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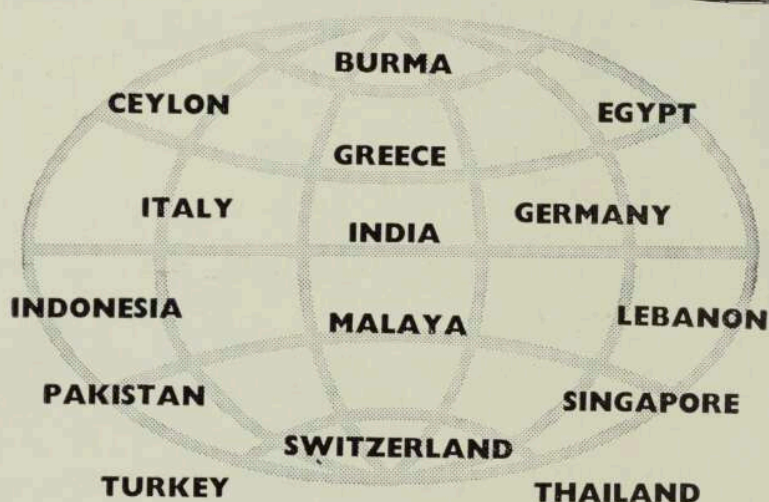
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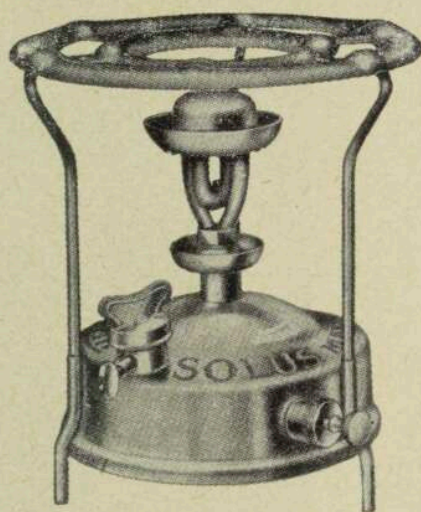
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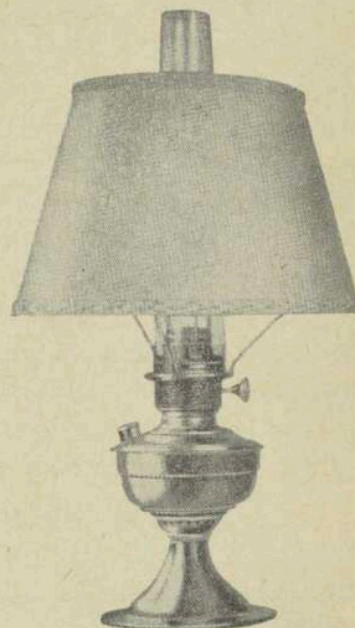
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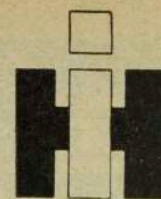
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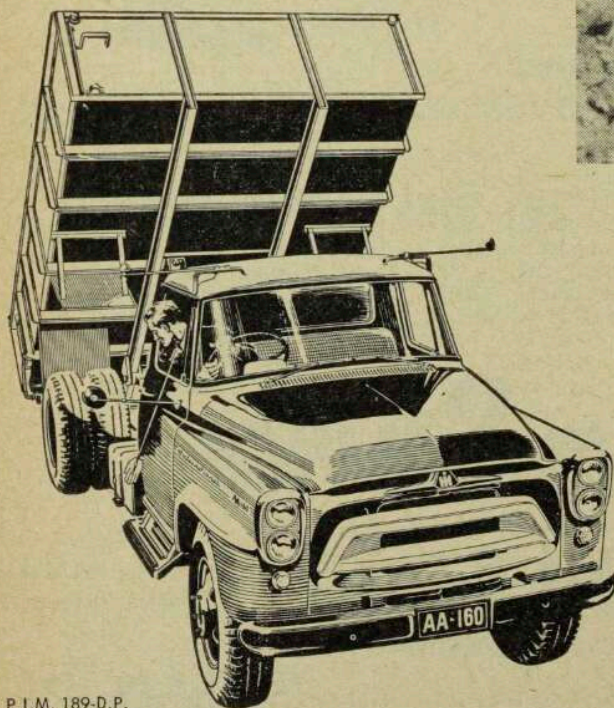
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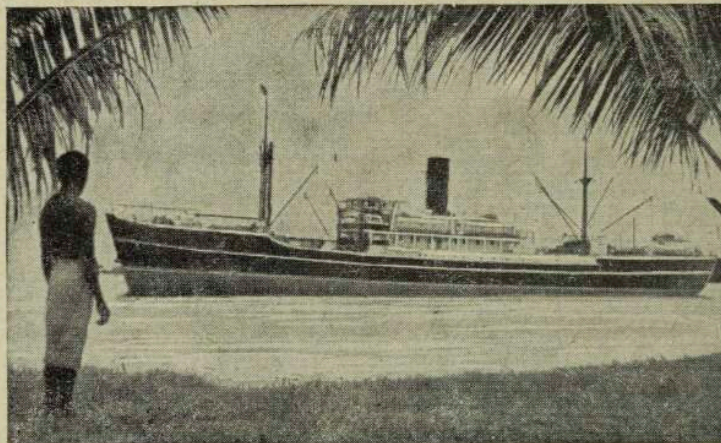
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Cables: "Colyeram".

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

HONIARA: British Solomon Islands Trading Corporation.

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PEOPLE

Bishop Leo Arkfeld, of the Roman Catholic Divine Word Mission, Lae, New Guinea, is now on a tour of USA and Europe. In territory that abounds with "unruly" personalities, Bishop Arkfeld is outstanding. Known as "Flying Bishop", he has over 10,000 flying hours to his credit and an average of 30 flights a month over his swamp-ridden vicarariate. Born in Nebraska, USA, in 1908, he later worked with his father at well-boring. He went to Australia from Queensland at the end of the Pacific war. To help reconstruct the war-torn mission, he was piloting ships and repairing Army trucks, then he took over the mission. His drive and initiative were responsible for much progress in the mission field and he was made a bishop in 1948.



Passengers arriving in New Caledonia are now greeted by this luscious lass, 19-years-old, New Caledonian, Edith Trubert.
Photo. Fred Dunn.

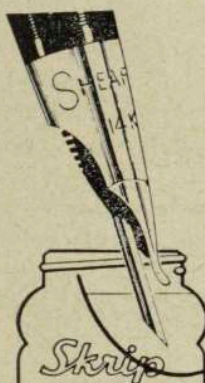
Werner Knoll, a German who lived at Lae, New Guinea, for the past two years, had an unusual offer paid him before he left for home in Munich at the end of December. Some 2,000 natives gave him a huge farewell feast that lasted 12 hours. During his period at Lae he spent practically all his leisure time organising native football matches, coaching players, and looking after the welfare of Papuans working in the district. He acted also as a military liaison officer between the various native groups and the Ad-

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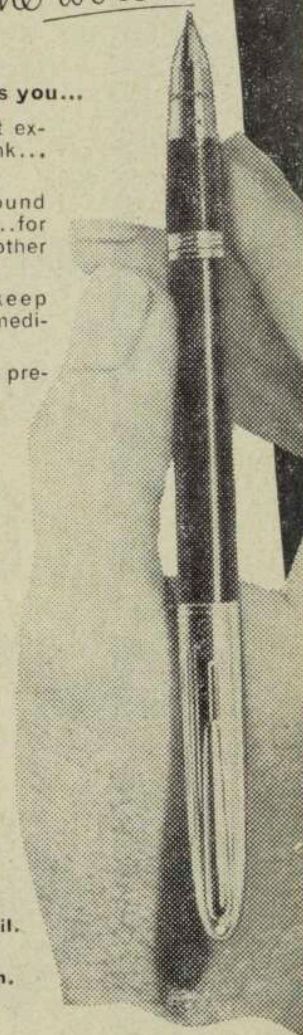
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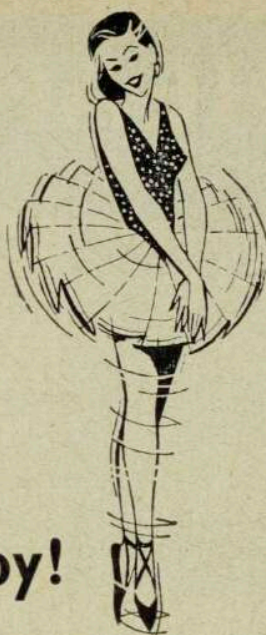
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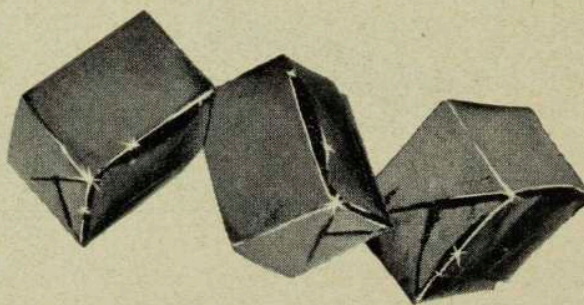


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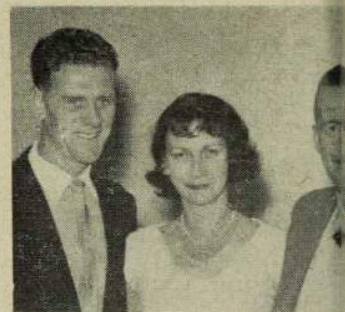
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ministration. At the farewell native soccer and rugby social and women's clubs and tribal groups presented him with over 50 gifts of mats, carvings and other work.



In Sydney at the Polynesian Association Eddie Whinnen, just back from Raiatea, Tahiti, with another traveller from Tahiti H. J. Gare. They are with Mrs. Estelle Mauw.

—T.M.

Dr. H. C. Brookfield, lecturer in social geography at Australian National University, Canberra, returned to Sydney in September after a five weeks' visit to the New Hebrides, New Guinea. He investigated possibilities for ANU research in NNG, collected material in the Lakes and Baliem Highlands in comparison with the Chimu and P-NG, where he previously carried out native studies, and gathered material for a book he is intending to write about NNG. That book will be a well-sought after addition to Pacific literature—there are few books available, in English, that deal with this large developing territory.



Former Fiji residents also at a Polynesian Association meeting in Sydney—David from Ba, who now lives in Sydney; David of Raki Raki, now of Rabaul, P-NG, and Kirkham, formerly of Suva and now of O.T.

—T.M.

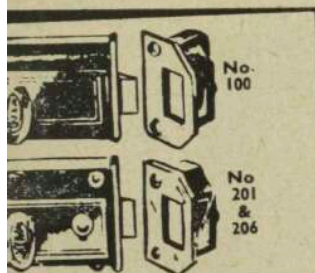
Mr. Spencer Weaver, of Honolulu, was in Tahiti in early October to finalise arrangements for building a big hotel on a shore site midway between Papeete and the new port. Preparatory work has been proceeding on the site in the last few weeks and it appears ready for completion in a few more weeks.

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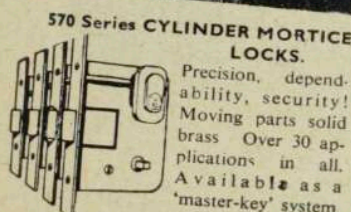
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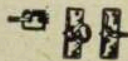


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certain that this particular hotel will eventuate. Mrs. Weaver belongs to Tahiti.

Governor Peter T. Coleman, of American Samoa, was a guest recently at a conference of States' Governors at the swank Sun Valley resort, Idaho (USA).

At the formal banquet ending the meeting, he was lavish in praise of the hospitality he and his Hawaiian wife, Nora, mother of 11 children, had received. Governor Coleman told his fellow governors that if he and his wife have another child, they would want to name it "Sun Valley Smylie".

Governor Robert E. Smylie, of Idaho, host of the meeting, was on his feet in a minute. He told Governor Coleman that the theme song of the plush resort was "It Happened In Sun Valley". The assembled governors roared in delight.



Mr. Noel Tracey and Miss Pat Starr, at the Posts and Telegraph Ball recently held in Port Moresby.

Photo: Papuan Prints.

Mr. Ian McDonald, Chairman of the Papua-New Guinea Copra Marketing Board, left Port Moresby in September for an official visit to the United Kingdom in connection with the disposal of next year's Territory copra. For the last two years, the Unilever Combine has made firm contracts for over 20,000 tons of P-NG copra per annum, at a price based on Philippines (or World) price, and with copra scarce and prices booming, Mr. McDonald could not have picked a better time for his current visit. He will return by the United States and Japan and will be back in Port Moresby by end of October.

Dean Knowles A. Ryerson, senior US Commissioner on the South Pacific Commission, who presided

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at the meeting of the SPC, commenced at Noumea on October 12, is going to take the long home. He will visit SPC rhinoceros beetle research centres in Madagascar and Kenya, where the Feller Foundation funds are used by the SPC studies. Prior items on the SPC agenda for consideration of the annual meeting and appointment of a new Executive Officer for Health. Dean R. of the University of California College of Agriculture, is now recovered after his recent surgery.



"I guess I'll never make that mistake," said Steiner Ask, a crew member of the "shall" in Lae in September, where his name in the newspaper after accidentally hitting himself in the buttocks while demonstrating a cowboy trick with a pistol. The bullet removed in Lae Hospital.

Photo: Pat I

Mr. R. A. Howlett, well-known Fiji as an organising secretary, public relations man, is now a member of the advertising staff of *Australian Women's Weekly* in Sydney, and he has been touring New Zealand on its behalf. The circulation of that journal, incidentally, is now over 700,000—the largest in Australasia.

Last year, Mr. Howlett was appointed head of the Tourist Department in Singapore; but last year, when a Government of extreme nationalists took over the old-established British colony, he was among the several high-ranking officials who were unceremoniously dumped, although he had been doing an excellent job. Howlett then returned to Australia—and literally within hours was grabbed by Consolidated Press' *Women's Weekly*.

* * *

Mr. Ray Parer, famous for his old New Guinea identity, was on a boat in Sydney Harbour a few months ago, and has made his home there. He also bought an island somewhere; and—according to

—he has placed the re-con- engine effectively in the that he has a very service- aft. He now is turning his ck to New Guinea—to which "Goodbye—finish" several ago. thinks he might go freight- New Guinea with this boat," Territorian. "But he's too old that sort of thing." "Ray's oo old for anything," said old friend. ew Guinea need not be sur- d to see another coastal r turn up there any time, y Parer as owner, navigator ineer.

August Hettig, well known e resident of Nukualofa, re- to Tonga recently after a ell of treatment in the l War Memorial Hospital. He has made a good recovery is illness.

Brian Hurley, former well manager of the Grand Hotel in Suva, left Fiji last on his return to New . He had a long spell in l in Suva, and he was there he Grand Pacific Hotel was the Union SS Co. Ltd., and over by the Cathay Hotel s, of Singapore. He is now ell again.



hed in Sydney recently, three young he Islands—Panapa Alefaio, from the ands; Neori Racule, of Tailevu, Fiji, Joseph Kamali, from Wallis Island. —Tele-Photo.

Lillian Millar, an old New n, left Sydney for Fiji at d of September, to become at manager of the new Hotel in Suva, one of the rn Hotels chain.

Millar went to New Guinea fter Australia took over the te in the early 'Twenties, married Mr. Bennett, an stration official. He later ad, some time afterwards, on robe goldfield, she married oby Millar. Mr. and Mrs. did not return to New Guinea World War II; and he died ney, after a long illness, in her memories of the New



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a bottle
in the home

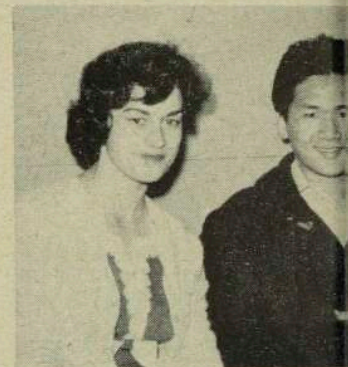


W.73

THE
FAMILY
REMEDY

Guinea of 30 years ago, Mrs. ... gave the American novelist, ... B. Michener, a lot of valuable colourful material and, in acknowledgement. She figured prominently in the dedication of his Pacific *Return To Paradise*.

Mr. Gerald Hensley, of the Department of External Affairs, has been appointed a member of the staff of the West Samoa Commissioner, to assist in the constitutional developments of the Territory.



At the Polynesian Association in Sydney Chin Fou, a member of a well-known family of Papeete; with Kitty Nobbs of the Island.

M. Jean-Marc Deleffert, a French-Polynesian who came to Australia from New Caledonia months ago, sang two Polynesian folk songs in his Cafe Contre TV appearance on Channel 7, Sydney, on September 24. He, whose first appearance on TV was in an Islands costume with a flower in his hair, and accompanied himself on a guitar.

Mr. J. R. Foldi, New District Commissioner, and his wife, Mrs. Foldi, were in September part of their leave in Sydney. Their headquarters at Neutral Bay. Foldi has one of the "top" districts in Papua and New Guinea—the unpredictable Tolai and Gazelle Peninsula, are among the more or less loyal subjects.

Elder M. K. Maynard, of the Mormon Mission, formerly in Hawaii, visited Samoa in September to oversee new mission buildings in hand. He later went on to NZ where he will be stationed at Hamilton for the next three years. The Māori Mapusaga High School in Apia, Samoa will be ready for opening in early 1960, and good progress is being made on the Pesega at Apia.

Mr. James Lee, managing director of Henderson Trippe Shipyards of Hongkong, whose firm has

A number of veteran Aus- and NZ coasters—some for years—in recent years, was in search of scrap metal cargoes in October.

John Morris, Superintendent in the BSIP, after many years in the Colonial Service, has retired and will settle in the Kingdom with his wife and

M. Noble, formerly clerk of the Executive Council of Western Samoa and Administrative Officer of the Secretariat, has left Samoa on account of ill health. Among the reasons was one by the Returned Sailors' Association, of which he has been secretary.

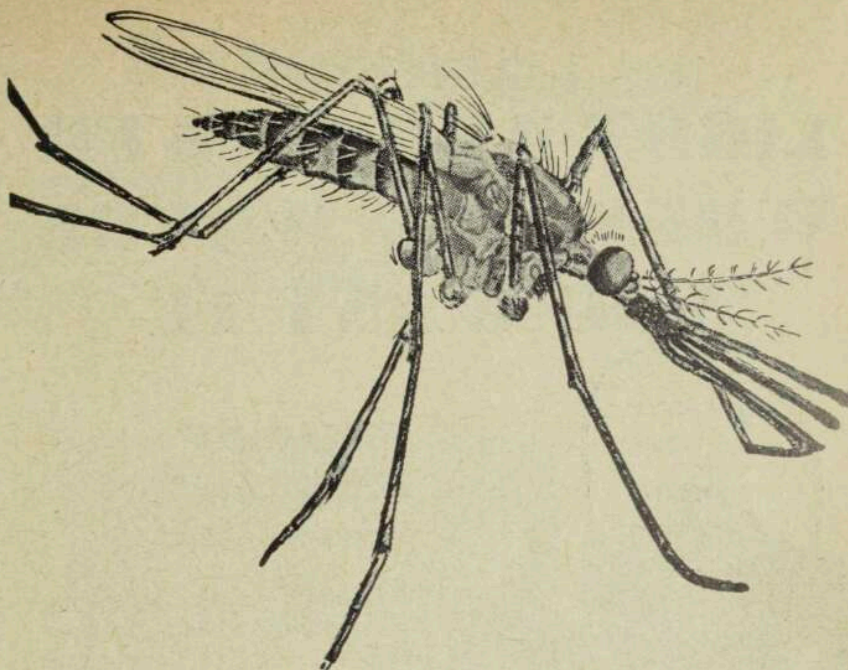
Only in the Secretariat, BSIP, Mr. M. M. Townsend has been appointed District Commissioner for Auki, Malaita Island, on October 1. Prior to going to the Solomons, Mr. Townsend was in the Hebrides and Gilbert and Ellice Islands.



Mrs. A. A. Bowman, of Port Moresby, celebrated their 25th wedding anniversary. She is the manager at the Hotel Papua. Photo: Papuan Prints.

After an absence of many years, Mr. De Berg Thomas has returned to the Solomons as plantations manager for R. C. Symes Pty. Mr. De Berg Thomas has previously been in the Protectorate as a manager for Levers in the Solomon Islands.

Newly appointed BSIP Assistant Commissioner of Works, Mr. Wood, with wife and children, has arrived in the Protectorate from Harar-Es-Salaam, East Africa.



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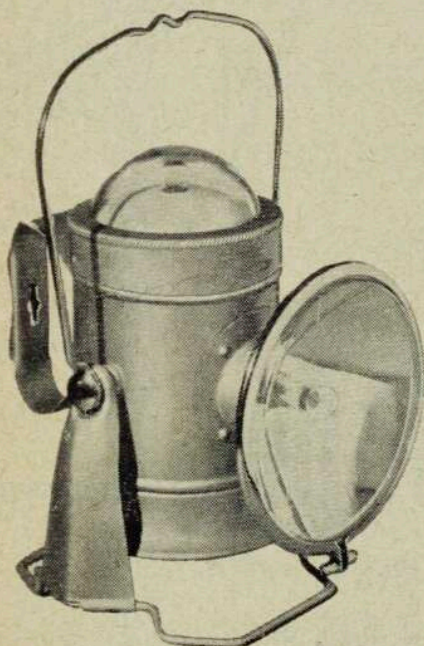
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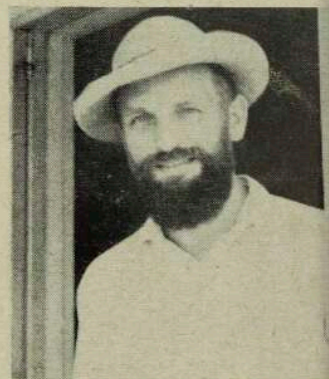


E189R

Dr. Alec Sinclair, a Melbourne psychiatrist, who made a study of the mental health of New Guinea natives in 1957, on behalf of the Commonwealth Government, is to be there again soon for another study. Dr. Sinclair's 1957 report was received by most long-time New Guinea residents, who commented that it was pretty well "on the spot" but a September announcement by the Minister for Territories Paul E. Keating that the Government would propose to appoint other psychologists to study among the natives in the future, caused some raised eyebrows.

Mr. A. J. Applebaum, of Sydney office, paid his first visit to Fiji late in September to make contact with tourist agents there.

Mr. I. E. Butler, Lands Officer for the Gilbert and Ellice Islands, travelled to Suva in HMS Ocelot in September then continued to Port Moresby, South Africa, and then to the United Kingdom on leave.



Mr. Arne Hogsted, managing director of Hotel Les Tropiques, Papeete's leading hotel, visited Suva on business late in September travelling by TEAL flying-boat. Hotel Les Tropiques is owned by Societe Hoteliere de Tahiti, a subsidiary of South Seas Enterprises Ltd., Buena Park, California, with whom Mr. Hogsted, a Dane, was employed for several years before his transfer to Tahiti.

West Samoa's first Prime Minister, Fiame Mataafa, who has just been elected (see p. 23), was born in 1874, educated at the Marist High School near Apia and later at the London Missionary School, a prominent LMS churchman. He was also taken a keen and active interest in football, cricket and other sports.

He was elected to the Legislative Assembly in 1957 and has since been Minister of Agriculture. He was one of the Western Samoa delegates to meet the Queen in New Zealand in 1953 and last year, with High Commissioner Tamasese and Malietoa, appeared before the Trusteeship Council in New York to explain some aspects of Samoa customs.



merican Samoa for the first time since World War II is Captain Eric Scanlan, Air Force, who is staying with his prominent businessman Herbert Scanlan. Scanlan was born in New Zealand and moved to Samoa when he was three. He served with the United States right through the war.

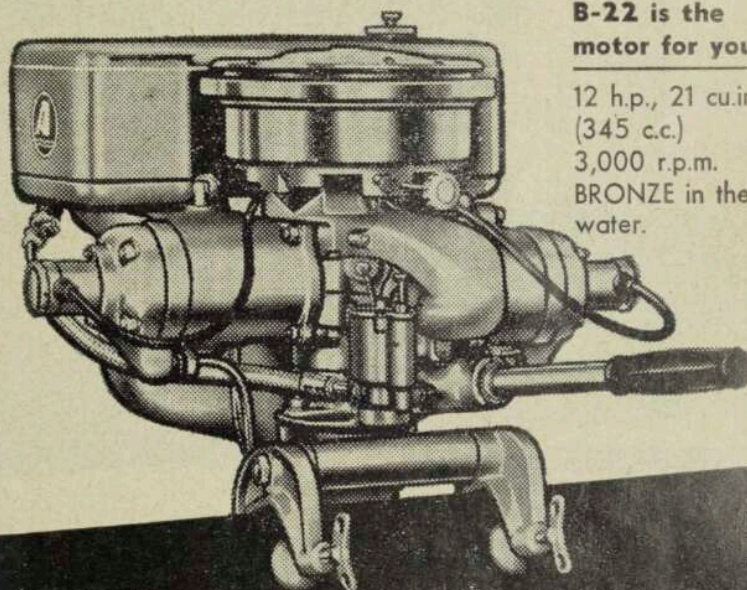
Photo: Pan American Prints.

ncent Zigas, of Kainantu,
 nea, who was first to make
 as "kuru" disease which is
 members of the Fore tribe
 created world-wide interest,
 made a member of the
 Academy of Neurology,
 an honour not often be-
 outside America.
 received some publicity in
 in September as a result
 legislation made by the As-
 Professor of Anthropology
 University of Washington,
 K. E. Read (an Australian)
 interested scientists in Aus-
 have acted with extreme
 ism in virtually proclaim-
 as an Australian preserve,
 stent of excluding from the
 other nationals who have
 actively engaged on the
 . Nobody would say any-
 at Professor Read presum-
 in mind American Dr.
 udusek, who had had some
 ver an entry permit. This
 d, whether as a result of
 gation nobody knows.

F. Nevill, Resident Commissioner of the Cook Islands, and will, went to New Zealand in early September.

Absence of Mr. Nevill from Tonga—until about December.—Mr. L. K. Pitt, Secretary of Government, is acting as Commissioner

A black and white line drawing of a long, narrow boat on a river. Two men are inside the boat; one is seated at the stern, and the other is standing near the bow, gesturing with his right arm. The boat is filled with a large pile of bananas or similar fruit. In the background, there are palm trees on the riverbank. The style is simple and illustrative.



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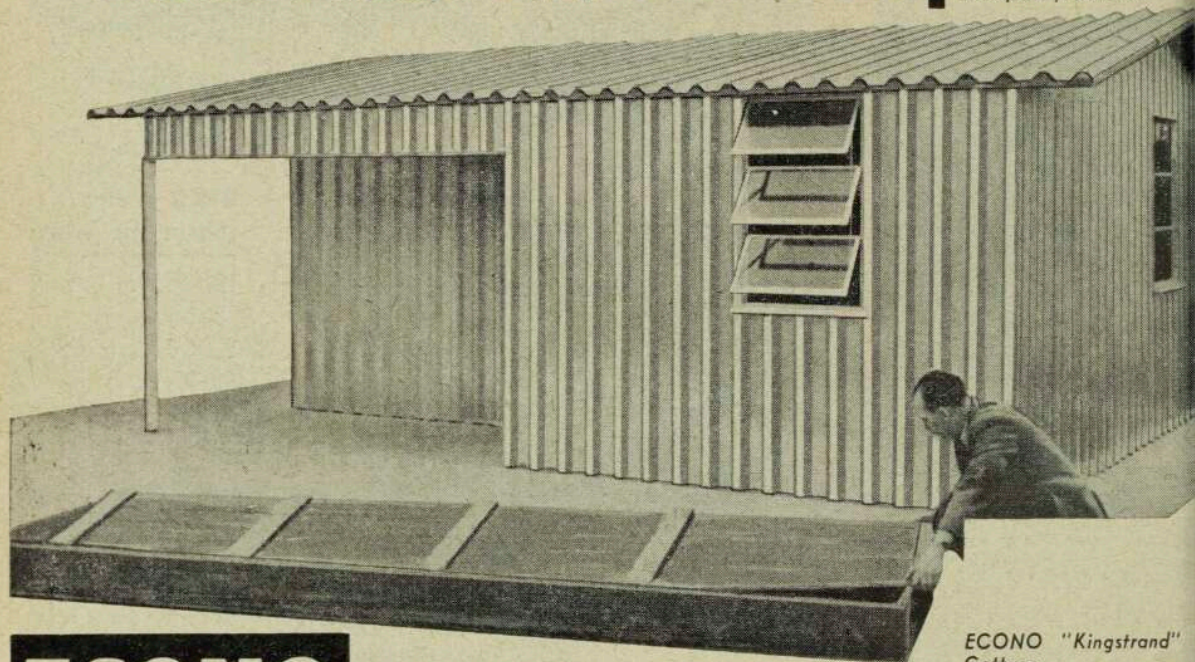
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OCTOBER, 1959

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erts Confounded

Copra es Crazy Again

international influences
en at work on the world
arket in the past month to
the copra experts ("PIM"
), and to produce a
y price boom.

he indications were there,
uple of months ago, that,
a year, the boom was
out. Copra price dropped
£20, due mostly to the an-
nent that the United States
unload its strategic stock
oconut oil.

nloading hasn't happened
ad this is the first factor in
en up-sweep in copra prices,
early October took Philip-
\$265 on the London market
of \$36 in the month.

second factor in the boom
economic crisis in Indonesia
ember, which makes future
ts of copra from that
just a little less certain than
ve been for several years

approach of the northern
a reaction from the slow
of July and August also, no
ave had their effect on the

Stratospheric Levels"

ut oil followed copra into
stratospheric levels. Reuter ad-
October 6 was £Stg.147 per
Ceylon, cif, UK; with Straits
136/10/-. The Ceylon price,
et and not a misprint, must
all-time record. Ceylon
goes about £Stg.2 better than

hing is certain whether the
£Stg.137 or £Stg.147, not
business will likely be done
e rates.

interests in Sydney at end
first week in October were
g hands over the "craziness"
market and the difficulty of
sane business. The next
should tell whether the boom
a flash-flood, or whether
ices are likely to become a
Meantime, all experts have
to go quietly and make no
ies unless with the aid of a
witch-doctor or a grade-A
ball.



GET IT! Among the main spectacles of Suva's hibiscus festival were the rugby battles between Fiji and a visiting Tongan team, here seen going their hardest (Tongans in the white shorts). In the Test on September 26 the Tongans defeated the Fijians, and claimed the mythical title of "Rugby Champions of the South Pacific".
Photo: Stinsons.

Suva's Hibiscus Festival Is Now Major Event

Suva's fourth annual Hibiscus Festival, bigger and better year by year, and this year blessed with mainly dry weather, now ranks with Papeete's Bastille celebrations as a major carnival event in the Islands.

SUVA, with an annual average rainfall of about 127 inches—20 inches of it fell in the first 17 days of Festival month this year—is less than an ideal location for

this kind of event, as most of the fun is out of doors when its success hinges on good weather.

This year the weather held fine right up to the last afternoon, and even then it lasted until after the main spectacle of the week—the great parade of decorated floats through the city to Albert Park. But the Marching Girls, who came later, received a drenching.

By evening the weather was again fine for the crowning of the Queen of the Festival—Miss Robin Ann Riemenschneider — on the upper balcony of the Grand Pacific Hotel, with thousands watching.

The Festival is not intended or expected to show a financial profit to the organising committee, but charities were expected to benefit substantially from their side-shows, food stalls, and games of chance.

Cruise Ship's Visit

Attendance at some of the indoor events, and the monster barbecue at Nukulau Island, was limited by the high admittance charge. Victualling fees alone for such events were generally in the vicinity of 15/-, which meant that they were mainly restricted to tourists and the upper income bracket.

For the first time a cruise ship, the 10,952 ton *Manoora* from Sydney, was induced to pay a call



Miss Hibiscus, 1959.
Photo: Stinsons.

for part of the week. (Some of the passengers were injured in a storm on the way back).

Every taste was catered for in the Festival.

Some of the highlights were Tonga-Fiji Rugby, Old Time music hall, yachting regatta, fine arts exhibition, and Indian Night and a Fijian Night at Albert Park, a classical recital by Igor Ozim (violinist) and Ilse von Alpenheim (pianist), an agricultural display, a rock-and-roll contest, a night of feast and fun on Nukulau Island, and other items, sporting and general, capped by the wonderfully colourful parade of floats with the city packed with sightseers as it has perhaps never been packed before.

Some considered that the numbers in Suva on the final afternoon were greater than for the Royal Visit.

Suva Born

Miss Riemenschneider, elected Hibiscus Queen, is an attractive Suva-born stenographer in the Union Steam Ship Company's Suva office. She was sponsored by the Garrick Hotel. Her prize is a travel outfit and a trip to Brisbane by the French Airline TAI.

Many of Suva's firms donated substantial sums towards the cost of the Festival—but were probably able to recoup much of it in added business due to the event. Much of the Festival was filmed by overseas organisations and should receive wide publicity in potential tourist areas.

The Festival meant a lot of work to many people and particularly to Mr. Reg Spowart, the organiser, who can feel justly satisfied with the results.

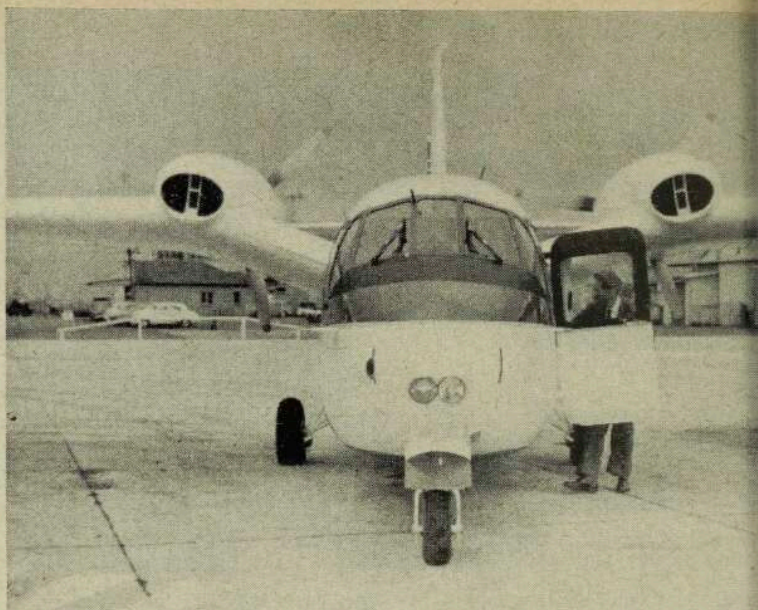
PACIFIC REPORT

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

Reflections on Fiji's Election Results—117; Samoa Radio Listeners Cheat—117; What It Costs For a Letter—119; Air Migrants Cause Population Fall—121; Fiji Now Makes Its Own Paint; Fiji Official Support of Birth Control—123.

They Can Hear the Voices of the Coastwatchers—125; Fiji Copra Could Be Better—126; Plans for Kavieng School—127; Agriculture Compared—129; Tongan Inquiry—131; Fiji's Dispute Over Boxer—133.

Tonga's New Shipping Makes Money—133; P-NG Flying Saucer Man in Town—135; Minister Suggests on New Caledonia Tour—136; Formal History at Bau; Mr. Chipper Says What He Thinks—139; "Muniara" Tragedy Recommendations; Sea Collisions All Over the Place—143; Suggested Inquiry on New Guinea—144.



REVOLUTIONARY LOOKING: This Italian plane, imported by Papuan Air Transport Ltd. to Moresby, for use on services in Papua, caused a lot of interest in the Eastern States of Australia where it gave demonstration flights in September before going into service. It is a Piaggio, and is the first Italian plane ever sold in Australia for airline use. The unusual about it is its pusher-type propellers mounted at the rear of the upswep wings, which give it the appearance of a jet. It will carry 10 passengers and can cruise at 200 miles per hour.

America Reads The Story Of The Coastwatchers

• Eric Feldt's best-selling "The Coast Watchers", long out of print in Australia where it was published in 1946, has been published in the United States in a paper-jacket edition. According to our San Francisco correspondent, it is now available in this form in every book stall in the United States; it will no doubt appear eventually in a cheap form in the S-W Pacific.

ON a quick run through the US paper-back edition which we received in early October, there are only two items in the two editions that are exactly similar—the author's acknowledgement in the front, and his story of Ken Hay, who when he decided to come down off Gold Ridge in Guadalcanal, sent a note to the US commander that he was "knocked up". He meant it in the Australian sense—that he was too weary to go on. The officer took it in the American sense—that Ken was pregnant, and couldn't wait to go see for himself if he were.

Rewritten

The entire paper-back, US edition has been re-written (repeat, re-written, not just cut down), by Feldt and in the course of it, it has been reduced to about one-third of the original. However (again on the quick-look method), it is still Feldt's story, not re-

slanted to appeal especially to Americans or to give them their share of the story. It is the story of the men of the SW Pacific islands and others recruited by the US who did the behind-the-lines work that, according to the late "Bull" Halsey "saved Guadalcanal and Guadalcanal saved the Pacific".

Most ex-Coastwatchers and residents of the South Pacific prefer the original version in detail, and especially for a excellent index (missing from the paper-back); but for a streamlined, condensed, and telescoped US edition seems to be a good substitute. The paper-back edition has a foreword by General MacArthur, and is published by Ballantine Books, New York, for 50 cents in the US.

(See also "They Can Hear the Voices of the Coastwatchers", page 125)

Background To
Month's Events

Mr. Hasluck Leads In His War With P-NG "Locusts"

A SURVEY BY R. W. ROBSON

Australian Territories Minister Hasluck is still riding high pretty.

NG the past month (mid-September to mid-October) he survived some sharp attacks in Australian Parliament: • consciously ignored the New Guinea rebellion; • been praised and led by Prime Minister Menzies both parties in Parliament; Thursday, October 1, cocked a snook at his ill-wishers in New Guinea.

Overwhelming majority of non-official classes in New have demonstrated their disapproval. Probably most of the people are equally hostile—y, for obvious reasons, hide feelings.

Those facts have weighed with the ruling class in Australia.

Bureaucrats are controlled (officially) by the Government; Government by Parliament; Parliament, by the people; and—the theory of it all—the people are instructed and guided by the free Press".

Officially, people and Parliament know practically nothing of the real position in P-NG. This is because of the complete lack of whatever public relations the New Guinea taxpayers are able to organise.

Recently, in the final showdown, Mr. Hasluck carried Parliament with him.

The Newspaper Blackout

In July and August, while the rebellion flared, practically no news—and no explanatory words—those critical events in New Guinea appeared in the Australian papers.

The significance of the High Court decision that the Full Bench should hear the Taxpayers' challenge to the Papua and New Guinea Government was not explained. The event was not even mentioned.

At the end of August, *Sydney Morning Herald* began to publish selected letters and an article about the P-NG position; but practically everything published was in favour of Hasluck. The public was left to believe that

"the New Guinea trouble" was merely the traders' and planters' opposition to paying income tax, and that it would die down if ignored.

Never, in a very long newspaper life, have I seen the newspapers so consistently and deliberately dishonest in their presentation of a matter involving public interest and the administration of justice.

It was expected that the High Court hearing—virtually promised for August 17-18—would at least be reported fully by the newspapers in August, and thus give the public some idea of the real issues involved.

That application still is on the High Court list—but Heaven knows when it will be heard. (See panel).

Some day, I hope to have the opportunity of commenting upon the circumstances surrounding this High Court matter.

The Legco 'Boycott'

The candidates nominated by the Taxpayers' Associations, and pledged to resign, overwhelmingly defeated the more-or-less pro-Administration candidates, on September 12;

FIJIANS IN THE US

Lead by a police motor cycle escort, the Fiji Military Forces band marched through San Francisco to Union Square each day on a different route during its September visit to the US. But awed by the traffic and the haste the Fijians were reluctant to wander anywhere on their own after their daily noon-time appearances for fear they would get lost. Story on page 45.

