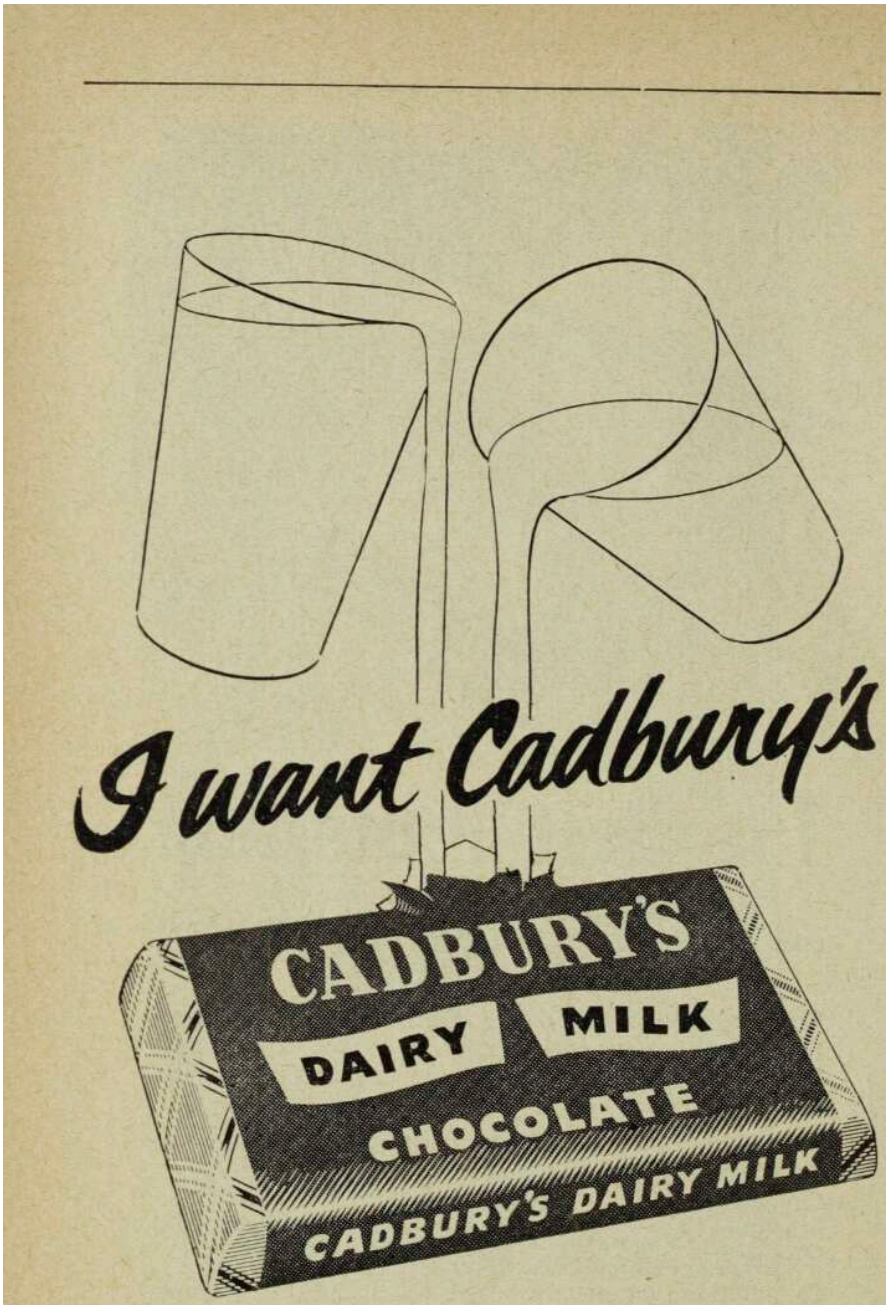
In addition, 64 agencies operate throughout Papua-New Guinea, 6 agencies in the Solomon Islands, and others at Fanning Island, Norfolk Island, Lord Howe Island, Nauru, and at Vila and Santo (New Hebrides).

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COMMONWEALTH Savings BANK

Guaranteed by the Commonwealth Government of Australia

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. . . because there is a glass and a half
of pure, fresh, full-cream milk in every
half pound of Cadbury's Dairy Milk Chocolate

MD25/2FC/9

Vava'u, Nukualofa and Ha'a
ing exhibition boxing bouts
place, and showing films o
fights and some person
records.

Mrs. Lave accompanie
when he travelled around
their three weeks in Ha'a
were able to visit many of t
distant islands to see
travelling on the small ya
that was in Ha'apai waters
time. Although seas wer
they were able to get as
Fotu'ha'a, a small 280 acr
rising 200 feet out of the
the volcanic islands of
Tofua, and one of the m
ficult of the inhabited
islands to negotiate. Here a
managed to get their projecto
and show the first movies
ever been shown there.

From Fiji, Kitione plans
a short visit to Tahiti befo
on to New Zealand and
England in time for Christ

* * *

Mr. Hari Singh H. He
B.Sc., B.Ed., M.Ed., R.Kovi
of the RD Tata High S
Jamshedpur, Hihar Provin
cently joined the staff of t
College, Ba, Fiji, at comme
of a three years contract.



Madame Paulette Day, a foundation
the Polynesian Association of Sydney
paid a visit to Sydney from Brisbane
Day formerly lived in Makatea and

Mr. H. M. Hochfeld,
president, Regulatory &
Affairs for Matson Lines
Francisco, arrived in Syd
August 26. to look-over
affairs in Australia.

Before he joined Matson
in 1957, he was Chief of the
States Government Aid and
Division for the Federal M
Administration. He had be
the Administration since
various executive capacities.

He was accompanied by M

Matson Lines vice-president South Pacific. Mr. Hochfeld alks in Sydney, Melbourne risbane with shippers, lead- sinessmen, members of the and tourist industries and ment officials.
inspected port facilities and ed with stevedoring authori- e operation of Matson's two ger liners, *Mariposa* and ey, and four freighters, *Ventura*, *Sonoma* and la.



ol teachers from Hawaii, Mrs. Nancy (left) and Mrs. Mildred Mesaka aid a quick visit to Suva in August ay home from a teachers' conference Pago. Together with another teacher aii, Miss J. Kyle, they had been in- attend the get-together of over 300 Samoa teachers by the government, rip was financed by the Barstow Foun- Samoa. They were surprised to find was so large and modern. Most Hawaii still thought of Fiji in terms of headhunting, they said.

Max Bay, Fiji's Chief In- of Schools, recently at- the Commonwealth Education nce at Oxford, England, plans were approved for the ion of a Commonwealth ship Scheme in 1960. The Mr. Bay reported, will cost 000,000 during the first five and Britain will provide 00 of this sum. A thousand ships will be provided.

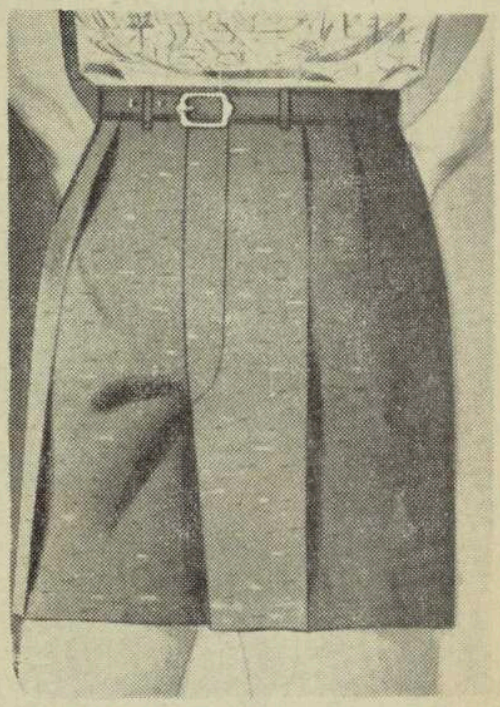


Mrs. R. D. Shaw, after their marriage ma Chapel, Port Moresby, on August Shaw was the former Mrs. Hitchcock.
Photo: Papuan Prints.

Cool Smart Comfort

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The Rev. C. F. Gribble, Secretary of Methodist C Missions, and a former mis in Tonga, was among six Pr ministers from NSW and who left in July for an Offic behind the Iron Curtain.

They travelled by Air I New Delhi and a Russian took the delegation on to from there. Prague and Peki also on the itinerary.

* * *

Mr. Herbert T. Kienzle, whose distinguished war rec cluded some extraordinaril work amongst the carrier te the Kokoda Trail in the days of the war in Papua, in paid his first visit in 43 year birth-place — Levuka, Fij Kienzle is now one of Papua known planters from the Valley.

He was accompanied on hi seas trip by his daughter, They were en route by air United States for a short vi Levuka, they were entertai the Samoan community, and Fijians.



Mr. W. Dent, sales manager for Fer Dickinson Pty., Ltd., agents for " diesel engines, who will be leaving Sy Qantas in September, accompanied by engineer, to visit principal centres in New Guinea and the Solomon Isla

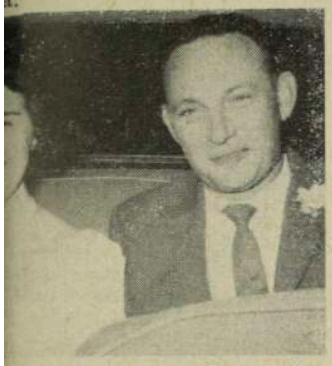
Mr. M. Gokal is at present three months' business visit t tralia, Hongkong, Japan, and Guinea on behalf of his fir Kokal & Co., merchants, of Mr. Gokal recently made s visits to New Caledonia, the Hebrides, and Samoa.

* * *

Mr. R. J. Deland, the elde of Dr. and Mrs. C. M. Delan of New Guinea, has gaine degree of Doctor of Philosop the University of Pennsylvan

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eland graduated with an degree in Science from the ity of Adelaide in 1949, and some time at Macquarie in the Antarctic before tak- a Fulbright scholarship in a.



Sullivan wore a dress of powder-blue her marriage to Mr. Trevor Mc- of radio station 9AP, at the United oroka, Port Moresby, on August 13. Photo: Papuan Prints.

Andy Andresen, of Mando- land, 20 miles from Honiara, Madang, New Guinea, for ning of the memorial to the Watchers at Madang. g the war years, Mr. Andresen is time Coast Watching from Ridge, well known for its surveys by Clutha Develop- nd in a strategic position king Henderson airfield.

* * *



Mrs. Norman Godbold, after their arriage at the Church of England, ecently. The bride was formerly Miss earson. Photo: L: Chin.

nd Mrs. A. T. Low are now permanently (they hope) on Island, where Tom Low is cutive of the Burns Philp hey were there briefly in 1953, ll in love with the pleasant nd were happy to return. Low was Lema Price, of a nown Vanua Levu planting and Mr. Low has served the Philp organisation in many l Pacific places, including Rotuma and Fiji. Under

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persuasion, Mrs. Low is a writer; and this is how scribed Norfolk Island, as it from the plane which them back from New Zeal

"A feeling of deep conte over us when we saw agai had longed to see, th remembered Norfolk Island checkerboard farms, wind roads, old homes nestling high hedges, the convict-sta grim as ever), the eternal s clawing the black cliffs; and ing above all, the Norfolk tall and free."

* * *

Public tribute has bee justifiably to the services the West Samoan communit J. C. Thieme, during the Department crisis there (See this issue.)

Dr. Thieme has an int history. His father also medical practitioner, a who settled in Western Sam it was a German Colon married the attractive part- daughter of a Samoan family. Dr. and Mrs. E Thieme were highly-e residents of Apia, and they re there after World War I. Dr. died there between the Wa Mrs. Thieme sent their three —Hans, Maria and Fritz— relations in Germany. The educated there, but then were up in World War II. Their meantime, lived in Apia.

After the war, Mrs. Thie to work to get her three back to Samoa—a very difficu then, in the circumstances ever, they rejoined her ab years ago—Dr. J. C. (now a q medical man, whose service gladly accepted by the Medi partment); Maria, a clever tary and linguist (who lat taken over a photography in Apia); and Fritz, a motor-engineer.

Step by step, Dr. Thieme to a larger share of the work Medical Department until, last couple of years, he has one of the Department's ma



Photographed in Sydney—Mr. Tom Norfolk Island, with Mr. Norman Stee mother was a Quintal from Nor —T

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inbrigge and Miss Enid Hilton were t Taurama Chapel, Port Moresby, August 3. Mr. Bainbrigge is a well-wn local sports commentator.
Photo: Papuan Prints.

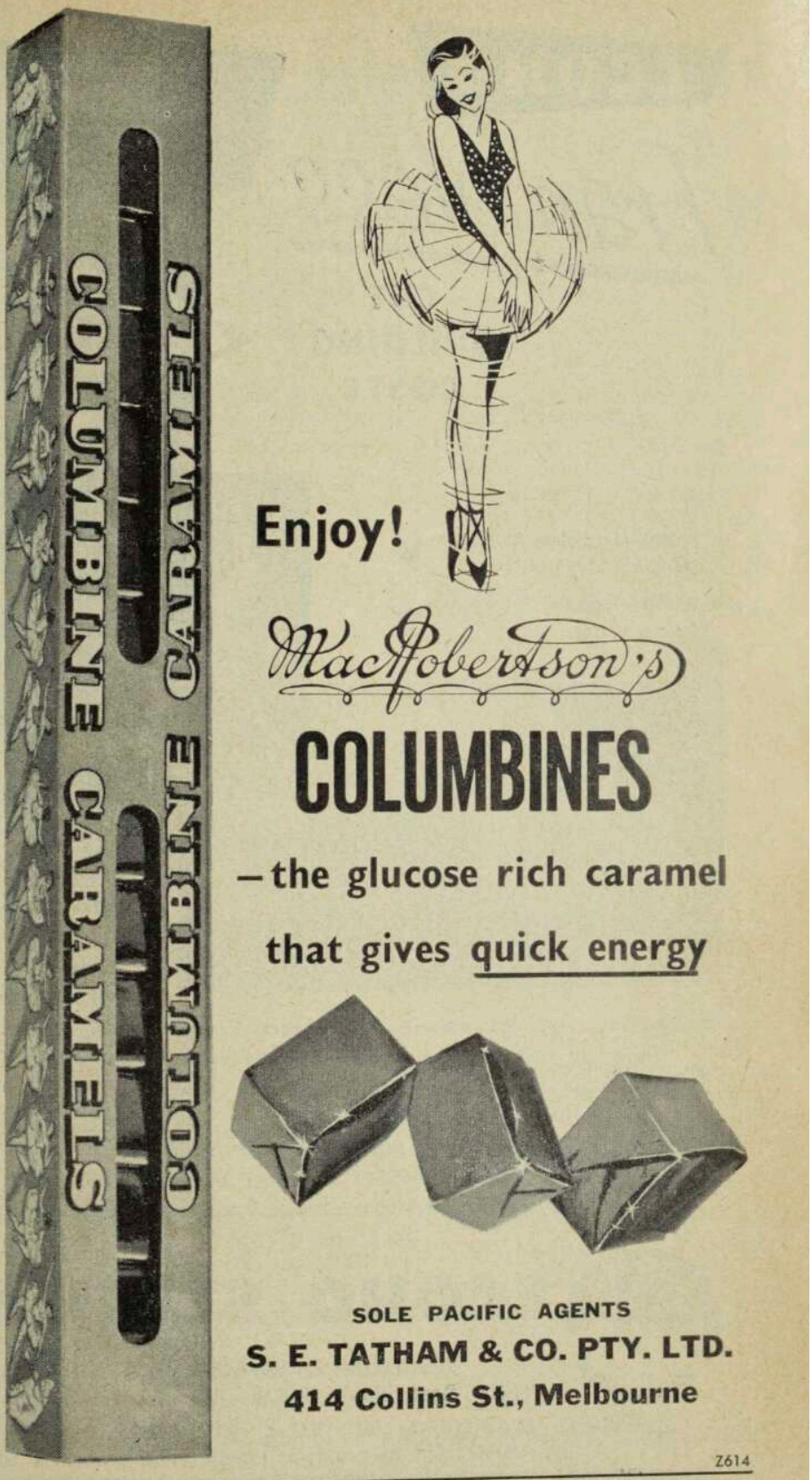
e advices from London say he was more surprised than ald Garvey, KCMG (late r of Fiji) when the Home y offered him the appoint- Administrator of the Isle —a gubernatorial job carry- it a comfortable Govern- ouse, a substantial salary erm of 7 years.
nald had just purchased a a lovely little Suffolk village applying himself to a little farming.
nald and Lady Garvey were the Isle of Man on Sep- 14, and he was to be sworn astle Rushen, an ancient where such ceremonies have ace for hundreds of years. onstitution of the Isle of lder than that of England. liament has two chambers— tive Council and the elected of Keys—and they meet under the presidency of ernor.

* * *

f the chief executives of W. R. Carpenter & Co. Ltd., ndolph Carpenter, with his d son, left Fiji in August ney, after 2½ years in the Mr. Randolph Carpenter is son of the founder of the y, the late Sir Walter h Carpenter, and a son of H. Carpenter, the present irman.

* * *

. J. Townsend, son of the A. P. Townsend and Mrs. d, of Kuru Plantation, New was married on September dney, to Miss Elaine Audrey They met about 18 months n the bride was working in Mr. Townsend visited Suva oliday. The wedding took St. Anne's Church of Eng- rathfield, and was followed ception at Amory, Ashfield. ng couple will live in the y.



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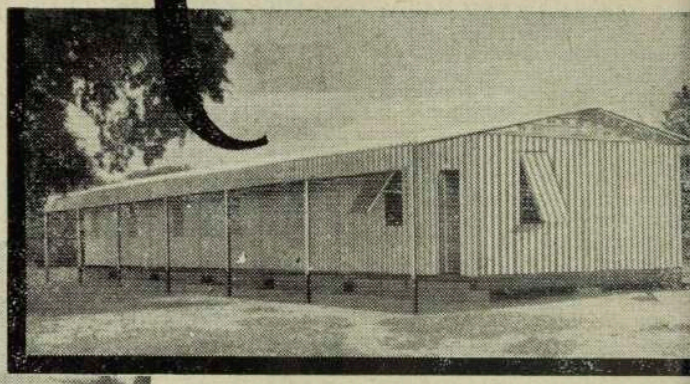
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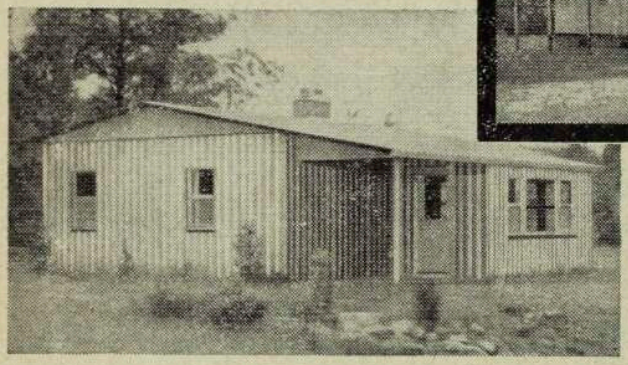
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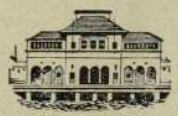
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The Customer Could Still Be Right

Battle Looms For Airways Routes And Fares

Now that the whine of the jet and the turbo-prop aircraft ecoming commonplace, a general re-assessment of the ediate future of commercial aviation is being made by all nternational air companies, and all the signs are that the e for routes and over fares will soon be on, in earnest.

nternational Air Transport ociation—IATA—is to meet month in Honolulu against ground of threat to the y of this formerly closed- ganisation.

recently, most international panies have been content to A fix the price they must ustomers. Now some of them ing the UK Government- irlines—think they could do and cheaper, without the ion. Air-travellers think so,

ying public, of course, would nd any break-away move ant cheaper fares. Up to faster, bigger, more com- planes that we have been l over the last decade (and w got), have not fulfilled promise—a slash in fares. have risen steadily, year by hough some measure of re- been given through the in- n of, first, Tourist class, v, Economy class.

urist and Economy classes. a lot less, and get a lot service and amenities. But ntroduction of jet aircraft means that there is now rarely more than four or five hours between hops, more and more travellers find that they can put up with Tourist or Economy classes very well.

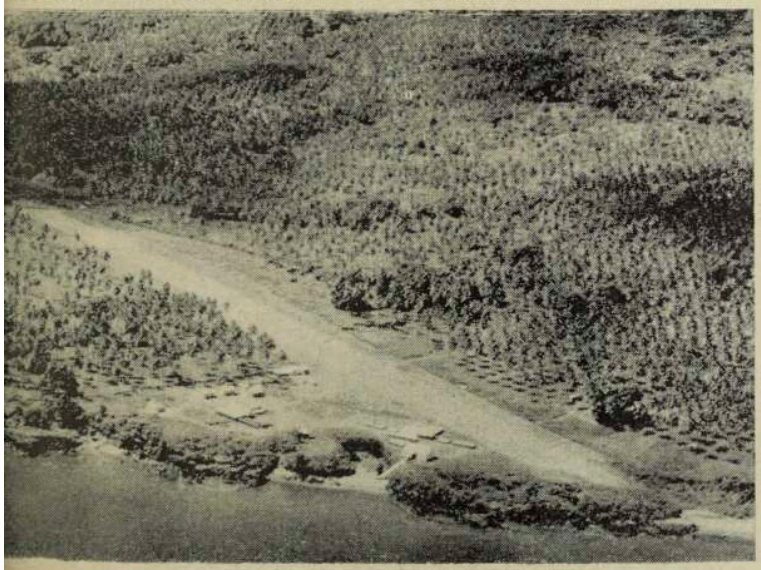
Jet Age in Cash

Just at the moment, operators are finding it difficult to calculate just what the jet age means to them in increased turnover.

A lot of the international operators are not yet jet-equipped, or only partly so, and are losing customers hand-over-fist to those who are.

The snap-conclusion is that jet aircraft mean a fantastic increase in passengers—although it is pretty obvious that the present state of affairs will level itself out. When every big operator gets jets operating all will again share in the available traffic. (We have had an example of this type of temporary imbalance, here in the Pacific, where three operators, Qantas, Pan American and Canadian Pacific, shared the traffic. Qantas started its jet services in July, and as the other two operators have not yet brought jets

(Continued on page 145)



The new airstrip, amongst Mr. Val Tarte's coconuts.

PACIFIC REPORT

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

They Climbed 750,000 Coconuts; Kostelanetz Visits Tahiti; Fiji's Hibiscut Festival—117; Pacific-Wide Queen Competition; Suva's New Hotel; Mangaia Is. Shrinks—119; Jap Tuna Ships and Weather Forecasting—121; Suva's "Welcome" Band Visits US; Garlic Importers in a Stew—123.

Ancient Ideas About Birds of Paradise; Luck and Tenacity Pay Off in Lae—125; NZ Garmet Trade Dislikes Competition—126; That Terrible Tropical Disease; Jon Frummers Against Progress; Moresby's High School—129.

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Ura Airstrip

Val Tarte Gets His Service Again

THE opening in early August of Ura airstrip, southern Taveuni, for Fiji Airways' scheduled flights gets this part of the big island back onto the air routes.

Back in 1947, Mr. J. V. (Val) Tarte, of Waimaqere estate, Taveuni, reading of the increasing activities of a charter aircraft operated by ex-RAAF pilot, Tom French, offered to build an airstrip on his leased property at Ura. The offer was accepted, and on October 2, 1948, Mr. French crossed 120 miles of open sea from Suva in his Taylorcraft and landed at Ura.

As passenger was Mr. G. Lee, a radio technician, who went across to Taveuni to instal the first picture theatre there, also for Mr. Tarte.

This first flight marked the beginning of a service that operated for almost two years, with a frequency of better than once weekly. The aircraft finally was withdrawn from service because there were then no facilities in Fiji for a complete overhaul.

Then for almost four years Taveuni lost its air connection with Viti Levu and the capital.

Fiji Airways, under Harold Gatty,

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was established in 1951, and there was a revival of interest in air communications throughout the Colony. Later, an airfield was built at considerable cost at Matei, on the extreme northern tip of Taveuni. There was much criticism in Fiji over the final cost of Matei and also, from a flying point of view, of its site.

The authorities, at that time, would not recognise Ura private strip, but Mr. Tarte never gave up. He doggedly went ahead, at his own expense, and extended it to 800 yards, making many improvements and, finally, erecting a flight office and shelter-sheds.

A short time ago it received approval as a full-load landing area. That's why, on August 2, when Fiji Airways Drover FAS landed on the first commercial flight, Mr. Tarte's smile was broad as he welcomed Captain M. J. F. Morrissey and Mr. R. S. Kay, secretary of Fiji Airways.

Drovers call at Ura three times weekly at present—Wednesday, Thursday and Sunday. It is hoped that a profitable air-freighting business will be established with vegetables and other market produce from fertile Taveuni to Suva—the island has long been known as the "Garden of Fiji".

Hotel Airstrip

ANOTHER private airstrip being constructed in Fiji is almost opposite Korolevu Beach Hotel, on the western side of Viti Levu. Again, Mr. Tom French will open up the service, using a Piper Caribbean 4-seater aircraft.

The plane is due at Suva on the *Monterey* from USA on September 25, and the fight flight to Korolevu will be early in October.

It will make Pacific history—Korolevu Beach Hotel will be the first hotel in the South Pacific to have its own landing field and operate its own aircraft solely for the convenience of guests.

Visitors will be able to reach the hotel entrance from Nadi airport in 20 minutes, at approximately taxi fares—but avoiding the dusty three hours' road journey. Guests also may visit Suva for a day, without the discomfort of road travel.

Henderson Field "Out"

Honiara's On-Again Gone-Again Bridge

THE tune of a well known nursery song is currently popular in Honiara: "Lunga Bridge Is Falling Down".

Following heavy rains on August 25, the temporary bridge over the troublesome Lunga River was washed away, together with a recently purchased barge.

Henderson Airfield (which has been back in commission only a couple of months), being across the river, was once again cut off as was the case when the main bridge was swept away in the January floods.

The usual early Tuesday morning exodus to the air-strip was able to reach the drome but when visability proved nil passengers and several vehicles took "their life in their hands" and re-crossed the now sagging bridge.

The fire tender, Shell re-fuelling waggon and Agents' bus were unable to make the crossing.

So once again "Old Faithful", the Kukum air strip, previously pushed into the background because Henderson would be needed for the proposed through-route to the Hebrides, has come to the rescue.

See pages 146/147 for PAA's New Honolulu-American Samoa air-service; and TAI's new arrangement with Australia's TAA.

Qantas 'Plane Delayed

Due to continual rain and poor visability, the weekly Qantas' plane had an enforced overnight stay in Yandina, Russell Islands, on August 24.

It did not arrive in Honiara until 3.15 p.m. on the 25th, and departed the next morning, a day late.



The Piper Caribbean, soon in service in Fiji for Mr. Tom French. Nadi Airport will then be 20 minutes away from Korolevu Hotel.

He Says It Adds U

While the UK Gover makes plans to get all Co wealth airlines into the stable (page 17), our NZ spondent still has the fi

He is not convinced Qantas has not got the tralian "take-over" habit the intended victim, (Last month's story was th was in the wind, but a spokesman denied it.)

The big announcement at the end of this financia insists our New Zealande not," he asks, "why did M Allender (a top TEAL exe in Fiji) shoot through an a job out of the ind Everything adds up to a assassination."

RESULTS OF FI LEGCO ELECT

SUVA, Se

INCOMPLETE results of in the Legislative Coun tion, at the week-end a

SOUTHERN, EUROPE
*Falvey, J. N., OBE
Tetzner, S.

SOUTHERN, INDIA
Singh, K. B.
Ramrakha, Odin
Pathik, Davendra
*Deoki, A. I. N.
Gopalan, Dr.

EASTERN, EUROPEA
*Gibson, H. B.
Martin, L.

EASTERN, INDIAN
Singh, Vijay
Kanji, Jamnadas
Singh, V. R.

NORTHWESTERN, EURO
*Kermode, R. G.
White, M.
Chalmers, N. S.

NORTHWESTERN, IND
*Madhavan, J.
Lakshman, B. D.
*Phasad, Ayodhya

* Retiring Members.

Heavy rain during pollin and general lack of interest, for fact that only 645 out Europeans voted.

The five Fijian Members ated by the Council of Chi the Government are:

*Cakobau, Ratu E. T. T
*Mara, Ratu K. K. T.
*Ganilau, Ratu Penaia.
*Semesa K. Sikivou.
*Ravuama Vunivalu.

* Member of last Legislative

Two European and two Members are yet to be non by the Government.

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ıer Demonstration Against Mr. Hasluck

P-NG Taxpayers 'Boycott' The Leg. Council

In mid-September, the Papua-New Guinea Tax Rebellion active on three fronts:

Payments of the new "provisional" assessments, brought into operation from August 1, were being made under formal protest.

A large section of the voters had "boycotted" the Legislative Council in the by-elections.

A formal challenge to the validity of the Tax Ordinance and the Papua and New Guinea Act was before the High Court, awaiting a hearing by the Full Bench.

eptember 12, in the Papua
NG Islands electorates, a
stantial majority of the
expressed their disapproval
Legislative Council, in its
form by supporting can-
pledged—if elected—to follow
ample of Messrs. Dudley
lan Downs and E. A. James,
ign. (See figures below.)
a strong anti-Hasluck vote,
neans more confusion in the
ive Council, and more em-
ment for Canberra.
ise Territorian opinion split
on the wisdom of actually
ing the by-elections (caused
e resignation of elected
's James, Dudley Jones and
in protest against Minister
's methods), pro-Legco
ites were nominated in
and New Guinea Islands.

ott of Legislative Council

upon the Taxpayers' As-
ns nominated against them
ites who were pledged to
e the boycott—i.e., to resign
Council, if called upon.
were strongly-worded
gns in both areas—and some
ss, especially in the Rabaul

contests, such as they were,
finally to settle down as a
sluck and anti-Hasluck

by-elections took place on
ber 12, and (with postal votes
counted) they resulted:

PAPUA

not pledged to resign 205
Sanders (Taxpayers' As-
tion, and pledged to
, if requested) 394

EW GUINEA ISLANDS

Thomas, not pledged to
.. .. 54
Chipper (Taxpayers' As-
tion, and pledged to
, if requested) 367

NEW GUINEA MAINLAND

Sydney Barker, elected unopposed.

(After nominating, he gave the Taxpayers' Association his pledge of resignation, if required, so no one was nominated against him.)

No one was nominated when nominations were first called for, on August 4. Mr. Barker's nomination arrived four minutes late, and was shut out. Nominations again were called, for September 1. This time, Mr. Barker got in early; and, on September 1, made his pledge to the Taxpayers.

Appeal to High Court

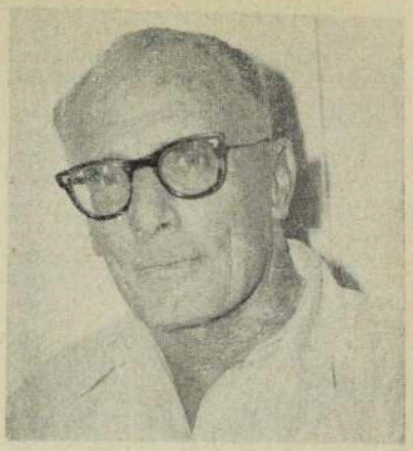
The application to the High Court of Australia to declare the Taxation Ordinances invalid on a number of grounds (one being the unsoundness of the *Papua and New Guinea Act*, under which the Legislative Council is constituted) made by Mr. M. W. Fishwick, of Rabaul, on behalf of the New Guinea Taxpayers' Association, had not come up for hearing by September 14—very much to the surprise of the persons primarily concerned.

The application first came before Mr. Justice Taylor in the High Court in Sydney on July 30, and wa adjourned until August 4; and the Judge then decided to refer it to the Full Bench of the Court.

It was known that the Attorney-General (Sir Garfield Barwick) an eminent authority on constitutional law, wished to have the Act (long a subject of criticism and doubt) finally tested.

It was authoritatively stated then that the matter would probably come before the Full Bench on August 17, 18, or 19.

After three weeks had passed, without a hearing, reports began to circulate in Sydney early in September that there had been "interesting" exchanges between certain Departments in Canberra (where Mr. Hasluck—see elsewhere



Mr. J. L. Chipper, Taxpayers' Association candidate for NG Islands—elected.



Mr. W. T. Thomas, independent, for NG Islands electorate—defeated.

—was fighting for his Ministerial life); and that it was unlikely that the High Court would reach this particular application before the Sydney Session closed late in September.

That meant either (a) transferring the application to another State, or (b) awaiting the return of the Full Bench to Sydney about December.

Hasluck and Parliament

Although the Territorians, in June, July and August, had done everything — short of physical violence—to resist the procedures of Minister Hasluck, and to demonstrate their lack of confidence in him, Members of Australia's Parliament remained mostly indifferent.

The Australian newspapers refused to report the Tax Rebellion (see article on page 43), and so the politicians ignored it. (Over)

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Only two members, Messrs. Wheeler and McColm (see this page) spoke up for the oppressed Territorians; and they got precisely nowhere.

Behind the scenes, out of the public sight, there were demands that "Hasluck should be shifted out of that portfolio before the situation gets worse".

But Mr. Hasluck has staunch friends in Parliament, and they rallied to his support. So far, the Prime Minister has refused even to consider the challenge to Mr. Hasluck's administration.

Mr. Hasluck has replied to the few Australian protests on P-NG conditions, by saying that the tax, to which the Territorians object, is a low and a fair tax. He says nothing of the real causes of the Tax Rebellion.

The Canberra plan is to play down and ignore the Tax Rebellion, so that it will die of inanition—and, in this, Canberra has been supported by the newpsapers.

That plan probably would have succeeded, had it not been for the initiative of Mr. Dudley Jones and Mr. Fishwick in getting the constitutional challenge before the High Court.

But the slowness of the High Court in hearing the application could defeat that move by the Taxpayers.

Mr. Hasluck remains high in the saddle.

Tax Collectors are at Work

A factor which may defeat Canberra's plan to let the Tax Rebellion die (by ignoring it) is the activity of Treasurer Reeve's tax-collecting machine, which came full-blooded into operation on August 1.

From that moment, employers were compelled to make Pay-As-You-Earn deductions from all taxable wages and salaries—and the people generally were brought suddenly to full realisation of what had happened.

The truth of the Taxpayers' claim that it was a half-boiled taxation scheme, framed and put into operation without proper thought and preparation, was brought home to them.

Employers had no tax-gathering machinery ready. Employees suddenly found part of their wages taken away, without any sign of compensation in the shape of higher living costs.

Canberra, thinking that to ignore the Tax Rebellion would kill it, should have been listening in in Papua and New Guinea in August, when the first taxes were grabbed from pay-envelopes.

The by-elections of September 12 came opportunely. All those resentful taxpayers had a vote!

Public Service Resentment

The Public Service Association, P-NG's largest body of organised workers, ranged itself originally beside the Taxpayers' Associations in resistance to Mr. Hasluck's methods of introducing income tax. It wisely kept out of the constitutional fight that developed later in Legislative Council and the Supreme Court.

But soon as the tax-machine began to operate, in August, the public servants individually, and as a body, gave tongue vigorously—and with good reason.

The Minister and his mouthpieces have argued that the public servants would get the benefit of reduced living costs, through abolition of import and export taxes.

That is complete poppycock. There is no reduction in living costs and can be none until merchants' stocks are cleared, if then.

The bureaucrats, knowing this, probably will try to enforce price-fixing, and start another row.

This tax system follows the Australian pattern, and all sorts of privileges—like free housing, and messing allowances—now are being assessed on an annual value, for tax. The public servants have not taken kindly to this.

They have passed a vote of no-confidence in the Minister (see page 45) and they are demanding immediate increases in salaries of sums up to £300 per annum.

The worst feature probably is that the tax has put a blanket discouragement upon recruiting for the P-NG services.

Unemployment and Theft

The impact of income tax is making worse the already serious native unemployment problem in Port Moresby, the Central District Officer, Mr. D. Marsh, reported on August 24. Many Port Moresby people were sacking house-servants.

"Already there are about 1,500 unemployed natives around Port Moresby, and this number is growing daily," he said.

"The question of relief work is being considered by the administration but this is only a partial answer."

Mr. Marsh said the obvious solution was to ship the unemployed back to their villages, where they can be assured of food.

Port Moresby Police Superintendent, Mr. W. Dix, said the incidence of petty thieving and housebreaking was increasing weekly. "We know most of these crimes are being committed by unemployed natives but they are very hard to find.

"They live with friends who steal food for them from their own employers," Mr. Dix said.

Battle in Rabaul Area

There has been much undercover, tactical fighting in the Territory—mostly to the Minister's embarrassment.

The Taxpayers had hoped that, to

(Continued on page 145)

Minister Should Go

STRONG CRITICI BY BACKBENCHI

THE Australian newspap August 27 headlined ar upon Territories Minister I in the Australian Parliame Liberal back-benchers R. C. and M. L. McColm.

Mr. Wheeler described the ment and anger of Territorians the procedures followed Minister in introducing inco ation, as he had observed it in Papua and New Guinea and July.

Mr. McColm insisted th Hasluck had created such bad between Territorians and A tration that he should be r to another portfolio.

The following are the main made by Mr. Wheeler:

A threat to security was being by the assembly, around Port Mor Rabaul, of colonies, in considerab bers, of unemployable, detribalise —"classic breeding-ground of tro

Native labour contracts had bec way affairs. The employer disobey peril; but there was no practical enforcing the terms of a contrac native, if he chose to walk out.

There should be more effec operation between the governing Canberra and the Territorians. we like it or not, every white there, official or non-official, is a tative of Australia. This is where weakness lies, particularly in our to the non-official European po The inept and almost disastrous of the recent income tax proposa up this very weakness. In spite o researches, the Canberra bur failed completely to grasp the stances and views of the private

"Locusts"!

"It is not difficult to pinpo basic weakness of our adm tion," declared Mr. Wheeler. officials regard the private and the settlers as interlo their islands paradise—me are there on sufferance an will be eliminated in due c

In line with that, sa Wheeler, was the Minister's o tion of a large section of th ness community as "locusts"

The Labour Opposition sh "Hear, hear!"

"That proves my point," re Mr. Wheeler. "Members o applaud the term. The So believe it to be correct."

Mr. Hasluck sharply cha Mr. Wheeler. Could he qu source of his information, of taking material from irresponsible newspaper.

Mr. Wheeler said the sta

(Continued on page 147)

REACTION TO INDONESIAN CRISIS

Copra Up a Little, Coconut Oil a Lot

Indications were, early September, that the worsening political economic situation in Indonesia was having a hardening effect he world copra market.

THER the effect will be a ong-term one, remains to be een, however. Affairs have o confused in that country long now, with consequent ous effect on copra (and exports, that the fat and oil is beginning to adjust itself The rise in copra price on ropean market in early Sep- could, therefore, be purely tionary.

on price on August 28 was /3/2; by September 9, it had o £Stg.83 per ton, c.i.f. This price was £Stg.3/15/- per ton than the August average, which such organisations as NG Copra Marketing Board ltimately base their August nts.

he last month, the price of t oil rose in spectacular by about £Stg.12 to £Stg.138 for Ceylon, and is holding ue much better than copra. fferential between copra price conut oil price is now far than it was five months ago. y April. Ceylon coconut oil tg.138/10/- per ton c.i.f., Lon- nd copra was £Stg.93/15/-.

rise in the London copra in the first 10 days of Sep- was reflected throughout the The price paid by the local g mill in Suva was adjusted is; and in other territories, copra exports are handled by , it had the result of keep- ices firm on August rates when many producers, basing their calculations on early August prices, had anticipated a downwards adjustment.

NG Final Price

Most Copra Boards were extremely conservative in their tentative payments in the first half of the year when copra prices were booming, and now find themselves with sufficient accumulated funds to carry them over the present fluctuating period without lowering prices to producers.

During August, the P-NG Copra Marketing Board declared the Board's final price for copra delivered during January 1—June 30, 1959. This is: Hotair, £A88/14/- per ton; FMS, £A87/14/- per ton; and Smoke, £A87/1/6 per ton. In cold cash this means that within the next few months—by end of November, according to Mr. Ian McDonald, CMB chairman—P-NG planters will be credited with a further £13/14/- per ton for all the copra they delivered during that period, or £658,000 in total.

Income tax will not be payable on this; but export duty has already been taken into calculations before arriving at the final price.

The tentative price for P-NG copra, from July 1, remains, until further notice, at £A72/10/-, £A71, and £A70 for the three grades.

G-G in Apia

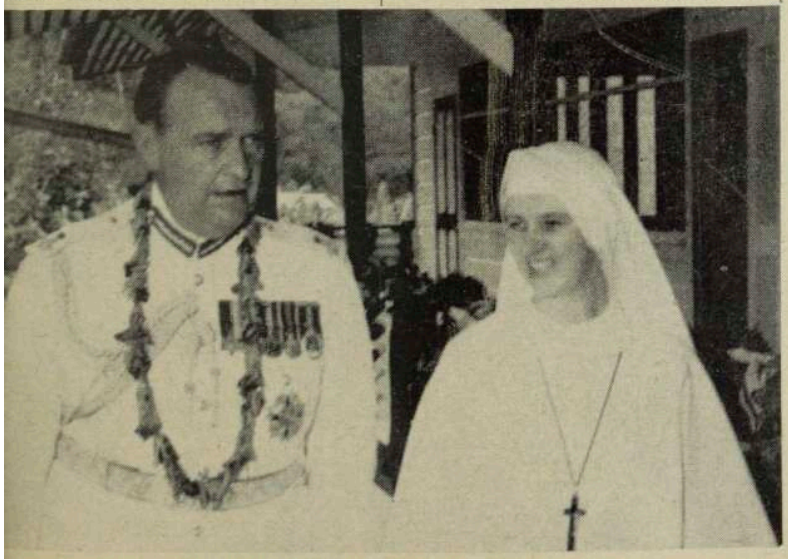
The Governor-General of New Zealand, Lord Cobham, and Lady Cobham, paid a visit to Tonga, Samoa, the Tokelaus, the Cooks, and Fiji in July-August, travelling aboard HMNZS "Royalist" and by RNZAF Sunderland flying-boat on various stages of the visit.

It was the first official visit of Lord Cobham to New Zealand's island territories and to the other territories visited. In the case of certain islands it was the first occasion of a visit by a Governor-General of New Zealand in over 20 years.

The tour concluded with the Fiji visit where Lord and Lady Cobham were the guests of Sir Kenneth Maddocks, Governor of Fiji, and of Lady Maddocks.

The Governor-General is shown here with Sister Mary Emerentiana at the opening of St. Mary's Girls' School, Apia, on August 1.

—Thieme Studio Photo.



Another Step Towards Self-Government

W. Samoa Chooses Prime Minister

The most important item on the agenda before the session of the Western Samoan Legislative Assembly which began in Apia on August 3, will be the election of a Prime Minister.

The Prime Minister will then choose his own Cabinet, and Cabinet Government is due to begin on October 1.

This is in line with the recommendations of the United Nations Trusteeship Visiting Mission for smoothing the path to self-government.

Originally it was intended that Cabinet Government would be introduced after the elections next year; the Mission, however, believed that it should be introduced before the end of this year in order to give the Samoans as long as possible to prepare for full self-government, tentatively fixed for the end of 1961.

Since the Samoa Amendment Act of 1957, when the Executive Council, first constituted as an Advisory body, became the chief instrument of policy, it has contained nine Ministers, some elected, some nominated, of whom the Hon. E. F. Paul (one of the elected European members of the Legislative Assembly) was Leader of Government Business, Minister for Economic Development, for Marine, for Police, and Minister in Charge of the Secretariat.

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Going, Going, Gone!

SUVA'S GRAND PACIFIC HOTEL: £F90,000

After some months of extraordinary delay (see "PIM" of June last, page 19) the price which the Government of Fiji is to pay the Union Steamship Co. Ltd. for the Grand Pacific Hotel in Suva was fixed by arbitration on August 21 at £90,000.

WHEN the Union Co., at the end of 1958, gave formal notice that it would not continue the lease which it had held for 50 years, and would surrender the property to the Government, it was reported that it placed on the property a walk-in-walk-out value of £105,000 including furniture and fittings.

The Government took over the property at the end of March last and sold it to Cathay Hotels Ltd. of Singapore, the price to be whatever the Government had to pay the Company on a valuation to be agreed upon.

But Government and Company could not agree on what was "current valuation"; and so they had recourse to arbitrators.

Each side brought witnesses to give expert valuation. When three witnesses were called by the Company, valuations were given respectively at £133,800, £122,110 and £98,441.

Of two witnesses called by the Government, one gave a valuation of £69,515 and another a valuation of £65,275.

Evidence of valuation was given for the Union Co. by Mr. W. A. Gordon (New Zealand), Mr. W. A. Marlow (of Fiji Builders Ltd., Suva) and Mr. S. A. Tetzner (of Tetzner & Bygrave). For the Government, by Suva architects G. J. Larsen and R. H. Stephenson, and Mr. K. Singh (of Narain Construction Co.).

Valuation was given on a number of different bases, hence the wide variation in figures.

The valuation finally arrived at was on the basis of the GPH as a building only, not as a hotel business, so the question of its earning power was not considered.

However, it was stated that the tax-paid nett profits in recent years were: 1955, £14,122; 1956, £13,647; 1957, £15,443; and 1958, £17,633.

Mr. Gordon said that with a comparatively small expenditure on modernisation those earnings could be substantially increased. He considered that on the amount claimed by the Union Co. the profits would be such that after 16½ years the building could fall down and the capital would still be intact.

Evidence was given that the Government had some time ago paid the Union Co. £50,000 on account, pending settlement of valuation. Cathay Hotel (Fiji) Ltd. had paid the Union Co. £10,000 for furnishings and sundry equipment.

Hotels of the Crown Colony of Fiji Ltd. another tenderer for the hotel, had offered £80,000, included the furnishings. Thi the best firm tender.

Costs are to be paid by parties.

Although Cathay Ltd. wa represented in the procee representatives of that Co. present in the gallery durin three-days' hearing.

HOME BASE

By Sydneyside

Sydney is the hub of the South Pacific, and its news is news. Here are some of the things that made August-Sept. headlin

TREASURER Holt's first Federal Budget, presented in mid-August—it took 1½ hours to deliver and sounded more like a policy speech—turned out to be a "Nothing for Nobody" effort that dashed many fond hopes and has had chain-reactions ever since. Biggest screams were about increased postal charges, especially bulk postage, which were obviously introduced without much expert advice. If persisted with, these could have put many small publishers, who depend on mail services for distribution, out of business.

The Government back-pedalled on some proposed increases—not the whole way, but enough to ease the burden — but the full treatment remains for some items. Ordinary postage is now up to 5d; registration is 2/- instead of 1/6; parcels post is up 20 per cent. Telephone rentals are up, so are trunk-line calls

Within a couple of weeks of presenting this brainchild to the nation, Mr. Holt left for London and the Commonwealth Financial Conference where he, no doubt, is showing them how to make budgets and infuriate people.

* * *

THE FEVER: In Australia's biggest-yet take-over bid (it's epidemic at present), H. C. Sleigh Ltd., made a close to £12 million offer for Adelaide Steamship Co. Ltd. No dice.

* * *

THE STRONG LOOK: Schooners, middies and ponies (all beer-glass sizes, in case you are uninstructed) will soon be coming in different shapes in Sydney pubs. Designers have been hard at work designing new glasses that are not so accident-prone. Estimated wastage from breakages (and other causes), in NSW hotels is 800,000 dozen per year.

* * *

CULTURE V FINANCE: The Sydney Opera House of revolutionary design, still just a hole in the ground at Benelong Point, will open for busines January, 1963, according to ever-hopeful Premier Ca Some optimists have alre booked it for a function in Ma 1963, notwithstanding the that we are still around million short of the £3½ mil needed to build it. (Austr Day, in January, 1963, marks 175th anniversary of the fou ing of the first European set ment in Australia.)

* * *

MOST DISTINGUISH VISITOR: She was, of cou Princess Alexandra, who loo in for a week after official du at the Queensland Centen Celebrations. As in Queensla the emphasis was on youth, suit the Princess' 22 years, on democracy. Civic fathers lined up an impressive str of typists, under-gradua plumbers, nurses, and fact workers to meet her. It probably a pleasant change fr the usual collection of fud duddies and politicians.

* * *

ALSO VISITING US: And a via the Queensland Centen Celebrations, the Luton Gi Choir—or 50 members of sam dressed in identical outfits fr identical cream suitcases. Th were welcomed at the airport September 6 by frantic fans, cameras and a guard of Mar ing Girls in assorted sizes.

* * *

DEPARTED: On September The Kangaroos — representat Rugby League team for a f months tour of UK and Fran

* * *

THE THINGS THEY THIN OF: People have been buyi commercial-type vehicles (16 sales tax), complete with "static wagon conversion kits" and escaping the 30% sales tax passenger vehicles. They were but not for much long Treasurer Holt will soon introdu legislation to plug this leak the public purse.

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Company Accepts New Basic Wage

iji Sugar Industry Still Menaced By Lakshman

In a public announcement on August 27, in Fiji, the olonial Sugar Refining Co. Ltd. said that it would accept the commendation of the recent Board of Inquiry into wages in e sugar industry in Fiji, and would increase all wages by l per hour, as from April 23 last.

DER this arrangement, the asic hourly wage would be 1/8, s recommended by the Board. e Company formally announced as the wage had been fixed lengthy inquiry, further wage ases would not be agreed to e Company for some years.

e Board, in its recent report, a number of recommendations he creation of machinery de- d to prevent further clashes en the Fiji Sugar Industry oyees' Union, which is directed . D. B. Lakshman, as president, he CSR Co., in regard to wages vorking conditions.

e CSR Co. has suggested that presentatives should meet the sentatives of the Union in l conference on September 28, ek ways and means of imple- ng the Board's recommenda- and a "Master agreement intain peace in the industry".

e recommendation is that rs affecting sugar workers ally should be discussed and ed by the central executive ittee of the Union, under nstances which ensure that all hes should be heard—the of this obviously being that major decisions should not be in future by one man (Mr. man) as frequently has been ase in the past.

ttitude of Mr. Lakshman

e following day, in a long nent filled with querulous ent, Mr. Lakshman questioned ction of the CSR Co. in making nouncement the previous day ut consultation with him, e indicated disagreement with findings of the board.

his statement he repeatedly ded the people concerned although a majority of the d recommended an increase in s of 3d per hour and a basic of 1/8, a minority of the Board Indian member) recommended crease of 10d per hour and a rate of 2/3.

e indications are that Mr. hman will hold a series of meet- with members of his Union e the conference on September nd, if his statement published on August 29 is any guide, any general settlement of industrial matters as between the Company and the Union on September 28 will not be easily achieved.

A situation could develop out of these events which would place a pretty severe test upon the Governorship of Sir Kenneth Maddocks.

The Government has been much embarrassed by industrial unrest in the Fiji sugar industry in recent years.

The appointment of the Board of Inquiry into wages under Mr. Honeyman, a London barrister, represented the Government's attempt to ascertain the justice of Mr. Lakshman's wages claim, before taking any drastic action to put an end to the industrial agitation in the sugar-mill areas, which is believed to be both irresponsible and Communist in its origin.



That confection is a cake—a wedding-cake—about to be cut by the bride, Mrs. Keith Spooner (nee Pamela Gilmer), at a reception given at South Pacific Commission Headquarters, Noumea. The couple had been married in a civil ceremony by the Australian Consul, Mr. Rodney Hodgson, and was the first marriage ever performed by an Australian Consul in Noumea. The religious ceremony was at the beautiful Eglise des Voeux. The young couple are both working in Noumea—the groom as an off-set printer; and the bride at the SPC.
Photo: F. E. Dunn.

More Ship Trouble in BSIP

The BSIP's run of shipping bad luck is continuing. On September 9, when on a voyage to Auki, on Malaita, the *Margery* was rammed by *Kovala* off Florida.

Details are sketchy as we go to press, but it is believed that the accident happened about 3 a.m., that *Margery* was sunk but *Kovala* was undamaged. All cargo is reported lost from *Margery*, but 47 passengers and crew were taken off. *Kovala* was, at that stage, reported to be searching for wreckage.

The BSIP Government lost its modern ship *Melanesian* in mysterious circumstances in July, 1958. *Betua* was lost when searching for her. A few months ago, *Coral Queen*, when just a few months out of her Hongkong maker's hands was damaged on a New Guinea reef and was out of commission for several months.

Islands Agents Get Together

AUSTRALIAN Islands agents have recently formed an organisation which they have called Island Agents' Association.

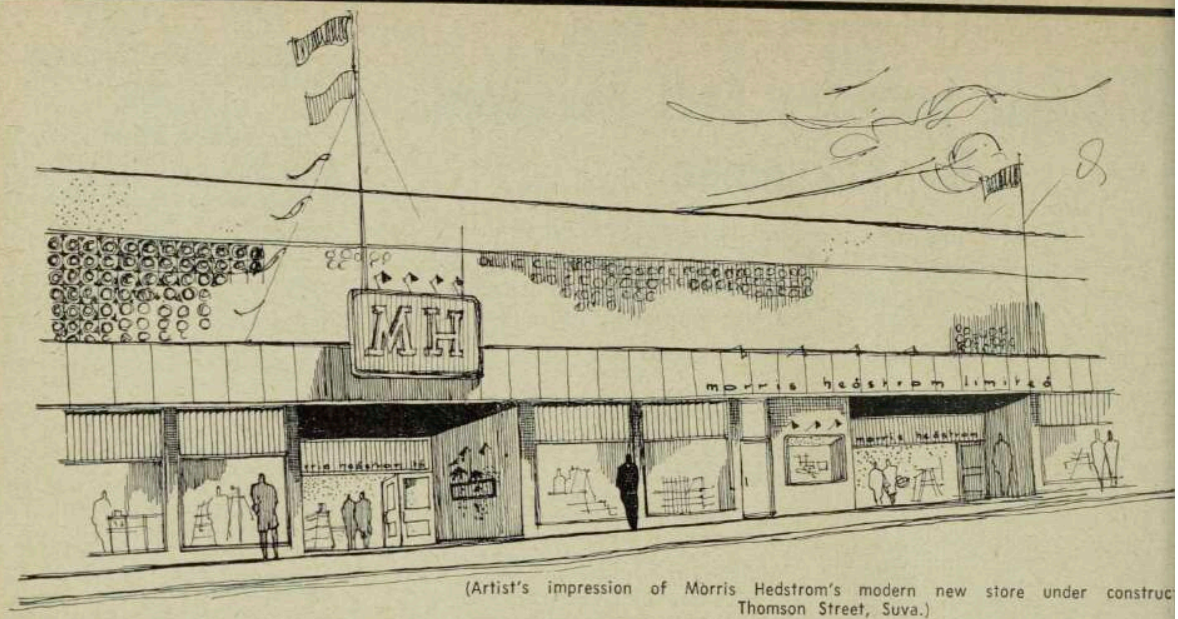
The new Association has drawn up a list of objects, first and foremost of which (apart from mutual help) is "To promote and develop trade and goodwill between Australia and the Pacific Islands".

The executive operates from Sydney (the Hon. Sec. can be contacted through GPO Box 1901, Sydney), and the majority of foundation members have Sydney headquarters, but agents anywhere in Australia who operate in the Pacific are eligible.

Some of the member companies have roots that go right back to the beginning of organised commerce in the Pacific; others have more recently come upon the scene; but all are what their name implies—the agent between the Island resident who wants to buy something or sell something, and Australian commerce, and as such they have a unique and traditional place in the Islands scheme of things.

First office bearers are: Chairman Mr. C. E. Tait; Vice-Chairman Mr. C. Sullivan; Honorary Secretary Mr. G. D. Millar; Assistant Hon. Secretary Mr. E. F. Sharpe; Honorary Treasurer Mr. D. G. Fraser; Assistant Hon. Treasurer Mr. P. Jackett.

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COMMENTARY

rt Appeal Now
G's Only Hope

TAIN occurrences—or lack of me—in the Australian Parliament and Press, in relation to in Papua and New Guinea scussed in an article on page titled "Strange News Black- n P-NG Tax Rebellion". erto, the residents of the ory, suffering the arrogance the contempt of Australian er Hasluck, have been sure they had only to expose the er in his true colours, and and Parliament would rush to aid. They put their faith in rime Minister and in certain apers.

, they know better.

h the exception of a very small of Parliamentarians (who, in turn, are kept more or less essed by the Menzies Party), ment and Press apparently ganged up to defeat the Tax ion. "The trouble in New a was promoted by ratbags— it and you will kill it", rs to be their policy.

ver a people had right and on their side, they are the of Papua and New Guinea, decided to resist the high- d, dictatorial methods of Mr. ck. They were completely ed in every step they have

Mr. Hasluck, through his ates in the Menzies Cabinet, is friends in the leading Aus- n newspapers, has succeeded in ing a news black-out. The alian people literally know g of what has been happen- P-NG.

ticians and newspapers, partly gh ignorance, partly by design, created the impression that Territorians are resisting in- tax. Nothing could be further the truth—as is shown by the y of the events of the last months.

ne esteemed Territorians in August disapproved the Tax- s' challenge to the Papua and Guinea Act, before the High

n, perhaps, they had some cation. They believed that and Parliament surely would to their aid. Now, we hope, see the situation in clearer

Territorians have only one left—namely, an appeal to the s. As they cannot get help Press and Parliament, on the ds of justice, they at least can force the issue by challenging the validity of the laws under which they are being oppressed.

Territorians now, while sniping at the Government through the Legislative Council by-elections, should stand solidly behind the Taxpayers' Association in its appeal to the highest constitutional authority. This thing may not end in the High Court. Even if the High Court finds for the Taxpayers, Canberra—in its present temper — probably would carry the appeal on to the Privy Council.

* * *

What Follows Burns
Report in Fiji

THE Burns Commission of Inquiry into Fiji's fundamental problems is practically ended, and a report of great significance now is awaited. (See news article on page 47).

Those who have followed events in Fiji over many years now hope that, in 1960, Britain will make two major moves in relation to Fiji, namely—

- A sum of at least £20 millions will be made available for developmental purposes in Fiji.
- There will be a serious effort made to promote a closer relationship between Fiji's basic interests (the Fijian community, the Indian community, and the huge investment there of Australian capital) and the future development of primary and secondary industries through instrumentalities made available by Britain.

If those moves are made, based on the report and recommendations which Sir Alan Burns is expected to produce, there is no real reason why they should not succeed. Everything will depend upon the competency of the British Colonial Office people and the nature of the co-operation given by the three basic interests who must implement the report, referred to.

The spirit of co-operation and mutual goodwill already is present in the Colony. It is the task of the British Colonial Office to shape and harness it.

Our great fear at the present time is that the British Colonial Office, embarrassed by its more acute problems in Africa and elsewhere, will not appreciate the urgency of Fiji's problems, and will dither with them as it has dithered for the last couple of decades.