Photo: Ralph Craib.



HIGH COURT CHALLENGE

Sydney legal circles in early October were hopeful that New Guinea's challenge to the constitutional structure of that Territory would come before the High Court in Sydney in November.

If the matter is not heard at the November sitting it is unlikely that the High Court will hear it before early next year.

The matter in October was in the hands of the Commonwealth and the next move was up to the Government. The Commonwealth Attorney-General, Sir Garfield Barwick, will lead in the case when it comes before the Court. Sir Garfield, it is known, has had his time taken up in the last few months with other important legal and political matters.

and when the Legislative Council met on September 29, and Messrs.

V. T. Sanders . . . New Guinea Mainland
J. L. Chipper . . . New Guinea Islands
S. Barker . . . Papua

were formally sworn in, the three gentlemen named resigned. (Mr. Barker a day or two later than the others, because he had been visiting Canberra when Legco opened).

Each explained that this course was being followed to demonstrate to the Australian Government, Parliament and people the Territories' lack of confidence in the Minister personally, and in the instrumentality (Legislative Council) which the Australian Government has provided to give Territorians

Mr. Hasluck A Pale Understudy Of Mr. R. G. Menzies

In his competence, intellectual arrogance, his resentment of criticism, and his contempt for the opinion of "the mob", Paul Hasluck, Australian Minister for Territories, Papua-New Guinea's most unpopular man, much resembles Robert Menzies, his Prime Minister.

Some people insist that Hasluck models himself upon Menzies. There is no man in the Inner Cabinet closer to the PM. Menzies has supported Hasluck fully in this recent trouble and, inferentially, he has treated the New Guinea "rebels" with the same contempt.

Hasluck's dismissal of the P-NG trading classes as "locusts", feeding upon the riches made available in P-NG by Australia's rich gifts to the Territory, is completely in character. His writings, over many years, show suspicion—if not dislike—of private enterprise, and his contempt for profit-taking, in all its forms. He is an academic Socialist—always has been.

Political Labour treats him with respect.

Hasluck is the ablest man who ever has held the portfolio of Territories. Spender, also, was an able man. But Spender was a complete careerist. Hasluck, on the contrary, is a dedicated man—he is convinced that, if left alone, he is the chosen one who can lead the New Guineans from primitive savagery to young nationhood.

Socialism—of which Communism is the logical development—leads inevitably to dictatorship.

Hasluck is exactly of the stuff of which dictators are made. It is seen in the impatience and intolerance with which he treats questioners and critics

of his regime, in his inability to compromise—and especially in the proven fact that no man with ability and ideas of his own can work effectively with him in Territories administration and development. It must be Hasluck, or nothing.

Consider D. M. Cleland, a man of outstanding ability, shown in other fields. Under Hasluck, he has been little more than a rubber stamp.

Consider also the case of Ian Downs, the brilliant young District Commissioner who, in the Eastern Highlands, began to give shape to what experienced Territorians believe to be the only policy to bring quick, effective and permanent change to the New Guinea primitives—namely, the settlement among them of trustworthy, hand-picked European planters, to help native communities, by example, to a better standard of living.

Hasluck, in 1955, fell like a thunderbolt on Downs and finally drove him out. Bureaucrats, directed and controlled in every move by Canberra, would train the natives, he said, and direct them to another way of life.

It was the inevitable clash between Individualism and Socialism; and Socialism won.

That is the kind of man who now has made himself the supreme boss of Papua and New Guinea.

With one gesture, last July, he could have won the goodwill and co-operation of all responsible Territorians. He remained aloof and contemptuous.

Territorians know all this, instinctively. Instinctively, they know they are right in their challenge to the dictator. But they have had a singular lack of success in giving effective expression to it.—R.W.R.

some voice in administration.

Those three elected men, acting on behalf of the Territorians, wanted it known that they thus were fully supporting the other three elected representatives (Messrs. E. A. James, Dudley Jones and Ian Downs), who resigned in July from the Council, for the same reasons.

But the incident was sneered at by the Minister, and dismissed in a few words by the Australian newspapers, and not one attempted to explain its purpose and background.

But when Prime Minister Menzies, in early September, and Minister Hasluck himself, defended and explained the Hasluck policies and administration, the newspapers reported their anti-Territorian statements very fully.

Mr. Hasluck and the 'Locusts'

In the Commonwealth Parliament on September 30, in a long speech explaining his acts, answering his critics and defending his policy, Mr. Hasluck said (*SM Herald* report):

The Territory should be administered for those white and coloured people who would

stay there and build a just and enduring social order, not for the less useful minority of Europeans who had flown in for the sake of the pickings.

No Government could afford to allow the Territory to be treated like a private estate—it was a public trust.

There was misunderstanding and ill-feeling over the recent change in the method of raising taxes in the Territory, and unfortunately very great misrepresentation of the Department's point of view.

The private enterprise of every native villager was just as sacred to liberalism as the private enterprise of any European who had established a business there.

These statements by the Minister were completely in line with his famous dictum of January, 1958:

"And I say quite bluntly that many of the people who come to me in the guise of solid pioneers and frontiersmen of private enterprise in Papua and New Guinea are merely the locusts, in the sense that they are gathering what they have not sown."

Therefore, up to this time (early October) it has been a complete victory for the Minister.

All his published statements in the period August-September have indicated—

(Continued on page 149)

And a Service to Territory

NEW AUST.-GUINEA SHIPPING LINK

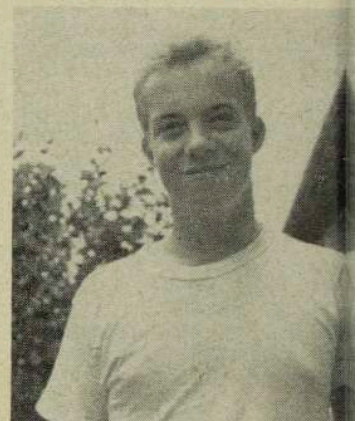
• One of the largest merchant firms in the American North Pacific Territory of Guam, Jones & Guerrero Company Inc., will commence a new shipping service from Australia to Agaña, Guam, and the US Trust Territory late in October.

A vessel with 1,000 tons weight cargo capacity (half refrigerated goods) will make its maiden voyage from Brisbane with a wide variety of Australian goods—frozen meat, eggs, rice.

This direct service will abolish the need for transshipments at Manila, which hitherto militated against export of Australian merchandise and foodstuffs to the Territory, which should be a natural market.

Another shipping development is the extension of New Guinea's Australia Line's MV *Sinkiang* to Tuli (Gilbert & Ellice Is.) after Mid Kavieng (New Ireland), in the middle of her Sydney-P-N-O service, at the end of October.

Two trial calls will be made in December to gauge cargo possibilities.



HE'S JUST A CABIN BOY

Although Lars Nissen will today own a fair share of the T.T. Dahl Line he had no soft passage on a recent trip in the "Thorsis" which took him via Tahiti, Sumatra, New Caledonia, Australia and New Guinea (where this photograph was taken by "PIM" correspondent Pat Robertson). Lars worked the deck boy on the trip. Lars, whose grandfather Lars Christensen founded the line in 1928, is an undergraduate of the University of Columbia and is spending vacation on a working "holiday". The line runs the freighters "Thorsis" and "Thorshall" across the South Pacific.



A TEAL Solent.

ational Airport at iti Takes Shape

Special Correspondent
ong last, after years of
on and delay, the Tahiti
ional Airport is taking
n the edge of the Bay of
right alongside the town.

of the fine new air-strip
y has been built; and the
lete air-strip, 3,400 metres
d 150 metres wide (one
equal to 39.3 inches), suit-
jets, will be ready by early

esent, under the direction of
rt French engineers and
ns, some 250 workmen,
ahitians, are well advanced
onstruction of the air-strip
metres long and 45 metres
ich will take Electras next

p end of the planned strip,
ns northeast to southwest,
a few hundred yards from
iques Hotel, at the south-
l of Papeete town.

irport buildings are closer
southern end of the air-
ear the well known flying-
e at Faaa, and some two
om the centre of Papeete.
s, for Tahiti, a most impor-
welcome development.

population is increasing
and there has been no
nding economic develop-
take care of it. Tahiti is
ne world over as a place of
esort; and, when the really
planes begin to come in
st and west, it is anticipated
e tourist industry will grow
uch, and solve Tahiti's
e problems.

Tahiti's Handicap

se Tahiti is away out by
a wide ocean, Tahiti was
getting a regular airplane
The New Zealand Co.,
has been providing a bi-
seaplane service since
ut Tahiti's planners have

Continued on page 147)

gram of the construction work on the new Papeete
described in the accompanying story. In 1961
e will be completed to international airport dimen-
to take the big jets, and will then become an im-
tant link in the round-the-world service of TAI.

Turbo-Prop Electras Next Year

End of Pacific Flying Boat Era Is Near

The last, long-distance Solent flying-boat services will
cease in the Pacific in July, 1960, when Tasman Empire Air-
ways Ltd. will begin operating the Coral Route from Auckland
to Tahiti, via Islands, with turbo-prop Electras.

ACCORDING to Papeete advice,
the airport there is expected to
be ready for use next May. The
present Coral Route ports of call
are Laucala Bay, Suva; Satapualla,
Western Samoa; Aitutaki, Cook
Islands, and Papeete. It is under-
stood that the land airstrip at
Aitutaki will be capable of taking
Electras, but that Faleolo (Western
Samoa's land airport) will not. Nor
would the Cook Islands other air-
port, Nikao, near Rarotonga.

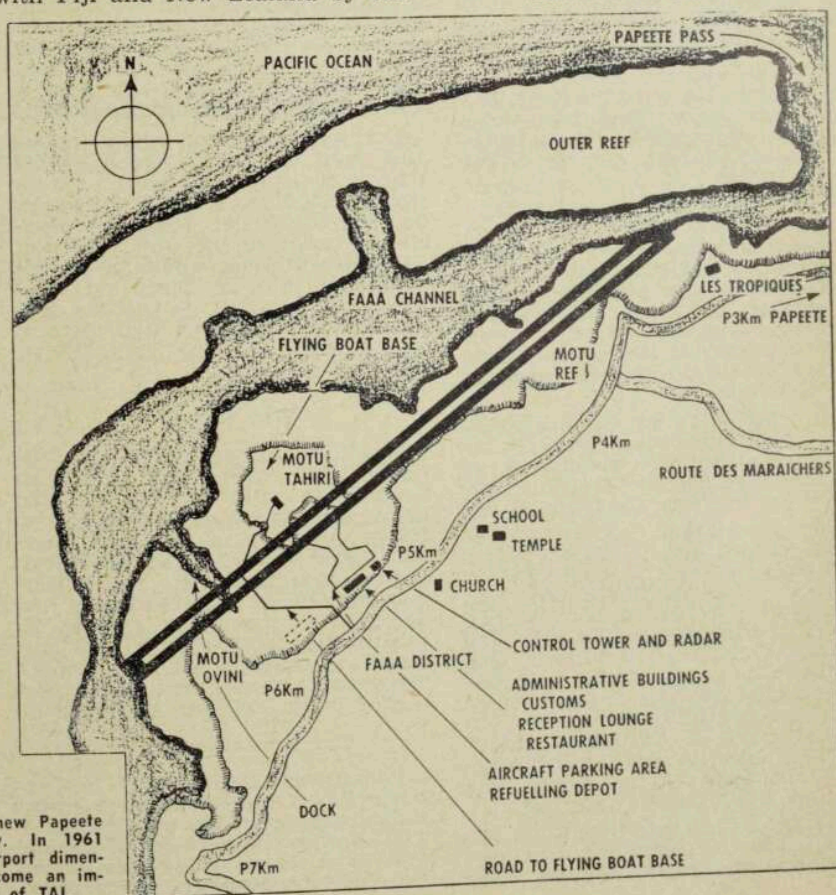
There are plans for the extension
of both these strips, to bring them
to Electra standard, but no major
work is in hand at either. Unless
something is done very smartly, it
is obvious that Western Samoa is
going to lose its traditional air link
with Fiji and New Zealand by the

middle of next year. The Western
Samoa Government has not been
willing to spend money in airport
construction, and while the flying
boats operated no effort has been
made to keep Faleolo up to more
than DC3 standard (though Pan
American Airways made an
emergency landing there a few
years ago with a Boeing Strato-
cruiser).

It is expected that TEAL will
change over from its present DC6
aircraft to Electras for its trans-
Tasman operations early next year.

Although it seemed, back in July,
that Polynesian Airlines, the new
Western Samoan airline company,
had stolen a march on its opposite
number in American Samoa

(Continued on page 145)



No Strike This Season

Fiji's Sugar Interests Meet After Argument

There may be some hard words, but there will be no strike action or major demands on the Colonial Sugar Refining Company by the Fiji Sugar Industry Employees' Association for the remainder of this Fiji sugar season.

THAT much Mr. B. D. Lakshman, the general president of the association, told a PIM representative a few days before a meeting between the two parties at the end of September.

It was then uncertain whether the meeting would take place at all as there had been some sharp exchanges of correspondence in regard to the agenda, but in the end the representatives of the employer and this particular branch of the workers, commenced on September 28 a series of meetings which were to continue into October.

The employers were insisting that they would discuss only those items covered in paragraphs 105 to 110 of the recent Report of the Sugar Board Inquiry.

Want Award

These concerned the establishment of a Master Agreement—equivalent to the published award of unions in more advanced countries—wherein all the terms and conditions of employment must be set out in careful language to avoid dispute.

The CSR also wanted an assurance that there would be a house-cleaning within the association, as recommended by the Board of Inquiry, prior to any discussion at all.

The association, on the other hand, wanted also to discuss wages and other matters. It maintained—correctly—that the Board never had the power to fix wages. It had power of recommendation only, and while the CSR had voluntarily and unilaterally accepted the wage recommendations, this did not mean, said Mr. Lakshman, that the subject was to be considered closed. There might be some justification for that view if the Board had been a legal wage-fixing body.

Mr. Lakshman said that it was his view that the employer had announced acceptance of the wage



Mr. B. D. Lakshman, Fiji union leader and newly elected member of the Fiji Legislative Council.

recommendations without reference to the association with the intention of short-circuiting further discussion. As a matter of principle, the association could not accept that approach—even if at the moment it accepted the recommended rise.

Correspondence on these points had been exchanged from August 1 up to September 23, with no clear sign of agreement on the agenda, but on the latter date the association informed the employers that its representatives would be at the suggested meeting place on September 28 and that on the two days immediately prior to that date it would hold a meeting to discuss its own domestic affairs.

"Will Rewrite"

When the meeting opened on September 28, with Mr. Lakshman heading the full executive of the association, and Mr. L. M. Sherwood (in his new post of industrial manager) and his assistant, Mr. Lear, representing the CSR, Mr. Lakshman announced that his Board had decided to completely rewrite its constitution according to the recommendations made in the Report. That said, discussions then proceeded on the Master Agreement.

Papua-New Guinea and Netherlands New Guinea opened a direct radio telegraph link on October 1. The service is between Hollandia and Port Moresby and telegrams can be sent Mondays to Fridays.

THE P-NG BUDGET

Australia's Gift to P-NG Now Is £78 Millions, Plus

• According to Australia's presented in Canberra in and the Territory's Budget presented in Port Moresby on September 29 by Treasurer H. the following has been the O ment expenditure in Papua New Guinea since World War up to June 30, 1959:

Provided by Australia	
—a free gift	£78.5.
Provided from P-NG's own revenue	35.2.
Total	113.7.

WITHIN the same period, various headings (such as subsidies of shipping and services, maintenance of lighthouses, various special grants) Australia has contributed many more not included above.

To those totals Australia added, in 1959-60, £13 million being the grant for "Administration expenses" in Australia's budget.

Budget examination shows in addition to the £13 million Australia in this financial year giving Papua and New Guinea the following amounts:

New Guinea civilian war pensions, education benefits, medical treatment	
Subsidy to shipping service	
Australian School of Pacific Administration	
For former P-NG superannuation funds	
Maintaining lighthouse services	
Interest on pre-war loans	
Loans to ex-servicemen for agricultural enterprises	
For new lighthouse and equipment	

* Out of £25 million earmarked for the purpose, £250,000 budgeted for 1958-59, but only £62,000 used.

There is a total there of £700,000—and there is, in addition, expenditure for P-NG under Army training, public works, maintenance of airfield facilities, care of wartime cemeteries and many other things, not separately in the Australian Budget.

£19 m. in P-NG This Year

In his budget speech on September 29, Treasurer Reeve said that he spent £17,077,000 in 1959-60, of which 28½ per cent. was salaries, 21.69 per cent. on

(Continued on page 29)



Western Samoa's first Prime Minister, the Hon. Fiaame Mataafa (left) with four others who are influencing the Territory's destiny—Hon. Tupua Tamasese, CBE; Mr. J. Mathison, NZ Minister of the Territories; Mr. G. R. Powles, NZ High Commissioner in Western Samoa; and Hon. Malietoa Tanumafili, CBE.

He's West Samoa's First Prime Minister

The election of High Chief Mataafa as Western Samoa's first Prime Minister places the leadership of the Territory, as it approaches self-government, with Samoan's three High Chiefs. High Chiefs Malietoa and Tamasese (the Fautua) will become joint Heads-of-State when complete self-government begins to function at the end of 1961.

Election of the Hon. Fiaame Mataafa Faumuina Mulinu'u II as Prime Minister has been warmly welcomed in the Territory. The first Prime Minister would have been a foregone conclusion if not for the Hon. E. F. Paul, who carried a heavy burden as Minister of Government Business for a year or so, was the only member who was defeated. He came last in the final round and Mataafa won the final round from his Samoan rival, Malietoa Mauri, by 32 votes to 10.

So pleasing as the result was the method by which some of the members tried to obtain it. Some of them challenged the five European members for a Prime Minister and asked them to leave so that the election might be made "according to Samoan custom". F. O. F. Nelson, speaking in the Assembly, appealed against this, and a majority of members to his

way of thinking. The incident is regarded gravely by some—as an indication of what self-government in Samoa might mean.

High Chief Mataafa has a pleasant personality; ideas and a mind of his own; an understanding of Samoan and European attitudes—and was the popular choice.

SELF-GOVERNMENT FOR AMERICAN SAMOA

Objectives of the people of Western and American Samoa were the same, but "our idea of self government does not mean independence", said American Samoa Governor Peter Coleman in San Francisco in September.

Governor Coleman was on his way to Washington to talk with Federal officials about "the next step in political development" for the US Territory.

Mr. Coleman said Federal Secretary of the Interior, Mr. Fred Seaton, might visit American Samoa shortly.

W. Samoa's March To Nationhood

New Citizens Get Ten Months' Grace

What was regarded as one of the most important bills ever passed by the Western Samoan Legislative Assembly—and one that put some of the European residents of the Territory in a dilemma—was approved by the Chamber after only a short debate at the September session.

It was the new Citizenship of Western Samoa Bill which defines Western Samoa nationality—or citizenship—by birth, or descent or by naturalisation.

The bill also provides for deprivation of citizenship under certain circumstances, and prescribes the oath of allegiance to be taken, this oath including the renunciation of any other citizenship previously held.

It is stressed that the bill establishing a Western Samoan nationality, has nothing to do with "Domestic status", or the present electoral regulations which provide for Samoan matais and persons of European status to be electors. Nonetheless, in future, all electors must take the oath of allegiance to Western Samoa and be Samoan citizens.

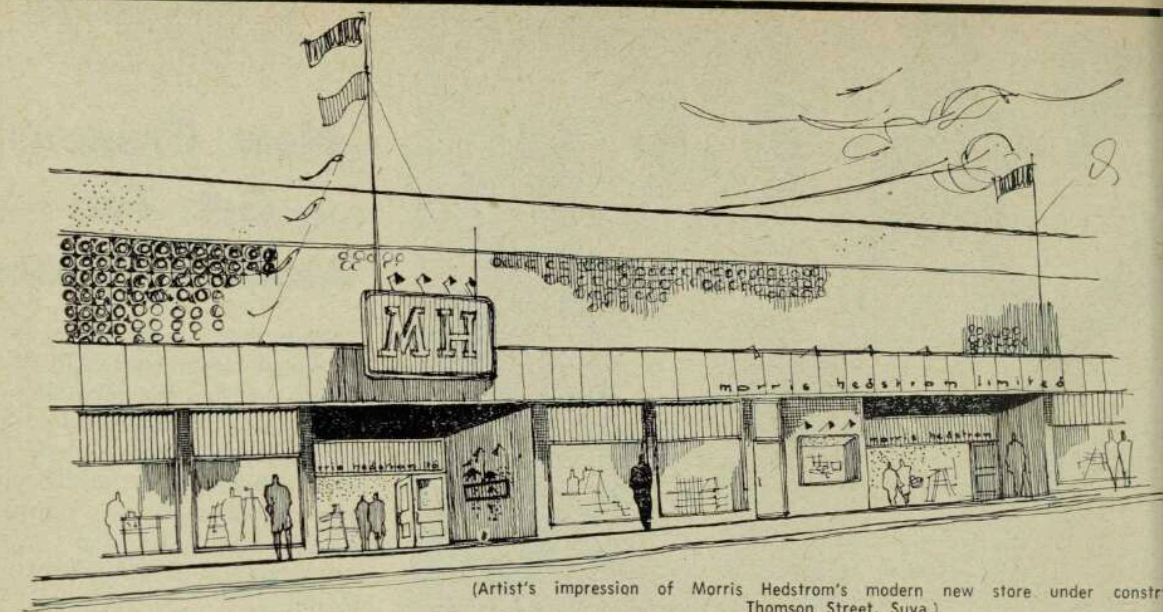
Certain classes of persons, particularly those who possess, at present, the citizenship of a foreign country, are given ten months from the date of the coming into force of the Ordinance (that is, until July 8, 1960) to decide whether or not to apply for Western Samoan citizenship.

The Council of State (the High Commissioner and the Hons. Tamasese and Malietoa) have made arrangements to make the provisions and the effect of the citizenship law, widely known to the public.

The new citizenship law brings many European residents up against quite a problem—whether to give up their present nationality and become Samoan citizens, or to continue their present citizenship.

It will be obviously impossible to retain a dual-citizenship, as Samoan

(Continued on page 144)



(Artist's impression of Morris Hedstrom's modern new store under construction Thomson Street, Suva.)

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FIJI — SAMOA — TONGA

COMMENTARY

Will Lakshman Do ji's Legco?

classes in Fiji learned, with may, that the troublesome B. D. Lakshman had been in September, to the Leg-Council.

ain fact, this could turn out a very good thing.

Colony is ripe for a little economic brutality. Laksh-the man to supply it.

man's chief need, in the as been a forum. Lacking it, d to Lautoka, with inflam-sugar-workers his only ee, he has been inclined to is top.

the more responsible sec- of the Fiji community some- ave regarded BDL as a very ous man. The Colonial Co., harassed in season and his incursions into sugar y management, has tended two horns and a tail, when- is portly person appeared. ith reason!

Mr. Lakshman is no fool. e contrary, he is one of the ducated and shrewdest In- in Fiji. And, whether right ng (and he has been wrong, ten) he has been Fiji's most ent and most courageous for what he believed to be terests of the Colony's un- viledged workers.

must have gained the con- and goodwill of many re- ple Indians, outside the mill- s' ranks, to have so decisively the well-tried and compe- r. Madhaven.

Lakshman has his forum is will be no meek and un- ve voice. We, who know him , can spare a little sympathy e Hansard reporters. Official members, visualising future l debates, put their heads in and moan slightly. there is no need — yet — essism. Lakshman must that, from his new place in ouncil, he can do more for ople he represents than ever ld do before — provided he with the Council, as a respon- elected member, and not t it. That Council soon will wider powers.

Lakshman, the head of the workers' union, he could see only one eye; and all other could see in him only the advocate.

the Hon. B. D. Lakshman, he is under an obligation to vo eyes — to see the affairs

of the whole Colony, in correct relationship with the people and the district he represents. Other classes now will look to him as a Legislative Councillor, and not only as a workers' organiser and director.

As a responsible Indian leader, with forceful views and a lot of energy, he can do a great deal for the Colony of Fiji. The time has come when the Fiji Government should have a little more aware- ness of the needs of the Indian industrial workers. Lakshman, MLC, can do something towards keeping the Government on its toes, in this respect.

He has the ability. But, to be a successful MLC, he will need patience, tolerance, and a wider sense of responsibility.

It is over to you BDL.

Colombo Plan Makes Enemies, Not Friends

THE man whom this journal always has regarded as the soundest commentator on South East Asia-South Pacific affairs, Melbourne *Herald's* Osmar White, has just spent nine months on a job for the Australian Government — six months examining Colombo Plan projects, and three months studying the Plan's policy and history.

His report to the Government, we

hope, will alter the shape and, in some degree, the purpose of the Plan.

There are no less than 6,000 Asian students now at school in Australia, and over 800 of them hold Colombo Plan scholarships

In some preliminary comment, Osmar White says that this set-up is wrong. Unless we are prepared to allow these Asians to settle permanently in Australia—which they naturally wish to do, rather than return to a much more restricted life in their own countries—we tend to gain their ill-will, rather than their love and respect. Says White:

"We might be better advised to spend effort and money helping Asians establish their own schools, universities and training colleges than to handicap our own education system by overloading it with youngsters who will receive from it a type of social (as distinct from technical) training which they find extremely difficult to apply to their own background."

How right he is!

And what he says about Asian students could be applied, effectively, to the practice of sending scores of New Guinea native students to Australia each year.

NG Education—Late and Mistimed—But Welcome

P-NG Territory Treasurer Reeve, on September 29, submitted a budget without frills. It is proposed to spend some £18 million this year—of which Australia contributes no less than £13 million.

The remarkable figures are reviewed on another page. (Over)



NEW GUINEA NEWS ITEM: "Rev. Father William Booth Gill has reported having sighted flying objects on several occasions around the Goodenough Bay area. One of the objects hovered for a while at 450 feet, and had four figures in it who waved. He said other observers had seen the objects."

The most interesting, significant and praiseworthy part of the budget contains these words:

"For this year, the emphasis is clearly on the development of primary education, particularly through the Missions, and on the extension of community education for the indigenous people."

"The Department of Education provision reflects the most striking of all departmental increases. Recently, publicity has been given to the adoption of the Universal Primary Education Plan submitted by my colleague, the Director of Education, and it is for the initiation and implementation of that Plan that additional provision is included in the Department."

Fighting off his critics in Canberra during the month, Minister Hasluck, directly and by inference, argued that the welfare and future of the natives of New Guinea are in his view of immensely more importance than those of the Europeans domiciled there.

It was interesting to notice that he glowed under the approving quack-quacking of his own party and Socialist Opposition—who mostly know as much about New Guinea conditions as they know about the binomial theory. They cheered when Mr. Hasluck said that if there were to be more elected European members in the Legislative Council there, there must be more native members.

What none of them realise is that these native New Guineans still are—except for a handful—un-instructed, primitive savages. Of the three natives now in the Council, two cannot speak English. It would be difficult to find three more natives as qualified as these three are to sit in the Legco.

All Mr. Hasluck's references to native self-governing ability under present conditions are arrant poppycock, shaped and coloured for UNO observers and sociological cranks.

Of course, the indigenes must be trained and qualified for eventual self-government; but that still is far distant—95 per cent. of them still are not even faintly literate.

It is not a task for Mr. Hasluck and his Canberra cohorts. It can be accomplished only by personnel selected and trained in New Guinea, and by the co-operation of the non-official European residents, whom this ineffable Minister has consistently insulted and antagonised, almost beyond hope of reconciliation.

It is, however, a little comforting to find that native education at last takes first place in the budget.

As has been pointed out in this journal over three decades, nothing worth while can be accomplished in New Guinea without native education. Mr Hasluck is doing now what should have been attempted 30 or 40 years ago, and which Hasluck himself could and should have done ten years ago.

The Editors' Mailbag

The 'Forsayth' Name in New Guinea

The old photograph of the Rabaul area store, labelled "E. E. Forsayth and Co.", published in July and August *PIM*, has brought several letters, with further information.

There is one from Mr. W. M. von Ploennies, a resident of Brisbane, whose parents were well known residents of the Southwest Pacific Islands in the pre-wars period—his father was an Imperial German Consul, and his wife's father was Resident Magistrate A. E. Oelrichs, of Papua, a long time ago. He points out that, although the name "Forsayth" appears on the store, "Queen Emma" actually was Mrs. Kolbe, in the latter part of her life.

That is quite true. The "Queen" was originally Emma E. Coe. She married, first, young Forsayth, long before she went to New Guinea. In the nineties, she married Paul Kolbe, a German officer. But, before that, she had founded E. E. Forsayth & Co.; and, although she sold the business about 1910 to others, it was carried on under the Forsayth name for some little time after that.

How von Hagen Met His Death

Two more readers have added to our knowledge of Count von Hagen, whose defaced monument at Bogadjim, near Madang, New Guinea, was the subject of an item in this column in August.

Mr. H. H. Jackman, of the District Office, Rabaul, NG, gives some interesting details of how von Hagen met his death in August, 1897, and incidentally, some sidelights on German exploration of that period.

The events that led up to von Hagen's death began in 1895, when against advice given by von Hagen (who was then Director-General of the Neu Guinea Kompagnie) and others, a German explorer, Ehlers, accompanied by a police officer, Piering, left the coast near Morobe on August 11, 1895, with some Buka and New Ireland carriers, in an attempt to reach the Lakekamu River, and raft down to the Papuan coast.

"After untold hardships," writes Mr. Jackman, "Ehlers and Piering, with some of the carriers—the others having deserted en route—reached the Lakekamu headwaters on September 30. Both Europeans were by that time in physical distress. Piering having injured himself in a fall, and both being short of food.

"Two Buka men, Rangas and Opia, shot Ehlers, Piering and the carriers on October 1, then they and the surviving carriers rafted down the Lakekamu to reach Motumotu on the 25th. The Resident Magistrate at Island, hearing of the arrival, visited Motumotu and arranged for the men to be returned to New Guinea.

"Ranga and Opia were arrested and charged with crime and were awaiting trial at Bogadjim when they overpowered their guards and took to the hills. Von Hagen, Dr. Hahl (the judge) and several Europeans accompanied by native policemen looking for them. The fugitives held off firearms and, when cornered near the village of Gorib, near the Gogol River, Rangas shot von Hagen on August 14. A reward having been set on the heads of the two men and decapitated them. Von Hagen was buried at Bogadjim on August 15, 1897."

He Had a Grave And a Monument

We have assumed that the von Hagen monument at Bogadjim was also the count's grave. Mr. Jackman now of Rabaul, puts us right on score. The monument was not that; von Hagen was buried at a distance away in the Stephens cemetery, in a grave that has a popular late Victorian "Uganda column" headstone erected over it.

Mr. West says that Bogadjim where he was initiated into mysteries of planting, in 1921, and he spent some time before he moved on to take over Dogumur. He was a camera man at the time, and photographed the monument (erected by the Count's family) and the grave of the *mat-mat*. Unfortunately he lost sight of both pictures—fortime being, anyway.

At the time von Hagen was ordered, the Neu Guinea Kompagnie had its headquarters at Stephensort — usually referred to as Bogadjim. On the seafront was the huge Stephansort and club, etc. Some distance inland was the Bogadjim planters bungalow. Between the two, the right as you faced the sea, was the cemetery where von Hagen was buried.

On the landward side of the Bogadjim bungalow, facing the main road that ran through the plantation was the von Hagen memorial, a bronze eagle (now at Mt. Hagen, Western Highlands).

est saw the memorial first on one side of the base, a relief of the Count's head. Jim Plantation (with which a Plantation was grouped) set up for tender in 1926 by the Pro Board. The old cata- strophed at the time (it's a col- piece now) devoted two pictures of the property, described it in great detail. were over 700 hectares, to 38,000 coconuts and a number of rubber trees. those days, the plantation producing over 250 tons of per annum. it is worked by Mr. Roy gor, of Madang; earlier, Mr. well known Territorian (now to be living in Queensland), family lived there for a long

is no rubber worked at m these days—virtually all production in P-NG is now e Papuan side—but the Ger- n their day in NG, grew us and para rubber.

the Greig Went

was a quick response from F. D. Palmer, to the item ific Report (PIM, August, 41) inquiring the where- of one of the daughters of eig family of Fanning and ton Islands. Mr. Palmer is ly holidaying in Brisbane Fanning Island, where he es the big plantation owned ning Island Plantations Ltd., s Philb subsidiary. says: "It has been my duty easure to sponsor and advise eig family of Fanning Island 1936—nearly quarter of a . Your Fii resident who quiring might like to know wo of the Greig girls have anning in the past year. was Jane Greig (Tini in ese, pronounced Ginny), who November, 1958, on a GEIC- red trip to Penrhyn Island, rn Cooks. The other was Greig (Ane in Gilbertese, nced Annie), who left Fan- Tulagi in September, 1958. rawa. The girls are believed o be residing in these places. too, are deserving of sincere thy by reason of the fact that father left a considerable n in worldly goods to distant es and his daughters desti-

the father was Hugh Greig—st of the Greigs referred to M on a couple of occasions. He at Fanning Island on August 1956. Between that date and nd of last year, both Fanning Plantations and I did all we could to assist his destitute y."

HOME BASE

By
Sydney'sider

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

NSW Auditor-General Camp-bell's criticism of the Rural Bank's loan of over £4 million to Metropolitan Portland Cement Ltd. over the last half-dozen years ("little prospect of the bank avoiding a heavy loss") has been "bitterly resented" by the President of the Bank, Mr. C. R. McKerihan; the subject of radio and TV interviews and newspaper leaders; and now has degenerated into the usual political plaything.

Mr. McK, who claims that everything is for the best in the best of all banking worlds, nevertheless came home hot-foot in a matter of jet hours from mid-way through a world tour when Mr. Campbell said his piece.

What old John Cit would like to know is how the cement company induced the Bank to throw so much good money after bad in recent years when every petty-fogging regulation is put in the way of the would-be home owner who wants to borrow a few modest hundreds from the same institution.

THE ETHICS OF IT: "Grisly", "macabre" and "not very nice" said pure-minded Sydneysiders when a local undertaker complained to the BMA in September that two doctors while still maintaining their practices, had also gone into the undertaking business. What the non-medical undertaker was complaining about was the unfair advantage the doctors had over him in being literally in at the death of prospective customers.

METER-MARTYRS: The just-over-the-Bridge suburb of North Sydney has fallen victim to the galloping desire of local government bodies to rake in more from parking meters. In spite of protests, North Sydney Council decided at an October meeting to instal meters in residential streets. This brought such a howl of rage from interested parties in the public gallery that the Mayor threatened to have interjectors thrown out, forgetting perhaps that if sufficient irate ratepayers gang up on him they could return the compliment at the next Council elections. Meanwhile, residents who are in the habit of parking their cars in the street (and private garages

are the exception to the rule in the older, built-up suburban areas) they are faced with feeding the iniquitous meters a steady diet of 1/- pieces.

WEATHER-WISE: The weather bureau was blamed for Sydney's wettest, bleakest Labour (or Six Hours') Day week-end in years. Promised fine conditions after Saturday showers, Jupiter Pluvius thereafter set out to show that Aunt's pet corn is just as reliable a weather indicator as a ton of fancy modern gadgets and a squad of high-priced weather scientists.

Nonetheless, sufficient motorists crowded onto the highways to cause 11 road deaths; and one fellow who stayed quietly at home was killed when a TV aerial blew away in the gale and brought down high-tension wires on top of him.

BUSINESS EXTENDS: The NSW lotteries, the most lucrative State enterprise, has opened another office to make lottery-ticket buying easier. The new office is in Market Street, and a queue of 500 was waiting for it to open on the first day when over 15,000 tickets were sold. It was, said Mr. C. T. Tallentire, Director of State Lotteries, a "very heartening start". Depends how you look at these things, of course.

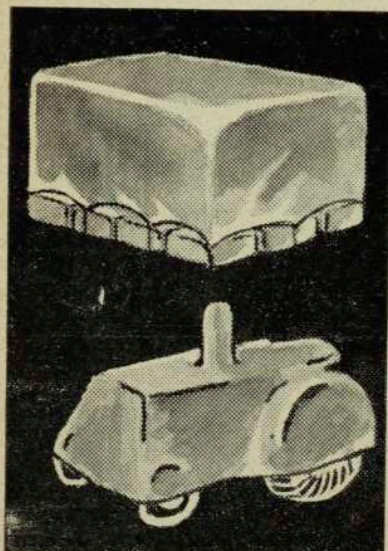
OLD SOLDIER FADES AWAY: Lieutenant-General Sir Leslie Morshead, veteran of two World Wars and Australian hero of Tobruk, died in Sydney, aged 70, on September 26.

PREFERENCE TO UNION-ISTS: The Australian Musicians' Union demand that the 110 members of the Czech Philharmonic Orchestra should pay local union dues while on the current tour was declared "unprincipled" by the director of the orchestra—it couldn't happen anywhere else in the world.

Countered the Union's secretary: The Union wouldn't stop the orchestra from performing, but he would have talks with them after which he was confident that the Czechs would pay. (He did but they didn't—which maybe shows that Socialism and Communism aren't the same thing after all).



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Australia's Gift to P-NG

(Continued from page 22)

10 per cent. on maintenance, the balance on "miscellaneous" contingencies".

At one-third of that money from P-NG's own revenues, the balance from Australia's

proposed to spend £18,961,300 -60 (£13 million from Aus-

June 30, P-NG had a staff of persons.

of Mr. Reeve's speech was to a description of the Administration's activities and efforts in advancing native welfare, where the record appeared very creditable.

What "Extension" Means

expenditures planned cover Taxation Branch (of which Territorians and outsiders now have a good deal), and something called "Extension Service Branch". The latter is big, new and important.

where in this journal, we read a statement by Minister for Territories, wherein he repudiates assurances amounting to smuggling plan attributed to him which he was supposed to be in P-NG a newspaper for mental purposes.

appeared that his Territory was advocated the plan, but he put it down. It was not Government policy (he said) to interfere with freedom of the Press, even to the extent of competing with it.

Extension Services Branch is of the same thing. Minister for Territories has planned a large, new station and printing office, in which films, posters, leaflets, gramophone records, radio services, and every other means of encouraging literacy and thought, will be available to the native communities.

Some of these facilities already exist. These and a lot of new things will be brought together into a new Administration section, the Extension Services Branch.

Moresby officials—logically—wanted to include a news-service within this planned extension. The Minister turned them down.

Treasurer Coy About Costs

The plan is to be linked with the more necessary thing—namely, the extended effort to increase literacy among the Territory's 130,000 people—it is worthy of supply to all classes.

Treasurer Reeve was coy on estimates of its cost. The cost is likely to be heavy. A special building, to house the new Branch, is to be built at Port Moresby—one guess is that it will cost £40,000—without printing-presses!

The Treasurer similarly was coy about the cost of the new Taxation Branch, now functioning actively, and with the ruthless efficiency of its true parent, the Australian Taxation Commission.

Effects of The New Tax

He made a guess at what the Territory may gain in direct taxation, and what it will lose by abandoning export and import

taxes. All figures, as yet, are vague and unimpressive.

The most noticeable result, up to date, are the confusion and embarrassment of the small traders who now are being taxed, and the bitter resentment of the 3,500 public servants, who are losing a slice of their monthly income, without any compensatory benefit whatever.

The Budget naturally came under non-official fire, but was adopted, practically *in toto*.

Some of the non-official critics were earnest and well-informed; but they were beating empty air. It is now generally recognised that Canberra ignores all the more important recommendations of the Council.

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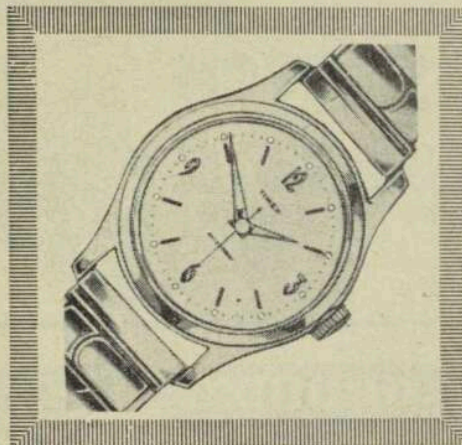
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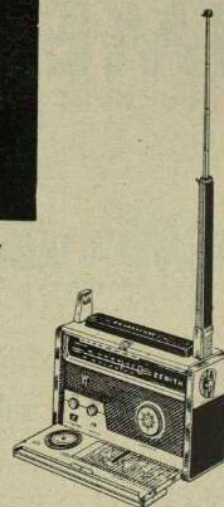
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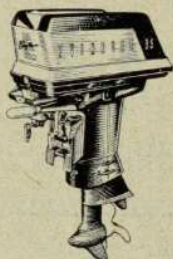
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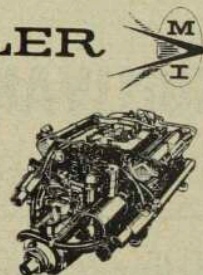
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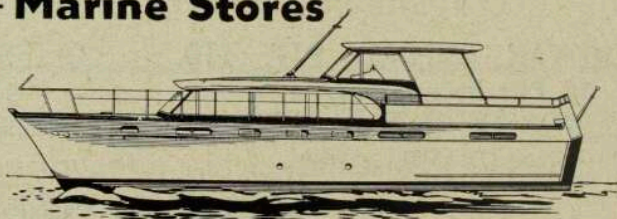
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TERRITORIES TALK-TALK

By Tolala

Australians pride themselves in giving the other bloke "fair go". But this apparently does not extend to Australian papers whose judgment is influenced only by the sensation of any news item.

The dust-up occurred near Rai, in the Southern Highlands, between police and local killing two natives, there had-lines in the Sydney Press certain type of Aussie reader testing for the blood of the police officer.

The beginning of September DO, B. K. Leen, who was under Sec. 33 of the PS, was absolved and fully pardoned after a full inquiry into the incident but, as far as the Sydney Press was concerned, he was under a cloud.

Consideration should have received the same publicity as the lions levelled against him. We defend ourselves on being a "fair go". Does neglect in maintaining our position indicate a lag in official acts by the PRO. Or what?

Twycross

One month I mentioned that Twycross, head "Sparks" of A in Rabaul pre-war, was at home in West Australia. Quite new to me, Jimmy had gone on to his well-earned rest. It was only the other day I received a clipping from a newspaper containing the news dated June 24. And so another expected and loved Old-Timer came from us.

During the Thirties—Rabaul's time—Jimmy was O/C AWA and did a fine job; public and energetic he was a man with all sections of the community. After leaving TNG he pointed to the Inspectorial and during the War was in charge of radio communications in the Department of Civil Affairs in Perth.

Birds

Paradise

In reference to the BOP trade New Guinea (Editors' Mail-point, p. 29) is interesting. The "talk" mentioned about lions being financed by those as only too true.

Most of the small holdings along the NG coast from Madang, northwards to Eitape (as it was spelt in those days), were kept going by BOP shooting, even as around New Britain and New Ireland the pioneer planters kept their accounts with the Big Firms sweetened by trade copra.

BOP snooting was declared illegal only when the Aussies came into the colony's picture. Even during the Military Occupation in 1916, the export duty on "portions or feathers of one bird" was £1 each; Crown Pigeons (Gaura) were 5/-, cassowary or emu feathers had an export rate of 12/6 per lb; and Heron feathers £25 a lb.

I don't think any prohibition would have been placed on NG birds' feathers had some of the members of the AN & MEF (Aussie Occupation troops in German NG) been a trifle more circumspect in their gifts of plumes to their girlfriends in Aussie.

It was somewhat incongruous in the years 1915-16 to see rather crummy-looking dames from the lower social brackets of Sydney sporting these rare plumes in their headgear at race meetings and such gatherings, much to the chagrin of the social lights from Potts Point, who were featherless.

Consequently the RSPCA (or some such allied organisation) got cracking and the rumour went round that the feathers were "plucked" from the female birds during their nesting period. This, of course, was all hooey, as the feathers and/or skins were taken mainly from the male birds. But Mrs. PP won out and the embargo went on.

I think there could easily be an open season for BOP shooting and no particular diminution of the birds would occur. But no politician (so far) has ever been game to make the suggestion.

As late as the Twenties, Crown or Gaura Pigeons were allowed to be shot, providing they were required for urgent food supplies and not for export. And who would not want to have a meal off this meaty, tasty bird? I have never tasted anything better in the bird-line.

Bonus For The Vernacular

A small par., tucked away on page 55 of the September PIM, has made me very happy. It deals with granting a bonus to officers of the Cook Islands Administration "who learn to speak the local native dialect of Maori". The bonus is £50 per annum.

Not so long ago I suggested a similar bonus being granted to P-NG field officers and some alterations being effected in order that an officer returns to his original district after the 21 months' leave and thus gain a thorough knowledge of a particular district and its dialect. The time will come (and not so far distant either) when the knowledge of a native language will be a MUST.

I was glad to notice that Chief Justice Mann, in his report on the Navunaram incident, made special mention of this need for government officials to have such a knowledge if they want to have a thorough understanding of the native attitude.

The worthy Chief Justice gave the Rev. Wesley Lutton (chairman of the Methodist Mission) a pat on the back for his assistance in interpreting the evidence at the Inquiry. Said the Commissioner: "Two Tolai natives. . . who have both received a considerable education in English, acted as interpreters, but from time to time they had to ask Mr. Lutton for assistance as to the meanings of words and grammatical usages in both languages and on every occasion Mr. Lutton was able to give them the guidance sought to their entire satisfaction. Without his help it would have been extremely difficult to gain much real impression of what was going on in the minds of the natives."

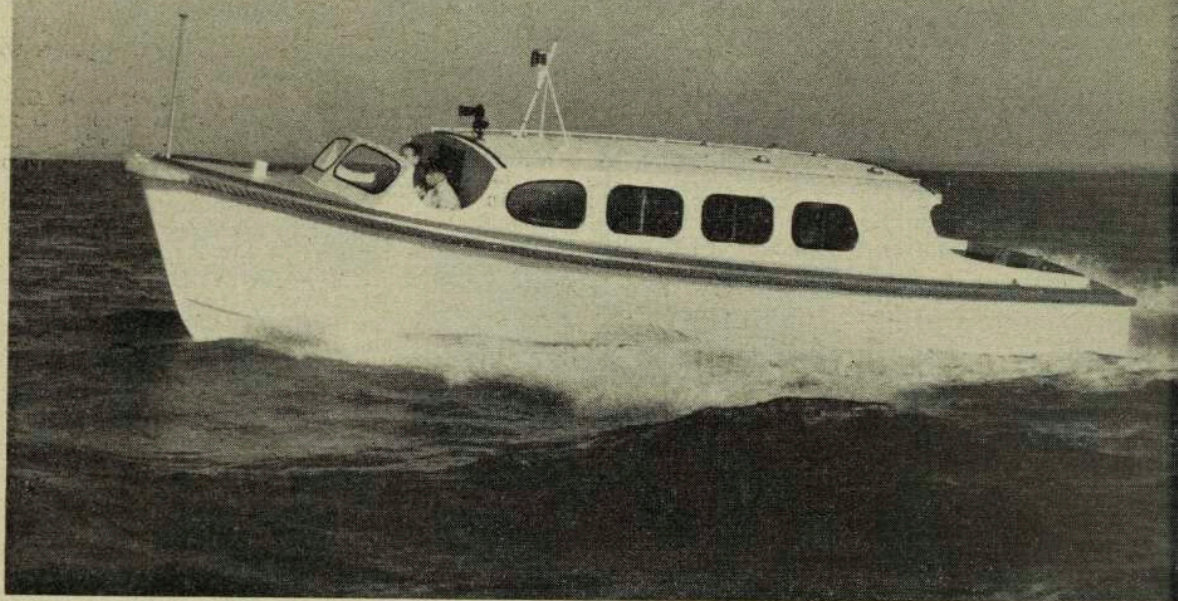
The Chief Justice then suggested that without "in any way commenting on the long-range policies of the Administration," he thought it would enormously strengthen the bond of confidence. . . if officers of sound judgment and experience could become really expert in some of the major native languages.

Just how much attention will be paid in Canberra by the self-sufficient Bureaucrats to such a suggestion remains to be seen. But the need must be obvious if such a recommendation comes from a Chief Justice who has been in the Territory for only a comparative short time.

Dr. Hahl, the old German Governor of the Colony, is still held in high esteem by the Tolais. His popularity—to a great extent—stems from the fact that he had a thorough knowledge of the Blanche Bay dialect, and encouraged this knowledge amongst his own officials.

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Book Wanted

anyone in the House got a copy of the book, *The Making of New Guinea*, by J. W. M. and S. W. Reed? They two US research workers in who did extensive field TNG during the '30's. It is obtain here, but there's a that one of PIM's many might have a spare copy. offered.

and Gerald

and New Guinea both hit d-lines in one of Sydney's weeklies recently. But the of the publicity I would say e classed as "dubious".

Port Moresby appeared the of a fear-stricken woman d her identity under the "Joan Smith" because "She go back. . . She must not go marked woman." She de-her terrifying experiences ts when her husband is d "two black fists knock on to at midnight outside my and the native's soft and whisper, 'Let me in, Sina-et me in!'"

lies there paralysed with ripping her .25 automatic, the "boy wire" at the will hold. She says that he arrived in Moresby five go "boy wire" had scarcely eard of. (That is certainly ! To my knowledge, boy-ors and windows have been itory towns for just about s.)

outpourings from a nerve- female to a sensational-Press is decided dis-service Territory from whichever ou look at it. Natives will intending residents will be- apprehensive—especially the —and its ventilation, in this , can have no beneficial

other pictorial NG sensation a youngster smoking cig- "No cork-tips or filters for He likes to draw directly tobacco," says a sub-title. here follows the amazing in- on that Gerald has been g since he was 18 months old, ed to this habit by the local l] natives.

e is a life-size picture of s face, dragging away at a nd, judging by this illustra- seems a pity that this who "has been smoking for er of his life—and now he's en a day;" does not spend of his time cleaning his nails.

childish precociousness and l indulgence are enough to nyone hesitate about setting a country that creates such g individual attributes.

That Welfare Office

My old friend Bill from up Rabaul-way (who, for certain obvious reasons, must remain anonymous), is a bit critical in his remarks concerning the article which appeared beneath the pen of our worthy Publisher who, as Bill puts it, "must have been led up the garden path to some extent by enthusiastic officials, who were probably suffering from a guilty conscience."

Says Bill: "RWR saw the joint (Welfare Officer's headquarters) a good few months after Ted Taylor had departed. The DC actually allotted him a part office, furnished with a table and a chair. The most elaborate furnishing was the 'Welfare Officer' sign outside, which was not particularly well appreciated by Ted, who said most of his time would be spent in the villages and his office work done at home. A home, by-the-way which he obtained privately from a friend who was going on leave and to whom Ted paid rent."

Bill describes Mr. Taylor's visits to Tolai villages, which were made mostly in utility trucks hired from Chinese, and with no official trap-pings such as Departmental officers accompanying him or a line of native police.

"The only typing," said Bill, "was done by a friend of Ted's typing out a draft of his report, and for this

reason his activities created an atmosphere of 'hush-hush'. Ted was a self-contained unit. The 'two modern desks and secretarial assistance,' mentioned by RWR, had nothing to do with Ted's job and were probably put there after he left."

And as for the ultimate result, Bill was a bit pessimistic. "Ted did an excellent job of getting inside the native mind and got to know just what made it tick and the reasons why they would not play ball with the Administration. What his report contained I would not know—Ted is too circumspect for that—but from yarns with him I gathered he thought there should be closer contact between the field officers and the villages, and not so much activity of the "Petrol Officers" (coves who cruise about in cars) and a greater use of the vernacular between field officers and the people to replace the pidgin. "Well, time will tell", concluded Bill, "but I don't suppose they'll do a bloody thing about it".

Yes. Time will tell, and let's hope "they" will do something about it before there are other "incidents"—or worse.

The Wau Show, New Guinea, will be held on December 13 this year, and a Show Ball has been organised for the previous night.

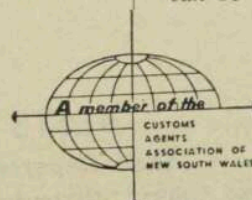
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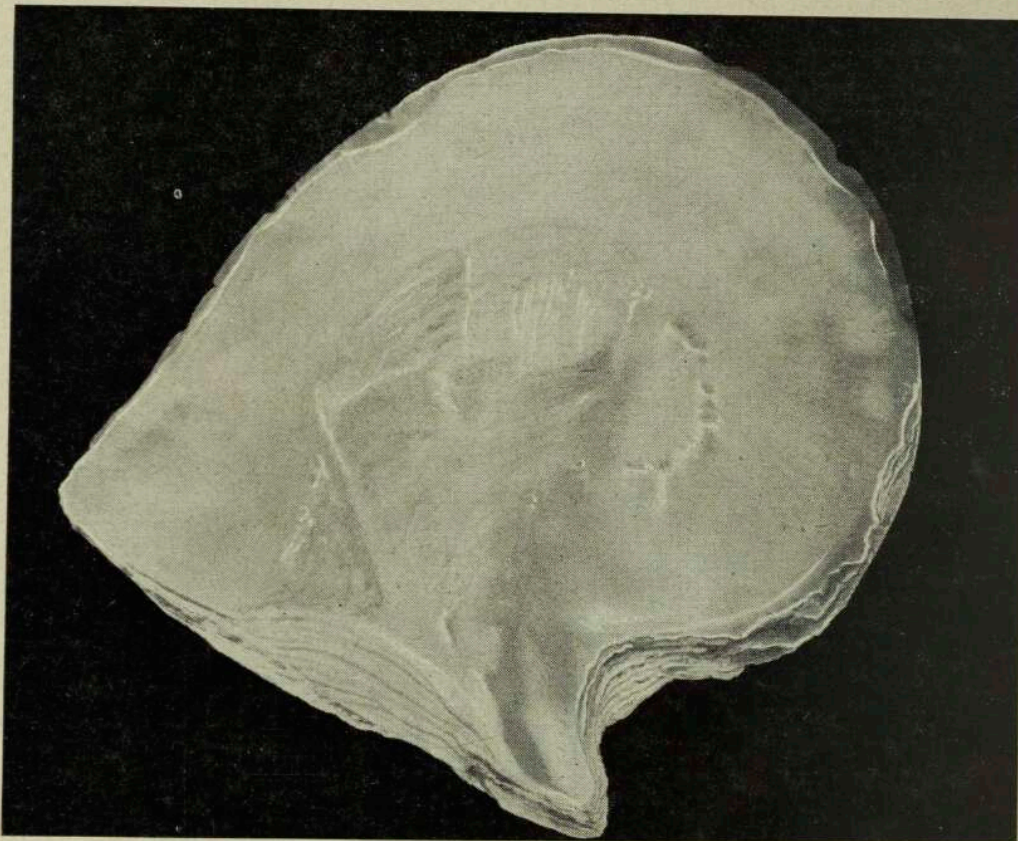


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This is how the reconstruction work on Nadi Airport looked from the air in September. The main north-south runway cuts across the picture.

Photo: Rob Wright, Fiji PRO.

STAGE OF NADI PROJECT NEARLY COMPLETED

Pacific's Aerial Crossroads Have Taken On Their New Look

The end is in sight for the first major stage of reconstruction of the Nadi Airport, which will equip it for the jet age.

stage, costing £2,500,000, is to be completed by the end of this year.

Contracts will be called for work costing an additional £100,000—which should take until the end of the year to complete. This second stage includes erection of new operational administration buildings. The major contract, which was let last year, has involved the widening of the main north-south runway, which is partly concrete and partly bitumen finish, and widening it by nearly three-quarters of a mile to make it about 1,000 feet long. [Operation length 1,000 feet, actual paving length 1,000 feet, the safety factor is 1.25 feet, and there is also a 200-foot run at the south end. The formed width is 700 feet].

Part of the new construction over the sticky red clay of the fields with concrete 14 inches thick laid over a compacted fill—this varies in depth from four to six feet.

On this runway alone there are 100,000 tons of concrete in a top course 14 inches thick.

No Disruption

Work was put down without disrupting the normal flying schedule and the airport is ready for use by jet airliners within 11 months of a start being made on the site.

In addition, to serve the main runway lights, 35 miles of cable have been laid underground in three circuits—so that only one light in three should fail if something goes wrong.

Another six and a half miles of cabling is in progress for the 7,100-foot east-west secondary runway, which is part of the initial contract to be finished this year.

Work is now being pushed ahead on this, together with the building of the paved terminal and apron areas—all of this also is to be carried out without disruption to flying.

They've Declared Nadi "Neutral"

The big oil companies, normally users of every publicity gimmick in the book to publicise their own brand of fuel, have declared Nadi Airport neutral territory.

NADI is being equipped with a completely new refuelling system, designed to deliver up to 1,000 gallons a minute, with six delivery points, but the new organisation will be jointly owned by the major oil companies.

There will be no brand names for refined products—just "aviation turbine fuel" and "Avgas", of 115 and 100 octane.

Work on the secondary runway involves placing a six inch layer of concrete over about 4,200 feet of the existing runway and surfacing the total length in bituminous concrete.

Other work to be completed by the end of the year includes things like rain drainage culverts (about three miles of them), a modern sewerage treatment plant and eight miles of main sewers, and six miles of metal fencing all around the airport.

52 Acres of Concrete

Eventually, when the terminal area, parking aprons and taxi ways are all completed, there will be 52 acres of pavement concrete; and more than 250 miles of joints will have been cleaned and filled with a special compound that resists jet fuel and heat.

A modern passenger terminal building, not part of the main contract, has been erected by the Fiji Government as the main work has gone on.

Nadi airport which is about 1,300 air miles from Auckland, is of major importance to Australia and New Zealand—it is crossroads for the fast swelling volume of air traffic to the South Pacific.

The decision to enlarge it was taken by the South Pacific Air Transport Council, which passed the job on to the New Zealand Ministry of Works.

Wide Area

After the Ministry had carried out detail designs the first stage contract of £2,500,000 was let to the British firm of Taylor Woodrow (Overseas) Ltd., in association with Messrs. D. B. Waite, of Auckland.

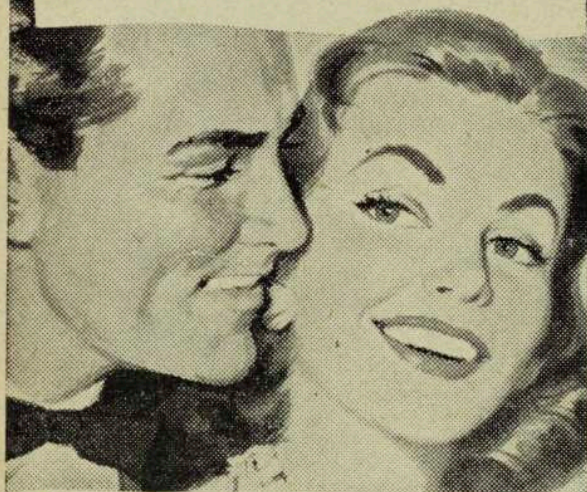
Regular site inspections of the contract work are carried out by the chief engineer of the NZ Ministry of Works, Mr. H. L. Hume, and the aerodrome engineer, Mr. (Over)

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Helping Islanders' Native Skills

The energetic Islands Education Division of the New Zealand Department of Education has now produced an arts and crafts instruction book for its teachers. The Department's supervisor of Art and Mr. Gordon Tovey, spent considerable time in the Islands and Western Australia to see what could be done to develop the existing art in these places, and the book he has produced is the result of that visit—and a lot of research.

Although its fundamental purpose is to assist NZ's own efforts in fostering the arts at the elementary school level, the book should also be of interest to other Islands administrators.

Pacific peoples had some of the most primitive art—cave painting, designs on tapa-cloth, weaving, etc. And all, with modernisation, tended to neglect these things. Art and crafts industries, however, have distinct commercial value as separate industries, and part of the purpose of Mr. Tovey's task was to bring the Islands people to this.

The book covers all aspects of craft work—the drawing of simple designs, many of them based on old tapa; carving; needlework; weaving; stick weaving and screen printing—all could be adapted to advanced creative work and would have commercial possibilities.

Mr. McCulloch. At Nadi itself the department maintains three experienced engineers, two qualified engineers, with a total staff of 15. Project engineer is Mr. F.

Under the control of the big air-traffic for some time been in the New Zealand Civil Aviation Administration, which has a staff of about 100 appointed from New Zealand, under manager A. J. Smith, of Auckland. The airport's communications network is interested in all flight information covering an area of four square miles, from Noumea, New Caledonia and from the Gilbert and Ellice Islands to Norfolk Island.

A new Elaine Bernacchi government school for girls was officially opened at Tarawa on September 1st. New Zealander, Mrs. Ward, has been appointed principal.

P-NG UNION "NOT SO GOOD"

"The administrative linking of our own Territory of Papua with the Trusteeship Territory of New Guinea seemed to be a good idea; but I fear it is working out in unpredictable fashion," said Mr. R. C. Wheeler, in the Commonwealth Parliament.

"Governing New Guinea under a Trusteeship is like trying to rear a strange and difficult child under the personal supervision of 80 interfering mothers-in-law."

Mr. E. A. James, quoting Mr. Wheeler in his weekly commentary in the Port Moresby newspaper, suggests that, if there is some doubt

about the legal soundness of the administrative union of the two Territories (now being tested before the High Court), this could be a suitable time to re-appraise the whole situation.

New Guinea has to put up with a great deal of unnecessary interference from international bodies; and, owing to the union, Papua is in such matters dragged at the tail of New Guinea.

Economically, Papua cannot very well be administered separately. But if Papua's economy were vitalised by a discovery of oil, the outlook would change, overnight.

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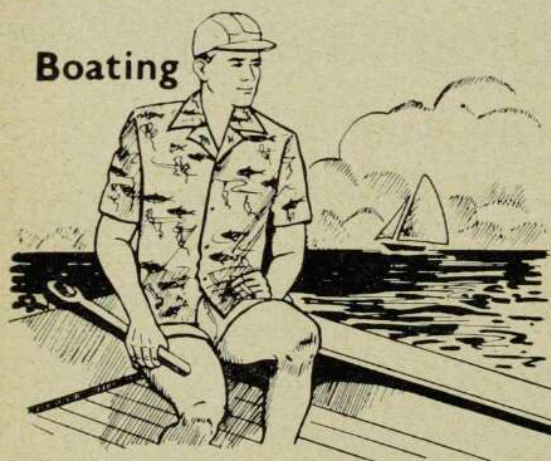
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Fishing Customs in Tonga

BC Will ake Record

The interest of Queen Salote in a study made of people who inhabit her island kingdom, their vanishing customs, has led in an invitation to two travelled men, David Attenborough and Geoff Mulligan, to come some weeks there, to make a record of the group for BBC tele-

They left London early in September with their film cameras at the invitation of the Tongan authorities and were in Fiji in mid-October. They planned to go on to Nukunono by the October Tofua.

In Tonga they will travel on the canoes of some of the local groups, and they expect to return to England shortly before Christmas.

In the South Seas there are people who still live simply and close to nature," Attenborough said before leaving London. "In another part of the world there may not be anyone who has had a first-hand experience of their way of life, and that will be our chance to get a record of it."

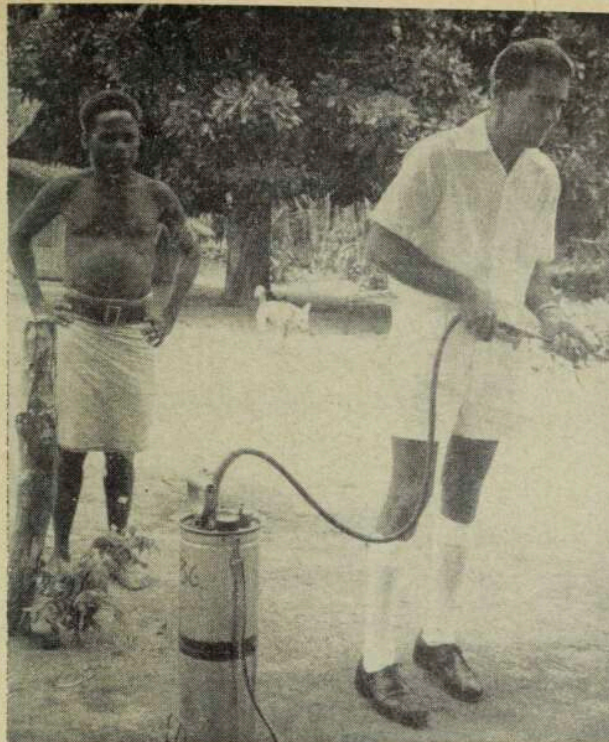
Wide Experience

David Attenborough is already well known for his books and the films he has brought back from his past few years of wild life filming. Some live specimens—from Leone, British Guiana, Indo-China, New Guinea, Paraguay and other countries.

At this time the main purpose of the journey is to study people. At the same time he is hardly likely to miss an opportunity of seeing any interesting animals he comes across.

Geoff Mulligan is less well known, although he was one of the team that worked on a recent television programme on the Kariba dam in Rhodesia.

While in Tonga they will be able to film the local method of catching shark from canoes, using a coconut rattle and a noose pulled through a block of wood. The same system is used elsewhere and has been used for centuries, according to the early navigators—at the Tonga Islands and along the coast of northern New Ireland. A native of one of the islands on the Bulominski Road in Namatanai and Kavieng was put on a demonstration for the photograph.—LP.



Mr. F. H. Warner, a P-N-G malaria control officer, with a native assistant in the background, works at Munawai village, 30 miles out of Kavieng. The spraying equipment is American.

Photo: L. Priday.

Spray Teams At Work In New Guinea

Malarial Control May Mean A "Population Explosion"

By Lew Priday

Dogs barked as our truck turned into the village compound. Smartly the Malaria Control unit got down with their portable sprayers from the USA and strode to the first of many houses-on-stilts.

THE scene was a village on the road, today kept in excellent condition, which joins two former German administrative centres, Namatanai and Kavieng, still known as the Bulominski Road after the administrator who had it built long ago. The story goes that if the road was not to his liking, he had his carriage carried by the natives across the bad bits—and the horses as well.

A meri, babe in arms, got up with a smile from the threshold and joined her two other children, who at the sight of so many strangers ran howling to the beach.

Yet another New Ireland village, Manuwai, was to be sprayed in the fight to stamp out the Territory's greatest scourge.

So important has the campaign to give Papua-New Guinea a healthier record become, that the Administrator, Brig. D. M. Cleland, declared only the other day that

control could cause a virtual population "explosion".

Europeans look forward to this "explosion" with a mixture of approval and dread, yet malaria control is a step that must be taken now if the good name of Australia is to survive.

Big Job Ahead

In the New Guinea Islands, spraying started in February, in New Hanover; it was extended to Tabar, Lihir, Anir and Tanga off the New Ireland coast; and when I left there recently they were completing the first six months spray on that 200 mile long island itself.

Spraying of the Bougainville district will start on the same scale in October; in the New Britain district in January next; then the turn of the Manus district will come.

Before the unit arrives in an area, a notice is sent round in pidgin, with simple pictures, show-



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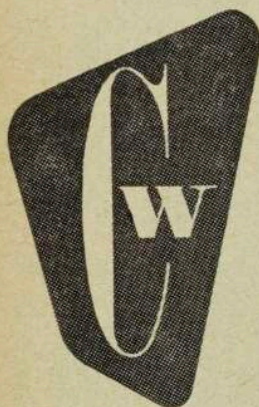
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natives how they can help. are asked to pile their belongings in the middle of the bedroom so that the sprays can get to the walls.

travel with as few personal belongings as possible. Where there are no roads, they hump their loads on foot. They must climb over tiny garden house up in the hills, no matter how steep, high or low. Where trails don't exist, they must take to the sea.

A scheme calls for the spraying of 50 per cent. of all houses used as sleeping quarters. Theopheles mosquito, after taking a human blood meal, invariably dies in a wall, somewhere below the floor. If it is not at this stage, the cycle of transmission is broken.

you can see dieldrin crystals hanging on the walls of every hut you enter. This means that every fly or mosquito that enters the hut for six months, it may take a few hours for it to come.

Walls are painted on all houses that have been sprayed. After each periodic spraying is completed, a spoke is added, until the final design will look like a

Goes On Three Years

Working will be done every six months for three years, after which there will come a further three-year period of surveillance, during which outbreaks of malaria still found will be eliminated.

In New Ireland, where I accompanied the unit, the complete team consisted of two Europeans, four Papuans, and 14 foremen who are local natives. The villages volunteer sprayers were called.

Sometimes the unit has to split into two parties, to cover road-creches on foot, and where there is no track at all, as between New Ireland and Lemusmus, which are far apart on the north-west coast. They hired a big sailing canoe and battled through very rough seas indeed.

It took nine hours to get up to an inland village because their canoe had a mast, and had to clear branches out of the way to make progress at all. It was a better trip to Djaul on the hospital ship *Mercy*.

"Most Efficient"

On the Chinese-owned ship *Yong*, whose master, David (his brother Xavier is of Capricornia), I visited Lihir Island, 30 miles off the New Ireland coast. There we found a malaria unit had walked around the island, a matter of miles, spraying the dwellings of 3,600 inhabitants and not missing one.

"The most efficient team the administration has ever sent us," Mr. Jim Sciortino, the well known Lihir planter at Londolovit Plantation, said to me over a glass of beer. "It was unusual to see the Europeans in charge really working alongside their native assistants."

"This war on malaria," he went on, "is the biggest thing that ever happened in the Territory. Already on Lihir there is an advance in domestic cleanliness and physical health. Mark my word, the gain in stature and vitality and the release of physical energy will transform native life. Those who now

criticise natives as supine and lazy will find them more ready to work and co-operate in their own development."

But it is still difficult to persuade the natives that one mosquito differs from another; and food taboos, mental attitudes and traditional prejudices that have contributed to population decline are difficult to overcome.

There is no use minimising the size of the task New Guinea has undertaken to better the lot of the native inhabitants, whose life expectancy at present is no more than 37 years.



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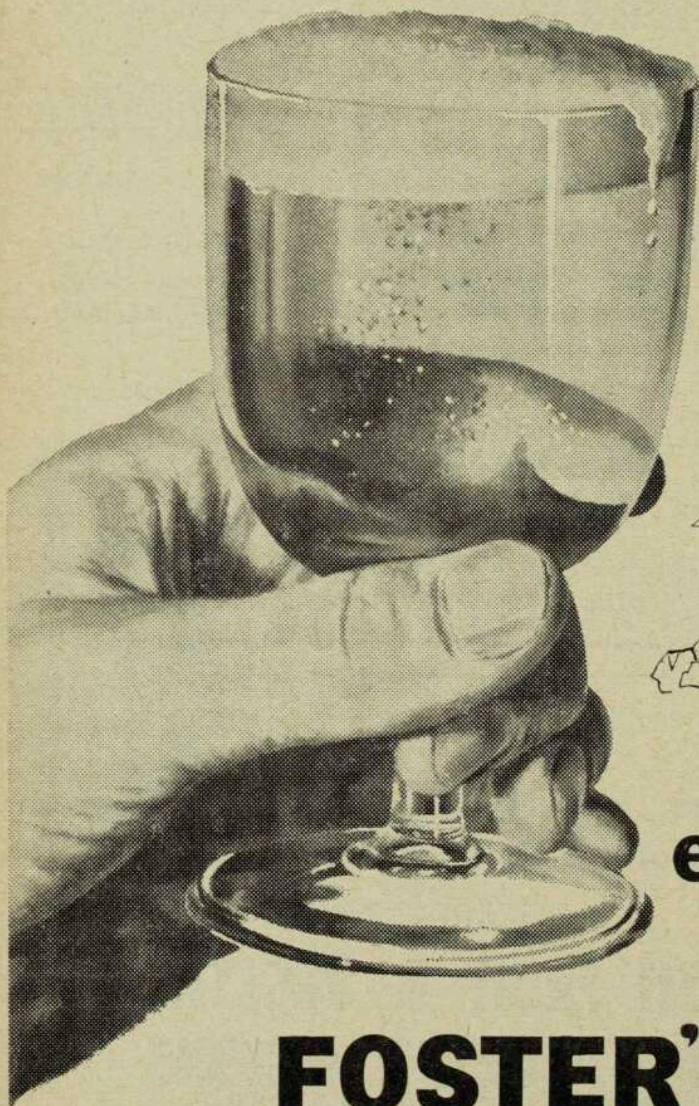
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FOSTER'S LAGER

...uring Fijians Do A First Class Publicity Job

The U.S. Now They Say "It's Our Fiji Band"

From RALPH CRAIB

SAN FRANCISCO, September 27.

Fiji has been put on the mental maps of millions of Americans this last week. The Crown Colony has had the sort of tourist-attracting publicity that European nations spend millions of dollars annually to get.

MILLIONS of Americans have seen them on television, or heard on radio, the band of the Fiji Military Forces, which left today after stealing the show at San Francisco's second annual Festival.

Fijians were an instant and popular hit, overshadowed in the first few days of their visit by Soviet Premier Khrushchev, who was also in town. The bandsmen are going to have to tell when they get home, October 16.

During their adventures, for instance, was a trip to Disneyland, at about the same time Premier Khrushchev was visiting that this was for him. "I thought that was dreaming," Lance Corporal Savenaga, 30, said. "I heard of Disneyland only as a place for people of wealth to go." "I thought the world had come to an end," said Norman McDonald, an officer with the Fijians at

Guadalcanal and Bougainville, who has been travelling with them as a Pan American Airways representative. Some of the Disneyland attractions are designed to frighten, with monsters, ghosts and apparitions, and the bandsmen reacted violently.

Nation Wide Network

The 26 members of the band arrived here aboard the *Himalaya*, after a stop which included recitals and a television appearance in Honolulu, and a march through the streets in Vancouver, B.C. The bandmaster, Warrant Officer Kiniviliame Cava, flew from British Columbia to Hollywood to make advance preparations for a television performance on a nation-wide American network show.

Immediately on arrival here, the Fijians flew to Hollywood, rehearsed for two nights until 2 a.m., then appeared as guests of singer Dinah Shore. Their trip to Disneyland followed.

As Khrushchev rode by train from Los Angeles to San Francisco, the bandsmen made a parallel trip by bus, arriving about the same time as Mr. K. Then their arduous week began, with up to four daily appearances. They brought a tanoa and yagona, and San Francisco Mayor George Christopher went through a kava ceremony with them; they marched every day in downtown San Francisco, performed every night but one at a Pacific Festival Trade and Travel Show. They played at an American football game, in a shopping centre, at the Press Club, for a meeting of travel agents, at a grand ball, in a University and at a formal military retreat ceremony.

There were only two nights free. In one, they introduced the tuiboto, their conga-like dance, to San Francisco's North Beach nightclub area.

One of the evenings on the town began with dinner at the Kuo Wah



Drum-major Epeli Raiyawa was a conspicuous figure during the American tour of the Fiji Military Forces band. He is a veteran of 14 years service with the FMF.

Photo: Rob Wright, Fiji PRO.

Restaurant in the heart of San Francisco's Chinatown. Manager Andy Young invited the bandsmen to be his guests, then, he said, got out a globe to find out where Fiji is. Bandsmen sang for their supper, entertaining Young with *Isa Lei*, *Bu Ko Suva*, *Bau my Landa Sere*.

As guests of Enrico Banducci, a well-known San Francisco night club owner, the bandsmen trooped to *hungry i* (they don't use capitals there) to watch singers and other entertainers. Later, they attended an after-the-theatre party at Enrico's Coffee House, a place where £5 evaporates in a hurry; they were, however, guests.

The party was for English actress Viveca Lindfors and American stage and movie star Burgess Meredith, who happily joined another tuiboto line.

"There have been many exciting things," Private Timoci Boto, 20, baby of the band, said.

"We have liked the way the people of San Francisco have treated us," Private Maicavu Filimoni, 26, said. "They have shown great kindness. People have come to us many, many times to tell us they like us."

Worked Hard

The bandsmen have worked hard. But as they leave—with a first place trophy for their appearance in the parade which climaxed the Pacific Festival—some San Franciscans were regretting an American discourtesy of almost a century ago.

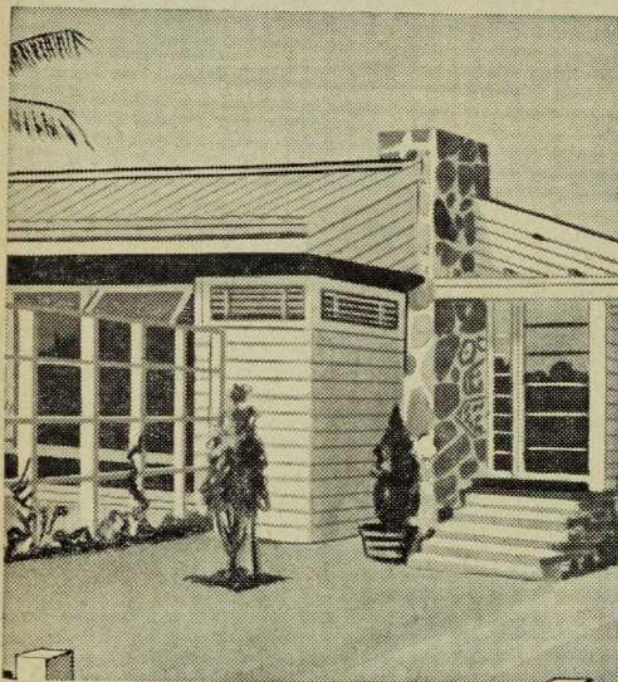
King Cakobau offered Fiji to the United States while the American States were busy with a civil war. His letter went unanswered.

The Fiji Band was being introduced as "our Fiji Band" before its appearance here concluded. A lot of Americans now wish Cakobau's letter had been answered!

If The Cap Fits . . .

et Merkelijn, director of education extension in the Netherlands New Guinea, flew to San Francisco for conferences with officials to determine whether they should participate in next year's Pacific Festival. He brought a native dress from the Baliem Valley, the Shangri-La Valley. World War II, as a gift for George Christopher. It was a cus-cus fur affair, ornamented by white cockatoo feathers and lorikeet plumage. Newspapermen photographed it before the formal presentation. The photo appeared in the San Francisco "News-Call Bulletin" with this caption: "A Fiji Bandsman's Hat".

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Revelite for inside



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NEW GUINEA IN SEARCH OF CHEAPER ELECTRICITY

The high cost of electricity is fast displacing the merits of various beers as the most popular topic of conversation in New Guinea these days.

For the fussiest NG drinker admits that any beer is better than none at all, but thousands of Territory householders are not so sure that kerosene, or plain, old-fashioned candle power, wouldn't be better than electricity at the present prices of that product in the Territory.

A normal power bill is about £13 a month, compared—as frequently remind themselves—about £12 or £13 for three months in Sydney and most other Australian capitals.

There was a special upsurge of interest recently following an announcement that the electricity supply in the Port Moresby area last year made a profit of £100,000. Local citizens demanded a reduction in their electricity bills, but this was refused. Electricity in other towns applauded the decision—not because they don't believe in cheaper electricity, but because they don't believe one area should get it cheaper than another.

To understand the P-NG electricity problem, one has to know that the Territory uses diesel power at Port Moresby, Goroka, and Aiyura. These centres have hydro-electric schemes. How Bulolo is a "company town" where the hydro scheme is private and does not affect the Administration. It also serves Wau. Aiyura is a small agricultural station.

Port Moresby and Goroka hydro schemes made a profit last year, and the Rabaul electricity under-which uses diesel.

What is the full profit and loss for 1957-58.