It is vital to the success of any new moves, based on the Burns Commission's findings, that the Colonial Office make available to Fiji the services of competent men. The shaping of Fiji's future administration and development is no task for stiff-necked bureaucrats or semi-superannuated office-holders. Fiji, in the past, has had, as its chief executives, some superbly good men, and some of deplorable calibre. On this occasion, the Colonial Office must give us of its best.

The alternative — which surely will follow continued population growth and unavailability of land—does not bear thinking about.

* * *

Territorians Don't Matter
—They Only Have To Pay

WEST AUSTRALIAN Liberal Member of Australia's Federal Parliament, Mr. F. C. Chaney, was talking through his hat when, in defending Territories Minister Hasluck in Parliament in Canberra in late August, he said that so long as the Minister can retain the confidence of the "people to whom the Territory rightly belongs", it matters little what his critics think.

Three-quarters of the natives of Papua-New Guinea have never heard of Mr. Hasluck; and of the remainder, only a tiny minority would have any opinion on whether they had "confidence" in him or not. Most of them are confident that Australia and the P-NG Adminis-

BSIP Gets A La Perouse Relic

Henderson Airfield, on Tuesday, August 18 (a week before Lunga Bridge collapsed), was busier than usual. Immediately after the take-off of the Qantas DC3, on its weekly return flight to Lae, a French Lancaster landed from Noumea.

During its overnight stay in Honiara, Captain Brossart, the Commander of the Naval Base, Noumea, who was a passenger on the 'plane, made a formal presentation to Mr. M. D. I. Gass, Acting High Commissioner.

The presentation was in the form of a Cannonball, recently recovered from the Astrolobe by the expedition which has been operating in Vanikoro waters over the past several months.

The Cannonball is mounted on a 7-in. squade wooden base and is inscribed "ASTROLOBE 1788, TIARE 1959", the "Tiare" being the French patrol vessel which recovered several relics from the "Astrolobe" during the recent expedition.

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tration will do the right thing by them, but individual Ministers mean nothing.

If Prime Minister Menzies were to take complete leave of his political senses and give Labour member E. J. Ward back his old job, it would cause no crisis amongst the native population. And the European and Chinese communities might even like it.

One thing that can be said in favour of Mr. Ward's regime is that, at the end of it, he was so taken up with more personal affairs at home in Australia that he allowed the Administration in Port Moresby to have some say in running the Territory.

That has changed since Mr. Hasluck took office. Everything is now run from Canberra. Legislation is framed there, and then forced through the P-NG Legislative Council by official members who are specifically forbidden to vote according to their consciences. If voting were by secret ballot in P-NG Legco, then Mr. Hasluck's taxation bill would have been defeated at the outset.

It is a well-known fact that several of the official members of the P-NG Legco petitioned the Governor-General about voting on the taxation issue as they thought fit; and were instructed that they must vote according to official policy.

The tax fight is a long story, with scores of side issues. Mr. Hasluck over-simplifies it now when he answers all criticism by saying that P-NG tax is about half the Australian rate, and company tax is only 4/- in the £. The newspapers follow his line and the public swallows it whole. The implication is that Territorians are escaping their civil obligations and making a big fuss about nothing.

The principal of income taxation has not been the point of controversy. Nor has the initial rate—although what it is five years from now will be more interesting than what it is today.

Had Mr. Hasluck made one conciliatory move towards meeting Territorians' request for an independent inquiry on the whole Territory taxing system, the tax war would never had proceeded to the ridiculous stage it has reached today, when the validity of the whole Papua-New Guinea Act is in question before the High Court.

But, in this, as in other things, Mr. Hasluck adopted his Mother-Knows-Best attitude, refused to listen to men who have had years of experience in the Territory, and, as a result, Australian-type income tax, with all its ramifications of Pay-As-You-Earn, provisional tax and undistributed profits tax, has been introduced.

The Australian system is one of the most vicious and most complicated in the world. Australians have grown up with it, yet it needs experts who have devoted years to its study to interpret aspects of it.

The task of introducing income tax to the Territory—if income tax were found necessary—would have been far simpler and less disrupting to a primitive territory not yet emerged from the frontier stage, if the comparatively simple, straightforward systems of neighbouring Solomon Islands, or Fiji, or Singapore, had been used as a pattern.

Mr. Hasluck may be a knight in shining armour to his Parliamentary colleagues, but to Territorians he is the most unpopular Minister they ever have had. According to Mr. Chaney, what the White Territorians thing doesn't matter. But does this childish piece of political rhetoric bear analysis?

The 18,000 Europeans—over 3,000 of them Public Servants—and the approximately 3,000 Chinese in the Territory, are the only elements that save the Territory from being a stone-age wilderness. They make up the nice comfortable base from which Ministers can shape their policies for enlightening the savages, and for thus standing well in the eyes of such august bodies as the United Nations.

Even people like Messrs. Hasluck and Chaney must, in their more private moments, concede that those 20,000 non-indigenes of P-NG have their uses.

* * *

Britain Dashes Into A General Election

BRITAIN rushes to the polls on October 8—although Parliament's life does not expire until May, 1960. Why the haste?

Britain has had a nice, warm, dry summer. She is better in condition, economically, than at any time since war came in 1939. Labour politics have not flourished under the gentlemanly Mr. Gaitskell and the now worn-out Welsh tiger, Aneurin Bevan.

Betting in London is four to one on the Conservatives.

Now is the time for all good men to come to the aid of the Party! By May next, electoral purring could turn to public snarling—and the dreaded Socialists might get back into power.

At present, the state of Parties is: Conservatives, 339; Labour, 277; Liberals, 6; Independents, 2; and there are 6 vacancies.

Domestic issues are completely overshadowed by international affairs. There are more men and more armaments battle-read Europe today than ever befo peace-time. The Cold War sit is improving; but everyo Europe knows that one inca move could start the shooting shooting would mean the obliteration of mankind an works.

Even if there is no shootin morrow's problems are fu terrors—how to feed a world p tion that is rapidly doubling how to keep the factories ru in the face of Europe's new mon Market; how to meet surging nationalism in Asia Africa.

Above all, how to meet the trating challenge of Muscovite munism.

For, despite the dove-like ca Mr. Krushchev, the Cold Wa is on. No need for shooting, Moscow, while Communists finding new friends in every W country.

The Big Boys behind the are going to point out that H Macmillan has shown a quie expected degree of skill and ning in handling interna affairs, to Britain's advantage that the job should be left i hands.

Unless something unexpected up in the five short weeks be announcement and election, th what the British will do.

Palmerston, Six Mon After

The cruising-yacht family Fergusons, of the Ame yacht "Te Matangi, called Palmerston Island in Jul their voyage between Raroto and Nukualofa, to find the Marsters clan living on fish coconuts and still waiting relief promised after the J ary hurricane.

It appears that Palme was hit by the gales that la various parts of the Pacifi that time, and they were £100 by the New Zealand ernment to buy relief food

In July, when the Fergu were there, they were still ing for a ship to bring it. last vessel they had seen in October, 1958.

Because of Marsters' ho hood, they haven't starved— it has been a long wait wit the essentials which most pe take as a matter of course.

The Fergusons left them they could, and took their to post in Nukualofa.

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The Editors' Mailbag

dals Destroyed Hagen Memorial

e paragraphs about the Hagen ıment which appeared in this ın in May and August have ht along, from a reader, this graph of what remains of the Hagen memorial gravestone at djim, in the Madang District, Guinea. The photo was taken 51.

large bronze German eagle, used to grace the top of it, een torn off, and as the August told, the eagle is now in the ssion of the District Com- ıner Western Highlands, at Mt. n, who has plans for it.

don't know what the plans ut it seems clear enough that monument should be put ıer again, either by re-erecting gle on its base, at Bogadjim; or king the base to Mt. Hagen recting the whole thing there. we understand it, the Bogadjim rial marked the actual grave unt von Hagen, variously de- d as German New Guinea's governor" and as the "man- of the old New Guinea Com- when NG affairs were run by Chartered Company. He died as one version has it, was ered by a native), and buried gadjim around 1890.

this being so, there is good ical reason for leaving the *lete* monument at Bogadjim. he other hand, Bogadjim is a visited spot 20 miles south of ng on Astrolabe Bay, so it serve history better if the thing were re-erected where be seen, at Mt. Hagen, which amed for the Count—although s never there, of course. Some f plaque could then be erected gadjim to tell the story and the grave.

reader who sent this photo hat he knew the Hagen monu- before the war and that when sited the spot in 1951 he was sted to find it broken. Local es told him that the eagle had deliberately broken off by a ean—a Territorian—at the end e war, and removed.

n in the knowledge that some ıls *did* recently deface the new st Watchers' Memorial at ang with anti-income tax ıs, it is hard to believe that in the fervour of war-time tism, any European Territorian deliberately destroy a piece cal history in this way.

he time after our reader had this photograph, he happened in Madang, and there saw on a shop verandah, mixed up with old bits of junk, the bronze eagle from the broken Hagen memorial. The proprietor of the establishment didn't seem to know what it was and our reader could get no satisfaction.

Presumably at some later stage still, someone else recognised the bronze for what it was, and rescued it. Now it is at Mt. Hagen in the care of the DC, who has promised us another chapter in the story.

In the meantime, perhaps some other reader can supply a photograph of what the memorial looked like when it was complete, as erected 70 years ago by the family of Count von Hagen.

Was that Abemama Wreck the "Tambo"?

The old wreck from which the Abemama missionary was able to salvage a serviceable anchor after 40 years (*PIM*, July, p. 112), may have been the old BP vessel *Tambo*, 450 tons, wrecked when entering Abemema, G & EIC, in September, 1919, according to Captain Brett Hilder. The stories are a little different (the mystery ship was supposed to have been wrecked during a dark night in 1915, when heading south from Tarawa) but stories do change after 40 years and there cannot be too many steamer wrecks littering the Abemama reefs. (Or can there?)

Captain Hilder says:

"The main passage into Abemama atoll is, as is usual, towards the centre of the western side, and at sunrise the ship has to head directly into the rising sun to keep in the passage. This is very uncomfortable for navigation, and on my only visit to Abemama, in December, 1948, I decided to enter just before sunrise. This was in the mv *Muliama* on a recruiting voyage, when my Chief Officer was K. A. Tschaun, who had been a BP Master in the Gilberts when the *Tambo* was wrecked.

"I knew that he disapproved when I decided to try to enter the atoll at that time, and as we arrived off the entrance I saw the boiler and main engine of a wrecked ship in the breakers on the reef.

"Recalling the early history of BP ships, I said 'That must be the *Tambo;* how did she get wrecked?'

"The Chief Officer's reply, under the circumstances, struck me as unconsiously funny as he tragically intoned: *'Trying to get in early in the morning'*.

"According to your July story, your wrecked ship was making from Tarawa to some southern islands,



What remains of the von Hagen memorial at Bogadjim. Who broke off the eagle? (See opposite.)

and this suggests that she may have been lost on the northern side of Abemama, in which case she was not the *Tambo*."

Tonga's First Anglicans Battle it Out

Mrs. Clara Elizabeth Cameron, nee Cocker, now of Queensland, returns to the attack and says that the first Anglican service *was* held in Nukualofa in the "tin shed" (June *PIM*, p. 27); and that Mr. J. D. Whitcombe's service (Sept. *PIM*, p. 27) was probably the second.

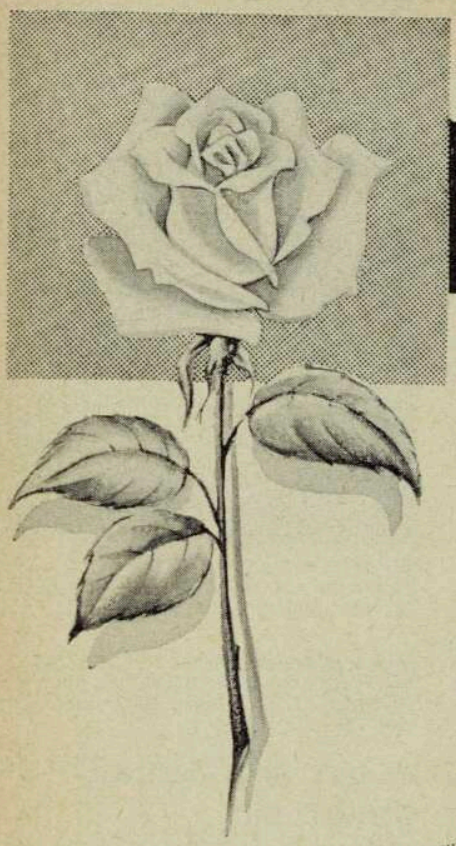
The tin shed, on the property of Mango Cottage, in Nukualofa, was the first established Church of England there, according to Mrs. Cameron. The second Church of England was on the property of Dr. MacLennan, then Government Doctor. It was here that Bishop Willis held services when he went from Honolulu to visit Nukualofa. Mrs. Cameron goes on:

"The third Church of England—used also as a C of E School—was behind the house of Kupu, grandfather of Queen Salote. Across the road, on the right, was the property of Mr. Becker.

"Dr. MacLennan lived in Pi Kula Road during the time of the first and second C of E. Later he lived in Fogoloa, on the beach. This had been the property of my grandfather, Joshua Cocker, Snr., and it was there that he flew the first Union Jack from his coconut-tree flagpole, as the first British Representative in Tonga.

"Before these Fogoloa days, King George Tupou I had granted him half of the Palace grounds and he built his house where the Royal Chapel now stands." (Over)

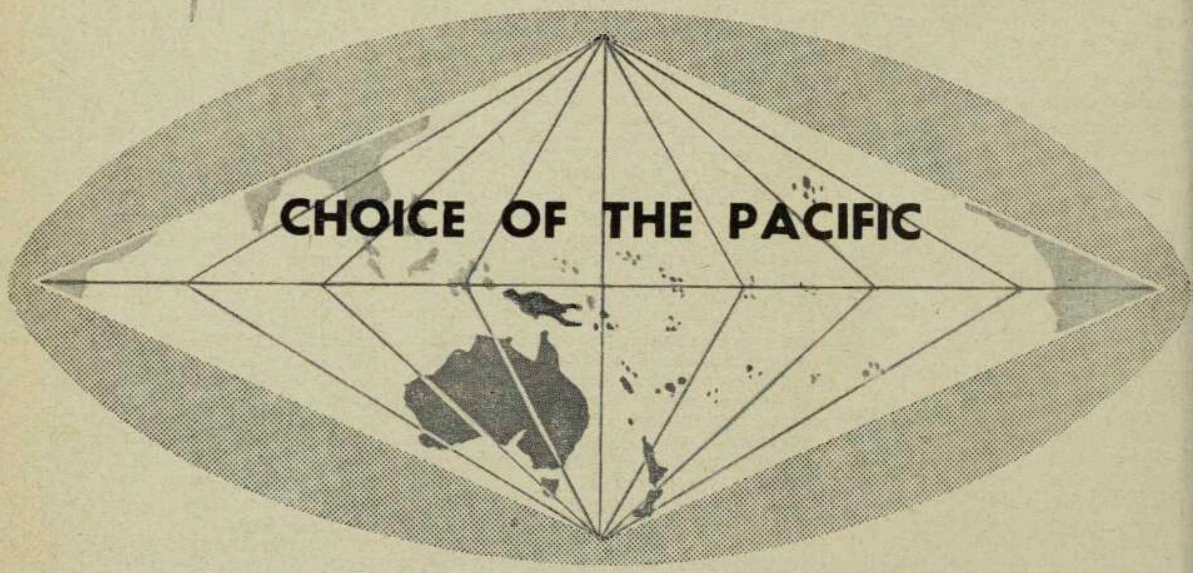
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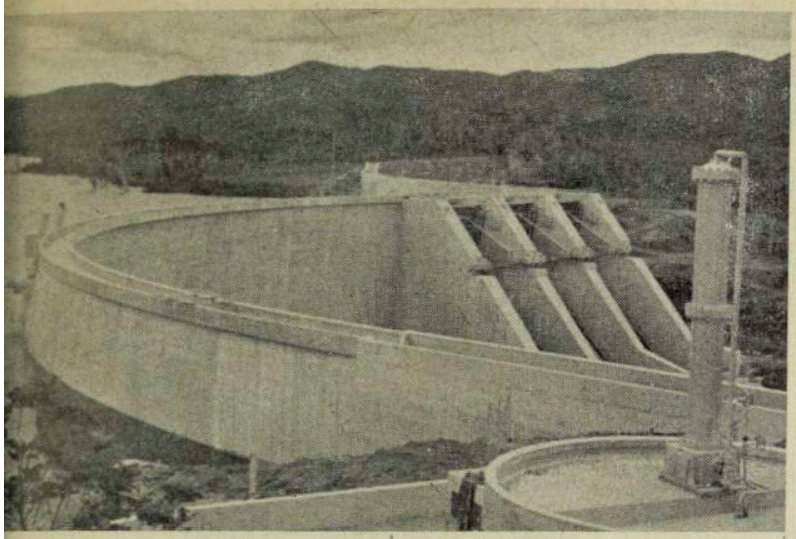
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'ORS' MAILBAG

(Continued from page 27)

en Emma's Store NG BOP

. J. Bryan, of Rere Plantation, alcanal, BSIP, corroborates Tolala had to say about the abaul store, a picture of which ared in the July and August s: Originally Queen Emma yth's establishment, it ended s the Rabaul Times office and blasted to pieces by Allied ers during World War II.

additional piece of informa- from Mr. Bryan is that dur- the German days, the upper was used for the prepara- and packing of bird-of- lise, goura pigeon and osprey es.

ere has been no export of plumes since those days ough there probably is a r trade in them now than to supply natives with bigger better head-dresses) but it ommon talk in the Territory en the wars, that some of the German plantations were ed up on the proceeds of of-paradise exports.

Hat That n't Wally's

. Jan Croft, who has, in recent hs, been in the throes of ver from Daru, Papua, to New Guinea, returns to the ment controversies which we n March. She writes:

first Mrs. Maidment *did* die aru Island, sometime in 1927, Wally, who died a few months buried alongside her. She did, ding to the present Mrs. Maid- suffer agony with a skin com- , as Mr. Nixonwestwood de- scribed; a remedy was suggested and tried; she did go to Australia for treatment; *but did most definitely* return and died in Daru, of black-water! I have a photograph of her grave and one also showing Wally's grave alongside.

Now to Wally's topper (also described in March issue, page 87). I can only think that there must have been two hats although the one discovered amongst Wally's possessions, at his death, I have now been told by Lucy Maidment, belonged to her father and was worn by him at his wedding. Lucy brought it with her to Papua on the occasion of her marriage to Wally at the Tamate Chalmers Memorial Church.

It seems that the other "hat" was a bowler and was used for more purposes than was intended, but it certainly wasn't the one bought at the Exhibition in Sydney in 1893. Perhaps it would be interesting to know where the "other" is today?

The "topper" is in an excellent state of preservation and in the same box in which it was purchased. Over to you Mr. Nixonwestwood!

M. Soustelle Will Open It

M. Jacques Soustelle, Assistant Minister to the French Premier, M. Debre, and generally recognised to be close to President de Gaulle, will arrive in Noumea, New Caledonia on September 19 to open the £10 million Yate Dam (above). M. Soustelle will spend about eight days in New Caledonia and will then go on to Tahiti where he will spend a similar period before returning to France.

Import Restrictions Off

Australia's Market In N. Guinea May Suffer

The action of the Australian Government in removing import restrictions from Papua and New Guinea, and at the same time reducing import duties on a number of lines from September 1, has caused some stir among merchants operating in that Territory.

THE Territory annually imports goods worth about £20 millions. Of that, about £13 millions have been from Australia, £1¼ million from Britain, about £2 million from the United States, about £½ million from Hongkong, about £¾ million from Japan, and nearly £1 million from Indonesia.

It now is expected that Australian manufacturers will meet sharper competition from the manufacturers of other countries—especially Asian countries.

For example, in an open market Japan sells motor tyres for £2 per tyre less than can Australian manufacturers.

That will apply now to many manufactured articles in common use.

This will direct more attention to the high shipping freight rates between Australia and Papua-New Guinea. The rates from Australia to Fiji, for example, are about 60 per cent. less. This places a severe handicap on the sale of Australian goods in New Guinea.

Some commentators say that it is only fair that there should be open competition in the New Guinea market between manufacturers from all countries, so that the New Guinea residents may get full benefit therefrom.

But others argue that, as the Australian taxpayer is asked to pay at least £13 million per annum as a free gift or subsidy to the Territory of P-NG, the Australian merchants and manufacturers—who represent a large section of the taxpayers—should be given corresponding protection in the Territory.

One fundamental trade principle in the old Mandated Territory days was that all countries should have equal opportunities of trade.

Although Papua now has Customs union with NG, this is probably the basis of the fact that P-NG has no "preferential" tariff for imports from British countries.

The matter probably will receive some attention in the Commonwealth Parliament.

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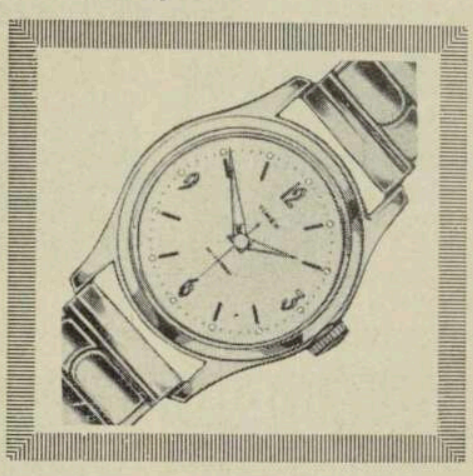
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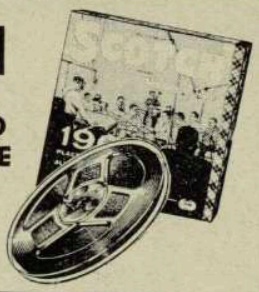
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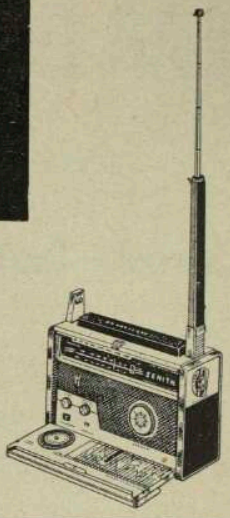
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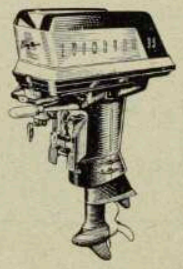
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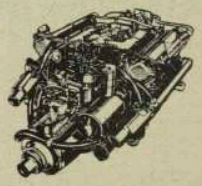
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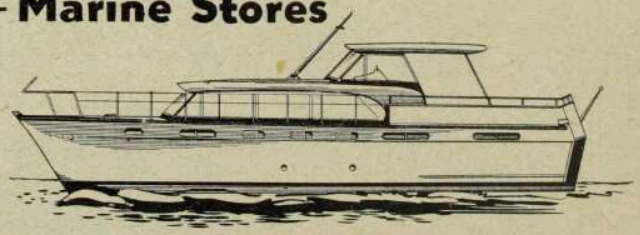
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TERRITORIES TALK-TALK

By Tolala

Such a question as that the Buka people asked me in 912 was, in a German Colony, dynamite. I brushed it off as uickly as I could.

Kandrian (New Britain) atives, who are "eager to welome back the Americans," ding to District Officer West ported in *The Rabaul Times* time ago, reminded me of Buka people. When I first d there, in that year, I was , in all seriousness, by native s: "When are the English re-ng?"

re was not, of course, at that any grounds for such an astion on the part of the natives. angely enough, however, a few s later W. H. Lucas, on board rim schooner *Sideia*, with old W. J. Buckley as skipper, d in Kieta and started out ting land on Bougainville, gly assisted by Kiap Doellinger. s a starting point of Choiseul ations Ltd. which has proved a lucrative concern.

enquiring natives came to gain, following the Lucas tour. You see," they said, "Now are the English coming?"

t was in December, 1912. In nber, 1914, the *Meklong*, filled Australian troops, came to and Bougainville was occupied. I met some of those Buka *ais*. They smiled knowingly: t did we tell you? *We* knew were coming!"

you know? Of was it wishful ing? Or extra sensory faculty? now: What of the Kandrian e? It would be amusing if were so endowed.

Willie Dupain

ther one of the BP Old School passed on with the death at s, last month, of Willie Dupain. ad been manager of the coms Cairns branch for many years, as also well known throughhe Pacific, wherever the BP flew: The Solomons, New a and Papua branches had all under his management at one or another during the past 40 or so, and Willie and his atve wife, Muriel, were well n as popular hosts in the true d sense.

started off as an office boy for . Lucas, of the Island Depart-, graduating to supercargo on d vessels—even as WHL had before him. I first met him when he boarded the *Matunga* at Faisi in 1915, he was bound for Rabaul to re-establish the Old Firm's business there after the German years. He was manager there during most of the Occupation Years; he was still there in 1920. He will be missed by the old-timers who recall his good fellowship; they will turn down an empty glass.

The Tale Can Now Be Told

We have had several detailed official and unofficial accounts of the Pacific War affecting New Guinea and Papua. David Selby gave us a good account of the frustration experienced during the retreat from Rabaul in his *Hell Fire and High Fever*.

Canon James Benson, in his *Prisoner's Base and Home Again*, lifted the lid from many phases of conditions on his retreat from Gona and his life as an internee in Rabaul.

Several official histories describe the ups and downs of that tragic campaign, mostly the major operations, but, so far as I am aware, there has been no story told of those several mysterious disappearances of civilian internees in Rabaul. What happened to them? And Why?

With Japanese records available now we should know the circumstances, however grim they may have been, surrounding the disappearance from our ken of those internees such as Albert Evensen, Bill Korn *et al.*; of Vic Pratt and his party that were last seen at a Rabaul street corner in August, 1942; of Lassul Harvey and his comrades, including his wife.

And what of the civilians at Kavieng: Whitehead, Topal and his young son and others? What of the actual sinking of the prison ship *Monte Video Maru*, with all those precious lives aboard? What was the score there? And what of the circumstances surrounding the last moment reprieve of T. C. Wee from the firing squad in the Botanic Gardens, Rabaul, of his eventual journey to his South Coast plantation and drowning when going ashore in a canoe?

Surely the tale can now be told. And, in the telling—who knows?—it may be a guide for future generations and the pitfalls they should avoid.

Old Territorians— Where Are They?

In last month's *PIM*, *Sanasi* mentions South Australia being alive with ex-P-NG people (p. 36), but I notice that his old-timers are all Papuans.

This is understandable, no doubt, as he is essentially imbued with Papuan interests, although he spent some time in NG after War I.

Let's add to his SA list of residents: Basil Challis, a well known identity of the Department of Agriculture in Rabaul pre-war; he played about with meteorological balloons at one period.

Then there is the scion of an old Territorian family, Oscar Rondahl, who married and settled "somewhere" in South Aussie; nor must we forget that inimitable, happy hard-case identity, Bill Heinicke, who for his work during the 1937 eruption, collected a BEM.

It was Bill who headed the march of the first Rabaul Contingent to leave for War II. I still recall his proud, martial mien as Company RSM he stepped it out as the men marched down to the Rabaul wharf where they embarked for the Middle East, via Queensland.

In 1945 I saw Bill again and the crown had been raised from his arm to his shoulder; he was a full-blown major. (I wonder where he is now?)

Dr. and Mrs. D. M. Deland are also now in SA.

Another ex-NGite, who made SA his home, was Ian Grabowski, the man who pioneered Air Beef in Australia for an ANA associate company, but before that carried out the Dredge Lift from Lae to Bulolo as manager of Guinea Airways.

Well do I remember the fight he put up in the Rabaul Legco to retain air-lifts when the Salamaua-Wau Road question was under discussion in 1936.

There are two identities in West Australia: Jimmy Twycross (of

Information For The Masses

An extract from Canberra Parliamentary proceedings that is typical:

"When did the Government commence negotiations for the disposal of its interest in the New Guinea Resources Prospecting Company?" asked Mr. Ward, in the Australian Parliament.

Mr. Hasluck: May, 1957.

"What is the present position in respect of this matter?" persisted Mr. Ward.

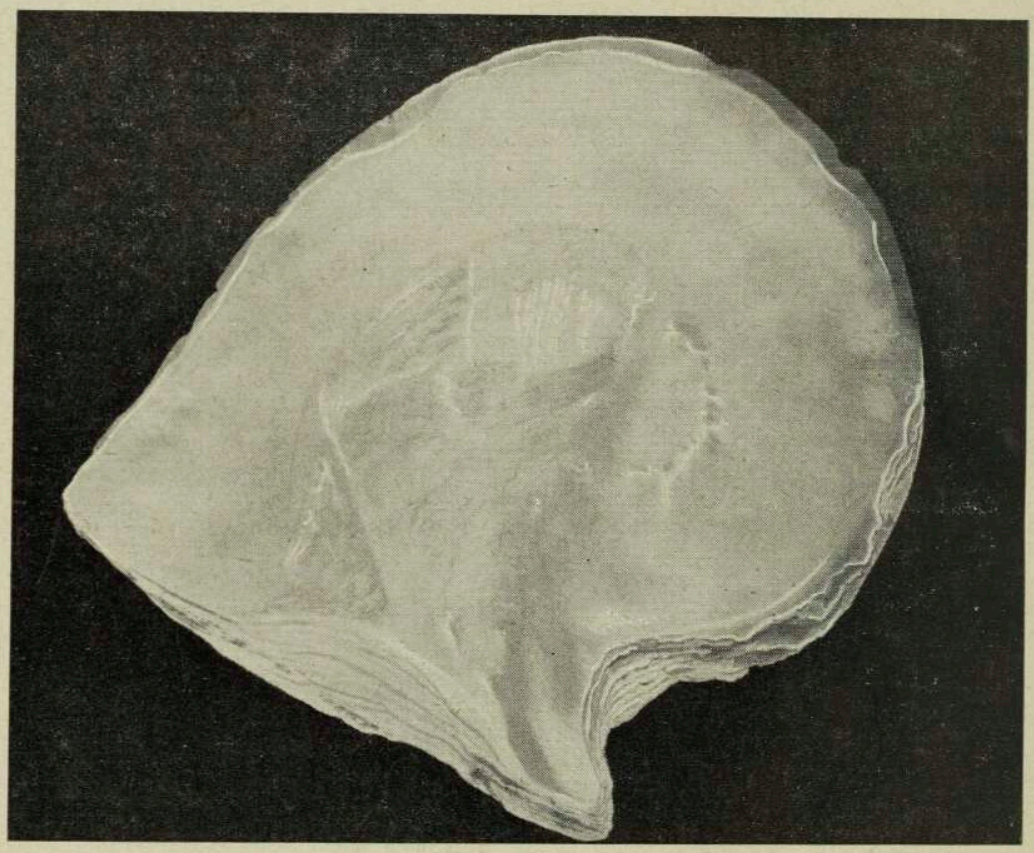
Mr. Hasluck: Negotiations are still proceeding.

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and Tom McAdam. one-time
tor of Customs, following
Phibbs, and previously a DO
vieng and Kieta.
the others? Most of them
g roses on the Sydney North
or bananas in Queensland or
rn NSW, with a good quota
away the days in some
ious Victorian suburb.

esians

ropos of the statement in last
's *PIM* (p. 141) dealing with
esians" and Brig. Cleland's
ncy in giving it the green
The term "Euronesian" was
publicised locally in Rabaul
in the early 'thirties and it
from the critical pen of a
lady, Mrs. Jane T. Wallace,
sed to write contentious and
ative letters to the editor of
cal paper berating the gov-
nt in no uncertain terms.
the Mr. Lewerissa who
t up the subject in the Rabaul
must surely be one of the
which originally came from
na in the early days, and if
xed blood surely the word
an would be more applicable.
nging times seem to make
more self-conscious of race
—in English, at any rate—
er it is the same in other
ges I wouldn't have a clue. I
somehow, we can overdo this
mistic nomenclature.

Truck—
ravel"

Richard Boone heading, a
ality on page 82 of *PIM*, for
, starts a train of thought:
UCK—WILL STAY, in view
recent attempts to dislodge
ustralian Territories' Minister
ffice.
en think, when perusing some
se tirades directed against
he Hasluck, that he has many
to carry which by right
be borne by the sometime-
g Permanent Bureaucrats of
partment; a department, by-
y, described by one P. D. Day
gely superfluous and a waste
payers' money". I couldn't
more with Mr. Day. But why
out that particular govern-
department amongst so many
could come under the same
ry?
Day quotation from the
k 1947 speech: "I cannot
that the Public Service or
art of it can ever become
rsonal possession of one Min-
. . ." probably reddened the
erial features even if he was
referring to Doc Evatt, who
ed the box-seat in External
s at that time.
, Mr. Hasluck, with all his
could be as good as the
we don't know and, cut down
e, better than a lot we have
n the past. Even such popular
Territory Ministers as Billy Hughes and Charlie Marr were pains-in-the-neck at times.

The Forgotten People

It seems that the Baining planters are still as much neglected now as in past years (*PIM*, Aug. p. 5). And no one should know better than Jock Maclean; he's been on Rangarere now for over 30 years. It was in the '20's that Malcolm Ellis ("Ek Dum" of the *Bulletin*), special writer for the Sydney *Daily Telegraph*, put the area on the map as being neglected and forgotten when he wrote a series of articles lambasting the Exproboard for maladministration and red-tape.

In those days there was a bridle-track of sorts that meandered through the district from New Massawa as far as Gavite (with a few gaps) but this closely-settled area, since the early 1900's when German farmers were brought up from Queensland, has never received the attention it should have.

True, in 1906, the German government did make a move, following the massacre at the St. Paul mission, by making some of the offending natives terrace the hills of Old Massawa, which was then a Neu Guinea Kompagnie plantation.

The main trouble has been that most of the planters have had their own water transport to Rabaul, and the government has thought "That's good enough".

Bits and Pieces

Snooker enthusiasts in Rabaul were disappointed at the cancellation of Horace Lindrum's visit to the town. The "tour was not extensive enough". Horace was given a great reception in the old New Guinea Club one night back in the early 'thirties. He was passing through on an E & A boat from the East.

The Rev. D. C. McCaw, former rector of a church at Enfield (NSW) and a War II bomber pilot, will fly a single-engined plane for the Missionary Aviation Fellowship in NG, serving 24 mission centres.

This is the sort of blah that gives a misconception of life in P-NG. It's culled from a Sydney society column: "With 100 native boys to help round the house Elaine Grove, of Strathfield, will have few chores to do in her plantation home in New Guinea". Her destination, after her wedding, is a plantation on New Ireland, where hubby-to-be is a manager. (Who's going to cut that copra?)

The Women's College at the Sydney University is erecting a memorial to its former College principal, Miss Camilla Wedgwood. They are seeking donations. P-NG educational interests might shell out a few bob. Authropologist Wedgwood did some good work up there; despite her ivory-tower ideas, she was also quite practical.

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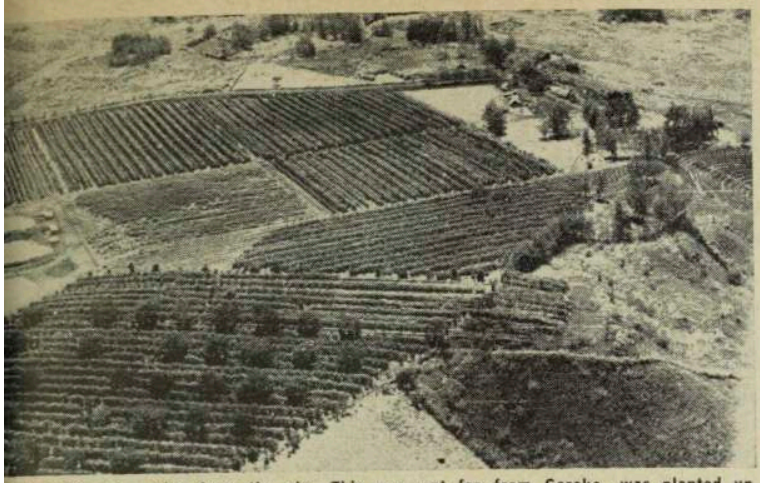
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ands coffee plantation from the air. This one, not far from Goroka, was planted up by Mr. D. M. Elphinstone, but was subsequently bought by other interests.

Advice for NG Coffee Producers

Hawaii Expert Is Back On Follow-Up Visit

Considerable changes have taken place in the New Guinea ffee industry since the first visit there of Hawaiian coffee- pert, Professor Y. Baron Goto, 3½ years ago. His second it, which will commence on September 29, will be interesting him and, without any doubt, again profitable for the Terri- y's coffee producers whom he will advise.

GOTO is Senior Professor of griculture and Director of the gricultural Extension Service University of Hawaii. Prime in his second NG visit, as in rst, is Mr. R. A. Colyer, of Watson Pty. Ltd. and Colyer n (NG) Ltd. The expenses of oto's current visit are being d by the Colyer Watson com- s and by the Bank of New Wales.

first visit by the professor sponsored by Colyer Watson Ltd., the Bank of NSW, Mr. unting, the Commonwealth and the Highland Farmers' Settlers' Association.

Sydney, in early September, R. A. Colyer said that this d visit of the Hawaiian expert st a logical development of the Special stress will be placed, is visit, on processing coffee— e course of which, of course, rfect crop of beans can be d into a very inferior finished ct.

ring his visit in early 1956, Dr. visited 87 NG coffee planta- the majority of which were not in full bearing. In the g year 1955-56, Papua-New ea was exporting at the rate of ns of coffee p.a., all but about 10 f it from the New Guinea side.

It is expected that production this year will be about 900 tons; and next year 1,350 tons, after which, on present plantings, the production should remain about static—if something is not done to boost yield.

Highlands Altered the Picture

Although there was some interest in coffee growing before the war, it was regarded mostly as an agricultural alternative to copra during its decade of low prices. As an alternative to copra, this coffee had to be the low-lands, or Robusta, type.

However, during the middle and late 1930's, a flourishing coffee estate, planted up from Arabica seed obtained from the Blue Mountains of Jamaica was established at Wau, by the late C. L. B. Wilde. In 1940-41, 71 tons of coffee of all varieties were exported from the Mandated Territory.

Then the war came and during it, about 80 per cent. of the low-lands coffee was destroyed.

After the war the availability of the Highlands, which had been closed to European settlement since their discovery in 1933, put a different complexion on NG coffee growing. But in the early stages, it was largely a matter of trial and error.

The climate of the Highlands, at elevations between 5,000 feet and 6,500 feet, was believed to be similar to that of the coffee-producing areas of East Africa; the soil seemed reasonably fertile; there was the example of the Wau coffee plantation, at an elevation of 3,500 feet, which turned out a promising product.

Those were the known factors. Individuals who had obtained leases of agricultural blocks in the Eastern and Western Highlands just had to find out the *unknown* factors of coffee cultivation for themselves. Mostly they learned about it from books and pamphlets, and by pooling experience.

One of the things to do, according to the books, was to protect coffee with shade trees, but some new planters did not wait for the shade trees to grow but planted the young coffee seedlings without, with mixed results.

Tricks of the Trade

That was just one of the tricks, and since those early days, of course, a great deal has been learnt about shade—that the amount desirable varies with altitude, prevailing cloud, the age and productivity of the tree.

In other branches of coffee-culture, also, the new planters were seeking knowledge. Not much help was available from the P-NG Department of Agriculture. It had experts on coconuts and cocoa and other lowland products, but no one in the Department knew much more about coffee than the planters themselves. (In recent years the Department has sent several officers abroard to study coffee cultivation.)

That was generally the situation at the end of 1955, and it was at this critical stage that Mr. R. A. Colyer was able to introduce Dr. Goto to the NG scene.

Mr. Colyer had taken a personal interest in the infant coffee industry, just as previously he had taken an interest in the cocoa industry and the abortive attempt to establish kenaf-growing in the Territory as an alternative fibre to Indian jute upon which Australia depended for raw

Dr. Goto will arrive in Lae by air on September 29, and will proceed, on the same day, direct to Goroka, Eastern Highlands. During his three weeks in the Territory, he will visit Kainantu, Wahgi Valley, Banz, Minj, Mt. Hagen and Wau. If he has time he will also visit the coffee growing area in the mountains behind Finschhafen, where native planters have planted Arabica.

Throughout his visit, Dr. Goto will be accompanied by Mr. R. A. Colyer, and Mr. R. I. Oatley, of Colyer Watson Pty. Ltd., Sydney office.

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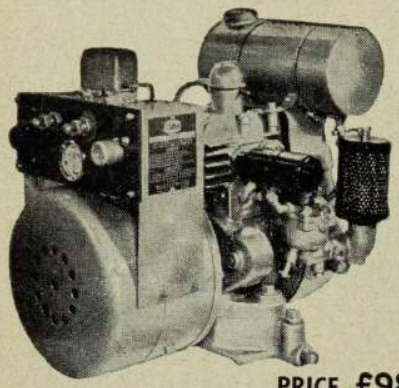


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erial for her huge requirements ags, sacks and wool-packs. was proved that kenaf—a -stemmed plant related to the cus—would grow successfully in a and New Guinea and that ibre from it was equally as good ute for sacks and wool-packs. he time the kenaf experiments ed, the price of jute was ex- ant; but as soon as it was d that kenaf could be produced ssfully in the Territory, the of jute came down very tly—to such an extent that it obvious that the infant kenaf try was going to need some alian Government protection. doubt through pressure from and Pakistan, which buy Australian goods, this pro- n was never forthcoming, so -NG industry was allowed to As far as Australia was con- d, of course, it didn't die in It served its purpose by ing the price of jute back to nable levels.]

Colyer felt that the coffee ers of NG would be helped by t advice, and on one of his to the United States was able ntact, through business asso- , Professor Goto, of Hawaii, a nised world authority on coffee ts cultivation.

hough he was only three weeks e Territory on that first visit, observations that Dr. Goto then, the advice and demon- ons he gave, have steadily borne since. There are, of course, sual sceptics who never believe the experts say, and these have their own way; but those ers who have followed the Goto of reasoning in the last three , are now producing good coffee.

ligh Yield Now Important

e of the most important aspects ultivation that he discussed planters in 1956 was the matter sing fertiliser. Fertiliser was volutionary thought to most ers then—and still is to a cer- extent, in view of the fact that anded-cost at Goroka, of the nitrogen content fertiliser im- d from Japan, is £125 per ton planters who have tried it out found that the ratio between iser application and yield can- e ignored.

now can be regarded as a er of book-keeping: Planters initially felt that they could afford to use fertiliser, now are ng that they cannot afford not

e world has moved on since Dr. was in New Guinea last. World e prices have fallen, making it important than ever to get utmost yield per acre; and so s New Guinea is concerned, all plantations that he saw on his visit now have come into pro- ion. Planters, therefore, now to know not only how to grow good coffee, but how to process it to please the merchants at point of consumption.

Since his 1956 visit to the Territory, Dr. Goto has visited other coffee growing countries, including South America, and planters in NG can expect to learn from him the latest overseas techniques in cultivation.

Before he leaves for New Guinea from Sydney on September 28. Dr. Goto will spend a few days in Northern NSW examining native Macadamia stands. This so-called "Australian bush-nut" has been cultivated extensively in Hawaii, where agricultural experts have managed, by grafting, to develop a soft-shelled type.

The nut is neglected in Australia, mainly because its exceedingly hard shell almost defies domestic use.

What Professor Goto's interest is in the natural stands of Macadamia nuts in Northern NSW is not clear, but if he could show someone how to produce the soft-shelled, Hawaiian variety it could be the basis of a new domestic industry.

It has been suggested that he might also look at New Guinea's Galip nut (called also Narli nut in some of the other SW Pacific teritories), while he is in the Territory. The Galip also is a forest tree, and like the Macadamia has excellent eating qualities but in its natural state is cursed by a very hard shell.



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The Leen Case

UNDERMINING MORALE AND INITIATIVE IN N. GUINEA

THE suspension from early in August, of A Assistant District Officer Leen, pending the outcome departmental inquiry; and announced determination o P-NG Public Service Assoc to support Mr. Leen to th most in this crisis in his c — these highlight some o difficulties encountered in Guinea administration that administration is direct a set of rules framed 2,000 away.

MR. LEEN is rated as a class Patrol Officer; ar has been acting in the higher grade, as ADO.

Recently, in the Southern lands—the most isolated and itive of all the 15 Districts Leen was given temporary ch as Acting DO.

Mendi is the District HQ; this area is surrounded by which are only partially under trol, or wholly uncontrolled. are lively, virile people, always ing.

There was trouble in Omai Vi 10 miles from Mendi. Mr. Leer short of staff and could not go self; so he sent out six native p with rifles and ammunition charge of a trusted NCO.

On July 15, not far from village, the small patrol was rounded by about 150 ho natives, armed with spears, axes bows. There seems no doubt patrol was in great danger.

The NCO ordered two wa shots. The natives came on.

The NCO then ordered defe shooting, and two natives killed and two wounded. The p then returned to Mendi and ported.

According to Regulations

The head of Native Affairs partment, veteran Alan Rob visited Mendi from Port Moresb early August. When he returne publicly announced the suspen of Mr. Leen, pending an officia quiry.

Regulations say that patrols be led by a European, and that ammunition must not be issued cept under close supervision.

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was charged with breach of regulations.
e Association claimed that Mr. was faced with a difficult and erous situation, and that he promptly and firmly in the way available to him.
. Roberts probably would be first to acknowledge that an r, left in charge of a dangerous like the Southern Highlands—y other area—should have the stricted right to act in an gency in what he deems to be afest way; and that he should e hampered by general regula—which too often are drawn up ccordance with the ideas of eeship Missions and wandering cians.
a District Officer cannot be d to do the correct thing in an gency—regulations or no regula—he should not be in charge of trict.

Undesirable Publicity

is not the officer and the cir-tances which should be the ct of an official inquiry, but system which makes a re-ible officer liable to this kind reatment—namely, public nsion and semi-public trial.
e Director and/or the Admin-or should have the unreserved to deal with this kind of tion, privately and on the spot. fficer, especially after coming gh a trying experience, should e subjected to the humiliation spension, trial and undesirable city.
ere have been too many in-ts like this in the more recent ry of New Guinea—too much in regulations, and not enough he sincerity and character of nen who are out in the field do-he job.
starts with the kind of control get from United Nations naries. It extends into the Terri-s Department, where Minister Secretary consistently over-ride inistrator and Departmental s.
continues in such situations as one created at Mendi, where Administrator and Depart-al head are forced to be Can-a-conscious. Its end result is a ring of morale and initiative in public service, and especially ng the men out in the field.

Magistrate Clears Patrol —and ADO Leen

gistrate O'Driscoll, in a Coroner's iry into the deaths of the two di natives, found in late August the police patrol party led by ative corporal had killed the gers only after the villagers had cked the patrol intending to

e said that evidence showed that ve police could be trusted with live ammunition for emergency use—and that if they hadn't had it on this occasion they certainly would have been overwhelmed and killed.
Mr. O'Driscoll said that Mr. Leen had been given permission to issue the ammunition by the District Commissioner.
After the Magistrate's finding, ADO Leen's suspension was lifted—and it is believed that it will stay that way.
The outcome of this ridiculous case makes it all the more pertinent to ask why men like Mr. Leen are put in the position of being declared guilty until they can prove themselves innocent.

He Provides Bread And Pictures

The Honiara, BSIP, firm of A. J. and G. Blum Ltd., which runs a laundry, bakery and general store business, has opened a branch in Auki, Malaita Island.

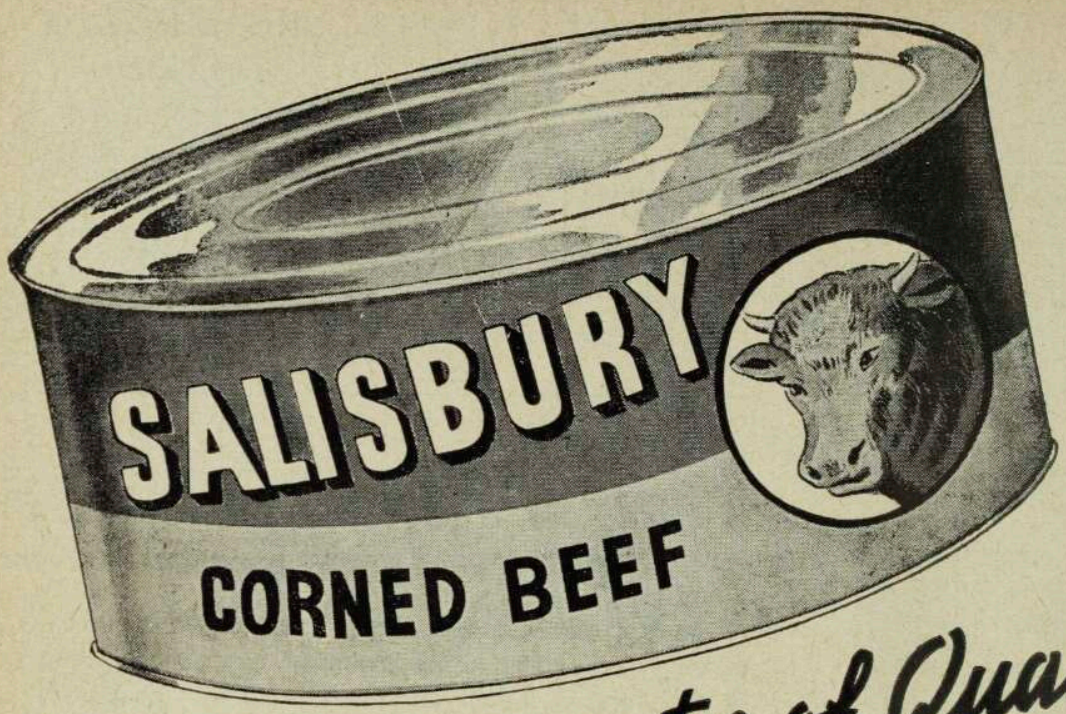
Apart from being the first European store there, the Blum enterprise has also commenced the baking of bread and has recently opened a picture theatre, in which the prices of admission are cheaper than in Honiara.

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Mr. Hasluck's Friends Rally

ange Black-Out P-NG Tax bellion News

all the remarkable features of he Tax Rebellion in Papua and ew Guinea, in July and August, is more noteworthy — and icant—than the treatment of ubject by the Australian news- s and Parliament.

to late August, the following s had occurred—and were t totally ignored by the news- s:

he resentment of the great majority ritorians of their treatment by the lian Territories Minister (Mr. Has- had reached boiling point. This was strated in strongly-worded resolu- by public meetings all over the ory.

he Legislative Council was unani- (unanimously, because the official rs have no free choice and do not —they vote as instructed by the ment) against the procedures d by the Minister.

o demonstrate their strong feeling, ree elected members resigned in a rom the Council.

hen the Council went stubbornly on he Hasluck procedure (rushing the on Bills into operation without te preparation or notice to tax-), the Taxpayers' Association ap- to the Territory's Supreme Court, challenge to the validity of the l set-up.

hen the Supreme Court rejected the tion, the Taxpayers' Associations the matter to the High Court of lia, with a further challenge to the y of the Papua and New Guinea nder which the P-NG Administra- carried on.

hen the Administration—still stub- pursuing the Hasluck policy—pro- to fill the vacant places on Legco ans of by-elections, the organised yers retaliated by nominating can- pledged to resign, if they were to the Council.

atever the merits of this spec- ar struggle between Territories ter and Territory Taxpayers, ituation was packed with in- and drama, and on that nt should have been rated by ewspapers as first-class news.

"This Curious Picture"

en the dispute reached the Court, and it became clear that, challenge to the Papua and Guinea Act succeeded, Terri- Administration could go into , the situation called for at the size of headings the news- s customarily reserve for slum- ers and Hollywood divorces.

But, no! Most of these developments were scarcely mentioned by the Australian newspapers, and none of them was explained.

The later ones—the struggle over the by-elections, and the reference to the High Court (so seriously regarded that it called for the Full Bench)—were not given one prominent line.

Outstanding in this curious picture, was the attitude of *The Sydney Morning Herald*.

The *Herald*, apparently following some defined policy or instruction, "played down" the New Guinea Tax Rebellion right from the beginning —either placing the story away out of sight, or ignoring it altogether; and the two Sydney evening papers, obedient minor units of the Fairfax group, did likewise.

Australian observers, and especially those with some knowledge of the newspaper business, were greatly puzzled by this determined blackout of the New Guinea news by Australia's newspaper monopolies. The wonder apparently extended to New Guinea. This cheeky little paragraph appeared in *South Pacific Post*, published in Port Moresby:

"By the way, ever wonder why 'The Sydney Morning Herald' patted the Territory tax issue out of sight? Paul's good mates with the general manager."

Whether this is so or not, we do not know. Mr. Paul Hasluck was at one time a leader-writer on the leading *West Australian* newspaper, and would have friends, presumably, in the newspaper world.

(Over)

A man can "leave" Too much . . .

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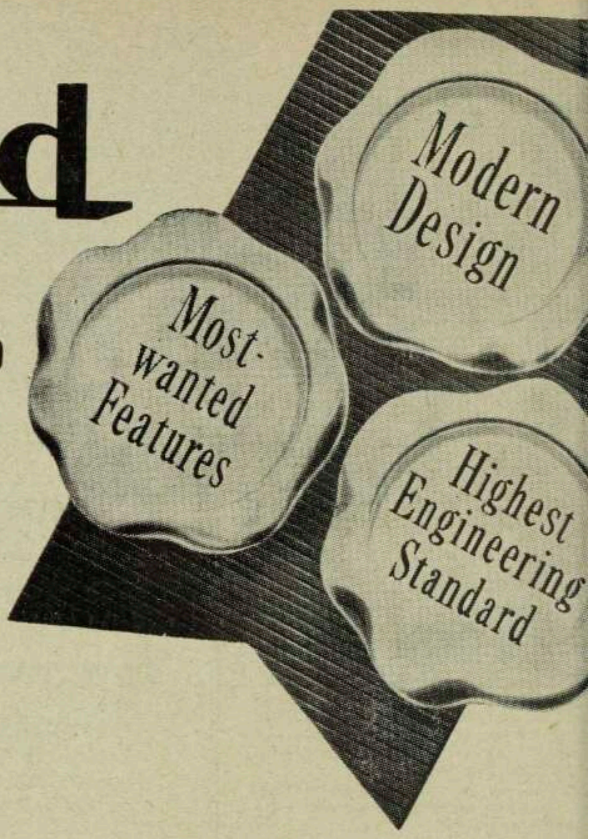
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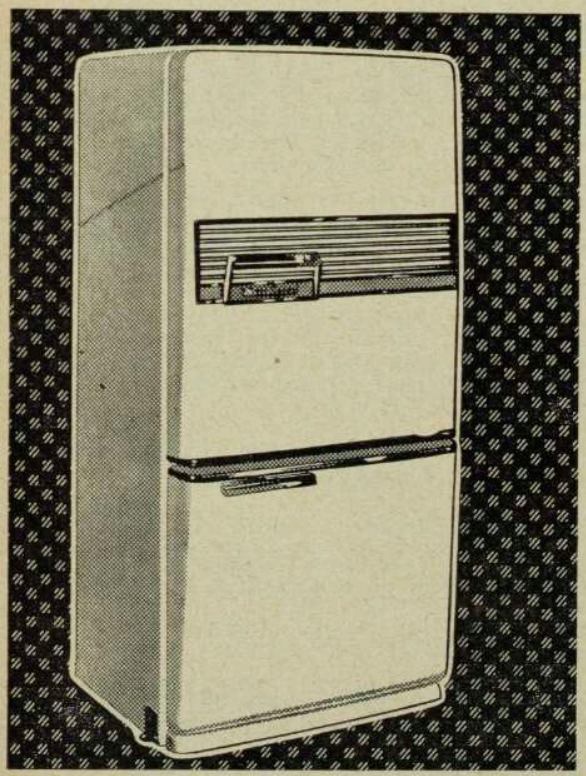
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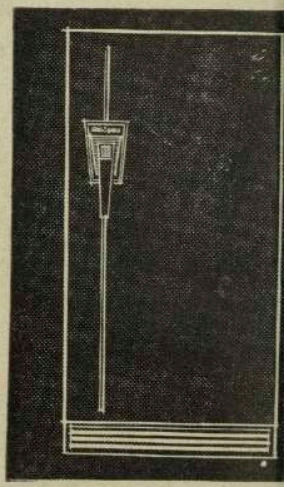


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Public Servants Repudiate Mr. Hasluck

n August 26, the following Press ssage was sent from Port Moresby Australia by AAP-Reuter.

o far as we can see, not one word this report was published in "The ney Morning Herald", "Sun" or ily Mirror" (all Fairfax dailies) n "Sydney Daily Telegraph":

ver 300 Port Moresby Public Ser- ts tonight passed a vote of no- fidence on the Minister for Terri- es, Mr. Paul Hasluck.

he meeting of the Port Moresby nch of the Papua-New Guinea lic Service Association, passed a ion stating that:

Wherever possible all future salary otiations should be referred direct Arbitration. Further to this the ting expressed a vote of no- idence in the Minister for Terri- es, Mr. Hasluck, and this fact uld be conveyed to the Prime ister (Mr. Robert Menzies) as soon ossible."

here are about 1,000 members of Papua-New Guinea Administration work in Port Moresby.

he meeting was called to discuss impact of the income tax, par- larly the taxation applied in hid- increment of housing provided at inal rental to members of the Ad- istration.

he meeting also decided to contact Unions and the Association in Aus- ia to "inform them of the ex- tant cost of living in the Terri- and the general conditions of ice".

This will stop recruiting like a ," said the mover of the motion, E. Gilchrist.

he meeting was told that the Asso- ion Executive intended to apply to Arbitration Court for an increase about £300 on all Administration ries.

---

e Sydney *Daily Telegraph* arly ignored the Tax Rebellion, ugh the *Telegraph* normally ydney's keenest purveyor of , and especially background .

ere appears to be no explana- other than a ganging-up be- n high newspaper executives high Territory executives, who have certain things—including lines of political thinking—in common.

Parliament is Bored

Equally remarkable—and equally damnable, in its relation to public affairs and good government—is the way in which the New Guinea situation has been ignored in the Australian Parliament by rank-and-file members.

It was supposed that, as soon as Parliament met early in August, Minister Hasluck would meet a bombardment of questions concerning his lamentable mis-handling of affairs in the Territory.

Not one well-informed question was asked.

The Tax Rebellion was not even mentioned until late in the Budget debate, when Messrs. Wheeler and McColm (two members of a little group of back-bench Liberals, who are about the only men who show any life or intelligence in that grossly overfed, overpaid and uninformed Parliament) set about Minister Hasluck in a way that made that martinet bellow. (See report elsewhere).