	Profit	Loss
	£ s. d.	£ s. d.
Port Moresby	82,062 14 10	
"	2,033 11 9	
"	2,195 9 1	
D		1,817 11 3
"		6,689 12 10
"		14,180 7 9
"		7,443 8 0
"		5,523 18 8
"		5,583 19 8
"		1,825 12 3
"		3,722 9 1
ALS	86,291 15 8	46,786 19 6

PROFIT—£39,504/16/2.

As the table indicates, the Territory made a £39,000 profit last year only because of the profitable operations in the Port Moresby area, which has the advantage of the only really big hydro scheme in the Territory—with 3,000 kilowatts.

The official attitude supports the views of residents outside of Port Moresby—that is, if one area, because of its good luck, can produce cheap power then this reduction should be used to subsidise others not in such a happy position.

Officials have also pointed out—to help placate the Port Moresby users no doubt, because it certainly doesn't placate anybody else—that in any case Port Moresby and Goroka do get lower power charges to some extent. Users in those areas get a proportion of their power units at 3d, compared with 4d in the other towns.

The Administration says it doesn't plan to reduce the charges in the cheaper areas any further until the charges in the outer areas have been brought down to the Port Moresby level. Then it will give a further Territory wide reduction.

However, it seemed to be having second thoughts about this in September, after a Port Moresby deputation asked that electricity charges be reduced by a third.

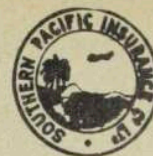
Hydro The Answer

What it all comes down to, of course, is that if hydro power in Port Moresby can subsidise the diesel losses in other areas, when are the other areas going to get hydro power so that everybody everywhere can have cheaper power bills?

P-NG officialdom quite often gets kicks in the pants for things it hasn't done, but it has been active in this question.

A team of investigators employed by the Commonwealth Department of Works has been looking into this fascinating question for some years. The men have been plodding about the range and mountain passes, testing the flow of likely rivers and streams from one end of the Territory to the other.

They have taken an interest in established hydro schemes as well as investigating new possibilities.



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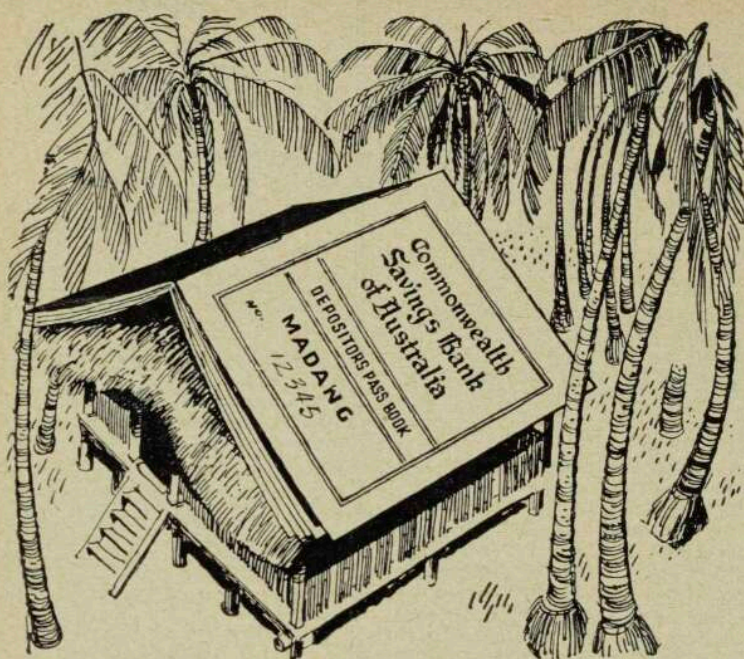
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Some of their work has gotten to the stage where decisions should be made soon.

The men have found that the Goroka scheme, at 200 kilowatts, has practically reached its limit. It might be able to develop 300 kilowatts, but that wouldn't be enough for the expansion. This means Goroka will eventually need another scheme.

And the Rouna scheme, which is in fact the profitable Port Moresby undertaking, will eventually have its problems, too. There is enough water to provide for the future, but a dam will have to be built if it can be properly exploited.

At present a pond has been almost completed to provide power but this is only a temporary measure.

Another difficulty in the Rouna scheme, is that a cliff could possibly fall on the water race (which happened in Goroka a couple of times). This could be prevented by burying the race but it is considered too expensive to do this at the moment.

Rabaul Area

To supply Rabaul the irrigators have had a look at the Batonga River, in the Baiy area. It could work. Both the Warangoi and Kavavas Rivers that area would not be suitable. The Batonga were chosen the 1st would have to be transmitted 10 miles.

For Wewak the Brandi River has been looked at, but it is doubtful if this river will do. The Gum River at Madang, would have enough water to supply Madang with power but there would be no room for expansion.

At Manus, the Lorengau would be quite suitable as a hydro scheme. There is such a small population in the area, however, that it is unlikely one will be built for some time.

Probably the major work on investigation has gone on the Milne Bay district. Schemes have been looked at there in the hope that one will be found that would supply Madang and possibly Goroka as towns on the way to Goroka, as one king hit.

The possibilities for such a major scheme look pretty bright although it has taken a lot of investigation to get this far.

The Oomsis and Gabensis Rivers were looked at and abandoned because although they were economic there was not enough water to supply Lae's future requirements.

Lae Schemes

The Sankwep River, which flows on the side river from the Busu, looks very good to the experts for a while. It has the capacity to serve

The Musa Instead Of the Purari?

ile P-NG is seeking cheap schemes for the towns, authorities are going with the examination of the big Purari River, which Commonwealth Government hopes will provide power to process bauxite (to be near Cape York, on the Australian mainland).

was first looked at a few ago, when an initial estimate for a power station on the river to process the material about two hundred million pounds.

Meanwhile, there are some experts in New Guinea who think Papua's Musa River, in the Western District, not far from Goroka, would be even more suitable than the Purari for the Western people. It has the same advantages in that it is also in the Australian Territory and is not likely to be upset by anything that might happen in the Trust Territory.

It would be possible, say the experts, to produce three million kilowatts of power from the Musa. And there would be no need for ports.

required a mile long tunnel for its development. Every mile of the tunnel would have had to be supported, which meant that the cost of building the tunnel may have been a million pounds according to one estimate, thus the scheme was abandoned.

Busu itself was a possibility also was abandoned because of high cost. A diversion would have been necessary to provide the water needed.

Plans that would have included Lake Wanum and the Timne River were also abandoned because of small capacity.

The most popular scheme, and the one that might pay off, is one involving the big Ramu River and the Markham River, somewhere about the mouth of the Ramu and Markham Rivers, on the valley floor below

where there is enough water in the Markham River alone for large industrial development, and a power station somewhere around the end of the Markham Valley could provide power for Madang, Lae and the Highlands, making use of both the Ramu and Wanton Rivers.

There would have to be a power line to run the 100 miles from the Markham to Lae and about the same distance to Madang.

A line to Lae could follow the

road easily enough, and probably cost about £3,000 a mile.

The line to Madang would be more expensive, because there is no access road there.

Serve Goroka, Too

Power sent up the ranges towards Goroka from a power station at the head of the Markham would have the advantage of opening Highlands areas on the way.

The possibilities of such a combined

scheme have been advocated by one or two private persons in New Guinea for some years.

The supporters of hydro-electricity are aware that the initial cost of any hydro scheme is expensive. But they point out that once the cost can be raised the scheme soon pays for itself.

The Port Moresby scheme cost about £600,000, but with a profit of £82,000 a year this will be worked out soon.

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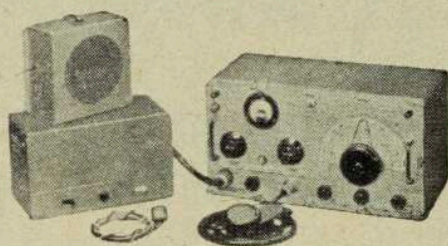
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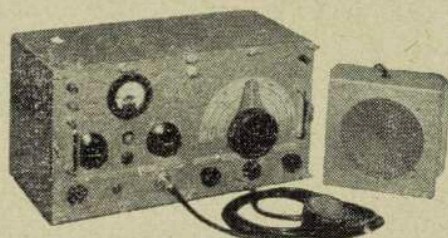
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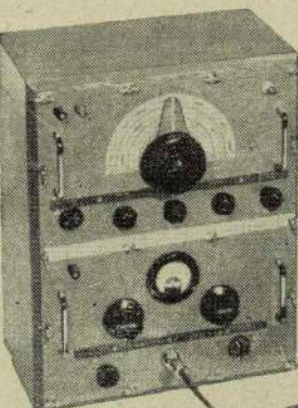
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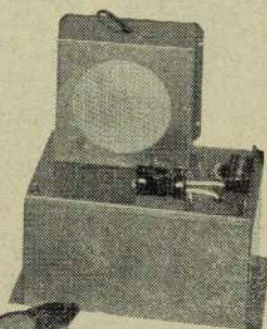
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Letter to the Editor

PRIMITIVE "IDOLS" ARE JUST SOCIETAL AIDS

H. A. Lindsay, who collaborated with Norman B. Tindale, to "Rangatira", (reviewed in August), says that he is pointed in us over a caption illustration in the same issue (77). We called the carved figure, part of a collection sent to Chicago Natural History Museum by Captain and A. W. F. Fuller, a "carved of an early Tongan Goddess". ns that we shouldn't.

I think, however, that Mr. Lindsay is a bit hard on us. "PIM's" had nothing whatever to do with who worshipped what, the caption referring to a carved image of an early Tongan goddess" was supplied with the photograph from the Chicago Natural History Museum, "PIM's" San Francisco correspondent, Ralph Craib. But what Lindsay has to say about idols is of interest:

expects mistakes of this kind in periodicals which put sensationalism before facts, but a magazine which speaks with a voice of authority on Pacific. The misconception that all representations of the human are "heathen idols" has been a stumbling block for a tragic destruction of replaceable ethnological specimens.

anyone with even a nodding acquaintance with anthropology it is the civilised peoples fashion statues and painted portraits of those whom they worship or revere. The Greeks commissioned their leading artists to fashion representations of gods and goddesses of their religion—but those marble and statues were *not* worshipped. Their purpose was to have in a tangible representation of a god who was believed to have power over human lives and destinies. Today, some Christians still find this an advantage—Catholics do not worship a statue of the Madonna with the Christ in her arms. It aids the mind of the worshipper to form a mental image.

It would be just as absurd to say that a statue of that great humanitarian, St. Vincent de Paul, standing in the grounds of an orphanage, is there to be worshipped! But it does remind us, of any denomination, that

he devoted his life to the service of others.

Burnt Up Priceless Carvings

In the case of the Polynesians, however, they made no such representations of Io the Parentless, or any other of their lesser gods and goddesses.

Unfortunately, early-day missionaries did not realise this and they made converts to Christianity burn all wooden carvings of figures. So thousands of canoe figureheads, door posts and other works of art went into bonfires.

As a result, the only examples of Polynesian statuary from many Pacific islands which have survived are those which some missionaries sent home, labelled "idols", to aid in raising funds for their work!

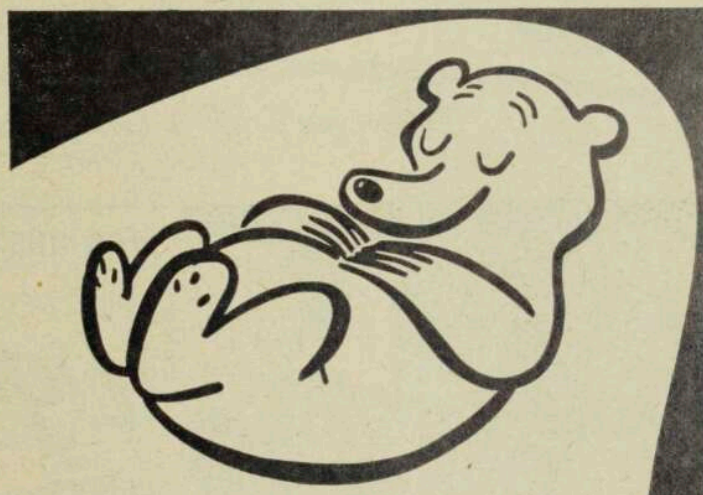
The notable exception occurred in New Zealand. That enigmatic figure, the Rev. Samuel Marsden, exhibited a most un-Christian lack of charity when he sat on the bench as a magistrate. Then he would

order a flogging of 50 lashes for an offence which would bring a small fine today. But when he set out to convert the Maori people to Christianity, he displayed a great deal of plain horse sense.

Instead of regarding the manaia and ngututa carvings, which decorated the Maori villages as "idols", he recognised them for what they were—works of art on which craftsmen had spent weeks of skilful labour. Thanks to Marsden, there was no senseless destruction of Polynesian art in New Zealand.

This point is still important, for only a few years ago one misguided missionary in New Guinea had to be told very plainly that he must not order natives to burn their dancing masks, under the entirely incorrect belief that they were worshipped. Museums could also do more to correct this old fallacy.

Every case displaying carved figures should carry a large and prominent label stating that none of the images were ever worshipped.



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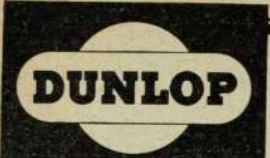
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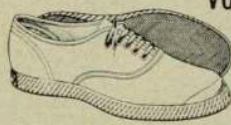
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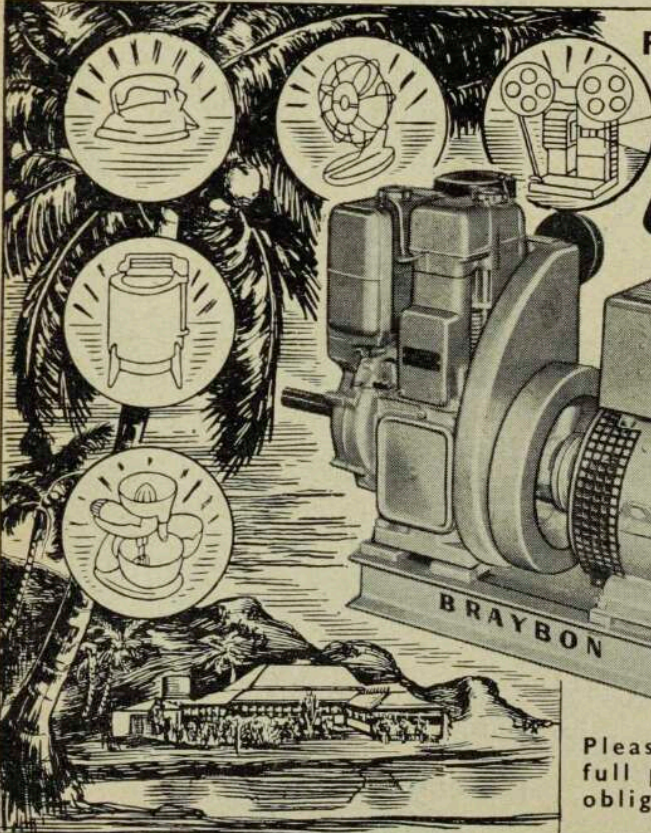
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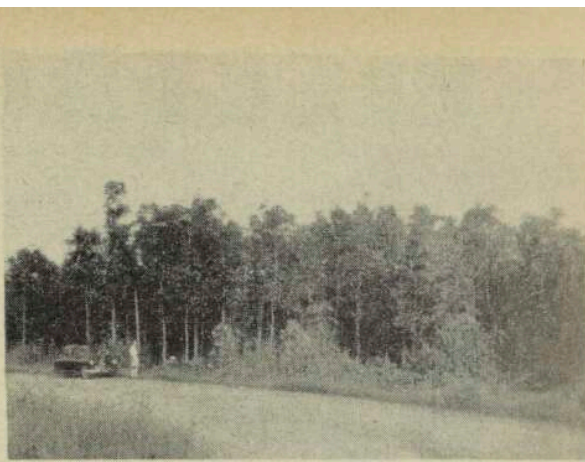
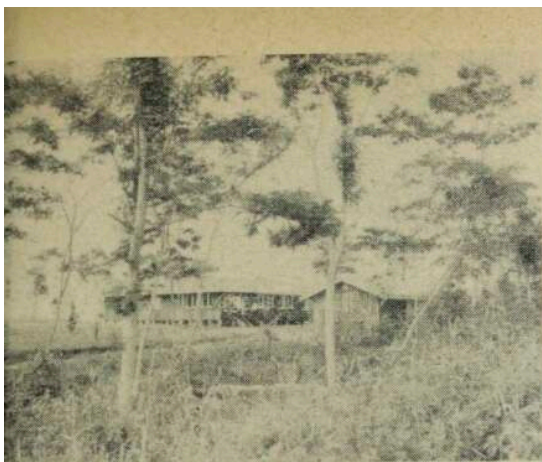
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are some of Fiji's timbers, photographed by staff correspondent Jim Shortall. At left, are *Albizia falcata*, which are not favoured because of their susceptibility to wind damage. Behind them are the research and training buildings at Colo-i-suva. At right, is a stand of most promising exotic commercial timber, the large-leaf Mahogany. This stand is on the main road near Colo-i-suva; the trees are nine feet old and six inches in diameter. Picture below shows a man standing at the base of *Eucalyptus deglupta*, four years old and 45 feet high. To the rear of the tall dead *Albizia falcata* which died through hurricane damage (right), are six-year-old Mahogany, 35 feet high.

The Future of Fiji Forestry

An Unhappy Record, But There's Still Promise

From a Staff Writer in Suva.

Despite the fact that the Fiji timber industry has an unhappy record of commercial failures, with the Agricultural Industrial Loans Board "in the red" as backers, forestry appears to hold promise as at least one valuable alternative industry of the future for this Colony.

Particularly important is the fact that certain exotic timbers, such as *Eucalyptus* and a Caribbean species, seem to thrive on Fiji's burnt—"talasiga" lands, of which there are many thousands of acres. These lands, the result of indiscriminate burning-off over many years, have often been described as "barren".

The future could lie in exotic timbers, if the experimental work so far carried out by the Department of Forestry is successful.

As a result of these experiments, which commenced since the war, there is perhaps the greatest promise in the large Mahogany, a native of Honduras, first introduced to Fiji in 1911.

Good Possibilities

It is a fast grower of attractive appearance and excellent timber. It seems to thrive under all but the driest conditions in the Colony, and is to date free from diseases and pest problems. Mahogany is not the only possibility, however. *Pinus elliotti*,

known as slash pine in the Southern States of the USA, where it is native, is now thriving in the higher levels of Fiji—notably in the vicinity of Nadarivatu—and *Pinus caribaea*, another Honduras timber, gives great promise as a commercial timber for the lower levels and the talasiga lands.

While the fast-growing *Albizia* varieties, introduced into various Pacific territories in recent years, also thrive, especially on soap-stone lands, they are very subject to wind damage and, following experimental work, are now considered to be unsuitable for commercial development in this hurricane-zone territory, except in the most-sheltered areas.

Another highly promising candidate is New Guinea's *Eucalyptus deglupta*, which is thriving in some small experimental plantations.

The principal problem with this—as with native timber varieties, such as *dakua* and *kauvula*—is the difficulty of obtaining seed.

Mahogany growing at Colo-i-suva forestry station a few miles from Suva at an altitude of about



500 feet has reached 6 inches in diameter in ten years and it is expected to reach 18 inches in 40 to 45 years.

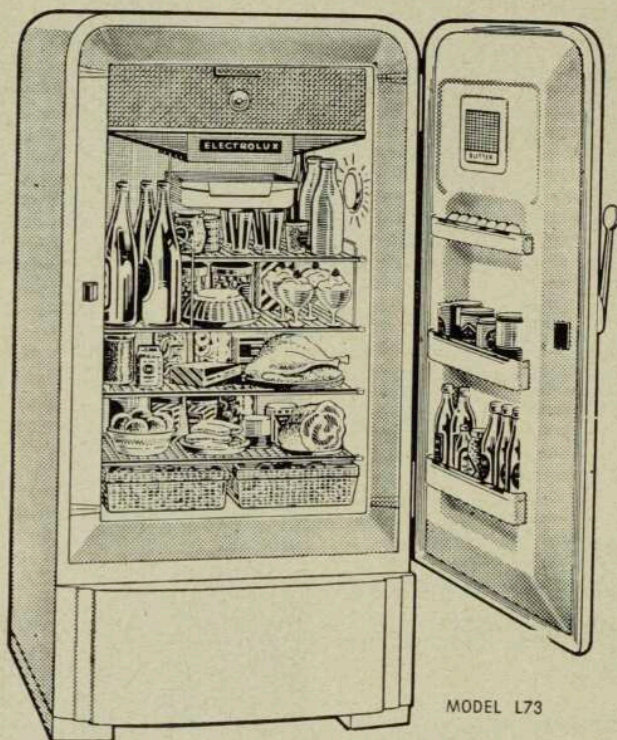
Big Trees

Small leaf or Spanish Mahogany is also growing there but while its timber is generally considered of higher quality it does not give such promise as the large leaf variety, as its rate of growth is much slower.

The first two large-leaf trees, established at the Nasinu Arboretum, near Nausori, in 1911, are now over 100 ft in height and 12 ft 2 in. and 14 ft 1 in. in girth respectively.

About 1,000 acres of this timber has been established and it is clear that it can stand up to hurricane conditions remarkably well, where *Albizia* suffers heavily. Some

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ia areas so damaged have underplanted with Mahogany

ogany growth in Fiji seems average three or four feet in a year, during the first 25 when they reach millable

onstrating the worth of any, the Department cites trees planted in a paddock sinu in 1937, which now contain a total of about 8,000 super of millable timber, worth, if standing, £1 per 100 super feet, in all.

capital outlay was next to g, and the trees have not to noticeable extent reduced the g capacity of the land for

The cost of establishing a plantation works out at about er acre in Fiji. The Department supplies plants at 10/- per ed.

Teak Does Well

Department has also shown eak does particularly well in olo-i-suva area.

small stand planted in 1940 averages 40 ft in height and in diameter. This tree sends any coppice shoots from its system. Like the Mahogany, withstand a great deal of This particular stand of trees an exposed ridge and has ed several hurricanes.

ther tree that could prove to the farmer is the Yemene, ve of India. It has a strong timber and is fast growing. raight trunk would provide for farm purposes.

Department has found that most economical method of ishing its own afforestation near Suva is to lease 2-acre o market gardeners for a two-term. The trees are inter-d with the garden crops at ad of the first year. Chinese Fijian gardeners have taken 0 acres in the Kalabo area this scheme.

reat deal of finance will be ed to establish large-scale tions in the Colony. The ial Development Corporation, ing a survey of possibilities in 8, indicated that it could not funds until further experi-ation had been carried out, or some local capital and know- was available to go into ership.

ce then it is known that the tment has been endeavour-o interest the big Fletcher isation of New Zealand.

NZ Interest

representative of Fletchers a survey of suitable planta-areas, and developments in this tion are awaited with consider-interest.

ne of the problems associated

with the milling of native timbers in natural stands, which have been the downfall of milling companies in Fiji, would not apply in properly established large man-made plantations.

The Fiji Government is interested in forestry as a soil conservation and rehabilitation measure as much as from the viewpoint of this being a possible future valuable industry, supplying not only the needs of the Colony but as an overseas currency saver and earner.

The West Samoa Minister of Police, Mr. E. Paul, has made an urgent appeal for recruits for the Police Department. The department has had difficulty in getting men with necessary qualifications.

NG Cannibals Are Good Talkers

Patrol Officer D. Butler, who recently returned after spending 136 days among the still primitive savages of the Mt. Bosavi area of the Central New Guinea Highlands, reported two interesting things about the 3,000 people he visited.

These people still are cannibals—although, he says, they listened attentively to members of his patrol who told them that the Administration did not approve of the eating of human flesh.

These people also have among them great natural orators—some of whom addressed the patrol for hours on end.

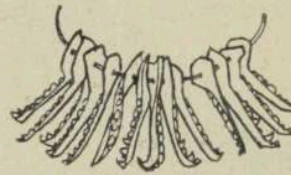
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Feather money — from Santa Cruz, this form of currency was a necessary part of a bridal dowry.

Flying fox jaws — used for ornamental or trading purposes by Fijian natives.

Left: Head of money — flying fox fur string wound round a wooden face, was an early form of currency in New Caledonia.

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Biologist Probes Cl Pearlshell Farm

by Gordon Russell, in Rarotonga

Pearlshell oysters are as alive about the facts of life as we who crave their nacreous shells and the pearls that sometimes sparkle in their vitals. But it is no sense of restraint or reserve for modesty in the manner in which marine biologists set about finding their secrets from them.

Free to drift, settle, grow and procreate in the cool depths of coral caverns, or be transplanted into a galaxy of lustrous buttons, today any pearlshell may be wantonly wrenched from its holding, dragged to the surface, medically examined, measured inside and out, tagged, and on a stake, immersed for observation.

Recently Mr. J. S. Hynd, Director of the CSIRO Fisheries Laboratory, Sydney Island, made 28 separate measurements upon some 1,500 shells brought up by machine skin divers from the Manihiki lagoon, Northern Cooks. He is now engaged in pearlyling in 1956 on the face of over-fishing, Manihiki, through a series of Pacific circumstances, was singled out as a promising site for a pearlshell farm and in 1957 Mr. Ron Powell, Fisheries Officer to the Cook Islands

Administration, set about establishing marine nurseries and incubators to further this plan.

At the instigation of the South Pacific Commission, Mr. Hynd, to whom the world is largely an oyster, flew east this year to lend to this venture his extensive marine biological experience in this specialised field.

As a result of Mr. Hynd's visit, Mr. Powell is now self-contained in the matter of measuring, staging, tagging, and keeping accurate data upon the pearlshell within his farm. The whole lagoon is in process of survey and sounding, new and superior methods of spat collection have been introduced, the main marine enemies to progress have

been established. In the meantime there is considerable evidence of recovery from overfishing in this lucrative lagoon.

The Fiji Assistant Medical Officer's Association conducted a medical seminar in Suva at the beginning of September, the second such seminar to be organised. Last year the subject was "The Prevention of Tuberculosis". This year it was "Social and Preventive Medicine". Lecturers included Dr. W. H. McDonald, Dr. C. H. Gurd, Dr. G. Hemming, the Rev. Wright, AMO A. K. Manulevu, and Mrs. S. Parkinson. Some 40 AMO's attended.

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New Look at Those

Migratory Birds

They Menace Small Atolls?

In this age of jets, sputniks, nuclear power, the birds migrate back and forth across the Pacific as regularly as seasons, and some of the mutations of their mysterious songs, are apt to be overlooked.

Recent medical research has raised strong grounds for suspicion that some of these are the carriers of scrub typhus into New Guinea and North Island from Asia. The World Health Organisation, as a result of this suspicion, has launched a research project into their movements and the possibility of their carrying other diseases from point to point in other parts of the world.

Research might have paralleling on certain Pacific groups where, almost undoubtedly, these birds fly in to rest for a brief interval before setting out on the next stage of their aerial voyaging, or remain for a few weeks or months to breed.

It can be shown that these birds are disease carriers they represent a real menace to the populations of very small islands.

Another Factor

There is another factor here which perhaps has been overlooked by even those who have offered the most opposition to the Pacific bomb tests, and which also should be of particular interest to biologists.

The atolls of the Marshalls—including Bikini and Eniwetok—and Johnston and Malden are all strongholds for migratory birds. Usually the birds on Bikini and Johnston at the actual time of the explosions were completely wiped out, as were the birds on Johnston when the first British H-bomb was fired above that atoll.

What about all the birds that fly through the radio-active area especially the Marshall Islands area—in subsequent weeks those atolls were still "hot", which flew through radio-active zones far from the atolls? These badly irradiated would have

died—but perhaps not before they had bred, or before they had travelled to distant lands.

Were they a source of danger to man, or other birds with which they roosted later? A study of their offspring, too—the birds that are now following the same age-old paths each year—might prove interesting. What mutations have taken place? Has a new breed of godwit and golden plover and pin-tailed duck been produced as a result, perhaps with entirely different characteristics?

Staging Point

Only the ornithologists can say, but a close examination of the sandpipers and godwits and mutton birds and other varieties which summer in the Southern Hemisphere

might prove worth while from a scientific point of view.

Malden is used by plovers migrating to Tahiti, the Cooks and New Zealand from Alaska. The records also show that small numbers of pin-tail ducks used to come to that atoll for a few weeks each November-December, from the United States. Some of these moved on south to Penrhyn atoll.

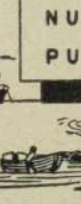
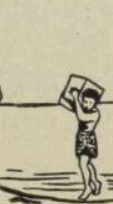
Small rookeries of several varieties of terns, gannets, frigate birds and tropic birds bred there and some of these, too, though not migratory, would range to nearby populated atolls—Fanning, the Northern Cooks, and the Marquesas, perhaps.

It seems probable that all these birds may come under a good deal closer scrutiny as a result of the WHO project and the publicity which it obtains.

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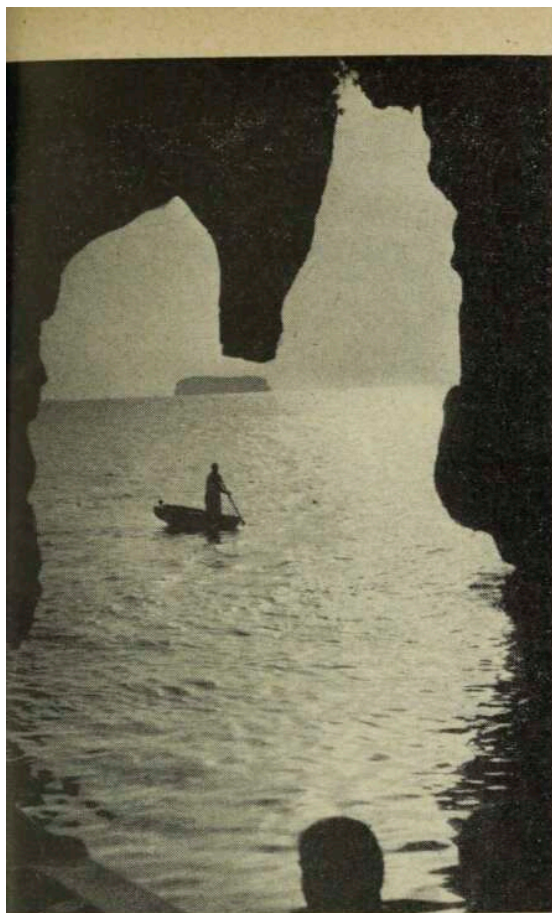
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The underwater cave of William Mariner, first reported to the world by that former ship's boy in his book of Tongan experiences published in 1817, has only rarely been visited by Europeans, despite its fame. The cave, which is entered through an underwater passage, is in Vavau harbour, Tonga, away from the regular tourist haunts.

The inside of the cave has never been photographed, but a report from Tonga in September said that two BBC-TV men, David Attenborough and Geoff Mulligan, hope to take some cine film during an underwater dive soon. Recently, Rob Wright, Fiji's well-known official photographer, entered the cave with the British Consul in Tonga, Mr. Q. Weston, and at "PIM's" request, Rob Wright sent the following report of the experience. He did not, on this trip, carry his underwater camera, but he hopes eventually to get some underwater still photographs of the cave. The BBC men are not equipped with an underwater outfit for still photography.

Mariner's Cave Visited

By Rob Wright

Except for a very vague knowledge of the existence of Mariner's Cave in Vavau Harbour, I confess to having been in complete ignorance of the somewhat exciting manner in which one gained entrance to it.



Picture is of Vavau's Swallows Cave, which can be entered only from the sea, and is well-known to visitors. Below, the Governor of Fiji, Sir Kenneth Maddocks, with Lady Maddocks, and a Tongan diver about to descend into the far less frequented Mariner's Cave. Both pictures by Rob Wright.

I HAD previously visited nearby Swallows Cave by rowing into it in a small boat, and when Que Weston, the British Consul in Tonga, broached the subject while we were en route to the island, I assumed that Mariner's would be something like the latter cave, with the exception that one would have to swim to it instead of visiting it in a boat. Que was all for trying it out, but I reserved my decision until we were on the spot.

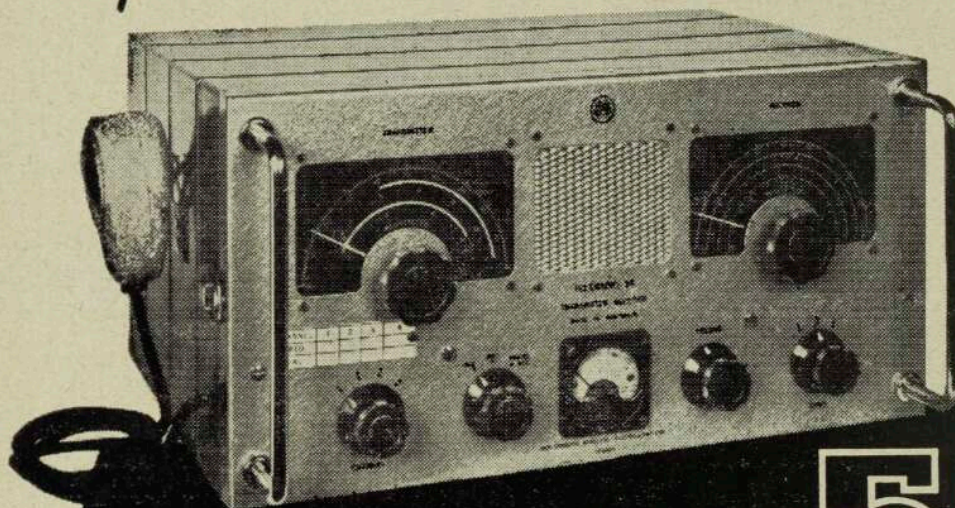
I believe the island is named Hunga—a small one with fairly steep sides of volcanic rock. It was similar to many in this beautiful harbour. As the launch approached I looked over into the clear water—seemingly fathomless—but there was no indication of the entrance until we got closer. Then deep-down a dark blue chasm appeared which seemed to melt into the side of the island.

Rope First

The three Tongan boys who were to act as guides were soon into the water, followed by Que Weston. The guides had taken with them a length of rope, one end of which was to be taken inside the cave and the other end held outside. By following the rope underwater, it would be possible to negotiate the entrance and the subterranean channel until arrival in the cave.

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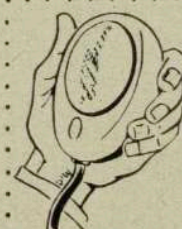
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The post of British representative in Kingdom of Tonga has recently gone a change of name. The representative has always carried the title of Her Britannic Majesty's Agent Consul. But under the terms of the Revised Anglo-Tongan Treaty of Friendship, ratified on May 25, the representative, at present, Mr. Q. Weston, becomes British Commissioner Consul in Tonga.

atched as one of the Tongans appeared under the surface and reappeared after a lapse of a few minutes. That seemed easy enough. Que meanwhile was preparing for his dive. I lingered long enough to take a photograph and swam over to the spot. Que, his guides, and the rope had disappeared. I floated around on the surface looking down into the water which confronted me.

Below the surface appeared to be a left in the rocky side of the cave which gradually widened to perhaps ten feet at a depth of six feet below the surface. A wall of rock obscured the entrance from view.

The obvious thing was to dive beneath this overhang and then come out and swim horizontally into the interior of the cave was the only way.

I did, swimming into the cave and coming to the surface when one of the Tongans appeared and me on the back.

There appeared to be a slight out-current. I estimated the depth as a possible 12 or 15 feet, but thinking it over afterwards knowing that I can swim at a clip underwater, perhaps it was more like 20 feet. One doesn't get into situations like this. My main concern was to get out of the cave as soon as possible as it was getting darker and darker.

Eerie Light

At last, I found a cavern perhaps 100 feet in height and maybe 100 feet across. Que and the Tongans were treading water close by.

The first and lasting impression was the light. This was an eerie blue and came only from an underground entrance. My immediate thought was how wonderful the swimmers would look on colour. They appeared to be on a stage with blue-green foot-lights shining up into their faces.

The second thing which struck me was the haze or fog which completely blanked out the cave every few minutes and then cleared again after. The haze was accompanied by a considerable amount of noise on the ear-drums.

It wasn't a pleasant sensation and I certainly would not have cared to stay in there for an indefinite period.

The sides of the cave appeared to be fairly steep, but at the back, the rock sloped downwards at a gentle angle and it was possible to gain a foothold here and stand for awhile, although there were spasmodic surges of current which kept sweeping me to one side, and which led me to believe that there may have been additional fissures or clefts leading off from this cave, deeper into the island.

I was not prepared to follow this up, however.

Swimming out of the cave pre-

sented no problems, although from literature I have subsequently read, this appears to have caused difficulty with other divers.

Que Weston surfaced too early and scratched his shoulder.

I was not aware of any current except that mentioned previously. But perhaps we had ideal weather conditions. I could imagine it being very different with a heavy swell beating against the island. Nevertheless I would like to try it again sometime—equipped with a mask, swim-fins, camera—and a tape measure.

On returning to Fiji, I had a note from Que Weston: "I read your account in the *Fiji Times* of our

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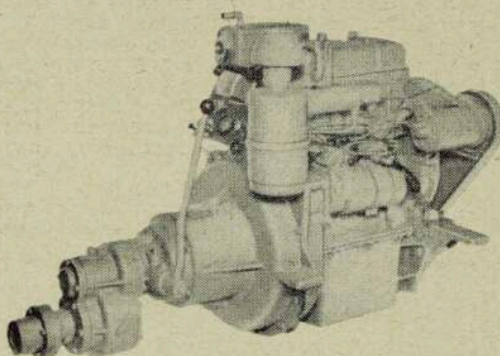
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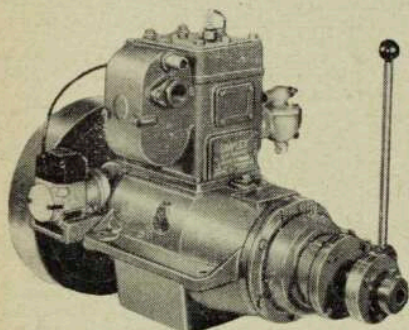
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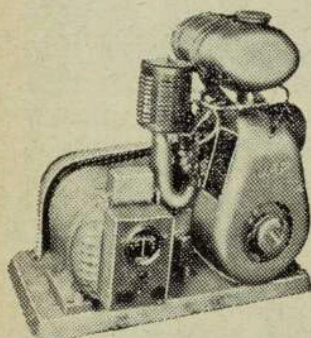
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A Vaulted Chamber'

(Continued from previous page)

Mariner's Cave with great although, in comparison the following extract from Thomson's book, *Savage* it as too modest and re-

Thomson's Version

remainder of our visit was sight-seeing. I was anxious sit the Hunga cave, twice by Mariner and Byron. In westerly swell had prevented m diving into it, but this inau had promised to provides from the best divers on nd, and to put no obstacles way if the weather made the re possible. But to my dis- ment a westerly swell again and the guides backed his tion by refusing to risk their ins.

d to admit to myself that d have been a poor end to d be sent home in bandages, defying the advice of the especially as I had been by Mr. H. J. Marshall, RN, as a midshipman on HMS e when Captain Aylen ex- he cave in 1852, that the feat ficult even in calm weather. ain Sir J. Everard Home be- vious to have the cave ex- in order to test William t's story, selected Mr. J.F.R. then a Master's Assistant, Post-Captain retired, as be- best diver on the ship. He ken to the indicated posi- f the cave's mouth and ed with a lead line and two guides.

e was no sea on, but the a long one—one fathom and five fathoms along the

passage before it is possible to rise into the cave. Aylen was, I believe, the first white man to enter the cave since Mariner and, being some- what of a draughtsman, he made a sketch of the interior, which was afterwards turned into a picture by an artist in Sydney.

"The return dive was not so suc- cessful. The great difficulty in div- ing out of these submarine caves is that, your face being downwards, you are deceived by the reflected light into coming up too soon. Captain Aylen scratched his back so severely with the stalactites that the wounds did not heal for two months." So said Thomson.

"Compare your estimate that the length of the passage is 12 feet with Thomson's estimate that it is 30 feet. As one who nearly suc- cumbed during the dive, I agree with Thomson."

From Thomson's book, *The Scene Changes*, I have found a further reference to the cave:

Colourful Legend

"We visited also the Hunga sub- marine cave, famed both by Mariner and Byron, in the harbour channel. During the disturbances of a hundred years ago a young chief heard that the village of the girl he loved was doomed to massacre.

"He had discovered this cave dur- ing a fish excursion, and he de- termined to carry off his bride and hide her until they could set sail for Fiji. He led the way in the dive; she followed him, and for three weeks she stayed there on a narrow sloping ledge while he dived out for food for them both. In the end, his friends brought a canoe,



This old cannon muzzle, set up at Haapai, Tonga, is reputed to have come from the "Port au Prince", the sailing ship captured by the Tongans when she called there in 1806. Most of the crew were massacred, but among those who survived was young William Mariner, who lived to return to England and report on his adventures, including his visit to "Mariner's Cave". In the last few years, however, there has been some argument as to whether this cannon really did come from Mariner's ship.

in which they set sail for Fiji. A heavy surf was rolling at the time of our visit.

"There was a dive for 20 yards to swim, and the last European who had attempted it—a captain in the Navy—had been wounded so badly by stalactites that he had to be invalided out of the service. Finau was strongly against my going, and it appeared that the guides them- selves did not care to attempt the dive.

"Interminable"

"I had already made such a dive in Yasawa-i-lau, in Western Fiji. There the opening was only a few yards under water into a limpid pool. A native led the way, warning me to follow the soles of his feet, which are pink like those of a European.

"I felt the want of eyes on the back of my head to know when I had dived far enough to come up. It seemed interminable, but I sup- pose it was not more than four or five yards. When I saw his feet treading water I came up in a sort of vaulted chamber in which there was a flat rock.

"The light was sapphire blue be- cause every ray had to penetrate through water. It was a place in which one might easily have con- cealed a person for weeks together if food were carried in at intervals. Alas, during my journey outwards a signet ring which I valued slipped from my finger into the mud, and the rest of the afternoon was spent by my boat's crew diving for it, without success." (Over)



Mr. Rob Wright, author of this article, is well known in the South Pacific as official photographer of Fiji's extensive Public Relations Office.

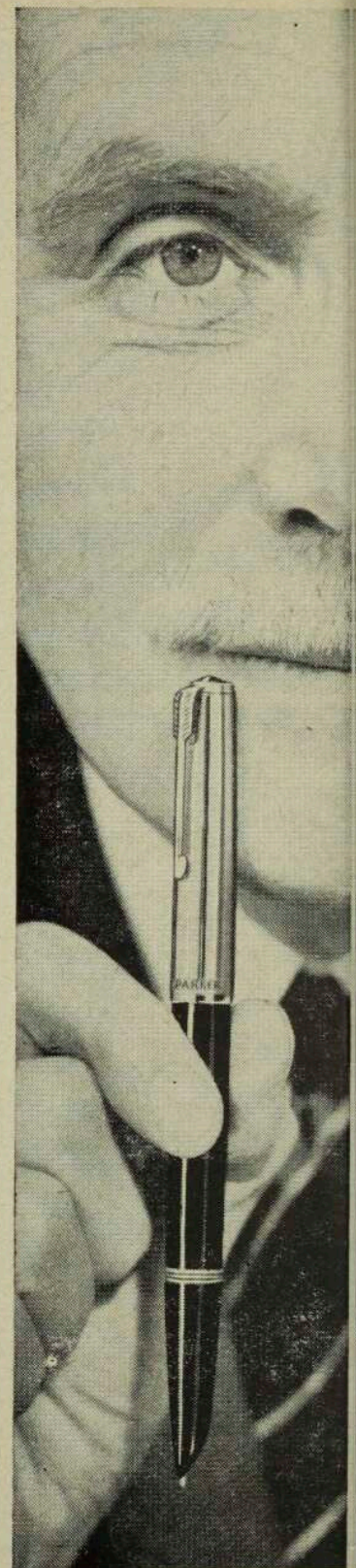
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Get Into The Cave

The Novice Should Use A Rope"

Continued From Previous Page

I asked the British Consul in Tonga, Quentin Weston, his impressions after swimming into Mariner's Cave with Rob Wright, and received this interesting letter:

The only difference of opinion between Rob Wright and myself is over the difficulty of getting into the cave. Rob, who is used to spend almost as much time under the water as he is out of it, found the exercise while I, who swim but rarely, found it formidable. As the average man, my opinion probably prevail over Rob's. Rob wants an indication of whether he is up against it if he makes the attempt. Rob [thought] that the length of the underwater swim was about 10 ft. I consider 30 ft. more accurate, and my view is supported by Basil Thomson in his book.

I am guided by a rope which has been placed there by some one who accompanied us. I recommend that any person unfamiliar with underwater swimming and especially swimming past rocks and caverns, to make the attempt only with the aid of

"You Swim Into Dark"

When you swim in, you are swimming into the dark and, so it is at the time, into the unknown. It is therefore a comfort, I rate it was to me, to have something to hold on to with one hand and to half swim and half crawl oneself in.

I followed after me without stopping, arriving about two minutes later. He shot up from the water and the cave like a cork and some-thing out of breath.

Inside, the cave is circular and has a domed roof. It was quite dark. I should say not more than 10 ft. in diameter and about 25 ft. high.

These are rather confused recollections and may be inaccurate but they give an impression of the size and appearance. The cave was dim, green and eerie, illuminated to the light reflected outside through the passage.



Mr. Q. Weston, British Consul in Tonga.

An interesting feature was that, when the water level in the cave was raised a few feet by the incoming surge from outside, the atmosphere was clear, but when the water level fell with the outgoing surge, a vacuum was created, and the atmosphere became misty and one had a feeling of tension in the ears.

This process was continuous at intervals of a few seconds, and indicated the cave had no outlets above water level. The air inside, though somewhat musty, was sufficiently fresh to make breathing comfortable.

No Signs of Life

There were no signs of anything having lived in the cave and neither were there any marks left by human beings recording their visits. The fiancée of the Tongan chief who traditionally discovered the cave must have had an uncomfortable time, because there is only one small uneven, limestone shelf to sit on.

To my mind, swimming out of the cave is easier than going in because of the guide of the reflected light outside, but, as Thomson says, there is in consequence a temptation to surface too soon.

I don't imagine that many people have entered the cave, especially visitors from overseas. Its situation is remote and the attempt can only be made if conditions are suitable.

The tide has to be low, the sea reasonably calm, and the wind from the right quarter. I don't know how many Europeans have entered the cave since 1900, but I should imagine the number to be very small.

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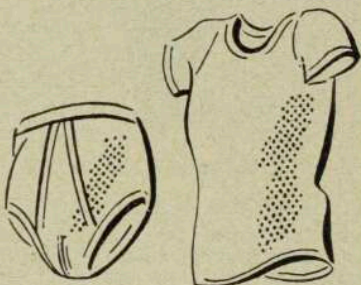
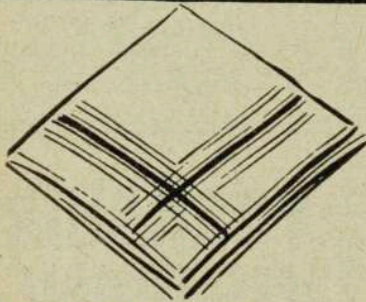
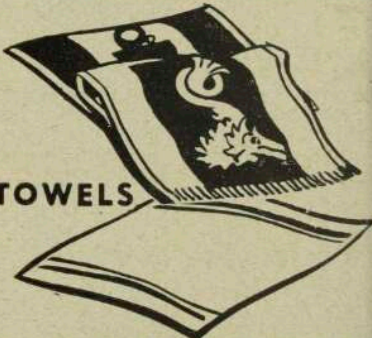
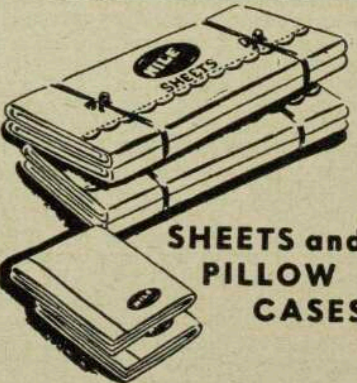
James Arcade, Cuthbertson St.,
Port Moresby.

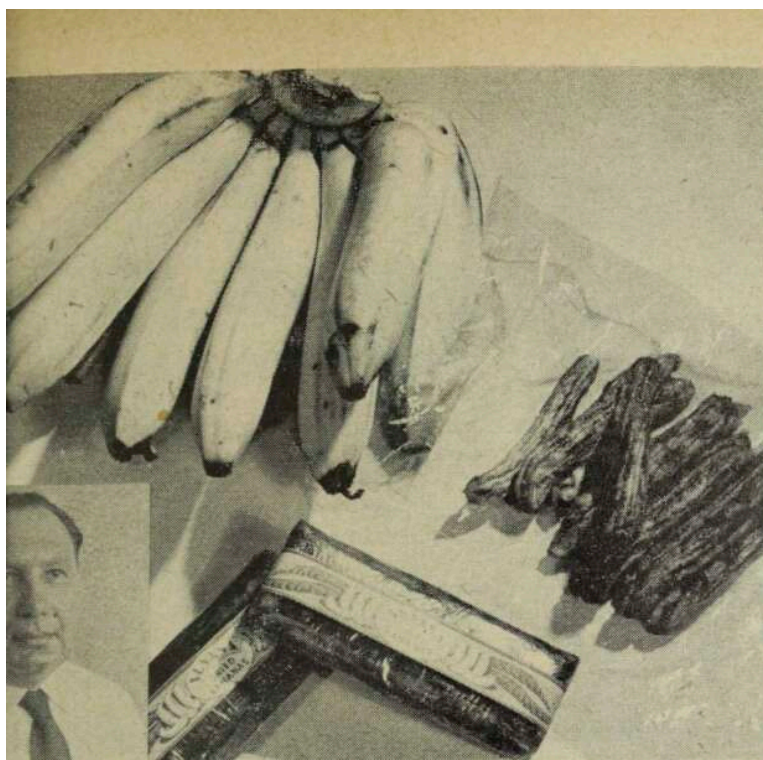
Manager: O. S. Pudney.

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FIJI'S NEWEST INDUSTRY? The fresh fruit; the dried product; and the dried product packed with cellophane wrapping and ready for export. Inset: Mr. Borish.

Fiji Dried Bananas Might Make A Comeback

The dried banana industry may be revived in Fiji soon. B. Proweller who was principal in the last commercial dried banana venture in Fiji — it had a short life in 1947 — is satisfied that the problems that existed then can now be overcome if the finance is forthcoming and if the Fiji growers are prepared to take a share in what could be a valuable alternative industry.

A mistake last time, according to Proweller, was in basing the industry on Viti Levu where it competed with the unprocessed banana export trade. To be successful the industry must have ample supplies of bananas at all times — just in the intervals between shipments of fresh fruit overseas. Proweller's project calls for capital of £100,000, of which he expects to find 51 per cent., partly on his own account, and partly in the United States. The remaining 49 per cent. of the capital he hopes to be forthcoming from investments by villages in the producing areas, through the Fijian Development Fund, which has available a total of £40,000 for investment this year and the remainder by a loan from the Agricultural and Industrial Loans Board. Proweller left for the United States on August 24 following talks

with Fiji Government officials, during which he received their blessing, and the assurance of a loan of £20,000 from the Loans Board subject to the other finance being found.

In the United States Mr. Proweller also plans to look over the latest type of drying machinery. Under the plan now envisaged, drying plants would be set up at Koro, Levuka, Savusavu, and probably Kadavu—though there are certain problems of banana supply at the latter island.

One of the weaknesses of earlier dried banana projects, which were aimed at the NZ market, was insufficient publicity at the marketing end. Housewives unfamiliar with the product, simply did not know how to make use of it. This aspect will be taken care of this time, although there is already a big

(Continued on page 71)

A Slant On How To Sell Them

Bananas The Way They Like Them

With the banana supply position the way it is in the Islands at present, any discussion on sales promotion may be thought of as purely academic.

EVERYONE in New Zealand—the Islands' only present banana market—is fully aware that for the foreseeable future they're going to have to take what they're given; and even the wholesale importing organisation has admitted of late that this is often a conspicuously poor sort of banana. But even allowing that, there's no harm in telling the South Pacific growers what the North Pacific growers in Hawaii have to do to sell their bananas.

Maybe the Honolulu housewives are plain spoiled, but it seems that unless the bananas there are attractive in appearance they won't buy them—and even if they are attractive, unblemished fruit, as they must be even to rate consideration, they still have to compete with a lot of other tropical fruit. So sales promotion on the part of the growers and retailers is necessary for the industry.

What Do They Want?

On behalf of the industry, the Hawaii College of Agriculture—a part of the University of Hawaii—recently carried out a "preference survey" to see what the public wanted in the matter of bananas.

The three varieties commonly grown in Hawaii, known locally as Bluefield, Chinese, and Apple, were presented in a variety of ways from ten leading Honolulu supermarkets over a period of one month. For the first two weeks the fruit was simply offered in convenient-sized bunches, according to the normal method of retailing in Honolulu. Such "bunches"—they were not just single-row "hands", but bunches of up to nine fruit—were not packaged in any way. From these the normal sales were gauged.

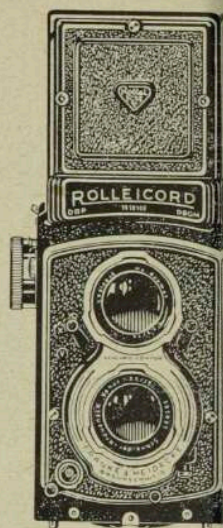
For the second two weeks of the test period other packaged bananas were also offered alongside the plain bunches. The packaging took several forms. There were two, four, and six-fruit "bunchlets" simply encircled by an attractive half-inch-wide printed paper band.

(over)



Taking pictures - child's play With Rollei

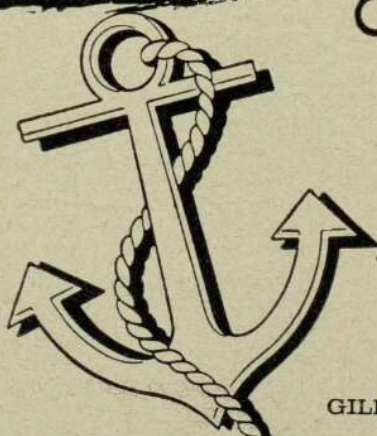
Taking pictures with a ROLLEI is pure joy. With this camera, no photographic problem will leave you puzzled, you take no chances when focusing for sharpness, and framing is no problem either. At all times, the superbright focusing screen renders the image of the picture-to-be in exact size and perfect sharpness: colorful, bright and brilliant as the finished picture.



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there were similar bunch-perforated plastic bags of size and with the mouths and with some printed on the bags.

ly there were six-banana tray-type packages, en- with the attractive printed band and completely en- in a sealed plastic wrapper. the goods thus set out the hers settled down to see appened.

Want to Feel Them

on became evident that the ers not only like an at- presentation, but they also be able to feel and examine it. Despite the fact that the nclosed in plastic was re- from display the moment appeared too ripe, the public ed always to hold such fruit

of the packaged fruit, over cent. sold was that simply ed by the paper band. There definite "thumbs down" on closed trays, only about 14 t. of these being sold, while cent. of the total were in bags.

ne fruit with encircling paper or without such band, most selected the banded bunch- asked why, they usually said they felt that the banded s had been specially selected. ctual price difference was of ount, amounting only to a n of a cent in production

he banded bunches, it was that there was a definite pre- for the six-fruit size. Most said that they considered suitable family size.

ugh the completely unpack- bunches continued to sell hout the second two weeks of st, there was a definite lean- wards the banded bunchlets. basis of weight of fruit sold, cent. was completely un- ed and 35 per cent. banded or ed, over the full month.

The Results

final results of the test were lows: 1. Most consumers in i buy bananas on impulse. 2. rd of the consumers cannot y banana varieties. 3. Taste most important factor in the of variety amongst those re able to identify varieties. e six-fruit bunchlet is the size desired. 5. Most customers half ripe fruit to green or ripe fruit. 6. Anything that ts that the fruit have been lly selected—a band or per- an attractive bag—will pro- sales. 7. A totally enclosed ge is not wanted and is also

the cause of rapid ripening in the store and consequent wastage of fruit.

Dried Bananas

(Continued from page 69)

dried banana market in the United States and Europe.

The dried banana industry started after the war in Western Samoa and in the Cook Islands, failed because the method of processing permitted infection by a small weevil. This problem would not arise under the proposed drying method to be employed in Fiji.

The product produced in the Cook Islands on a small scale for

many years past has always been in the form of a dozen or so dried fruit wrapped in banana leaf and tied firmly at each end in a sort of large bon-bon. The Fiji product will be properly packed in sealed cellophane wrappers.

A well produced dried banana is soft, flexible, and darkish brown in colour and about the dimensions of a stick of trade tobacco. The Fiji fruit will be dried whole. The fruit have to be completely ripe.

The product is described as delicious, eaten raw like figs or dates, used in cakes, or with corn flakes and milk as a breakfast food.

Mr. Proweller first went to Fiji from Switzerland, in 1937 and became a British subject in 1945. He holds residential status in Fiji but also spends a good deal of his time in New Zealand.

Everyone admires a fine, healthy baby

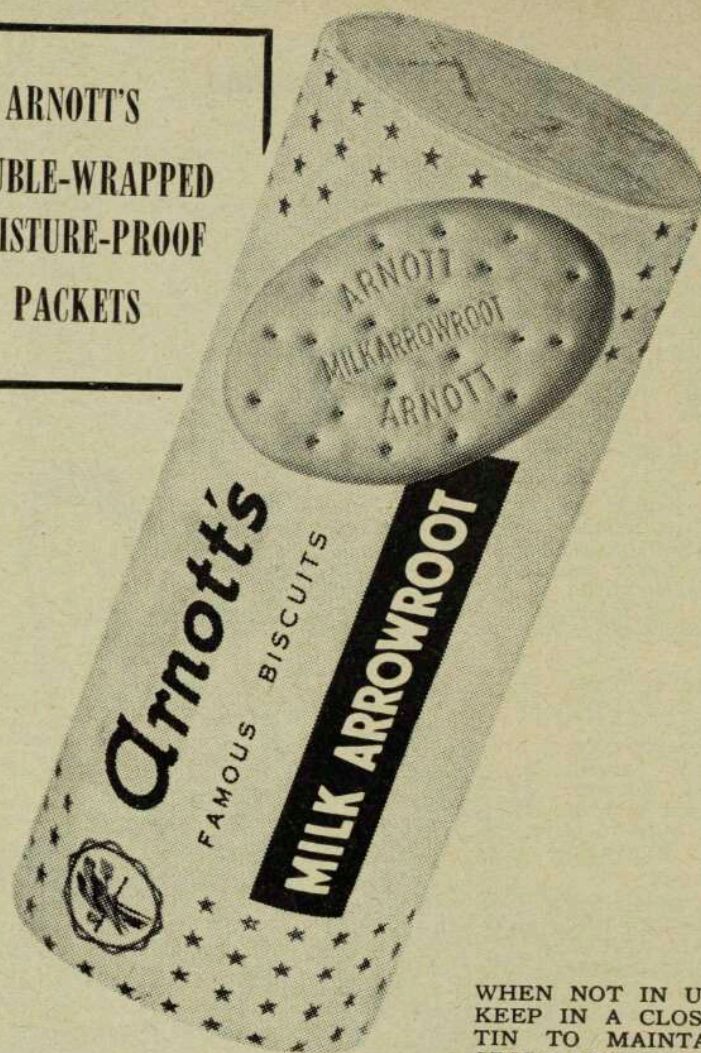
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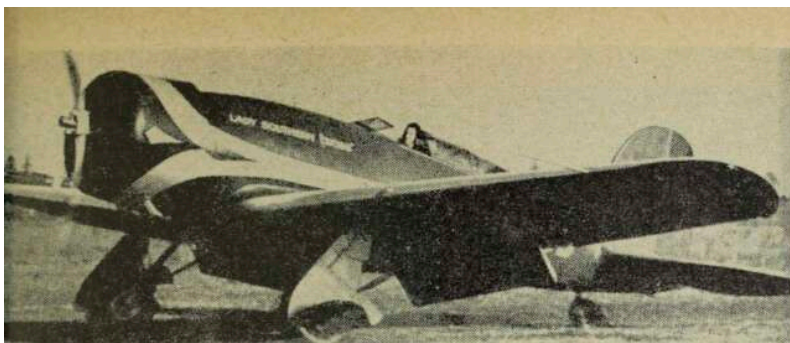
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"Lady Southern Cross", first single-engined aircraft to cross the Pacific. "Smithy" is at the controls.

25th Anniversary Of An Epic Pacific Flight

The Navigation Was By Guess And By God

Twenty-five years ago this month the late Australian aviator Charles Kingsford Smith and Captain (now Sir) Gordon Taylor, flying the American Lockheed aircraft *Lady Southern Cross*, set up an aviation record which has never been broken. The record: A west to east trans-Pacific flight from Australia to the United States in a single-engine aircraft.



Gordon Taylor, who made that flight 25 years ago with "Smithy".

THE first single-engined west-bound flight was in fact made only this year, when a ferry pilot brought an aircraft from America to Sydney for delivery.

In a way "Smithy's" flight was accidental. He planned to enter the great England-Australia air race—won by Captain C. W. A. Scott—but for technical reasons the controllers would not pass his American aircraft for that event—so Smithy decided that he would show them anyway that his machine was equal to the task, by flying the Pacific instead and establishing a record of his own. He had, of course, made the west bound flight in another aircraft, *Southern Cross*, six years earlier.

1934 was the year of the Lindbergh kidnapping, the *Morro Castle* fire, the Piccard balloon ascent into the stratosphere—and Fiji's diamond jubilee as a British colony.

Fence Removed

The flight actually commenced from Sydney on October 19, but the departure from Brisbane was delayed until 4 a.m. on October 21. East of New Caledonia, as the plane winged its way through rain and thick cloud, preparations were being made at Albert Park, Suva. Part of the fence at the seaward end of the park was removed, as were telephone and electric power lines. Floodlights were rigged on Victoria Parade facing inland, and a number of cars were lined up at the other end of the park facing seaward to be used as sources of illumination should the arrival take place after dark. Captain Fenton, a World War I aviator, was in charge of these preparations.

Fortunately, the lights were not necessary. Just after 6 p.m. *Lady Southern Cross* was sighted coming in from seaward. Passing close to the town side of the Grand Pacific Hotel, Smithy made two circuits before setting the aircraft down to a perfect landing. Captain Taylor reported that he had obtained only a brief sight of the sun late in the afternoon, and that the navigation had been mainly "by guess and by God". What ever it was, it was good.

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There were no radio aids in those

Beach Take-Off

The take-off the aircraft was across to Naselai beach, as Park was out of the question the heavy load of gasoline required for the next leg.

After rounds of entertainment, delays through weather, the lift took the air again from Suva at 6.10 a.m., on October 29, to Birnie Island, in the Phoenix Group, at 3.10 p.m. Suva time—and landed safely at Wheeler Field, Suva, at 7.22 a.m. Honolulu time (a.m. Fiji time) next morning. It was thought of a landing at Suva en route, but the weather prevented it.

The flight almost ended in disaster at 11.40 p.m. when, in poor weather conditions, Smithy accidentally knocked the flap-control switch without realising that it had done so. This had the effect of putting the aircraft and putting it into a spin. The trouble was ended only after some thousands feet of elevation had been lost. It lasted for only 25 minutes of flying and ended in the tanks on touch-

down. The final stage of the east-bound flight was on November 4-5. The take-off took place at 2.15 p.m. and the landing was made at Oakland, Cal., 15 hours and 20 minutes later.

That sounds simple—but it could be considered a notable post-engine flight even today after a quarter-century of amazing progress in aviation.

NOTE: Sir Gordon was not available at his Sydney office in December when PIM phoned to request him of the anniversary. He is in America on one of his many business visits.

Look What's Happened To Air Traffic Since

Inter-seas air traffic to and from the Colony increased substantially during the year ended March 31 last.

The latest Trade Report, recently published, shows that 29,228 passengers in transit—arriving and departing by the same aircraft—were registered. This was an increase of 4,367 on the previous year. Additionally, 15,555 passengers arrived and did not depart by the same aircraft, and 16,342 persons entered the Colony by air in addition to those classed as in transit. These increases of 1,711 and 1,775 respectively.

The freight set down in Fiji from overseas amounted to 1,129,504 lbs.—10,896 lbs. The freight uplifted amounted to 604,446 lbs.—down 27,602 lbs. presumably because of the "bit squeeze" on imports. The number of aircraft arriving and departing was 1,873—up 110 on 1957-58 year.

GEIC Copra Loss Was OK By Them

Copra producers in the Gilbert and Ellice Islands gained financially through the loss of their copra in the *Beaverbank* stranding at Fanning Island in July-August.

Mr. Ian R. Anderson, accountant to the GEIC Wholesale Society, said in Suva in September that the insurance underwriters paid out £Stg.96 per ton for the 3,000 tons jettisoned, and the shippers were paid on the basis of loaded weights.

In the ordinary course they might

have received £Stg.90 per ton c.i.f. and been paid on the basis of delivered weights at destination. As there is invariably shrinkage the landed weights are always substantially lower than the loaded weights.

Mr. Anderson said that between the time of loading and jettisoning of the cargo the free-market price of copra rose, and it was on this latter price that the settlement was made by the underwriters. This was just one of those cases where the "ill wind" proverb applied.

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THE PARKINSON SAGA RECALLED

Monument To New Guinea's First Planter Is Broken, Neglected

By R. W. ROBSON

I am not happy about the last resting-place of New Guinea's most distinguished pioneer-planter.

The location is ideal; but the treatment is shocking. Could the New Britain Historical Society do something about it?

AS in Rabaul at the end of June, three days after a big mass-fire swept the coastal belt between Kokopo and Malapau of a vast choking mass of sand and scrub. This (I told myself) is my opportunity to locate and examine the old Karadui (Parkinson) *mat-mat*.

John Thomas and friends, some time ago, after a great search, for me the old family series of Gunantambu ("Queen" Emma Forsayth) and Karadui (her daughter Phoebe Parkinson). I had heard historical riches from the past; but I had never seen the Parkinson cemetery.

After an hour's search over those barren hills, covered with ashes and soaked in sweat, I found the Karadui *mat-mat*.

It is on a high, narrow ridge, rising eastward over the sea, into the sun. It is shaded by great, old, foliaged trees, probably planted there by Parkinson, himself a distinguished botanist. It is only a few yards from the Rabaul-Kokopo

Little Remains

After 50 years, there is little remaining there except a heap of stones. What was once an elaborate monument to Parkinson lies on the ground, in four pieces; and on one of the words, "R. H. R. Parkinson, 1844—24.7.1909" are deeply engraved. (See photograph.)

Parkinson's children have been buried there; but Parkinson's beloved wife, the former Phoebe Coe, nee "Queen Emma", lies buried where she died, aged about 80, in a remote New Ireland village, during Japanese occupation.

Standing there, looking around at the coconut plantations he established there 75 years ago, I remembered bits and pieces of the story of this very notable man.

Parkinson's father was an Englishman and on the staff of one of the Saxe-Coburg-Gotha. When the principality or dukedom was absorbed by the new Germany, Parkinson took German nationality; his son, R.H.R., was born a German, and highly educated.

I first came on Parkinson's name when searching through the files of *The Samoa Times*. That weekly paper was published before Germany annexed Samoa, and it died 80 years ago. In 1876 it carried an advertisement in which one R. H. R. Parkinson begged the people of Savaii to help him obtain a specimen of a very rare bird which had been seen occasionally in that volcanic island.

Parkinson in Samoa

Parkinson had been taken to Samoa by the German "Long Handle" firm, as an agricultural adviser. There, he married Phoebe Coe while she still was a teen-ager; and eight or ten children came from their long, happy union.

After a series of stirring events—both political and romantic—Emma Forsayth (nee Emma Coe) departed from Samoa with saloon-keeper Thomas Farrell, and settled in the extremely raw land of New Britain.

Many of her brothers and sisters (half and full) joined her there, later; and, in the early 'Eighties, about the time she got rid of Farrell, Emma brought Richard and Phoebe Parkinson over to the new country. With the Parkinsons came their own two or three children, and

Emma's only son, the well-known Jonas Mynderse Coe Forsayth.

It was Parkinson, about 1883, who planted up the great Ralum Plantation, in the Gazelle Peninsula, for Mrs. Forsayth—and (I am not sure of this without research) I think that was the very first coconut plantation established in what is now the Trust Territory of New Guinea.

Germany annexed the Territory in 1884; but by then Ralum was partly planted; and about then Mrs. Emma Forsayth moved from Mioko over to her famous Gunantambu bungalow, near the Ralum wharf, at Kokopo; while the Parkinsons settled in at Karadui, a short distance further north.

These Ralum plantations now are known by other names. The Carpenter plantation, Malapau, is part of them.

For 20 years, Parkinson was an outstanding figure in that community. He was a scientist, and a completely practical planter and settler.

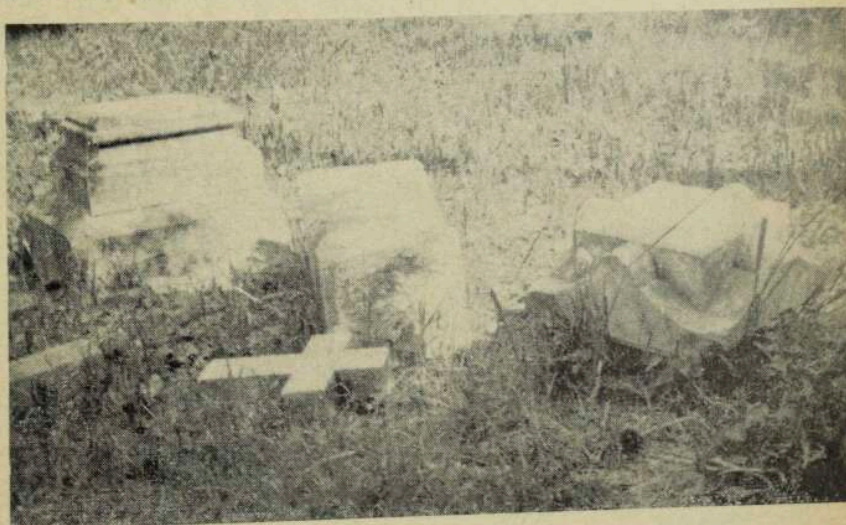
Both he and Emma Forsayth had a passion for introducing plants from other tropical countries; and even today expert botanists will find, in that Kokopo area, various kinds of trees and shrubs that are completely exotic.

Planter and Famous Writer

Parkinson made a close study of the New Britain and New Ireland peoples, and of the area's flora and fauna; and his careful observations are embodied in his famous book, *Thirty Years in the South Seas*, one of the classics of South Pacific literature.

Various letters of his preserved in the Mitchell Library, Sydney, show that Parkinson was a master of perfect English; but his book was

In the old Parkinson family cemetery, New Britain, Richard Parkinson's monument now lies on the ground, in four pieces.



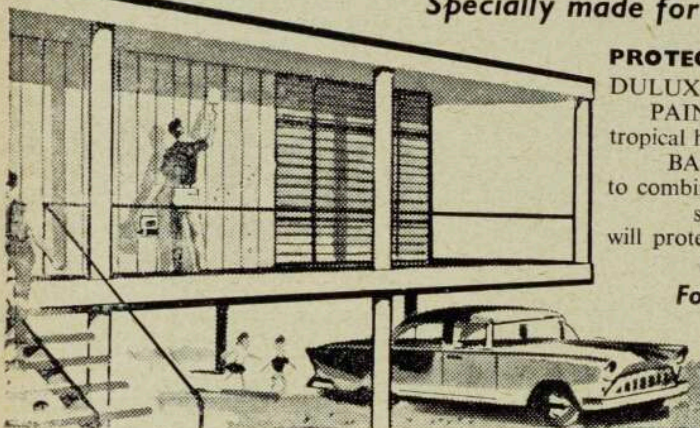
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en in German and, unhappily, published in English. el Barry, of Rabaul, made a donation just before World War and it became lost in that period. earned about it, during World II, in a conversation with the Mrs. Dolly Messenger (Parkinson's daughter); and the story of I tracked it down, and eventually recovered it, in Florida, USA, the widow of a member of an bold Expedition, may some day old. The MS (translation) is in the library of the Australian ol of Pacific Administration, ey.

most of the Coe families lished in German New Guinea, Parkinson family was broken nd partially ruined by the two d Wars—some remained Ger- and some became British- alian.

ere must be scores of descend- of Richard and Phoebe Parkin- Mostly, they are handsome, in- ent people—they got good looks the Malietoa princess who ied Jonas M. Coe in Apia about years ago; and brains from ard Parkinson and Jonas Coe was a member of an old and quished American family).

would be a nice gesture on the of the N. B. Historical Society or present-day members of the inson family, if the monument restored to that lonely grave ne Malapau hillside, and if the ins of dear old Phoebe Parkin- were brought from the New nd village and re-interred be- her husband and those of their ren who are buried there.

identally, has anyone got a ograph of R. H. R. Parkinson?

esh Beef for New Guinea Towns

cattle farming experiment of iderable interest and signifi- ce to Papua and New Guinea t present being carried out by experienced Australian grazier he area immediately north-west Port Moresby.

ere, Mr. H. N. Webb has estab- ed the Fairfax Cattle Co. Ltd. approximately 11,000 acres of er dry country. He has a herd e of a few hundred cattle, which eing built up steadily. So far experiment is going along very

order that his grazing country e properly balanced, however, Webb is negotiating with the ernment and the native owners n attempt to get access to about 0 acres of swamp country, oining.

he Company made its first erimental killing in December, 3, and Port Moresby thus got its t supply of local fresh beef.

Experiments in killing, transporta- tion and distribution still are going on, with good prospects of a profit- able industry being established in this area of Papua.

Meanwhile, another interesting experiment has been carried out by the Territories Department of Agri- culture.

As is well known, the Department has a large experimental cattle station in the Baiyer River Valley, north-west of Mt. Hagen, in the Central New Guinea Highlands. In July, ten cattle were slaughtered there, in the early morning, and the carcasses were immediately dressed and carried by air directly from the Baiyer River across the mountains to Port Moresby, where they were placed in the market be- fore noon, as freshly killed beef.

It was a difficult job for the De-

partment officials but it did prove that an airlift of fresh meat from the Highlands to the main centres is possible and practicable without refrigeration facilities.

The Baiyer River meat was sold in Port Moresby at 3/- per lb, and it was calculated that the cost of air transportation was 7½d per lb.

To combat soil erosion, which is a serious problem in Fiji, farmers planting sugarcane, maize, and other crops on hilly land will in future be required by law to plant the rows at right angles to the slope to slow the run-off of rainwater and reduce the loss of top soil.

Some cultivated areas of Fiji have already suffered considerable damage through carelessness or ignorance on the part of the farmers.

1st Prizes

Royal Show

1957 & 1958

for

sponges

& scones



won by

FOUNTAIN

SELF-RAISING FLOUR

The high prize-winning standard set at last year's Royal Easter Show is maintained in special triple-sealed-for-the-tropics 2-lb. packets and in 2-lb. and 7-lb. tins.

Try this Prize-winning Recipe for Scones:

3 cups Fountain Self-Raising Flour
 1 teaspoon of salt
 1 teaspoon of butter
 ½ pint of milk

Sift flour three times with salt added. Rub in butter with fingertips. Mix with a knife. Knead well and bake for 15 minutes in a moderate oven.

FOUNTAIN

W. C. Douglass Limited, Foveaux St., Sydney, Australia



Rich, Red Fountain Brand Tomato Sauce is vacuum sealed to retain its freshness of flavour.

Vitamin-filled Fountain Brand Tomato Juice, served chilled, is a delicious, thirst-quenching drink.



The advertisement features a large, stylized logo at the top left with the word **BEREC** in a bold, sans-serif font, with **TRADE MARK** written in smaller letters below it. The logo is enclosed in a circular frame with concentric lines. To the right, a cartoon character of a BEREC battery is depicted. The character has a smiling face with a wide open mouth, and its body is a cylindrical battery with the BEREC logo and the text *with longer life!* and **U2** on it. The character is holding a sign that reads: **The longer lasting batteries that really save money!**

FACTORY REPRESENTATIVES:—

DEMKA PTY. LIMITED
Shell House, 2-12 Carrington St., Sydney

80 OCTOBER, 1959 — PACIFIC ISLANDS MONTHLY

*Pacific Islands
Monthly*

MAGAZINE SECTION

Tropicalities

10 Bob an Hour

Many ordinances and bills were considered by the West Samoa Legislative Assembly in its September sitting that it was found necessary to extend the sitting time daily from 9 a.m. to 1 p.m. and sit in the afternoons as well. A correspondent who reported added that "the remuneration members has been increased correspondingly from £1/10/- a day to 10/- a day—with 10/- per overtime when sitting in the evening". We like that overtime.

All we hope is that nobody is to tell Australian politicians about it.

"Tiger Lil" Got Her Name

Mrs. LILLIAN MILLAR—former well known resident of New Guinea—told us this story of how she collected her famous pet of "Tiger Lil".

She was a tall, slim blonde, only 35 years old, when she went first to New Guinea in 1923. One day, while she was assisting the manager of the Kokopo Hotel, one of the Territory's lively parties was in progress; and an early arrival—well known as a Romeo, and who had since dead—was in highly bad mood.

He "made a pass" at some of the girls—who did not take him seriously—and then his eye fell upon the shapely Lillian. He made an attempt for her, prepared to clutch her, busy with a telephone, and she felt the festive gentleman come around her, she gave her free hand to give him an exit which stopped him in his tracks.

He grabbed his chin and yelled: "Why, you damned little!"

She forgave the gentleman, who afterwards became a friend, and he loved her. But, from that day onwards, the Territorians called her "Tiger Lil".

Dead Just on Champagne

IT was the two column heading for a story published in a Brisbane daily newspaper last month. And here is the rest of it:—

A woman told the Supreme Court today her husband's life in New Guinea was just one champagne party after another.

Mr. Justice Stable: Champagne or beer?

The woman: Champagne and beer. That's the way they live up there. It's quite different from here. Everyone lives on credit for months at a time.

Mr. Justice Stable: The income tax now might stop the champagne parties and turn them into beer parties.

The woman, Mrs. Estelle Elizabeth Sherman, of Alma Street, Rockhampton, was granted judgment nisi for divorce from Bernard George Sherman, clerk, of single men's

quarters, Department of Works, Rabaul, New Guinea, on the ground of his desertion about September 16, 1955.

The action was not defended. Mr. Justice Stable ordered that Sherman pay his wife's costs.

Real Life Master Bens and Bukas

BOWER'S comic strip, Master Ben and Buka, raises many grins in these—and I dare say other—isolated parts. Few Islands residents with a raw village native for kitchen helper, have escaped any of the situations in which Master Ben frequently finds himself.

One of my own recent experiences, that could have come right out of the Bower strip, was a case in point: We had a new lad in the kitchen and the first time he set the table for lunch everything was served in the tin in which it was packed—jam-tin, butter-tin, meat-tin—the lot. I tried to explain to him that this wasn't done. (Over)

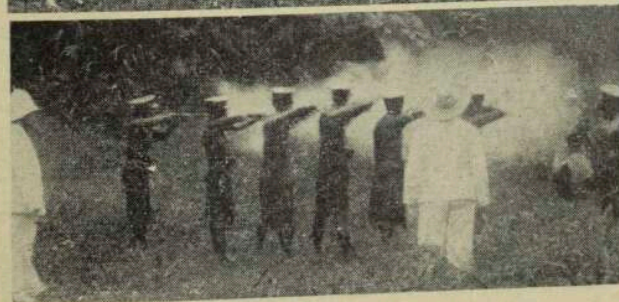
Grisly Incident of the Early Days

THESE old photographs—kindly loaned us by the New Britain Historical Society—depict a rather horrible incident of "the German time" in New Guinea, which ended in 1914.