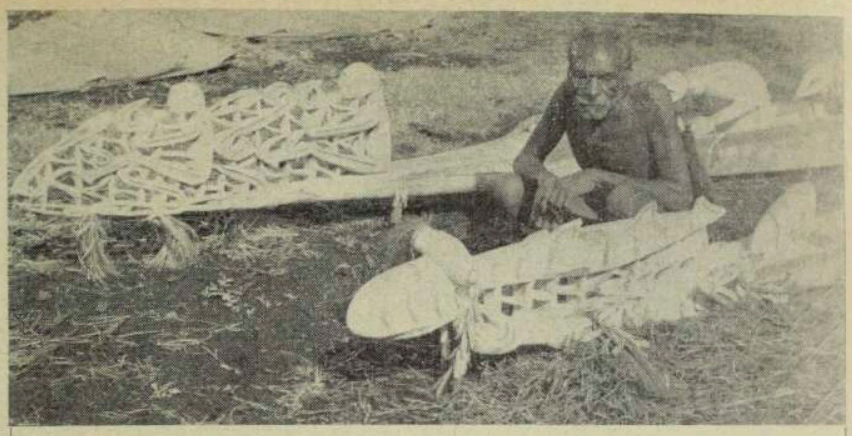
But it achieved nothing. The great majority of members appeared uninterested, and the Ministers merely bored.

Mr. Hasluck himself, it seems, could not care less. He still is safe in the Inner Cabinet under the protection of Dictator Menzies — on whom apparently he models himself.

Usually the People, in some degree, look to the Press for protection against an arrogant or incompetent Parliament. That is thought to be inherent in our Western system.

There appears to be no such protection for the people of New Guinea; and the way in which this fact has been disclosed throws a peculiar light upon at least some sections of the Australian Press.

(See Editorial Commentary.)

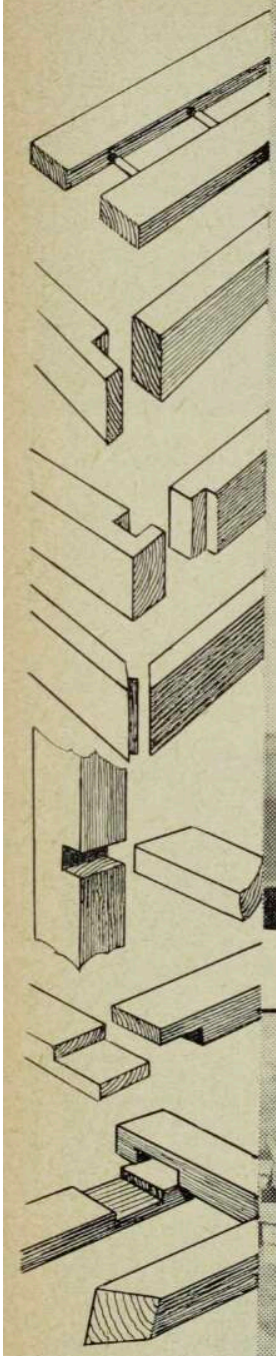


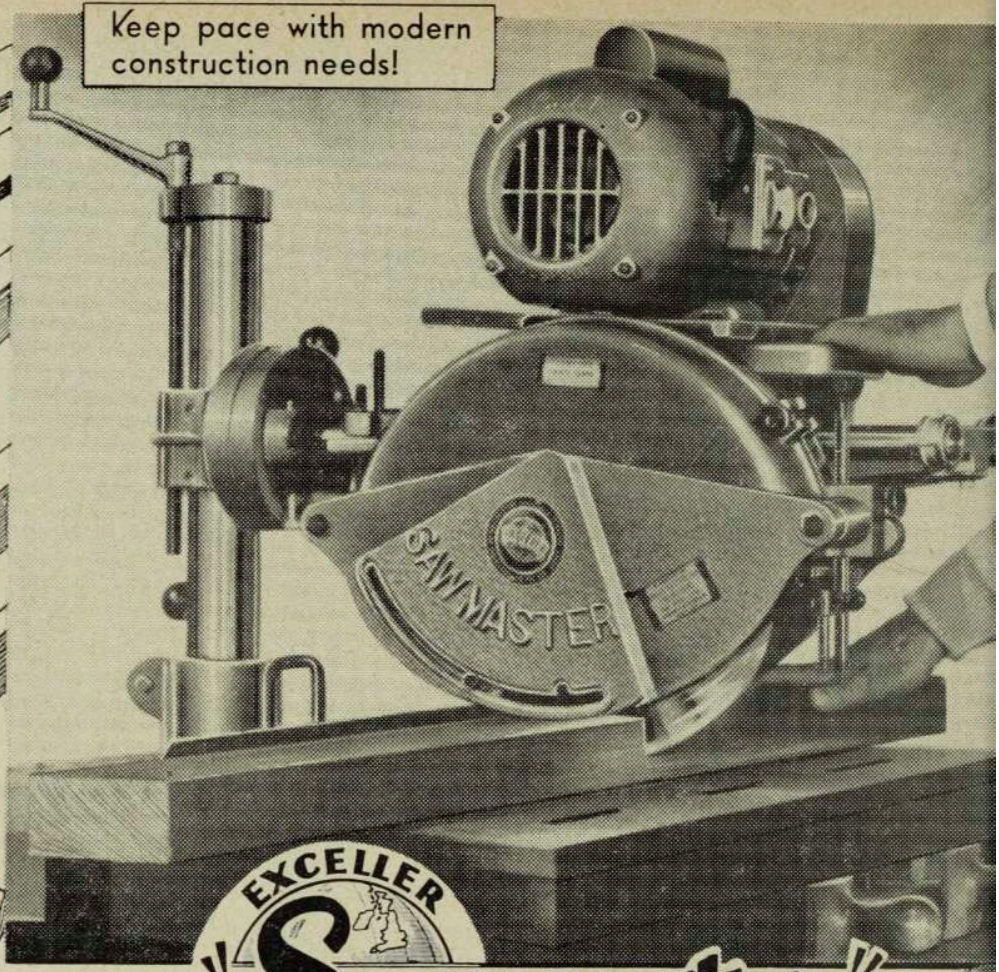
A Canoe Across a New Guinea Styx

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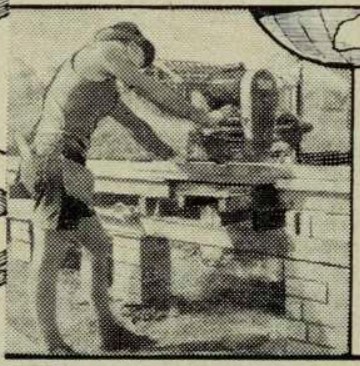




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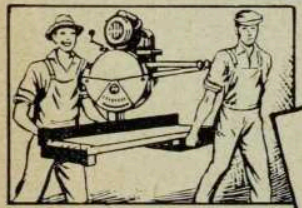
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No Challenge to Fijian Rights

COMMISSION WINDS UP ITS INVESTIGATIONS IN FIJI

The Burns Commission which has spent several weeks close investigation into how Fiji's growing population should an for its future, will be ready to pack up and go home within e next few days. The next move is then over to the British ecretary of State for the Colonies.

E Commission, headed by Sir Alan Burns, GCMG, has investigated population, racial and opment problems of Fiji. It is ted that it will have completed ork in the Colony in September will leave for London via the d States.

e Commission will report in de- o the British Secretary of State he Colonies; and the future of depends largely on the nature ie recommendations made by Commission, and the extent to n they are accepted and implemented.

e primary problem with which Commission is dealing is that of ding, within Fiji, means of nance for the increasing popun of Fijians (145,000) and Indians 00).

e problem is complicated by fact that Britain, under the of Cession of 1874, is pledged rotect the land rights of the enous people; while the Indian e (who arrived in Fiji long the Deed of Cession) are ally without land or land s.

ere has been no move by ns to challenge the fundaal land rights of the Fijians; ny formal move by the Fijians ny the use of land to Indians. acute official embarrassment lie in the facts that there t enough land available for n use; and that a lot of Fijian for one reason and another, ked up and out of use.

e following, which gives a good ation of the nature of the ems before the Commission, is from an admirable summary ommission proceedings issued ie Fiji Public Relations Office ugust 26:

Their Fundamental Rights

e of the Indian representatives, A. I. N. Deoki, contended that as the Deed of Cession was a e to Fijians by Britain, so was al correspondence between Fiji England, and England and , a pledge that Indians who had settled in Fiji should be regarded as permanent colonists.

Another Indian representative, Mr. Hari Charan, complained that it was difficult for Indians to acquire land. Most of the freehold land, he said, belonged to the Europeans, the Fijians, or to the Crown. Very little freehold land was held by Indians, and they experienced difficulty in acquiring leasehold land for cultivation.

One witness, Mr. H. E. Snell, contended that if there was land hunger



FIJI'S FUTURE LIES WITH THEM: The members of the Burns Commission now preparing recommendations for the orderly development of Fiji. From left to right: Mr. T. Y. Watson, Sir Alan Burns (Chairman), and Mr. A. T. Peacock.
Photo: Stinsons.

a board, committee or individual should have power to go to the owner and say: "You are not using your land to the best public advantage. You must use it, or we shall arrange that it shall be used for you."

Mr. Snell emphasised: "Nobody in his senses has ever suggested that ownership of the land should be taken from the present owners—in particular, the Fijians. It is the in an area where land was unused, the Native Land Trust Board. If that land is opened up we would like people to make application to use it.

"But we cannot construct roads. The only thing we can do is to make our land available."

Questioned about a suggestion that loans or grants should be made to the Fijians by the British Government, Semesa said that the Fijian found it very difficult to get capital.

Mr. A. G. Sahib, a spokesman for

(Over)

use of the land which should be taken from them."

Fijian 'Alarm'

Semesa Sikivou, who is a Fijian representative on the Legislative Council, appeared before the Commission as the spokesman of the Fijian Teachers' Association. He declared:

"We were rather alarmed when we read a report that the Indians were claiming to be considered for ownership of land in Fiji. This is probably the first occasion that this has been brought up, and we don't like it."

Asked if he thought it right that land which could be used should be left unproductive, Semesa replied: "We have never for one moment held that view."

He said the Association's views were that land should be opened up by the construction of feeder roads and added:

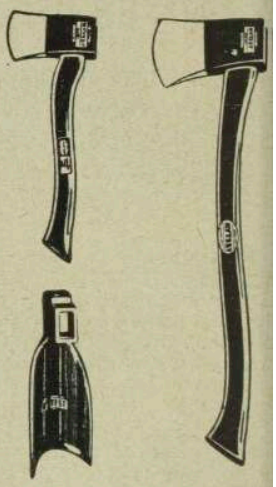
"People who are land-hungry are only after the land which is readily accessible.

"The Fijian people have agreed to let land not required for their immediate use to be put in trust to

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Suva Muslim League, told the mission that if there was a r distribution of land there l be no population problems.

Fiji Can Feed More People

A. N. Jayant, who led a dele- n from the Education Workers' ty, urged that there should be settlement schemes, with a n amount of help in the way apital, for students who had leted agricultural courses. He l:

nsidering the population of ries like Java or Japan on a quare mile basis, we feel that an cater for a bigger popula- han we have at present."

Editorial Commentary: *"What ens in Fiji After Burns Re- "*

Fiji Electioneering

REAL DEMAND R CONSTITUTIONAL FORMS

om LEN USHER, in Suva

Legislative Council of Fiji nded its three years of life and been formally dissolved. In t the voice of the candidate he forthcoming elections was in the land.

s at such times as these that e political constitution of Fiji mes under special discussion. e oddest contributions to the e come from candidates who hat the Legislative Council, in resent form, is ineffective be- the Government has a rity of one—yet they urge rs to give them a seat in this dly useless body.

lways find a curious unreality the belief that the official rity in Fiji's Legislative cil, as it operates at present, s Government dictatorship. e, the Government can out- the unofficial side, but in the decade the big stick of the rity vote has been used very indeed.

ch more often, the Government withdrawn or modified a ure because of substantial—but o means always unanimous— ition from the unofficial side. even more important factor is uthority given to the unofficial bers who, as a body, form the ing committee of the Council nance. This gives them, very ively, the power of the purse. ogether, the unofficial side of Legislative Council has much er ability to influence the ry's course than the opposition has in the House of Commons. ly some of the unofficial members of the Council are directly elected by the people; but there is still room in Fiji for special representation of the interests of commerce, or agriculture, or the Christian missions.

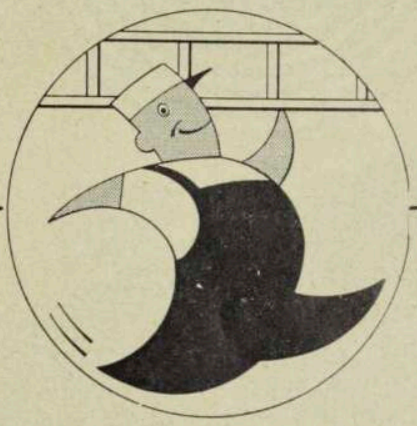
More particularly, the voice of the considerable Muslim community would be heard very faintly, indeed, if representation depended on the vote of the predominantly Hindu-Indian electorate.

The basic democratic principle of one man one vote is not followed in choosing the elected European and Indian unofficials. There are many many more Indians than Europeans on the roll in each electoral division, but as each votes for the candidate in his own racial group alone European and Indian members are chosen by decidely unequal numbers of voters.

This is due, however, to the fact that the Indian population is so much bigger than the European, and equal representation of the three main races, as races, leaves most people in Fiji much more content than they would be if one group dominated the others by weight of numbers alone.

Despite the talk at election time, and occasionally in between, there is no real demand in Fiji for major constitutional change.

Such a demand may one day develop, but for the moment "let well alone" makes good political sense.



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Samoa's Doctor Crisis

ELINGS BOIL IN EWSPAPER WAR

IDENTS of Western Samoa re waiting with keen anipation for the next shots in urnalistic hot-war that de- d between an ex-editor of a Bulletin" and the "Bulletin" rs in August. The trouble o a head over local criticism shortage of doctors in the ry—but now appears over.

two imported editors of the *Bulletin*, published weekly in had left within a short time h other, the newspaper was ted by a local schoolteacher, . Rankin, and Mr. James y, headmaster of the London ary Society's Maluafou acted as its editor.

Apia Chamber of Commerce y took up the serious threat blic Health caused by the e of senior medical staff, in July led to only one senior l practitioner being available rom the Director of Health, as occupied with adminis- work, and the 40 Samoan l practitioners who, in spite r very good work, cannot fully qualified doctors.

Chamber of Commerce had ded an enquiry into the cir- nces in the public interest.

Gregory interviewed the r of Health, Dr. Maxwell, the r of Health, the Hon. nuvae, and Dr. J. C. Thieme, ntendent of Apia Hospital in o obtain their views on the n.

ever, when he tried to make pointment with the Public Commissioner, Mr. C. A. who had been severely d as being mainly responsible critical situation, Mr. Brew, phone, stated that he was too o meet Mr. Gregory and in- that he was amazed over nt page prominence given to sis in the NZ Press.

n Mr. Gregory wanted to the result of his interviews he medical authorities, and ticism of what he believed e unco-operative attitude of rew, the Directors of the an Bulletin", Mr. E. F. Paul r. G. T. Jackson, according version, refused to allow the to be printed and Mr. y resigned from the editor- the *Bulletin*.

hen took the unusual step of ing for private circulation, a let entitled "Samoan Truth", August 13, in which he gave rsion of the events leading resignation.

In the issue of September 21, the owners of the *Bulletin*, in a statement set out why they would not allow Mr. Gregory's criticism of the Pubic Service Commissioner to be pubished.

New Editor, New Doctors

Mr. Garth Mead, a New Zealand journalist of 20 years' experience, arrived in Apia in August to take over the editorship of the *Bulletin*.

Western Samoa's real doctor shortage, bad enough previously, became acute with the accidental death on July 21 of Dr. W. P. Williams. But measures were then taken to cope with the situation, through the South Pacific Health Service, to which W. Samoa is a party.

It was arranged for a recently-retired surgeon-specialist, M. H. Heycock, to go temporarily to Apia pending the arrival of a permanent surgeon from the United Kingdom, in September. Dr. M. A. R. Eslick, of the Fiji Medical Department, was also made available.



Nature note from Netherlands New Guinea: This is the local brand of cus cus, attempting to act like an Australian koala bear. One of the things it has in common with the Australian New Guinea cus cus pictured on the front cover of the August issue is that both are regarded as delicacies by the natives.

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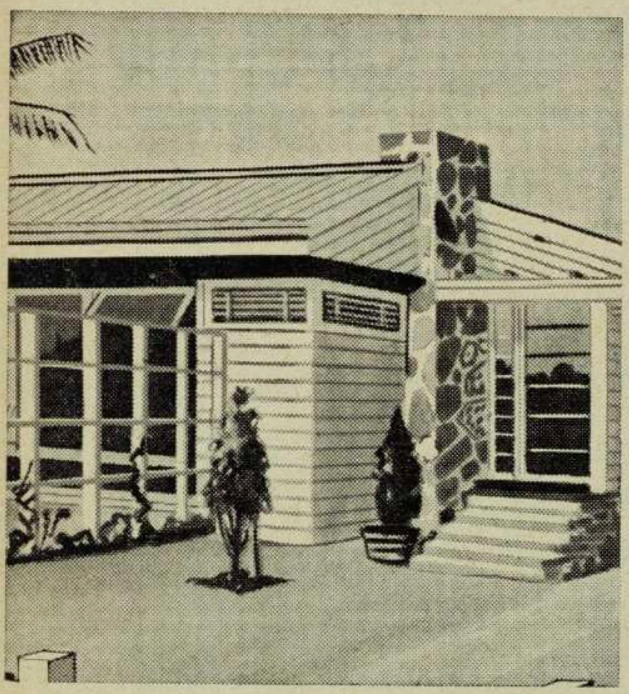
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Bits of "St. Paul" Are Still There

'T THERE HAVE BEEN 'HER WRECKS ON ROSSEL

The account in May "PIM" of the celebrated cannibal feast on sel Island, Papua, 100 years ago, when the natives there ate up t of the Chinese passengers on the wrecked ship "St. Paul", has ught a long, interesting letter from Mr. Hugh F. Osborne, and an unt of the more modern history of this island in the little-visited isiade Archipelago of Papua. He says:

uncle, Frank Osborne, landed on Rossel in 1901, when returning Rossel Island natives iated from the Australian cane

hat time it was necessary for e man to be aboard the vessel returning time-expired labour- their respective Islands to their safe return and to prehe crews from landing their gers on the first Island they to, and from confiscating the gers' belongings.

Frank's arrival at Rossel, he urprised to renew acquaintrith a native who had assisted n the Mambare (NG) goldfew years previously.

ik was impressed with the and as gold was being mined sfully on Sudest Island, some es away, he arranged with his r, Harry, to settle on Rossel. landed in Yonga Bay, where ve the last European had been red some years previously. He escribed as a diver who had xploring that Bay for shell.

ik planted an area of cocoit a place on the southern ne called Abaleti, and his r Harry (my father) settled in 1903. It seems that up to me, the Government had very (if ever), visited Rossel, due solated position and treacheraters, hence the completely nt customs to other Islands Louisiade Archipelago.

n the brothers made enquiries 3 regarding the *St. Paul* in- the natives remembered very f the affair except that there een a massacre many years

today the winches and a her parts of the ship can still n on the reef at low tide, they are heavily encrusted oral and other marine growth.

recently as 1949, natives exd sovereigns and odd French adjacent to Cannibal Island f Refuge).

the *St. Paul* gone aground Adele Island, the survivors have existed indefinitely. On ry 6, 1922, the Japanese ship *Maru* ran aground approxi- three miles north of Adele . Strangely enough, the Skipper had not been able to take a fix for three days and like the *St. Paul* she, too, was wrecked at 3 a.m.

The crew had no idea of their position until daybreak, when they were taken off by another Japanese ship.

The *Inaho Maru* was on a voyage from Japan to Newcastle to load wheat to relieve the food famine in Japan and she had on board sufficient coal for the complete voyage.

"Sunk" During Coral Sea Battle

My people salvaged quite a lot of gear and stacked it ready to be transported ashore, but a storm blew up suddenly and they were forced to abandon their task and, to their disappointment, the ship broke in half during the night and all was lost.

The American Air Force bombed this old wrecked vessel and quite probably she was one of the ships "sunk" during the Coral Sea Battle. An unexploded bomb lies about six feet off the starboard side of the wreck and right under the bridge.

About three miles SW of Adele Island lies the wreck of the American submarine S.39, which was commanded by a Lieut. Brown. It ran aground on the night of August 13-14, 1942, and although they fired a dozen torpedoes onto the reef, jettisoned fuel and ammunition while the engines were run full astern, all attempts to refloat her were fruitless.

She was left to be destroyed by Allied bombers, and I might add that a direct hit was scored both fore and aft, rendering her absolutely useless.

I am told that the Australian Corvette *Katoomba* took off all survivors. Only one man was cut by the coral while swimming through the break to reach the Duty Boat on the inside of the reef.

There is still another local wreck which seems to be a mystery. Even today the anchors, windlass and chains are most conspicuous at low tide, situated only about 100 yards from the submarine. (Over)



Pacific's Biggest Fish Pond?

This areial shot of Washington Island, in the Northern Line Group, was taken from an "Operation Grapple" aircraft based at Christmas Island, 250 miles to the south-west.

Operated as a coconut plantation by a BP subsidiary, this atoll is unusual in that it has probably the largest fresh (or brackish) water lagoon of any atoll-type island in the Pacific, and a network of canals extending from the lake to near the settlement on the foreshore near the centre of this photo. Copra is transported alcng these canals to the open sea. The lake has been planted with the fast-multiplying tilapia fish which have been introduced all over the South Pacific from Asia in recent years.

This view is taken looking approximately east-northeast. The island is nine miles in circumference and its only populaton consists of Gilbertese labourers and their families who come in on contract for fixed periods. The photo was supplied by Mr. P. F. D. Palmer, overall manager of Fanning Island Plantations, Ltd., stationed on Fanning, 75 miles away.

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This Lae Dog's Got Rain Boots

Lae's rainfall for the year has been 90 inches.

That's a lot of rain, nearly 8 feet, but at least one local pooch not getting his feet wet.

He's Toby Robertson, a fox terrier, and whenever the rain comes wn, Toby's stormwater boots go up!

"It saves me a lot of work," says his owner, Miss Pat Robertson. o muddy paw marks all over my car seats or my floors any more. by's shoes come off the second he steps in the house."

Miss Robertson says the boots are easy to make, too.

Just cut out four socks from old scraps of material, cover this th rubber or plastic solution to make them water-proof and tie e tops with tapes.

—Nancy Curtis.

Bonus if Speaking Local Language

Officers of the Cook Islands Administration who learn to speak the local native dialect of Maori will in future be paid a special bonus of £50 per annum.

This was stated at the July Legislative Council meeting by Mr. O. A. Dare, Assistant Secretary of Island Territories, who was representing the New Zealand Government at the meeting.

The bonus is intended to encourage all seconded officers to gain a thorough mastery of the native language. Special language classes are available at Rarotonga.

was an all-wooden vessel, with steel rigging wire and ently went aground before the charts were first made in 1887, r bows then stood 20 feet in ir and are marked on the as a "Boulder 20 feet high".

e cutlery and a few other odds nds of wreckage were being y the natives on the Eastern of Rossel Island in 1903 when ther established himself here.

Methodist Overseas Mission ished a Mission Station on Island in about 1923, manned e white man, but he stayed a few years. Native teachers continued this work.

nk Osborne died in Sydney in as the result of a motor nt; and my father, Harry, re- d here until forced to leave the Japanese had captured l and were bombing Port by in 1942.

father and I returned in 1947 establish the plantation and a 60-ft boat to replace the *Gili* lost by the Australian My father died in 1950 and ied on Rossel Island.

Rossel Island natives are a eliant lot; it is interesting to that during the bombing of Moresby, the only native to be at one stage was a Rossel ler—all the others had gone nd truly bush. Rossel Islanders lso regarded as good house nts and for many years have employed at Government House nany other parts of the Terri-

ides myself, the white inants of Rossel Island now rise my brother, Ron Osborne, wives and three sons, who reat the original plantation of ti. High on the hillside overg Cannibal Island (Isle of ge) is the Roman Catholic on of the Sacred Heart Order, d by a Father and three rs. The Mission was established 51.

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Soekarno's Grab

Wholesale Confiscation As Indonesia Staggers At Edge Of Collapse

Events moved fast in Indonesia (New Guinea's nearest eighbour on the northwest) in August, bringing that country ery close now to complete economic collapse.

collapse comes—and competent observers do not see how it can be avoided—it will have two tanding results—

There will be social and political oil, which may directly affect Territory of Papua and New iea.

The world's supply of copra will ffected. From 25 to 30 per cent. opra comes out of the East es. This supply already has uated considerably over the last years, according to changes in nesian conditions; and this in has affected world prices.

aving failed completely to make Western Parliamentary system , the rabble-rousing Soekarno a months ago finally abolished esentative government, and as- ed dictatorial powers.

e has called the set-up "guided ocracy"; but it is actually an y-backed dictatorship.)

ereafter, the existing confusion me worse confounded.

ere was social and political s. The administration was so t of money that it was virtually lysed. The Indonesian Rupiah, h has been at a very low figure years, became virtually worth-

e only stable things in the whole essed country were the in- ries controlled by foreign private rprise.

itish and Dutch planting con- s, and certain big Western oil- ing companies, were allowed to operate. They really kept nesia going.

His "Guided Economy"

ose whom the gods destroy they make mad. A form of madness ainly descended upon Soekarno his so-called Ministers.

mid-August, they issued a s of "decrees" which seem to e emanated from some asylum crazy economists. Summarised, e decrees provided—

All notes of the face value of 0 and 500 rupiahs were reduced alue by 90 per cent.—to 10 per . of their face value.

All bank deposits of over 25,000 ahs (about £200 Australian) were en; and the sums thus repre- ed became a compulsory loan to the Government. (Confiscation, in other words.)

- A new foreign currency exchange of 45 rupiahs to one US dollar (making one rupiah worth about 2½d Australian) was "established".
- The system of taxing exports was abolished, to be replaced by a system of direct taxes and import duties.
- The State will cut, or postpone, certain expenditure.
- There will be "guided savings" and "compulsory savings" schemes for Civil Servants, workers and farmers.

Panic immediately swept across the whole of the trading community in Indonesia. By August 24, most business establishments had closed, and riots were threatened. The banks could not carry on.

On August 25, troops with rifles and bayonets at the ready were guarding the banks and the chief financial establishments against the clamouring mobs, who were trying

We Told You So!

This latest development in Indonesia—wholesale confiscation of private wealth—follows logically upon the events of 1945-49, when the West's "statesmen"—a lamentable team of Leftist visionaries—abandoned their Dutch Allies of World War II, and let Soekarno and his gang loose upon the vast, rich, Dutch Territory of the Netherlands Indies.

As our files show, this journal consistently foretold the course of events in Indonesia, ever since the Dutch were betrayed by the UN "statesmen" in 1945-46.

In the accompanying article, we try briefly to show how these events may affect us all in the South Pacific.

Similarly, in 1933-1940, the "PIM" told the South Pacific of what it might expect from the Japanese end of "the Berlin-Rome-Tokio Axis".



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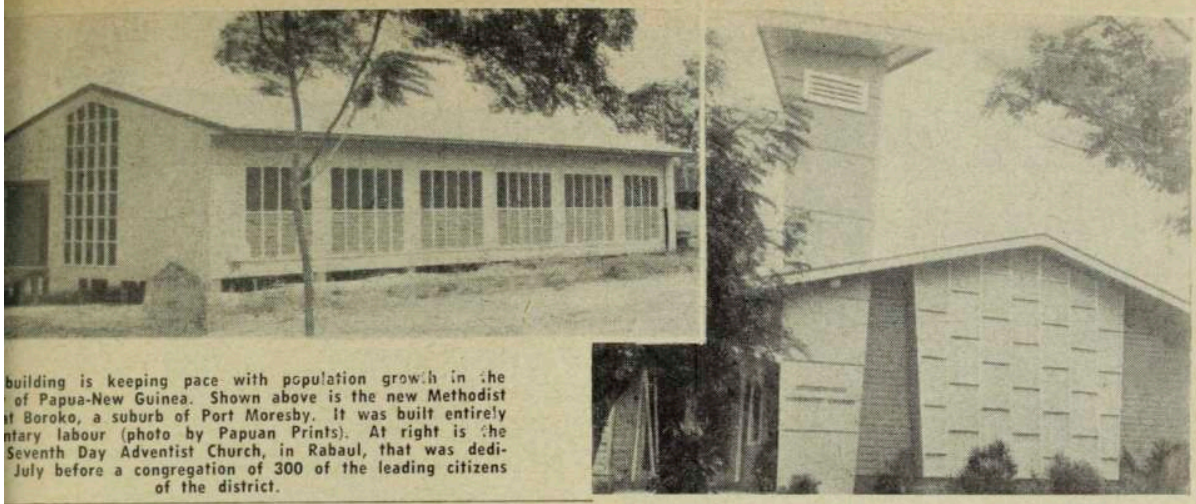
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building is keeping pace with population growth in the of Papua-New Guinea. Shown above is the new Methodist t Boroko, a suburb of Port Moresby. It was built entirely ntary labour (photo by Papuan Prints). At right is the Seventh Day Adventist Church, in Rabaul, that was dedi- July before a congregation of 300 of the leading citizens of the district.

rno's Grab

(Continued from page 57)

e something from the wreck. he week's pay day arrived, the grew. The majority of em- s could not withdraw money their banks in order to pay staffs.

-Indonesian traders—like n planters, oil and shipping nies, even Australia's Qantas d their stocks of rupiahs or worthless, and suffered embarrassment, as well as

Government then proceeded ke "Government loans" to the s, at fixed rates of interest, the funds they had seized hese same traders.

arno called this "guided ny", and a logical develop- of "guided democracy".

chants and traders generally no imagination to visualise esia's crazy set-up as it was rly September. No one then what would happen next. But not seem possible that the rno administration could last longer. Communistic news- and organisations, which y support Soekarno, joined in eneral attack on his devalua- olicy.

Danger to South Pacific

our files show, this develop- was consistently forecast by ournal ever since the West's ary "statesmen" abandoned etherlands and let Soekarno his party loose on this vast, ountry and the helpless Dutch.

Dutch of Indonesia have beaten and robbed on a scale before seen in a post-war ment. Yet the Jap-led Indo- ns were losers in World War nd The Netherlands was one e Western victors.

The South Pacific's particular interest in all this lies in the fact that, when this Soekarno dictatorship (maintained at present by what is called "the army") finally collapses, three organised communities will be ready to step in and perhaps take control. They are the Moslem community, the Communist Party and the Chinese (who number about 3 million in a country of 83 million).

Either the Moslems or the Communists may take over. The Chinese are very influential, but so far—unlike the Singapore Chinese community—they have never sought political power.

If either Communists or Chinese get control of this vitally important land bridge between Asia and Australia, it will be an event of much importance to the South Pacific.

Cooks Reject Missionary Quota

A petition that some sort of quota system be established on the entry of religious missionaries to the Cook Islands was firmly rejected by the Cook Islands Legislative Assembly in July. Only the proposer and seconder of the motion supported it.

A select committee, set up to look into the subject, found that it was opposed by all the religious denominations, was very much against public opinion, and would contravene Article 18 of the UN Declaration of Human Rights. The committee recommended against the move.

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See also advertisement on page 66.

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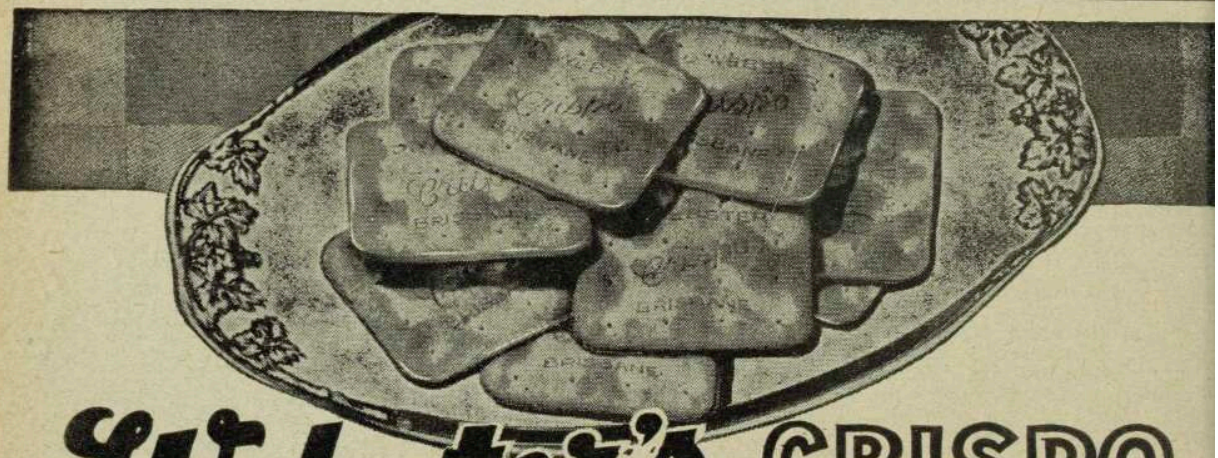
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hotographs of be-wigged warriors of the Southern Highlands were taken by ADO Sinclair a couple of years ago.



In Flowered Wigs

THE DUNAS OF THE P-NG HIGHLANDS FIGHT FOR FUN

By PETER SMARK, for AAP-Reuter

bearded and be-wigged arriors of Papua-New uinea's rugged Duna y regard inter-tribal fighting lthy sport.

shes with bows and arrows ten regarded with the same humour as a Saturday after-football match," said District D. Clancy, who led a patrol h an extensive area of the country.

Dunas of Papua's Southern lands region — more than —are one of the few tribes not der the control of the Aus- Administration.

are typical New Guinea ain people—short and power-uilt. The men wear wigs of human hair, sloping up to ost flat top over their painted Most men wear a forehead f plaited bark or cane, usually red. The nose is crudely , and carries a pig tusk, stalk e, or quill, decorated with and flowers.

cal dress is a waist belt of loops of cane or broad s of bark and a sporran of string in front of the lower and at the back a bunch of thrust through the waist belt.

A senior officer of the Native Affairs Department in Port Moresby said the recent establishment of a patrol post at Koroba, among the Duna people, was bringing peace to the surrounding areas.

"But there remains a large part of the Duna country which has had only the sketchiest contact with the Administration," he said.

"It will be some time before inter-clan fighting among the Dunas is wiped out."

Assistant District Officer J. P. Sinclair, who led a 62-days patrol through the Dunas, found the people "cheerful, boisterous and flamboyant."

"Early one morning, our patrol passed a cheerful group of fully-armed Dunas hurrying to their homes. They were obviously heading for a late breakfast after a stimulating fight," Mr. Sinclair reported.

The patrol was received with courtesy, although most of the Dunas appeared timid and uncertain.

Europeans and Government were matters of wonder to the Dunas. They believed the white men of the patrol had dropped from the sky—a theory strengthened in their minds by aircraft making survey flights over their lands.

Mr. Sinclair said no Duna would move from his hamlet without his arms of bow, arrows, and stone axe.

While the women worked in the fields, the men stood guard nearby.

Some arrows were elaborately carved, terminating in long, needle-like points, ringed with a shallow cut so they would break off in a wound. Others had sharp teeth cut into the side.

Mr. Sinclair said the most dangerous type of arrow was tipped with a broad bamboo blade, about six inches long, making a very effective killing instrument.

Most fighting in the Duna country was caused by revenge or "payback" raids between hamlets. "Fighting seems to be these people's means of using up excess energy," Mr. Sinclair said.

In the Lavani Valley, the Dunas had a valuable trade monopoly in oil, gathered from streams in the area.

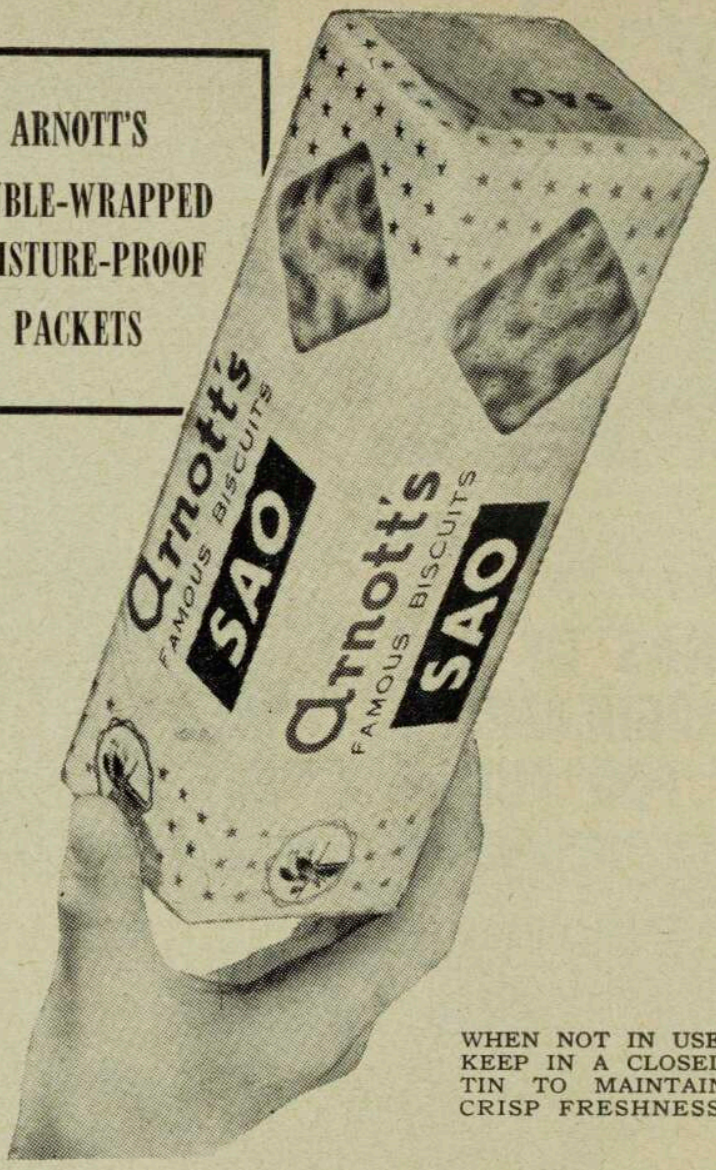
The oil was usually traded in small lengths of bamboo. Six to eight cowrie shells was fair payment for one small bamboo of oil. Eight to 10 bamboos cost a pig.

The oil was probably rubbed into

(Continued foot column 1, page 63)

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THE END—OR A NEW ERA?

More Machinery for Selling Fiji Bananas

By J. P. SHORTALL

The Fiji banana industry which is already in a precarious state, ıy be a lot worse off still—or even given the coup de grace—if the epartment of Agriculture succeeds in establishing a Banana Market- g Board under legislation to be introduced at the Legislative Council ssion this month.

E functions of the Board that t is proposed to set up will be o take over the complete over- marketing of bananas and to ate their quality and supply, as as the quality and type of ages in which they are exported. ere seems to be universal ement that control of supply quality of the fruit and package sential, but that is about as s agreement extends.

om the grower's point of view most important aspect concerns ost of operating the new Board the effect that this cost will on the price received for fruit ied. The Department of Agri- re considers that the adminis- ve costs will not amount to than 3d per case of fruit, and ably less. One of the largest mercial shippers of bananas has lated that the figure will be at 1/4 and probably nearer 2/- ase—which might be sufficient ll the industry.

owers at present receive 10/6 ase from the commercial ex- ng concerns. The f.o.b. price is from which is deducted the of the case (5/-), wiring, pack- and land transportation, port , and profit. Such exporters are responsible for making the im- ate payment to the growers at packing point and they must the financial risk of possible re- jection of a consignment by the government inspectors at the wharf.

Five per cent. of the cases of fruit supplied by any particular exporter are opened there prior to shipment. If more than one-fifth of this five per cent. is rejected, the entire consignment of that exporter—already paid for—is rejected.

Fijian By-Passers

At the present time it is possible for a native co-operative, a village, or any other organisation of growers to ship bananas directly and to by-pass the middle-man in Fiji and thus gain several shillings per case. In practice, very few such bodies succeed in this, because they cannot or will not maintain the standard demanded by the Department of Agriculture's inspection system.

After a few quality shipments, the good pay-cheques lure them into sneaking increasing quantities of sub-standard fruit into the consignments. Then suddenly an entire consignment is rejected at the wharf, the growers lose all the profits gained from by-passing the middle-man, and they often decide that perhaps he is not such a parasite as they had thought.

He, at least, pays cash at the road —or river-side—and he takes all the risks. Naturally, he does his own inspection and may reject certain cases, but never the whole consignment.

Realising their weaknesses in the matter of grading, and to gain the middle-man's shillings, the Fijian growers and the Fijian Affairs Department some years ago fathered Fiji Banana Ventures, which was to have all the virtues and none of the vices of the commercial middle-man.

In practice, of course, it too, has proved to have its weaknesses. Unlike the commercial middle-man, FVB does not pay its members at the packing stations, and if the fruit inspector at the wharf condemns the consignment as sub-standard, the FBV does not pay out.

Again, some of those shillings which were to be saved from the middle-man are diverted to covering administrative costs and to other

Fighting Dunas

(Continued from page 61)

kin by the natives, who took in their appearance.

some areas, men's ear lobes pierced, to support pendants of e string, threaded with red s and broken shell.

lividual "dudes" made lavish f all types of bird-of-paradise es and small, bell-like flowers, in the wig. Cowrie shell was eat demand for personal adorn- , as a sign of wealth.

. Sinclair said the Duna people generally friendly, despite their ke habits. Increasing contact administration patrols should them the social and economic fits of peace.

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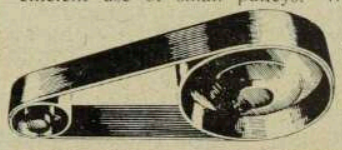
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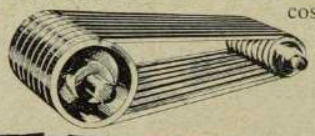
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y causes for the betterment of
ijians.
for a lot of Fijian growers,
is no better—or not much—
the middle-man, who pays less
but pays it on the nail.
l, the lure of those shillings
ns, and under its magnetic pull
little ventures and co-
tives continue to by-pass both
nd the middle-man. In so do-
ney hurt themselves and the
ry as they learn the hard way
he overseas buyers are insist-
n certain standards and that
ji Department of Agriculture's
tion branch is determined to
at these are met for the good
industry.

ndividualism Encouraged

first sight it seems extra-
ry that the Fiji Government,
sired FBV for the good of
ijian growers, should permit
s to by-pass this organisation
easing numbers. The explana-
robably is that the govern-
wishes to encourage Fijian
duality and initiative and
a-exporting co-operatives are
ered part of it.
nwhile, there is no doubt at
at the small shippers are re-
the revenue both of FBV
f the very few surviving com-
l exporters.
exporters are licensed to buy
as in strictly specified areas,
ach establishes a bond of £100
security against infringement.
existing out-dated ordinance.
the basis of this license they
to handle all non-FBV con-
ents within their separate
Now they see the co-operatives
entures" that keep springing
mply as infringing their
s, although the law makes no
ion for protecting them.
er the proposed legislation, the
a Board will be the sole ex-
, and the middle-men will be
d to the status of licensed
and, in effect, agents of the

replace the middle-man's per-
supervision at the packing
, the new legislation proposes
-arm methods of remote con-
These include seizure of sub-
ard fruit and containers, fines
to £500 for attempts to by-
the Board, and the appoint-
of inspectors with very wide
s.
FBV is still to continue,
gh it may be considered that
vanish when Fijian growers
progressed sufficiently to
e their own business. Still, it
d at this stage to understand
he functions of the proposed
and the FBV could not be
ned in a single body to save
istrative costs.
proposed Banana Marketing
will consist of a chairman and
members, all appointed by the
nor. Three of the members will
represent the interests of "sup-
pliers", and all members will hold
office "during the Governor's
pleasure". Appeal against its de-
cisions regarding quotas, etc., will
be only to the Governor.

High Cost of Boards

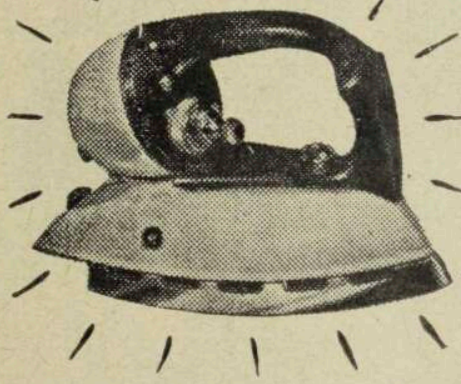
With a quota of 200,000 cases of
bananas per annum acceptable by
New Zealand, the cost of operating
this Board, according to the gov-
ernment's estimation—based on the
3d per case mentioned earlier—is
£3,000. The existing inspection
system—without a Board—at the
Suva wharf costs about £4,000 per
annum to operate.

An outside estimate of the cost
of operating the proposed Board is
conservatively put at about £13,000
per annum. The manager alone
would receive about £2,500 in salary
and furlough costs, and the barest
minimum of staff and operating
costs would absorb the balance. This
sum would represent about 1/4 per
case.

Even if a portion of this cost is
to come from some existing reserve
fund or other government source it
is going to cost the taxpayer money.

But if it is going to come from
the proceeds of the sale of bananas,
this added burden could ring the
death knell of the Fiji banana in-
dustry.

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Keeping In Touch

e Police Have Got It Taped

wild beating of drums, a ed stamping of feet, shout- singing, chanting — this is New Guinea — you're on ringe of an African Satur- night dance. "This is Tan- ka!" a deep male voice s out. Then in colourful , the speaker launches into of his life and work at a prison in Africa.

speaker? He's a member of e international World Police pe Recording Club Round Group with headquarters at Texas, USA. The Police Tape was started by Detective Constable Jack Vaudin, of sland. He's the World Secretary w members operate through- merica, Britain, Europe, Aus- New Zealand and New Guinea. exchange views on police s, cases, methods, criminal our, etc., no confidential in- ion being allowed.

's how the group works. Each r is required to make a tape eight weeks. He is supplied a membership roster and ds his tape to the next name appearing on it.

Within the group some firm friendships are made with personal tapes. Wives sometimes like to have a little natter with other wives on housing conditions and cost of living. Husbands exchange their exploits of hunting, fishing and wild game shooting. More talented recorders will put on a turn—like a recita- tion or local folksong.

Latest member to join the group is Bill Curtis, of the Royal Papua and New Guinea Constabulary, in Lae, and formerly of the Northern Territory Mounted Police. Bill might have some interesting yarns to spin. He's been on an 800-mile horse trek, bagged a crocodile and travelled in wild country after cattle duffers.

All newscomers are welcome. If they belong to a police force any- where in the Pacific and have a yen to be in on it, they should drop a line to Jack Vaudin. His address: 42 Norman Terrace, Enoggera, Queensland.

Mr. John D. Harrington, owner of one of Rarotonga's most modern retail stores, paid a business visit to New Zealand in August. He said that his new business was for sale "if anyone comes along", and re- ported that Mr. Jack Neal, who bought his earlier business at Aitu- taki Island, had also recently bought out Mr. William Watson's retail business there.

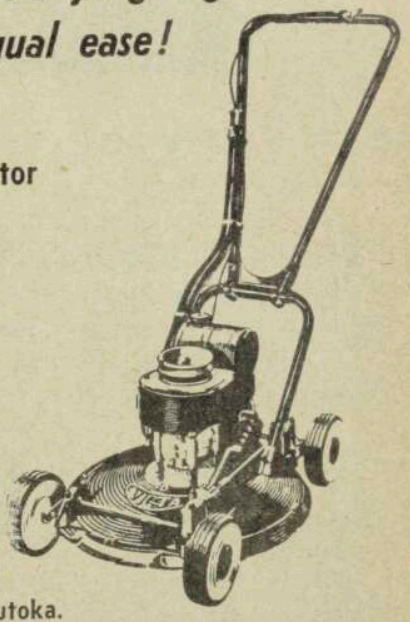


daughter of the Ellice wireless operator Island in the Gilberts makes a pretty as she takes one of her father's daily s with Tarawa. She is not really rating of course. It's just pretend.
Photo: A. C. Atkinson.

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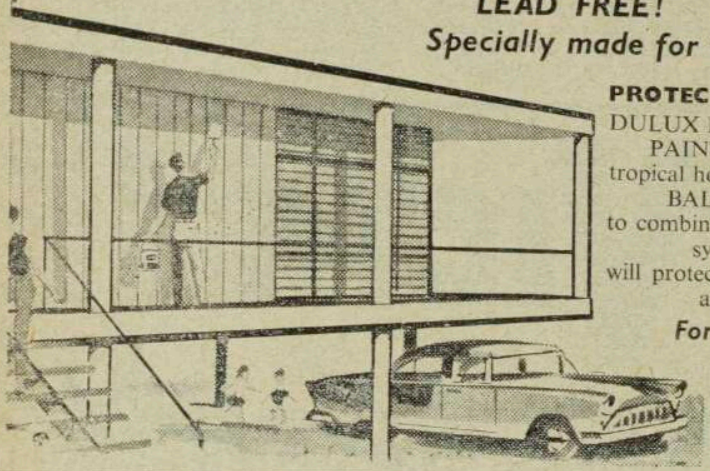


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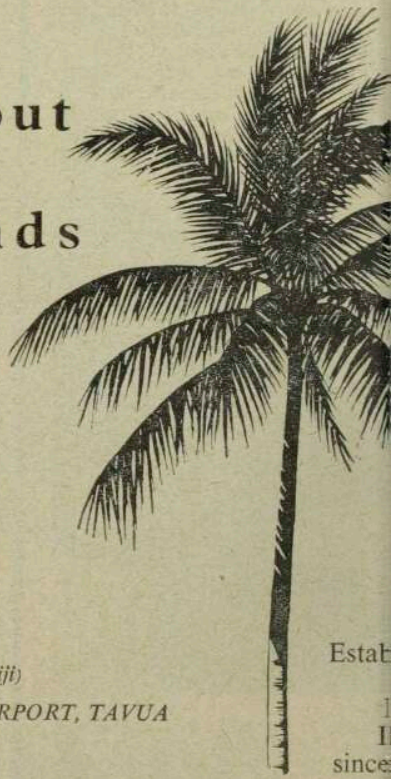


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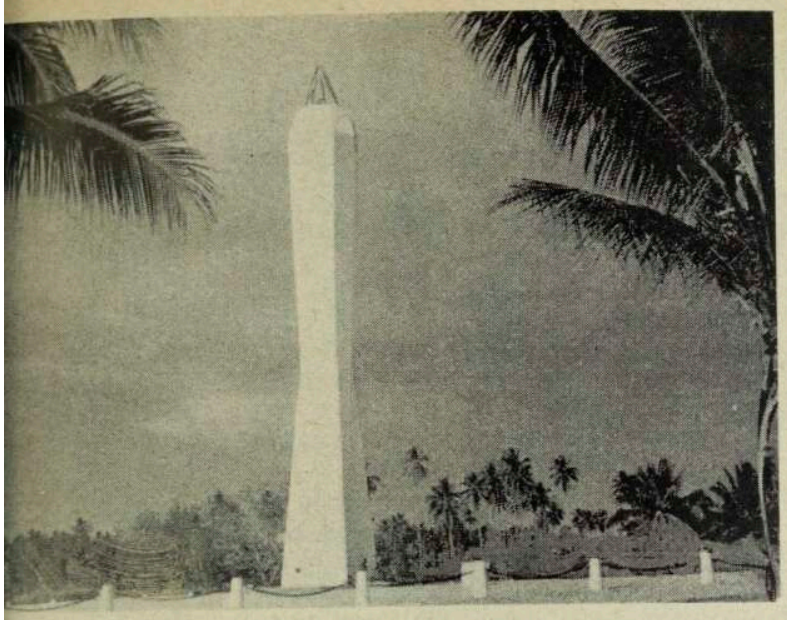
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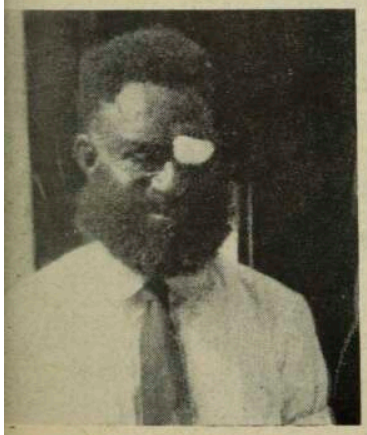
A Light Flashes for the Men Who "Saved the Pacific"

In the dusk of August 15, before a gathering that included ıe Australian Minister for the Navy, the US Naval Attache, ‹-members of the unit from Australia and Papua-New Guinea, ıcal residents and an estimated 3,000 natives, the Coast 'atchers' Memorial Light flashed out over the Bismarck Sea ›r the first time.

W Guinea's coastal points and eefs are occasionally beaconed —but there is nothing like the light, the almost 90-ft high, column of dazzling white nt surmounted by a flashing now taking the place of the 'House-Light" that has stood on Kalibobo Point these many years.

The new light sends out its flash every 30 seconds as a warning to shipping in the approaches to Madang Harbour, and as an appropriate memorial to the Coast Watchers still living, and to those 38 whose luck ran out while going about their solitary and dangerous business in 1942-45.

Of the former, and still in the Territory, are men like Paul Mason of Inus Plantation, Bougainville, Jack Read of Rabaul, A. A. Roberts, now Director of Native Affairs, and John Murphy, District Commissioner at Daru. There is also Eric Feldt, whose job it was to organise the Coast Watchers when war came and whose book written about them (*The Coast Watchers*), published at the end of 1946, remains one of the best books on the war in the Pacific. Retired now, he lives in Brisbane, but was there to speak at the ceremony and to unveil one of the plaques on the Memorial Light on August 15, the 14th anniversary of the end of the Pacific War.



At Left: Youwika, of the Sepik District, who carved his own bit of war history in Bougainville during the war, most of the time as assistant to Coastwatcher Jack Read. A smoke-bomb that he picked up exploded and blew off his left hand and blinded him. At Greenslopes Military Hospital in Brisbane, his was the first corneal graft ever performed there. The transplanted cornea was a blue one, so Youwika became the only blue-eyed New Guinean. He was an official guest at the August 15 ceremony.



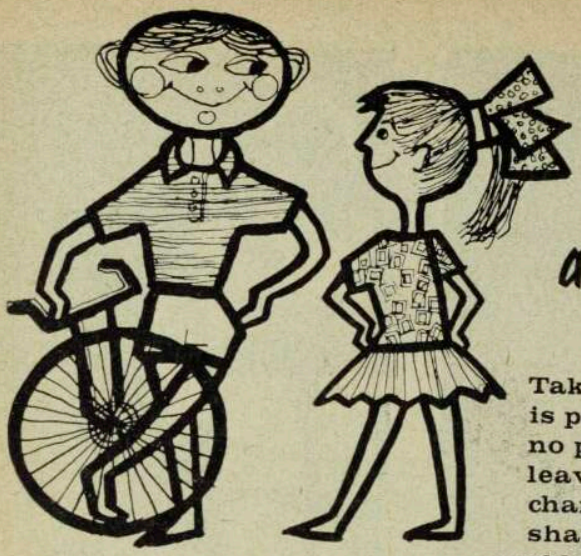
At Left: The new Memorial Light at Kalibobo, Madang. (Photo by W. P. Hutton). Above: Commander Eric Feldt, whose early war-time job was organising and expanding the Coast Watching Organisation, addresses the gathering at Madang on August 15. Seated, at right, behind him, is Senator John Gorton, Australian Minister for the Navy. (Photo by S. Diczbalis.)

Of those 38 who died, who are commemorated on one of the bronze plaques at the base of the Light, were men like Lieutenant Con Page, of Tabar, a small island off the New Ireland coast, who remained at his post reporting the movements of Jap ships and planes until, inevitably, the Japs landed, took him away to Kavieng and put him to death.

Men like L. G. Vial, too, who from his hide-out in the mountains behind Salamaua gave the Japs more valuable trouble than a battalion of Infantry. He died accidentally in a plane crash towards the end of the war.

Then there was Captain G. C. ("Blue") Harris, a patrol-officer before the war, who led a party of a dozen ashore from a US submarine on the Jap-held NNG coast at Tanah-Merah. They were betrayed to the Japs by natives, the party

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Page of Tabar, off New Ireland, who was ded by the Japanese for his Coast Watching activities.

in two and one-half eventually ped. But Harris' half was at- ed by a Japanese unit equipped machine guns and mortars within a few hours all were dead pt Harris, who was wounded. Japs captured him, shoved him gainst a tree and when he would nswer their questions, bayoneted to death.

Names That Live Forever

or does the Light forget those l natives who made it possible the European Coast Watchers emain at their posts: Men like ogun Peta, now a MLC; Youwika, bearded veteran with one blue and that not his own; and aik of New Britain, who died w months back, full of years ervice and much honoured by pean and native.

commemorate the Coast chers' native comrades there is pecial plaque on the Light in in-English, the last sentence of h says: "Nem bilong ol i no ken —the equivalent of "their names never be forgotten."

he frame work of the Coast ching Organisation existed in tralia, New Guinea and in mons, long before the outbreak World War II. Men of all walks life, stationed in very remote s, formed the nucleus, but, as l in peace-time, money for the essary equipment to expand the t service was not readily forth- ing.

he outbreak of war in 1939 nged that, and before that year ended, Eric Feldt, who was on RAN "emergency list," but who n 1922 onwards had been an er of the District Service De- tment of the Mandated Territory New Guinea, was given the job Navy Staff Officer, Port Moresby. is task was organising and ex- ding the Coast Watching Organ- ion. By the end of 1940, most sonnel had been selected from ngst the planters, missionaries and Administration officials living at strategic places covering the northern and north-eastern approaches to Australia. Teleradios had been installed and their operators instructed in their use and in reporting what they saw.

By the time the Japanese came into the war in December, 1941, Coast Watchers, at posts from Manus to the Solomons, were ready. In early 1942, as the Japs swept southwards, they ceased being a civilian organisation and became part of the three Services.

They were a branch of the Allied Intelligence Bureau (AIB), and were usually referred to as the Coast Watchers, although Feldt himself had his own private code-word for them—Ferdinand.

Ferdinand the Bull was a character from a Walt Disney movie cartoon of the time. According to the story, he wasn't keen on direct action or fighting Matadors in bullrings, but preferred to sit under a tree and "sniff the pretty flowers". The Coast Watchers didn't have much time for smelling flowers; but they kept under the trees and didn't engage in direct action, either.

Their record and their contribution to the Allied cause in the SW Pacific theatre of war is now a matter of history. They received praise from high places—notably from the late Admiral William ("Bull") Halsey, who commanded the United States Third Fleet in the Pacific, and from General Douglas MacArthur.

Someone Still Watches

There were about 40 surviving Coast Watchers and 26 of the

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ives who had spent the hidden
rs with them, at the ceremony
August 15. It was probably the
t get-together they had ever had,
the nature of their war-time
ts was strictly individual.
n addition to the Coast Watchers,
ually every European and native
ng within walking or riding
ance of Madang turned up to
Australian Minister for the Navy,
ator Gorton, turn the switch
t lit the Light for the first time,
to hear the addresses of
gadier D. M. Cleland, Admin-
ator of P-NG, and others.
aptain I. H. McDonald, chair-
n of the Coast Watchers'
morial Committee, was present,
so was its honorary secretary,
W. Brooksbank, who, until he
red late 1957, was the civilian
stant to the Director of Naval
elligence and as such was the
k-room boy who "mothered" the
st Watchers.
he United States was represented
the ceremony by Captain C. M.
ite, US Naval Attache in Aus-
ia — an appropriate choice as
tain White was commanding a
adron of fighter planes on
adalcanal in 1943.
he Coast Watchers' Organisation
, of course, never been disbanded.
is, said a Navy spokesman at
dang, on August 15, now more
cient than ever—but who its per-
nel are, and where they are
ioned, only the Navy knows, and
hese matters the Navy remains
ery silent service.

Coast Watchers' Admirer Dies in US

One day after the Coast Watchers' memorial lighthouse was unveiled in Madang, Fleet-Admiral William ("Bull") Halsey, one of Ferdinand Force's most highly placed admirers, died in the United States, aged 76.

"The Coast Watchers saved Guadalcanal," he said on one occasion, "and Guadalcanal saved the Pacific."

Admiral Halsey was engaging up naval forces off the Marshall and the Gilbert Islands less than three months after Pearl Harbour and from there until the end, when he was sailing up and down the Japanese Islands shelling their cities at will, he chased the Japanese all over the Pacific, engaging them where it did them least good. Between August, 1942, and October of the following year, when the Japanese were finally thrown out of the Solomons, Admiral Halsey learned to know the Coast Watchers and to assess their worth in the type of war-fare peculiar to that theatre of operations.

New Stamps For Norfolk Is.

Preparations now are well advanced for a new issue of the stamps of Norfolk Island, about November of this year.

It is believed that the issue will comprise denominations of 1d, 2d, and 9d; and the designs, in their portrayal of local flora, will be the first of this kind issued by Norfolk Island.

The 1d and the 2d stamps probably will carry designs showing the hibiscus flower of Philip Is.—a tiny islet off the coast of Norfolk Island —and the Norfolk Island hibiscus; while the design now favoured for the 9d stamp shows the Cereus flower and a reproduction of Annogoni's portrait of the Queen. A photograph of this design is reproduced herewith. The 1d and 2d stamps will be in colour.



Established 1870

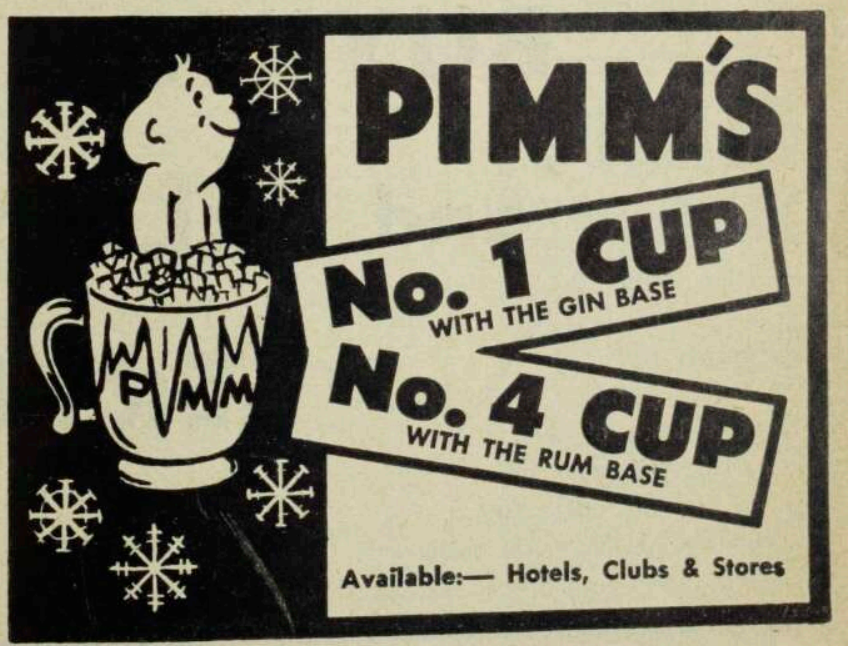
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At Madang, New Guinea, each Anzac Day, much-decorated John Cox, on behalf of Old Soldiers, lays a wreath on the Cenotaph in tribute to the memory of members of the famous NGVR (New Guinea Volunteer Rifles).

The generation now taking over in New Guinea knows little or nothing of what was done by its civilian predecessors, who formed themselves into the NGVR, fought the Japs heroically if hopelessly when they invaded in early 1942, and later, in the jungle, gave our side priceless help as scouts and patrol guides.

We asked John Cox to tell what he could remember of the NGVR men whom he met in the Lae area in 1942, when the Japs were completely in the ascendant, and he supplied the following notes:

What the Civilians Did in the Jungle War

ome Men of the NGVR

Here is my list:

olonel *Bill Edwards*: Stout of rt and body. Before the a Medical Assistant with Guinea ways, and with a nice house and offee plantation out on the Mark-n Road. He was the man who was inly responsible for building up goldfields and Lae and Salamaua achments to platoon strength. A orated soldier from World War I, d he had the trust and confidence all who served under him.

adre *Sherwin*: A real fight- padre, whose unfailing good mour and matchless facility for rounging" comforts (both solid d liquid) endeared him to all.

aptain *Ernie Hitchcock*: A gold-ner and a highly decorated eran of World War I (he held DCM and MM), he was later nsferred to the Pacific Islands ttalion. He was a man of cold-oded courage, initiative, and dar- of a high order. He made a eciality of attacking Japanese sts and patrols. In the NGVR, we ed to say: "Join the Army and the world. Join Ernie Hitch-k, and see the next world."

Rifleman Bob Emery: Decorated M, and later, I believe, commissioned. Bob ran a dairy farm near Lae before the Japanese invasion. He was a fine specimen of the Australian soldier at his best—full of courage, energy and resource, coupled with a Puckish humour. Bob simply ran rings around the Japs who were searching for him, and he was a master of bushcraft.

Rifleman Dick Vernon: He was a planter and recruiter, who lived near the Markham Valley road. A keen soldier, well known and well liked by Europeans and natives. He was killed in a clash with a Jap patrol not far from his own house.

Fearful Odds

Riflemen Merv Prosser, Freddie Clark, and *Peter Mumphries* were only boys in years but they acquitted themselves as men when "faced by fearful odds".

Sergeant Ossie Priebe, of Guinea Airways, Lae. He was horribly burnt on legs and thighs when setting fire to drums of petrol at Voco Point, Lae. He bore himself with fortitude and courage, and he never complained while his injuries were being attended to by Rifleman George Whittaker, shortly before the Japanese landing.

Afterwards, when only partially recovered, Priebe showed great courage and fortitude, by walking with the other members of his platoon and some civilian prisoners part of the way from Lae to Bulldog. It was noted that a well known Islands firm chartered an aircraft to carry out its account books, while Ossie Priebe and other sick and wounded riflemen were left to stagger out as best they could. Sergeant Phiebe subsequently joined FELO and became a WO.

Rifleman Jack Priebe: This civilian soldier, a brother of Ossie, also was employed by Guinea Airways. Although in indifferent health, he marched with his pack on his back and full equipment from Lae to Bulldog, and spared no effort to assist by word and example those of his comrades who either through illness or physical weakness could hardly make the grade. Many an old member of the NGVR will join me in saying, "God bless Jack Priebe".

Rifleman George Whittaker (later Captain, and MBE): He served with ANGAU. George formerly had his own lucrative business as optometrist at Lae, besides being a Medical Assistant with Guinea Airways. He lived on his property at Awilunga, planted up with coffee and native foods, about 10 miles out on the Markham road. He was liked and respected by Europeans and natives throughout New Guinea. He had extraordinary success in treating difficult tropical diseases, and was noted for his untiring energy in tramping up hill and down dale

(Continued on page 97)

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Do your feet itch so badly that they nearly drive you crazy? Does the skin crack and peel? Are there blisters between your toes and on the soles of your feet? If you suffer from these foot troubles the real cause is a germ or fungus which you must kill to get rid of the trouble. Fortunately it is at last possible to end these foot troubles, Tinea and stubborn cases of Eczema, Ringworm, etc., with an American Hospital Discovery called **Nixoderm**. **Nixoderm** stops the itch in 7 minutes, kills germs and fungus and in 24 hours the skin begins to heal clear and smooth. Get **Nixoderm** from your chemist to-day under positive guarantee to return your money if not satisfied.

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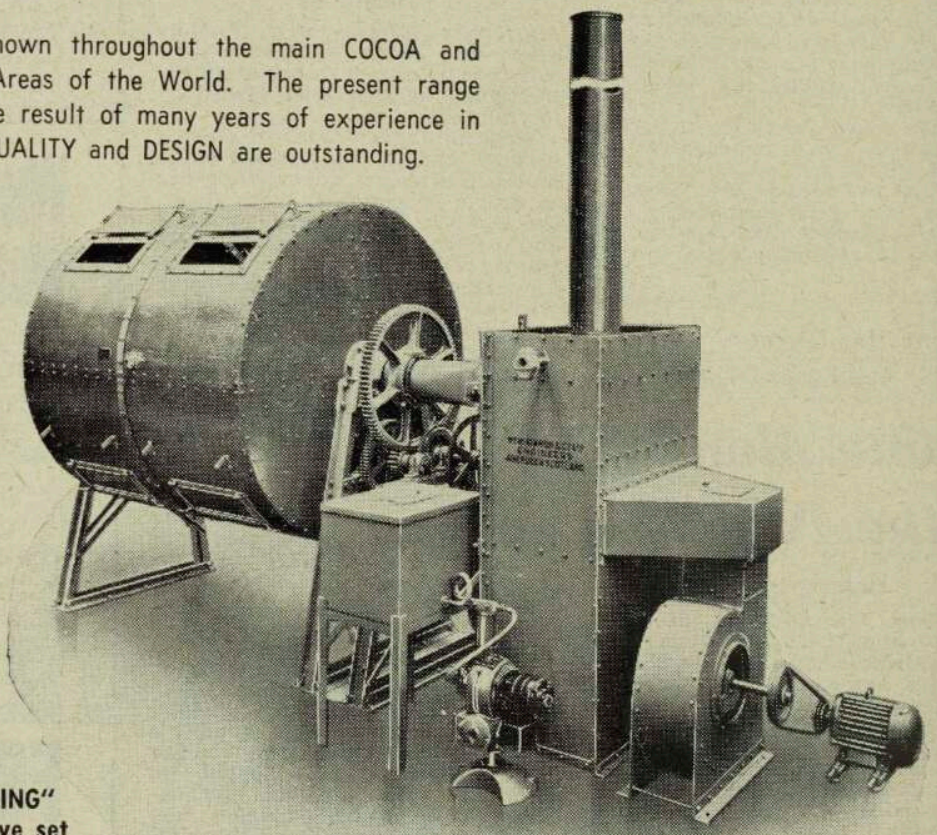
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$1,250,000 Worth of Damage Was Done

WHEN THE GERMANS MADE WAR ON PAPEETE

Within seven weeks of the outbreak of World War I — hey called it the Great War then, until we had a bigger and etter one 25 years later — Papeete got its first and last ex- erience of shot and shell. It was probably the most excitement he little town has ever had in one day — just 45 years ago, n this September 22.

ERE have been many versions of what happened on that day when Tahiti had its "hot" war; ions based partly on fallible nory, and sometimes on ex- rated press reports published he time.

n the day following the event, ever, the United States Consul he day, one James H. Goodsir, down and reported to his State artment. A photostat copy of letter, recently obtained by tain Fred K. Klebingat, retired fic Master Mariner now living San Pedro, California, shows the Consul probably took the excited view of the incident, his official report comes clearly n the years, setting out events hey happened.

ir", he wrote formally in the ialese of the times, "I have the ur to report that on the 22nd , at about 6.30 in the morning, battleships with a collier ared off Papeete."

e battleships were *Gneisenau Scharnhorst*, from the German a Station, although several days the attack, Papeete was still rtain as to whether they might have been *Yorick* and *Roon*, of same class.

n the morning of September 22 e had been very sure what they , friend or foe, and when they ayed nothing except a signal for ilot, the port pilot obligingly put to them.

t if the pilot were doubtful, batteries on the heights behind ete were not. First, a shot was across the pilot's bows and ed him in mid-harbour, then shots were fired at the battle- s.

Declared War

e battleships treated this, and intermittant salvoes fired in the eeding hour, with as much dis- as an elephant would a uito. They cruised up and down de the entrance to the harbour een 6.30 a.m. and 7.30 a.m., and showing no flag.

ut," wrote the Consul, "at the latter hour the German flag was displayed by both vessels, and word sent in for all non-combatants, women and children, to leave the town immediately, as they were about to open fire.

"At about 7.45, both ships opened on the forts on the hill, which were soon silenced. The gun-boat *Zelee* was moored alongside the steamer *Walkure*, captured from German interests by the French (while she had been loading at Makatea on August 12).

"After finishing with the land batteries, the Germans directed their fire at the *Zelee*, which was sunk with three shots. The same shots badly damaged the steamer, tearing a great hole in its hull, carrying part of its upper works away and damaging its smokestack."

The battleships then went to work on the town, leaving almost two entire blocks "from A. B. Donald's store on one side to the Rue Bonnard on the other," a mass of smoking ruins. The market place, the wharf and customs house shed were plastered in a 2½ hours bombardment; in all an estimated $1,250,000 worth of damage was done.

Shrapnel fell over a wide area, but the only fatal casualties were a Tahitian, a Chinaman and "a horse belonging to a Mr. Lambert, which was killed by a bursting shell as it stood in its stall." (The same shell wrecked Mr. Lambert's residence).

Mr. Goodsir was naturally most concerned with his American nationals; none were killed and only one suffered even superficial injuries. An American lumber schooner, *William Olson*, ran up a flag immediately the firing started and was left alone by the Germans, although "bits of flying shrapnel did cut some of his rigging—a loss that the Master places at $15."

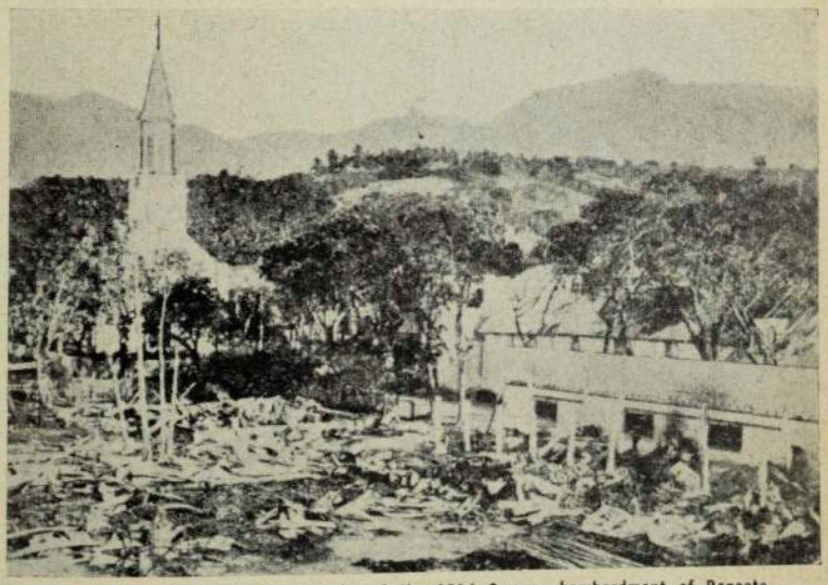
The American who suffered most was Mr. Charles H. Norris, who traded in vanilla, motor spares and food specialties.

To the Last Man

Both battleships withdrew about 11 a.m., sailing off in a northerly direction which gave rise to the belief that they were headed for Makatea Island to replenish their coal supplies. It was expected that when this was done they would return to try to seize and occupy Tahiti. Preparations were made to resist a landing, and local military and naval units declared that they would fight to the last man. In the event, of course, they were not called upon to do so, as the warships never returned.

"As it was," reported the Consul, "they could do nothing against the vastly superior armament of the attackers who silenced the batteries on the heights and then toyed with the town."

When the Germans had first showed their colours, the authorities



An old photo showing the results of the 1914 German bombardment of Papeete.

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nediately fired the government
es at Papeete to keep them from
ng into enemy hands, and the
supply that burned for some
s later proved an embarrassment
he defenders. The fires started
he shells also took some putting

The Germans Got Mad

'o the credit of the men-of-war,"
e the Consul, "be it said that
re they opened on the town,
f, they both hoisted flags of
e and apparently offered to
ey, but no attention was paid
their signals. After waiting a
onable time for some boat to put
from the town, with none so
g, they opened fire.

t is my opinion that if the land
eries had not opened upon the
s in the first instance, perhaps
would not have molested the
at all, although they were un-
tedly bent upon procuring a
ly of coal here. As it happened
several shots had been
atched in their direction they
apparently goaded to action.

s a result of the operations of
morning, the steamer *Saint*
cois, of the Compagnie Navale
Oceanie, was sent to Suva, start-
yesterday afternoon, to spread
alarm, and if possible to notify
English and Japanese squadrons
ne Germans' presence in these
rs."

d in the end, before he had the
ur to be, Sir, your obedient ser-
the Consul indulged in a little
speculation:

he Germans who have been
ned on Motu-Uta Island as
al prisoners of war (although
Governor will not specifically
nate them as such) for the past
h or five weeks, were yesterday
transferred to the Colonial
n from the island, and it is said
they have been threatened with
nary execution if the attack on
own is renewed.

hey are said to have attempted
gnal the attacking ships from
position on the island, which is
the barrier reef.

he *Walkure*, although badly
led, has been towed out to the
and placed in a position for
ng upon a re-appearance of the
ships.

oday all is calm in the port,
ugh business is temporarily
nded, and the refugees of
day are rapidly returning to
homes."

eisenau and *Scharnhorst* never
ned to Papeete. They sailed on
eet their end at the Battle of
Falkland Islands, after they had
d at Easter Island to take
rd some livestock as they
ed for the Atlantic.

N. Caledonia Might Need Walpole Guano

Supplies of guano from Walpole Island, tiny dependency of New Caledonia, will not be available for New Zealand for quite some time yet, according to the head of the New Caledonian syndicate holding the franchise, Mr. Georges Tsutsui.

Before any serious negotiations commence, the New Caledonian government insists that at least 2,000 tons of guano be delivered in Noumea. When that has been accomplished, the matter of export to New Zealand will be reconsidered. It is the intention of the New Caledonian government to try to develop local agriculture and if present plans work out, it is quite possible that New Caledonia might have need of all the guano that Walpole Island can produce.

There are 6,000 tons stock-piled at present at Walpole and Mr. Tsutsui's syndicate is looking for a boat of some 50 tons to ship this to Noumea.

Just what equipment will be needed for exploiting the Walpole deposits is not yet known. Neither has any survey yet been made of the existing moorings off the island. Walpole rises straight out of the sea and special moorings were laid to which ships were tied whilst barges brought the guano to the holds.



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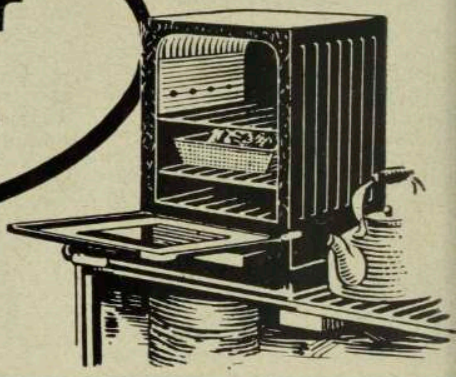
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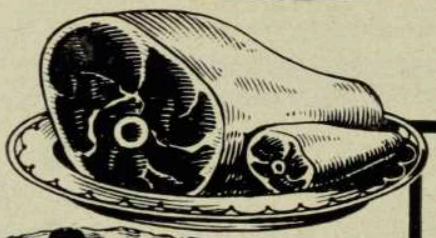
GORDON'S *STANDS SUPREME*

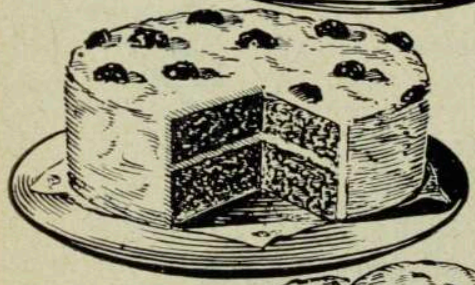
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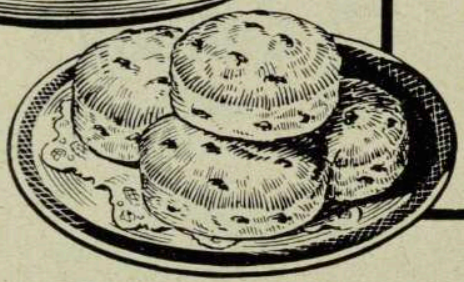
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Pacific Islands Monthly MAGAZINE SECTION

Tropicalities

Why Americans Like To Leave Home

HEN Mr. Herb Caen, gossip columnist of the *San Francisco Chronicle*, went back e after a short time in Fiji in ust, he left those people who are ys talking about the big tourist istry the Pacific will have some with a couple of fascinating ights.

mericans," he said, "do not t to see how the other half ."

e went on: "And when they leave e to be tourists they are spoiled, pered and expect everything had at home laid on for them rever they go. If they don't get hey don't like it."

S tourists to the Pacific expect ach to be handy, he said; just ewhere where they can paddle he knees then get right back ath the beach umbrella, to be ed down with oil by the hotel seur.

nsidering the amount of money ricans spend on travelling right ss the world, it seems a helluva g that all they want when they there is just what they left be- .

r. Caen didn't seem to think Fiji could hope to get much of American tourism until ricans changed their attitude— if Fiji, the most tourist-minded tory in the South Pacific, gives that impresison, the touring ks will be leaving the rest of the h Pacific for dead for a long yet. Which is what *PIM* has in several different ways in re- months.—J.

ndarin Might Help the Plot

CORDING to the movie advertisements in the *North Borneo News* (Jesselton's daily newser), you haven't got to go to South West Pacific to have uage problems.

Jesselton, movies come in ay, Cantonese and Mandarin, as as in plain Hollywood English technicolour.

here is even something called ble Mandarin—but no clue as to ther that's a language in its own t, or a dubbed-in Chinese voice an orthodox movie. Mandarin- aking, two-gun men would be ething that might make even the ent crop of Westerns endurable.

Stick 'em Up—Or Else!

CHIEF Judge Kay issued a warning in the Cook Islands High Court in July. Too many people had been ignoring Health Department notices requiring them to erect privies on their properties.

The judge implied that if they don't get those privies up fast there'll be something doing shortly.

Maori Standard Time

RADIO operators may live in a world of GMT, and the Cook Islands Administration may operate on Cook Islands standard time, but apparently the population have other ideas—if Motion No. 25 before the Legislative Assembly in July is a fair indication.

The motion, proposed by Mr. Wm. Watson—also known as Viri Vokotini—was "That this Assembly amend the Cinematograph Ordinance 1951 to provide that the hours of entertainment be extended to 11.00 pm where circumstances warrant."

Speaking in favour of the motion, the Hon. T. J. Browne pointed out that extension of time in summer was necessary because pictures start much later than normal, mainly because the Maori people do not go by the European clock but rather by the setting of the sun.

If movies were commenced at the normal time, said Mr. Browne—who should know because he's in the movie business—half the evening would be without audience.

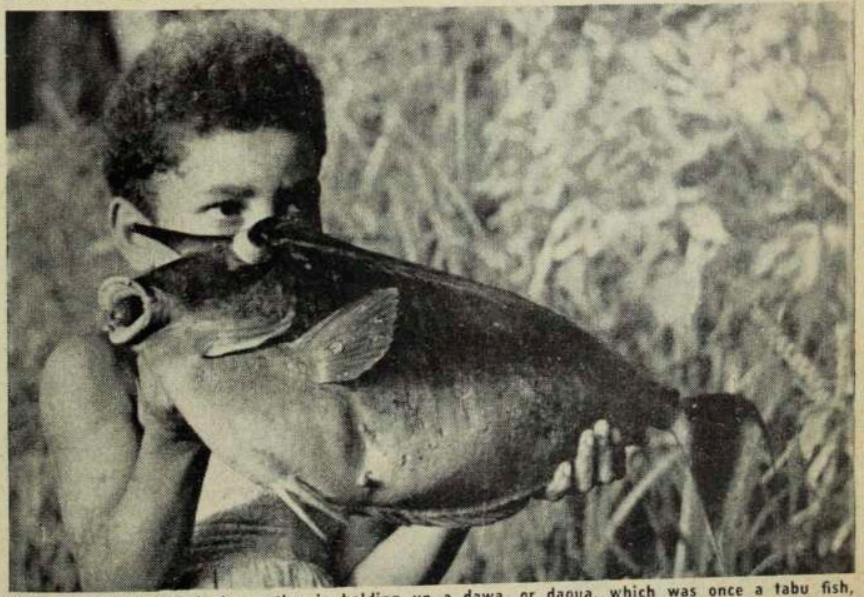
The motion was adopted.

No Paradise Really

AMONG a recent batch of Norfolk Island news we found this plaintive message: "It has generally been thought here that there are no gaming laws on Norfolk Island. But last week the Administrator ordered the dismantling of the one armed bandits at the Norfolk Island Country Club. It is understood that 'housie' tournaments, as held by the Tourist Bureau, are also frowned upon. The Country Club—an adjunct of the Paradise Hotel—was operated for members only, and while the poker machines were good fun for wealthy tourists, apparently it has been felt that too many of the young local residents have been losing more than they could afford."

Keep It Short

AVARUA, Rarotonga, which is the administrative centre of the Cook Islands, has recently installed the Cooks' first public telephone call box. It's on a 24-hour service through Rarotonga's manual exchange, but there are some differences between it and overseas



This young New Caledonian native is holding up a dawa, or daoua, which was once a tabu fish, but not now. The reason for the tabu was that in the early days this splendid eating fish was reserved only for high chiefs. Lesser mortals ate it on pain of death.
Photo: Fred Dunn.

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phone boxes. Rarotonga's calls cost 1d, and for that users are allowed only three minutes.

Not Deductible

THE P-NG Taxpayers' associations have had a big increase in enrolment lately, despite the fact that income tax is now operating there. The taxpayers' associations are in reality, of course, anti-taxpaying associations. However, officials in Lae were a little astonished recently when one newly-enrolled member asked whether her fee of two guineas would be deductible from her income tax return.

Roadworkers Need To Be On Their Metal

TOWN advisory councils in Papua-New Guinea frequently discuss, as matters of routine, subjects that would be guaranteed to make the newspapers in more civilised areas of the world.

A recent meeting of the Rabaul council happened to note, in passing, that it was pleased to hear that a bomb disposals officer would be visiting Rabaul again soon because (as the council minutes put it): "The Commonwealth Works Department, in pursuing a rather energetic roadwork programme is turning up more bombs than perhaps we had counted on. The Chairman has sighted one bomb in the middle of Blanche Street and another one was discovered on allotment 26, and has been brought to his notice."

Brown Man's Burden

FROM Rarotonga, collection centre for the Cook Islands network of weather stations, Met. radar balloons are now released twice daily, superseding the smaller, visually followed pilot balloons that have been sent up for years past whenever weather conditions permitted upper wind measurements.

Today a team of young Cook Islanders scan their cathode ray tubes and handle the new scientific methods with nonchalant aplomb. On the finger points of elevation, azimuth and range combinations 15 miles up, they talk like seasoned artillerymen. They are conditi cogs in the white man's machi

It was not always thus. S years ago in Penrhyn, a balloon station since World Wa one Met. boy was taking the mentation hard. A part of his routine was to raise the stop w to his ear to check its mover before releasing the balloon, one day he saw the light.

This ticking thing, the p cause of his servitude, was in hands. With nimble fingers he the stop watch to the balloon watched it soar out of sight. measurably relieved, he walked h to his village, a free man.—G

CROSSQUIZ

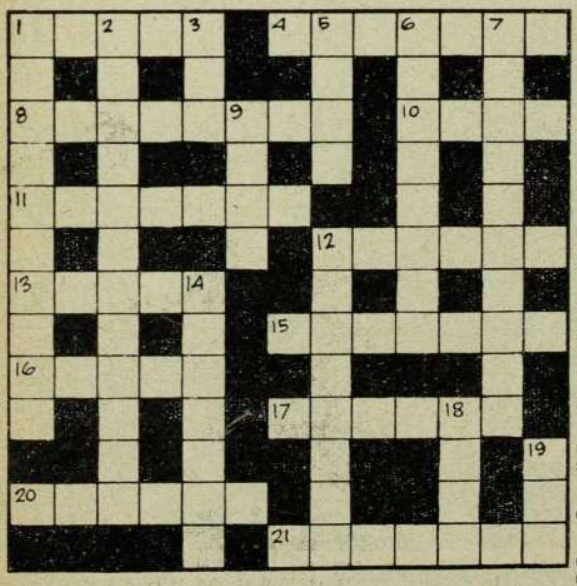
(For Solution see page 97)

— ACROSS —

1.—Who is famous for his paintings of ballet dancers?
4.—What bird is noted for the song it sings as it soars high in the sky?
8.—What person in Australian criminal history had the highest price on his head?
10.—On what river is the great Assuan dam?
11.—What symbolises Scotland on the royal arms?
12.—In which bay in Italy was Shelley drowned?
13.—What discovery was made by the German scientist Rontgen?
15.—Who was Prime Minister of England when Edward VIII abdicated?
16.—From which opera by Puccini does the aria "The Heavens Blaze With Stars" come?
17.—In what room attached to a church are the garments of the clergy put on and stored?
20.—What is the capital of the Philippines?
21.—What is taken from the famous pitch lake in Trinidad?

— DOWN —

1.—Which book of Cervantes is a satire on chivalry?
2.—What mountain is next in height to Everest?
3.—What is the territorial designation of a bishop called?
5.—Who played Hans Andersen on the screen?
6.—What promontory is the most westerly part of England?
7.—What important physical theory was first put forward by Einstein?
9.—What instrument was used by the ancient Greeks as an accompaniment to spoken verse?
12.—What plants fall into the Algæ division?
14.—What is the medical term for the shou'der-blade?
18.—What is the capital of Latvia?
19.—What animal can locate objects by means of supersonic sound waves?



Southern Leav

It might not have been
So cold in bed
If what I said to my wife
Had been left unsaid!

They Say He's a Prince and a Millionaire

Under the heading of "Princ Fiji", one of Sydney's evening n papers, on August 10, published

A FIJIAN who began as a sm time metal prospector 18 y ago, flew into Sydney toda millionaire mining magnate.

He is Mr. M. Hari Charan A He was nearing the end of seventh world tour when he arr by Air India.

Mr. Akhil will visit his two s who are at Trinity Grammar Sch Sydney.

He said he intended taking sons, aged 19 and 16 years, into mining business with him.

"I started as a mining prospe 18 years ago," Mr. Akhil said.

"I struck it rich in Fiji, and sta my own company in 1952.

"I now have nine manganese copper mines there."

He said he supplied copper manganese to the US and Ja and business was "very good".

Mr. Akhil admitted to bein millionaire.

He is accompanied by his pri secretary.

Artist, With Chair

The well-known artist, Miss M Edwell-Burke, better known as M Edwards, returned to Fiji on Aug 10—"perhaps to settle permane this time".

With the artist went her fam chair, which has accompanied everywhere for the past 20 ye Last time Miss Edwards went to she had cat trouble—because t wouldn't let her cat land, she turned to Sydney.

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Some of the members of the new multi-racial Fiji Youth Club.

ere Do We Go From Here?

Fiji Youth Club Points The Way

From J. P. Shortall, in Suva

An address of more than ssing interest was made by leading Fijian, Ratu K. K. Mara, at the inauguration the new multi-racial Fiji outh Club in Suva in August.

far the club has no home of its own, and the function, presided over by Mr. K. D. sin, Commissioner for India in was held at the Grand Pacific el.

atu Mara displayed a refresh- y Christian and realistic roach to the Colony's racial tion in his inaugural address. lthough the constitution of this lists quite a number of aims objects, one can summarise the le aim and object by saying that main purpose is the promotion promulgation of all that will ntain and improve racial hony in this Colony." said Ratu a.

lis Excellency, in the last slative Council, rightly ad- ished us not to be complacent t our racial relations in this ny," Ratu Mara said, and he inued.

"Racial Harmony"

he youth of this Colony owe their elders to maintain and possible improve the racial hony which has been an outstanding characteristic of this Colony.

"His Excellency advised multi-racial schools, and there were voices raised against that means of producing racial harmony. But His Excellency simply mentioned only one of the ways of educating people. The education of a person is not restricted to school rooms alone. . . . People are led to a better life not only in the school rooms but in the Press, by the radio, on the playing field, and in clubs such as this one."

Ratu Mara continued:

"What is there to be gained by any section if all our education and development leads to inter-sectional strife and bloodshed?"

"Those responsible for the creation of this club are doing excellent service to the Colony. I am not surprised to see Mr. Bahsin's name associated with this development. His own radiant and captivating personality has won him numerous friends of all races in the very short time he has spent in this Colony.

"He is of course fortunate to have as his wife a charming and a superb hostess in Mrs. Bahsin. If each member can do as well as either Mr. or Mrs. Bahsin in future, we will in this ceremony launch a youth club which will have every prospect of success."

All Races

The club caters for boys and girls aged 15 and over. To date it has concentrated on sport and on social work for the sick and destitute. It hopes to organise educational classes for young members who, for financial reasons, cannot continue their schooling.

Formed in March, it now has a membership of about 110 of all races, about 20 per cent. of the membership being Fijian.

Mr. Bahsin is patron, and Mr. B. J. Rattan is president.

Do You Remember?

There was no doubt as to the big news 20 years ago this month. Britain was at war. "PIM's" front cover of September, 1939, showed a photograph of the moustached Herr Hitler, the swastika prominent on his sleeve, talking to the British Ambassador in Berlin during the critical days of August. Inside, "PIM" was filled with reports on how the war would affect the Pacific, and apologised for holding out many regular articles because of the pressure of space.

A "PIM" editorial pointed out that "it would be lunacy to underestimate the task before the allies . . . Unless the German morale cracks, or unless there is produced some new and devastating technique, Germany for years can repel the strongest forces that the allies can bring against her . . ." The editorial warned that the "imminent danger" of war with Japan was gone for the moment but the menace remained. "Japan must expand or perish".

* * *

The commercial outlook for the Pacific was reassuring, despite contrary expectations held a few weeks before declaration of war, "PIM" reported elsewhere. It said commodity values were rising rapidly, and trochus shell had risen by £4/10/- a ton and traders were refusing to sell at £80. Copra prices were "nominal" but would undoubtedly rise, and it was possible that the British Government would contract to take the whole of the South Pacific copra production.

* * *

Volunteer defence forces were being enrolled right throughout the Pacific. In New Guinea emergency measures gave the Administrator power to increase the European police force by enrolling special constables.

* * *

There were predictions as to what would be the future of Papua and New Guinea after the war. These were touched off by the long awaited report of the committee set up to consider amalgamation of the Territories, which had been released on September 12. The report rejected the idea of amalgamation and said that Lae was a better site than Rabaul for administration headquarters. (In any case, as the war progressed all this went into the melting pot).

* * *

In Tonga a new budget had been brought down which had many critics because there was no alleviation of what was described as heavy taxation imposed during more prosperous times. Said a Nukualofa correspondent: "What sort of mad or callous finance is it that budgets for more than the country produces?"

* * *

The South Pacific had at last, on August 30, inaugurated an airmail service between Australia and North America, with Imperial Airways and Pan American Airways each covering a link. But four days later war had broken out and "PIM" reported that "the future is obscure".

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• From that dedicated historian of South Pacific ships, Mr. Nevill Chatfield, I received a file of official and part-official documents (which, I hope, is destined for the Mitchell Library); and, from those 70-years-old records, I was able to build up, in detail, the extraordinary story of the *Costa Rica Packet*, and the late Sir James Burns's seven years' war against the Netherlands Government. Some of the documents were transcriptions of the old Dutch East Indies official reports, and the record was so clear that it was possible to reconstruct the probable dialogue.

A Vital Principle Was Established When Burns And Carpenter Fought The Dutch

By R. W. ROBSON

The tall, broad-shouldered, bearded, tough-looking sea-captain was buying provisions in a store in Ternate; and he was not pleased when a cocky Eurasian, in the uniform of the Dutch East Indies constabulary, tapped him authoritatively on the shoulder.

"YOU are Captain John Bolton Carpenter?" he inquired.

"Well, what of it?" snarled the big seaman.

"Of the barque *Costa Rica Packet?*" proceeded the official.

"Yes, that's my ship—she's lying out there now. What's biting you?" demanded Captain Carpenter.

"You will come with me to the Governor, please," said the policeman.

The captain's beard bristled. "What!" he roared, belligerently. "Can't you see I'm busy? Get out!"

"My orders are to take you at once to the Governor," replied the official. He motioned towards the doorway. Another policeman was waiting there.

The captain smelled trouble—he knew well the East Indies of the 1870's—he had been through those shining archipelagoes many times.

So he told the storekeeper, profanely, that he'd have to go and see what it was all about—but he'd be back. He strode off up the hill, closely attended by the policemen.

The Dutch officer (his official title was "Resident" in charge of that section of the Molucca Islands) was formal and rigid.

Piracy

Was he Captain John Bolton Carpenter? Was his ship the *Costa Rica Packet?* The captain, equally unfriendly, answered Yes to both questions.

"Then I arrest you on a charge of piracy," said the Resident. "I commit you to prison, to await orders from Netherlands Indies Government."

Captain Carpenter literally bellowed. Using fiery American oaths—for, until he was driven by the events of the Civil War to seek British naturalisation, he had been an American—he demanded details of this outrageous charge.

The Dutchman—a cold, sneering type of human—simply told policemen to take him to Ternate gaol and lock him up.

"You are mad!" roared the tain. "You can't do this to a Br citizen. I demand some reason this charge!"

"The captain knows well wh is," remarked the Resident. prau that was stolen from Bo and the cases of liquor which sold in Batjan—we also kno Take him away," he said to policemen.

For a moment, the furious sk showed an inclination to figh out. Then he shrugged his shoul told the official that much



Until the Pacific became involved in World War II, and the Japanese ten porarily destroyed European commerce in the Gilbert Islands, the two Australia Islands organisations, Burns Philp and Co., Ltd., and W. R. Carpenter and Co Ltd. (the latter through On Chong and Co., Ltd.), carried on trading oper tions in that British Colony. Neither of the Australian companies returned the Gilberts, after the invaders were driven out. Most of the trade there no is carried on by the Tangitangs, or native co-operative societies, supported b the Government. This old photograph (kindly supplied by Mr. Nevill Chatfiel formerly a supercargo on Burns Philp steamers) shows the old Burns Phi store on Butaritari, at the northern end of the Gilbert chain of atolls. Stan ing in front is the storekeeper, Mr. Tom Redfern, a member of a once-famo Sydney family; sitting on the verandah is the late Mr. Fred Wallin, the com pany's Islands manager, there on a visit; while Mr. Chatfield himself is stan ing on the right.

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"The Ship Was Derelict!" He Shouted

(Continued from previous page)

d be heard of this, and was hed off to gaol.
he marched, he became ghtful. The Resident's last re- had given him a clue.
his was November 1, 1891. ly four years before that—on ary 24, 1888—there had occurred thing that had seemed strange he time, but which he'd almost otten.

Whaler and Derelict Prau

had only recently taken charge he *Costa Rica Packet*, 531 tons, in Guernsey in 1861 for the Indian trade, and converted arque rig just before she was hased in 1887 by the then 4- s-old firm of Burns Philp and Ltd.
e dynamic James Burns had led that he would try a whaling rprise in the East Indies region the barque; and he had en- d Carpenter, a rugged, 44-years- navigator, for the job, because enter could handle men, and he whaling, and he knew that Indies area.
he barque went north, whaling, 887, and the venture was very essful—so much so that in 1891 was re-equipped and sent back another whaling trip, with a er crew.
n her first whaling voyage, on ary 24, 1888, at an estimated 7 miles off the coast of Boeroe, he Banda Sea, the *Costa Rica et* sighted a large prau (native ng-vessel), apparently derelict. tain Carpenter sent away a and the mate reported back the vessel was drifting, had no aboard, but carried a number ases of liquor.
aptain Carpenter brought his ue close alongside, had a look, then had the dozen cases sferred to the *Costa Rica Packet*. left the prau drifting. She ned worthless.
here were eight cases of arrack, of gin, two of cognac and one erosene.
he crew manifested a lively in- st in the cases—there was siderable drunkenness, and the tain noticed that the bottles were rly disappearing.
little later, when the barque t into Batjan port for pro- ons, he sold the remaining cases liquor to Chinese traders there; went on with his fishing.

Dutch Suspect Piracy

e was not to know it—but the appearance of the prau had sed quite a stir in a little town Boeroe.

A trader there complained to a Dutch official that a prau which he had chartered, and onto which he had loaded some cases of liquor, had disappeared in the night of January 18, while her crew were ashore.

The official formally reported the matter to the Resident at Amboina (in the Moluccas). The latter passed the word around, among his agents. That seemed the end of it.

But late in 1888, an official in Batyan chanced to notice a case of arrack in a trade-store. It had marks upon it; and thus he identified it as one of the cases which had disappeared on the prau.

The Chinese storekeeper said he had bought the case from Captain Carpenter, of the *Costa Rica Packet*.

Immediately, officialdom was on the warpath. A warrant was issued for the arrest of Captain Carpenter. That was in 1888.

Angry Captain Under Arrest

Over three years later, Captain Carpenter, now in the law's grip in Ternate, was thrust into a dirty gaol, with some native prisoners.

He created such a disturbance that the gaoler presently brought an official from the Residency; and the Captain found that it was as he suspected—he was being charged with having stolen the liquor and, probably, the prau.

"Damn ye for a lot of fools!" shouted the captain. "We took that liquor off a derelict ship, far out on the high seas—and there's men aboard my ship now who can prove it. That was four years ago."

"But you do not deny that you stole it," replied officialdom.

"I did not," roared the angry seaman. "That was a derelict ship, and our law says we were entitled to take possession of the ship and anything on the ship."

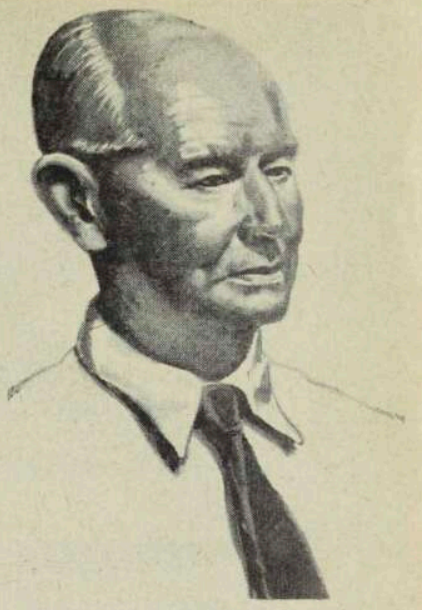
"We do not agree. We think you stole the ship from Boeroe, and took her cargo."

They kept the captain for four days in that dirty little gaol; and then they put him aboard a coaster, bound for Macasser, to be tried.

He did not take it silently. In fact, he created so much uproar that the officials finally allowed him to select three men from his crew, who had been with him on the 1888 cruise, to go with him to Macasser, as witnesses.

Captain Carpenter was taken aboard the coaster under guard. When he found that he was expected to bed down among the native deck passengers for the four-days voyage he became "difficult" again; and finally they were glad to let him settle in a cabin.

(Continued on page 99)



The Man With The Varied Background

Fred Palmer Archer of Bougainville, often referred to as "F.P.A." is a very articulate identity of the islands with a well-developed flair for writing.

HIS background is a complex of journalism, shipping, cattle raising in Western Queensland, and a generation of coconut growing in New Guinea.

The first Archers arrived in Tasmania in 1827, and were cousins of the Norwegian family whose Colin Archer built the *Fram* in 1893 for Nansen's Polar explorations. Fred's mother was Laura Maud O'Ferrall, sister of the poet and writer Ernest, and an author herself. Fred's father, Tom, helped pioneer the Barcoo in 1872 with cattle overlanded from Victoria, many years later returning to Melbourne where Fred was born at an undisclosed date.

Fred spent his boyhood on the Warrego in Queensland, then went to school in Melbourne, worked in a sharebroker's office there, and went back to the bush. He was droving on the stockroutes from the Northern Territory and Gulf of Carpentaria, where he formed lasting friendships with Bill Harney (now of Ayers Rock) and Henry G. Lamond, both famous writers.

Fred enlisted at Hughenden, Qld., spent 3½ years in the First AIF, and then three more years in the bush before hearing the call of the coconuts. He arrived in New Guinea as a plantation overseer in 1922 for

(Continued on page 97)

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For real
scenery it is dif
beat the Cooks.
a view of the la
Aitutaki. Five
co-operative
have been forr
this area and
more are bein
sidered. Building
are also operatin

The Success Story of Co-ops In The Cooks

Island Villages Come To Life

By Gordon Russell

There is something of a new spirit abroad in the Cooks today. In recent years the reins have been loosened a bit, the pace has quickened, horse and rider are in closer harmony.

SOME of the credit for this new spirit must go to Mr. Lyall Noakes, who in July retired from the post of Director of Social Development and Registrar of Co-operative Societies. What this man has been doing over the past four years is an interesting success story . . . the success story of Cook Islands' co-operatives.

Conceived in self-defence in the English village of Rochdale in 1844, the co-operative movement as we know it today spread throughout this world, and, its laws and principles tested, trimmed and perfected, it reached India in 1905, the East Indies in the 20's, New Guinea and the Gilberts in the 40's, Fiji in 1949, Samoa in the early 50's, the Cooks in 1955.

But we are talking of the modern co-operative. In their feudal days, the Polynesians knew something of co-operation. In the Cooks the early missionaries noted that co-operative effort in small groups on the land was the common practice. In the 1890's native co-operatives were trading in oranges, cotton, coffee, with Auckland and Tahiti. In the 20's, for a while, an officially sponsored consumer society operated in Rarotonga.

Native Evolution

There was the Cook Islands Progressive Association, a native evolution that blossomed in spectacular style only 15 years ago, only to wither away for lack of knowledge and true leadership. It left a trail of sentiment for a lost cause but no immediate stomach for more.

It was fortunate for the C
that the man who disemba
from the *Matua* at Rarotong
May, 1955, to become Registra
Co-operative Societies, was
rather rare thing in the South
a Colonial Service man with
a lifetime of background and
perience in this and kindred f
New Zealand born, he was
fact, back in New Zealand
Sarawak on retirement leave
he accepted the Cooks' assignn
Under the paternal eye of the
Rajah of Sarawak, Lyall No
had entered the Sarawak
Service in 1930, and while on
administrative ladder, survived
years as a prisoner of war of
Japanese, participated in
transition of this British protec
ate to a colony in 1945, vis
Ceylon in 1949 to make a sp
study of co-operative societies,
retired from the Sarawak servic
1954 as Commissioner of C
munity Development.

Commerce Reaction

Now here he was in Raroto
with his own typewriter, hal
weather-beaten Nissen hut, a
sticks of furniture, and no sta
First reaction was from the l
Chamber of Commerce which w
to the New Zealand parent b
urging that this movement
boycotted at all costs. "At wh
cost?" replied the NZ chamber
effect, giving them no change
all.

It soon became clear that ab
the last thing on Lyall Noa

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o-operatives Have A Fifth Of Population

(Continued from previous page)

was consumer societies. It most difficult, he said, for g co-operative societies to ete successfully with any lished, well run business, and e local traders were in healthy etition and giving reasonable e, there ws nothing wrong that.

s thoughts were rather upon neglected coconut palms, which the dormant potential of the e communities, and proven of bringing these to life. ng acquired one or two raw promising Cook Islanders as tial instructors and super-, he produced a five years plan, ned to embrace for a start the main volcanic islands of the r Cooks, one island per year, and communications permit-

Not High Pressure

omoting co-operative societies ot work for a high pressure man, or an 8 to 4 man. Rather a patient explaining, initially, any somewhat prosaic activities as thrift, accounting, the value uses of money and capital, and these should be handled. Nor you promise the audience hing that it cannot produce by wn collective efforts.

ving spent your evenings g your story, sounding their s, suggesting lines of action, go away. Later, maybe, they to you and they say. . . . want this thing.

en the real work begins, guid-counselling, supervising, audit-

is low pressure approach can be startling in its results. Today, at the request of the people, there are 41 active co-operative societies in the Lower Cooks, Total membership exceeds 3,000, almost a fifth of the CI population, and embraces salaried workers, wage earners, planters, housewives, schoolchilden.

In keeping with the fourth year of the five year plan, the movement now embraces four Lower Group islands, Rarotonga, Atiu, Mangaia and Aitutaki. Mauke, the fifth and most backward isle, is now receiving its first exercises in aided self-help.

More than half the CI societies are of the village thrift and credit type, the villages being the focal point of organisation, the main aim at this stage agricultural development in general, rebuilding the copra industry in particular. Thrift is the keynote and all developments are planned in the knowledge that it is the accumulated savings which must provide the capital for expansion.

First Choice—Atiu

Of the outer Lower Group islands Atiu was first choice by reason of its accessibility, compactness, and the comparative cohesion and adaptability of its people.

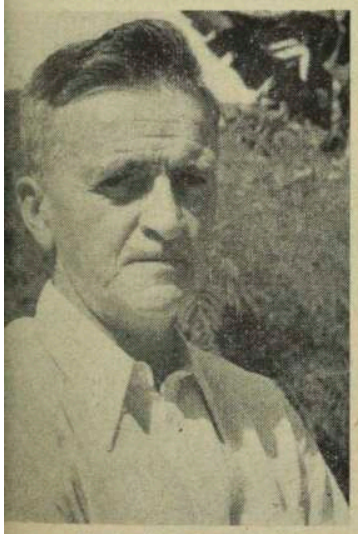
Each of the five villages soon had its own society, its own Ceylon type copra drier, and later, a central processing and marketing society serving the whole island. Up to that time 10 tons of copra from Atiu were considered pretty good. In 1957 the central society exported 23 tons, much of it first grade; in the first nine months of 1958, 40 tons. This year some 80 tons are already in sight.

In Mangaia, noted for the independence and comparative industry of its people, a similar copra processing and marketing programme is underway. An enthusiastic organising teacher has been busy there juggling with the school syllabus to meet the agricultural needs of this island.

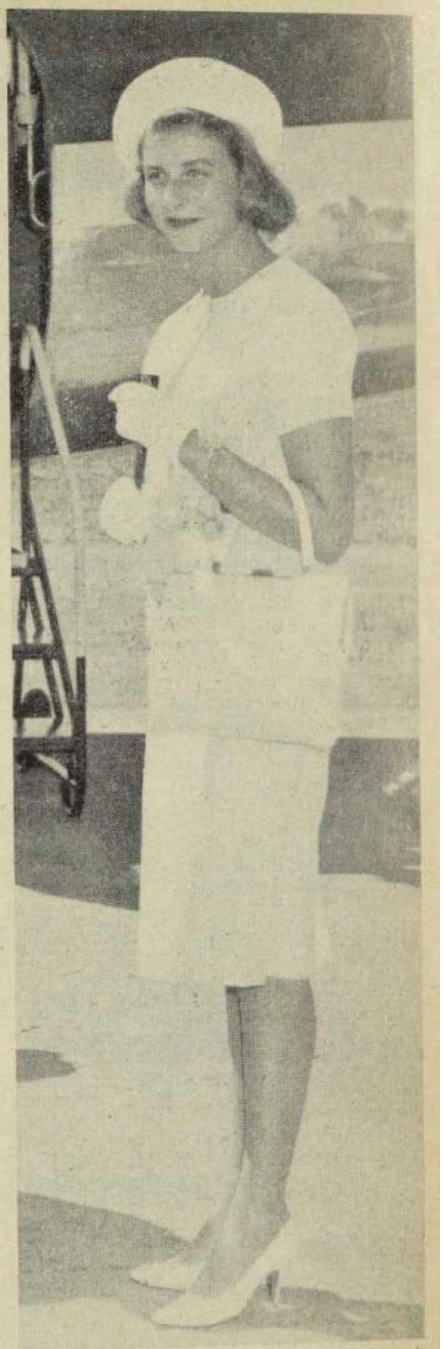
In Aitutaki, following persistent demands, five village societies have been formed, three more are being considered. A feature there is three building groups, members building their own houses co-operatively to standard plans supplied by the Social Development Department, with expectations of aid under the Direct Subsidy Housing Scheme, a tradition-breaking innovation recently under fire in the Legislative Assembly at Rarotonga.

The Cook Islanders are showing considerable enterprise. Novelty of the moment is the manner in which they are juggling with finance.

(Continued on page 99)



Mr. Lyall Noakes.



Prettiest VIP visitor to the South Pacific in August was Princess Alexandra, cousin of Queen Elizabeth. The 22-year-old Princess flew from Britain to Australia for the Queensland Centenary celebrations, and was given a right royal reception by the Australian public. Here the bright-eyed Alexandra is captured in a charming moment, by photographer Rob Wright, at Nausori airport during a one-night stopover in Suva.

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THE MONTH'S NEW READING

WITH JUDY TUDOR

It is probably not true that the world can be divided into those who like Erskine Caldwell's books and those who don't — millions of the benighted are still mercifully unaware of their existence and are indifferent — but those who are "for" his bawdy folktales of the depressed American South number 10,000,000. Or so his publishers calculate.

THE most famous of the Caldwell novels are *Tobacco Road* and *God's Little Acre*, but there are 16 other full length stories besides, all alike in technique and theme, as well as a pile of short stories. In addition, fond admirers have churned out assorted "Collections" and anthologies.

Like Steinbeck, he has specialised in the unpolished and the seamy and although—as stated elsewhere in this issue of *PIM*—Americans abroad are more interested in the plumbing than in how the other-half lives, at home by their own firesides they obviously are ready to take a vicarious interest in their own primitives, particularly if the basic material is spiced by a big wallop of sex.

Americans, of course, are not the only Caldwell fans. When a paper-back edition of *God's Little Acre* became available here last year, it went off in thousands.

The Fourth Urge

Latest of the Caldwell epics to be launched on palpitating fans is *Claudelle*—which you can have for your own delight at the modest cost of 18/9 Australian. As we said at the beginning, there will be those who will consider it an experience well worth the price; while others will find this story of gambolling amongst the corn-husks and cotton bolls somewhere Down South, little short of boring.

When Linn first made love to Claudelle—she was then 16—she vowed that no one else ever would. Linn then went off to do his stint in the Army and when, at the end of 12 months, he wrote to say he was lonely and was marrying a girl who lived near the camp, Claudelle suffered a complete character change in a matter of hours.

Like a concupiscent bitch she ranged around the country stirring up the males, and extracting money, red shoes, nylons, party dresses and wrist-watches. Her mother caught the complaint, and after having nagged her share-cropper husband for his inadequacies as a provider for 20 years, went off to live with the local man of substance. Most of the book is occupied with episodes in back rooms, and back seats of cars, told country-style.

The end comes when her father urges Claudelle to seek spiritual help from the local parson. She meets the reverend gentleman—he cultivates a five-acre plot of corn in the time he has over from ministering to souls—behind the altar one Saturday afternoon, and in no time at all they are rolling on the floor together without their clothes. This incident may have passed without further consequence had not one of the ladies of the congregation burst in upon them with an armful of calla lillies, and then spread the glad tidings far and wide.

Unlike the other lads of the village, the Rev. Horace Haddbetter had (in addition to a buxom wife who went to bed in flannelette pyjamas under her night-gown), a conscience and some inhibitions. When Claudelle refused to go away with him and be made respectable, he shot her and then himself all

Limlimbu

No palms or poincianna tree
Or paw-paws on the hill,
And no dark faces welcome me—
The sarif knives are still.
Now jungle sprawls were used to stand
The little home we made—
And I live in a southern land,
And gone is a decade.

Another Buka greets my friends
Or barks at passers-by;
Poincettias fly their scarlet masts
Against a winter sky,
The scent of violets ascends
And daffodils adorn
But, O, those manifold contrasts
Belong to Capricorn.

Limlimbu is a word I like,
Linked with the brown man's day
Of walkabout or week-end hike
Spent in his chosen way—
If we could learn from his crude lore
A measure of repose
And some sweet secret joy explore
What rays we might expose!

—Freda MacDonnell.

Sydney.

over her papa's living room papa ruefully staggers out on porch after viewing this me finds Linn, the fellow triggered the holocaust. Lin had a change of heart: He's back after all, to marry Cla

This is the only subtlety i book; the rest is just good b fun. If you like your sex thi this is for you. Even if you you might find the novel, an Caldwell phenomenon, an int ing subject for sociological

The whole field of commerci sex is, of course, an interestin in this day when legs, bare bo scanty bathing suits are harn in the good cause of sellin simple tin of pork-and-beans c lowly aspirin tablet; and whe novel can hope to get into the selling class without large sla it.

It could be a sign of the t the 40-hour week and other m boons.

According to the anthropolo man's four fundamental urge needs, are food, shelter, preservation and sex. The We State takes care of the first t and the shorter working provides ample time for pond on the fourth.

(CLAUDELLE. Published by Heine Australian price, 18/9.)

In Old Haiti

THIS colour piece, called *D On the Volcano*, by a Fr writer, Marie Chauvet, is adequate enough historical nov the West Indies at the end o 18th century. But like the majority of novels in today's booked world, it has little in raise it above the ruck.

This primarily is the stor Minette, daughter of a slave her white master, who becaus her magnificent voice was abl break through colour prejudic become the first coloured perso perform in a theatre in Port Prince.

Secondly, it is a story of a for political freedom against a b ground of the conflict between European colonists of Haiti and rest—the slaves whom they bo and sold like cattle in the ma and the in-betweens, the m bloods, the freed-men, who, th selves oppressed from above also their own oppressing of those be

The author herself is a Hai and the novel, doubtless, has a g deal more significance in that r of the woods than it does in c As a social document it is inter ing enough but with so many b clamouring for attention, it is likely to make more than a ripple on the literary pool.