It is believed that the native seen blindfolded and chained to a post in the upper picture had committed a murder—very common in those days—and had been caught by the police. The officer, and the native police, are looking on while preparations are made for the execution.

In the lower picture, the slow-moving camera of those days has caught the scene at the moment the execution squad fired, and the wretched prisoner collapsed.

From 1875, when Europeans first settled in, until about 1900, this (the eastern) end of New Britain was the most dangerous in the Pacific Islands, and there were many incidents such as this before the primitive natives learned that murder was not permitted by the whites.



Next time, I told him, "put everything into glass dishes."

Later that day I went to the refrigerator and there found ample proof that my own particular Buka was trying to carry out instructions to the letter. The frig. was full of tins—each sitting gaily in its own glass dish or on a glass saucer. It was my omission to tell the boy to capsize the contents from the tin into the dish that had caused the trouble.—HFO, Rossel Is.

A Memorable Trek in New Guinea, 1942

EVEN now, almost 18 years after the outbreak of the Pacific War, we hear lively stories of how parties of Australians escaped from New Guinea when it was over-run by masses of Japs early in 1942.

Old-timer Harold Hindwood, who retired from air transport management at Lae to his coffee estate near Kainantu, not long ago, supplies the latest chapter.

When the Japs arrived, Mr. Hindwood was one of several Australians who suddenly were isolated in the Sepik area. All boats and planes were gone, the enemy was getting close—so eight of them, with 80 Sepik carriers, decided to cross the mountainous centre of New Guinea, to the South Coast of Papua. They were Harold Hindwood, Jack Thurston, Theo Mason, James Maliski, Ron Pickwell, Keith Atkinson, Len Odgers and Eric Pederson—and they made it.

They went up the Fly River to the May River by launch from Angoram; then struck across the mountains to Telefomin; got onto the top of the Fly and made their way slowly down the river to navigable water; and then, in two weeks, they constructed sufficient canoes to float them all safely down to Daru. From there, an American Small Ships detachment carried them to Port Moresby.

That is the bare outline of one of the toughest and most adventurous treks of the war.

Do You Remember

"Pacific Islands Monthly" was filled with war news in October 1939—for the fight with Germany was only a month old. Pacific Islands Monthly was taking precautions against German raiders and the Japs were under even greater suspicion than they had been in recent years.

Here are some more extracts from the issue of 20 years ago:

A report from Batavia (now Djakarta) said that a Press photographer had been imprisoned on a charge of attempting to sell photographs of Australian works at Port Moresby to the Japanese Consul General.

The shipping timetables, for long of "PIM's" services, ceased to be published as a security measure.

After a month of uncertainty about the copra market, London prices at last began to rise, and on October 6 were £11 a ton CIF London for hot air copra, which was £2/18/- a ton more than the price the day war broke out.

It was estimated that the new price would bring an increase to copra producers throughout the South Pacific of about £400,000—which just makes all the difference between penury and reasonable comfort, said "PIM". Prices of other products began to climb.

Said a Suva correspondent: "Some of the more careful businessmen in Fiji are complaining rather bitterly because of the high cost of the Government block offices in Suva—namely £190,000 odd. At least they can claim that in their view the Government of Fiji erected a block which is a credit to the Colony and which will probably repay them many times over in the increased value of all property in Suva". They would certainly agree that now.

The Jehovah's Witnesses were getting some publicity in parts of the Pacific years ago, just as they are today. They were active in Papua and Fiji. In 1929 they kicked up a rumpus in the Territory over a ban on the importation of occult literature. The court action, against the Comptroller of Customs, was dismissed and as a result members of the sect were tested in a cable to King George V. In public pamphlets, the Witnesses as the Government of being influenced by the Roman Catholic church in its attitude towards the sect. A whole series of leaflets attacked the Church, the police and the Government.

A report from Rabaul with a faint ring about it told of the formation of a New Guinea Association, a central body representing various groups and residing in the Territory with the purpose of doing more effectively with public affairs. At the inaugural meeting it was emphasised that, apart from the Legislative Council—which is dominated by the nominated members—the people of New Guinea have no voice whatever in the Government. It is felt that, as the Australian Government does not permit an important move in New Guinea without its permission, the New Guinea people should demand a representative in the Commonwealth Parliament.

CROSSQUIZ

(Solution on page 99)

— ACROSS —

- 1.—Of what country is Baghdad the capital?
- 3.—What was the surname of the author of "The Compleat Angler"?
- 7.—Who composed the music for "Rudigore"?
- 8.—What system of weights is used for gold, silver and precious stones?
- 9.—What is the term for the fluid rock ejected from a volcano in eruption?
- 10.—Which American president proclaimed the emancipation of the negroes?
- 12.—What is the largest lake in the British Isles?
- 14.—The name of which district in ancient Greece is now used to denote an idealised country of primitive things?
- 16.—"Not by alone doth man live"?
- 18.—What dance would you expect to

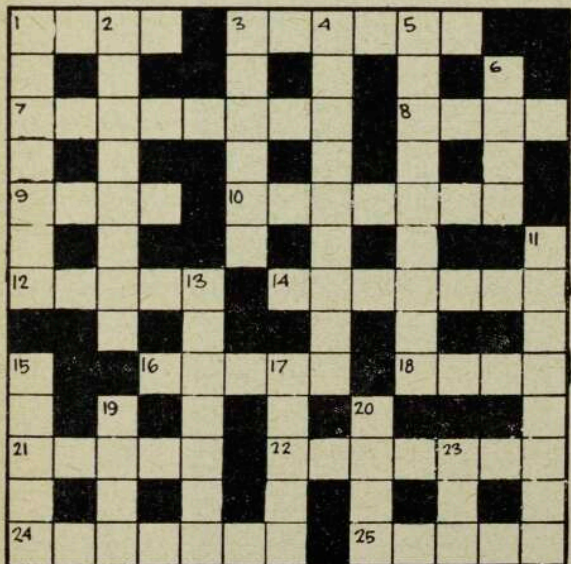
see performed in Honolulu?

- 21.—Which English poet wrote "Songs of Innocence"?
- 22.—Which pleasure resort of the ancient Romans was buried in an eruption of Vesuvius?
- 24.—Which contemporary composer wrote the opera "Peter Grimes"?
- 25.—What is the French word for "thank you"?

— DOWN —

- 1.—A deficiency of what hormone causes diabetes?
- 2.—What term is applied to gold that is deposited by water?
- 3.—Who was Viceroy of India from 1943-1947?
- 4.—What Russian city was previously called St. Petersburg and Petrograd?
- 5.—What practitioner would try to heal by manipulation of the spinal and other joints?

- 6.—Where is the Tycho crater situated?
- 11.—Which Italian violinist of the 19th Century is now almost legendary for his technical feats?
- 13.—Who composed the music for "Naughty Marietta"?
- 15.—What term used to be applied to an Englishman who returned home after acquiring wealth in India?
- 17.—Like what kind of leaf is a person sometimes wont to shake?
- 19.—By what name were the three Wise Men from the East known?
- 20.—What title is given to the officer who leads the devotions in Mohammedan mosques?
- 23.—Where would you find a tympanic membrane?

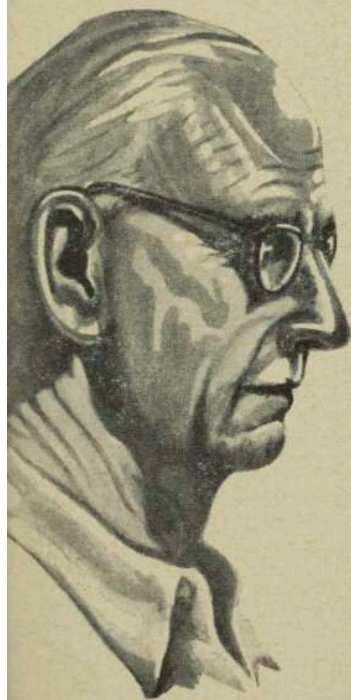


At 86, The Old Trader Tramps His Plantation

A Brett Hilder Profile

Arthur Freeman, one-time resident of Fiji, was born at Reading, England, in 1873. He arrived with his parents in Australia by the barque *Peterborough* in 1880, and his father came accountant for the Thomas Mort Estate at Bodalla, NSW.

HUR worked as a stockman on the estate for six years after he left school and then he left West Australia to join the hardie gold-rush in 1894. He spent eight years on the goldfields. In 1906, he went to Fiji, where one of his brothers, Dick, Bert and Ted were working for the CSR Company. Arthur went into partnership with A. W. Witherow in the banana exporting business. They became about the biggest exporters in the trade, shipping 10,000 bunches to Australia by each steamer, which was three times as much as at that time.



Arthur Freeman used to draw £450 from the bank each week to travel by launch up the Rewa River, buying bananas for 1/- or 1/6 a bunch. These were collected by 60-ft punts, which carried 100 bunches, and by 17 smaller punts which carried 300 bunches

from farther up the river. The punt boys were paid £1 for a trip of four or five days, plus a penny a bunch commission. As the bananas sold in Australia for 5/- to 9/- a bunch, there was a good profit in it for the traders.

End of the Trade

In 1910, Arthur married Frederica Carter, in Fiji, and their two daughters, Marie and Jane, were born in Suva. About 1915 the ships were taken off the run, and as this meant the end of the banana trade, the family moved back to Australia, taking up land near Murwillumbah, NSW. Arthur planted 90 acres of bananas on some fertile soil 10 miles west of Currumbin, and worked it with kanaka labour left there from the blackbirding days. The kanaka children and grandchildren are still working the property for "Boss" Freeman, who called his plantation "Viria", in fond memory of Fiji days.

Within visiting distance of "Viria" are other Kai Viti's, Chris Wager and his wife, who live at Tugun, and who have been mentioned recently in *PIM*. Mrs. Freeman died many years ago, and Arthur married again, but his second wife has also died, without leaving any children.

86th Birthday

The above sketch was made aboard MV *Malaita*, on the occasion of Arthur's 80th birthday, when he was making a final cruise around the Islands. His 86th birthday was celebrated this year on July 29, and his many friends will be glad to hear that, although his eyesight has been failing, the old war-horse is still able to tramp around the plantation. Arthur Freeman is a fine man and regarded with affectionate respect by all who have known him. I wonder if he can still remember that first Queensland banana he sampled as a boy, way back in 1880?—BRETT HILDER.

BP SKIPPERS OVER 60 YEARS

BY SUPERCARGO

The interest shown in the group photographs of former Burns Philp shipmasters, published in the *PIM* of April and June, encourages me to supply a more extended history of the men who captained the BP ships half a century ago, and helped carry Australian trade and the Australian flag into so many Islands ports.

PROBABLY, I am the only man alive today who knew all the captains shown in that photograph, except Donaldson and Weatherall—but Captain MacInnes may have been shipmates with many of them.

I start when James Burns introduced his own steamers to the Western Pacific, in 1895-6.

I personally knew everyone of these men:

"Hurricane Jack" Williams

Captain John Williams ("Hurricane Jack") was in January, 1896, appointed master of the ss *Titus*, an iron steamer built on the Clyde in 1869 and which, for the previous 10 years, had been running between Melbourne and Sydney. BP bought her and sent her on her first trip to British New Guinea, the Solomon Islands and the New Hebrides.

Captain Williams commanded most of the early Burns Philp steamers, right up to the time of his death. In the beginning of 1907 he was sent to England to bring out the new steamer *Makambo*. He opened the Singapore trade for BP with the *Moresby* in 1902, and his last ship was the *Mataram*.

Incidentally, I believe the *Mataram* was the first steamer to be fitted with wireless in Australia—the job was done by Rev. Father Shaw of the Sacred Heart Mission, in February, 1911.

In 1893, before he joined BP, Captain Williams lost the schooner *Borough Bell* on the Ballona Shoals. He had with him, that trip, his eldest son, John Williams who, from 1916 until the Japanese came into World War II, was manager of the Nippon Yusen Kaisha (for which Burns Philp were the Australasian agents).

John Williams' youngest son, E. R. Williams, is one of the best known racehorse-owners in Sydney. E. R.

(Continued on page 95)

• Probably few people in Fiji today know that there was once an experiment by the Colonial Sugar Refining Company to introduce Japanese labour into the big Fiji sugar industry. It failed because of disease.

There Might Have Been Fiji Japanese

From J. P. Shortall, in Suva

The experiment was recalled in Suva in September by Mr. J. C. Potts, Principal Manager in Fiji for the CSR, when giving an address to the Fiji Society on the history of the sugar industry in the Colony.

MR. POTTS said, "On April 25, 1894, there arrived 305 Japanese engaged on better terms than Indian migrants.

"Distribution was 50 Rewa, 50 Ba, and the balance to Labasa. Although housed and fed to the Japanese Government requirements, they experienced much sickness and mortality, deaths in Fiji totalling 87, mainly from true beri beri.

"The remainder were repatriated, a further 38 dying on the return voyage. Beri beri caused enormous mortality in the Japanese Navy until conquered by changes in diet. Many Japanese settled in Hawaii, and this no doubt prompted the experiment."

Worked in Hawaii

Had the experiment Mr. Potts spoke of been a success, as it may have been had it been delayed a few years, when the cause of beri beri was better known, the history of Fiji might well have developed along different lines.

If the history of Hawaii, and the history of those few Japanese who were resident in Fiji in pre-World War II days is any guide, there would certainly have been a blending of the races and an avoidance of some of Fiji's present problems.

There may be those who firmly oppose such blending—but none can deny that Hawaii, with a comparable land mass and population has developed into a prosperous and peaceful community.

In his contribution to Fiji's history (the address will eventually be printed by the Society) Mr. Potts also traced the stories of 34 separate enterprises involved in the sugar industry in the Colony since Dr. Isaac Mills Brower, a former United States Naval surgeon, and Mr. Robert Sherston Swanston, originally of India, established the first mill at Wakaya Island, in 1862.

David Whippy, of Wakaya, was the next in the field in that same year. He was followed by W. H. O.

Brewer and P. Joske, in 1872, at Suva, their mill being close to the

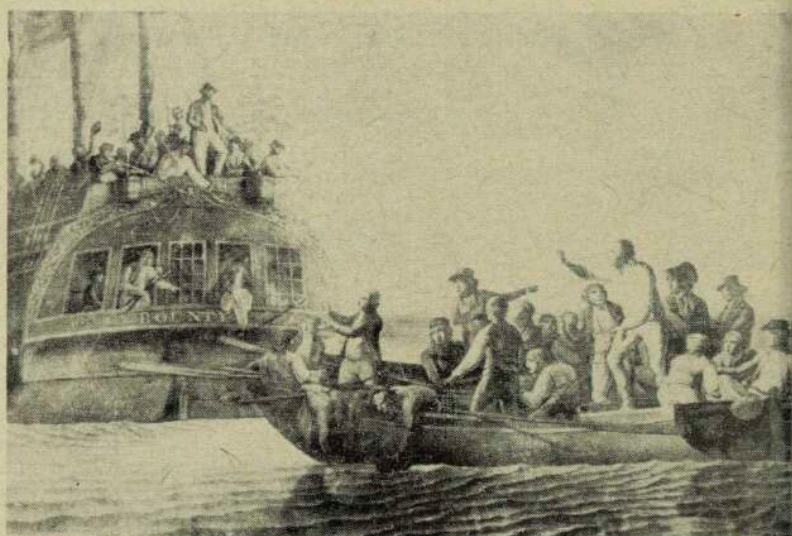
site of Morris Hedstrom & Co. pany's present store.

In the following year Brewster Joske established another mill at Suva near Whan Construction Co. pany's present establishment. It came J. C. Smith & Co., at Hakaqa, Ovalau Island, in 1874, a second mill at Tole on the I River, in 1876.

These enterprises preceded the CSR, which was next to enter the field at Nausori, in 1881.

Referring to the CSR Nausori mill which will be finally closed at the end of the present season, Mr. Potts said that at the end of last season this mill had crushed 7,627,017 tons of sugar since its opening on July 17, 1958.

He also noted that this mill provided the first public electric lighting system to appear in Fiji.



From Dodd's famous painting of Bligh and his men being cast off from the "Bounty" in Tongan waters.

A Fairy Tale Mutiny

The story of the mutiny in the *Bounty* has now been turned into a fairy tale in pictures and verse, for the edification of small children.

THE tale is at present being published as an exciting serial in an English comic paper called *Playhour*.

The real hero of the tale, however, is neither Captain Bligh nor Fletcher Christian, but a white guinea-pig called Gulliver—a much-travelled guinea-pig who has starred in many other heroic adventures. In the *Bounty*, he is against the mutiny and is therefore forced to accompany Bligh in the open boat.

The tale is told in verses designed to amuse children. Here are two samples:

So eighteen souls are set adrift
And each is heavy-hearted.
The ocean breakers plunge and lift,
As from the ship they're parted.
Her decks are crammed with mutineers
Who bid farewell with boos and jeers.
The 18 sailors in the boat—
Although their hearts are falling—
To try and keep themselves afloat,
Are bravely busy bailing.
They're wretched, hungry, cold and wet
And still the storm continues yet.

The coloured drawings will illustrate the first verse quoted—soundly based on history—see Role Dodd's famous painting of Capt. Bligh being cast off from the *Bounty*.—R. A. LANGDON.

HOW THE BIBLE REACHED SAMOA

The Happy Timing Of John Williams

By R. W. ROBSON

It was not very late in the night of August 29, 1830. But lights were out on the tiny missionary schooner *Messenger of Peace* (hand-built by Rev. John Williams in Rarotonga); and the two LMS pioneers, Williams and Barff, were asleep.

The little ship rocked gently on the quiet waters of the lagoon, opposite Sapaalia village, in eastern Savaii, Samoa.

The missionaries were tired after strenuous days ashore at the quarters of Malietoa Vainupo, about to become paramount of Samoa. There had been long with Malietoa and his brother Telangi; and eight Tongan and Islands "teachers", with their had been established in ashore—the very first people to introduce Christianity in Samoa. The two pioneers had earned their repose on the little *Messenger*. The Samoans called it "the pray-ship.")

Suddenly there arose a clamour was neither godly nor holy. "Oh! John! Help me, John! I beset by devils!" It was the voice of the Rev. Josiah Barff. Bats came on. There was an out-



The monument, above, is erected in the village square of Sapaalia village, eastern Savaii, Samoa, and marks the spot where Williams landed in 1830. It was erected in 1930. At left, is a stone erected 50 yards away in memory of the Hon. Malietoa Vainupo "who received the gospel of Jesus Christ brought by John Williams to Samoa on 30 August, 1830".

cry among the Polynesian crewmen. Williams hurried from his tiny cabin with a candle.

Then shrieks turned to laughter. Big-chested John Williams literally roared. Next day, he told it all in his diary.

How And Why He Was Beset

There were vampire bats in that end of Savaii. The missionaries, intrigued, captured a half-dozen for study, and hung them by their hind claws to a cord in the main cabin.

When lights were out, and all quiet, the bats proceeded to explore. One fell into a barrel of treacle, and crawled out, unable to fly.

The other bats liked the sweet taste of him. They fell upon him *en masse*, and unitedly licked him.

The entreated bat, very resentful, tried to escape; and a mass of bats, fighting and licking, tumbled into Barff's cabin, and into the bed of the quietly-sleeping missionary.

Nothing in Barff's experience had prepared him for this.

The bats were all over him. One, making queer noises, and strangely sticky, became entangled with his beard. He seized it, and it bit him, painfully. He could see nothing—it was pitch dark.

The South Seas were then un-

charted and unknown. A man never knew what he would meet up with next, in those strange lands. Unquestionably, this was an incursion of small devils.

The Rev. Barff lifted his voice and howled for aid.

Lights came and showed the entreated bat now in a corner, fighting furiously, but still being licked. Barff and his bed were covered with treacle.

The Rev. Williams, a very human lovable man, laughed until the tears ran down his face.

As I stood on a bluff above Sapaalia, and tried to visualise the spot where *Messenger of Peace* had anchored, almost exactly 128 years before, I remembered the incident as told by Rev. J. J. Ellis and Williams.

Williams's Arrival: Perfect Timing

Not far away, in the village square, I could see the huge monument which bears testimony to the LMS achievement in bringing Christianity so early to this lovely archipelago.

Williams had been singularly lucky, and his timing was perfect. A particularly vicious specimen of

(over)



Rev. John Williams.

Success Was Complete

(Continued from previous page)

Polynesian humanity, one Tamafaiinga, had been king over part of Samoa. He was supposed to have spiritual as well as temporal power, and be in league with the devil.

In 1830, attended by a small coven band of folk of similar inclinations, he paid one of his customary visits to Upolu. There were the usual thefts, rape and murders.

The people of central Upolu, thoroughly sick of it all, suddenly fell upon and exterminated the royal party.

This was a great relief to the masses; but the high chiefs felt that the divine rights of kings had been challenged.

Malietoa Vainupo assembled an army and fleet, and crossed to Upolu. As Williams's *Messenger of Peace* sailed in to eastern Savaii, masses of smoke were rolling across Upolu, from the villages which Malietoa was systematically destroying, in the name of kingship. He was punishing the regicides: and in the process he became the new king.

Aboard *Messenger* was a Samoan chief named Fauea, related to noble families in Samoa. Williams had found him in Tonga, where he had accepted Christianity. He persuaded Fauea to go along, and commend Williams's mission to the Samoans.

Why Conversion Was Easy

Messenger anchored off Sapaalia. Samoans came off hesitantly, in a canoe. Fauea talked to them.

Suddenly, Fauea began to yell, and danced excitedly upon the deck.

"The devil is dead!" he yelled. "Our work is done! The devil is dead!" That was his reaction to the news of Tamafaiinga's assassination.

Then Tamalelangi went out to the ship, and talked to Fauea. Thereupon he sent a messenger to his

brother Malietoa, urging him to return immediately.

Tamelangi meantime sent boatloads of coconuts, pigs and bananas aboard, and invited the Polynesian teachers to go ashore and live in the village guest-house—which they did.

Williams and Barff scratched their beards thoughtfully. In their tough experience, they never had had it as easy as this. What was the catch?

Williams subsequently learned that a prominent chief, dying from wounds received in one of Tamafaiinga's outrages, had made a dramatic prophecy. He condemned the gods which Tamafaiinga had upheld; and he said that a great white chief would come from over the sea, and give them a new religion.

The death of Tamafaiinga, and the arrival of Williams came soon afterwards.

Next day, "the old Malietoa" (as he has been known ever since—he was strong and wise, and the last unchallenged king of all Samoa) arrived at Sapaalia; and within two days he had accepted Williams and his new religion.

These new types of men, and their habiliment, were a source of excitement to the Samoans.

They were especially interested in the clothing of Williams. The amiable missionary allowed them to examine his breeches.

Then one of them pulled off Williams's shoes, and there was a gasp of surprise, and much exclamation.

No Toes

Fauea laughed. "They say that the great white chief has no toes," he interpreted.

Williams bent and proceeded to remove his stock. "The great white

chief has clothes upon his feet," he explained. But they never over the wonder of it.

Williams had many successes but never anything as quick complete as Samoa.

He went up and down the South Seas for nine years after that, eventually he established his home in Samoa, not far from what is Apia. His son, John Williams, his grandson, S. F. Williams, were traders and British Consuls in Samoa, between 1850 and 1880.

S. F. Williams was the British Consul who teamed up with American Consul and the British warship captain, Stevens, to seize and deport Colonel A. B. Steadman, in 1876, in one of the most dramatic incidents in South Pacific history. It cost him his job.

Savages—And Savages

John Williams was murdered—probably eaten—by the natives of Erromanga (New Hebrides) on November 20, 1839, as were so many other missionaries of that period.

More often than not, they were killed because they were white men by natives who had suffered greatly under European cruelty and greed. Erromanga is a good example of this.

Erromanga had a huge supply of sandalwood and, in the early part of last century, sandalwood was valuable in Asia as gold. So Europeans went there and took what they wanted—in trees, food, and women. Naturally, the indigenous fierce and uncouth savages at the time—objected. They were subdued.

British Consul Pritchard, writing from Tahiti in 1840, describes how several Europeans united in an expedition to Erromanga to get sandalwood. They went in armed, drove off the natives, built a fort, and cut sandalwood. The natives killed some of them, but the settlement was eventually destroyed by disease.

Europeans went ashore on a New Hebrides island, which could have

(Continued on page 99)

Master Ben . . .

. . . and Bun



New Guinea is a country of paradox and surprise, says Mr. A. D. Blue, chief engineer of the MS "Chengtu", who contributes the following views on that big Territory. It was an unpleasant shock for him to find, he says, that the natives are playing such an insignificant part in their country's affairs . . . even allowing for their extreme backwardness they are not being used to their full. This state of things, he says, is a sad reflection on the Administration. However, it could be worse, says Mr. Blue, who spent 18 years in Nigeria. There is one aspect of life in New Guinea which is surprisingly good, and that is the state of golf . . .

While There's Golf There's Hope, (Says a Golfer)

BY A. D. BLUE

There are people in the world who would relate a country's place in the world to the consumption of electricity per head of population. By this standard New Guinea would come pretty low down the list. I prefer to judge by the state of a country's golf courses and the standard of their golf, and by this yardstick, New Guinea ranks surprisingly high.

After having played golf in most parts of Nigeria it was a pleasant surprise to find New Guinea courses so well laid out and maintained.

Considering all the difficulties caused by tropical conditions and in New Guinea's courses are a credit to all concerned. They are greatly superior to any in Nigeria, or in British West Africa as a whole, where sand greens are the rule.

Even the Ikoyi course at Lagos, probably the oldest and most popular in West Africa, has putting surfaces of sand treated with oil. At these it was an especial pleasure to putt on the well-kept greens of New Guinea.

So far I have only played on the golf courses of Papua and New Guinea — Lae, Madang, Port Moresby, and Rabaul—and only on the Highlands courses by way. I am, however, looking forward to experiencing Highland golf at Goroka and Wau in the near future with keen anticipation.

One of Nigeria's most sporting centres is at Buea, a little over 100 feet up the Cameroons Mountain. Here the superb views, looking over miles of banana and palm plantations to the Bay of Biafra, and the invigorating atmosphere, are memories which will remain with me for a long time.

From all accounts golf in the islands of New Guinea must be very similar to golf on the Cameroons Mountain.

"Grossly Neglected"

Even in golf, however, I found New Guinea's manpower grossly neglected. One of the pleasures of playing golf in tropical countries

is that in most of them caddies are available for a modest shilling or two per round, whereas in Britain or Australia only the very wealthy can afford them.

Only at Port Moresby did I find the employment of caddies usual, although I noticed that at Lae some of the players used their house-boys as caddies. Surely, local youths could be found for this pleasant chore, and since golf is played mainly at week-ends and in the evenings, it would not interfere with their schooling.

This, to my mind is the greatest example of the non-utilisation of native skills in New Guinea. I can think of no association between the native peoples and the Europeans likely to be more beneficial to both than that between golfer and caddie. Some of the greatest men in the world started life as caddies — James Braid, J. H. Taylor, and

The Natives Have Seen the Light

A great eagerness to play golf has been reported by the Goroka District Officer, Mr. Ian Holmes, among the natives of New Guinea's Central Highlands.

They have made some excellent putting greens for themselves, and they now bet heavily upon their putting prowess instead of upon cards.

"The golf craze among the natives has been only a mixed blessing for European golfers hereabouts," said Mr. Holmes. "The natives are keen to caddy for the golfers—but golf balls and putters have a habit of disappearing."

"Whereas the boys once were keen to sell golf balls which they had found, to Europeans, at a low rate, now they keep the balls for themselves and for their own games."—*Reuter*.

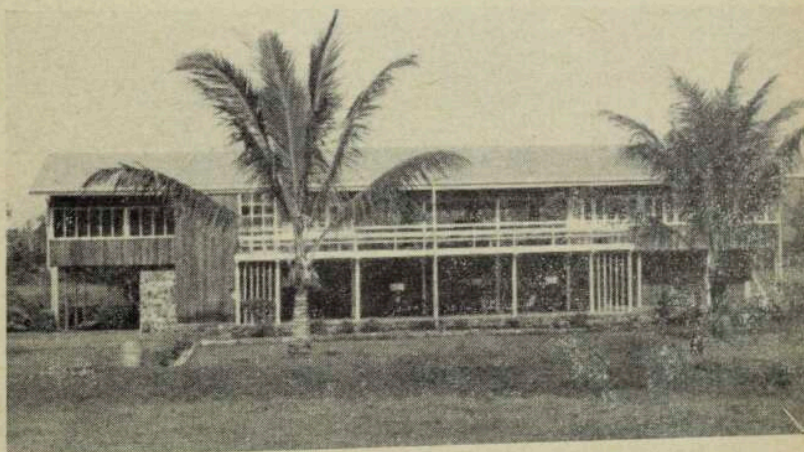
Andrew Kircaldy, to mention just a few.

This lack of caddies is one aspect of the game in which New Guinea lags behind Fiji—in fact, it is the only aspect. Whereas I was pleasantly surprised at the standard of golf and golf-courses in New Guinea, where I understand the game is a postwar creation, it was just the opposite in Fiji.

In Suva especially, I expected to find a really good course of 18 holes. I found instead a nine hole course, which although well maintained, was not up to the standard of either Lae, Madang, or Rabaul.

Lautoka—the only other course in Fiji on which I have played—has certainly a fine layout, being

(Continued on page 99)



The modern club house of the Lae golf club.

THE MONTH'S NEW READING

WITH JUDY TUDOR

If new novelist Russell Foreman of Fiji had been deliberately provoked by the current crop of novels based on sex and fun beneath Pacific coconuts, he couldn't have produced anything more devoid of Hollywood glamour, and more redolent of Black Melanesia, than *Long Pig*.

NOT since Nordhoff and Hall wrote *Pitcairn's Island* have we had such stark realism in a book about the Pacific. Nordhoff and Hall, of course, had historical fact on which to base their story. Foreman, on the other hand, is making only a guess at what could have happened to the wrecked crew of the American ship *Argo*—and this is where some of the more squeamish of Australian reviewers, more used by now to mere frolicsome antics amongst the South Sea palms, feel that he laid on the blood-bath with a ten-ton steam shovel!

For the purposes of fiction, perhaps he could have spared more of his characters from so many horrible deaths. Nonetheless, there is plenty of historical basis in Melanesia for the type of tragedy Foreman makes happen in *Long Pig*—the wreck of the *Saint Paul* and subsequent happenings on Rossel Island, in Papua, recalled recently in the *PIM*, was just one of them.

Russell Foreman is an Australian, but has lived for the last six or seven years in Fiji, where he is probably better known as an artist than as a writer.

First Novel

This is his first novel and as such is an extraordinary achievement. There is nothing of the apprentice about his technique; Foreman builds his story with the sure hand of a master craftsman, and against a background of detailed research. As a result, the story appears credible even to those who are naturally Mr. Foreman's most candid critics—the people who live in the South Pacific.

By rights, this is a book that should have been reviewed by one of those Fiji Chiefs who, groomed by a cunning Colonial Office, now rank high in the Government hierarchy of Fiji, and so by training and a knowledge of Fiji tradition can be said to have a foot in both camps.

It would be interesting to have the opinion of some one of these men on the Fiji of 1800 as described by Foreman. Fiji, unlike the islands of South West Pacific that make up the rest of Melanesia, emerged from its Stone Age and most of its

savagery before anthropology really came into its own.

Anthropologists in the past 30 years have ranged enthusiastically all over Papua-New Guinea, until there is scarcely an aspect of Territory native life that has not been tabulated, itemised and churned out *ad nauseam* in anthropological treatises.

For the matter of that, the casual visitor today has still not got to go far inland from the coastal towns to see Stone Age flourishing in New Guinea surroundings.

Fiji, on the other hand, has been left almost entirely alone by anthropologists in the field, and, as a result, the casual observer today does not see much further beyond the modern Fijian than the cultivated, polished Chief; the good-natured happy-go-lucky Rugby

Thoughts On The New Order

*The nearest doctor that we know
Is fifty miles away,
We haven't any roads at all
(There's jungle in the way!)
We haven't any bridges yet
(The rivers are too wide).*

*We haven't any school, of course,
To train the growing child.
We haven't any water mains
Or pavements (to have cracks)
We haven't footpaths, but we've got
A scheme for Income Tax!*

*In case of fire, the Fire Brigade
Is in Rabaul or Lae,
But by the time they get to us
The fire has had its way.
We haven't any buses yet,
We don't go in for trains,
We haven't signs for Ladies, Gents,
Or shelters from the rain.*

*But still we keep an eye upon
This very lonely spot
And keep it filled and occupied—
Just think if it were not!
And so I have a lovely scheme
Which all denial lacks
Since we are doing all these jobs
Pay US the Income Tax!*

NOELLE MASON.

Bougainville.

footballer; or the enthusiastic Methodist, lustily singing hymns with the choir each sabbath.

Foreman's Fijians then, of the 1800 period, appear to one who knows both Fiji and P-NG, a good deal more like New Guinea natives than Lauans—and, in this, the author is probably historically correct although Lauans were (are) by far the least Melanesian of the Fijians because of their traditional connection with Polynesia and Tonga.

Somewhere around 1800, an American ship *Argo* was wrecked on what are now known as the Argo Reefs—slightly east of Lakeba, in Central Lau, and north of Oneata.

Historical Fact

The fate of the men who were on her is unrecorded and accounted for in Fijian story only in the vaguest fashion. But they are believed to have been the first white men to have stayed for any length of time in the Lau, and as such were regarded with awe by the Fijians; they are believed, too, to have been the first to discover sandalwood, a South Pacific commodity that accounted for much misery and tragedy in the nineteenth century.

So much for historical fact. On these wisps, Foreman builds his novel.

When his *Argo* struck, 13 of the survivors, including one suffering from dysentery, got away in ship's launch and made their way to Loa, a small crag of an island off the eastern tip of Oneata, it was here that the sailors met their first acquaintance with the Fijians from the bigger islands.

Arrogant

The Oneata natives who arrived in a canoe party were at first inclined to be arrogant and dangerous, but this was all changed suddenly when Captain Berry took long shot with his musket, shattered a sea bird. Such power from a harmless-looking bent sea bird could only be magic; such men commanded it could only be gods. The attitude of the Fijians changed completely. They took the men back to Oneata, made them welcome, provided them with food.

The crew settled in to deck launch, and erect masts for an attempt to sail to Port Jackson—peace settled on Oneata.

But not for long. With families came a lessening of awe; with white man fallibility, no longer fear; with the Fijians proved that one white man was mortal, all the others their god-like character. And at that point, real trouble commenced.

The seeds of destruction had already been sown, however, before the *Argo* wreck; they were transplanted in the virulent touch

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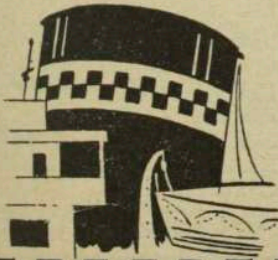
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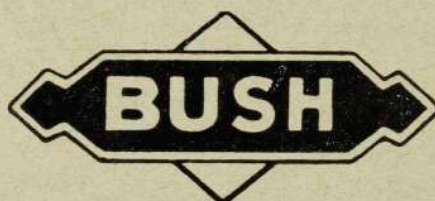


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entry carried ashore with one member. Within days, dozens of lives in the village were lying on their sleeping mats. They were being buried in graves; or when they become "live", or not capable of caring themselves, strangled or buried

particular incident—the infection of an alien disease to a susceptible primitive community which has been repeated and again in the Pacific—the author to produce some of the starkest facts of uncivilised wholesale abortions, the death of live wives with dead husbands so that the latter might be accompanied on the lonely road to the halla.

this, coupled with the animal details of cannibalism that earlier in the story, and later even greater effect, that will make more delicate readers, confined to a South Seas of hula and Hawaiian guitars.

truth, of course, is that early Islands adventure was composed as much of the Foreman of Dark Melanesia-ism, as of dalliance beneath the Palms.

man ends his novel on a promissory note: The Mate seaman plus the native girl, a, with whom the former has in love, escape from Oneata in a sailing canoe, running before the Trades until they come at Bua Bay on south-west Levu. The narrative ends without conclusion, leaving the reader clear for a sequel to this planned beginning.

American edition of *Long Pig* published some months ago as done exceedingly well. The British edition is a "longer" than the one available to British Commonwealth audiences but longer in which way we know.

Foreman had been aiming at the American best-seller market, likes its sex in as much lurid as Foreman gave to the thing up and roasting of one of white victims of Oneata cannibalism, he could have elaborated more on the love story between Slater, the mate, and the beautiful, light-skinned Seyawa.

though there was ample scope for something more robust, the story (in the British edition, at least) is in very subdued counterpoint to the rest of the composition.

its treatment, while true enough to life, is not usually what the American best-seller market demands!

LONG PIG. Published by Wm. Heinemann. Australian price, 20/-.

Monarchy at 2½d Per Head

IF you are looking for a True Confession along the lines of *I was the Queen's Sixth Footman*; or crave the fanciful behind-the-Royal-scenes of Sunday-newspaper journalism, you won't find what you are looking for in *How the Queen Reigns*, by Dorothy Laird.

But if, on the other hand, you want a first-class reference book on the British monarchy, as it is represented in the person and life work of Her Majesty Elizabeth II, you will go a long way before you get anything better than this excellently produced and detailed book.

Dorothy Laird, as she explains in the beginning, is a journalist and not an historian, but when she was asked to write an article about Buckingham Palace she found herself up against the lack of one single volume in which the seeker after knowledge could find all details of the Sovereign's work and duty.

Eventually, she got around to thinking she would write such a book herself. This is the very good result.

Miss Laird did not get any of the material for this book via the back stairs. She spent three years in research, in interviewing members of the Queen's household and members of Government departments. As a result she is able to draw a complete and authoritative picture of the Queen's life from day to day, and show clearly Her Majesty's place in the British Commonwealth.

The Queen in relation to

the UK Parliament is discussed; so is her relation to the established church. She is the Nation's Chief hostess; the fount of honour and chivalry; the head of the Commonwealth; the symbol of that Commonwealth to Foreign Powers. She works a great deal harder at her task, longer, and more conscientiously than any wage-plug. She wears magnificent jewels and fabulous gowns—and prefers a simple family life. She is the United Kingdom's most precious asset—and the cost is 2½d per annum per UK person.

Miss Laird has managed to produce an excellent reference book, and a story that is quite worth reading for itself. There is a detailed index, and over 50 illustrations in the book's 370 pages.

(*HOW THE QUEEN REIGNS*. Published by Hodder and Stoughton, Ltd. Australian price, 37/3.)

Combining Business With Business

FOR a guy who does all his writing between 10 p.m. and 1 a.m., novelist Norman Collins does pretty well. In the rest of his time, he runs the United Kingdom's independent television company, a full family and social life and even has parliamentary ambitions.

Bond Street Story, written on this extraordinary work schedule, is almost as good as *London Belongs To Me*, which appeared over a dozen years ago and nudged the 200,000 sales mark. Almost as good. But not quite.

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ond Street department store (Mary) is the vehicle he employs to intertwine the stories of a colourful cross-section of London humanity:

Privett, the floor walker, who got the figure for tails and as though he had bought with the idea of sharing them with someone else; Mr. Eric Bell, the managing director of a socially ambitious wife and a peptic ulcer cause him equal to Sir Harry, the 80-year-old man, whose ideas spread more than a tear-gas attack. There was Ireen, the reluctant apprentice salesgirl; and then, the much-married model, young Mr. Rammell, whose was really in interior decorat-

se are some of the characters who walk through the opulent doors of the Bond Street Museum; or have their domestic love affairs and assorted as; grow their roses, sail their yachts, have exotic Indonesian dance before the Old English Gaiety Society in the drawing room—all the way from Sloane Square to Highgate.

task of weaving it all into a novel of normal length is a tedious but Collins, as he showed us in *London Belongs To* is master of this particular technique and the whole thing together as smoothly as a dish of whipped cream.

what is described as a mid-to-measure Tory, Mr. Collins writes penetratingly, with authority and with realism of the orders in English society. It is all done, if not with a dash, then from pure imagination. He is not, we have been assured, the type to go slumming or to absorb atmosphere, any more than for the purposes of two novels he felt it necessary to travel to Malaya on a tramp steamer, or a small South American town. These novels were written in London, although possibly, in those days, not on the 10 p.m. to 1 a.m.