(DANCE ON THE VOLCANO. Publi by Heinemann. Australian price, 22/6

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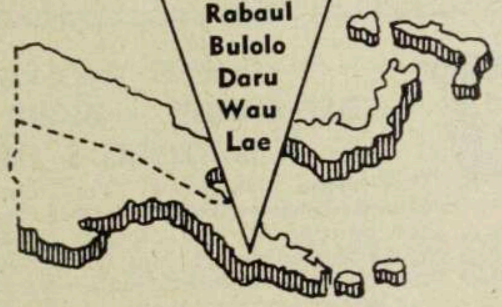
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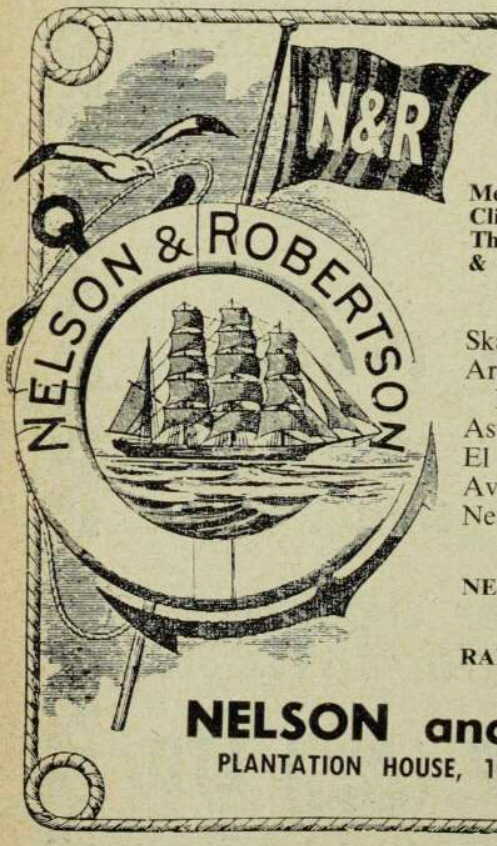


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ł Over Heels Tzu Hang"

1955-1957, *PIM* readers of the ruising Yacht section followed ne fortunes of the Smeetons of *fang*, down through the Islands Canada to Australasia and on there, well south of 45 deg. S., ds South America. We last of them when they had made outh American coast with great ulty after turning completely and being dismasted 900 miles land.

it is not only yachtsmen who appreciate Brigadier Miles ton's first essay into literature; *is Enough*—and he's refer- to rounding the Horn, and not ng—is a top-notch adventure even for people who have as much as got their feet wet dinghy.

es Smeeton was a regular Army r; in 1938 he married Beryl , who turned out as adept at strange, difficult things—like ing Himalayan peaks, running s and sailing 45 feet boats—as After the war, the Smeetons their small daughter, Clio, d on a farm in British Columbia ome of this period—fit training ailing yachts around the Horn s described by Dr. Peter Pye, onraker, in his book, *The Sea r Sailing* (reviewed here dur- 958).

was during this farm period they took off to purchase *Tsu* in England and sail her back nada, but when the bigger ad- ire started in 1955, the farm been sold.

e crew during the south-bound ge from Vancouver to Australia included Clio, a small brown and Pwe the Siamese cat. But the family had taken in the pic Games in Melbourne at the f 1956, Clio flew back to school ngland; the small brown dog shipped home to the same nation in a cargo ship; and to Miles, Beryl and Pwe Smeeton John Guzzwell, who had sailed own 20-ft *Trekka* across the ic to New Zealand. He joined there for the Tasman crossing, later accompanied them across lonely, 6,000 miles of southern n from Melbourne to South rica.

is this latter voyage that eton now describes in his book, if it can be said he sails his like a sailor and not a Brigadier, equally true to say that he writes neither. This book is technically llent; it has humour; it grips interest from first to last; it rs neither from misplaced under- ment not yet from any assump- of superiority. It is a rollicking story of three people and a cat, their battle against the might fury of the sea. But these, as list Nevil Shute says in a fore- word, lest the uninitiated think that what they did was common place, are no ordinary people. More ordinary people undoubtedly would have perished. The ship was—before she left Melbourne—"rugged and tough and functional" to the last degree, and so were the two men and the woman who sailed in her. Had they not been, they would not have survived the first dismasting, let alone the second.

The only pampered princess on the ship was Pwe, the Siamese cat, who as Miles Smeeton's story unwinds, becomes a real personality.

Quite a slice of the book is taken up with their stay in Talcahuano, Chile, where they went for their big repair job after the first dismasting. Some months were spent there with the easy-going Chileans who held strongly to the belief that *manana* was vastly better than today.

(ONCE IS ENOUGH. Published by Rupert Hart-Davis. Australian price 22/6.)

Centralia in Two and Three D

LYNDON ROSE, whose first novel, *Country of the Dead*, has recently been published in Sydney, is the wife of Ronald Rose, of the Territories Department, Canberra. Mr. Rose will shortly have a book published in the United Kingdom—but that will be factual, covering his experiences in Western Samoa. Mrs. Rose's novel is based on an earlier period, when they were both doing research in Central Australia.

Country of the Dead might have been a far better book than it is if its author had kept it factual, too. Her descriptions of the country, her ability to create its atmosphere, her feeling for the aborigines are all excellent. It is with her Europeans, whom she introduces to make her plot, that she falls down on the job. Almost without exception they are shallow, and lack conviction and subtlety.

The policeman is just a two-dimentional cop; the no-account white man, Logan, who sleeps around with native women and produces unwanted offspring, is either too bad or not bad enough; the missionary is a cardboard prop who seems based on the missionary of 50 years ago rather than the modern breed; and the station owner's narrow, overbearing, stubborn outlook is too narrow, overbearing and stubborn to be quite authentic.

Few people fit into their individual picture-frames as neatly as these characters are made to do. This ability to see the natives in the round, while seeing the white characters in the flat, may be the result of prejudice, but whatever it is, it has changed what could have been a first-rate novel into something a little less than that.

The plot is a dual one of the policeman's hunt for an old native who had indulged himself with a tribal killing; and the inner conflict of Nugget, Logan's half-caste son, as he is swayed first towards one side of his ancestry and then to the other. But in the unfolding of it, the author is allowed a lot of scope for creating her background and in drawing her aboriginal characters, and this is by far the best part of the book.

Lyndon Rose is at least consistent in her own battle between black and white in that, in the end, she allows Nugget to turn towards

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nother's people—in spite of a bond of contact he develops the policeman.
s novel is currently being read n Australian Broadcasting ission morning session.

NTRY OF THE DEAD. Published us and Robertson, Ltd. Australian 17/6.)

k With agic Potion

RYONE who has met Eloise ill be a sucker for Ortrud Gertrude, if you must) who *Buttons in the Back* an ous adult-sized riot about a ized girl.
tten by someone called eth Kirtland, it probably argely on the Kirtland youth r reasons unstated, it takes in the more spacious days of 1916 when families were Papa was a power in the nold, and large houses and help were not as scarce as are today.
s Ortrud, introducing herself: sitting in the tree house— myself I'm sitting in the ouse in our orchard and I've y magic potion in a catchup right beside me. My stomach vering like the cottonwood leaves because I'm thinking hard about my future life as a circus rider. I've decided on gold stars on pink tulle for my skirt, not blue tulle with silvery spangles. I've decided on a white horse, not black".

The magic potion is to turn her from being Ortrud into being someone else much nicer—but fortunately, in spite of the crushed bugs and blue ink, salt, pepper, mustard and sugar, not to mention a couple of fireflies ("to make my hair gold and shiney") it didn't work.

If you want to forget the troubles of our H-Bomb era; if you feel fed-up and depressed; take a two-hour-course of Ortrud, with her "substitute" who had an unwanted daughter who had to be adopted; her pear-shoot that didn't work when used from the hay-loft instead of an aeroplane; and the pink dress with ruffles and buttons down the back that Ortrud charged to Papa's bank. It's as good as a tonic and guaranteed to do good.

(BUTTONS IN THE BACK. Published by World's Work. Australian price, 15/6.)



"CHEESE", Sibil Valley, therlands New Guinea, style. e fellow looks happy, any- y, and maybe that's because s not yet civilised. The otograph was taken by a mber of the scientific ex- dition now at work in the ar Mountain area.

Big Four Conference In 2BC

ALTHOUGH we know that, from the beginning of time, history has gone on repeating itself *ad infinitum*, it is disconcerting for most readers when authors give the year 2BC (or 57AD) the full mid-20th century treatment.

It is possible that they were mulling over the same old problems 2,000 years ago; using the same old phraseology that is current today; but when this particular gimmick is employed it gives a sense of unreality that is a serious hurdle to the acceptance of any novel.

Taylor Caldwell, in her story of St. Luke, *Dear and Glorious Physician*, reviewed last month, used the device to a degree, and now Norbert Coulehan in a novel of about the same period, goes further along that particular path.

Quadrantus Rex covers the few years preceding the birth of Christ.

In 2BC, the Emperor Augustus of Rome decided to call a Big Four conference with the object of securing world peace; to it were bidden the Kings of Africa, Asia and the Baltic and the story concerns primarily the journeys of Titus, a young tribune whose duty it was to bring the Kings of Rome, and later to take them on a visit to King Herod in Palestine. To a lesser degree it concerns Quadrantus, a Greek shipmaster of the vessel in which they voyaged, whose seamanship bordered on the miraculous and who is himself mystic.

By the time the three Kings were decanted near Philippi, and taken to camels to follow the new star flaming in the sky—over the small town of Bethlehem, according to Quadrantus' calculations—they seem somehow to have turned into the Three Wise Men of the East, of Biblical fame, carrying gifts to the new King of Kings.

What this story is all about is no doubt clear enough to the author; to this reader, however, it appears only confusing.

(QUADRANTUS REX. Published by Macmillan. Australian price, 20/-.)

COMING UP

The Australian National University, in association with the Melbourne University Press, will shortly be publishing Dr. Marie Reay's treatise on the Kuma people of the New Guinea Western Highlands—the first book length study in English of a Highland people.

Marie Reay became well known to a lot of Territorians—white and brown, during her time in the Territory, and what she has to say about the primitive people amongst whom she lived for 15 months will be read with interest.

Men dominate the Kuma society and they have two obsessions: women and pigs. In that they are not too different from civilised men, except the latter are not so interested in pigs.

The Kuma women resent being regarded as "property", so the result is "strain, tension and disharmony". All very anthropological—still, it could be the theme for a modern novel. The book should be available later this month.

Round the World And Still Going

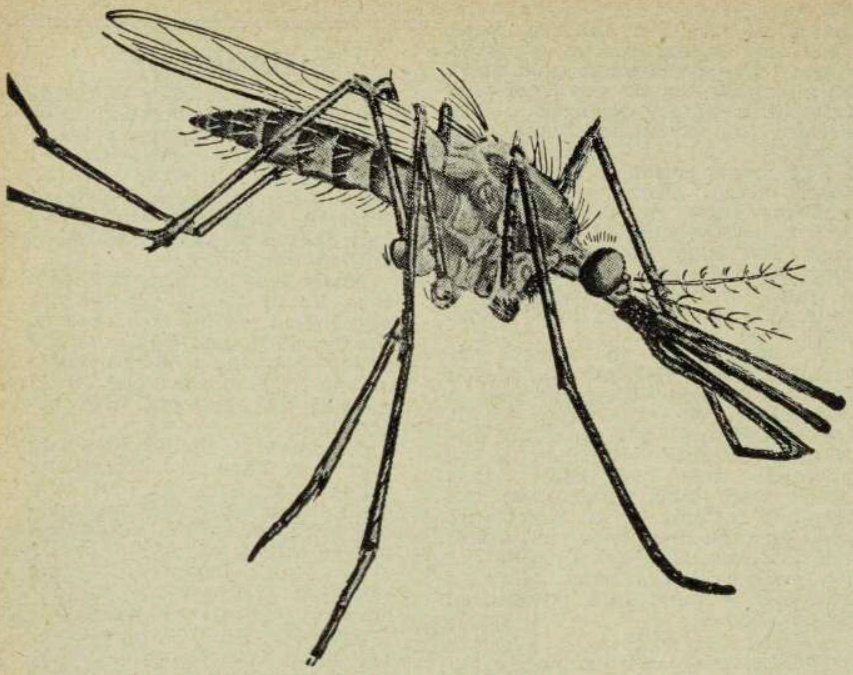
PERHAPS readers in the Eastern Pacific will remember Jacques-Yves Le Toumelin and his 7½ ton cutter *Karun* around 1950-51. At that time he was in course of a world circumnavigation from his native France.

He had already written about this voyage in *Karun Round the World*, and now has followed it with *Karun in the Caribbean*. This compounding of titles, in a sort of *Pollyanna* series, no doubt pleases the yachting fans but it can't be regarded as serious literature.

It is doubtful these days whether cruising-yachtsmen cruise in order to write books about it, or write books in order to cruise. Some make the grade—as the Smeeton story, page 91, does; others are also-rans.

This Karun is an adequate description of a lone-handed voyage across the Atlantic to the West Indies, and of several months cruising around these picturesque

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islands. Of literary gimmicks none—which is probably re as a very good thing b yachtsmen although apt t boresome for people who d share their passion for sp their lives in small ships o larges pieces of ocean.

(KARUN IN THE CARIBBEAN lished by Hart-Davis. Australian 18/9.)

One of Our Blonks Was Missing

STRICTLY for the under se *The Blonk From Beneat Sea*, but as the books that along in recent weeks were very gay lot, it did in one ins anyhow, provide a little com lief.

The Blonk—*Blonkiom marina* was its full, Sunday-Meeting name—was fished up the deepest ocean-deep by Pr Pokeberry's oceanographic re vessel. It had been believed Blonks had been extinct for a a million years, but this w near human it immediately f a firm friendship with Pokeberry, the Professor's n who had been sent on the shi cabin-boy (or to get him out mother's hair during school days).

Peter and the Blonk have exciting adventures, partic after the Blonk is installed in the four-storied Oceanariu

(THE BLONK FROM BENEAT SEA. Published by Worlds Work tralian price, 10/6.)

What's New in Paper Ja

THE following Pan and Fo books (ours from Wil Collins (Overseas) Ltd., Sy are available in bookshops nc

UP PERISCOPE, a novel of adven the US submarine service duri Pacific war written by Robb Whi served in that particular piece himself. The book has now been into a movie by Warner Bros. (F yellow).

THE SHIP BUSTERS, by Ralph is an account of the men and the fort torpedo bombers in that bra the RAF that took care of enem —including the "Scharnhorst" "Gneisenau"—in far northern wate the German and Italian convoys Mediterranean. (Great Pan).

THE SAINT STEPS IN, is the printing of this cheap edition of th Charteris thriller. (Great Pan).

INSPECTOR WEST AT BAY, b Creasey, in which some baddie get Chief Inspector West of Scotland not only with threatening notes bu acid. (Great Pan).

THE SECRET ADVERSARY by Christie, written in 1922 when Agat very young in the crime story b The characters call each other Old and Old Bean, and the time is jus the sinking of the "Lusitania" i (Great Pan).

THE HALF-CROWN HOUSE by

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ODDMENTS ABOUT POLYNESIA

TAHITI ET SES ARCHI-LS": This has been around e time and managed to get ied under the heap on the orial desk. It is an excellent ection of photographs and a y by E. Aubert de La Rue. as a full coloured cover, but black and white photographs very aspect of French Poly-an life take more than half book. The photographs have s in English as well as nch, but the story is in nch. Not tourist stuff — but ranteed not to dissuade ple from seeing how the nch Polynesians live. (Pub-ed in France).

WEST OF 170 DEGREES": s small book is produced by Islands' Education Office, Wellington, New Zealand, cially for use of schools in Pacific territories admin-red by the Dominion but it ld do equally as well for nds' schools under other ninistrations.

tells in simple English suit-for people with a limited abulary in this language, of tain James Cook and his ts to the Polynesian islands nd particularly Cook Islands —during his second and d voyages.

he text is vividly written by R. V. Blanc, and in the wledge that the picture tells more of the story, lavishly strated by Conrad Frieboe.

he well-produced little book not on general sale but nds organisations who are rested in adding it to their ted reading lists for Islands' ple should contact the nds Education Office, Well-ton.

, a competently written novel based English phenomenon of our times once-wealthy family reduced to tak-6 a time from tourists who amuse lves inspecting other people's . (Fontana, yellow).

ONRAKER: Ian Fleming has secret James Bond performing his most g assignment in amongst inter-ental women and missiles. (Great

S VERY EARTH by Erskine Cald-Those who cannot afford the 18/9 Claudelle", by the same author, re- in the beginning of this section, e able to get, for a few shillings, much the same diet in this reprint. Pan).

RAH! THE FLAG, by Philip Mackie unusual wartime escape story in that a light-hearted and sometimes us account of how two British s escaped into the hills of Italy the Germans, rejoined the 8th Army with the help of the Italians, and later returned to the village that had befriended them. It is, as well, an account of Mackie's romance with the Baronessine, which was just about as light-hearted as the rest of his story. (Great Pan).

THE GRAND DUCHESS, in which Anne Duffield "blends mystery and romance" in a romantic story about occupied Austria. (Great Pan).

TOGETHER AS STRANGERS, by Renee Shann, is another romantic little number —about a young doctor with a flighty wife and a pretty secretary. (Fontana, yellow).

GYPSY and THE STRIPTEASE MURDERS, both by Gypsy Rose Lee, probably the world's most publicised striptease exponent. The former is her autobiography. The latter is a whodunit, also against a personal background. The two versions of her own life differ in certain respects, but that's artistic licence. Both books are good entertainment value. (Pan Giant and Great Pan).

HALFWAY HOUSE, an early model (1936) Ellery Queen, about a corpse that had two names and two wives. (Great Pan).

REGENCY BUCK the well-known Regency romance by Georgette Heyer that has already won thousands of fans when published in the expensive editions. (Pan Giant).

OVER AGAIN: Three books that have already been reviewed in this column in the last couple of years, and are now available in paper-back editions, are: THE SHORT REIGN OF PIPPIN IV, John Steinbeck's brilliant dig at French politics; CANTON AIRLIFT, by Andrew Geer, a thriller about an American airman who cashed in on Nationalist China's last days on the mainland; and STOPOVER: TOKYO, John P. Marquand's only post-war story of Japan and his famous Mr. Moto. (Steinbeck in Great Pan; the others in Fontana, yellow).

(Australian prices: Great Pan, 3/9; Pan Giant, 5/-; Fontanas, 3/9.)



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What NG Civilians Did in the War

(Continued from page 75)

tend to even the most humble
e or European miner or planter.

detested all forms of drill or
ientation — in fact anything
ıry—but when the hour struck,
the Japanese invaded his be-
New Guinea, he threw him-
ıeart and soul into the grisly
ess of war, not only killing
ıese, but attending to the
ds and diseases of his comrades.

ɔrge Whittaker was entirely
ut skilled assistance, and had
few drugs. Yet, in those dark
when one never asked, "Are
ours?" when the watchful
skimmed the tree-tops, George
d on and, with his own skilled
s and a wealth of experience,
many good Australian lives.
MBE was his sole reward from
teful country.

erwards, during the Lae—
ıaua campaign, Lieutenant
aker did invaluable work, not
in organising native carriers
ng essential stores to the front
ut in operating a very efficient
ıage service in both Lae and
ıaua. Devoted natives, many
ıom owed their lives or the
of someone dear to them to
ame "Masta Whittaker" risked
thing in obtaining vital infor-
n from inside the two heavily
oned towns.

ɔrge Whittaker is a truly
man, and one whose name
e honourably mentioned when-
the old NGVR lads foregather.

geant-Major Alf Lane, DCM:
as a veteran of World War I,
he worked very hard indeed
ng the NGVR at the gold-
towns and at Lae and Sala-

leman John Cook, who ran the
ir, Guinea Airways motor-
h, between Lae and Salamaua,
to the Jap invasion. "Jackie",
e was affectionately known,
h small in stature, had the
of a lion. While toiling up
down the awful greasy slopes
e hills and mountains between
nd Bulldog, many an old-timer
l never have made the grade,
t not been for John Cook, who
turned back, and carried the
one's equipment, as well as
wn, to the next halting place
l thought nothing of it.

all this gallant little band it
well be said:

ıow can man fight better than
en facing fearful odds
the ashes of his fathers, and
temples of his gods.

Crossquiz Solution from Page 82

D	E	G	A	S	■	S	K	Y	L	A	R	K
O	■	O	■	E	■	A	■	A	■	E	■	■
N	E	D	K	E	L	L	Y	■	N	I	L	E
Q	■	W	■	■	Y	■	E	■	D	■	A	■
U	N	I	C	O	R	N	■	■	S	■	T	■
I	■	N	■	■	E	■	S	P	E	Z	I	A
X	R	A	Y	S	■	■	E	■	N	■	V	■
O	■	U	■	C	■	B	A	L	D	W	I	N
T	O	S	C	A	■	■	W	■	■	■	T	■
E	■	T	■	P	■	V	E	S	T	R	Y	■
■	■	E	■	U	■	■	E	■	■	I	■	B
M	A	N	I	L	A	■	D	■	■	G	■	A
■	■	■	■	A	■	A	S	P	H	A	L	T

Man with Background

(Continued from page 85)

the Expro. Board, and ran plantations in the Admiralty group, Logan, Pelleluhn, Wuvulu and the Witu group.

During this time he became attached to atolls and their denizens in their lonely way of life. In 1927 he bought Jame Island plantation, off the west coast of Buka, and has been there ever since, apart from an interval of Japanese occupation.

A Coastwatcher

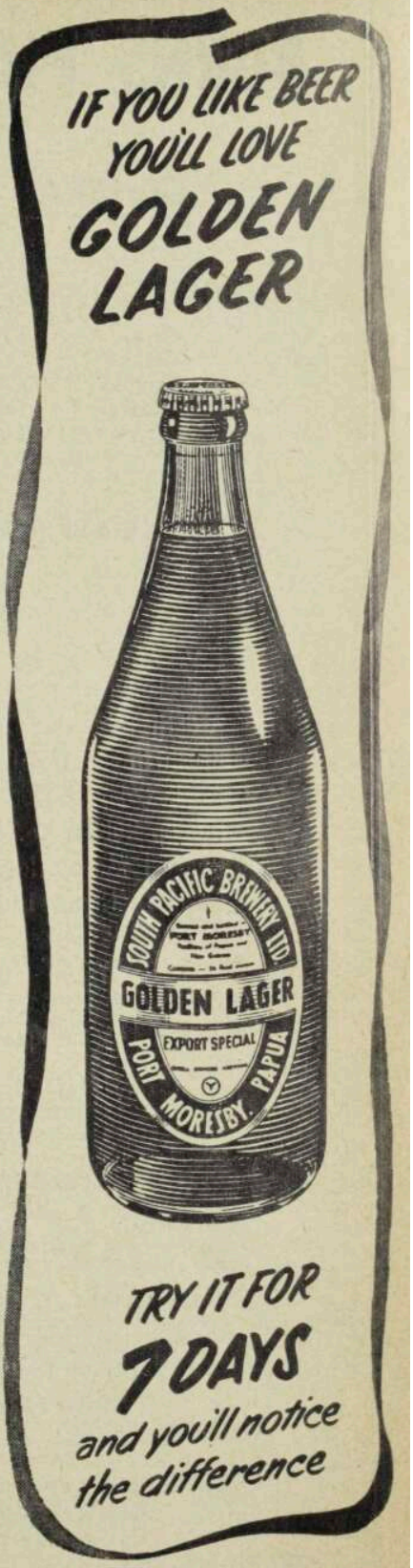
In 1939, Fred was appointed a civilian Coastwatcher, and in that capacity sent the message reporting to Jack Read, at Bonis, the arrival of a Jap cruiser force at Kessa, 10 miles from Jame, in 1942.

After the Jap occupation of Buka Passage he retired into the interior of Bougainville with Jack Read's party, and was evacuated a year later by submarine from the east coast. From Australia, Fred then returned to Guadalcanal to serve with the BSIP Forces in the Solomons campaign, and finally reached Bougainville with the AIF. During the reconnaissance and occupation of Nissan (Green Is.) he was attached to New Zealand's 3rd Division.

At the end of the war Fred was with Native Scouts at 23rd Infantry Brigade, AIF Headquarters, and saw the surrender of Commander Takahashi's force at Buka Passage.

After the departure of the enemy, Fred was employed on the first post-war patrols of Buka and the off-lying islands to rehabilitate the natives back into village life and work. Then came some leave in Australia and Fred took his discharge in Rabaul before returning to Jame to get his plantation back into production.

In addition to writing, both on Island life and early station life



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eensland, Fred has been active e Planters' Association and in rganisation of the Bougain- Company which was formed to le much needed shipping ser- to Bougainville.
d Archer met author James ner at Guadalcanal during the nd again in Rabaul after the when Fred threatened to write k on the islands.
ng a bachelor, Fred can't be into anything rash, but 10 have gone by, and Jim ner and the rest of the literary are still waiting.—*Brett*

rns and Carpenter ought the Dutch

(Continued from page 85)

Neither Idle Nor Silent"

Macasser, Captain Carpenter put in a cell with a sick an soldier, and kept there for ys. He was neither idle nor

finally got word to the Gov- of the British Straits Settle- , and the latter took strong , and had the case brought ickly for trial.
Dutch could not prove that prau was stolen from her rage—in fact, the evidence ted that she had broken loose her crew were having a party , and drifted away to sea.
captain's witnesses, on the hand, gave exact details of she was found derelict away n the open sea, far beyond enerally recognised territorial (three miles).
Dutch claimed that she was ed by the Australian ship to the shore; and they argued in those waters, there was no rial limit.
their case broke down com- , and Captain Carpenter was pon turned out of the gaol e he had been for 26 days) ft there, to shift for himself. ntually, early in 1892, he got to Ternate and his barque. ut captain and without dis- e, and apparently without she was a sorry mess. The ng season now was over.
ng on James Burns's instruc- Captain Carpenter took the *Rica Packet* to Singapore, old her.

Burns's 7-Year War

then the famous *Costa Rica* t war began.
es Burns was determined that ne should pay compensation; e was a tenacious fighter.
those days, Burns Philp & Co. were very small potatoes. The Dutch Government treated their claim with disdain.
There was no Australian Commonwealth then—merely six disunited Australian Colonies. Burns was a member of the NSW Parliament. The NSW Government backed the claim.
The Hague's response was merely a sneer.
Burns's good friend, Dr. J. M. Creed, a brilliant lawyer, took up the case in the Legislative Council in October, 1893; and he never let go of it again.
The *Costa Rica Packet* claim went from Council to NSW Government; on to British Colonial Office (which ducked and dodged); on to British House of Commons and House of Lords (which finally forced the British Government to carry on the fight); on to the International Court at The Hague, which said that the claim was just, and sent it on to Russia, to nominate an arbitrator or accessor; to the Czar of Russia, who nominated Professor de Martens, a jurist of international repute, who decided that The Netherlands should pay £8,500 compensation, plus costs and 5 per cent. per annum interest from 1892.
That was in 1898. James Burns had carried on that war for seven years. By 1898, the case of the *Costa Rica Packet* was known to every newspaper reader in the South Pacific.
Captain Carpenter (who died in 1921, aged 78, and who was the father of Sir Walter Carpenter, founder of W. R. Carpenter & Co. Ltd.), got £3,150; officers and crew, £1,600; and Burns Philp, as owners, £3,800.
But that is of comparatively little moment. The fact is that the case was extremely important in relation to international law governing shipping. It established the three-miles limit of territorial jurisdiction; and it clarified the rights, privileges and restrictions of the masters of ships upon the high seas.

C.I. Success Story

(Continued from page 87)

With a mere £315 in share capital behind its export of 40 tons of copra in 1958, the Atiu Processing and Marketing Society had a surplus of £235 to dispose of. They wrote down the value of their buildings, established a share transfer fund, paid a bonus, returned £50 to the reserve fund.
Rarotonga, largest, wealthiest, most populous island of the Cooks, now has 15 societies with a total membership of over 1,600; savings in excess of £9,000.
In 1958 the Processing and Marketing Society exported £2,081 in tomatoes, coconuts, taro, and paid a bonus of 1/6 for every £1 of produce marketed. Wealthiest group is the Thrift and Loan Society for salaried Government employees, with 212 members and some £6,000 in the kitty. No society has yet suffered any loss from its loan business.
The Cook Islands Co-operative Union Ltd. has now been started. The Union is a bank through which the capital of co-operatives is being channelled, and in which to deposit surplus funds and to which creditworthy societies can apply for financial assistance. Bulk purchases by outer island societies are encouraged, but only in essential supplies for agricultural and building requirements.

New Department

In 1956 Mr. Noakes accepted the post of Director of Social Development, a new department planned primarily to implement some of the recommendations of the Belshaw-Stace report of 1955. The CI co-operative structure is now embraced within this department with Tom Muir, a New Zealander with special training in this field, as assistant director and assistant registrar.
There are now four Maori co-operative officers, each caring for the needs of one island; Apenera Short in Rarotonga, Ngatangata Rairi in Atiu, T. M. Tuavera in Mangaia, Benioni Joseph in Aitutaki. Four more local men are in training for such posts.
David Murray joined the staff to train as an assistant registrar, Percy Henderson to become Community Development Officer, Stuart Kingan as Information Officer.
Local Maori teachers have played a leading part in the formation of village societies. Many have passed a special course of study in co-operation at the Nikao Teachers' College, Rarotonga, and this subject is now on the curriculum of primary schools in the Lower Group.
All sections of the community appear to be benefiting from this new interest in life in the Cooks, and the general trend towards a better standard of living emanating from the Social Development Department is being actively supported by other government departments. There is great public interest in the new housing benefit schemes and the land utilisation project.
Copra output from the Lower Group is leaping up, quality is greatly improved, and society members, by handling this product right to the export stage, are getting a much more satisfying return than applied in the old "crack a nut for the store" days.
Export and import requirements for the societies are handled on very favourable terms by the old-established Cook Islands Trading Company, which offered its services to the movement at the outset.
Mr. Noakes' medicine is going down very well. He has earned his retirement.

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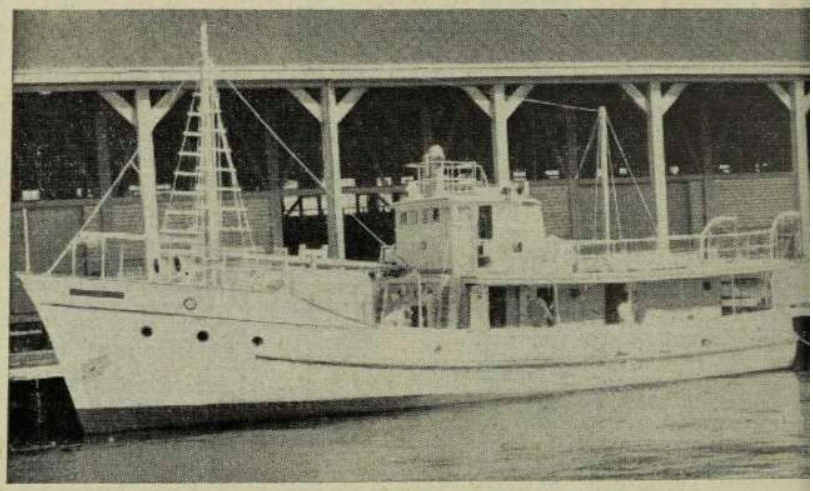
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PACIFIC SHIPPING AND CRUISING YACHTS

A Commission of Inquiry into the grounding of the BSIP overnment vessel *Coral Queen* on a New Guinea reef in May, mmenced in Honiara BSIP on August 5 but conclusions, if y, had not got as far as Sydney by beginning of September.

RE were only two terms of eference, the second of which ems to indicate that there been some argument over e. They are:

The facts relating to or contributing to the stranding of the RCS "Coral Queen" on or about May 21, 1959.

The extent to which any assistance or salvage aid was rendered to the RCS "Coral Queen" by any person or ship; the extent to which any such aid contributed to the re-floating of the RCS "Coral Queen" and whether any special terms or agreement were made in respect of any such assistance rendered.

r the grounding on May 21, *Queen* spent some time on ips in Rabaul and, when the of the damage was known, s decided to send the vessel sbane.

should have been back in the torate some weeks by the time ead this.

C. K. Taylor and Mr. J. e, of the BSIP Marine Dent flew to Brisbane to return Protectorate with the vessel.

Bill Bennett, who is returnom a radio course in London, oined the vessel in Brisbane as radio officer for the revoyage.

The News This Month

• CHANGED HANDS: The small Norwegian tramp *Slevik*, which has been under charter to Eriama Estates Ltd., of Papua, and has been doing a useful job in running cattle up to the Territory and picking up timber for back-loading, has been sold through Captain W. L. Kennedy, Sydney ship-brokers, to South Australian interests.

It is understood that some other vessel will take up where *Slevik* left off in P-NG—but which, what and for whom is not being divulged yet.

Slevik has had a varied career since she left Norway about two years ago—dynamite from Hamburg to South America, Chilean nitrate to Mexico, followed by a spell in the West Indies trade, dynamite for the Philippines, etc. She left Manila about a year ago for Queensland to take up her charter work for Eriama.

• NEW HALVORSEN SCOW FOR HEBRIDES: The Bjarne Halvorsen shipyard at Berry's Bay, Sydney, is currently building one of its well known 60-ft copra scows for the New Hebrides, to the order of W. S. Tait and Co. for a client, Maison Barrau.

The scow which will be completed towards the end of the year, will be based on Santo and used for general coastal trading.

As yet unnamed, she will be similar to Steamship Trading Co.'s *Kuku*, which is in the Papuan coastal trade. The Maison Barrau vessel will have a 6L3 Gardner diesel—which is a slightly heavier power unit than usual in this type of craft—and will have powered winch and windlass.

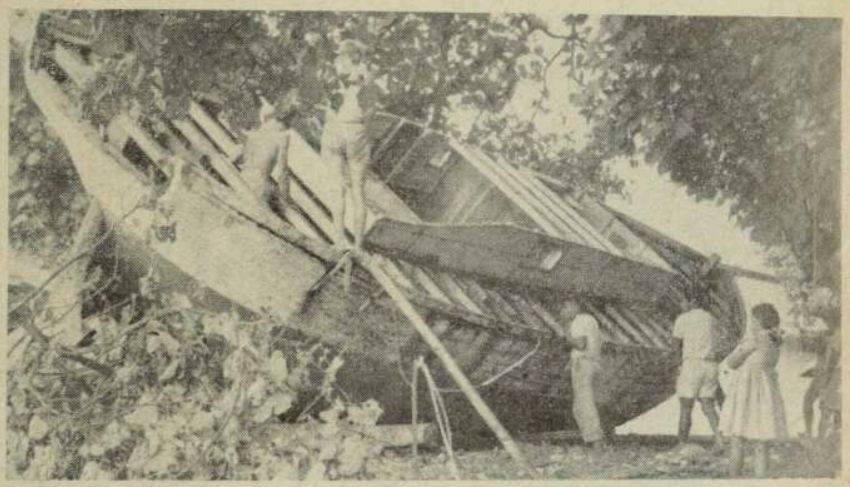
• THAT BOTTLE WAS IMPORTANT: A drift-bottle found at Atiu Island, Cooks, on March 24 (*PIM*, May, p. 111), the second of two such bottles found there within six months, was of more than passing interest according to later news.

Robert M. Norris, vice-chairman, geology, University of California, recently wrote to the Resident Agent at Atiu, asking him to thank the man who had found the bottle on the reef for reporting the find.

Mr. Norris said: "It is just this sort of co-operation that makes it possible for us to learn more about the circulation of the Pacific Ocean. It may interest you to know that this bottle was released on the 'Downwind' Oceanographic Expedition which was part of the International Geophysical Year programme. It was released (February 14, 1958, at 11.32½ S, 110.52½ W) a few days after our departure from Easter Island. This was the first of the drift-bottles returned and it has created a good deal of interest here in Santa Barbara."

• LAMB-LINER WILL CONTINUE: Also creating a good deal of interest was the Suva-registered, 8,174-ton, ex-passenger liner *Delfino* when she called again at her "home" port, empty and southbound, in August. Northbound with her first cargo of about 26,500 lambs, no contact had been permitted between ship and shore.

Captain A. Lucas was in command. The ship's company totalled



"Siren", pulled up on a Rarotonga beach for years, has new owners (shown above standing on her stern) and will go to sea again. See page 109.

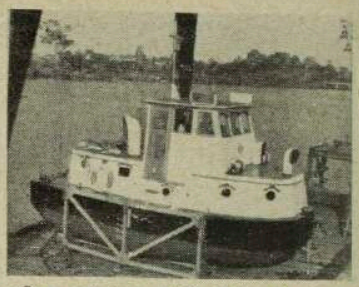
Photo: D. C. Berry.

Rogers	Kochab
	Kualoa
bank	Maui Pomare
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t	Marco Polo
er	Nojima Maru
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evelt	Tabei
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a Maru	White Seal
e	White Squall
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- TUGS
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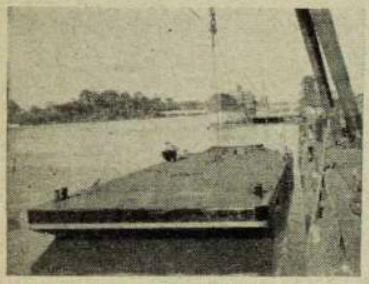
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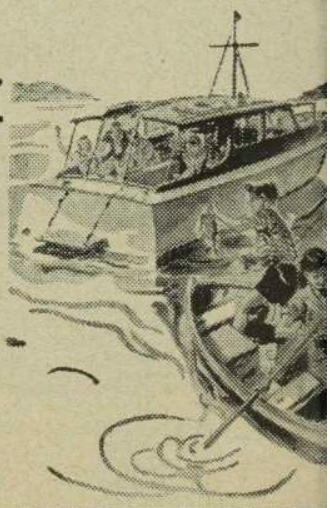
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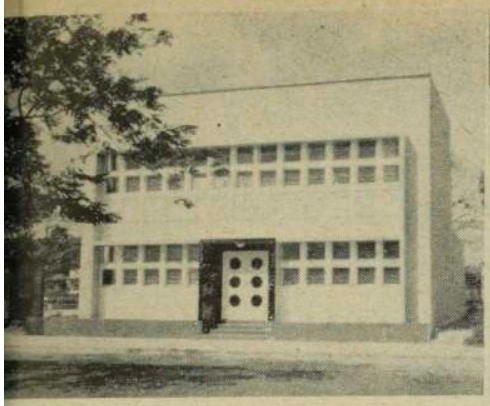
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Suva's handsome new Flying Angel Club for seamen, officially opened by the Governor of Fiji on August 9. It is located in Jellicoe Street, adjoining the wharf area, and is under the management of Captain S. E. Gaskin (right), a well-known mariner for many years with the Union Steam Ship Co. and later with the London Missionary Society.

August 2 and arriving at Suva on August 18, direct. At Suva she was to undergo engine maintenance work, expected to take at least 10 days, before continuing south to Sydney for a second load.

• THE FISHING IS GOOD: One of Japan's most modern tuna mother ships, the 8,504-ton *Nojima Maru*, owned by Nippon Suisan KK

l told on arrival. Three people J. D. Steel, of the Sydney rsity veterinary school, Mrs. who was the only woman d, and a man who had been arge of the eight horses aboard back to Australia from San

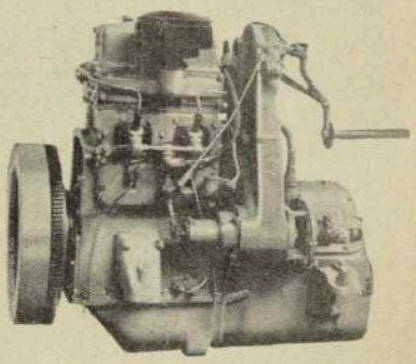
F. J. Hamilton, of the CSIRO's aster Laboratory in Sydney, on ion, was in charge of the ical side—the planning of the modation, feeding arrange-, etc. Under Mr. Steel were eterinary students.
addition, there were 24 stock-of whom seven were Australian. 10 of the Fiji crew members it Fijian stockmen and two n stewards—were signing off va and were to be replaced.
Hamilton said that the lamb lties—just over 3 per cent.— not considered excessive on first voyage. There was insur-cover for a loss of up to five cent. Most of the casualties from heat exhaustion in the decks. About two per cent. e total casualties occurred as sult of six hours in port at and 36 hours in Honolulu, when entilation was greatly reduced o lack of motion of the ship. calls are essential to take water. Further ventilating inery now to be installed was ted to cut losses greatly on e voyages.
e lambs consumed an average lbs of fodder per head per some gaining weight en route; ere in reasonable condition. At Diego they went into a 10-acre ntine paddock close to the f. They were to be hand-fed for a month, and would then rectly to the slaughter-house. e eight horses aboard arrived od shape; five of them were ings consigned to international s player Jack Kramer, who purchased other race horses in alia. A black kelpie sheep-dog, h accidentally boarded at Syd-was left in California.
e ship was discharged in 36 s in San Diego, remained there days in all, clearing again on

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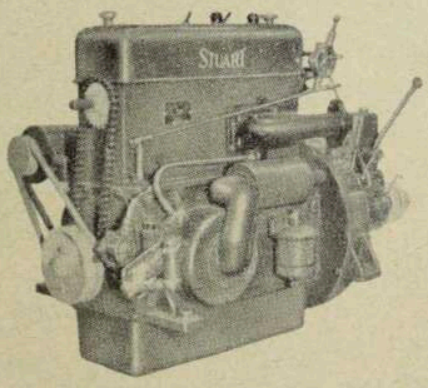
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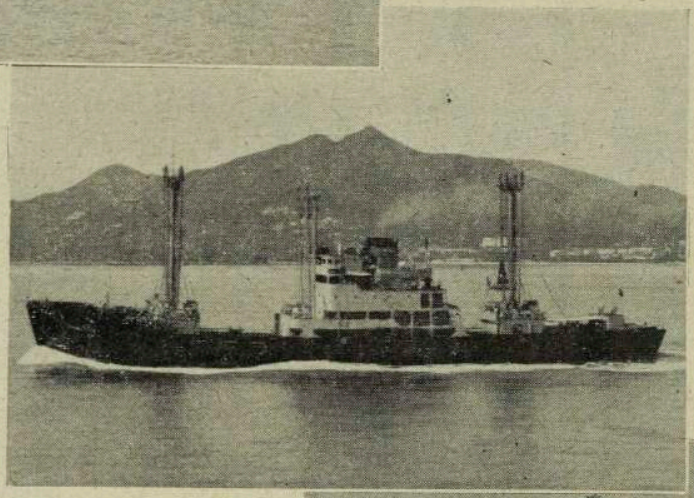
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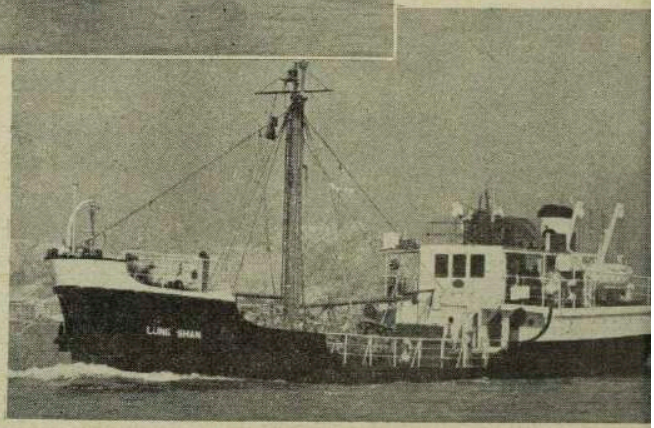
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yo, called at Suva on August took aboard 1,670 tons of s and about 2,000 tons of water. She then returned to hing station about 200 miles west of Suva, and within 70 of the opposition mother ship *Maru No. 3* of Taiyo Gyogyo

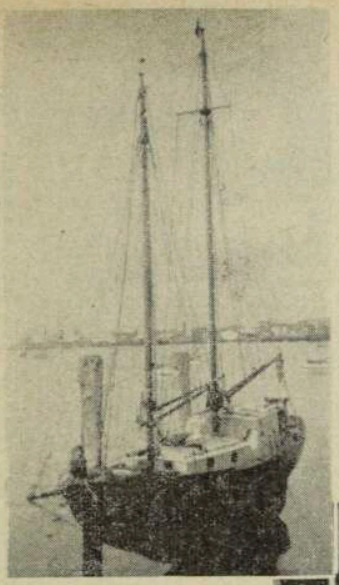
latter vessel made her second Suva for bunkers and water days later. *Nojima Maru's* Captain Choichi Okada, re- that in addition to the tuna *asuga Maru*, which went miss- th all hands south of Ocean a few days after the season nced, another boat, *Shimei No. 10*, was lost on the South a Reef (between the Ker- and the Lau Group of Fiji) r visibility on the night of

Radio Officer, who remained post for too long, was d, but the other crew mem- ere picked up. The 100-ton vessel was a total loss.

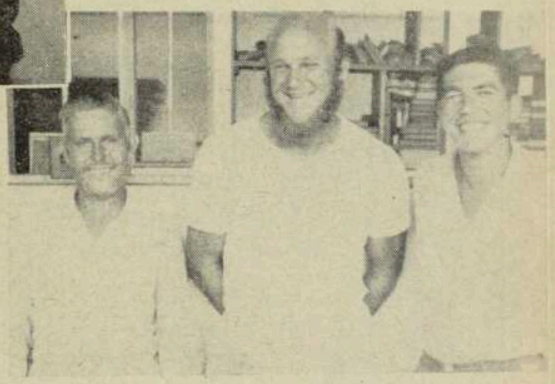
ng Manager Yukio Kato said ,700 tons of fish had been since loading from the tuna ommenced at the end of May. uota permitted by the Jap- Fishery Agency, 5,700 tons, be reached by late September the ship would return to

has 140 fish handlers and a of 68—including six radio . Her radio room is probably equipped than any other nt ship to visit Suva.

o *Maru No. 3*, on her second sit on August 10, had handled ns of fish in the same period *ima Maru*, and expected to her quota of 5,400 tons by gust when she was to return However, the 7,600-ton *Koyo* -with a Fishery Agency quota t 5,700 tons—and with some nal tuna boats, bringing the







Top, left, NZ yacht, "Cimba". Top, right, 96-ft. motor yacht "Reposado". At right, Bill Tellen and owner Sid Nettleton of the Brisbane yacht "Shearwater", and Dick Pohe, one of "Kochab's" crewmen, at Suva in August. See "Cruising Yachts" section.

fleet strength up from 35 to 50 boats, was to take over as from September 1.

In addition, a fourth mother ship has been licensed for South Pacific operations in the permitted area east of 170 degrees East this season, due to a poor fishing season in the North Pacific near home.

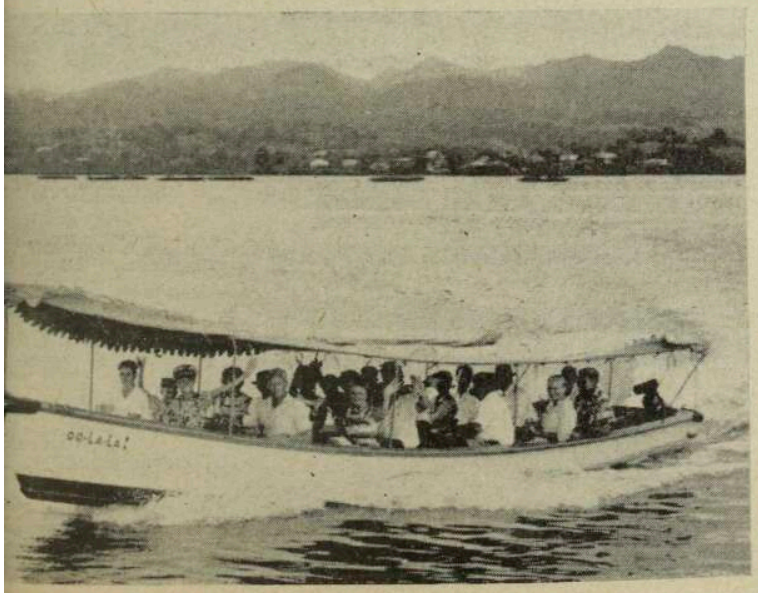
This vessel, *Jinyo Maru*, 7,200 tons, launched last year, will have a quota of about 5,700 tons of tuna. She was to sail from Japan on September 1 and, like the others, would operate in the area west of the Gilberts-Ellice-Fiji chain.

The Fishery Agency has thus issued licenses for a total quota of 22,500 tons of tuna-type fish for the 1959 season.

In addition, there were probably about 30 independent fishing vessels not attached to mother ships and operating south of the equator. These vessels are not controlled by any quota, and may operate in any area.

• SHIP SAFE, CARGO LOST: The 5,690-ton, six-years-old Andrew Weir tramp *Beaverbank*, which went ashore just south of the lagoon entrance on the west side of Fanning Island in July, was refloated at the beginning of August and later reached Honolulu for dry-docking and repairs.

But a great deal of her cargo, in-



Suva's latest shallow-draught tourist launch, owned by Mr. Vince Storck, and called "Oo-la-la". This is what Frenchmen are supposed to say; Mr. Storck's first tourist launch was called "Oolooloo", which, according to one tourist story, was what Fijian mermaids say. (Mr. Storck says it didn't mean anything.)
—Photo by Stinsons.

GARDNER MARINE DIESEL ENGINES

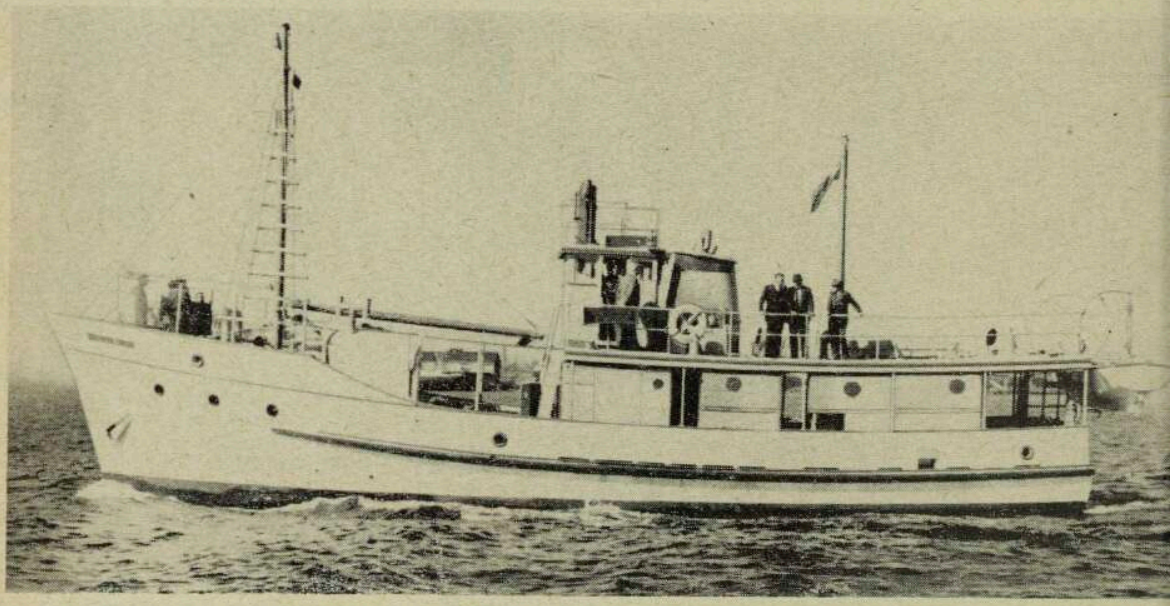
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g 2,507 tons of coconut oil, 2,132 f copra, and 830 tons of coco- eal, was jettisoned and lost. aving Fanning for Honolulu, ip had aboard 2,220 tons of and 230 tons of meal. Of this 271 tons had been discharged loaded.
refloating operation was aided Royal Fleet Auxiliary *Fort arnois* and a Royal Navy from Christmas Island, and US Navy salvage vessel USS t, which was recently in Pago nvestigating the possibility of a sunken Navy tanker (*PIM*, . 101).
services of this vessel cost the vriters a substantial sum. portable pumps carried by t were of great assistance.
iors were lost both by *Beaver-* nd *Fort Beauharnois* in the g-off operation. Seven sets of tackle had been laid by the when the stranded vessel was hauled clear. Her main shaft rankshaft were believed then omewhat out of line, but trials ed that she was capable of to Honolulu under her own and permission for such a was given by the under- and by the British Ministry nsport.

HANGE OF DUTIES: The US & Wildlife vessel, *Hugh M.* one of several attached to acific Oceanic Fisheries In- tion project based at Hono- nd a vessel well known in Pacific Polynesian waters, has transferred to other duties. as now been leased to the s Institution of Oceanography, lla, California, for oceano- c and marine biological re- . It is not yet known whether ew, but similar, duties will her back to the South Pacific.

TILL IN THERE TRADING: yacht-gone-trading ketch *Rogers*—best remembered e voyage she made round the s a few years ago with an all- rew—has lately shifted her ing ground to the Vanikoro- Cruz Island area. The Hep- report their newest crew- er, Jenifer Natasha—born the ketch was last in New d waters—as thriving. Ex- operator Close and his wife, UK, who joined the vessel t time, are now living at Santo, Mr. Close is employed by Pacific Fishing Co., Palikulo.

CCORDING TO PLAN: The g schedule for New Zealand Territories Department's new to replace *Maui Pomare*, is lows: Contract was signed last keel laid in July; framed by ber; plating completed by ry next; launching March; eted July, 1960; and delivered gust, 1960.
ure to meet the schedule in- a penalty of £1,600 per month.

The vessel will almost certainly have a Cook Islands name.

• NEW GUINEA-BOUND: The 264-ton ICI explosives vessel *Piri*, laid up and for sale in Auckland for the past year or so, has been purchased by a Rabaul syndicate. This solid kauri vessel was built by Morrison & Sinclair Ltd., of Sydney, in 1917, for the Pacific Cable Board, and was purchased by ICI in the mid-1920's. She once carried a fair spread of canvas, but this was later reduced to a mere steadying sail or two.

The six-man syndicate, headed by Mr. Frank Dyer, an Englishman, paid a reported price of £5,000, and intend to use the ship for general trade in New Guinea waters. Captain Robert Ellery, a former chief officer in the ship, was to be in command for the delivery voyage, with Chief Engineer Fred James, who had also served in her before lay-up.

Mr. Dyer, who came south to negotiate the purchase, was also to return in her. *Piri* was expected to get away from Auckland about August 8.

• NAVY IN TROUBLE: HMNZS *Endeavour*, New Zealand's Antarctic supply ship and general-purpose research vessel, was in trouble north of the Kermadecs bound Suva in August, during heavy weather. Almost a sister ship to the ill-fated

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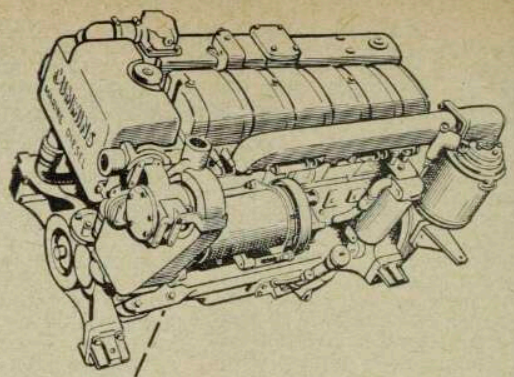
LISTING:

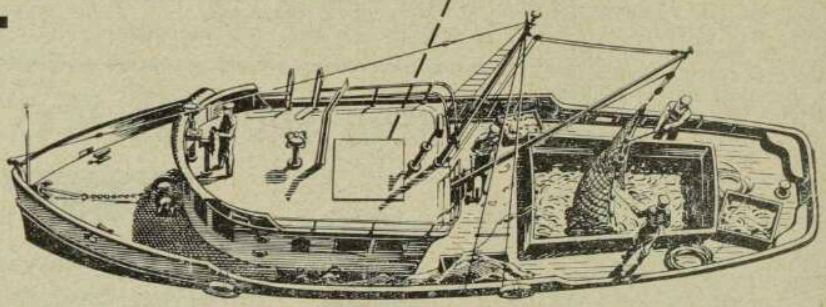
CARGO VESSEL, carry around 680 tons, built 1948, diesel, accommodation aft, 2 hatches, 1 hold, 6 electric winches. £40,000 Stg.
CARGO VESSEL, steel, 220 tons dwt., 108 ft. x 23 ft., twin diesels aft, 2 holds/hatches. £15,000.
CARGO VESSEL, 106 ft. x 23 ft., built 1948, twin diesels aft, carry around 250 tons in two holds, 4 derricks, condition generally good. £13,000.
AUXILIARY TRADING KETCH, 85 ft. x 22 ft., built 1946, wood, copper sheathed, 120 h.p. heavy duty diesel, has carried 100 tons dwt. cargo, accommodation for crew and several passengers. £10,000.
WORKBOAT, 53 ft. x 14 ft. x 5 ft., built 1958, professionally, 66 h.p. H.D. Kelvin diesel, well designed, solidly built. £8,500.
EX-ARMY TYPE WORKBOAT, 40 ft. x 12 ft. 6 in., 6-cyl. Gardner marine diesel. £3,750.
WORKBOAT, 39 ft. x 12 ft. 6 in., built 1955, Kelvin diesel. £3,750.
WORK LAUNCH, 25 ft. 8 ft. 6 in., raised deck, large cockpit, twin cylinder diesel. £850.

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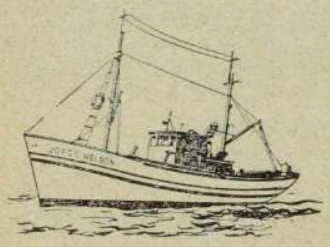
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earl, which was burnt out of New Guinea several years *ndeavour* was built as a US net layer in 1944 and is of eavy timber construction. The 184½-ft vessel apparently a plank or two and was to put back to Auckland. She shepherd the SDML *Viti*, has been on loan to the Fiji back to Auckland. Instead S *Kaniere* was despatched on sk and the two vessels sailed uva for Auckland on August

OOK MISSING: The 19,787-tch liner *Johan van Olden-elt* lost her starboard anchor de Suva wharf on August 13, was about to depart in the of an Islands cruise from

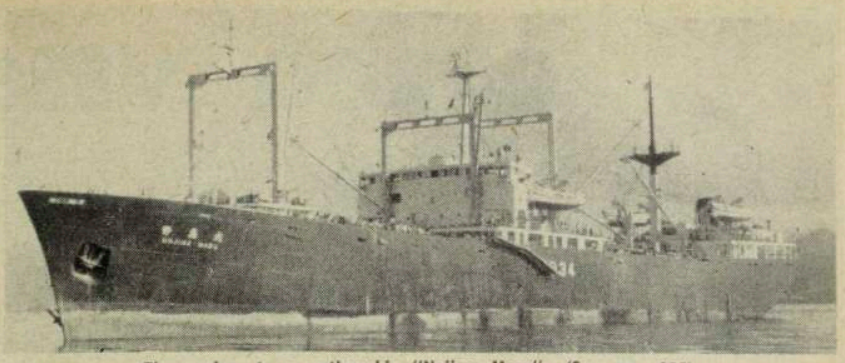
anchor had been dropped in inary way to assist berthing, en the cable was being hove ailing time the main shackle

ship sailed and attempts were nade later in the month to p the £500 piece of ship-ery—after a diver had located attached a marker-line.

OTHER NAME: *Tovata*, ex *Sea*, ex *SC-671*, in the pro- being reduced to a cargo may shortly wear yet another *Mac II*.

XING BUSINESS WITH URE: The New Zealand yacht *ean* arrived at Rarotonga on 8, with owner-skipper Don ife, small daughter and Bob aboard. They had visited Tuomotus, Leeward Islands ra Bora since leaving Russell, Auckland, on May 2, and ex- to visit both Samoas, New and Japan before going

l' that was changed in Raro-n mid-August, when the trip d abruptly from pleasure to s. The party was offered the *en*—one of Dick Brown's con- s wrecks that decorate the pe there—for what is re- to be a give-away price.



The modern tuna mother-ship "Nojima Maru". (See page 103).

Siren, a ketch, was wrecked in October, 1951; she was purchased on the reef by Mr. Brown and hauled in to Avarua, where she has rested quietly under the trees on the beach beside the Brown business establishment ever since.

Don Silk is a boat-builder and after four days work he and Bob Boyd had stripped deck and cabin roofing from her and pronounced the hull in good condition—except where she had been holed in her encounter with the reef.

They expect to leave for New Zealand before the end of the year to hunt up some necessary gear but Silk has promised that *Siren* will be back at sea "within the year".

Jopeda, another Brown wreck—Dick Brown bought her after she went up in June, 1957, and had her hauled up on the beach near Ngatangiia school—was inspected by Silk and Boyd, but was evidently considered somewhat past redemption.

• UNEXPECTED ANGLE TO TRIANGLE: It was unfortunate that the 28,000 tons, P & O liner *Himalaya* on her longest voyage ever—45,479 miles London back to London—and the first of the "Triangular" voyages, now scheduled in the Orient and Pacific Lines Service—should have been delayed through a minor accident.

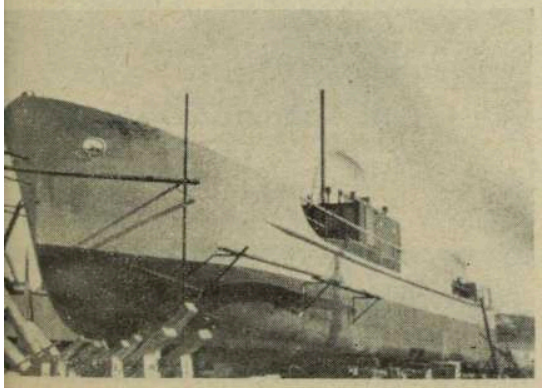
By the time the ship gets back to London she will have been away five months—three weeks longer than scheduled because of a mishap to a propeller in the Suez Canal during the voyage out. After slow progress during the rest of the voyage, *Himalaya* entered the RAN's Captain Cook Dock in Sydney and emerged after a week with a new tailshaft and propeller. Nonetheless, she was 22 days late by the time she left Sydney on August 29. Her Triangle voyage will take her to Auckland, Suva, Honolulu, Vancouver, San Francisco, Los Angeles, Yokohama, Kobe, Hongkong and Manila. She will then return to Sydney and take the normal Suez route back to the UK.

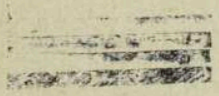
Mr. Len Usher sailed on her from Sydney back to Sydney on a sort of working-holiday as press relations officer. He is beter known to *PIM* readers as Vakatawa of Fiji Talanoa; and in Fiji, as the executive director of Fiji Times Ltd.

• QUITTING THE ISLANDS: *Shell-40*, a craft which caused some news a year or so ago in Fiji waters when she got further from land than her navigator could cope with, was sold to a Brisbane firm in July.

A 61-ton motor tug, originally named *Tanac-No. 136*, this little vessel was apparently one of many brought to Australia by the American Forces and later sold. She was built in Trenton, Ontario, in 1944, and acquired by the Shell Company in Sydney in 1950 to be used in towing barges with cargoes of oil products in drums between Suva and Lautoka-Nadi, and she arrived in Suva under tow of the CSR's *Tabua* on June 13, 1950, suffering some damage en route. When Shell established their bulk oil terminal at Vuda Point, near Lautoka, several years later the tug was no longer required and has had only occasional use since. She is powered with a Vivian 6-cylinder, 240 hp motor and is equipped for fire fighting, having a Chrysler-powered sea-water pump for this purpose.

She has been purchased by the Riverside Coal Transport Company Pty. Ltd., of New Farm, Brisbane, for river work. For the August de-





The new Tonga bulk-oil barge, nearing completion in Auckland. It will be towed by "Hifofua" between Suva and Island ports.
Photo: John Duder.

CARGO VESSELS

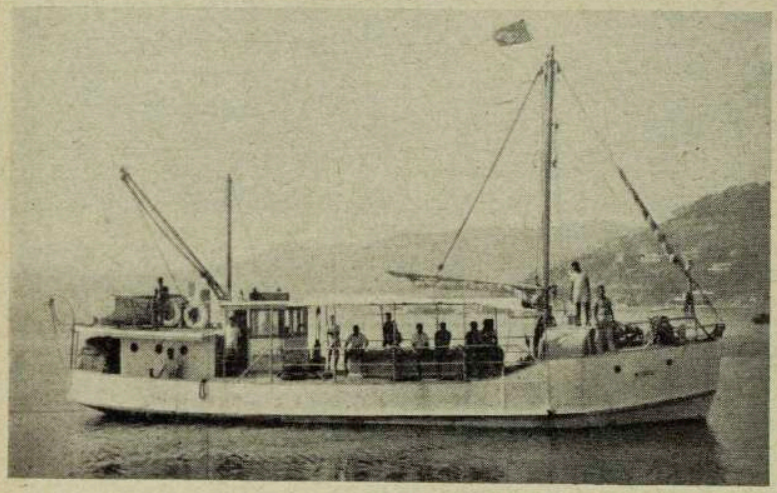


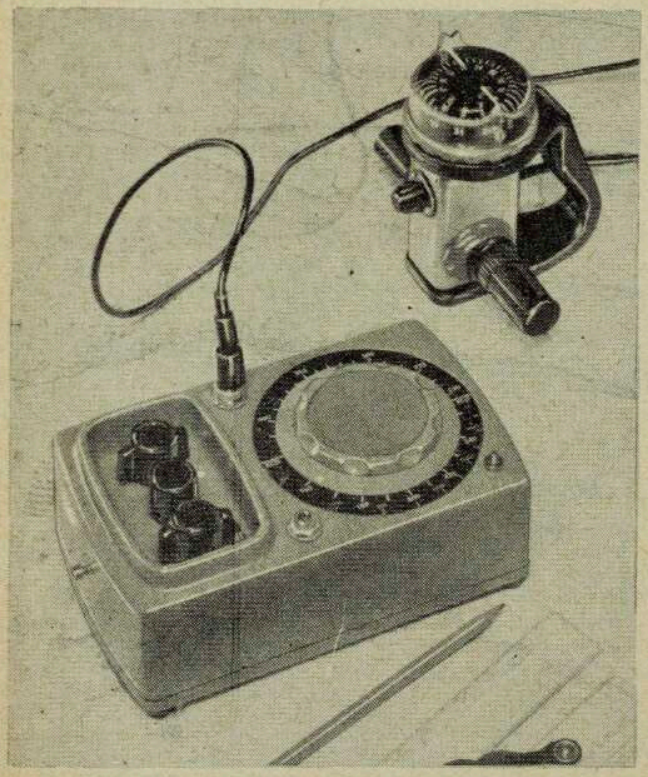
Photo shows the 60 feet
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here carrying 420 bags
copra on a draft of only
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A. Lucas of "Delfino", the lamb-
—see page 101.

Houng Lee, one of Suva's best known
owners, with the motor-bike on
does his waterfront chores.

he was to be commanded by
Henry Simpson, of Suva,
nned by Fijian engineers and
even men all told.

s of Cruising Yachts

GHTER CONTROL OF CRUISING
: Under an amendment to the
and Seamen Act introduced in
Zealand House of Representatives
st, there is to be tighter control
ure boat movements, if the Bill
d.

s on off-shore cruises will have to
certain information to maritime
ies before sailing, and their craft
subject to inspection to see that
minimum safety standards are up-

expense involved in a subsequent
for a missing craft will be charge-
the yacht owner to the extent of
ie of the yacht and its stores and
nt.

yachtsmen will feel that the
s in this Bill represent an undue
hment on personal liberty. Al-
there is much in favour of yachts-
ing presented with a questionnaire
of the clearance papers prior to
re, a yachtsman should have the
refuse to supply the information
so long as he clearly understands
so refusing he will not be entitled
public rescue operations.

a fact that searches have been
out unnecessarily for yachts which
been sheltering safely in some
d bay, and that the yachtsmen
ed have neither wanted or required

assistance. It is almost impossible for a yacht-master to provide a course, speed, and accurate ETA when his movements are governed by the wind. It is also almost impossible for a small yacht to keep in regular radio contact over long distances.

So long as a man forgoes all rights to public rescue operations, he should surely be permitted to put to sea in a bath-tub if he so wishes and stay there for as long as he likes provided that he is not endangering other lives or infringing someone's three-mile limit.

What happens, of course, is that relatives ashore bring pressure to bear on the authorities to institute these searches sometimes against the wishes of the mariners concerned.

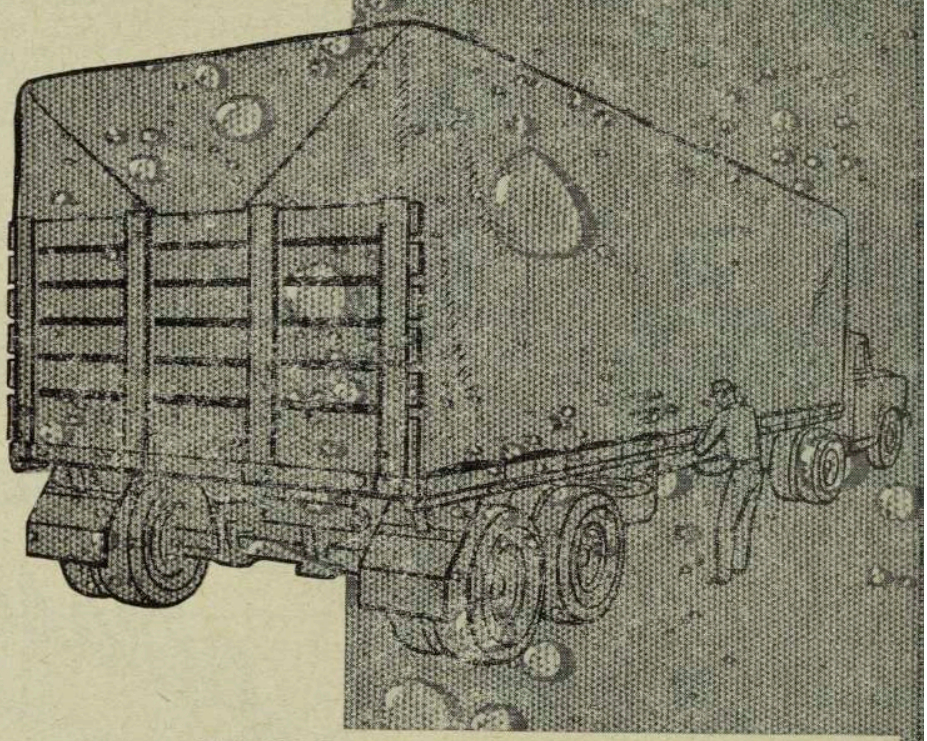
There will always be an element of risk in small-boat cruising, just as there is in many sports, but freedom to sail the seas is a fundamental freedom which should not—subject to above provisions—be limited by too many regulations.

● SHEARWATER of Brisbane, a 34-ft. home-brew Bermudan cutter of Australian PIET HEINE design, arrived at Suva August 4. With owner-builder Sid Nettleton, and Brisbane taxi driver Bill Tellen aboard. The yacht left Brisbane June 24, made a nine-day passage to Noumea, spent 10 days there then five days at Isle of Pines, then headed for Mare east of New Caledonia. Bad weather there prevented a landing so a course was laid ffor Suva. Calms and strong head winds were experienced. After a month of Fiji inter-island cruising this yacht will head for Tonga, possibly the Kermadecs, northern NZ ports, and should be back in her home port of Brisbane before next Easter.

Sid Nettleton some time ago helped deliver a 40-ft. ex-US Army tow-boat,



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d Japanese midget submarine, raised
e harbour in Rabaul, is now being used
as a ships' fender there.
Photo: C. J. Fonceca.

from Rabaul to Australia earlier
ar. TABEI was bound for Sydney
d to put into Cairns for repairs.

CHUA of Auckland, 30-ft. ketch with
Matheson and Peter Ashcroft
was reported at Papeete early

KOCHAB of England, with Dr.
n-Evans and two NZ companions,
ji westbound in August. Leaving
arly May this yacht cruised to
Levuka, Savusavu, Taveuni, Qamea,
Komo, and Kabara and arrived
Suva on July 27, where she went
slip.

IDA's crew-member, Andre Mayet
ice, left the yacht at Noumea. DIDA
in Sydney.

IRRIGO II and the Crawfords were
eported in Brisbane awaiting a
event".

WHITE SEAL which added a junior
r to her crew is Brisbane some time
as momentarily expected in Darwin
ing to an early August report.

OONFLEET of Suva was under in-
tion by a well-known overseas cruis-
achtsman in August. A sale may
ate.

RUSADER of Auckland arrived at
nga July 7, and sailed for Papeete
5. It was not expected that a long
would be made at the latter port.
ation California.

EPOSADO — wrongly reported as
SADO — was to clear Papeete August
nd Auckland via Bora Bora, Pago
and Suva. With owner Brian Niell
is wife and two children are Don
Jerry Burns, Roger Marchon, Tyrna
n, Dr. Lehman, and Dr. Schneider.
is the 96-ft. x 17-ft. launch which
exchanged for his motor-sailer
WANUI some months ago at
te. The twin-screw launch is beauti-
fitted with just about every con-
ice except stabilisers.

WHITE SQUALL, the 33-ft. Auckland
in which Ross and Doreen Norgrove

cruised the Islands several years ago, will venture forth again next March, bound for the US via Island ports.

● CIMBA—the same little ship that cruised from the US to Fiji years ago ("Saga of Cimba"), and which Gordon Russell, now of Rarotonga, sailed to Auckland in May, 1945, and sold, is sailing late this year for England, via Noumea and Torres Strait. With owner Frank "Buzz" Perkins and his wife and two children will be crewman Crawford of Keri Keri, NZ. CIMBA measures about 35-ft. x 9½-ft. x 5-ft., and was built as a Nova Scotian fishing schooner in 1929. She is an attractive and sturdy little craft.

● LOS ANGELES - HONOLULU YACHT RACE: Our Honolulu correspondent reported mid-August that after much entertaining and gaiety and a lot of hard work by the host yacht clubs in Honolulu, most of the yachts that took part in this deep-water event were on their way home or were planning to leave Honolulu for further cruising.

The overall winner on handicap was declared to be NALU II, 46 ft. sloop of Balboa, owned by Peter Grant. Winner of class A was 75 ft. schooner CONSTELLATION; class B, 66 ft. yawl CHUBASCO; class C, NALU II; and class D, 38 ft. sloop DEBIT.

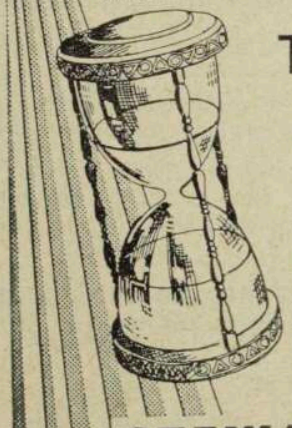
The two Australian yachts, 52 ft. schooner PAVANA, and 38 ft. cutter ANITRA, were unplaced. (The latter later sailed home to Sydney.)

The 161-ft. Newport schooner GOODWILL, owned by Ralph Larrabee, made fastest time arriving July 14, after 10 days 12 hours 16 minutes and 15 seconds. She lost her topmast half-way through the race or would have made better time.

The only yacht to start and not finish the course was the 45 ft. yawl, CLOUD NINE which lost both masts near the half-way mark and was towed the rest of the way by a Coast Guard ship.

● WANDERER, owned and sailed by movie-star Stirling Hayden who was last

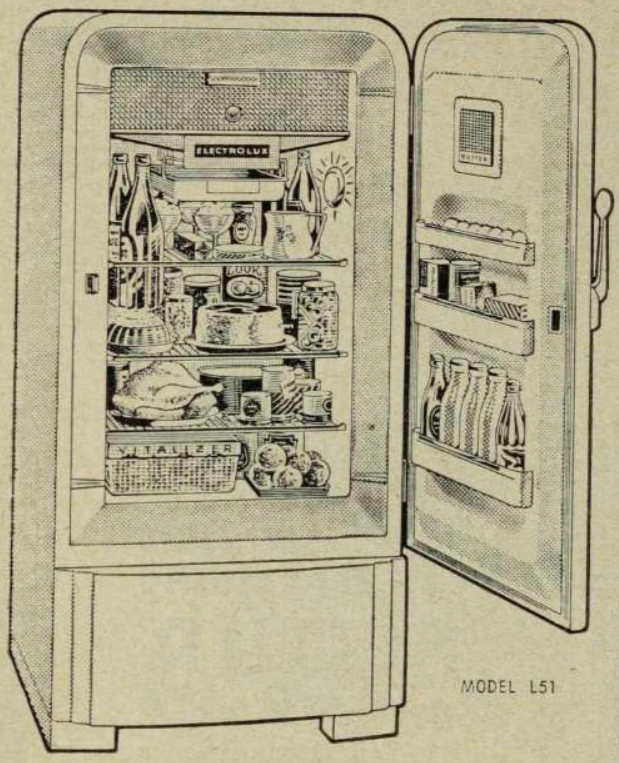
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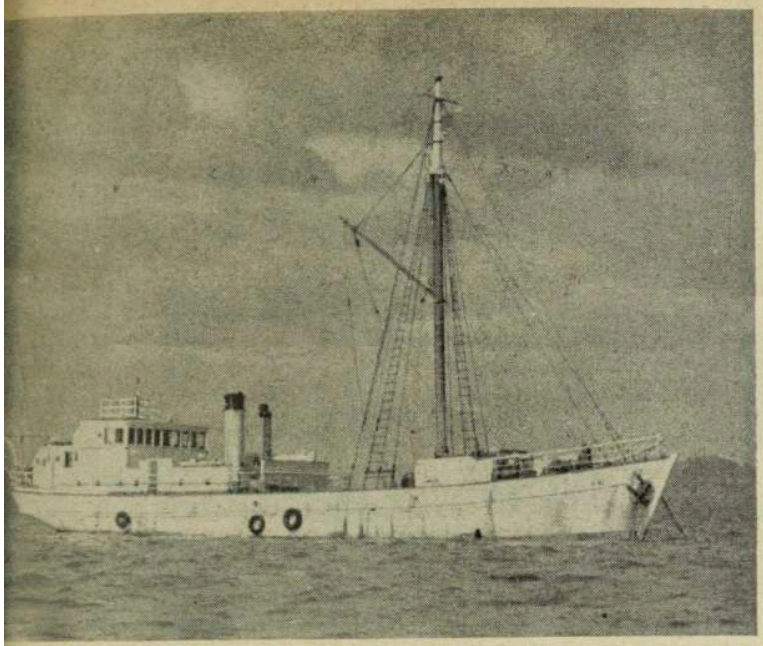
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-tons "Piri" of Auckland, NZ, which has been sold to Rabaul interests (see page 107).



unborg and Carl Petersen of the 44 ft. Norwegian ketch "Rundo".

at Tahiti, is believed to be plan- go further south—maybe to Aus- But with all the world's Press on —he has his four children along nce of a Court order taken out by ife in the US—he's not talking.

ALOA, 36 ft. yawl owned by the family is back in Honolulu after the Pacific, north and south of ator, for the last 10 years. Mrs. Truman and her son Tary Truman, e on board when they got back. Fred Truman had flown back pan earlier for hospital treatment.

IARCO POLO with lone-hander ederson arrived in San Francisco y one year and three days after ted out from Auckland, NZ. Des- Denmark, via Panama.

EKKA, the 20 ft. ocean cruising owned by John Guzzwell of whom en't heard since he survived a off the Queensland coast the " before last, arrived in Honolulu out from Panama Canal late July. leaving Canada in 1956, Guzzwell iled 30,200 miles—Pacific, Torres Indian Ocean, Cape of Good Hope ross the South Atlantic to West through Panama to Honolulu. He iled—during the same period—some- thing like 7,000 miles with the Smeetons on TZU HANG (see Book Reviews, this issue).

• TE MATANGI and the Fergusons were still in Nukualofa, Tonga, in August, with no indication as to when they would move, although they expect to be in New Zealand for Christmas. The idea apparently is to sail direct from Tonga to NZ, giving Samoa and Fiji a miss until after the coming hurricane season.

• NERIDES, which passed through the Tonga group on way back to New Zealand apparently caused some wrath among officials there as she entered at Vavau—which is rhinoceros-beetle infected—before going on to Nukualofa.

• OUTWARD BOUND, with the cruising Caldwells still in high spirits, reported to us from Darwin—in late August.

• RUNDO WITH AN E: We are informed that the explanation as to why this ketch from Oslo (last reported Suva) is sometimes spelled without a final "E" and sometimes with it, is that the final "O" is the Scandanavian letter with a stroke through it—and that the English conversion of same is OE. Now we all know.

• GOODEWIND or GOODEWIN 50 ft. ketch left Brixham, Devon, in early August and should now have crossed the Atlantic on the first leg of her journey to Australia via Pacific Islands (Tahiti, Tonga, Fiji). Owner-skipper is Dr. Keith Laws, whose fortunes in NIRVANA we followed in 1958 when he crossed the Pacific to the US with a team of Australians and one Englishman. When he is not sailing yachts, Dr. Laws has a London dental practice. Dr. Laws tried once before to sail his ketch from UK to Australia—in 1954—but gave up that attempt when she lost her mainmast near the Azores.

On the current voyage he is accompanied by three Englishmen, two Australians, one American and a Pole—chosen from the 150 "young men with a taste for adventure" who answered an advertisement. One of the Australians is John Hunter, who accompanied Dr. Laws on the NIRVANA cruise.

Shiplovers' Annual

The "Annual Dog Watch", the official publication of the Shiplovers' Societies of Australia, is out for 1959. This issue makes the 16th in line.

The 1959 model contains the usual collection of stories about old and new ships—and one about the 40,000 tons Orient liner "Oriana", which is not even launched yet. The shiplovers' love seems to veer off towards the classic days of wooden ships and iron men and leave the modern strictly for contrast, and "Dog Watch" reflects this attitude.

"PIM's" friend, Captain Fred Klebingat, contributes an interesting item on a pre-World War I adventure of the barquentine "S.N. Castle" in the Marquesas. There is an article on coolie migration (from India to Fiji, West Indies and Mauritius) in the days of sail; and an account of the wreck of the "Dundonald" in 1907 on one of the remote southern outliers of New Zealand—the Auckland Islands.

The "Dog Watch No. 16" can be ordered from the Shiplovers' Society of Victoria, GPO Box 1169K, GPO, Melbourne, for 4/6, plus 6d postage.

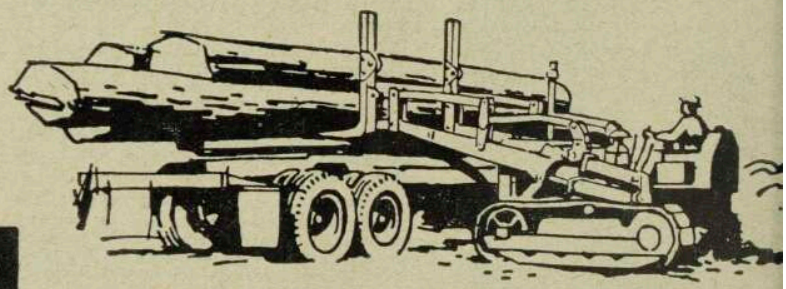


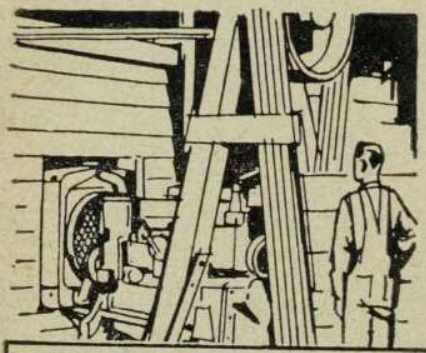
The 30 ft. yacht "Drifter", at Rarotonga, August 7. Lone-hander James Moore, of Wellington, NZ, left there early in April intending to sail alone to Canada, but his sails blew out a few hundred miles east of Wellington so he sailed eastwards to Rapa Island in the Tuamotu group and then north via Mangareva to Tahiti. He is now returning to New Zealand via Rarotonga.

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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.

Men Climb 000 Coconuts

ough some five years have since the rhinoceros beetle iscovered in Fiji, it has not spread beyond the South- n section of Viti Levu. That because it is a weakling pest, cks a yearning for the fat it plantations of Vanua Levu Taveuni.

restriction to the small area d Suva is due to the vigorous of the Coconut Pests and es Board, which was set up diately after the presence of beetle was discovered and maintains a ceaseless fight st the beetle.

example, the Board maintains f of 125 Fijian men, who each climb between 500,000 and 0 coconut palms, and treat the s of the palms with icide. Every year they use 60 tons of insecticide, which between £5,000 and £6,000.

cost of maintaining this or- ation is considerable and it is ied by a tax on copra of 17/6 on.

tonga Might Have il Flood

recent months it was nced that oil companies ed to establish bulk storage ties at Nukualofa and at Apia, there have also been reports ans for a similar installation arotonga in the Cook Islands. e man behind the Cook Islands ne was Mr. Walter S. Johnson, of South Pacific Trading Co. Rarotonga, who has been ing oil in drums from Tahiti s schooner *Tiare Maori* for the couple of years, and selling a price below that of oil pro- shipped in from New Zealand the satisfaction of all motorists. ne time ago, Mr. Johnson made cation for a piece of govern- land on the Avatiu foreshore site for a bulk oil installation, there were reports that he was tiating the purchase of a small er in the United States, though nothing has recently been heard of this.

Now it appears that Mr. Johnson might be in for some competition. Mr. Kelvin H. Day, of Standard-Vacuum (NZ) Ltd., paid a visit to Rarotonga in August and was reported to be investigating the possibility of also establishing a bulk oil terminal there on behalf of his firm.

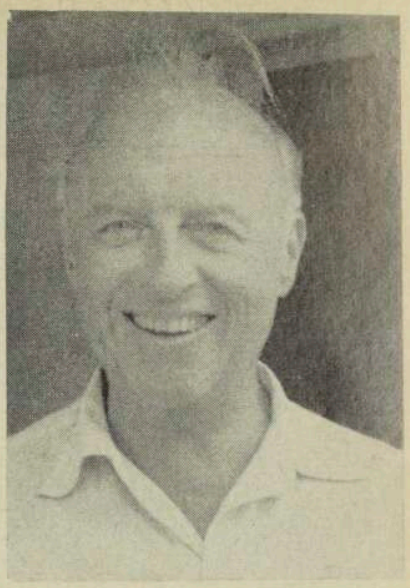
Kostelanetz Visits Tahiti

Andre Kostelanetz may not carry much weight with the rock-and-roll generation, but for those who prefer something that aids rather than irritates the digestive processes, his name has been pretty well known for the past quarter century as an interpreter of pleasing and generally restful music.

So it came as no surprise to music lovers along the TEAL Coral Route to find in the great conductor a man of truly charming personality. He was paying his first visit to the South Pacific—although Honolulu and Tokyo have seen him in action before.

The Tahiti trip was purely one of recreation. Mr. Kostelanetz, who seemed younger than many people expected him to be, said that he does no composing. "My activities are confined to the interpretative sphere", he said.

Kostelanetz was born in St. Petersburg—now Leningrad—and went to the United States in 1922. He has been an American citizen for many years.



Mr. Kostelanetz in Suva.

He Did it Himself —and It Flies

Mr. A. P. Baglee, headmaster of Boroko Public School, Port Moresby, built this light plane in his spare time. It took him three years, using plans he got from the United Kingdom. It recently was passed as air-worthy by the Department of Civil Aviation and has been successfully flown. Mr. Baglee is also well-known in Fiji, in the Savusavu area.



Fiji Plans Fun For Hibiscus Festival

This year, for the first time, a special cruise has been arranged from Sydney to Suva to coincide

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e Says It Was No "Narrow" Escape

at irascible crocodile-ter, Mr. G. M. Rio, having ained the paragraph about in the June "PIM", writes y that he never regarded absence from the Busama sion and fire as "his west escape". He em-ises that he left the ship, ewak Harbour (after travel-in her for some days) at 25 minutes before she blew

," he says, in a quaint argu-, "I walk across a road a minutes before a car passes miles an hour, that isn't rrow escape."
invites the writer of the graph to go crocodile-shoot-with him in the swamps of a Gulf.
able your acceptance of a free, one-way crocodile-ting trip," he says, yearn-. "Make it 'Collect'. I would y pay the cost of the cable-."

he fourth annual Hisbiscus l.
een 300 and 400 people are in the 10,952-ton Adelaide hip Co. passenger ship ra, which will arrive in Suva tember 27, and stay for three

ng the ship's visit the pro-e includes an evening bar-at Nukulau Island, near Suva, swimming and dancing by ght.
girl selected this year as Hibiscus" will have an aerial to Brisbane, travelling by ench TAI Airline. She will be d at the Grand Pacific Hotel tober 3, on the last night of stival.

a Pacific-Wide n Competition in 1960

s are already in hand for pro- a Pacific Queen contest in Under this scheme, the in-al Pacific Islands territories Tahiti west to New Guinea will vited to organise their own carnivals prior to the annual Hisbiscus Festival. The in-al Queens selected would then to Suva and a Pacific Queen be selected there.

Loading Gear Nauru Phosphate

British Phosphate Com-ners have let a half-million pound contract to Evans, Deakin & Co., of Brisbane, for the construction of new phosphate loading equipment at Nauru Island.

Evans, Deakin recently completed similar work—a cantilever loading system and shore installations—at Ocean Island.

Check of Radio Activity At Niue Island

Sir Ernest Marsden, of the New Zealand Department of Scientific and Industrial Research, was investigating radio activity in New Zealand's islands territories in July-August.

Focal point of the survey, according to a New Zealand government statement, was to be Niue where earth on parts of the island has shown radio-activity much higher than that of normal soils.

According to another earlier report from the Cook Islands, there is also an area of comparitively high radio-activity at Black Rock, near the seaward end of the Rarotonga airstrip.

New Hotel in Suva by January

Work was expected to commence in September on the new Hotel Suva, a license for which was granted recently.

The building, which will be partly an addition to the upper part of the Waimanu Building, in Waimanu Road, Suva, and partly on an adjoining site, will be owned by Hotel Suva Ltd. The company, registered last June with a capital of £50,000, is largely owned by J. L. Norris, a Sydney hotel broker, and other Sydney interests.

The hotel is expected to be open for business by next January. It is not expected to enter the luxury accommodation field.

Mangaia Is. Shrinks By One Third

According to a recent official release from the Cook Islands, aerial photography has shown that Mangaia Island, previously thought to have the largest land mass of any in the Group, is much smaller than estimated.

The Mangaians have always opposed any official survey of their island, suspecting that it might be the thin edge of the wedge from a taxation point of view. The estimated acreage has in the past been placed at about 17,500 acres, but it is now put at only 12,700 acres.

Aerial photography has confirmed the Rarotonga acreage as about 16,500, thus this island takes pride of place as largest of the 14 islands in the Cook Group.

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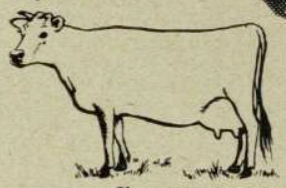
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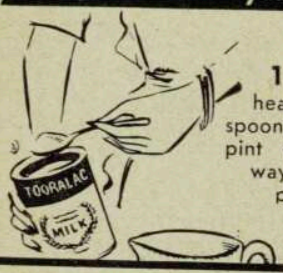
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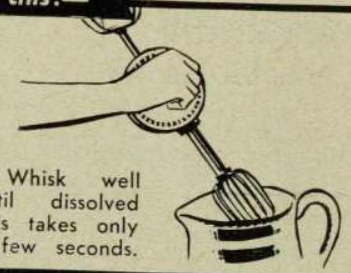


Champion Australian Jersey cow.

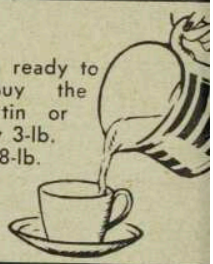
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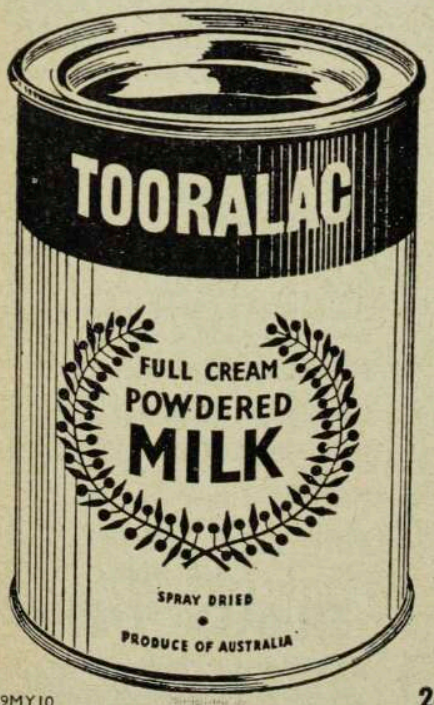
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Indian on Hot Coals

Essentially a Hindu religious festival ceremony associated with the goddess Mariamman, the annual fire-walking ceremonies in Fiji are attended by many thousands of non-Hindu sightseers who pay for a seat on the temporary grandstands, or elsewhere in the area close to the fire-pit.

These photos show one of Suva's best known Hindu priests, Sadhu Suruj Bali (left) who played a leading part in recent ceremonies; and one of the participants bustling across the hot coals.

Photos: Stinsons.

las a Do-it-yourself l Survey

g staff with war-time experi- a chartered aircraft, and the ration of the RNZAF the Fiji Department has made a low- photographic survey of some acres of parts of Viti Levu ost of only £650.

Department estimates that rvey would have cost at least r acre had it been done under rcial contract. Further areas w to be done on Vanua Levu.

Tuna Ships Could the Weather Forecasters

principal complaint of South forecasters is that there sufficient observing stations d them in their work— lly during the hurricane sea- They often wish that there islands where such stations be established on the more xpanses of this ocean.

might be changed if the d Japanese fishing vessels ed from the Gilberts to North nd and from New Guinea to uamotus for a good part of ear could be induced to co- e.

PIM representative who went d two of the Japanese tuna mother ships tending fleets in the South Pacific this year, gained the impression that reasonable co-operation would be forthcoming. For example, prior to the visit of *Tenyo Maru No. 3* to Suva in July, neither this ship nor *Nojima Maru* were sending in routine weather reports to Suva Radio. However, it was noted that when the ship returned to her station on the high seas, the reports started to come in regularly. *Nojima Maru* thereupon followed suit, and the reports from these mother ships were no doubt useful to the Nadi forecasters at times.

The *PIM* representative was also shown the form of message sent by

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ıdmaster Kini Cava conducts the band of the Fiji Military Forces a rehearsal at Queen Elizabeth's barracks. He has been with the or 18 years and took over as bandmaster in 1956. The band left our of the United States in September. See attached story.

shing boat to the mother ship imes per day. This message s a brief weather report. It possible, therefore, that even lar reports could not be ex- from the fleet vessels, co- on might be forthcoming he forecasters were in par- need of reports from specific

east this would seem to be ing for the Nadi forecasters in mind.

Guineans Do s Differently

Gaidusek, of Washington, who stigating the movements of n in primitive societies, is the Kainantu area of New , where the Papua-New Department of Public Health conjointly with the Rockefeller Institute and National Institute of Health and the Australian Scientific Mission from Adelaide are making a thorough investigation of the symptoms and looking for the basic causes of the deadly kuru disease.

Anybody who has lived for some time among the primitive peoples know that native children sometimes handle things in a different way from European children. Judging by the way a steersman the writer recently watched on one of Rabaul's small ships, was turning the wheel with his toes, older natives are also able to use their feet for superior purposes.

Dr. J. J. Saave, Regional Medical Officer in Rabaul, agrees with a medical writer in the *Lancet* that the way a New Guinea mother moves her baby with short movements up and down will soothe the child and stop it crying; also that the motion of the mother as she walks with the child slung on her back has the same beneficial effect.

He also agreed with a statement recently made in Sydney in an ABC news session, that coronary thrombosis is very rare among New Guinea natives because of their low intake of fats.

That "Tourist Band" Is Off to the US

The Fiji Military Forces Band, probably best known to the outside world as the band which greets the thousands of tourists arriving at Suva in the big liners, is off on a United States tour.

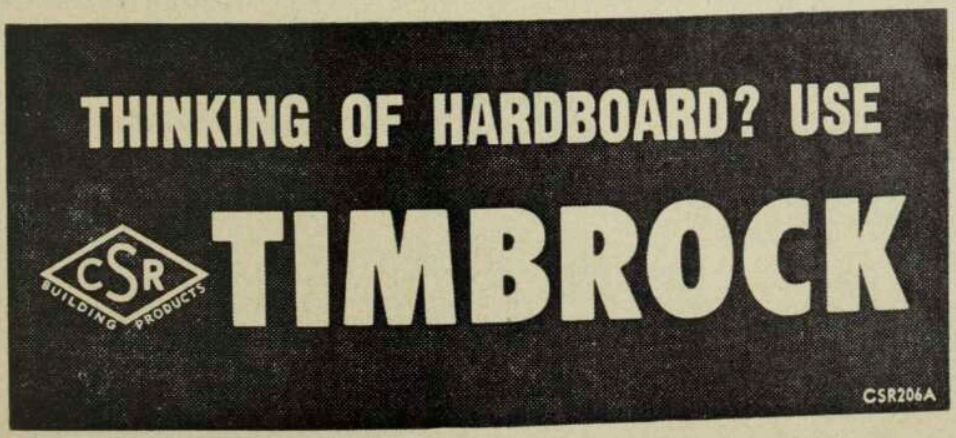
The Band left Suva in the *Himalaya* in September, at the expense of the Pacific Area Travel Association—of which all the major shipping and air lines are members—and after touring 11 Western States and British Columbia, will return by sea to Honolulu and by air from there to Suva.

It is anticipated that Fiji will obtain a lot of valuable tourist publicity as a result of the tour, during which the band will appear on television, and will also be filmed at Hollywood.

Garlic Importers In a Stew

To the Fiji Department of Agriculture, a consignment of 364 crates of garlic and 10 sacks of onions which arrived at Suva from Singapore early in August had a very bad smell, indeed.

The importing merchants, who should be fully conversant with the import regulations, were not in possession of documents certifying origin. They hoped that the department would accept the origin as being the same as the port of shipment. Unfortunately, things did not quite work out that way, as each garlic crate was found to contain documentary evidence that the produce had, in fact, originated in



JUST ONE BRUSHING WITH

Colgate Dental Cream



CLEANS YOUR BREATH



Your very first brushing with Colgate's each morning removes up to 85% of the bacteria that cause bad breath! Yes, scientific tests prove that Colgate Dental Cream stops bad breath instantly in 7 out of 10 cases that originate in the mouth! When you brush your teeth with Colgate Dental Cream, you can actually feel how smooth and clean they are.

while it CLEANS YOUR TEETH



Scientific tests over a 2-year period show a startling reduction in tooth decay for those who brushed their teeth with Colgate's right after eating! In fact, X-rays showed no new cavities whatever for almost 2 out of 3 people.

GET THE FAMILY ECONOMY SIZE AND SAVE!

STOPS TOOTH DECAY BEST



KEEPS CHILDREN'S TEETH HEALTHY

Scientific tests showed that the Colgate way of brushing teeth right after eating stopped decay for more people than ever before reported in all dentifrice history. Your teeth are whiter—brighter—and you are assured of round-the-clock protection against decay-causing enzymes.

COLGATE DENTAL CREAM IS AUSTRALIA'S LARGEST — AMERICA'S LARGEST — THE WORLD'S LARGEST SELLING DENTAL CRE

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ncient Stories of the Birds from Paradise

bout 80 species and sub-species of Birds of Paradise occur in New Guinea. w species are found in North-East Australia and one genus occurs in the cas. Birds of Paradise have appealed to the imagination for a long time. earliest information about them reached Europe before the sea route to ndies was discovered and long before Europeans landed in New Guinea. In middle-ages skins were brought to Java and there they were seen by a r from Venice, Nicolo de Conti, who visited Java between 1415 and 1440. irst skins reached Europe in 1522 . . . brought to Spain by the survivors agellan's voyage round the world . . .

n the Aru Islands, when skinning these birds, the inhabitants cut off the legs and this gave rise to the story that Birds of Paradise were legless. cientific name **apoda** (legless) of the Greater Birds of Paradise (Paradisaea) reminds us of this. Where knowledge failed, imagination took its place many remarkable stories were told of these birds in the 16th and 17th ries. It was believed they came from paradise; after hatching they flew ds the sun and from the sun received their brilliant colours. As they had et, they could not rest on trees nor on the ground and had therefore to n always in the air. This was ordained to prevent the birds soiling their ge. One wondered where they laid their eggs, but a solution was easily . The female laid her eggs and incubated them on the back of the male, remained in the air. Later writers amended these stories. They still ed the bird had no legs, and thought that the two long tail feathers d at the tip) enabled it to take a rest by hooking itself on to a tree branch.

An extract from THE ANIMAL WORLD OF NETHERLANDS NEW GUINEA, D. Brongersma, DSc. Published by J. B. Wolters, Groningen.)

nd had been trans-shipped apore. The deal had been rough Singapore exporters. arlic would have retailed in t about 10d per pound g to the landed cost—but as a likelihood that it would een retailed at about 2/8, s the current price of Aus- garlic, which has been in ort supply.

and other such produce of n origin is totally banned in e to the danger of introduc- certain stock diseases. No tes would have been issued importations, and the De- t of Agriculture promptly ced that the shipment would be dumped at sea.

wl went up from the im- who stood to lose a good

ually there was a stay of ings to give the badly-shaken rs a chance to try to re- the produce, or to sell it as ores to some overseas ship. adline was fixed at August n the importers would have pportunity to ship the stuff Singapore—and hope for a less freight and commission

nd Tenacity ff

en Rehder, top photo, earned a couple of hundred pounds New Guinea, on August 22 3-tons crate of motor spares ad been dropped overboard he MV *Citos* was recovered efforts.

-sea divers are about as around Lae these days, as se troops but Ken Rehder, s offsider, M. Hamersley, re- eturned from Samarai where ad been engaged fishing for Gold Lip pearl shell. At a Works Department sale a few weeks ago, Rehder purchased the full diving equipment — helmet, boots, gloves, and air hose, the lot—but didn't guess that he would have it in commission so soon. He was at his coffee plantation at Kainantu, Eastern Highlands, when the job came up, but was quickly on the spot for the diving operation.

Right sort of compressed air happened to be aavilable locally, too.

Two skin divers had failed to locate the crate the previous Sunday—the sea-bed is muddy and 40-feet is a long way down—but first attempt on August 21 by Rehder was successful, although only on the third try was he able to attach a line.

After some crane trouble the following day, Rehder went down for the fourth time, attached the slings and his job was over. Centre photo shows him going over the side for the first time, and the last photo shows the case breaking the surface of the water.

Old Gravestone And Fiji History

Some interesting history was uncovered lately by the vicar of Levuka, Fiji, Archdeacon C. W. Whonsbon-Aston, when searching through the old cemetery at Levuka for some trace of a German who was buried there nearly 100 years ago.

The vicar had received from Germany an enquiry from a woman whose great-uncle died in or near Levuka in 1864. She wanted some details connected with his death.

It appears that sometime in the last 100 years the original cemetery at Levuka was used for some other purpose—evidently a garden— and the old gravestones were taken and carefully piled at one side. In going through these gravestones, searching for the headstone of the German—which, incidentally, he did not find — Archdeacon Whonsban-Aston found a stone inscribed "To the Memory of John Brown Williams, Esq., United States Consult for the Fiji Islands. Born



(See story, this page.)
Photos: Pat Robertson.

WARRAGAMBA DAM

Construction Plant

To be sold by the

SYDNEY WATER BOARD, N.S.W., AUSTRALIA

The construction of Warragamba Dam, containing 1,600,000 cu. yds. of concrete, is approaching completion. The Special Plant used for excavation, winning, processing, transporting, storage and delivery of concrete aggregates, and batching, mixing, placing and cooling of the concrete will become progressively available for sale over the next two years, and will be offered for purchase by Public Tender. An illustrated brochure will be forwarded upon request to prospective buyers.

Public Tender Documents which are expected to be available for issue of items 1, 2 and 5 on 2nd November, 1959, and for items 3, 4 and 6-9 on 3rd February, 1960, will be forwarded on request. Tenders will remain open for 3 months and are to be enclosed in envelopes endorsed "Warragamba Dam Plant Item No. —" and addressed to the Secretary, M.W.S. & D. Board, 341 Pitt Street, Sydney.

ITEM 1
AGGREGATE WINNING AND PROCESSING PLANT—Capacity 400 tons/hr., 5 cu. yd. Dragline Excavator, Heavy Duty off-highway Type Dump Trucks, Tournadozers, Conveyors, Vibrating Screens, Crushers, Radial Stackers, Vibratory Feeders, Sand Washers, Pumps, Dewaterers, Sand Sizing and Classifying Plant. (Available approx. February, 1960.)

ITEM 2
BI-CABLE AERIAL ROPEWAY—150 tons per hour capacity, length 12.3 miles, automatic loading and unloading stations, 4 driving stations, 2 angle stations, 7 other cable track divide stations, 200 steel support trestles, 10 road crossing protection bridges, 600 carriages and buckets of 31 cu. ft. capacity. (Available approx. February, 1960.)

ITEM 3
TWO 18-TON CAPACITY ELECTRIC CABLEWAYS—One fixed steel head tower and two travelling steel tail towers. Cable spans 1,640 and 1,795 ft. Outstanding features include "Ward-Leonard" drives providing regeneration of power, rheostatic speed controls and comprehensive safety devices. (Available not before early 1961.)

ITEM 4
ONE 10-TON ELECTRIC CABLEWAY—Travelling head tower and fixed tail tower, cable span 1,033 ft. Features are rheostatic speed control and dynamic braking. (Available not before September, 1960.)

ITEM 5
CRUSHED ICE PLANT—Capacity 160 tons per day of clear ice; 3 "Vogt" tube-ice machines, 4 condensers and 5 "Budge" Compressors. (Available approx. March, 1960.)

ITEM 6
REFRIGERATION PLANT FOR COOLING WATER—Capacity 1,400 g.p.m. of water from 50° F. to 42° F., 4 "Werner" Compressors, 4 Condensers, 4 multipass Water-Coolers and 4 Pumps. (Available not before June, 1960.)

ITEM 7
AUTOMATIC CONCRETE BATCHING AND MIXING PLANT—Capacity 150 cu. yds. hour; steel tower, bins, 9 "Johnson" automatic weigh batchers and 4/2 cu. yds. tilting drum "Koehring" Mixers. (Available not before June, 1960.)

ITEM 8
PNEUMATIC BULK CEMENT HANDLING AND STORAGE PLANT—Two "Fuller Kenyon" Cement Pumps (45 tons/hour each); 2 Silos and 2 Bins (total capacity 2,000 tons) and approx. 20 Transport Hoppers (3 tons each). (Available not before September, 1960.)

ITEM 9
CONCRETE HANDLING EQUIPMENT—"Planet" diesel locomotive; 6 rail trucks and 11 "Johnson" double clam shell, air-operated concrete buckets of 8 and 4 cu. yd. capacity. (Available not before June, 1960.)

A. R. STAFFORD, Secretary, M.W.S. & D. Board,
341 Pitt Street, Sydney, N.S.W., Australia.

MW166-59

Salem, Mass., September 1
Died Totogo, Ovalau, June 1

The Archdeacon, who ha
ing for history, says that
Williams was the American
whose house at Nukulau Isl
accidentally burned down d
July 4 celebration, and a g
of his property was taker
That was in 1849; and the
commenced a long struggle
the US Government, Mr. W
and the Fiji Government—
the native king Cakobau,
advisers—on the subject o
pensation, which ended in 18
Fiji was ceded to Britain
Chiefs.

Concrete Building Bloc Are Mechanised

An Australian precast
company has installed at
Moresby factory an au
machine for the manufac
concrete building blocks. C
blocks are becoming popular
Territory.

The company, Concrete In
(Australia) Ltd., recently i
the machine from the
States. It makes blocks 16
by eight in. wide, or ei
square, and in three thic
as required—four in., eight
12 in.

The blocks are suitable
types of buildings, including
quarters. The machine is al
able of turning out other
products of the block type.

Native workmen operat
machine, which can produc
16 in. x eight in. x eight in.
a day. Cost of the machi
cluding installation, was
installing the machine.

NZ Garment Trade Out After Cl Competiti

"Unfair, cut-throat compe
was the description given
delegate at the annual con
of the NZ Textile and G
Manufacturers' Federation
August, in reference to c
manufactured in the Cook I

For years, textiles have
imported into Rarotonga,
factured there into clothing
re-exported for sale in
Zealand. Most of the work i
by one factory, under contr
certain retailers or wholesal
New Zealand. The clothing
factured is mainly khaki
working gear, and at presen
restricted to drill shorts.

At intervals, there have
protests by manufacturers in
Zealand, and occasionally by
unions there. Delegates have
winter cruises north, but
opposition has invariably
down.

The Cook Islands Administ
looks with favour on this—o

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nder Eric Feldt, whose job expand and organise the atchers of the SW Pacific World War II, unveils one laques (see bottom, right) Coast Watchers' Memorial alibobo, Madang, on August full story is on page 69, e.

Photo: S. Diczbalis.

- industry which provides ent and offers an alter- ource of earnings for the The wages paid are higher ges paid to other workers ook Islands.
of the delegates at the NZ conference suggested it could be shown that the lands workers should not New Zealand rates of pay, firms involved should still pay NZ rates, and the in excess of the wages paid out should go into a slands development fund, han into the pockets of the lders.
h pay rates in NZ are very igher than in the Cooks, otonga industry has to bear sts of freight to and from ealand, and less efficient cturing methods, and would not be able to compete he New Zealand manu- s if both were on an even

any taxation, collected from tory owners in Rarotonga, eady help to swell the local

A Sealed Main Street For Rarotonga

The tar-sealed roadway through the main townships of Avarua and Avatiu on Rarotonga Island may be realised next year, if the Cook Islands Finance Committee follows the recommendations of the Legislative Council which met in July. A sum of about £8,000 is involved.

For years Councillors have urged that this stretch of road—from the hospital in the east to A. B. Donald & Co.'s store in the west, a distance of about two miles—be sealed on account of the dust nuisance and menace to health.

It is now believed that the foundations of the existing road are satisfactory and that little preparatory work would be involved.

The machinery can probably be "borrowed" from New Zealand, from the Ministry of Works, during the winter months.

Whales in Suva— But No Meat

Humpback whales on their northerly migration were sporting in Suva harbour on July 13.

Not by any means a unique event (it has happened at least twice in recent years) they nevertheless cre-



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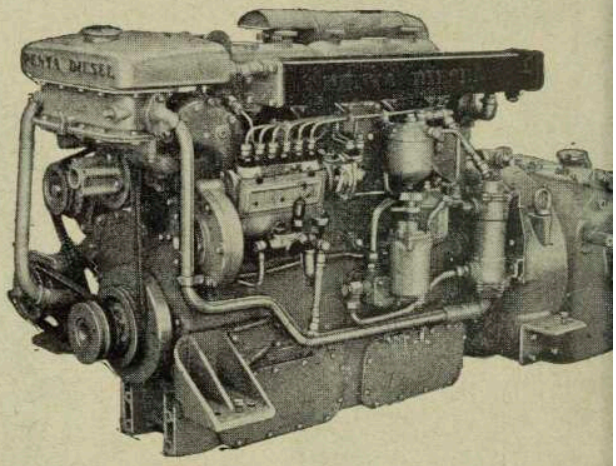
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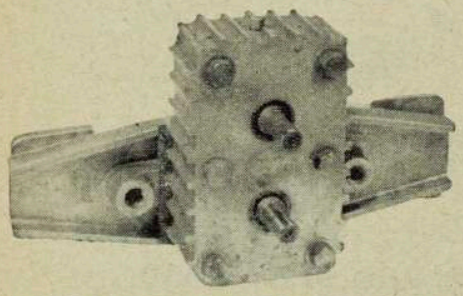
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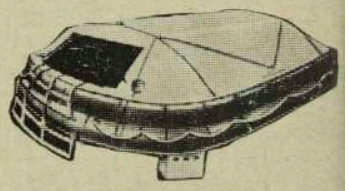
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deal of interest among Suva
s throughout the morning.
e of four of them sounded
outed, and showed the curve
ir backs, quite close inshore
wharf and Victoria Parade.
rds noon they moved round
the reef towards Nukulau
-and probably made the open
ain through the Sandbank
e. At this stage of their
g there was some anxiety
ey might become stranded
residential area of Suva
nd create a problem—but all
ell.

crewmen of a Tongan Gov-
t vessel in port at the time
umbfounded that no one
any interest in landing the
as whales mean cheap meat,
ot of it, in Tonga, and small
ften travel a long way out
it.

ay Arrives
va

g the many cars arriving in
recent months was one that
ut just a little from the

was a 1958 Cadillac, two-door
ble which the Customs docu-
showed was valued at £1,859.
ty and sundry charges added
ded cost, excluding freight,
676. Imported from Hono-
was driven away by Mr.
Philp, of the Mocambo Hotel,

ly Birthrate
ligh Literacy

al figures show that the
lon of Fiji is unique in two
—it is increasing more
than that of any other Terri-
the Pacific, and the popula-
Fiji has the highest literacy



One of the first cement brick buildings built in Papua-New Guinea is this new High School, now nearing completion at Boroko, a suburb of Port Moresby. The High School will take pupils of all races who have reached the necessary standard of education, and as such, will issue in a new era of secondary education in the Territory. European, Asian and part-European children who reached the necessary standard hitherto, have been given a secondary education grant of £148 and one return air-fare per annum for education in Australia. Removal of this grant—and most people prefer to send their children out of the Territory for their secondary education—has been threatened before, once the high schools in Port Moresby, Rabaul and Lae were built, but no definite time has been set, as yet.

—Papuan Prints Photo.

rate of any country outside the Caucasian group.

It is officially estimated that there now are 157,808 Fijians, 184,000 Indians and 8,987 Europeans.

The rate of natural increase in the Colony in 1958 was 32.67 per thousand. That is the average.

The rate of the Indian birth-rate is usually slightly more than 40 per thousand and that of the Fijians slightly under 30 per thousand. By comparison, it may be noted that the birth-rate in New Zealand is slightly under 17 per thousand.

No Government Funds Used There

Apologies to Fiji's Department of Public Works.
In July, describing the cement roofing of the new terminal ding at Nadi airport, we praised the work of the Department's , in carrying a big job to completion well before schedule time.
And then we said that, on May 29, some 250 of the toilers were uraged to make wassail—music, and drinks and very good food— that the whole cost of the luncheon was borne by the workers' mess funds, plus a modest contribution from officialdom.
Officialdom has reacted somewhat strongly—it doesn't want to n it. "Neither official funds nor official time were used in nection with the party," it announces, indignantly.
We did not mean to say that Government funds had thus been lessly squandered—although it would have been a praiseworthy g if the Department HAD made such a gesture—the staff had ed it. What we had intended to convey—delicately—was that ctor John Common, and his team of helpers, dug into their own cets to build up funds for the party, and express their personal ks to the labourers and technicians.
Next time, we'll lay it on with a trowel!

Terrible Tropical Disease In New Zealand

The bout of malaria developed by New Zealand's Leper Man, Mr. P. J. Twomey, after a visit to the Solomons about 2½ years ago, has still got the Dominion—where malaria is a notifiable disease—in convulsions. They are still issuing bulletins about his health. ("Stricken down with a tropical disease", is the way they put it.) Mr. Twomey was probably that one-in-1,000 peculiarly susceptible to malaria. Europeans have been living in the SW Pacific for a century, and before modern drugs were discovered, taking bouts of malaria as a matter of course. Mr. Twomey is just about recovered now—which is a very good thing for the many Pacific lepers who are his special care.

Those Jon Frums Don't Believe In Progress

There is very little yaws in the New Hebrides, but there would be even less if it were not for the activities of the "Jon Frums"—the local brand of cargo cult. The cult is still active among villages on the island of Tanna, which carries the largest population of any island in the group. (Over)

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We feature here one of our most popular diesel sets for application to the average bungalow, which is available in 240 or 110 volts A.C current. All sets are tropic-proofed electrically and are simple to install Skilled labour is not required

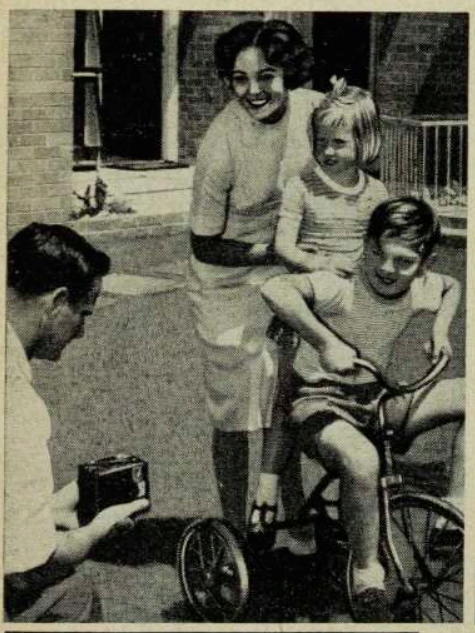
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BROWNIE FLASH CAMERA OUTFIT

Every growing family should have one! Kodak's famous Brownie Flash II Camera gives you wonderful pictures every time you press the button—including closeups at 5 ft. Sturdy, easy-to-use, it has two big clear view-finders and takes 8 pictures on every roll of 620 film. A Brownie Flasholder can be quickly attached for flash-picture taking, anywhere anytime.