Collins was born in 1907 and led his working life on the *News Chronicle*; eight years in a publishing house followed before he was taken to the BBC. During the war, he was Director General of that institution's Overseas Service. Television naturally followed—but he had stormily with the BBC in 1946 (when he disagreed over special policy), to become the leading figure in the fight for Independent Television.

There was quite a war but he won and he is now Deputy Chairman of Associated Television Limited, a company that revolutionised the viewing habits of a nation. Television, as the monopoly of the BBC, almost moribund by 1955; since

the independent company went into operation at the end of that year, a new look has come over the whole UK TV industry. Even the BBC has been forced to pull up its socks.

As well as these full-time commitments, Collins is actively interested in enterprises connected with the stage, films and music. In this crowded schedule, the writing of books—that have provided him with a lot of butter for his bread—are done when most people are in bed, but though they are the product of the butt end of the day, the customer can be certain that it doesn't show in his finished work.

(BOND STREET STORY. Published by Wm. Collins. Australian price, 20/-.)

For the Younger Brigade

THE two children's books received in the last month are both about ships—one for the under sevens; the other for those of more mature years.

THE CAROL MORAN, written and illustrated by Peter Burchard, is outstanding for its illustrations, even amongst the beautifully produced picture books being got out for youngsters these days. *Carol Moran* is a New York tug-boat, and the story is about Chip, who goes on board with his grandfather (who is her captain), to spend the day. During the course of that day they move the giant *Queen Mary* out from her berth—and that is about the end of the story. The book, however, is one that will delight any small boy—or girl, for that matter.

(Published by Brockhampton Press. Australian price, 13/3.)

HECTOR, THE STOWAWAY DOG, which has appeared in shorter form in *Reader's Digest*, is written by Kenneth Dodson, who usually writes for grown-ups (*Away All Boats, Strangers to the Shore*, etc.). Hector was a fox terrier, also a sea dog, belonging to the second mate of a Dutch freighter. Unfortunately, on one occasion, while his ship was at Vancouver, he allowed it to get away without him. This is the story of Hector's search for his master and how he stowed away on the one ship that would get him to Yokohama in time to rejoin him. Some adults, as well as children, will like this tale of a dog's luck—or sagacity.

(Published by Angus and Robertson. Ltd. Australian price, 15/-.)

What's New in Paper Backs

THE following Pan and Fontana paper-backed editions became available during the month (ours from Wm. Collins (Overseas) Ltd.):

OFF WITH HIS HEAD: A quite recent Ngaio Marsh—model of 1957—that is up to her usual high standard, both as a mystery and as a piece of fictional writing. Ngaio usually introduces a band of eccentrics, possibly for greater contrast to her polished sleuth, Roderick Alleyn, and this time it is a bunch of zany folklore addicts. (Fontana).

THE ANGEL OF TERROR: Wherever Edgar Wallace's shade may be at the moment, no doubt it is interested in the fact that the Wallace heirs are still collecting royalties on thrillers he wrote back in 1922. A good whodunnit, according to the publishers, is never too old. And probably, in the case of Wallace, the father of the modern mystery, they are right. This one is about a girl who married a convicted murderer for his money and then found herself marked down as the next target. (Great Pan).

SHADOW OF THE MOON, by M. M. Kaye, is a story of old India, its white rulers and their gay ladies immediately before and after the Indian Mutiny (1857-59). Dancing, dining, winning, loving—that made up the social whirl until the terror of barbaric India was unleashed upon them. (Pan Giant).

THE NIGHTMARE: C. S. Forester, author of the famous Hornblower series of novels turns to something different—the horrors of the Nazi regime. This clutch of grim stories is based on fact—but are not actual happenings. (Great Pan).

THE BARBAROUS COAST, by John Ross Macdonald—a tough, Lew Archer thriller of the real American school. Unputdownable (so the critics say). (Great Pan).

UPSTAIRS AND DOWNSTAIRS, a funny story by Ronald Scott Thorn—a first-person account of the author and his wife as newly-weds and the stream of domestics and mothers' helps that stood between them and bliss. As the household domestic is a dying institution in UK and a dead one in Australasia, the story may have some historical value as well. (Great Pan).

MISTER JELLY ROLL, the life story of Jelly Roll Morton, the New Orleans Creole who is credited with inventing jazz. A lot of people wish he hadn't, but Alan Lomax's story of the small-time crook who was also the greatest jazz pianist and composer of his time is worth reading as an academic study of this angle on the American way of life. (Pan Giant).

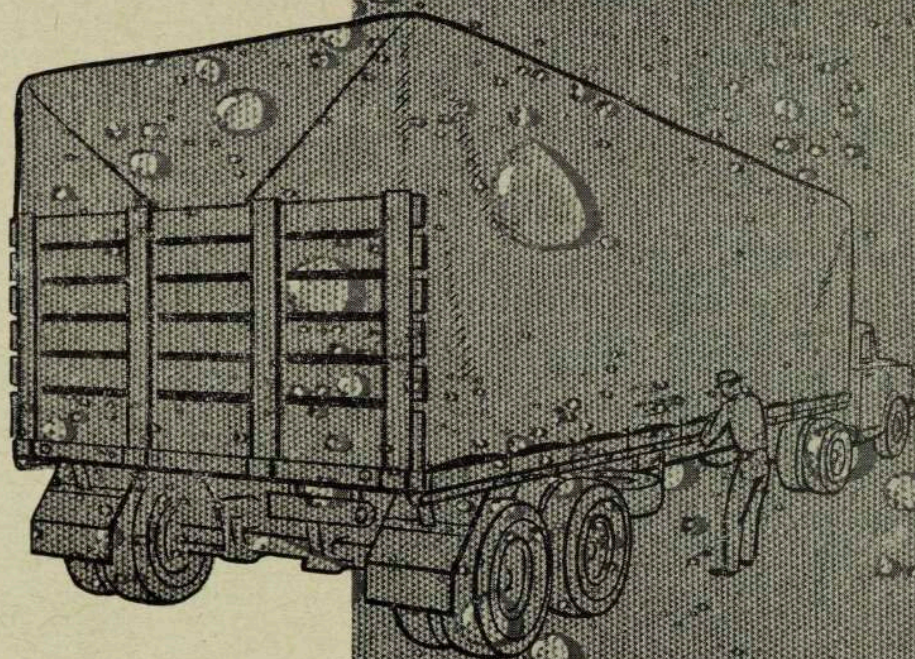
FIDDLEFOOT, a Luke Short Western about an ex-horse thief who was prepared to shoot his way into going straight. (Great Pan).

THE TRIBE THAT LOST ITS HEAD, Nicholas Monsarrat's excellent novel of an imaginary native territory in Africa—under British rule but on the way to self-government. A compelling piece of fictional writing that will strike a particularly sympathetic chord with anyone who has had anything at all to do with native administration. (Pan Major).

THE SECOND PAN BOOK OF CROSS-WORDS—there are 150 puzzles in the book, for those who like to fill in an odd moment with this type of relaxation. They are graded into four sections of "easiness"—and the solutions to all of them are printed at the back. (Great Pan).

RE-ISSUED: Two paper backs that have been re-issued this month are the

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the Tey thriller **THE SINGING** (Great Pan); and **WHITE MAN'S** by Pierre Boulle (the author of the "on the River Kwai"), which is the true story of the Dutch girl who grew up in Malaya during the occupation and married a Malay. (Fontana).

Italian prices: Great Pan, 3/9; Pan 7/-; Pan Major, 7/6. Fontana, 3/9.)

Islands Skippers

(Continued from page 83)

was for a short time assistant to A. F. Hayes, who was supercargo in the Marshalls.

Further of the Carpenters

Captain Carpenter, of Costa Rica fame, arrived in Sydney Hongkong in May, 1898, in the *Christensen* which he had sent to buy. Her name was changed to *Moresby*. This vessel afterwards saw service in every of Islands to which BP traded. It was torpedoed in the Mediterranean in 1916.

Captain Carpenter also brought *Cambaré* from Liverpool, arriving Sydney March 27, 1900.

Captain Carpenter is a notable also because his son Walter (late Sir Walter Randolph Carpenter) founded the now very Corporation of W. R. Carpenter Ltd.

Captain William Voy was a well-known BP commander. He formerly was master of the *Cloncurry* (wraith McEacharn Line). He was outward bound to Calcutta on 31, 1901, when he ran into *Overic*, of the Howard Smith at Sydney Heads. He lost his mate for six months. Burns gave him a 2nd mate's job on *Ysabel* (March, 1902) under John Gordon Hitchfield. Voy was promoted to 1st in 1902. He at different times commanded the *Ysabel*, *Titus*, *Malaita*, *Induna*, *Makambo*, *Moresby*. His last vessel was the *Ysabel*, which he commanded for years. He lost her on Mellish in March, 1923.

Captain C. S. Millington, when it knew him, was 2nd mate of *Titus* under Captain Bibbling, 1902. In 1908 he was master of *Cambo*. He finally left the Company to become a pilot. During War II he always brought in *Aquatania* and berthed her at 7 Woolloomooloo. He subsequently became pilot for the oil ships coming into Botany Bay, Sydney Harbour Trust assisted control of Botany.

Murdered by Japs

Captain Isaac Handley was 2nd of the *Ysabel* in the Marshall Islands run in 1910. When that ship

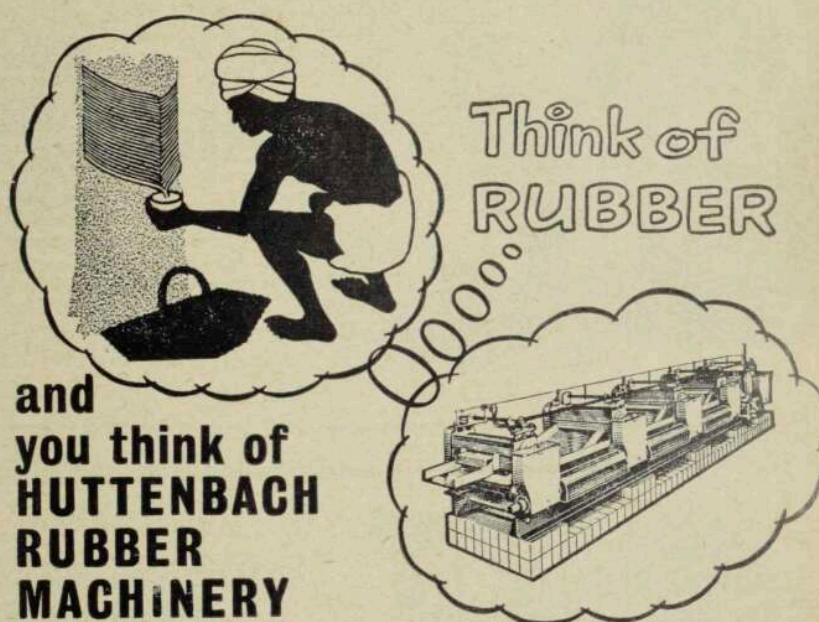
was lost in the Marshalls he was given command of the beautiful 215-ton schooner *Louise J. Kenny*, in the Gilbert inter-island service. He careened her in Tarawa lagoon; but she opened up her seams and remained there. He subsequently was given command of the barquentine *Volador*, which BP chartered for two voyages to the Gilberts.

He then commanded the *Tambo* in the Gilberts and the *Muniara* in the Marshalls. The *Muniara* was wrecked at Ebon, in the Marshalls, and Handley did great work in saving practically all her gear, which was brought to Sydney in the *Moresby*. Roy Waddell, the

present Superintendent Engineer for BP, was 3rd engineer of the *Muniara* on that trip.

When Handley retired, he lived at Betio, Tarawa. He disliked the Japanese and used to collect all the information he could about their war activities in the Marshalls, where he had many friends. When war came and the Japanese seized Tarawa, that brave old man was murdered by them. Handley was in command of the *Induna* when the Germans took her at Jaluit in 1914.

Captain T. Williams (Taffy) in October, 1896, was appointed master of the *Ysabel* which Burns Philp bought from the German New



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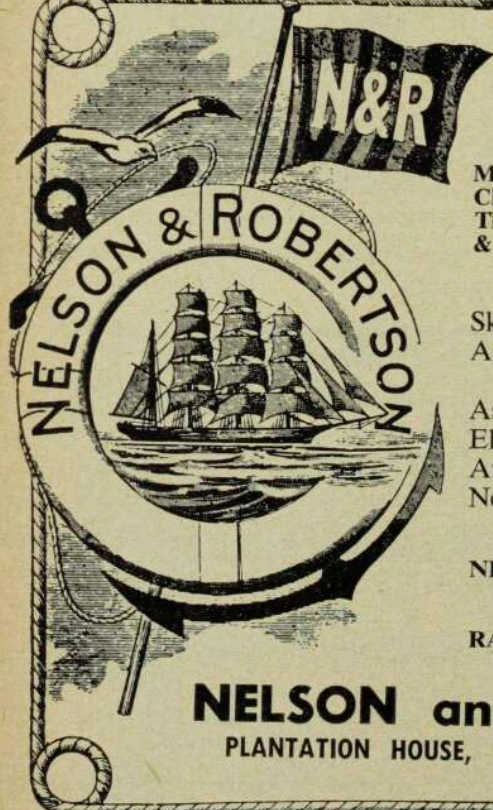
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a Company, and sent on her trip to New Britain, New Ireland and German New Guinea.

Captain D. J. Williams (Taffy) and mate of the *Muniara* in and subsequently served as of the *Malaita* and *Makambo*.

Captain Cyril Williams (the first in the group picture, next to in Wetherall) was 1st mate of *Mindini* under Captain Voy and subsequently Master of the *a* and other vessels. He is alive.

Many Men of Many Parts

Captain Webster was mate of the *a*, in the Marshalls, and afterwards Master of the *Muniara* and the *Moresby* in the Sydney-Melbourne and Marshall trunk service. Christmas Eve, 1914, he read in English paper of the death of another, killed in France. He immediately resigned from BPs, got on of the *Berlin* (a German ship which had been seized) took to London, enlisted, and was in France in 1915 or 1916.

Captain Hillman, who came from USN, was mate under Legge of *Ysabel* in the Thursday-New Guinea run. He was one of many masters who commanded the *Tambo* and other ships. He took the *Morinda* on her trip in 1913 and remained in for some years.

Captain Norman Smith was 3rd of the *Mindini* in 1914, and afterwards commander of most ships in the New Hebrides Solomon services. Later, he was partner in Hay & Smith, well known marine surveyors in the *a*. He was killed by falling down hatch of a vessel.

Captain Rothery was mate of the *a* when she took the first shipments to Rabaul in 1915. He was master of several BP ships and the *Montoro* for a long time.

Captain Charles W. Todd took the *Titus* in April, 1898, and was in all the services of the company. His last ship, I think, was the *Guthrie*, on the Singapore run in 1907. He lost the *Mambare* into in 1902.

Captain Fred Gambrill, 2nd mate of the *Muniara* about 1908, was in command of the *Matunga*, in 1912 he was made master of the *Guthrie*, shortly before she was lost to G. S. Yuill. He went over hills with the *Guthrie*. He subsequently commanded the *Changte* after the war was awarded OBE. He now lives in retirement in New Zealand.

Captain J. MacInnes joined the *a* as 2nd mate in the Gilbert service. He subsequently commanded the *Mindoro*, the *Ysabel*, the *Moresby* and the *a*. He now resides in Brisbane.

Captain Griffith Ivor Griffiths served as mate in the *Muniara*, *Induna* and *Matunga*. Later, he commanded some of them. He was for many years a Sydney pilot, and died in 1958.

Lovable Man

Captain S. G. Green, a very lovable man, was Marine Superintendent. In April, 1889, he was superintendent of the E & A, and asked to go back to sea for further service. He took the *Guthrie*, then a new ship. Some years later he was again Marine Superintendent, and transferred to Burns Philp.

Captain Donaldson arrived in Sydney in 1913 as Master of the *Morinda*, from Scotland. He commanded the *Matunga* when she was captured by the Germans in 1915. He commanded the *Marella* for many years.

Captain Wetherall's first command with the Co. was the *Tambo* in 1904. He subsequently commanded several of the Co.'s steamers—three on their maiden voyages—the *Makambo*, *Matunga* and *Marsina*.

Captain Alex Robinson assumed command of *Titus* in the Gilberts in 1905. He also commanded the *Tambo* and *Malaita*. He was a "windjammer" master and the Co. made great use of him in (I think) 1917, when Mr. Mitchell went to America to buy some large schooners for their copra trade.

Captain A. Auland, who was in command of *Malaita* in 1906, subsequently had his own stevedoring company in Sydney.

Captain John Legge was Master of *Ysabel* when she was lost at Namu, in the Marshalls. He was afterwards Master of the *Fatshan* running from Hongkong up the West River for some 600 miles. He retired to Vaucluse, and about 1950 went back to Northern Ireland.

Captain Sam Mortimer came to the Co. from the Canadian Pacific Line, and joined the *Tambo* as mate with Voy. He became Master of *Guthrie*, then *Mataram*.

Captain "Micky" Wilson, when Captain John Williams was sent to London in 1907 to bring out the *Makambo*, was given command of *Airlie*. He in 1912 became Master of the *Montoro* on her first trip (1912). He became a Torres Strait pilot.

Captain F. J. Bolydon, RNR, took command of the *Tambo*, 1902, on her first voyage under the BP flag. He originally joined the fleet as 3rd officer of the *Moresby*. He was very well known in New Guinea, Solomons and New Hebrides. After retiring, he ran a nautical school for many years.

Captain Finch, in 1903, took over the *Ovalau* when bought for the Solomons run. He was mate of the *Ysabel*, in the Marshalls when she was lost at Namu in June, 1907.

Captain A. E. Dabelle came into

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I	T	T	E	N		M	E	R	C

tain Robert Ross Cable was
an old Scottish sailor who had
commanded schooners running
to the Solomons, Gilberts, etc., for
years before coming to the Co.
He had been employed by the
American Heart Mission as master of
the *Maris Stella*, Pacific Islands
trade, many and On Chong. He was
in the Co. for many years.
Captain Fred J. Dillamore com-
manded the *Ysabel* on that mem-
orable voyage when she broke her
back shortly after leaving
Hawaii. He sailed her to Red-
Bay, Papua, where En-
sign Snowdon put in a new tail-
shaft and the vessel continued her
service.

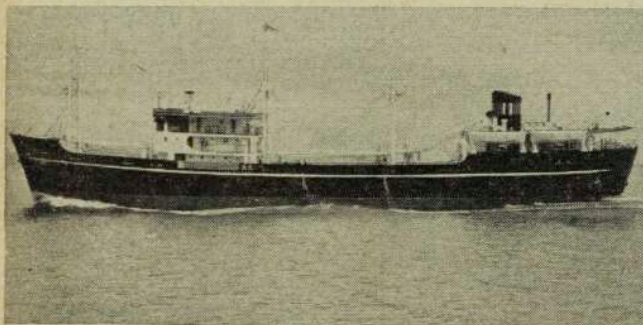
NG GOLF

ted in almost perfect golfing
ry and having magnificent
over sea and mountain; but
uld be charitable to describe it
ing indifferently maintained.
the other hand, so far as
es are concerned, there is an
rrassment of riches among the
Indian boys, some of whom
ay a fair knowledge of the
lfers are generally regarded as
abiding and inoffensive sec-
of the community, but, as
hen Leacock points out, in
y they are selfish and incon-
ate of the public welfare.
that the game really requires
enty of air space and vacant
ad. Yet, all over the world, golf
es are found occupying what
e agents would describe as the

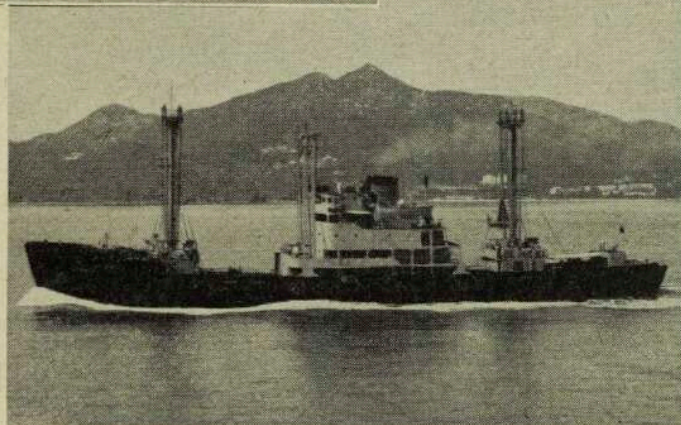
Williams Was Clubbed To Death

"The bones that are interred at Apia were taken at random by the natives of Erromanga from a cave where they are wont to deposit their dead, under the impression that the foreign ship wished to purchase human bones. The skull of John Williams is buried beneath a palm-tree in Erromanga . . ." and then she recites the evidence which supports these statements.

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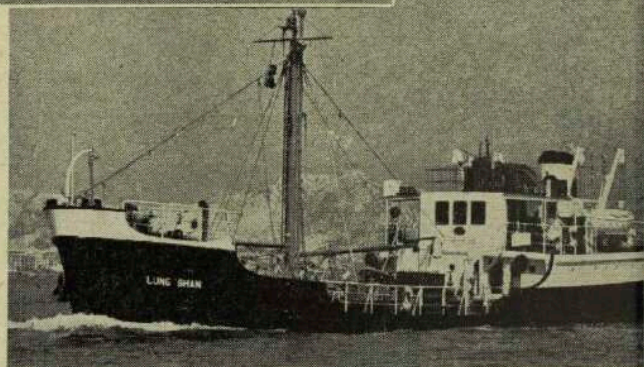


Above: M.V.
"HERVAR", one
of two motor
cargo vessels
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Kiosterud
Drammen,
Norway.



Left: M.V.
"TARAWERA",
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motor cargo
vessel built for
the Union Steam
Ship Co. of New
Zealand Ltd.

Right: "LUNG SHAN", one of two
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PACIFIC SHIPPING AND CRUISING YACHTS

As reported in late news in September *PIM*, the British Solomon Islands Government smallships fleet was further depleted on the night of September 9, when *Margery* was sunk in an extraordinary collision with another BSIP vessel, *Kovala*.

MARGERY left Honiara for Auki, Malaita, shortly before midnight on the fateful night, for a nine hour trip; *Kovala*, sailing in the reverse direction, about the same time. Though the chances were about one against that they would literally meet in the middle. It was trying to, that is what they eventually did, somewhere off Gela (Florida Island) at 3 a.m., on a clear moonlight night, providentially calm seas.

The meeting was disastrous for *Margery*, which is believed to have been within about 15 minutes.

Kovala, originally the High Commissioner's touring vessel, was not damaged; 47 people were aboard *Margery* at the time, including Europeans. The vessel also carried a full cargo of cement and for the Public Works Department-building programme at Auki. *Margery* was salvaged.

All passengers were safely transferred to the *Kovala* but not before some excitement when one of the two dingies on the *Margery* started to sink, due to the bung not being firm.

At the time of the collision, local smallships *Vululu* and the *Baruku* saw the ships together, but as-

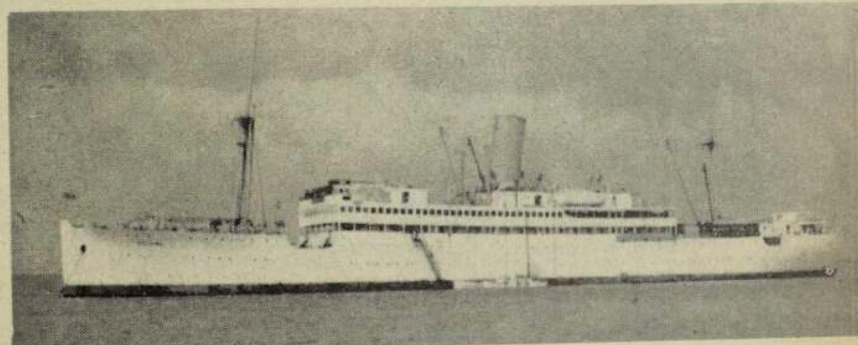
PACIFIC SHIPPING MEN: Captain R. D. Matheson, owner Mr. Sverre Berg, and Suva agent, Mr. Don Aidney, of Williams and Gosling, Ltd., aboard "Kurimaru" at Suva in September.

AT RIGHT: Lieutenant Keith Cadman, until lately Naval Liaison Officer at Suva; Captain Stan Brown, owner-master of the charter vessel "Maroro"—lately on a guano survey cruise; and Captain Peter Hough, Suva's assistant harbourmaster.

programme now being carried out at Auki in relation to the new road being built and additional workshops under construction.

Following so soon after the loss of the *Betua* and the *Melanesian* disaster, last year, the BSIP Government could ill afford to lose this vessel.

With the return of the *Coral Queen* to Honiara from Brisbane after major repairs, the BSIP ship-



The lamb-ship "Delfino", which has been having a face-lift in Suva, smart in her new and appropriate colour-scheme, is shown about to depart for Sydney in September. See page 105.

The News This Month

Maru	Niuan
	Nareau
	Nunniong
	Phoenix
Donald	Ra Marama
Queen	Ruena
	Rouna Falls
	Reposado
	Shearwater
Ida	Shell 40
Tran Trader	Sea Chanty
	Teiko
	Taveuni
	Tiare Taporo
	Tahiti
	Tofua
Maana'ia	Van Waerwyck
Raoli	Venue
	Vululu
	Vinaritokae
del Mar	Wallach
esian	Zarya

sumed that they had only stopped for a "talk".

Some misunderstanding seems to have existed when the *Kovala*, after leaving the area to proceed to Honiara, was ordered by the Marine authorities in Honiara to return to the locality of the collision and continue the search for the *Margery*, accompanied by the SDA vessel *Vinaritokae* and a Government launch sent from Tulagi.

This raised some doubt as to when the *Margery* did sink but it appears that it was lost within 15 minutes.

The loss of the *Margery*, which was attached to Malaita district, will severely interrupt the expansion

ping position has been slightly relieved but the string of mishaps which have occurred in the past year have raised the question of whether it would be better for all Government ships to operate during daylight hours as far as is practicable.

Considering the number of people aboard the *Margery*, and the lack of life-saving equipment carried, the fact that the sea was calm possibly averted another disaster.

• **ONE OF THOSE SHIPS:** *Kovala*, involved in collision described above, is that "skeleton in the cupboard" vessel with the unhappy past.

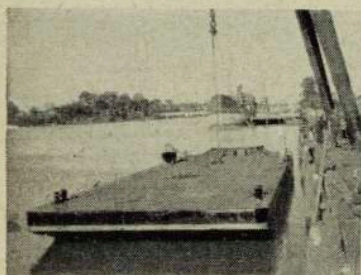
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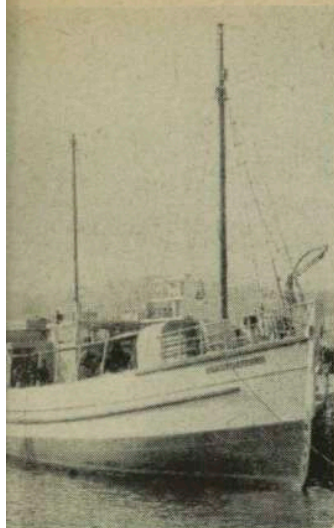
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an Trader", a small ship mentioned
st "PIM" as having been built by
White and Co. for a Papuan native
This photo was taken in Port Moresby.
been reported that she since has had
a name change.

actually reaching her BSIP
ment owners for five years
he launching.
money laid out on the Fiji
ment vessel *Ra Marama*, is
pale into insignificance when
red with the funds poured
his 70-ft wooden craft. Since
entering service *Kovala*, until
seems to have behaved her-
irly well.

loniara marine inquiry will
ess affix the blame in the
ber incident which resulted
urgery going down in a re-
13 fathoms.

BSIP Government recently
ased a sister ship to *Margery*
reen—from the GEIC Gov-
nt. Built about 1945 and
ring 60 ft by 16 ft, these M-
craft are about 60 tons gross,
as nett, and have a hold
ty of 960 cu. ft. They are
ed with best NZ kauri.

OTHING BUT THE BEST:
Maana'ia is the name of the
oil barge built in Auckland
d-September for the Tonga
ment.

ce Tungi, Tonga's Premier,
a Suva in September that the
was a little joke on his part,
Tongans will understand.

English it might be translated
ean "superior oil"—usually
d to a certain fine grade of
at oil used for anointing the

barge will not be towing that
of oil—but the builders in-
that they wanted a name for
aft, though unpowered lighters
arges usually are only given a
er or some identifying letters,
is name seemed as fitting as

There has been a good deal of
speculation as to whether the Tonga
Government tug *Hifofua*, with her
500 bhp motor, is going to be equal
to the task of towing this barge
satisfactorily on ocean voyages,
when fully laden. *Hifofua* was due
in Auckland on October 11 to take
delivery, so this question may soon
be answered.

• JAPS AND TONGANS AGREE:
Just as in the case of the two
vessels built in Holland for Tonga,
a strict tapu against women board-
ing during construction, or prior to
the official Tongan ceremony of
commissioning a ship, will also apply
to the tuna longliner *Teiko*, now
building at Ujijamada, Japan.
"I think this is a nice custom,"

Prince Tungi said in Suva recently,
"and the Japanese builders under-
stand and respect it and will strictly
enforce it."

• JOINING THE QUEUE: The
GEIC Wholesale Society's twin-
screw, 504-ton *Moana Raoi*, one of
the most modern and attractive
vessels in the Islands trade today,
is due in Suva under Captain L. V.
Rowe early in November for survey.
Captain Rowe will then hand over
the command to Captain Vic Ward,
who has been on furlough.

• ZARYA IS COMING: The 580-
ton, 111-ft Russian non-magnetic
schooner *Zarya*, expected in Pacific
waters last year, seems to be head-
ing this way now. According to

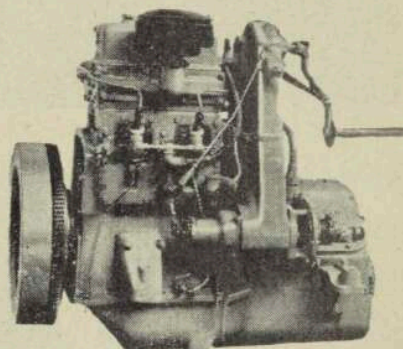
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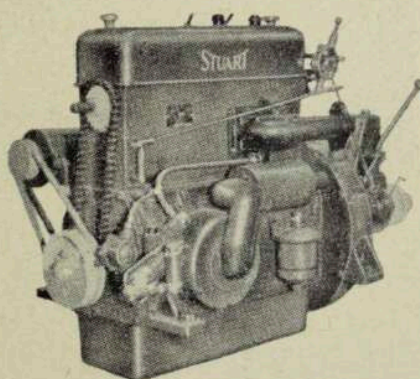
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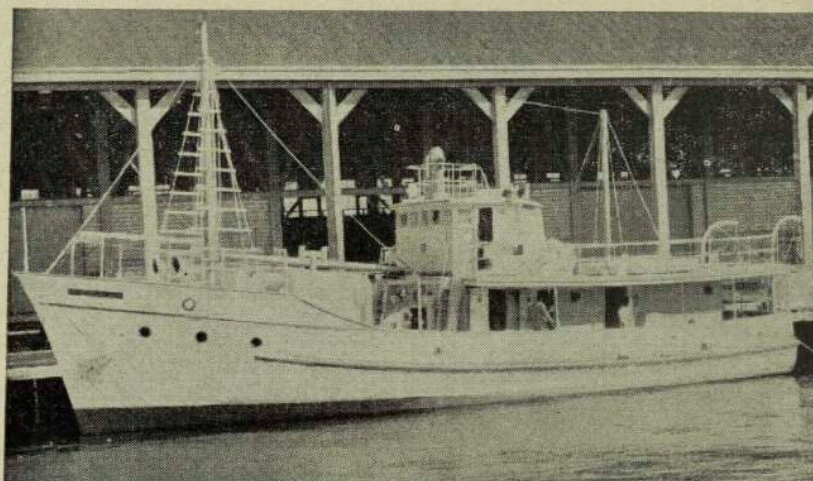
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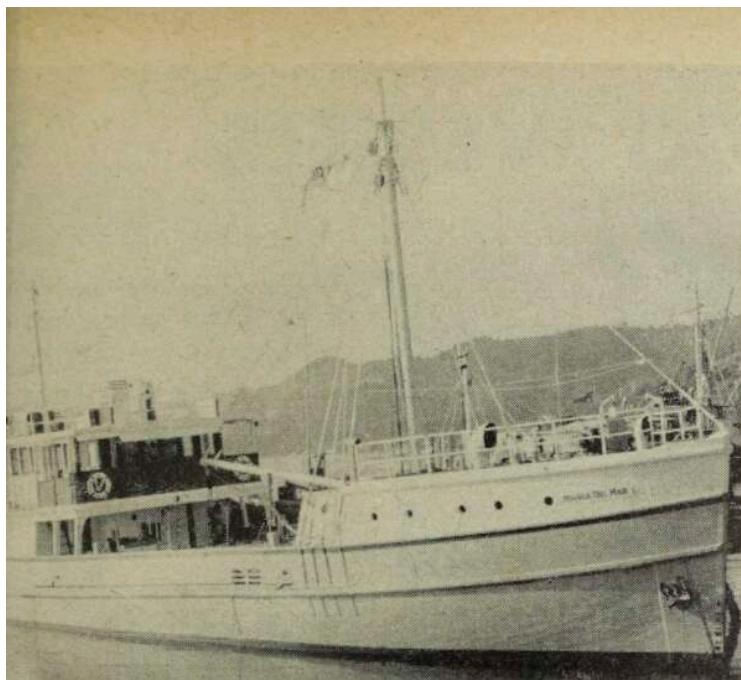
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Phone: BU 5062.



El Mar", ex-"Kokoda", just before she left Port Moresby to take up her new duties for Captain "Milo" Savoie. See page 114, this issue.

Radio, the three-masted, schooner sailed from Odessa Black Sea late in July on a mission of an extensive survey. Ports of call are not known except for Wellington, NZ.

built in Finland in 1952, with a sail area of 7,850 square ft, and four topsails. She has a jib, four headsails. The 300-hp auxiliary motor, made of gunmetal and other non-ferrous metals, is used only when necessary.

near the schooner—believed to be a sizeable non-magnetic survey vessel in the world today—made a magnetic survey cruise in the Indian and Pacific Oceans, calling at Port Moresby, Australia. She is fitted with continuously recording flux-gate magnetometers, which register horizontal and vertical components of the earth's magnetic field also the total field.

Magnetic declination is continuously recorded in conjunction with a compass which establishes the true north. In addition, there is a continuous recording of ocean depth by a deep-range echo

sonar survey of the Pacific Ocean and Zarya's work should be of interest to mariners. During the aerial magnetic survey of the world, including parts of the Pacific, was made by American and British organisations.

HERE'S A LONG, LONG run, Captain Arthur Lucas, of the 74-ton, lamb-liner *Delfino*, left Suva in September that on his north-bound run from San Francisco after delivering the first consignment of Australian lambs, his ship has a trail of 350 tons of sheep

manure across the eastern Pacific toward Hawaii. Worth \$5 a 100-lb sackful in United States, it had to be dumped due to quarantine regulations there—because the lambs had been fed on Australian fodder and there was a danger of introduction of plant or animal disease.

To capitalise on this by-product of the trade, Captain Lucas said that in future the fodder may be purchased in San Diego. It will then be permissible to land the manure.

After considerably extending the blower and suction fan systems to improve ventilation in the lower and hotter decks, and changing a few crew members in her "home" port, *Delfino* cleared Suva on September 5 for drydocking in Brisbane and then to take aboard her second load of lambs at Sydney. Strict

quarantine will again apply when the ship calls at Suva, northbound.

• **GARLIC IS OFF:** A consignment of over 360 crates of Egyptian garlic and a few crates of onions, which had been lying in a Suva wharf shed for a month, while the importers' lawyers and the Department of Agriculture argued the regulations, was shipped out for Singapore, where it had come from, by *Van Waerwyck* early September.

The produce was barred due to foot-and-mouth disease danger from Egypt. It was to be dumped at sea by the Department, but some ambiguity in the regulations saved it from this fate and permitted the importers to re-export it.

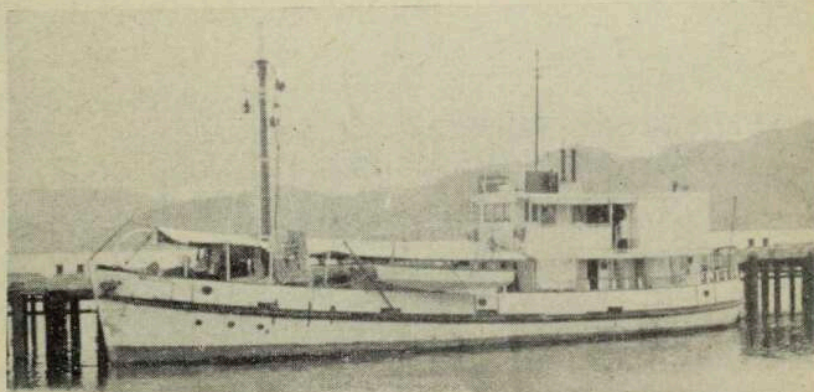
• **ANOTHER BOTTLE:** A memory of that handsome Chilean naval four-masted training schooner *Esmeralda*, which called at Papeete and Apia about five years ago came with a bottle found on the windward side of Gau Island in the Fiji Group 50 miles east of Suva early in September.

The bottle, which contained a drift-message form, prepared in Spanish and English by the Chilean Navy, was a demonstration of how not to launch such a message.

The form had been enclosed in a small plastic bag, but if this had ever been sealed it had burst with the heat of the sun. The cork had not been sealed and had partly rotted away to allow water to enter. The writing on the form was in almost illegible pencil, and part of it had been destroyed.

About all that could be made out with reasonable certainty was the name of the launching ship—*Esmeralda*—and the launching longitude—130 degrees west. The date was illegible and the latitude appeared to be either 4 degrees or 40 degrees, but whether north or south was not readable.

There was no knowing how long the bottle had lain on the beach



A recent Port Moresby portrait of the light-house tender, "Wallach", whose life story was outlined in June and August "PIM's". "Wallach" is the only P-NG tender, and usually operates out of Samarai, as that is considered about the most central of all Territory ports for a job that takes in the whole of P-NG.

CARGO VESSELS

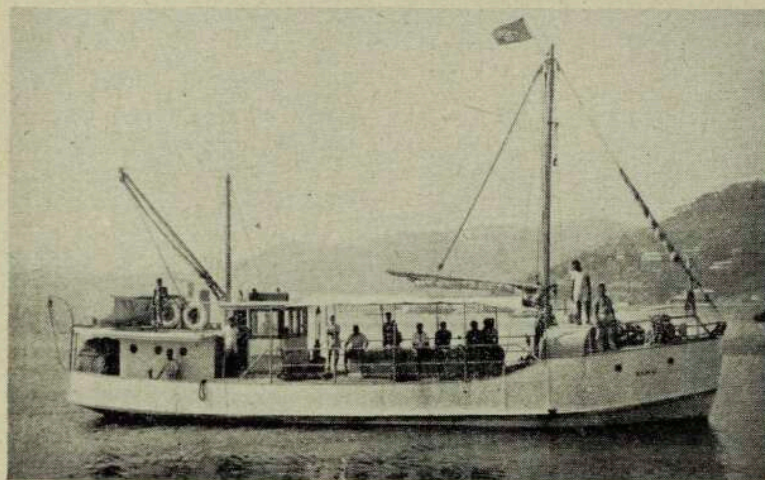


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It may have been launched *Generalda's* cruise to Tahiti, or the other time. It is believed the 3,040-ton Spanish-built ship has made a more recent voyage from Valparaiso to Japan and North America. But the form has been returned by the Suva Master to the address in- and some further information eventually be forthcoming.