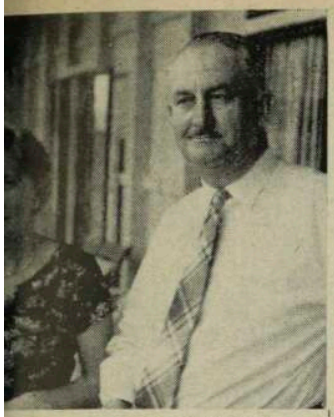


BROWNIE FLASH II CAMERA

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. and Mrs. D. B. V. Treliving, Fiji on "Waitomo" in August oin the Fanning Island cable on community. Mr. Treliving, erly of Adelaide, joined the raph cable organisation in He has been at Fanning be--two years during the war, the only transport was by esy of the United States d Forces.
ere were about 360 American cemen stationed at Fanning iat time, and the atoll had a -weekly Catalina mail con- on with the outside world via lulu, which is better communi- n than now when the only of getting in and out is by

the end of his wartime term he island, Mr. Treliving flew to Honolulu by Catalina and e by Liberator to Canton Is- From there he thumbed his to Sydney in an RAF aircraft. Fiji since 1948, Mr. Treliving now become manager at Fan-

Donald R. Huggins, a World Organisation regional adviser mmunicable diseases control, look at the New Hebrides tuation in July-August, and ney on his way back to explained how things were

aid that WHO and UNICEF, e Condominium Government, veyed and tested 90 per cent. population in the New s for yaws. The first re- was now nearly completed. rvey was always made to n the success of the original nt campaign, which in the ebrides was made last year. esurvey team would be pulled the end of the year, for the of the campaign had been atisfactory. There was now aws left.
a had not been quite satis- however. The original team ated only about 30 per cent. na's population of about 8,000 the leaders in the Jon Frum did not want to co-operate. s a Government-sponsored nd they didn't want to be in

as interesting to find," said Dr. Huggins, "that when natives from the Jon Frum villages left Tanna to work in other parts of the New Hebrides they co-operated with us. They were then away from the influence of the leaders.

"I've got an idea that the Jon Frum villages are beginning to come around now. There is some good work being done there to gain their confidence, and they will probably co-operate in the end."

Dr. Huggins also visited Honiara this trip to see a resurvey of the Solomons get under way. The original survey was made in 1956-57 and in the next six months a team will make a sample resurvey of 110,000 people.

Team leader is Dr. F. Tross, and includes Dr. P. Wang.

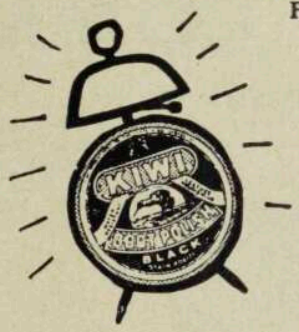
This Could Kill The S. Pacific Copra Industry

A warning that a virulent coconut disease, much more dangerous than the rhinoceros beetle, and prevalent in the Philippines where it is known as Cadang-Cadang, could wipe out the South Pacific copra industry if it gained a footing, was given recently by Western

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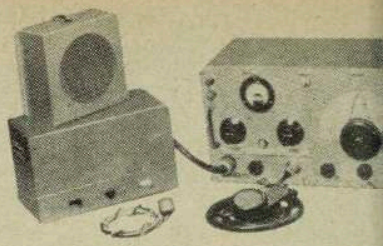
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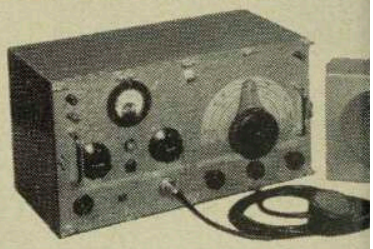
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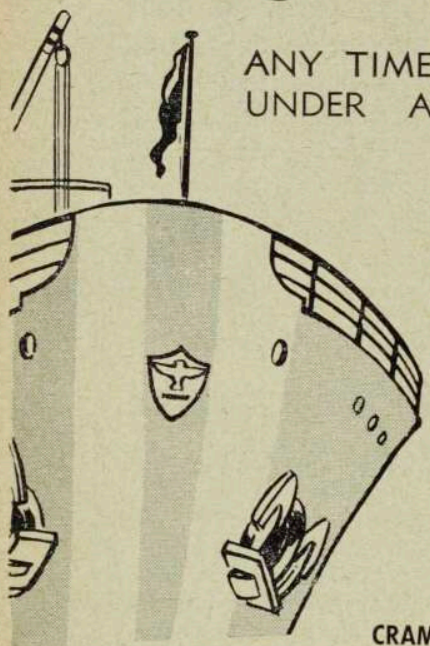


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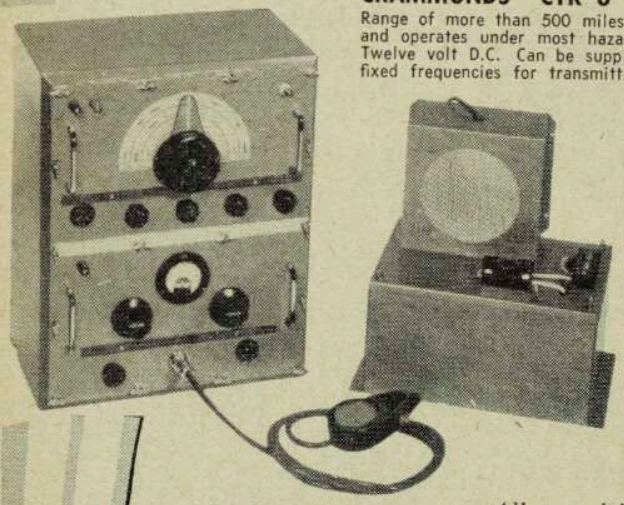
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's Director of Agriculture, E. V. Parham.
Parham said that the disease, nown as Yellow Spot Decline, rst noticed in the Philippines 7, but not much notice was of it until 1951, by which time rendered a million palms luctive.
hen it had a very firm foot- d up to now is estimated to illed about 16 million palms still spreading steadily, as ans of controlling it has yet iscovered despite a great deal earch and experimentation. ittle is, in fact, known of is spread or its exact nature. Parham describes the disease of the most destructive to be in any region on earth today. esent it is confined to the ines but there is a very real that it could spread east-

first symptoms are tiny spots on the fronds, these lly increase in number and into larger patches giving nd a bronze appearance from nce.
nuts change in shape and ncrease in number and de- in size and become marked dark brown streaks and s. The fronds soon fall off a bare trunk.
only action being taken at t is to fell and burn the as soon as the disease is ied.
Research Council of the Pacific Commission is aware danger, and is urging that be made available to make e study of this and other e diseases which have not yet d the South Pacific coconut

d Public Servants More?

Commission of Inquiry into n Samoa Public Service s concluded its hearing in n August and the New Zea- nembers returned home.

s expected that the recom- tions of the Commission will mitted to the West Samoa nment by September 30.

Public Service Association estern Samoa submitted a for increases commensurate e rising cost of living to de retrospective to January 1, The rate of increase claimed) per cent. with a maximum 5 per year. The claim was on the Consumers' Price Index pared by the Commissioner of r.

Association, in addition, d a further 8 per cent. in- as compensation for the 35 minutes work daily intro- as a result of the financial in 1957. Thus, the total salary increase claimed amounts to 18 per cent.

The Government, on the other hand, represented by Mr. Vaiao Alailima, of the Public Service Commissioner's Office, contended that there was no basis for a general wage increase, though there was scope for improvement in some special aspects of the wages and salaries structure.

The Government representative also opposed the demand for a minimum adult wage of £165 per year. Such a provision was not necessary under conditions existing in the Territory. He stated that for 13 Government jobs carrying the minimum salary of £100 per annum a total of 393 applicants had applied since January last.

The Government treasury supported the claim that the Government lacks the finance to pay higher Public Service salaries and the Western Samoa Trust Estates Corporation, a Government institution, produced evidence that a minimum rate of pay of £165 per annum for plantation workers would increase its payroll by £103,730 and would have meant a loss of £32,993 to the Corporation on the 1958 figures instead of a profit of £70,720.

The Government representative pointed out that in a Service where there were Samoan, part-European and European employees a cost of living index was of little use when determining salaries.

He expressed the belief, however, that in view of the improved financial situation of the Territory, former emergency measures could be modified, annual increments could be improved and wider margins for skill and efficiency for the better qualified staff could be created.



Mr. J. S. Hynd, B.Sc., of the CSIRO Fisheries Division, Thursday Island, who recently completed a survey of the Manihiki MOP oyster beds at the request of the Cook Islands Administration. His report will assist the Administration in formulating a sound conservation policy in regard to this valuable fishery.

Pouvanaa: Conditions In French Polynesia

Late reports from French Polynesia indicate that progress now is being made with preparations for the trial, on charges of arson and connected matters, of Pouvanaa a Oopa, who was arrested in Papeete a year ago after he had led demonstrations against political developments of which he disapproved.

Because of the difficulty of arrang-



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Tahiti a trial that would be om local prejudices, the authorities have been seek- e alternative, including trial re in the French Union.
test advices, a small com- from France was examining ation in Tahiti.
yer of Papeete, M. Gerard at was recently elected a of the French Senate, to t French Polynesia.
al conditions in French a are reported to have been nd uneventful, since the rations which led to the f Pouvanaa a Oopa.

ble Arrangement Over Liabilities

tions in September were ssrs. Harvey Trinder Ltd., the and New Guinea creditors, k of New South Wales, and other interests affected, combine amicably to keep e various P-NG businesses ly owned by Hamac Hold- . of New Guinea, and thus at new and unfortunate tion from liquidation, and sses.



Step right up and win yourself a nice fat pig at the "Barraques" at the July 14 Fete celebrations in Papeete. At each turn of the wheel, some lucky number wins a pareu, a blanket, a dish, a glass or some chewing gum. The little pig numbers cost more, but are the most exciting events of the evening and the proud owner usually spends the rest of the night lugging his pig around with him, afraid to put it down, as it would quickly go off as pigs are still the "piece de resistance" in these islands.

Photo: Studio Mackenzie.

ot So Cold As Lae Thought

digans smelling strongly thballs; shawls long since ten and various other of warm clothing were ected from their hiding during August in Lae, Guinea.
ing sure that some kind ecord cold snap was upon we checked with the rological Section. They s that the weather some- appears cold when what med "comfortable factors" human body are lacking. example, when the wind down the Markham ; the sky is cloudy; the does not shine; and it's g. It was doing all those so people tended to shiver, gh the temperature was ecessarily down to any extent.
for the doubters, who still this is the "coldest winter" e felt, here are the com- ive figures for 1958 and bearing in mind that for Wet Season—June, July, t—average minimum tem- ure is 72 deg.
3—seven days of August, erature fell below 70 deg. days between 70 deg. and g. but below 72 deg.
9—four days below 70 deg. days between 70 deg. and g., but below 72 deg.—PR.

As shown in the *PIM* article of August (page 20) the liabilities of Hamac Holdings Ltd. are between £400,000 and £500,000, of which no less than £330,000 is owed to Harvey Trinder (NSW) Pty. Ltd.

The London and Sydney directors of Harvey Trinder Ltd. have been making an effort to keep the whole Hamac organisation alive, so that the local creditors — especially traders in Papua and New Guinea— may be paid in full; and the latest arrangements seem to indicate that that will be done.

A number of Lae creditors, where debts have been incurred through the operation of some of the hotels owned by Hamac Holdings Ltd., were inclined to resist the proposed arrangements, and to demand payment directly from the Hamac subsidiaries which operate the hotels. But when it was shown that certain creditors (especially Bank of NSW) had preference (through registered securities) in relation to the hotels' debts, the Lae unsecured creditors apparently decided to stand in with the other creditors in accepting the Harvey Trinder long-range plans for full payment of all debts.

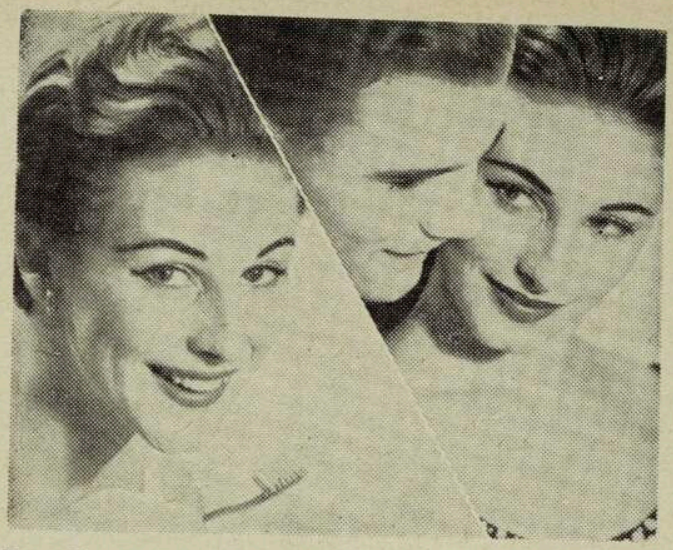
It was disclosed in the course of discussions that the Bank of New South Wales held a registered security of £58,000 over the Hotel Cecil in Lae, and that if this particular unit of Hamac Holdings Ltd. was forced into liquidation very little if anything would be left for the unsecured creditors.

NG Women's Club Goes From Strength to Strength

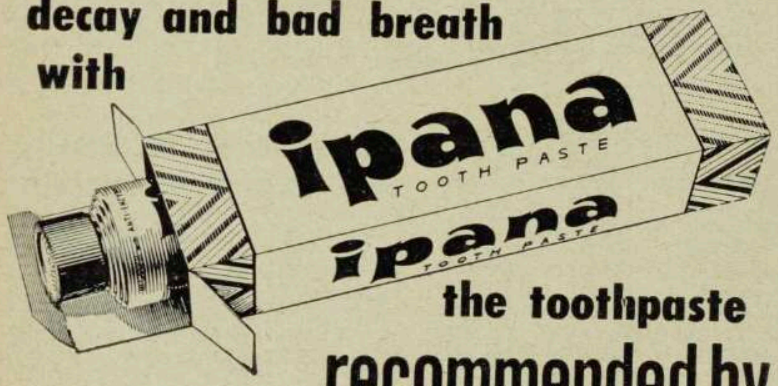
When Mrs. N. H. Foxcroft presented her annual report to the Sydney New Guinea Women's Club recently, it marked her 12th year in office, and 18 years of existence of the club which has met weekly, plus additional festive occasions, since the year of Pearl Harbour.

The Club was formed originally to give women who normally would have been living in the Territory, a focal point in very difficult days. All the women and children remaining in the Territory after Pearl Harbour, were evacuated to Australia during Christmas and New Year 1941-2; but a great many others had come South before that, and for obvious reasons did not go back. The Club, therefore, was already in existence when the balloon went up in the Territory and became a really strong force in keeping Territorians together. A large number of its original members were widowed in mid-1942 with the sinking of the *Montevideo Maru*, but they did not know it for three years.

Mrs. H. H. Page, the Club's first president, and her able lieutenants, Mrs. Una Adams and the late Mrs. Ivy McDonald, worked tirelessly in those early years. Twelve years ago Mrs. Foxcroft succeeded Mrs. Page as president, and, helped by a hard working executive that has changed little from year to year, has carried



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the club magnificently years of peace.

Although, in the nature things, it might hav imagined that the Club w out with the return to p conditions, it has, in fac tained its place in the loy affections of those women it was originally formed has, as well, held the in many actual Territorians n again in P-NG, who make of continuing their conta the Club whenever they Sydney. In this way, the tween Club and Terr continually being renewed obvious now that, whatev have been thought when ended its wartime service has a role in peace—and th is plenty of life left in it

Mrs. Foxcroft reported a ful year at the 1959 annual All the usual functions w attended, and the first luncheon, held in the Club Rooms on October was attended by 90 ex an Territorians, including all foundation members but o was ill.

Financially, also, the Clu the year under review in position.

News of Papeete And Easter Airports

The work on Tahiti's ae (close to Papeete) started is now in full swing. Ne workers work shifts, 24 ho day, and seven days per

Work at present is conc on the filling in of the towards the sea end. Som million cubic metres of mate be needed.

A report from Papeete re the idea of a trans-Pacific from Chile via Easter Isla Tahiti. The report is th aerodrome on Easter will b pleted by 1963.

As that is still four year it still could be so, althoug of sceptics will be waiting t materialise before they che

In 1957, we were inform the airstrip on Easter was under construction—even barrels of bitumen that ha landed to surface it. An air would be in operation within or two.

When we were trying to up on the progress of this for the new edition of the *Islands Year Book*, that wa lished some months ago, th information we could get wa Sir Gordon Taylor, who ha the establishment of a South air-route between Australi South America something hobby. He assured us that abs nothing had been done on

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ese Visitor Looks Rewa Sugar Land

ever the future of sugar Rewa Valley of Viti Levu, e subject was still alive in

was a good deal of guess- en Mr. Ram Jati Singh, y of the newly formed sugar y, Fiji Sugar Milling Co., opes to mill where the CSR ff, was sighted shepherding ese visitor round the Rewa nd Tailevu district.
isitor was Professor Tatsuji of the Totory Prefecture ty, north-western Japan. He n brought to Fiji by Banno a Japanese firm which is ed in Suva and active in the field.
ding to Banno's manager, ashima, Professor Fukuta is r of Agriculture with a great pre-war experience in sugar in Formosa. In recent years spent periods in Thailand n as an agriculture adviser e governments of those s.



Professor Tatsuji Fukuta.

mained a week in Fiji, living Banno house at Tamavua ering the nearby sugar and reas day by day.
ssor Fukuta and Banno ntatives had a meeting with s of Fiji Sugar Milling y on August 15, and on the g prior to his departure for he professor visited the Fiji nent agricultural research at Koronivia.
Nagashima would make no nt when asked if the Banno y was thinking of buying e new sugar milling company, h he did say that there be a Japanese market for gar produced by a mill in his firm was interested.

hat Noumea Again

up including members of the ly Territoriale, headed by Deputy Lenormand, has introduced a motion for forming a company to build and operate a casino in Noumea, New Caledonia.

This project will come up for discussion in a later session of the Assembly.

At a recent meeting of tourist interests, hotel keepers, travel agents and the Official Tourist Bureau, the suggestion was warmly received.

The idea of a casino for Noumea is not new; it has been rearing its head at intervals, over the last 30 years but has always been vetoed by the Metropolitan Government. It will be interesting to hear what Paris now thinks of the project. It is certain that the powerful Catholic Church in New Caledonia will oppose it.

The most important question when thinking of casinos, is to know where the gamblers will come from, to patronise it. It is hard to believe Australians will go there to gamble, even if currency problems were overcome. Australian are pretty well catered for, in the gambling line at home, where everything from horse racing to State Lotteries and poker-machines cater for the urge to indulge in a flutter.

It is even more difficult to imagine that Americans would go all the way across the Pacific to

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-by-passing casinos in the ndies, not to say side- the attractions of Monte id their own Las Vegas.

aniel Defoe the Answer?

got to have an angle to tourists in, these days. ong, Fiji's second large Vanua Levu, has watched the growing stream of to main Viti Levu. Mostly, ived at Nadi by air, do the -Deuba-Suva sights circuit, n depart again; or come nd do the same thing from harf, Suva. e other 300-odd islands of up, they hear a thing or seldom sight them. , to lure the tourists to evu, Mr. H. B. Gibson, well MLC, solicitor, and pro- f the Grand Eastern Hotel, came up last month with of a five-days "Robinson tour.

"Tuiseva" at anchor in the passage Navuva Island and Macuata-i-Wai. H. B. Gibson and Miss Vera Marshall.



n-the-move look at Labasa roundings, after flying over va by Fiji Airways. Then in the 34 ft cutter *Tuiseva* Alf Williams) to the n Crusoe-style island of It has everything (in- a modern "Man Friday" to iem) that is calculated to ne tourists camera-clicking ental-note-taking for the ts months later back home. our continues, after return- Labasa, with an air-hop the Korotini ranges to u, in the heart of the copra ' domain. Tourists have a f the Hot Springs Hotel or nd bure-bungalows at ala Estate, nine miles along m-fringed coast. Motoring biscus Highway, exploring s, finger-testing Namaka hot or boating on the 16 miles vusavu Bay help while away e before flying back to Suva.

Mapping the Solomons

The BSIP Lands Department has undertaken to make an extensive survey of the Solomon Islands.

Already three Trig Stations have been erected near Honiara.

The complete survey is estimated to take up to three years and will mean more accurate mapping of the Solomons land masses.

In March, 1960, a team of surveyors will arrive from England to operate three Tellurometers provided by the Overseas Survey Branch of the Colonial Office.

Leahy Case Still Awaits High Court

There still is no indication of when the High Court of Australia will hear the appeal of the P-NG Administration against the substantial verdict given by the P-NG Supreme Court to Mr. M. J. Leahy, some months ago.



Mr. Leahy claimed that he had lost 53 head of cattle because of careless and inefficient methods employed by the officials of the Department of Agriculture in relation to the treatment of red-water fever.

It took Mr. Leahy the better part of a year to get his case for trial before the Supreme Court and obtain a verdict; now it looks as if another year will elapse before the appeal will be heard.

The case is typical. The private litigant must pay his own costs if he loses. But if a Government is a litigant, and loses, the taxpayer pays. In this NG case, Mr. Leahy paid his own costs as a plaintiff, and won, but so far has not even collected costs. Now he is paying another lot of costs, defending the appeal. If he loses he personally is out of pocket by hundreds of pounds for costs, apart from any damages suffered. But if he wins, the Government will pay costs—not the officials concerned, but the taxpayers—who are you and I and Mr. Leahy.

New Kind of Depth Finder for Small Ships

An echo-sounder or depth-recording instrument of a new type, called the "Fairway", has been produced by Marine Electronics Ltd., of London.

It employs the Transistor principle which recently has become familiar through the very small radio receivers which have come on the market. This means that it can be operated with small dry batteries, like an electric torch.

The Fairway echo-sounder is very small, but quite efficient, and will show depths up to 150 feet. A larger model shows up to 800 feet.

Its special features are that it can be packed into a small space; it does not require a special electric supply, although it can be attached to the vessel's electric supply if desired; it does not require a hole in the hull; and it can be installed in such a way that it gives readings at an angle, ahead, as well as straight down.

It seems to be an appliance of interest to people running small ships among the Islands—especially as it detects those vertical coral columns called "niggerheads." It will detect shoals of fish, and show the nature of the sea-bed. It does not give a clear recording in heavy sediment or muddy water.

The agency is held in Australia by Parer Bros. Pty. Ltd., of 36 Forbes Street, East Sydney, to whom application should be made for details and prices.

Stray From Cruising Yacht Section

The Australian yacht *Star Dust*, which has been in Noumea for two weeks, left on August 9 for Isle of Pines, Mare Island and Suva. During its stay, two members of the crew, a man and woman, left the ship, stating piquantly, "that they had been asked to leave".

The couple returned to Australia later by *Melanesie*. During her stay in a Noumea hotel, the young lady was victim of a robbery. She reported that she lost nearly all her possessions.

Useful BSIP-Hebrides Shipping Connection

The decision of the Australia-West Pacific Line, last year, to make a quarterly call at Vila and Santo, in the New Hebrides, after calling at Honiara and Vanikoro, has made communications between the Condominium and the BSIP Protectorate a great deal easier and

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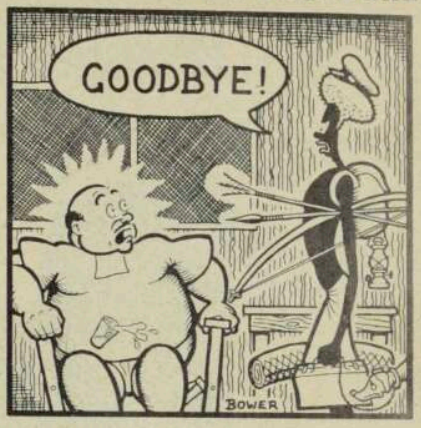
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the two territories closer

sly any visit between the d Groups was by air via nea and Australia. Now, by travelling South-bound stralia-West Pacific vessel, n can be made to return otectorate by Burns Philp's

IP people who have availed s of this opportunity have Sims, Principal Auditor, Gordon Cox, Commissioner

-A New in Sugar Market

sition of the world's sugar on which depends some of utlook—was confused in

on and political confusion seemed to have thrown tion of the sugar industry int, and at the same time med to be a serious decline orld price. Generally, in- omment was pessimistic.

a few days after a gloomy al survey in Australia's nt, came the announcement Soviet group had purchased ons of Cuban sugar; and d price rose sharply by £2 n per ton.

me, there was moaning in nd, where sugar growers duced a mighty surplus of ual to 1½ million tons, or to give 200,000 tons of ormally worth £6 millions n. Most of this surplus ploughed back into the

1957 there was an apparent ortage, and the raw sugar nt up to £60 per ton, and ns on exports were lifted. the uncertain factors at is the amount of the com- pean beet sugar crop. s or shortage—it does not tely concern Fiji's earnings, re controlled, as to quantity and price, by international agreements.

Enquiry about a Girl

A resident of Fiji has sent us the following enquiry.

Some time ago, the *PIM* published an article about the Greig family of Fanning Island, and its history.

Several years ago, when the members of the Greig family were finally leaving the Island, it appeared that one of the teenage girls—a good looking and attractive part-European — had formed an attachment for a Gilbertese labourer, and did not wish to leave the atoll. She ran away and hid in the bush and could not be found, and was left behind.

Some reports say that in later years she was seen in Suva—but that is not proved.

Is there anyone who can give some information which would allow the writer to find out what eventually became of that Greig girl?

Soochow's Thirty Anxious Minutes

Before dropping anchor at Point Cruz, Honiara, BSIP, on August 22, the NG-A Line *Soochow* had a few anxious moments.

With *Cedarbank* at the No. 1 anchorage, *Soochow*, when coming in to drop anchor, ran aground on a mudbank at approximately 7 p.m.

Fortunately, within half an hour, she was afloat again, without assistance.

After discharging at Honiara *Soochow* proceeded to Tenaru to

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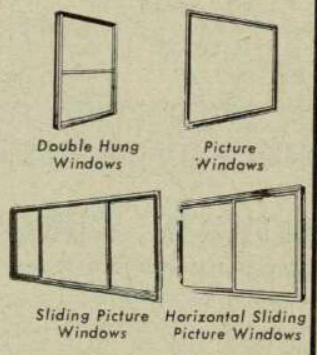
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000 super feet of timber for

s the second shipment from in recent months, the having lifted a similar in June.

Looks Ahead With Cocoa Industry

the direction of the BSIP ment's Cocoa Officer, Mr. evil, the infant cocoa in- n the Solomons looks as it could eventually become otectorate's No. 2 revenue

expected that next year,) tons of cocoa beans will able for export. With the up of more areas in the and Malaita districts, it is d that by 1970 production n the vicinity of 3,000 tons.

which is the headquarters cocoa industry, is rapidly g due to the opening up of nd available for cocoa grow- the construction of a road ill run from Bina to Fauabu, e of approximately 40 miles.

rst section of the road and bridge over the Kwaibala have already been com-

ntial blocks have also re- een put out for tender by ernment.

ons Rocked Earthquakes

vere earthquake shook throughout the Western s at 8 a.m. on August 18.

ain force was felt at Gizo a Lavella where, apart from n tremor, there were many akes for an hour or so.

zo, a concrete pier support- e District Commissioner's as cracked and there was lot of movement around the of all houses raised on

ing in the houses on the were all damaged, but dings on the flat and in the wn area were unaffected.

la Lavella, the tremor seems been severe as some water n stands were thrown to the the end of a bridge was ome 18 inches, and the walls pra drying shed collapsed. and glassware was also

l leaf houses on the island gera also collapsed.

strength of the quake was ed at 7.2. Only a slight was felt in Honiara.

on the morning of 25th, emors were experienced but this time no damage was reported. The strongest tremors on this occasion were felt at Ysabel and New Georgia; also, again slightly, at Honiara.

No NG Enthusiasm For Local Govt.

"The Government would welcome the introduction of local municipal government in towns such as Port Moresby or Rabaul, even though we recognise that it would be a complicated question because of mixed populations and the varying ownership of rateable property," said Territories Minister Hasluck, in Canberra, in September 2.

"I say, without reflection on the people of the Territory, that up to the present there has been no sign of any great enthusiasm for the inauguration of municipal government in the towns.

"If, at any time, the towns are prepared to bear that burden we will certainly co-operate with them in bringing about local municipal government.

"In the meantime, that sort of function is performed by the Administration with the assistance of town advisory councils, on which both European and indigenous people are represented." (Over)



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"Next to myself I like B.V.D. bes
144
SEPTEMBER, 1959—PACIFIC ISLANDS MON



ET IN FIJI: Some of the Girl Guides who arrived in Fiji from other Island territories r to attend a World Regional Gathering. Guides from French Polynesia are wearing ; and those from the Cook Islands are wearing white hats. At centre is Miss Valda L air hostess. On her left is Guide A. Williams, of Suva, and second from right of rs. D. J. Barnes, who were present at Laucala Bay air terminal to meet the visitors. Photo: Stinsons.

ıd Beaux Papeete

es of meat are running low i, according to the local ent, because of the pre- drought, aggravated by a han usual consumption of ring the fetes of July 14. blem is likely to become ecause Tahiti has not a beef cattle herd to supply al needs.

the same mail comes news nember of the Beaux Arts recently visited Tahiti to oth musicians and dancers, in all. This troupe is to nted in a Parisian theatre 1960.

ium impressario is also to niti to recruit dancers and s for a European tour.

uried the Body

nen died in Port Moresby August—an Australian, iends arranged that he be here, and a New Australian, body was placed in the so that it might be d, ready for sending to for burial there.

ary attendants were care- When the hearse came for y of the Australian, they o look under the shroud ck the name of the corpse; and so the body of the New Australian was taken away and buried.

The error was discovered soon afterwards—but by that time it was too late. It appears that a body, once buried in that way, cannot be embalmed.

The New Australian's body was exhumed, a suitable service in his own church was arranged, and it was re-buried.

There was much newspaper publicity—but no indication of whether the blunderers were Europeans or New Guineans.

DCA Man Beaten, Robbed in Noumea

A member of the crew of an Australian Department of Civil Aviation plane was set upon and robbed of a considerable sum of money in Noumea, in August.

The robbery took place in one of Noumea's best-lit squares, in the early hours of the morning. It is reported that the victim had made himself conspicuous during an evening's tour of the local night-clubs. He was considerably beaten-up during the robbery, although it may ease his hurts to know that his aggressor was a local Wallisian strong-arm-man who next day was arrested trying to change some of the victim's Travellers' Cheques with a taxi driver.

In the opinion of many, however, the victim got what he was looking for.

NG Taxpayers And LEGCO Vote

(Continued from page 20)

show the strength of public feeling, no citizen would nominate for the by-elections.

If there had been no nominations, the Administration would have called again for them. Then the Taxpayers, having demonstrated the feeling of the public, would not have opposed nominations, on the second invitation.

The Administration, however, urged certain prominent citizens to nominate on August 4; and when Messrs. Fox and Thomas did so, some pretty strong feeling was shown by the Taxpayers' supporters.

It meant that the Taxpayers also had to nominate candidates.

Mr. Thomas was President of the New Britain Branch of the NG Planters' Association. He was asked at the annual general meeting whether he intended to nominate for the Legislative Council. He declined to give any assurance, one way or the other.

Thereupon Mr. Dudley Jones (leader of the Taxpayers' Association) was nominated against Mr. Thomas for the Presidency, and in the ballot Mr. Jones won.

Mr. Thomas, however, was re-elected President of the New Guinea Planters' Association.

Mr. Thomas did nominate for the Council; whereupon the Taxpayers nominated Mr. J. L. Chipper to run against him.

Thereafter election campaign exchanges were bright and lively.

The Taxpayers criticised Mr. Thomas for letting down the side, after Mr. Dudley Jones had supported the Tax Rebellion by joining Messrs. James and Downs in resigning en bloc from the Council. Mr. Thomas replied with the accusation that Mr. Dudley Jones was "politically immature".

Airways Battle

(Continued from page 17)

onto their Pacific services, Qantas is skimming the cream off the trade, for the time being. This will adjust itself when CPAL and PAA put jets on this route).

Nonetheless, with a few static periods, the growth of air transportation since the end of the Second World War has been steady, and according to some calculations, the initial phases of the jet age will increase traffic permanently by as much as 20 per cent.

The British Government, which owns British Overseas Airways Corporation and British European Airways, made it plain some months ago that in view of this increased turn-over, it was thinking about re-

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ducing fares, with or without IATA's blessing. Now, in early September, obviously as part of this campaign, there is the proposed link-up of Commonwealth airlines emanating from the same source.

Commonwealth Airlines

"The idea has been under consideration for some time," said a UK Ministry of Transport spokesman on September 6. It was, he said, a "definite objective", but too early yet to discuss details.

British Commonwealth airlines that already run in close association are Qantas, BOAC, TEAL, and South African Airways. Presumably the idea would be to encourage Canadian, Indian and Pakistan airways to join the family, in which event the British Commonwealth organisation would then feel strong enough to challenge the rest of the world's airlines.

Australian civil authorities are cautious about the whole plan. If it became a serious proposition, said the Minister for Aviation, then Australia would have to consider its relationships with other countries. But he could not see Qantas (for example) giving up its own identity or its present right to manage its own affairs and choose its own planes.

Another threat to IATA control has come recently from "independent operators". These operators calculate that when the big operators turn over to jets, there will become available some bargain-pri type aircraft good yet fo service.

They calculate, also, t still will be sufficient p terested in using the old-t *if the fares are suitably*

And some of the reduc gested are staggering: Hongkong, for £Stg.136, the IATA rate of £Stg.240 Nairobi, at £Stg.100 ir £Stg.234.

The "independent" opera ever, have no "rights" scheduled services where and until they do, it see that longer and cheaper are out.

Complexities of "Rig

This brings up the whol of international landin which, week by week bec and more complicated.

It has always been an u right of shipping compani their ships anywheres on seas or into foreign ports ternational aviation is b with a system of reciproca rights that are becoming s some that they could bre under their own weight.

A great deal of the comp "rights" comes from for lines who want to land United States, and in th the US has been generous, this generosity raises the airline companies—none Government owned— wrangling goes on continu

It has always been assu the rules laid down by IA conveniently irrevocable. looks as though a powerf could challenge them. In way, these international landing rights might som scrapped in favour of free competition. Some compan go to the wall, but it is a that would level itself out ally, and probably for the the flying public.

The international air-tra tion business was born in Government control that be Government control. The that without rigid regim and protection this highly s and expensive industry w have progressed as fast as

But that is a theory that to argument.

TAA Becomes Agent fo

From the beginning of Se the Government-owned A internal air-operator, Tra tralia Airlines, became A general agents for the Fre vate airline company, Tr Aeriens Intercontinentaux. ously, TAI's agent in Austr the French shipping line

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Maritimes. Messageries Maritimes any other travel service, course, continue to take s for TAI.

ove seems to be one of rationrather than one indicatgreat change of policy. TAA dy agents for Air France, the Government-owned airline; ough Air France and TAI arate entities, in France; e some sort of tie-up in the sian area. TAA also services anes in Australia, where made at Darwin and Bristhe way to Noumea from If, or when, TAI gets landts in Sydney, presumably uld do that chore for them o.

hanges New for Old Service

l be seen from the Time-Section, this issue, Pan n Airways will, from the this month, cut out the (American Samoa) — Nadi rvice which they have been for several years, and will commence a new service nolulu to Tafuna.

eans that American Samoa its link with the Pacific e airservices at Honolulu d of at Nadi. However, s who want to go south innorth, may still do so by sing the local airservices American and Western nd then flying to Suva by ying-boat.

ister Should Go

ontinued from page 20)

de by the Minister when g a conference organised Australian Institute of Science, in Canberra, in , 1958. Mr. Hasluck had out that a large proportion ants' sales to Territorians anced by the growing ental expenditures in the ; and Mr. Hasluck then nd I say quite bluntly that the people who come to me uise of solid pioneers and men of private enterprise a and New Guinea are he locusts, in the sense that gathering what they have n".

Hasluck interjected: Fair

Wheeler said that the had later realised the lone by his unfortunate , and set out to correct it eech he made at Newport).

Hasluck shouted: I have ade a speech at Newport ife!

r points by Mr. Wheeler:

Private enterprise was responsible for a good deal of the Territory's progress; and only by encouragement of such could the Territory reach its proper place in the economic life of the Pacific.

Free enterprise must give service; and, in return for service, a man who risked his capital was entitled to a reasonable profit. That was the difference between Liberal philosophy and the doctrinaire views of the Socialist.

The Minister's policies had created grave doubts in the mind of the Territorian about his future security, and it was time to re-shape and re-state the Government's policy in relation to New Guinea . . . There now was a serious revulsion of feeling among Territorians against Canberra control.

Mr. Wheeler recounted the developments and incidents which led up to the Taxation Rebellion, and recalled that on May 12, in Parliament, he had urged—in vain—a public inquiry into the whole position. There was no inquiry.

White Settlers' Place in P-NG

"What I feared has happened," he went on. "Somebody had a target date (for the introduction of the taxation measures) and there could be no delay!

"As a result we have lost the goodwill of the European settlers, and this loss of goodwill is being conveyed inevitably to the native mind. . . .

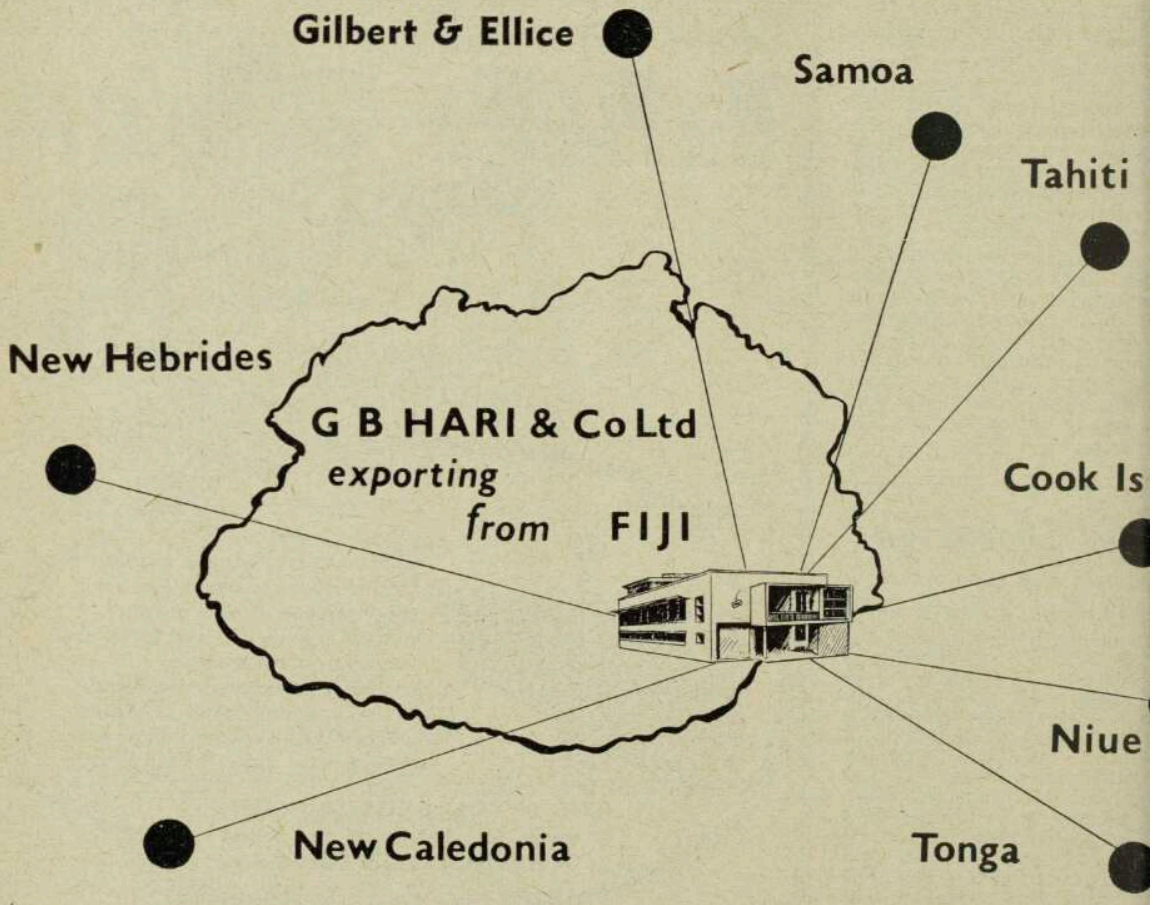
"I am convinced that the economic and political future of the Territory lies in partnership with the European settler. He will be



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not as a temporary guide structor, but as a permanent the population."

doctrine placed upon us the re- ity of seeing that the native was ated; and Australia's administra- ials had shown a great capacity rge this responsibility.

rritory should have a representa- in the Commonwealth Parlia-

its present constitution, the P-NG e Council was only "a toy Parlia- rrying out policy decisions made rra".

constitution was needed, to give presentation to non-official classes, opean and native.

atives now were becoming traders. tax assessor had a formidable getting taxes from Chinese and tives, with their primitive book-

present conditions, the European ould not remain long in New "Yet everybody will admit that e settler's influence on education, cal services, his example to the y his mode of conduct, and his to teach them how to work and ultivate their crops, all are wanted rritory".

Wheeler ended his well- d, sharply-pointed speech plea that the Prime Minister lenzies) should go soon to rritory, and examine the n for himself.

noval of Minister Sought

in the session came Mr. , with his argument that, h Mr. Hasluck was quite in his objectives—the care vancement of the natives— riod of usefulness as a r for Territories had ended.

position had arisen through lete lack of good public re- between Minister, Depart- and Territorians. The r had been badly advised. ich theory had been applied ot enough practical know-

McColm quoted a speech by hop of New Guinea, on the ires followed by the Minister oducing the Taxation Bills, ort of his argument.

Minister has almost com- ignored this Parliament at the same time, maintain- at the final responsibility e tax legislation lies in the of this Parliament," said Mr. n.

McColm reviewed a series of surrounding the introduction tion in P-NG to support his hat the Minister had either adly misunderstood or poorly The Minister could very have met the people of New and explained to them his s and the procedures he had d.

resent conditions continued, l, there could be a disastrous between Australia and the Territory—and that was why he had made his very serious statement.

Minister Defended

The following day, a West Australian member, Mr. F. C. Chaney, who obviously knew little about conditions in Papua and New Guinea, made a speech in which he strongly defended and warmly praised the character and accomplishments of Mr. Hasluck.

This speech was prominently displayed in the newspapers of October 30; but it had no bearing on conditions in Papua and New Guinea.

The burden of Mr. Chaney's song was that so long as Mr. Hasluck maintained "the confidence of the people to whom New Guinea belonged," it didn't matter what Territorians or Backbenchers thought of him. (See Commentary, p. 21).

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DEATHS OF ISLANDS PEOPLE

MR. W. M. DUPAIN

death occurred in Cairns, land, on August 20, 1959, of lliam Mortley Dupain, aged also, Talk-Talk, this issue). ain joined Burns Philp & Co. ead Office, Sydney, in May, id his first few years were n the Island Department, ntrolled by the late Walter

ien served as supercargo in of the Company's inter- vessels in the Solomons, , Marshalls and New Guinea. 11 to 1912 he was stationed *Muniara* in the Gilberts, and afterwards went ashore to ief term at the Faisi trading

ships on which he was rgo include the *Moresby* and , and he was aboard the taking relief supplies to after the Germans were ex- n 1914.

a Burns Philp branch was ied at Rabaul, Mr. Dupain ointed its first manager, but was transferred to Port . He also spent a short time arai.

rm at Port Moresby saw the ng of the association between Philp & Co. Ltd. and The resby Freezing Co. Ltd., and development and expansion Company there.

as the last survivor of that respected trio of Burns Philp managers in New Guinea ayed such an important role Company's history and on good foundation work, so as been accomplished since . The other two were Messrs. Aumuller and P. Coote—the who died shortly after the and the latter who lost his ing it.

Dupain was transferred to in 1937, and was still a very manager there at the time sudden death. During his ie branch took over the con- Thursday Island and Nor- n—previously independent s—and the Innisfail area. emerged as one of the most tant of BP's Australian s, and this was due in no easure to the personality and ip of Mr. Dupain.

Dupain was a younger con- ary in the Island Department early 1900's with the present y chairman, Mr. James and was also a close friend unger brother, the late Lieut. Burns.

Dupain is survived by Mrs. (daughter of the late Cap- resby), and by two daughters —Mrs. T. Stokes, of Mount Eliza (Vic.) and Mrs. R. Wyatt, of Wahroonga, NSW.

MR "TOBY" MILLAR

Mr. Ellesmere ("Toby") Millar, well known in the Goldfields section of New Guinea before World War II, died in a private hospital in Sydney on August 16, following a series of operations. Since the War, he had been engaged in journalism, and was on the staff of the *Cairns Post*, when he became ill, about 14 months ago. He was 54.

Mr. Millar went to New Guinea in the early rush days, in 1926. He was married there in 1926, and lived there until World War II. A few years ago, Toby and his wife, Mrs. Lillian Millar, acquired a property in North Queensland—on the Johnston River, about 60 miles from Cairns; and they named it "Kokopo" and Mrs. Millar spent a lot of energy and money in developing it as a holiday resort. However, they had to abandon this enterprise early in 1958, when Mr. Millar became acutely ill.

MR. J. C. HAMMETT

The death occurred on August 4, in Melbourne, of Mr. J. C. Hammett after a final brief illness. He was well known in Papua and BSIP.

Mr. Hammett first went to Mamai Plantation, Port Glasgow, Papua, in early 1911. At the time it was under 200 acres of rubber only. While there he developed the property, planting more rubber, and then was responsible for putting in large areas of coconuts. His most notable work there was the final survey and making of the road out to the coast. The first one followed a mountain track which was negotiated with pack-horses. Later he built the present road, grading it not more than 1 in 12 in its steepest part. This road was used for bringing the copra out by truck as early as 1929.

He also drained the back of the plantation which in parts was under 20 feet of water. Mr. Hammett found the original course of the river, opened it up, and not only drained Mamai, but also several thousands of acres of Crown land.

In 1931, after an operation, he returned to England, where his health steadily improved. He returned to Australia early in 1947, and later took up land in the Shortlands, British Solomon Islands. He was honorary Customs and Health Officer there from 1949 until April, 1958.

He had been in indifferent health since 1952. He leaves a wife and five children (Nancy, Peter, Mary, Lindsay and Anice) the first four of whom were born in Papua.

GEORGE BOGESE

George Bogese, who was formerly a Native Medical Practitioner in the British Solomon Islands Protectorate Government service, died in August at his village on Ysabel.

Bogese was captured by the Japanese on Savo when they invaded the Solomons in 1942, and was taken to Rabaul. The Japanese returned him to the Protectorate, and the military authorities then sent him to an internment camp in Australia, where he remained until the end of the war.

Later, he returned to Ysabel and stayed there until his death.

Begese had been educated overseas and wrote several articles on the Bogotu language which were accepted and published by the magazine "Oceania". He was also the author of a small booklet on the Bogotu language and customs.

MR. WILLIAM B. THOMPSON

Mr. William B. Thompson, a well known former resident of Lautoka and of Suva, died in Suva at the age of 81 on August 22. He was active and in good health up to the time of his death. He was a keen bowler.

Mr. Thompson was variously employed by the Colonial Sugar Refining Co. and by a Vatukoula mining company as an engineer, and was later in the Fiji Customs service for a time. He was born in England and is survived by his wife, a former Miss L. Beddoes, of Lautoka, and by two sons and a daughter.

CAPTAIN A. H. PROSSER

Captain Arthur Henry Prosser, OBE, a well known retired Master of Union Steam Ship Co. Islands vessels, died in Auckland at the age of 74.

Captain Prosser joined the Union Co. in 1910 and served in 29 of the company's vessels up to his retirement in 1948 from command of *Waikawa* on the trans-Pacific service.

More recently he had done some pilotage work in overseas vessels round the New Zealand coast.

MR. O. J. ATKINSON

The death occured recently in Brisbane of Mr. O. J. Atkinson, who served in the Public Service of Papua from 1913 until his retirement in 1949, and who was well known and highly esteemed.

He originally joined the Police in Papua; from 1920 to 1929 he was a resident Magistrate at Baniara; he was in Abau in 1934; and from 1936 until the outbreak of war, he was at Buna.

Mr. Atkinson during the war served with the Allied Geographic Section and with ANGAU. He went to Higaturu as Resident Magistrate in 1945 and remained there until his retirement in 1949.

He was the father of Mr. K. C. Atkinson, now District Commissioner in Bougainville.

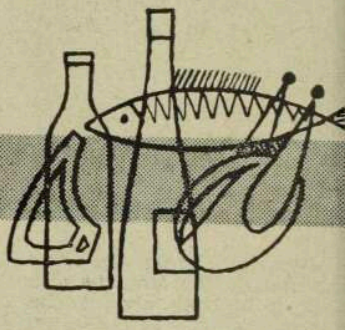
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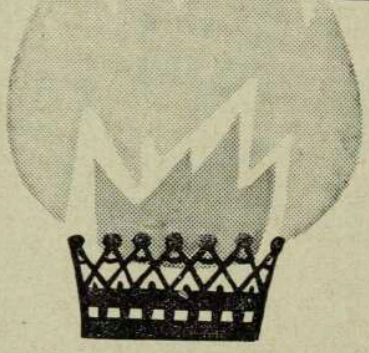
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Sports Review

Union Has Home Plans

iji Rugby Union, for years been crying "poor mouth", ning it never had money for tc.—although miraculously fter season, overseas teams Fiji, or Fiji sent a team

he Union hopes to build a use and eventually build serve of cash. The Union of a valuable piece of Harris Street, Suva, but has ried, "Where is the money rom", each time a question ked about the proposed

to organise building "bees" nsuccessful, and finally the of Lands (Mr. David himself a Rugby enthusiast, ed to cancel the lease un- re were some evidence of starting soon.

Union then got cracking, d an art union with cars, efrigerators, etc., as prizes, 1,000 tickets at £5 apiece. expected the art union to it did, after an extension

nion made about £2,500 out eal, so should soon go some meeting Mr. Lloyd's s.

ow do they expect to make ut of a club house with no icence, or poker machines? ning dances and taralalas, ing the hall for others to ilar functions. But it will long time to build up the from the building.

Mix-Up in League Final

has been a lively ending semi-ending—to the NG r-Town Rugby League Final. mpetition appeared to be t the end of August; but it still was going on early er.

ugust 24, the Madang team Bulolo, to play the final Bulolo. Clyde Gane was appointed to control the Madang would not have d insisted that the referee ith Williams; who ac- ied the team from Madang. s a fiercely-fought contest. 7 minutes of play, while was leading 13-4, a Bulolo forward, Maurice Daly, was ordered from the field by the referee, for punching. Daly, it is alleged, then struck referee Williams. Williams called the game "No match", and left the field, his face bleeding. Play ceased.

The incident was reported to the Australian Football League Board of Control and the latter awarded the match to Madang.

Madang thereupon announced it was prepared to play the Grand Final in Madang, at a suitable week-end.

Mr. Jim Huxley, a Lae commentator, says there are doubts about Madang's position because, according to the rules, Bulolo has the right to nominate the ground; Williams should not have been substituted for Gane, as referee; and Madang allegedly played three men on August 24 who were not qualified to play.

Honiara Commerce Shows Government

THE Annual Five Events Competition between Commercial and Government teams in Honiara was again won by Commercials—four events to one.

The competition dates from pre-war days and this was the third year since its post-war revival.

Swimming was possible this year —in Mr. Ken Hay's pool at the Mendana Hotel—making the Five Events again as pre-war, i.e., Tennis, Golf, Cricket, Snooker and Swimming.

Although Government has a vast superiority of numbers, the Commercials have always managed to get together a team of 14 enthusiatic sportsmen, to keep the Cup in their possession. Government has been successful only in one year—1932.

Up and Downs In Pacific Boxing

JUST 140 days after Mosese Varasikete, of Nadi, flattened him in one round, (2 min. 12 sec. to be exact, on April 11) Tongan heavyweight boxer. Kitione Lave, had adequate, satisfying revenge.

Before 2,000-odd spectators at Mosese's home town, Nadi, on August 29, the Tongan put Mosese to sleep in 2 min. 50 sec., also in the first round.

The only parallel in the two fights was that each man confessed he did not know where the knock-out blow came from.

Now Lave, who is going back to the United Kingdom with his English wife and child in November, plans a quick trip to Tahiti, and a fight or two in New Zealand.

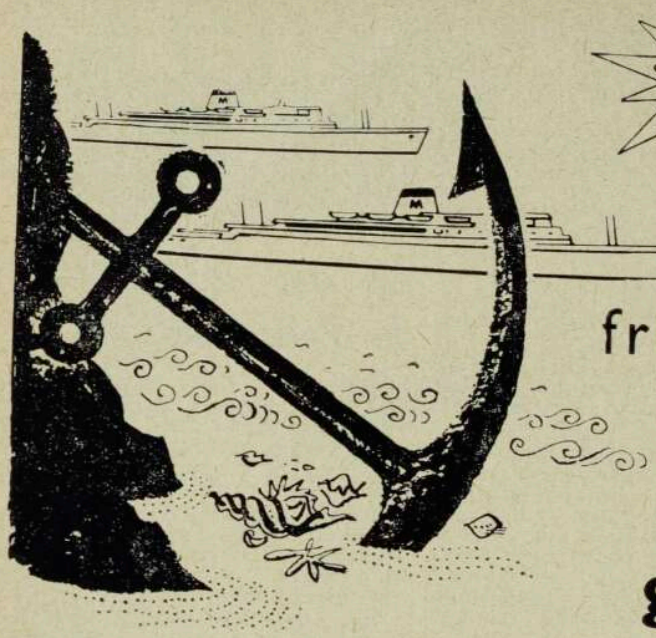
In New Zealand on August 22, Tongan champion Mahoni defeated New Caledonian champ Doudie, on points.

The latter meets ex-champ middleweight of France, Francois Anewy, in Noumea shortly.



Rarotonga Europeans got into training recently to play a local Maori team, proceeds going to a local charity. A big crowd turned up to see (they expected) the "Popaas" ground into the dirt, as some members of the European team were regarded as a little past such strenuous exercise. Spectators' blood-lust was not satisfied, and the Europeans gave a good account of themselves. Scores at half time were 0-0. After that age did tell and the Maori team, Takuvaine, won by 11-0. Most of the Maoris played in bare feet; some of the Europeans, as can be seen in the photo (by D. C. Berry), wore sandshoes.

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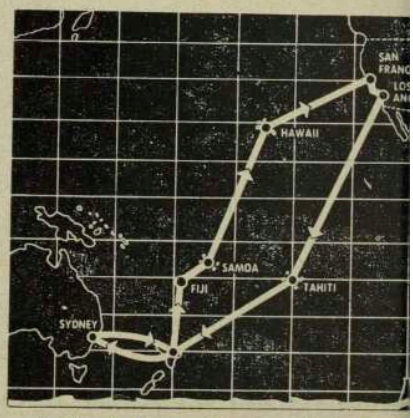
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Sailing Dates Northbound

		SYDNEY	AUCKLAND	SUVA	PAGO PAGO
MARIPOSA		Oct. 14	Oct. 20	Oct. 23	Oct. 24
MONTEREY		Nov. 7	Nov. 10	Nov. 13	Nov. 14
MARIPOSA		Dec. 2	Dec. 5	Dec. 8	Dec. 9
MONTEREY		Dec. 24	Dec. 27	Dec. 30	Dec. 31
MARIPOSA	1960	Jan. 20	Jan. 23	Jan. 26	Jan. 27

And sailings approx. every three weeks thereafter.



Matson Lines

SYDNEY: 82 Elizabeth Street. **FIJI:** Morris Hedstrom Ltd., Suva.
AUCKLAND: 73 Queen Street. **SAMOA:** B. F. Kneubuhl, Pago Pago.
TAHITI: Etablissements Baldwin, Papeete.

The Oceanic Steamship Company (Limited Liabi Inc. in U.S.A.)

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PING TIME-TABLES

ings are approximate and may by as much as two weeks.

ney-Papua-N. Guinea

ntoro sails from Melbourne for Brisbane, Port Moresby, Samarai, Kavieng, Madang, Lae, Port Next Sydney sailings Sept. 25.

alekula sails from Sydney for Port Moresby, Samarai, Rabaul, lexishafen, Madang, Lae, Sydney. ney sailing Oct. 21.

laita sails from Sydney for Brisrt Moresby, Samarai, Rabaul, Lorengau, Madang, Lae, Samarai, Sydney. Next Sydney sailings Nov. 24.

lolo, modern liner, sails about weeks: Sydney, Brisbane, Port Samarai, Lae, Madang, Lombaul. Next Sydney sailings Sept.

from Burns, Philp and Co., Ltd., Street, Sydney.

---

k Hoi: Leaves Sydney for Brisort Moresby, Samarai. Next iling Sept. 25.

ochow: Leaves Sydney for Brisort Moresby, Honiara (BSIP), Madang, Lae. Next Sydney sail-7.

hansi: Leaves Melbourne for Brisbane, Port Moresby, Samarai, ang, Rabaul, Port Moresby., Next iling Oct. 23.

nkiang: Leaves Melbourne for Brisbane, Lae, Madang, Kavieng, ae. Next Sydney sailing Oct. 16.

from New Guinea Australia Line nd Yuill Pty., Ltd., agents), 6 ., Sydney.

ney-Netherlands N.G.

weeks service by MV's Sigli, Silinbigo and Sinabang carrying pasand cargo from East Australian Hollandia, Biak and Sorong, NNG l at Manokwari alternate trips), rneo, Bangkok, Singapore, thence direct. Next Sydney sailings: g Sept. 22, Sibigo Oct. 16, Sigli inabang Dec. 18.

from Royal Interocean Lines, 255 t., Sydney.

st-Sth. West. & Central Pacific

hina Navigation Co., Ltd., vessels g. Chefoo and Chekiang com- in July a monthly service from Hongkong and thence southwards Papua-New Guinea ports, BSI, brides, New Caledonia and Fiji, extension to Tonga if cargo is return to Japan direct.

ng: Dep. Japan Aug. 26, for Hongd New Guinea ports arrive Port Sept. 29, Honiara/Tenaru Oct. 2, Oct. 9, Noumea Oct. 11, Suva/ Oct. 15, thence return Japan rriving approx. Oct. 30.

ing: Dep. Japan Sept. 30, thence g. Kavieng Oct. 16, Rabaul Oct. 18, Madang Oct. 21, Lae Oct. 25, Port Moresby Oct. 31, Honiara Nov. 3, Santo Nov. 6, Noumea Nov. 9, Suva/Lautoka Nov. 13, Nukualofa Nov. 26, thence return Japan direct arriving Dec. 10.

Chefoo: Dep. Japan Oct. 21, thence Hongkong, Rabaul Nov. 6, Madang Nov. 10, Lae Nov. 13, Samarai Nov. 17, Port Moresby, Nov. 22, Honiara Nov. 25, Santo Nov. 28, Noumea Dec. 2, Suva/Lautoka Dec. 6, Nukualofa Dec. 19, thence Japan direct arriving Jan. 2.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the following: Hongkong, Manila, Sandakan, Madang, Lae, Rabaul, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo and Vila, New Hebrides.

Milos: Departs Sydney northbound, Sept. 15, arriving Japan Oct. 6.

Citos: Depart Japan Oct. 2, Hongkong Oct. 7, arrive Rabaul Oct. 16, Lae Oct. 19, Brisbane Oct. 25, Sydney Oct. 29.

Delos: Arrive Madang from Japan, etc., Sept. 18, Lae Sept. 20, Rabaul Sept. 24, Honiara Sept. 27, Vanikoro Sept. 30, Santo Oct. 3, Vila Oct. 5, Brisbane Oct. 9, Sydney Oct. 14.

Aros: Nth. Borneo, dep. Oct. 7, will omit Islands ports on this trip; arr. Brisbane Oct. 17, Sydney Oct. 22.

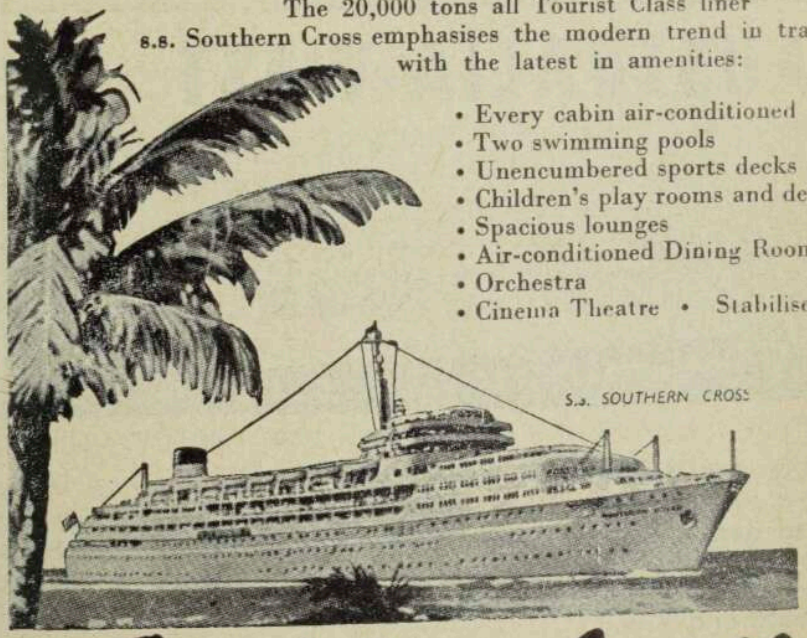
Details from Wilh. Wilhelmsen Agency Pty., Ltd., 30 Pitt St., Sydney, or Islands agents (R. Tebb, Lae; Town Transport, Rabaul; A. Strachan, Madang; BSIP Trading Corp., Honiara; D. J. Gubbay and Co., Santo; Wm. Breckwoldt and Co., Vila).

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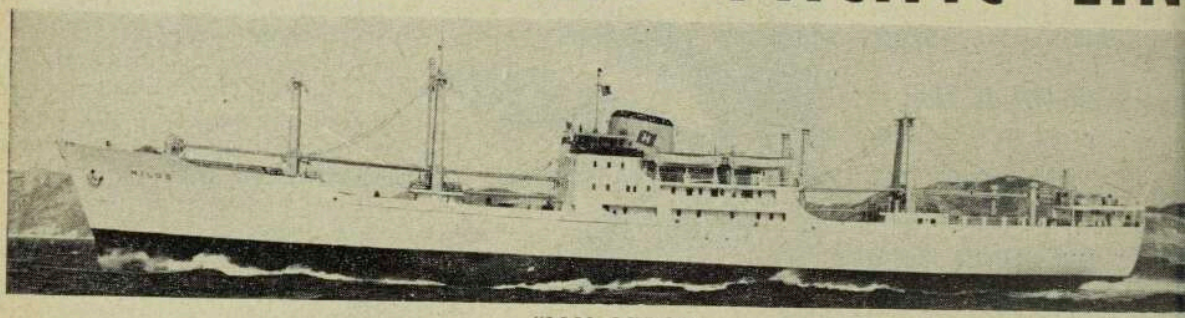
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Further particulars may be obtained from:

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)**—T
Transport Limited. **Honiara (Solomon Islands)**—British Solomon Islands Trading Corporation. **Espiritu Santo (New Hebri**
—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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Australia-NZ-Fiji-Canada-USA

Sailings of Orient and P. & O. Line Passenger Ships 1959-60

		ORSOVA	ORCADES	ARCADIA	ORONSAY	IBERIA
	depart	Oct. 4	Oct. 27	Dec. 11	Dec. 30	Feb. 6
ND	arr/dep	Oct. 7	—	Dec. 14	Jan. 2	Feb. 9
	arr/dep	Oct. 10	—	Dec. 17	Jan. 5	Feb. 12
LU	arr/dep	Oct. 15	Nov. 19	Dec. 22	Jan. 10	Feb. 17
VER	arr/dep	Oct. 20-21	Nov. 24-25	Dec. 27-28	thence	Feb. 23
ANCISCO	arr/dep	Oct. 23-24	Nov. 27-28	Dec. 30-31	Los Angeles	Feb. 26
ELES	arr/dep	Oct. 25	Nov. 29	Jan. 1	and Vancouver	Feb. 27
LU	arr/dep	Oct. 30	Dec. 4	Jan. 6	arrive Sydney	Mar. 3
	arr/dep	Nov. 6	Dec. 11	Jan. 13	Mar. 3*	thence return
ND	arr/dep	Nov. 9	Dec. 14	Jan. 16		U.K. direct.
	arrive	Nov. 12	Dec. 17	Jan. 19		

Vancouver Jan. 18, thence Acapulco, Hilo, Honolulu, Los Angeles, San Francisco, uver, Honolulu, Suva, Auckland, arrive Sydney March 3.

Details from agents: Shaw Savill and Albion Co., Ltd., 8a Castlereagh Street, Sydney; Burns Philp (SS) Co., Ltd., Suva, Fiji; Etablissements Donald Tahiti, Papeete, Tahiti.

N. Zealand-Cook Is.

The passenger vessel Maui Pomare maintains a regular service between Auckland and the Cook Islands.

Details on application to NZ Government Department of Island Territories, Wellington, or to any office of the Union SS Co. of NZ, Ltd.

N. America-Tahiti-Central Pacific-NG

Pacific Islands Transport Line's vessels Thorsisle and Thorshall maintain a regular service from Pacific Coast North American ports, with sailings over 35-40 days. Some ports depend on cargoes offering.

Thorsisle: Dep. San Francisco Aug. 28.

aland-Fiji-Tonga-Samoa

fua maintains a service from to Suva, Nukualofa, Vavau, o Pago, Apia, Suva and return nd. Next sailing from Auckland: ov. 3.

tua maintains a service from to Lautoka, Suva, Apia, Nukuttleton, Wellington, and return nd. Next sailings from Auckland: Oct. 23.

from all offices of Union Steam of NZ.

ney-New Hebrides-BSI-Bougainville, Etc.

gi, 10 passengers, makes a round olk Is., Vila, Santo, Honiara orts, Bougainville ports, leaving out once every six weeks. Next iling Oct. 26.

from Burns, Philp and Co., 7 reet, Sydney.

ey-N. Caledonia-Tahiti

of Messageries Maritimes Line, rom Marseilles, via West Indies ma, call about every six weeks e, Vila (New Hebrides), Noumea ey, and return by same route. t on this run are the motorhitien and Caledonien and a vessel, Melanesien. Next Sydney Caledonien Sept. 27, Tahitien Melanesian Dec. 23.

lynesie (Messageries Maritimes) about monthly passenger sailveen Sydney and Noumea and Hebrides. Next Sydney sailings: Sept. 18.

from Sydney agents: Messageries , 36 Grosvenor Street, Sydney.

ey-S. Africa-UK-Pacific Ports-Sydney

Savill's one-class all-passenger thern Cross makes four round- voyages per year, two westhen two east-bound, calling at Papeete every trip. Next voyage thampton is Sept. 10, via South or Sydney, arr. Oct. 16. Dep. Oct. 18, bound Southampton via n (Oct. 21-23), Suva (Oct. 27), (Oct. 31-Nov. 1) and Panama.

LONDON-SUVA

FIJI DIRECT SERVICE

VIA

PANAMA

For Sailings and Further Particulars Apply To:—

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138 LEADENHALL ST.,
LONDON, E.C.3.

BURNS PHILP (SOUTH SEA) CO. LTD.,
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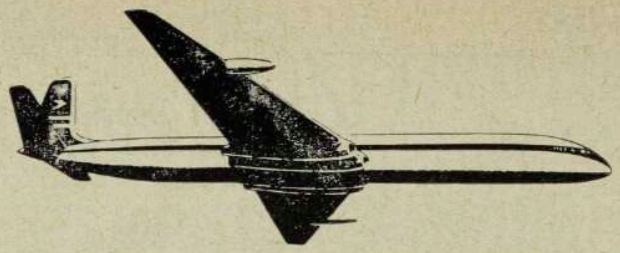
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General Agents

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.

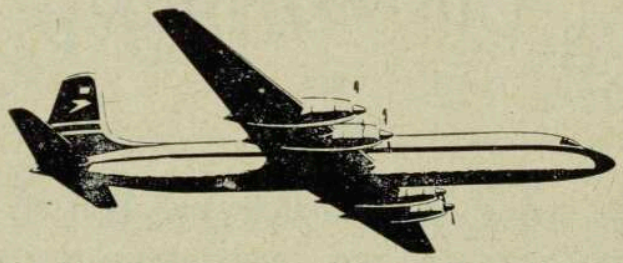
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A10/AU

Los Angeles Sept. 1, Papeete Pago Pago Sept. 19, Apia Sept. Sept. 26, Noumea Sept. 30, Town 7, Pago Pago Oct. 17, Los Angel San Francisco Nov. 7.

Thorshall: Dep. New Westmi 3, San Francisco Oct. 11, Los A 13, Papeete Oct. 25, Pago Pag Apia Nov. 2, Suva Nov. 6, No 10, Lae Nov. 15, Pago Pago No Angeles Dec. 9.

Details from General Steams poration Ltd., 432 California Francisco, USA, and Island Age

US-Tahiti-Pago Pago Australia

Matson-Oceanic Line of San operates a regular five-weeks cargo service from Los Angeles Ventura, Alameda, Sierra and Southern terminal ports vary wi offering. Vessels call at Pape Pago and Suva, depending on

Next Sydney sailings: Sonom (approx.), Ventura Nov. 9 (appro mid-Dec.

American Pioneer Line has e (Pioneer Gem, Isle, Glen, Reef, C Tide, Gulf) on Australia - Pa Atlantic Coast service with Papeete on southbound voyage, approx. every 3 weeks.

Sydney-Fiji-Vancouv

Pacific Shipowners, Ltd., of S sidiary of W. R. Carpenter operate a service three times ye the 10,000 ton, 98-passenger vessel along the above route. Accom is entirely First Class, two-bert with calls at Suva, Lautoka and Next sailing from Sydney first (approx.).

Details from American Trad Shipping Co. Pty., Ltd., 19 Br Sydney.

Sydney-(or NZ)-Nor America

Cargo vessels Waihemo and owned and operated by the Steam Ship Company of NZ, Ltd tain a monthly service across th from Sydney to Vancouver and U via Suva, Lautoka, Nukualofa a as cargoes offer. Occasional calls at Fanning Island. They have passenger accommodation. Last sailing: Waihemo Sept. 8. Next sailing: Waitomo early Nov.

The Waitemata, from NZ port 3-4 trips yearly to Vancouver (v tonga and Papeete).

North America-Tahiti-I Sydney-Fiji-Samoa-Hav

Matson Line's Mariposa and I make round passenger trips from North Coast American ports Zealand and Australia, via Pacific ports.

Monterey: Sydney Sept. 15-18, Sept. 22, Suva Sept. 25, Pago Pa 26, Honolulu Oct. 1-2, San Franci 7-14, Los Angeles Oct. 15, Pape 23-25, Auckland Oct. 31, Sydney

Mariposa: San Francisco Sept Los Angeles Sept. 24, Papeete O

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Oct. 10, Sydney Oct. 13-16, Auck-
19-20, Suva Oct. 23, Pago Pago
nolulu Oct. 29-30, San Francisco

from Matson Lines, Berger
Elizabeth Street, Sydney.

dney-Tahiti-Europe

lan Sitmar Line (Panama flag)
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s, fully air-conditioned, will
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ral Steam Navigation Co., Ltd.,
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ervice to Port Moresby.

els sail from Liverpool via Suez
Brisbane, Townsville, Cairns,
by.

Due Port Moresby Oct. 29

gents: Birt and Co. Pty., Ltd.,
t. Port Moresby agents: Burns
Guinea), Ltd.

-Fiji Shipping Service

ga Shipping Agency, as agents
onga Copra Board, operates a
onthly cargo and passenger
ween Nukualofa and Suva with
500 tons gross. Turn-round in
ually two days, and the Agents
V. R. Carpenter and Co. (Fiji).

AYS TIME-TABLES

-PACIFIC SERVICES

ustralia (or NZ)-Fiji-awaii-N. America

and Tourist Class available all Services)

AN-AMERICAN AIRWAYS

r 7 Clippers, using Sleeperettes and Berths*)

Melbourne (2 p.m.), Sydney
.m.), Nadi, Honolulu, Seattle,
nnections at Honolulu for San
o or Los Angeles.

). Seattle for Melbourne via
(same route).

C4 is used on a connecting
ween Auckland and Nadi (see

ANTAS EMPIRE AIRWAYS

(Boeing 707 Jets)

NORTHWARDS

Sat.: Sydney (4 p.m.), Nadi Honolulu, San Francisco, New ondon.

ey (4 p.m.), Nadi, Honolulu, ancisco extending to Vancouver.

Tue.: Sydney (4 p.m.), Nadi, Honolulu, San Francisco.

SOUTHWARDS

Mon. and Fri.: London, New York, San Francisco, Honolulu, Nadi, Sydney.

Tue.: San Francisco, Honolulu, Nadi, Sydney.

Sat.: Vancouver, 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 Wednesdays with Qantas northbound flights, and on Thursdays with southbound flights (see table 17).

TEAL Super DC6 aircraft from Auckland, NZ, connect with the Qantas northbound flights at Nadi on Tuesday and Saturday, and on Sunday and Wednesday at Nadi for the southbound flights.

Qantas Fri. service ex-Sydney connects with BOAC London service at San Francisco (dep. Sat.).

BOAC service ex-London Mon. connects at San Francisco Tue. with southbound Qantas service.

BY CANADIAN PACIFIC AIRLINES
(With Super DC-6B Aircraft)

Every Thurs.: Sydney (dep. 3 p.m.), Auckland, Nadi, Honolulu, Vancouver (then on to Amsterdam).

Every Sat.: Dep. Amsterdam at 11 p.m. for Vancouver (dep. 1.30 p.m. Sun.), Honolulu, Nadi, Auckland and Sydney.

(Note Crosses International Dateline en route.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

By Qantas Empire Airways
(Super-Constellations)

NORTHBOUND

First Class

Tues. & Sat.

Dep.	Arr.
Sydney, 9.30 p.m.	Brisbane, 11.45 p.m.
Wed. & Sun.	
Brisbane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Pt. Moresby*, 7 a.m.	Lae, 8.20 a.m.

First & Tourist Class

Mon.

Dep.	Arr.
Sydney, 9.30 p.m.	Brisbane, 11.45 p.m.
Tues.	
Brisbane, 12.45 a.m.	Pt. Moresby, 6 a.m.
Pt. Moresby*, 7 a.m.	Lae, 8.20 a.m.

First & Tourist Class

Thurs.

Dep.	Arr.
Sydney, 8 p.m.	Brisbane, 10.15 p.m.
Brisbane, 11.15 p.m.	Townsville, 2.15 a.m.
Townsville, 3.15 a.m.	Pt. Moresby, 6 a.m.
Pt. Moresby*, 7 a.m.	Lae, 8.20 a.m.
Wed.	
Sydney, 9.30 a.m.	Pt. Moresby, 4.15 p.m.
Dep. Pt. Moresby, 5.15 p.m. for Manila, Hongkong and Tokyo).	

SOUTHBOUND

First & Tourist

Fri.

Dep.	Arr.
Lae*, 9.10 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	T'ville, 2.10 p.m.
Dep.	Arr.
Townsville, 3.10 p.m.	Brisbane, 6 p.m.
Dep.	Arr.
Brisbane, 7 p.m.	Sydney, 9 p.m.

First Class

Wed. & Sun.

Dep.	Arr.
Lae*, 9.10 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.45 p.m.	Sydney, 7.45 p.m.

First and Tourist Class

Tues.

Dep.	Arr.
Lae*, 9.10 a.m.	Pt. Moresby, 10.30 a.m.
Dep.	Arr.
Pt. Moresby, 11.30 a.m.	Brisbane, 4.45 p.m.
Dep.	Arr.
Brisbane, 5.45 p.m.	Sydney, 7.45 p.m.
Thurs.	Arr.
From Tokyo, Hongkong and Manila	Pt. Moresby, 8.45 a.m.
Dep.	Arr.
Pt. Moresby, 10.15 a.m.	Sydney, 5 p.m.

* Between Lae and Port Moresby passengers are carried in DC4 aircraft.

PT. MORESBY-CAIRNS-TOWNSVILLE-PT. MORESBY

Douglas DC4. Dep. Port Moresby Sun. 12.15 p.m., arr. Cairns 3.05 p.m., dep. Cairns 3.50 p.m., arr. Townsville 5 p.m., dep. Townsville Mon. 9.15 a.m., arr. Cairns 10.25 a.m., dep. Cairns 11.15 a.m., arr. Port Moresby 2.05 p.m.

3. P-NG Internal Services

Operated by Qantas

LAE-HOLLANDIA (Neth. New Guinea) (DC3)

Alt. Wed. (Sept. 16, 30, Oct. 14, 28, etc.). Departs Lae 11 a.m., calls at Madang and Wewak, and arrives at Hollandia 3.30 p.m. Every alternate Thurs. (Sept. 17, Oct. 1, 15, etc.), dep. Hollandia at 10 a.m., and, with calls at Wewak and Madang, arrives Lae at 3.50 p.m.

PORT MORESBY-KIKORI-BAIMURU (DH Otter)

Via Yule Island, Kerema, Baimuru, Kikori: Alt. Tues., returning same day via San Francisco (arr. 5.50 p.m.). South-Baimuru, Kerema, Yule Is. (Sept. 22, Oct. 6, 20, etc.).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. returning same day (Sept. 15, 29, Oct. 13, 27, etc.).

Via Kerema, Baimuru, Kikori, Baimuru: Alt. Thurs. (Sept. 10, 24, Oct. 8, 22, etc.), ret. via Baimuru, Kikori, Kerema the following day (Sept. 11, 25, Oct. 9, 23, etc.).

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs, returning same day via Balimo (Sept. 10, 24, Oct. 8, 22, etc.).

Via Kerema, Baimuru: Alt. Wed. (Sept. 16, 30, Oct. 14, etc.), returning alt. Fri. Sept. 18, Oct. 2, 16, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon., departing Port Moresby 8.15 a.m., returning same day.

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—and the islands
of pleasure



New Zealand is the holiday Paradise of the South Pacific. For here is a genially temperate and unspoilt land fashioned by a lavish hand for the leisurely pursuit of every sporting and scenic pleasure.
And here, too, is the domain of New Zealand National Airways Corporation, whose fleet links 20 key cities, towns and tourist resorts, and connects with other airlines servicing many more centres.

NAC

NEW ZEALAND NATIONAL AIRWAYS CORPORATION

.: Port Moresby, Samarai, depart-ort Moresby 8.15 a.m., returning day (Sept. 23, Oct. 7, 21, etc.). : Port Moresby, Samarai, depart-ort Moresby 8.15 a.m., returning day (Sept. 19, Oct. 3, 17, etc.). : Port Moresby, Samarai, Esa'ala, ting Port Moresby 8.15 a.m., re-g same day (Sept. 12, 26, Oct. etc.).

-MADANG-WEWAK-MANUS-AVIENG-RABAUL SERVICE (DC3)

ep. Lae 6.30 a.m., Madang arr. a.m. Wewak, Manus, Kavieng, l, arr. 3.45 p.m.
ep. Rabaul 6.30 a.m., Kavieng, , Wewak, Madang, Lae, arr. .m.
Dep. Lae 6.30 a.m., Madang, Wewak, Manus, Kavieng, Rabaul, .05 p.m.
p. Rabaul 6.30 a.m. Kavieng, , Wewak, Madang, Lae, arr. .m.

NTRAL HIGHLANDS (DC3)

(7.45 a.m.) to Baiyer River, at any of: Goroka, Nondugl, Mt. Hagen, Baiyer R., Kainantu. back at Lae dependent on stops

LOWER HIGHLANDS (DH Otter)

(7.30 a.m.) to Goroka, calling of Nadzab, Gusap, Aiyura, Rin-Kainantu, Goroka, Arona. Arrival t Lae depends on stops made.

LAE-BULOLO-WAU (DH Otter)

p. Lae 7.30 a.m., arr. Wau 8.10

. Wau 8.25 a.m., via Bulolo, arr. 25 a.m.
.: Dep. Lae 8.30 a.m., arr. Wau m.
t.: Dep. Wau 9.25 a.m., via arr. Lae 10.25 a.m.

ORESBY-WAU-BULOLO (DC3)

n.: Dep. Pt. Moresby 7.20 a.m., ulolo 8.30 a.m.
n.: Dep. Bulolo 8.50 a.m., arr. .05 a.m., dep. Wau 9.35 a.m., . Moresby 10.40 a.m.

NG-GOROKA-MADANG (DC3)

urs.: Dep. Madang 10 a.m., via agen and Minj, arr. Goroka 12.30 dep. Goroka 12.50 p.m., arr. g 1.25 p.m.

MADANG-LAE (DC3)

. Madang 7 a.m., arr. Lae 8.05

)RESBY-MT. HAGEN-MADANG (DC3)

Fri.: Dep. Pt. Moresby 7.30 a.m., roka, Minj, arr. Mt. Hagen 11.10 dep. Mt. Hagen for Madang direct or via airfields as re-11.40 a.m.

)ANG-PT. MORESBY (DC3)

Fri.: Dep. Madang 7.30 a.m., via , arr. Port Moresby 10.20 a.m.

W GUINEA-NEW BRITAIN (DC3)

n.: Dep. Rabaul 5.45 a.m., direct , arr. 8.15 a.m.
n.: Dep. Lae 10.30 a.m., Finsch-11.30 a.m., Rabaul 1.45 p.m.
.: Dep. Rabaul 5.45 a.m., Finsch-8.10 a.m., arrive Lae 8.45 a.m.
.: Dep. Lae 10.30 a.m., Finsch-11.30 a.m., Rabaul arr. 1.45 p.m.

BAUL-BUIN-RABAUL (DC3)

s.: Dep. Rabaul 9 a.m., arr. Buka a.m., dep. Buka 10.50 a.m., arr. 11.45 a.m., dep. Buin 12.15 p.m., Buka 1.10 p.m., dep. Buka 1.40 p.m., arr. Rabaul 3 p.m. (Sept. 17, Oct. 1, 15, etc.).

RABAUL-HOSKINS-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 10 a.m., via Jacquinot Bay, arr. Hoskins 11.05 a.m., dep. Hoskins 11.30 a.m., arr. Rabaul 12.35 p.m. (Sept. 24, Oct. 8, etc.).

SERVICES BY MANDATED AIRLINES (Scheduled flights with DC3 Aircraft)

Mon.: Depart Lae at 7 a.m. for Goroka, Madang, Wewak, Madang, Rabaul—remaining overnight. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Tues.: Depart Rabaul at 7 a.m. for Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae

Thurs.: Depart Rabaul 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

Fri.: Dep. Lae at 7 a.m. for Goroka, Madang, Wewak, Momote, Kavieng, Rabaul—remaining overnight. Depart Lae 7 a.m. for Goroka, Wau, Port Moresby, Wau, Goroka, Lae.

Sat.: Depart Rabaul at 7 a.m. for Kavieng, Momote, Wewak, Madang, Goroka, Lae.

LAE-HOLLANDIA (By NNG Airlines)

De Kroonduif NV (Netherlands New Guinea Airlines) commenced a fortnightly service between Hollandia, Biak and Lae in July, with Dakota DC3 aircraft. The airline is a private company operated with the assistance of the Dutch Government. Inaugural flight from Lae, NG, took place on July 18. Next flights Aug. 13, 27, Sept. 11, 25.

4. Aust.-Netherlands N.G.

By KLM Royal Dutch Airlines (Super Constellation Service)

A weekly service between Sydney (dep. Fri. 3.45 p.m.) and Amsterdam with calls at Biak (NNG) and Manila (Philippines).

DC3 aircraft link Biak with Hollandia, Lae (see above), Sorong, Merauke, Tenah Merah, Manokwari, Noemfoer and Ransiki; Beaver to Kokonao; and Twin Pioneer to Seroei.

DC7C aircraft dep. Biak Tues. and Sat. at 2.45 a.m. for Japan, Alaska and Amsterdam.

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-Brisbane-Noumea-NZ-Fiji-Papeete

By Transports Aeriens Intercontinentaux

DC6B aircraft depart Paris every Wed. for Athens, Cairo, Karachi, Saigon, Djakarta, Darwin, Brisbane, Noumea, thence Nadi, Bora Bora. Transfer to flying-boat for flight to Papeete. Dep. Papeete on return flight (calling at Auckland) every Sat.

7. Sydney-Lord Howe Is.

By Ansett Flying Boat Services Pty. Ltd. with Sandringham Flying-boats

Return flight usually each Tuesday and Saturday.

8. Sydney-Norfolk Is.

By Qantas, with Skymasters

Alt. Fri. (Sept. 25, Oct. 9, 23, 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. Wed. 11.45 p.m., arr. Noumea 7 a.m. Thurs. Dep. Noumea 8.30 a.m. same day arr. Sydney 2 p.m. Service operates from Sydney on Sept. 16, 30, Oct. 14, 28, etc., departing from NC the following day in each case.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft

Mon. and Fri.: Dep. Tontouta (N. Cal.) at 7 a.m., arr. Vila 9.15 a.m., dep. Vila 9.45 a.m., arr. Santo 11 a.m., dep. 12.30 p.m., arr. Vila 1.45 p.m., dep. 2.15 p.m., arr. Tontouta 4.30 p.m.

11. New Caledonia-Fiji-Wallis Is.

TAI with DC3 Aircraft

Dep. Noumea 6 a.m. second Sat. each month (Aug. 8, Sept. 12, Oct. 10, etc.), arr. Wallis Is. (via Nadi, Fiji) at 3.45 p.m., dep. Wallis 7 a.m. following Mon. (Aug. 10, Sept. 14, Oct. 12, etc.), arr. Noumea (via Nadi) 2.45 p.m. same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas (Charter)

Alt. Sat. (Sept. 12, 26, Oct. 10, 24, etc.). Return flight Norfolk (dep. 8 a.m.) Auckland (arr. 11.45 a.m., dep. 1.15 p.m.) Norfolk (arr. 4.15 p.m.). (See Table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with DC6 aircraft

Daily except Sat.: Dep. Auckland 9.30 a.m., arr. Sydney 1.15 p.m.
Tues., Thurs., Fri., Sun.: Dep. Sydney 3 p.m., arr. Auckland 9.55 p.m.
Wed., Sat.: Dep. Sydney 10 a.m., arr. Auckland 4.55 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with DC6 aircraft

Tues.: Dep. Christchurch 5 p.m., arr. Sydney 8.35 p.m.
Fri.: Dep. Christchurch 7.45 p.m., arr. Sydney 11.20 p.m.
Tues., Thur.: Dep. Sydney 8 a.m., arr. Christchurch 3.05 p.m.

15. Christchurch-Melbourne

Tasman Empire Airways, with DC6 aircraft

Thurs.: Dep. Christchurch 5 p.m., arr. Melbourne 9.35 p.m.
Fri.: Dep. Melbourne 10.15 a.m., arr. Christchurch 5.50 p.m.

16. Auckland-Melbourne

Tasman Empire Airways, with DC6 aircraft

Mon.: Dep. Auckland 8 a.m., arr. Melbourne 1 p.m.
Mon.: Dep. Melbourne 2.30 p.m., arr. Auckland 10.15 p.m.

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16A. Auckland-Brisbane

Tasman Empire Airways, with Super DC6 aircraft.

Sat.: Dep. Auckland 8.30 a.m., arr. Brisbane 12.35 p.m.
Sat.: Dep. Brisbane 2.30 p.m., arr. Auckland 9.50 p.m.

17. Melbourne-Auckland-Nadi (Fiji)

By Tasman Empire Airways, with Super Constellation aircraft chartered from Qantas

Wed.: Dep. Melbourne 7 a.m., arr. Auckland 2.45 p.m., dep. Auckland 4 p.m., arr. Nadi 9 p.m. Return, same route, following day.

(**Note:** This service connects with Qantas Boeing 707 jet service from Sydney to US.)

18. New Zealand-Fiji

Tasman Empire Airways, with Super DC6 aircraft and Qantas Super Constellations

Tues., Wed., Sat.: Dep. Auckland 4 p.m., arr. Nadi 9 p.m.
Wed., Sun.: Dep. Nadi 10.30 a.m., arr. Auckland 3.30 p.m.
Thurs.: Dep. Nadi 10.30 a.m., arr. Auckland 3.45 p.m.
Wednesday flights ex-Auckland, and Thursday flights ex-Nadi are operated by Qantas under charter to TEAL.

Pan-American Airways, with DC4.

Sun.: Dep. Auckland 5.45 p.m., arr. Nadi 1 a.m.
Sat.: Dep. Nadi, 5.10 a.m., arr. Auckland 12.55 p.m.

19. Fiji-W. Samoa

Tasman Empire Airways, with Solent Flying-boats

Dep. Suva alt. Thurs., 9 a.m., crosses Dateline, arr. Satapuala (Western Samoa) Wed. 1.55 p.m.
Dep. Satapuala Mon. at 8 a.m., crosses Dateline, arr. Suva Tues. 10.55 a.m.
(Dep. Suva Sept. 17, etc., Oct. 1, 15, 29, etc.; dep. Apia: Sept. 21, Oct. 5, 19, Nov. 2, etc.)

20. Fiji-American Samoa*

Pan American Airways with DC4 aircraft

Alt. Fri.: Dep. Nadi 7 a.m., arr. Tafuna 12.30 p.m. (Thurs.).
Alt. Thurs.: Dep. Tafuna 1.30 p.m., arr. Nadi 5.05 p.m. (Fri.).

(**Note:** This all-tourist class service crosses International Dateline—the two-way flight is actually made on the one day.)

This service will be discontinued after Sept. 24. See time-table for new service, 20B. below.

20B. American Samoa-Honolulu*

Pan American Airways, with DC4 aircraft

Alt. Fri.: Dep. Tafuna 6.30 a.m. arr. Honolulu 7.20 p.m.
Alt. Wed.: Dep. Honolulu 10 p.m., arr. Tafuna 7.40 a.m. (Thurs.).

* Note: First northbound service Oct. 2; first southbound service Sept. 30.

21. Fiji-Tahiti

Tasman Empire Airways, Solent Flying-boats

Dep. Suva 9 a.m. alt. Thurs., cro national Dateline, arr. Sata Samoa) 1.55 p.m. Wed.; dep. 2 a.m. Thurs., arr. Aitutaki 7.30 a.m.; dep. Aitutaki 9.30 Papeete (Tahiti) 2 p.m. Se Suva Oct. 1, 15, 29, Nov. 12,

Dep. Papeete 7.30 a.m. alt. Aitutaki 11 a.m.; dep. Aitu p.m., arr. Satapuala 5 p.m.; puala 8 a.m. Mon., crosses Int Dateline, arr. Suva 10.55 a Services dep. Papeete Oct. 4 1, 15, etc.

22. Fiji Internal Air

Fiji Airways, Ltd., with Heron a Aircraft

Suva-Nadi-Suva: Two flights morning and afternoon.
Suva-Labasa-Suva: One flight d
Suva-Labasa-Suva (via Matei, One flight—Mon.
Suva-Labasa-Suva (via Savusa flight—Mon., Thurs., Sat., Su
Suva-Ura (Taveuni)-Suva (via S One flight—Wed.
Suva-Ura-Suva: One flight—Thur
Suva-Matei-Suva: One flight—Sa
Suva-Savusavu-Matei-Suva: One Tues.
Suva - Matei - Labasa - Matei - S Suva: One flight—Fri.

23. N. Caledonia-Loyal Internal Service

Societe Caledonienne de Tra Aeriens (TRANSPAC), with and Rapide aircraft.

Noumea-Mare: Tues. (dep. N p.m., Mare 4 p.m.) and Thu Noumea 8 a.m., dep Mare 10
Noumea-Ouvea: Wed., Thurs. (dep. Noumea 8 a.m., dep. Ou a.m.).
Noumea-Lifou: Tues., Wed., Sa Noumea 8 a.m., dep. Lifou Thurs. (dep. Noumea 11 a.m., 1 p.m.).
Noumea-Kounie (Isle of Pines Sat. (dep. Noumea 10.30 a. Kounie, noon).
Noumea-Koumac: Mon., Sat. (dep. 1 p.m., dep. Koumac 4 p.m (dep. Noumea 2 p.m., dep. K p.m.). **Note:** On this flight a be made at Plaine des Gaia quired.

24. French Polynesia Island Service

Reseau Aerien Interinsulaire flying-boats

Thrice weekly service to the Group.
Wed.: Papeete (dep. 7.30 a.m.), Raiatea, Bora Bora, Raiatea, (arr. 4 p.m.).
Sat.: Papeete (dep. 7 a.m.), Bora Bora (arr. 8.45 p.m.), (arr 11.30 a.m.), Papeete (d p.m.), Bora Bora (arr. 4.45 p
Fri.: Bora Bora (dep. 7.30 a.m.), Papeete (arr. 9.30 a.m.).
Booking agents in Tahiti: Me Maritimes, Quai Bir Hakeim. Pap

25. Hawaii-American Sa

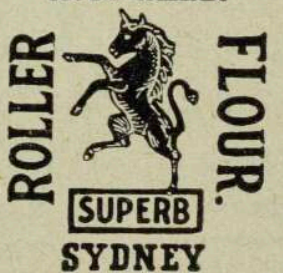
Trans Ocean Airways

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of Honolulu, Hawaii, makes a ght from Honolulu to Pago Pago n Samoa).

26. Micronesia

Trans Ocean Airways

Grumman Albatross twin-motored us flying-boats, TOA operates a roughout the Trust Territory of a on behalf of the US Govern- tails from Trans Ocean Airways uam.

CIFIC AIR FARES

(APPROXIMATE ONLY)

: To obtain the equivalent tralian currency in other es (Sterling, Fiji, New Zea- rench Pacific francs). See e Rates page 167 this issue.

YDNEY (Aust. currency) TO—

	Single			Return			Table
	£	s.	d.	£	s.	d.	No.
. . .	51	5	0	92	5	0	2
. . .	62	15	0	112	19	0	2
. . .	72	9	0	130	9	0	2, 3
. . .	42	4	0*	76	0	0*	6, 9
. . .	94	5	0	169	13	0	2, 5
s. . .	27	10	0	49	10	0	8
e . .	14	15	0	29	10	0	7
. . .	85	9	0	153	17	0	1
. . .	92	0	0	166	19	0	1, 7
. . .	52	10	0	94	10	0	13
rch .	52	10	0	94	10	0	14
. . .	282	12	0	508	14	0	1
ncisco	350	9	0	630	17	0	1
. . .	350	9	0	630	17	0	1
. . .	118	14	0	214	14	0	1, 17
. . .	178	2	0	320	12	0	1, 21
. . .	155	12	0	281	2	0	1, 21
. . .	103	15	0	186	15	0	4

UCKLAND (NZ currency) TO—

. . .	62	0	0	111	12	0	18, 19
. . .	93	10	0	168	6	0	18, 21
. . .	39	7	0	70	17	0	18
. . .	19	15	0	35	11	0	12
. . .	114	10	0	206	2	0	18, 21

SUVA (Fiji currency) TO—

. . .	25	0	0	45	0	0	19, 21
. . .	57	15	0	103	19	0	17, 21
. . .	4	0	0	8	0	0	22
. . .	82	14	0	148	18	0	17, 21

uoted are First-Class. Cheaper lass fares (approx. 20 per cent. e available to most ports. Fares east of Nadi include air con- Suva by Fiji Airways, Ltd.

t class service only.

Sydney Addresses for Islands Visitors

ALIAN TERRITORIES DE- NT, Commonwealth Buildings, Quay West (B-0537)—a massive ne building on the right side of orge Street, Millers Point.

NG COPRA BOARD Representa- Winn, B-0537, extension 59-A)— Commonwealth Building, above.

EALAND GOVERNMENT offices: Mutual Building, 14 Martin Place, GPO. Tourist Bureau on ground rade Commissioner's Office and sewhere in building.

GOVERNMENT Representative: & Co. Ltd., 15 Bent Street. extension 342, Mr. Menzies). eet is an extension of Spring

PACIFIC COMMISSION: City publications etc.: 115 Pitt Street W 3409/BW 5487). West side of eet between Martin Place and treet.

Relax—on an island in the sun



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(LUXURY AIRLINE OF FRANCE)

to

NOUMEA

FIJI

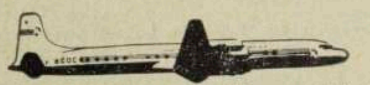
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Classified Advertisements

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IN MEMORIAM

HAYDON.—In loving memory of my son Cliff, aircraft engineer, who lost his life at Gibbes' Sepik Airways, Wewak, New Guinea, on September 19, 1949, aged 31 years. **Inserted by his mother.**

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SCOTSWOMAN, teacher of Pitman's shorthand and typewriting (untrained but some valuable experience); also secretary/stenographer (18 years British Commonwealth Government experience, Britain, Canada, Australia and U.S.A.; 10 years private firms) seeks position. Single, Protestant, 51 years, some knowledge French, versatile. **Miss M. Forson**, 1468 Malvern Rd., Glen Iris, S.E.6, Melbourne, Victoria, Australia.

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FIJI HIRE-DRIVE LTD. Modern cars accommodating 5, 6 and 9 passengers. Minimum formalities. Rates include insurance and free mileage plan. Aircraft and ships met. **Queen's Road**, Walu Bay, Suva (P.O. Box 299). Cables: "Hiredrive", Suva. Also at Lautoka.

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MACHINERY

Warragamba Dam (Australia)

CONSTRUCTION PLANT FOR SALE

See page 126.

AGENTS WANTED

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EDUCATIONAL

BARKER COLLEGE, HORNSBY, N.S.W.—Church of England school on healthy site near Sydney. Boys boarded 5 to 18 years. Particulars from **J. G. Dewes, M.A.**, Headmaster, Barker College, Hornsby, N.S.W.

FOR SALE

ISLAND VESSELS under construction. 40 ft. army-type workboat, wheelhouse and accommodation fwd., and large open cockpit. 40 ft. raised-deck workboat wheelhouse, and large hold for cargo below decks. 45 ft. raised-deck workboat, for cargo and personnel. Above vessels are of sturdy construction, built to rigid specifications. Delivery at short notice. Specifications, price, etc., will be supplied on request. Builders: **Wynne S. Breden Pty. Ltd.**, "Phoenix Shipyards", Newcastle, N.S.W.

FLEETS, 45 ft. bridge deck carvel cruiser, twin 72 h.p. Gardner marine diesels, hydraulic anchor winch, ready for sea, £5,250. 62 ft. hard chine speed cruiser, coppered, three Gray marine desels, flying bridge, dual controls, fully found, £14,700. **Fleets**, 525 Stanley St., South Brisbane, Queensland.

TENDERS

Warragamba Dam (Australia)

CONSTRUCTION PLANT FOR SALE

See page 126.

ARTIFACTS WAN

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etc.—particularly from the Se
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Colonies and Pacific Islands
friendly exchange of ideas a
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cific Commerce and Produce

New Issues
Steamships
Co. Ltd

has been a general tidying-
of balance-sheets among
a and New Guinea com-
nce the Australian system
incomes was introduced
nong other things, this has
rapid distribution of
ted profits as on June 30
ep out of the tax-collector's

nareholders of Steamships
Co. Ltd. are thus to benefit.
lance-sheet as on June 30
r providing 12½ per cent.
showed £229,776 still in the
d Loss Account; so a gen-
ting has been called for
r 30, to deal with a
recommendation that
of this be capitalised, by
all shareholders a bonus
one for every four shares
ter that, the shareholders
lowed to buy another 188,250
at par. The issued capital
be increased by £376,500.
students of the share
saw it coming. "Steamies"
which were around 45/- at
of 1958, were about 60/- in
at 65/- in August.
ng the balancing period to
the Company gave an 11
period for its most recent
and in that period it made
of £181,186—twice as much
required for the usual 10
on 50,000 £1 Preferences
per cent. on 741,000 £1
es.
ships Trading Co. Ltd.,
ed in Port Moresby by Cap-
S. Fitch between the wars,
wn into a big trading and
organisation by 1940—
ng, but under-capitalised.
ap invasion was a blessing
ise—it partly destroyed the
pire, but it created the War
Compensation Fund. So
War, a large proportion of
s" assets were turned into
mage Compensation cash;
now well-capitalised Co.
ward vigorously into a new
ger life. In the post-war
ade and the rubber planta-
ve returned rich profits.
September 30, if the share-
agree to the bonus and the
es—and who can see them
No!—the issued capital will
7,500, and there is a general
of £1 million.
the bonus announcement,
the market thought the shares were worth 70/-—and the market is rarely wrong, in these things.

In other words, the effect of the arrival of taxation was to scare at least £750,000 from hoarded reserves into the shareholders' hands, for which the shareholders are to pay no more than £188,250.

Good old Hasluck!

What is a Private Co. In New Guinea?

In the new taxation laws of Papua and New Guinea there are special provisions —with teeth and claws in them—for the taxation of "private companies".

Readers have been asking, "What are private companies?" One person asked Port Moresby how he could be certain that a company which he had had registered some three years ago would be classed as "private". The Registrar of Companies replied, "The Companies Ordinance . . . makes no provision for registration of private companies as such," and left it grumpily at that.

It appears, however, that the whole thing is taken care of by Sections 129-137 of the new Taxation Ordinance. A company can be regarded as a private company if it has less than 20 members, or if one or two members, through their shareholdings, have complete control over the company; or if its transactions are small and modest, and its shares are not quoted on the stock exchanges.

In other words, the classification (whether public or private) is really left to the high panjandrums of the Taxation Office.

The Territory's new tax system follows the Australian system; and one of the latter's most vicious features is the determination of the tax-gatherer that small companies shall not be allowed to save up part of their profits for use as capital. Public companies may retain a large proportion of their profits, as reserves; but if private companies retain more than a small proportion, an additional tax ("undistributed profits tax" of 10/- in the £) is imposed.

New Guinea's development was partly financed by people like the Leahy brothers, who ploughed back into plantations and farms the profits they made out of mining and trading.

Apparently, the Hasluck-Reeve school of thought regards this as an improper thing.

The individual now is to be taxed on his whole income, whether he ploughs it back or not; and the small company (if arbitrarily classified by the taxation moguls as "private") which does not distribute its profits to its shareholders (where they can be taxed a second time as part of the shareholder's income) must pay an additional 10/- in the £ as "undistributed profits tax".

Profits of Papuan Rubber Companies

In the year ended June 30, Mariboi Rubber, Ltd., a subsidiary of Steamships Trading Co., Ltd., of Papua, made a profit of £28,825, which allowed a final dividend of 7½ per cent. (making 12½ per cent.) and a transfer of £10,000 to reserves, which now total £80,000.

This plantation suffered a drought in 1958-59, which reduced production sub-

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stantially (bringing dividend down from 15 per cent.) but since then both production rate and world prices of rubber have increased considerably.

This company—which enjoys a protected market in Australia—has gained more from abolition of export tax than it expects to lose from income taxation.

Kerema Rubber, Ltd., made a net profit for the year ended June 30 of £10,389 (slightly up on previous year) and is continuing its dividend at the rate of 10 per cent., although the issued capital last year was doubled by a bonus issue.

Owing to drought, the net profit of Rubberlands, Ltd., for the half-year to June 30 was down slightly, at £6,536; so interim dividend was cut from 6¼ to 5 per cent. This company paid 10 per cent. for 1958.

NG Gold Mine Returns

Enterprise of New Guinea's mine treated 90 tons of ore for 75 oz bullion in the four weeks ended August 21.

During June and July, approximately 62 oz of gold was taken from 10,000 cubic yards of material treated by Sandy Creek Gold Sluicing, Ltd., in New Guinea.

Tobacco Enterprise in New Guinea

An issue of 131,095 ordinary 5/- shares in New Guinea's pioneer company, Pacific Tobacco and Development Co., Ltd., of Madang, has been underwritten by Sydney stockbrokers L. A. McFadyen and Co.

The company is making twist tobacco, from locally-grown and from imported leaf, for the New Guinea market; and the new capital is to be used to increase production from 210 lb to an estimated 665 lb per day.

Directors are Messrs. J. A. Corrigan (chairman), G. E. Bliss, A. L. Hope, J. H. A. Treacy, and N. F. Vincent.

Fiji Gold Increases— But Less Manganese

The value of gold produced in Fiji for the year up to June 30 last, almost wholly from the Tavua field, was £1,193,419 Stg., compared with £1,017,808 in the previous year.

But the value of manganese produced fell from £470,207 Stg. in 1957-58, to £262,892 in 1958-59. This was because, early in last year, the world value of manganese fell from £18 to £12 per ton for ore containing at least 50 per cent. of metal; and this, plus buyers' stricter specifications, put many "marginal" mines in Fiji out of operation.

New Ore Body In New Guinea

A large body of potentially valuable ore was discovered on the New Guinea property of Australian Gold Development, Ltd., and a testing of the ore body, through a drilling, underground development and sampling programme, is being carried out by King Island Scheelite (1947), Ltd. Should a public company be formed to exploit the ore body, AGD will be entitled to a 75 per cent. interest, and Scheelite to 25 per cent.

To Examine Low-Grade Nickel Ore

A company is being formed in Noumea with a capital of 30 million francs (£150,000 Aust.) and comprising the government of New Caledonia, the Nickel Co. and the Mining Bureau of France.

The company is to study and experiment with methods of treating low-grade nickel deposits, of which there is an immense supply in New Caledonia.

The extent of the New Caledonia government's participation in the company will be 10 millions (£50,000). In the Territorial Assembly only the Lenormand (majority) party voted for the project. The opposition in New Caledonia's Assembly is implacably opposed to Lenormand projects, whether good or bad.

New Guinea's Bali Ltd. Absorbs Londolovit

Bali Plantations, Ltd.—formed in Rabaul a few months ago, with a capital of £200,000 in 10/- shares, to take over Mr. H. T. Coldham's well-known plantation in the Witu Islands—has now absorbed Londolovit Plantation, 721 acres, on Lihir Island, 30 miles off the northeast tip of New Ireland.

Londolovit has been owned by Londolovit Estates, Ltd.; and the purchase was made by exchanging two £1 Londolovit shares for seven 10/- Bali shares.

To take care of the transaction, Bali issued 98,000 new 10/- shares to Londolovit shareholders, who thus put on their property a nominal value of £28,000.

But it is better than that. When the sale was made, Bali's 10/- shares were being quoted on the Sydney Stock Exchange at around 16/-.

Whether the market will stay at 16/- (making the 98,000 shares received by Londolovit worth £78,000) remains to be seen.

Reporting the transaction to Bali shareholders, chairman J. Dunbar-Read said:

"On Londolovit plantation are about 32,000 mature coconut palms and 6,000 new plantings. The mature palms have averaged 380 tons of copra a year over the past three years. The cost of producing copra is under £35 a ton, the actual cost over the past three years ranging from £30/18/- to £34/19/6.

"There are 2,000 cocoa trees in bearing on the plantation. The ground has been prepared and the holes are ready for a further 25,000 cocoa trees, and it is hoped to plant them by the end of the year. This planting must be looked upon as experimental, but it is considered to offer good prospects as similar land has been successfully planted in the district.

"On a production of 380 tons of copra a year and a return of £72/10/- a ton, the estimated profit of Londolovit after income tax is about £11,000, which is 22 per cent. on your company's investment."

Oil Drilling in Papua— Negative Report

Australasian Petroleum Co. Pty., Ltd., on September 8 reported on its exploration operations in Papua as follows:

PURI

Puri 1B has been deepened by 614 feet to 8,520 feet, in unproductive and drilling has ceased.

A test of an upper formati No. 1 is being undertaken ove interval, 1,980 feet to 1996 fe perforations in the casing, befo is finally completed.

BWATA

The hole has been deepene feet, and 18 and five/eighths has been cemented at 248 feet.

DENSE LIMESTONE FORM

A report issued by the c August 8 said that deep bori through limestone of "dense had failed to produce any oi formations which yielded a flow 10 months ago.

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Burns Philp	91/6
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C.S.R.	£64/7/6
Dylup Plantations .	25/-
Hackshalls	55/
Kauri Timber	21/6
Kerema Rubber . . .	8/1
Koitaki	19/6
Lolorua	10/
Mariboi	7/3
Norfolk Is. Whaling	4/3
Queensland Insurance	78/-
Rubberlands	6/6
Sthn. Pac. Insurance	19/-
Steamships Trading .	64/6
W. R. Carpenter Hold.	20/9
Timor Oil	8/9

OIL AND MINING SHA

FIJI

	July 9, '58	Aug. 5
Emperor .	b5/9	s8/-
Loloma . .	—	b39/-

PAPUA-NEW GUINEA

Bulolo . . .	b35/-	b37/-
N.G.G. Ltd.	b1/9½	b2/3½
Oil Search	b2/6	b6/2
Ent. of N.G.	b7d	b5d
Papuan Apin	b9d	b3/4
do. opt. .	b6½d	b1/6
Placer Dev.	b86/6	b100/-
Sandy Creek	b4d	b3d

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ith premiums for hot-air dried.

July 1, 1959, P-NG Copra nounced "Tentative Prices", for ered main ports: Hot-Air Dried. per ton; FMS, £A71 per ton; ed, £A70 per ton.

o Government control—producers they wish. Bulk of copra goes ng-mill in Suva, whose price Suva, is announced each week. ., prices were: HAD, £F69/7/6; 8/2/6; FM2, £F66/15/-.

E R N SAMOA:—Official Copra eives all production, and sells makes payments to producers. portion goes to Unilever, at FM grade rates, plus pre- to £Stg.3 per ton for hot- Prices announced in March, -air dried, £S67/13/8 per ton; No. 1, £S65/3/8; sun-dried 61/13/8. Prices were reviewed and Board decided to maintain rate for another month, when ill again be reviewed.

—Sales are under Government rt of production goes to Europe, angement with Unilever con- Philippines prices, and part n market.

NS:—All production marketed fficial Copra Board, at prices Philippines market. Price de- September, unchanged from at: 1st grade, £A74; 2nd 72; 3rd grade, £A68, per ton, e ports.

T AND ELLICE:—Production in Europe through official Copra prices based on Philippines "stabilisation fund" charges,

A:—Producers receive 4 cents lb. r £A40 approx. per long ton). nus, if average proceeds exceed ng price and expenses.

EBRIDES:—Price hardened to- of August, and in early Sep- s approximately £A50 per ton, Vila/Santo. On August 26, price 00 Metrop. francs per metric Marseilles.

S./NIUE/TOKELAU: Subject to ions of the copra contract be- e Cook Islands-Niue-Tokelaus and Abels, Ltd., of Auckland, te the only New Zealand copra mill, the price for the second 59 has been fixed at £NZ85/8/9 Grade, and £NZ84/3/9 for Grade, per ton, in sacks, f.o.b. /Niue/Apia.

w price represents the average price for the first half of 1959. s method of price fixing, these do not receive the benefit of ntial price rise until six months ch explains the substantial rise uncture while world prices are The previous prices were 6 and £NZ69/0/6 respectively.

he contract, if the average FM Philippines copra, as fixed twice the Spot Price Fixing Com- the London Copra Association per cent. either way, the Seller vent of an increase, and the the event of a decrease, has the sk for a new contract figure.

OTHER PRODUCE

—Islands prices are based on the Ghana cocoa which, on Sept. 9, 276 per ton, c.i.f., Sydney.

W. SAMOA:—Nominal price quoted in Sydney on Sept. 9, £S270, f.o.b., Apia.

P.-N.G.: Sept. 9, £A320, ex-wharf, Sydney.

COFFEE:—P.-N.G. September 9, good quality A grade, per lb, 4/4 to 4/6; B grade, 4/2 to 4/5; C grade, 4/- to 4/3, c.i.f., Sydney.

In August, price quoted for Tanganyika A grade was £Stg.380; B grade, £Stg.375; Undergradings, £Stg.275, all per ton and c.i.f., Sydney. Uganda Robusta is offering at around £Stg.219 c.i.f. Sydney.

PEANUTS: P-NG, Sept. 9, kernels: White Spanish, 1/7 lb; Virginia Bunch, 1/8. Kingaroy Peanuts Board recently dropped price of kernels by 2d per lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which Sept. 8 was: No. 1 RSS, spot, 112¼ Straits cents per lb. (39.14d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported Sept. 9, steep rise in new season's Tahiti beans. White and yellow label, processed, standard packs, 90/-; green label, 88/-, c.i.f., Sydney. (Last quote, old season, 75/- and 73/-).

RICE (Australian):—Price from May 1, 1959—**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. **Fiji.**—Locally-grown rice has been retailing in Suva at 11d Fijian per lb, with Saigon imported rice at 10d Fijian per lb. Suva people regard the imported rice as inferior to the Fiji product.

PEARL SHELL.—Quotations in Sept. by independent M.O.P. shell agents were: Sound £A775, D £A575, E £250, EE £A175 (in store Sydney). (Prices were very firm on above rates). Penryhn £Stg.400 (nominal), f.o.b., Rarotonga. Manihiki lagoon will remain closed this year. Unless the reported plan to transfer Manihiki divers to Suwarrow atoll to dive for black-lip M.O.P. eventuates, only limited quantities of pearl shell will be on offer from the Cook Is. this year.

TROCHUS.—Price fell during August when there was little demand. Nominal price c.i.f. Sydney Sept. £A260-£A270. In **Fiji** recently, trochus was being bought at from 1/6 to 2/6 Fijian per lb, depending on quality (equal to £F168 to £F280 per ton, in store, Suva).

GREEN SNAIL SHELL.—Because of a demand from Japan, price has risen to £365 per ton and is very firm. **P.-N.G.** and **B.S.I.** shell is in short supply. One Sydney agent, I.C.E.P., 299 Kent St., says he could probably place a small quantity of second and third grade.

London and US Quotations

Copra: London, Sept. 9, Philippines, in bulk, $229 per ton, c.i.f., UK/Nth. European port. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European port, £Stg.83. New York, Sept. 9, Philippines, $225, c.i.f., Pacific coast port.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil: London, Sept. 9, Ceylon, in bulk, £Stg.138 per ton, c.i.f., UK/North European port. Straits crude, £Stg.132 c.i.f.

Rubber: London, c.i.f., Sept. 8, RSS No. 1, 33d Stg. per lb; market weakening.

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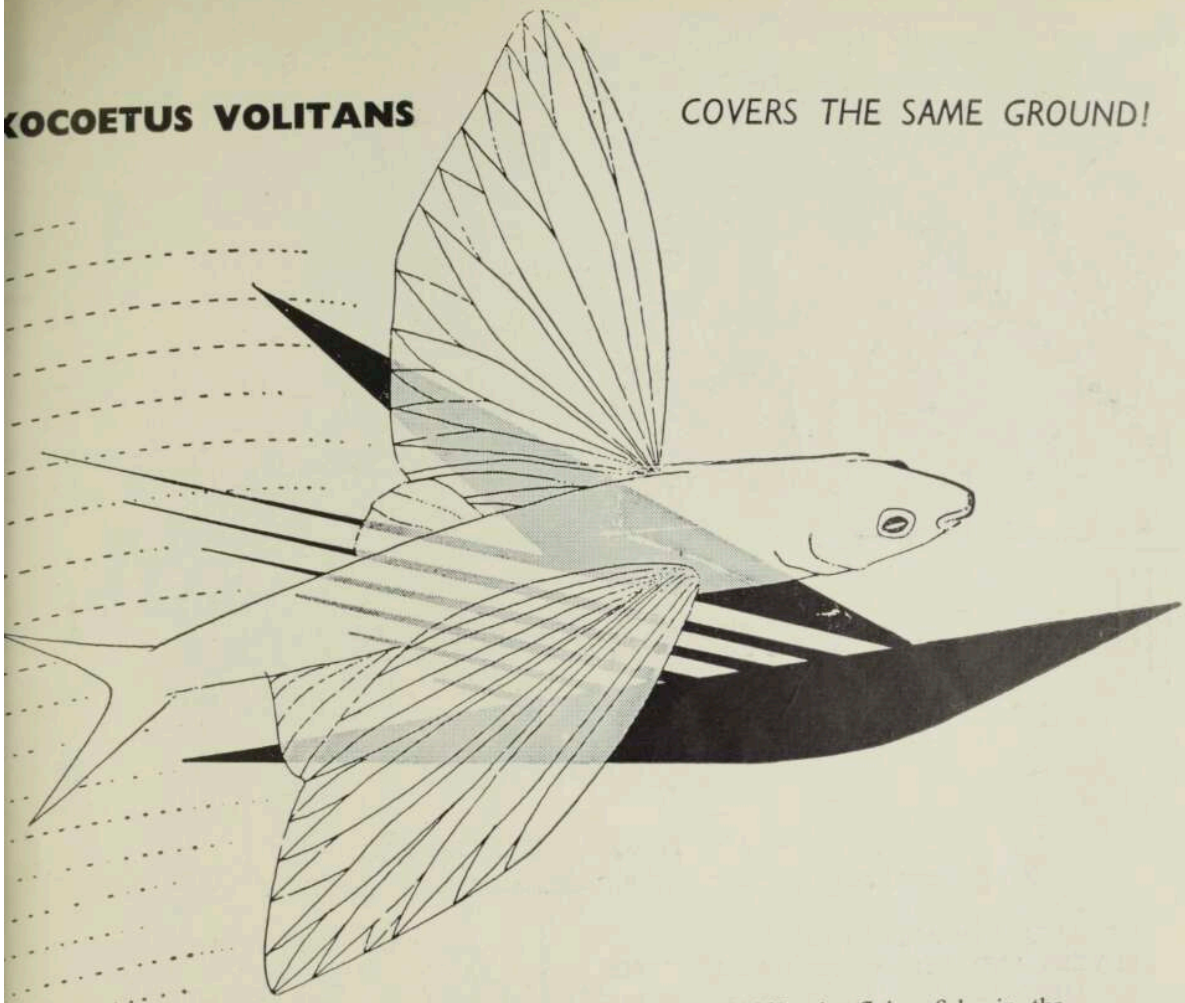
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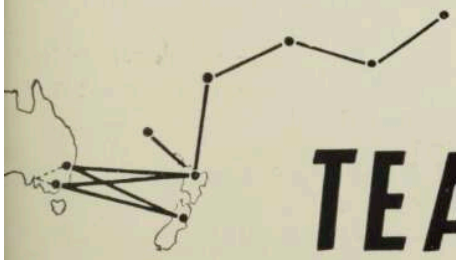
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