GROSS ON THIS LADY: There are a good many un- used ships in the Pacific trade but rarely is one which does not possess some of documentation giving a for the gross tonnage. The Government vessel *Nareau*, in Suva for survey, is one

wooden hull, built by Ballina & Engineering Co. in 1950, and to be a standard naval type, similar to the former head Sugar Co. vessel *Ruena*, traded in the Solomons until used by the Australian Gov- t, converted into the medical craft *Industral*, and given Indian Government for ser- vice the Andaman Islands several ago.

Nareau's superstructure is different to that of the GPV. Her nett tonnage is 79, and Captain W. Farrell, has been her master for most time since she was launched and rejoined her at Suva in ber after overseas leave, es her displacement tonnage and her gross at perhaps 180.

vessel came south from under command of the Superintendent, Captain G. s, with Mr. Willie Poznanski e, and Mr. Titivalu as Chief er.

au, which carries a crew of told, is powered by a pair bhp Crossleys. Work at Boatyard, in Suva, included ation of the port engine bed had been giving trouble.

UNTANGLING THE TON- S: Talks on an international ave lately been proceeding in empt to reach agreement on dard method of defining a tonnage and to end the pre- onfusion of methods.

the port or canal authorities, esent, levy charges on one d and some on another and andardisation would certainly important repercussions on esign of foreign-going ships.

the uninitiated, here are of the better known methods cribing ships:

dweight tonnage—the number tons of cargo that a vessel rry to bring her down to her

placement tonnage—the ton-

nage of water, at 35 cu. ft to the long ton, displaced by a vessel when fully loaded.

Gross tonnage—the total enclosed space in a ship in cubic feet, divided by 100.

Net tonnage—the gross tonnage less the cubic capacity of the non-earning spaces (engine-room, bunk- ers, accommodation for crew, etc.) figured at the rate of 100 cu. ft to the ton.

Burden tonnage (now rarely used)—the volume of the cargo spaces in cu. ft divided by 100 and multiplied by 5/3.

Deadweight tonnage—at present almost invariably applied to tankers

only, when describing ships—and displacement tonnage, often applied to passenger liners by their owners and agents who like to use large figures—are the two most useful descriptions. But it is well to re- member that a super-tanker with a very big figure after its name may not be any larger than a passenger liner with a much smaller figure.

• **AGAIN IN SERVICE:** The 304- ton wooden twin-screw vessel *Kulu*, sold by BP (NG) Ltd., Rabaul, to G & M Shipping Service of that port last January, made her first local voyage under the new owner-

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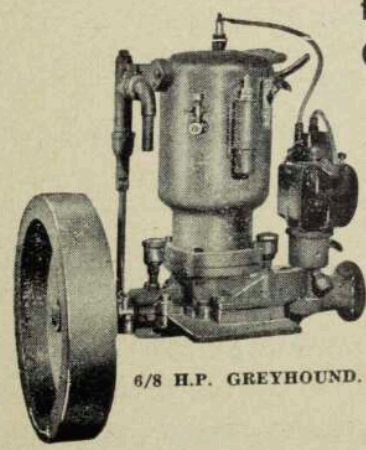
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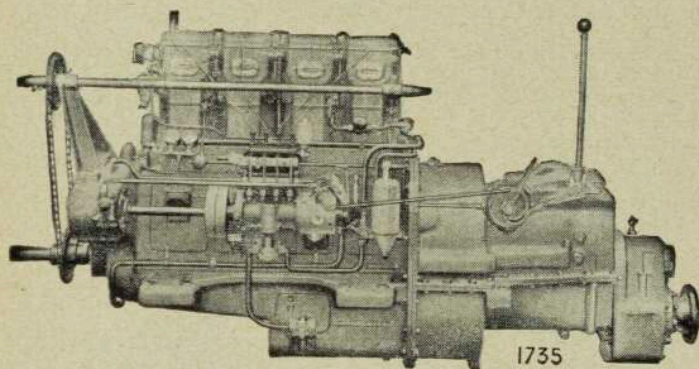
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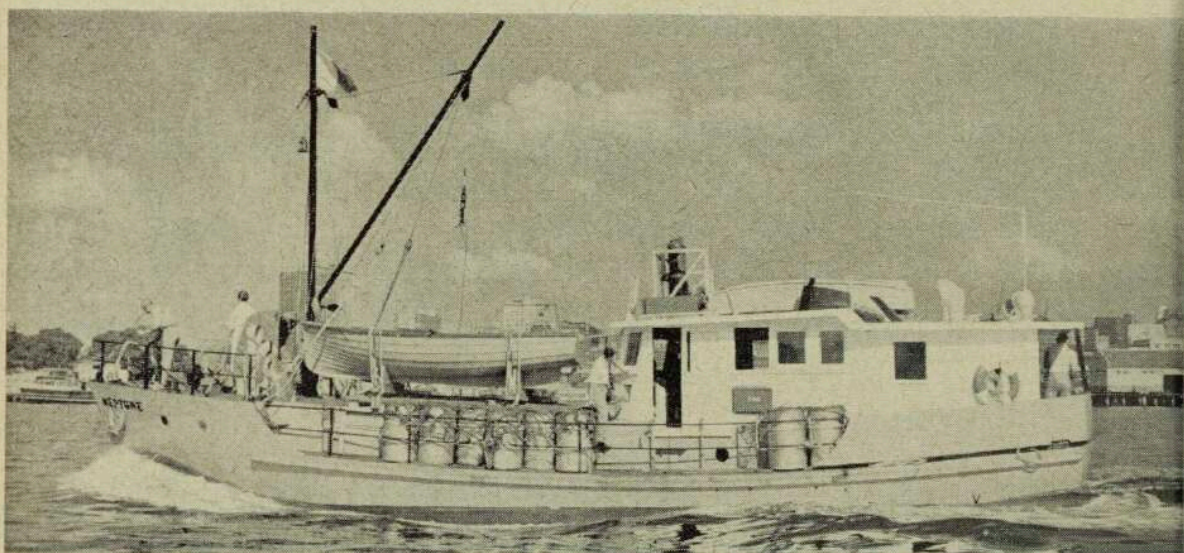
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July-August. *Kulu* is one standard Australian-built, 300-tonners.

BAUL ROUND-UP: Back from this port is the 52-ton *Venus*, out of action for 15 days following grounding at Rabaul with a substantial bill still settled by the unofficial native agent which owns her there. Government trawler *Rouna* following refit in Rabaul, has returned to service in the Sohama area. *Nivani*, a similar vessel, has taken her place at the berth.

DOUBLE IN QUITTING: In the month we reported that the 52-ton *Shell-40* was quitting the port. When this appears she may be in Brisbane, but she was having trouble in quitting in September. After a fortnight's wait for fair weather, the 61-ton motor tug *Suva* at 2 p.m. on September 10 days later she radioed her need for assistance and BP's despatched their 515-ton, Suva-based tug *Zatanui*, under Captain L. W. N. an experienced towage

Zatanui cleared Suva at 4 p.m. on Monday afternoon, September 11, and up with the tug at midday and had her back in port at 11 a.m. on the Tuesday. The tug had been laid up for months and harbour trials were satisfactory, but in the meantime which were running out of fuel, the engine was apparently up in the tanks and caused blockages. Following a breakdown, *Shell-40* was to again be in Brisbane via Noumea late in the month to begin her new life as a coal barge on the Brisbane line. Captain Henry Simpson, of the *Shell-40*, was in command.

WRECK TIDYING UP: Though the scrap metal organisations have successively taken their turn to clear war wrecks which litter the beaches, there are still many wrecks on offer.

By the BSIP Government has been considering how it can have the wrecks below the high-water mark removed from Western and Solomons beaches.

A likely customer for the work is a Japanese salvage firm which is currently operating round Suva, and which has indicated its intention of surveying wrecks later this year.

HAVING A LOOK: A prospective Australian buyer was in Suva in September looking over the Suva-built wooden ketch *Maia*, 128 tons, which has been on offer for sale for a long time.

The 12-year-old Whippy-built vessel is well cared for by a full-time caretaker staff since her lay-

up. The Australian was said to be interested in the ketch as a fishing vessel or mother-ship for fishing operations, presumably in Australian waters. She would require some alterations if the sale eventuated.

• **HARD BARGAINING:** There was some hard bargaining in Auckland in September as the result of a dispute between the USS Co., owners of the 5,299-ton Islands vessel *Tofua*, and the NZ Seamen's Union.

It centred round a bosun and a seaman which the Chief Officer did not wish to re-engage when the ship signed on a new crew following her annual survey.

Under the system of crew-hiring,

the Union insisted that the men must be accepted. There was a deadlock and it seemed that the ship might be tied up. So that this would not happen the Union agreed that these two men stay ashore for a voyage pending arbitration, if the regular Master, Captain N. H. Pearson, and his Chief Officer, Mr. J. D. Woolaston, also stepped ashore. This was agreed to, and Captain A. J. McKenzie, lately of the freighter *Waiana*, and Mr. G. R. Sherlock made the September voyage.

When this was written the case was still unsettled.

• **THE OLD METHOD:** When *Asahi Maru* No. 7, of the *Tenyo Maru* No. 3 tuna fleet came in to

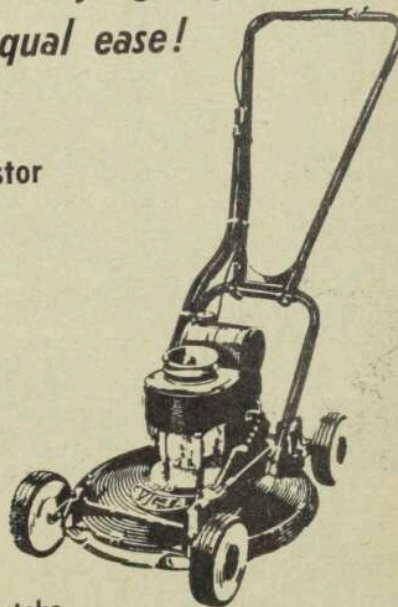
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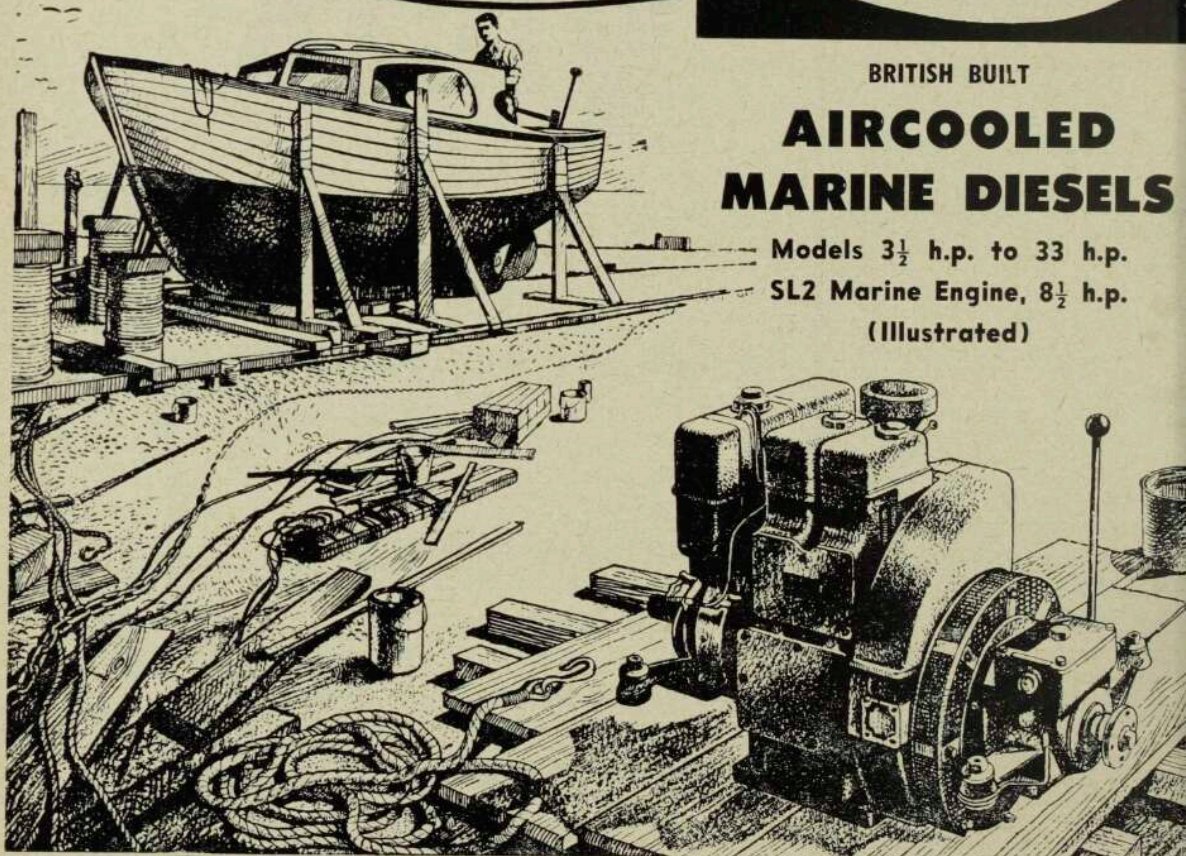
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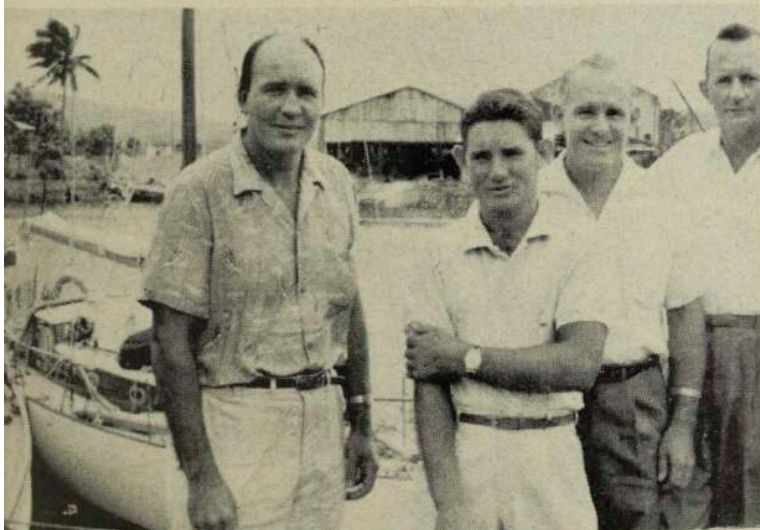


MEN FOR A TOUGH JOB.—Perhaps only the fittest survive, but there was nothing with the physique of the crew of "Asahi Maru No. 7", a typical tuna longliner, which left Suva for rudder repairs at the end of June. The vessel had left Japan on April 25, and for the rudder trouble, would not have touched land again until she arrived back in November. Inset left is Fishing Master Fusao Sakai, and right Captain Toshio Morita. Radio operator Fujio Morita, front with camera, was the only man who could speak much English.

for rudder repairs late in PIM's roundsman, through interpreter, obtained a good deal of information from Fishing Master Sakai, who has been in the islands for 20 years, with the last years in this 95-ton wooden boat. There was a general talk round at the reply to one question. He use this for determining the best fishing grounds," PIM's man said to the interpreter. The island student training (Central Medical School) going to a large sea-water

thermometer in the chart room. The reply came back: "No, tell him I use this"—and Fishing Master Sakai was unsimilingly tapping his head.

Leaving Kesannuma on April 25, Sakai had ordered the navigating master to head for New Zealand waters. The catch there—delivered in successive voyages to the mother ship stationed near Fiji—had been good, he said. During September a large part of the two tuna fleets was operating in those southern waters, and the mother ships had



ward bound from the Trans-Pacific Race, "Anitra-5" of Sydney called briefly at Suva, lying alongside the Sydney yacht "New Silver Gull". From left: Magnus Halvorsen, Des Ashton of New Guinea, who went on by air from Fiji.

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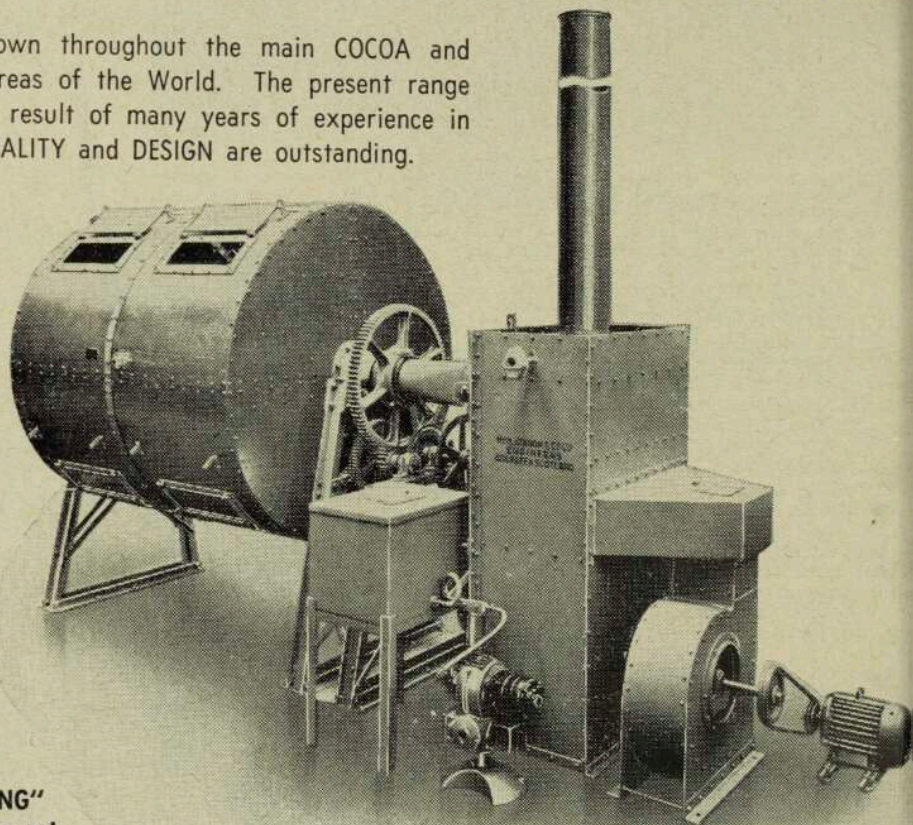
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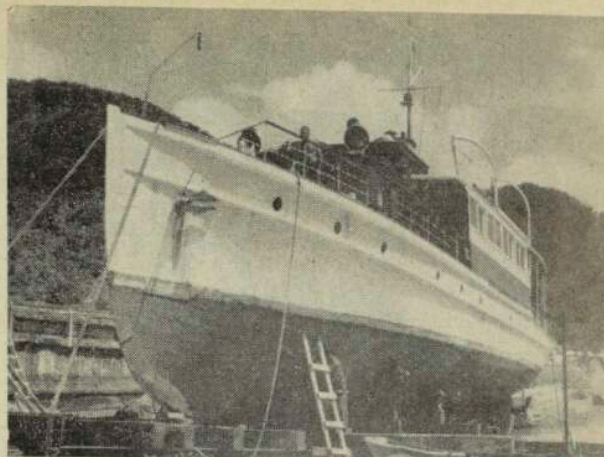
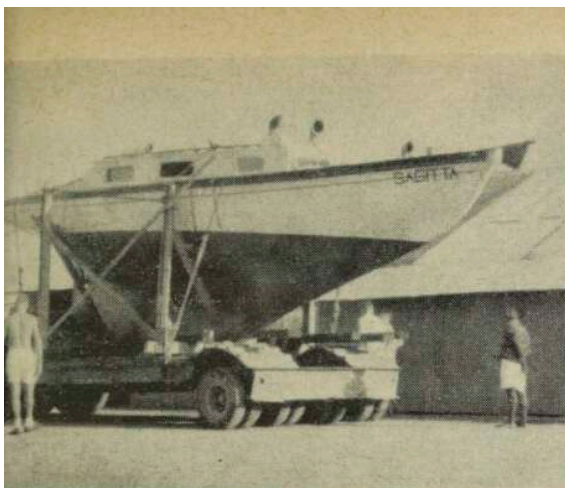
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gradually south to about 30 latitude.

use *Asahi Maru* No. 7 had expected to touch a foreign port any port—during her planned months' cruise, the vessel had clearance papers. This is not standard practice with vessels. The ship's Register, however, required to be surrendered to authorities on arrival in a port, was mounted in a light frame on the deck-head chart room. A letter in from the mother ship fish-nager clarified the situation.

tuna cargo had been dis- into the mother ship two prior to arrival at Suva, but vessel had many cartons of bait-fish aboard—a variety fish about a foot long, known as *cololabis saina*—the of which is an industry of around Japan.

SHING, NOT TEACHING: Pago correspondent reports the masters of the two Korean based there with the Jap-una fleet are more willing to amoans along to teach them a longlining game than are panese masters.

possible that there is more space in the Korean ships. was certainly no visible means commodating extras in the *Maru* No. 7 mentioned above.

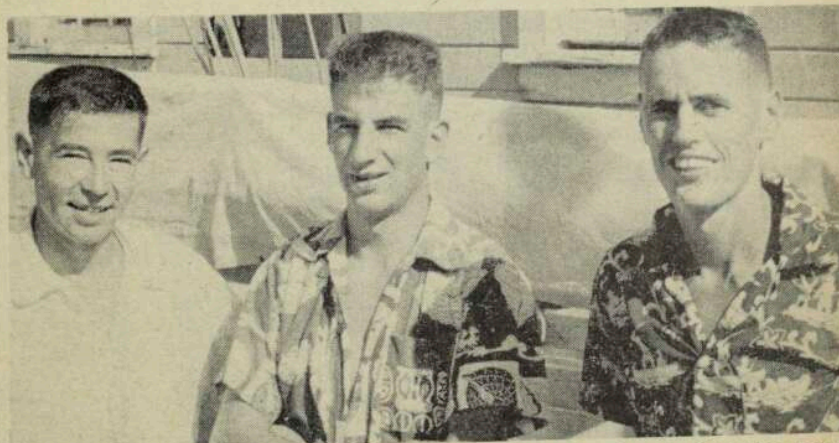
crewmen spend their brief rs in a fo'c's'le 4½ ft high double deck of bunks. The Master and Captain each bunk with a sliding door as in the chart-room. The radio r, in with his equipment, ed to be best off of the lot, tiny cabin. One cruise under conditions, disregarding the worked, could be enough for amoan trainees.

DOUBLE DOWN BELOW: Hugh Williams' 135-ton *Obiri* broke her intermediate aft late in August while

bound for Manihiki from Rarotonga, but was able to reach the northern atoll at reduced speed and carry out temporary repairs, before discharging and returning to Rarotonga minus passengers, under reduced speed.

Meanwhile another Cook Islands vessel, *Taveuni*—almost a sister-ship to *Macuata* mentioned elsewhere—has been in Papeete for several months past undergoing a major refit. It is believed that a new engine is being installed to replace the existing Crossley model, for which spares are now hard to get.

Captain Andy Thomson, that veteran of the Cook Islands trade, was to take command in September of the old schooner *Tiare Taporo*, which was returning to the CI from French Polynesia, where *Charlotte Donald* has taken her place in the A. B. Donald/Etablissements Donald Tahiti services. Captain Thomson has been living ashore on his Rarotonga property for several years past—except for occasional trips to Tahiti.



Crew of the Canadian yacht "Sea Chanty", photographed in Pago Pago in September. From left to right: Roy Kempel (owner-skipper), Lyle Monk and Al Cherrington. They are making a leisurely way towards Sydney. See also picture page 115.

—Pan American Prints.

The 34-ft. Port Moresby sloop "Sagitta" (left) was recently completed there after three years of spare time work by a local resident—but unfortunately our PM ocean-yachtsman, S. E. Bradfield, did not say who the new yacht owner was.

The 96-ft. motor yacht "Reposado" (right) up on the slips at Pago Pago in September. Owner-skipper Brian Neil, who has his family and a considerable crew on board, exchanged her for his former motor-sailer "Manawanui" some months ago. "Reposado" is now for sale if the right customer comes along.

—Pan American Prints.

• OUR SHIPS ARE FEMININE:

Two contemporary maritime journals have recently raised the question of the use of the definite article preceding a ship's name, and as the comment could apply to this column, it may be timely to explain why the definite article is rejected here.

It is true that some of the best respected maritime writers have in the past used the definite article, but it will probably not be denied that for a very long time a ship has been considered as feminine in the English language—whether the name happens to be a feminine one or not.

Perhaps, originally, all British

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ship names were feminine. OC count alone we consider it inc to refer to a ship as, for exi "the Alice". The ship is i Alice—not "the Alice". It m reasonable to say "the ship", but it is certainly not necess except in the case of, say, "thi London of London" in a j that normally does not e italics or inverted commas for names, where some confusion occur.

However, PIM feels—and most shipping men agree—it is more acceptable not to use definite article immediately p ing the ship's name; a lady is —not "it", or "the".

• ANOTHER MARIA DEL Burns Philp (NG) Ltd.'s K which was purchased recent Captain E. Savoie, left Moresby under her new name August and is now at her ne —trading around the New He and to Wallis Island. Captain re-christened her after one earlier ships (sold to Australia terests some years ago) and Kokoda becomes the second del Mar.

In Port Moresby before she she had a complete overha complete paint job and a rec isation of master's and other as modation.

This 224 gross tons wooden was built by Norman Wright, bane, in 1946, and since has in service for BP's in P-NG w She is a twin-screw motor equipped with two sets of R Ruwolt diesels.

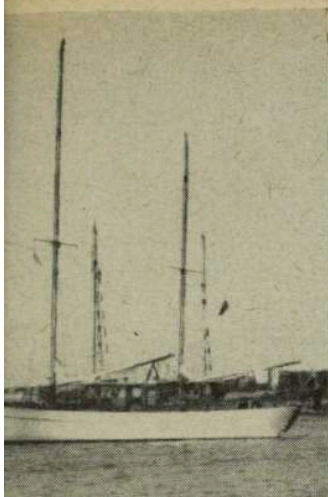
News of Cruising Yac

• BABOON: We have had a letter from L. John Prisch, owner of this Acapulco schooner, men briefly in August PIM. He says th left Acapulco on April 27 and Talohae Bay, Nukahiva (Marques May 29. After a look in at Taipi they reached Tahiti on June 16 and he wrote on September 17, they anchor at Tautira Bay. On board cruise, apart from himself, were M Frances, First Mate and cook; Bill of Long Beach, California, as na George Zimmerman of Laguna Bea Charles Ehlert, of Illinois.

Skipper John gives some interest tails about this venerable schooner the unromantic name: She is overall, staysail rigged with a squa on the fore. She is a re-rigged Ne "40" designed by Burgess and b 1888. She has been a fully commi pleasure craft ever since then as had a remarkable racing and career on both coasts of America.

her second cruise to the Pacific—to Honolulu in 1935-36 under the co of Robert French, a Los Angeles a Prisch believes that if she is oldest yacht in commission, she is close to it. Her present cruise was plished without auxiliary power kind and was successful in every

BABOON will be left in the han paid crew which will sail her back States while Mr. and Mrs. Prisch on to Europe with their four child more orthodox means. They will bd



"santy", en route for Sydney. See picture page 113.

... for some time—but they hope back to the Pacific for more ocean before too long.

...ENIX and the Reynolds' were in ... again late August in Honolulu further court case was proceeding ... el to the entry of this yacht into ... shall Is. nuclear-test closed zone. ... nolds was found guilty of an ... under American law as applied to ... nals in a Honolulu court. ... ht an appeal against the sentence ... Francisco court and won it. The ... Energy Commission appealed ... hat ruling and the case was re- ... ck to Honolulu.

... ynolds' feelings on this subject, ... in relation to freedom of the ... doubtedly have wide support, but ... government contends that in these ... en it is considered essential that ... ests be carried out for national ... and until such time as some in- ... al control and inspection system ... shed—it is not too much to ask ... nals submit to the restric- ... movement involved. Dr. Reynolds ... ver, also basing his defence on ... t the tests are polluting the seas ... abited non-American territories. ... ter evidence was ruled as inad- ... by Judge John R. Ross who heard ... t case. The result of this case ... known at time of going to press.

... HITI of Honolulu with Lorin ... nd New Zealand crewman Peter ... board, arrived at Rarotonga from ... late August. Smith and TAHITI ... remaining there indefinitely, as a ... ngineer at the local motor garage ... accepted.

... EARWATER of Brisbane with ... Nettleton and Tellen, moved off ... a September 9, bound Nukualofa, ... Raoul Island, thence northern NZ ... d home.

... NTONG, the big motor cruiser re- ... August as at Port Moresby, was ... slip in Rabaul a little later for ... painting. Our Rabaul corres- ... gives the owner's name as Kard. ... rt Moresby reported it as Ezzard. ... the owner will clarify.

... MERE of Sette, France, last re- ... orthbound from Tarawa, called at ... Guam, and arrived Yokohama

In September, Tarawa residents ... word from Jean and Suzanne ... then at Singapore, that the yacht ... on be headed back for the ... A most unorthodox cruise—both ... and season.

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Pacific Report

The month's round-up of news and pictures of people and events, from *PIM* correspondents in the South Pacific.

Elections on Fiji's Division Results

Fiji's electors were a tired lot after the September elections (results were published in *PIM* in September), and fewer of them bothered to cast a vote than in 1966. Unlike Papua-New Guinea, where they haven't got an Australian Minister to scold them for their political apathy; and Fiji is also in the fact that their official Legco members have a great unofficial power that their Australian counterparts do not. In features of the Fiji elections

The decline in numbers of registered voters in four of the six divisions as compared with the previous election, despite the increase in population of the Colony. The failure of about 25 per cent of persons eligible, to register voters. The fact that five of the six elected are members of the profession—two of them, Mr. Gibson and Mr. Vijay Singh, members of the same legal partnership.

The election by a substantial majority of Mr. B. D. Lakshman, who had just been publicly slated by the Sugar Industry Board, as a representative for the Northern Division came as a surprise to a good many. He is the outsider in the legal combine. The figures of registered voters

Northern European: 833 (1,105 at previous election); **Eastern European:** 509 (615); **North-Western European:** 643 (612); **Southern European:** 4,233 (4,916); **Eastern Indian:** 1,903 (2,213); **North-Western Indian:** 7,933 (6,669).

The failure of eligible Europeans to register is explained, in part, by the fact that many are government officials from overseas on short-term tours of duty who have no interest in Fiji's politics.

Rightly or wrongly, a percentage of eligible persons felt that with a legislative Council with an unelected official majority, the representatives of the people had no

power of veto and therefore little real power.

There is a good deal of evidence to show that the elected members do, in fact, have a considerable influence on legislation though they have no power of veto.

Legislation is rarely passed in Fiji where it is strongly opposed by most of the elected members. Nevertheless, the contrary viewpoint undoubtedly influenced some people in failing to register or vote, although most failures to register can be attributed to apathy.

The final voting figures were:
SOUTHERN EUROPEAN: Falvey 462, Tetzner 162 (registered voters 655).

SOUTHERN INDIAN: Deoki 1,877, K. B. Singh 950, C. M. Gopalan 221, Pathik 89, Ramrakha 82 (registered voters 3,295).

EASTERN EUROPEAN: Gibson, 240, Martin 170 (registered voters 437).

EASTERN INDIAN: V. R. Singh 864, J. Kanji 494, M. I. Khan 360 (registered voters 1,751).

NW EUROPEAN: Kermode 292,

Samoa Listeners Also Cheat

"*Samoa Bulletin*" reports that only 600 of the estimated 2,500 radio listeners in Western Samoa had paid their licence fees to the end of August—they were due on April 1.

There was a suggestion that some radio inspection activity might have the effect that it had in Suva, where there was a similar high percentage of evasions.

In Fiji, it is now impossible to purchase a radio receiver from a licensed dealer without first obtaining a listener's licence.

Papua-New Guinea listeners don't need licences.

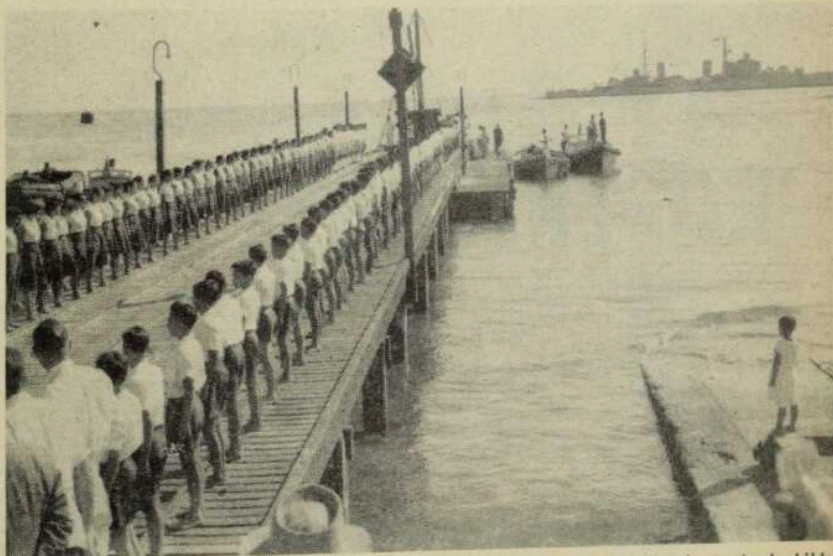
White 197, Chalmers 26 (registered voters 535).

NW INDIAN: B. D. Lakshman 2,637, Madhavan 2,158, Prasad 2075 (registered voters 6,958).

The names of nominated members were announced on September 17.

They are: Mr. C. W. Cayzer, general manager of the gold mines at Vatukoula, and Mr. J. A. Moore, representing the Europeans; and Mr. Sathi Narain and Dr. Sahu Khan, representing the Indians. (Nominated members of the last Council were Messrs. S. G. C. Cowled, W. G. Johnson, A. I. N. Deoki and Dr. Sahu Khan).

The Fijian members, elected by secret ballot by the Great Council of Chiefs and approved by the Governor, are: 1st member, Ratu Edward Cakobau; 2nd member,



This was the scene on the Avarua wharf, Rarotonga, Cook Islands, recently when school children awaited the arrival of the New Zealand Governor-General, Lord Cobham, on an official visit. In the background is HMNZS "Royalist", on which Lord Cobham travelled.
Photo: Gordon Russell.

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official members are the al Secretary (Mr. P. D. onald); the Financial Secre- (Mr. E. R. Bevington) the ng Attorney-General (Mr. Lewis); Secretary for Fijian s (Mr. C. R. H. Nott); the or of Medical Services (Dr. Dill-Russell); the Commis- of Labour (Mr. N. Pearson); troller of Customs (Mr. R. A. o); the Postmaster-General (J. A. Marais); the Account- general (Mr. J. F. Griffiths); irector of Public Works (Mr. Common); the Conservator rests (Mr. J. R. B. Angus); Director of Lands, Mines surveys (Mr. D. T. Lloyd); irector of Education (Mr. J. G. r); the Director of Agricul- Mr. J. M. Watson); the Act- eputy Financial Secretary (Mr. Bain); and the Acting or-General (Mr. J. F. W.).

H. Maurice Scott remains er. On the occasions when the er does not preside over the ber, his place is taken by the nor, Sir Kenneth Maddocks, role as President.

It Costs To That Letter

the sharp rise announced in sts of Australian postage and lian telephone calls, a good business concerns are sharply mining their expenditure in s kinds of office activity. Some sting results have been ed.

Adelaide firm has calculated ost of preparing and sending e business letter.

cost is based on the assump- at the executive who dictated tter receives £20 for a 40-hour and that the typist gets £10 eek. Actually, in each case, the ge cost is probably higher.

this basis it is calculated that me of the executive on one -dictating it and then revising gning it—is eight minutes, and equals 16 pence.

time taken by the steno- er was 15 minutes—and that 5 pence.

was calculated that all the "overhead" in connection with two operations—supervision, ance, rent, light, depreciation, and so on—amounted to 10

was reckoned that the cost of ationary was 1½d, and carbons ribbons about one-fifth of a

h postage at the new Aus- n rate of 5d per letter, we get al cost of preparing, producing



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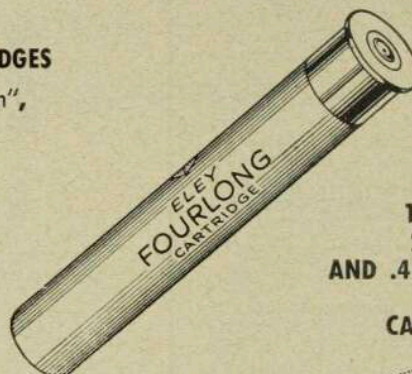


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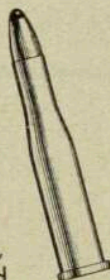
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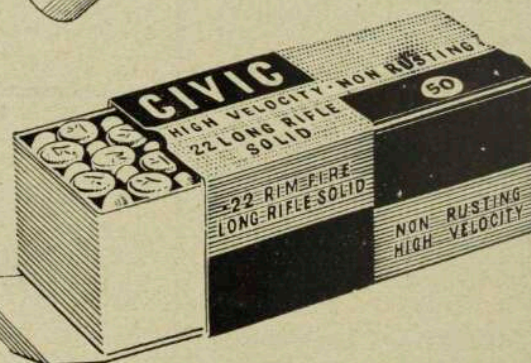
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AM7112S



Two visitors from Fiji were at a recent meeting of the Polynesian Association in Sydney. Mr. Everett Riley and Mr. T. Singh Ranjit.

Photo: Tele-Photo.

delivering the letter a fraction of 48 pence.

The inflationary spiral continues to creep upwards, it seems possible that the expensive stenographic method of carrying on communications will be discarded. Already, in many instances, correspondence is carried through a voice recorded on a tape-prepared bit of plastic—is sent directly to the other end and played back to him. If means could be found of preparing and filing such records for office purposes, such a system might be introduced at a cost considerably less than 4/- per communication.

Immigrants Cause Population Fall

Net gain in population in American Samoa from natural increase of births over deaths has been about 800, but migration to Hawaii and the United States is now resulting in a slight decline in population. Immigration from the territory has actually increased since Trans-Pacific Airlines commenced its service. About 1,262 people flew in the past year, and the preceding year. Deaths were at the rate of about 10 persons per flight recently amounting to 300 persons in July.

Pan American Airways also is making fortnightly flights to American Samoa in October, and with the new class at \$248 to San Francisco is 15% cheaper than by sea—departure rate will probably show further substantial increase.

How Makes Own Paint

Paint manufacturing company, recently acquired by New Zealand interests, is now for business in temporary premises in Matua Street, Walu Suva, early in September. Associated with Superior Paints

and Specialty Finishes (NZ) Ltd. of Auckland, the new company, Fiji Paints Ltd., has been preparing for business in Fiji for some time. Special formulae have been developed for tropical use and the paint has been under test by exposure to the sun on test panels in Suva for months past. Following these successful tests, the company is now in production.

The administrative director of the new company is Mr. D. Hourigan, and Mr. R. M. Calder is technical director. Both are New Zealand ex-servicemen, and Mr. Calder served in Fiji in the artillery during the war.

The company will only employ a small local staff at first but plans to move into permanent premises

at Walu Bay later. Most of the mixing process will be by machines, operating around the clock.

Norfolk Is. NZ Ambassador

One Sunday in August, a big congregation at St. Barnabas Chapel, Norfolk Is., and many more residents in their homes, listened to a church service broadcast from the Anglican Cathedral in Wellington, NZ.

Some months ago, the Dean of that Cathedral visited Norfolk Island on a health trip and was so enamoured with its way of life and hospitality that he said he was going to be an ambassador. (Over)

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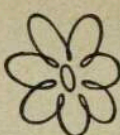
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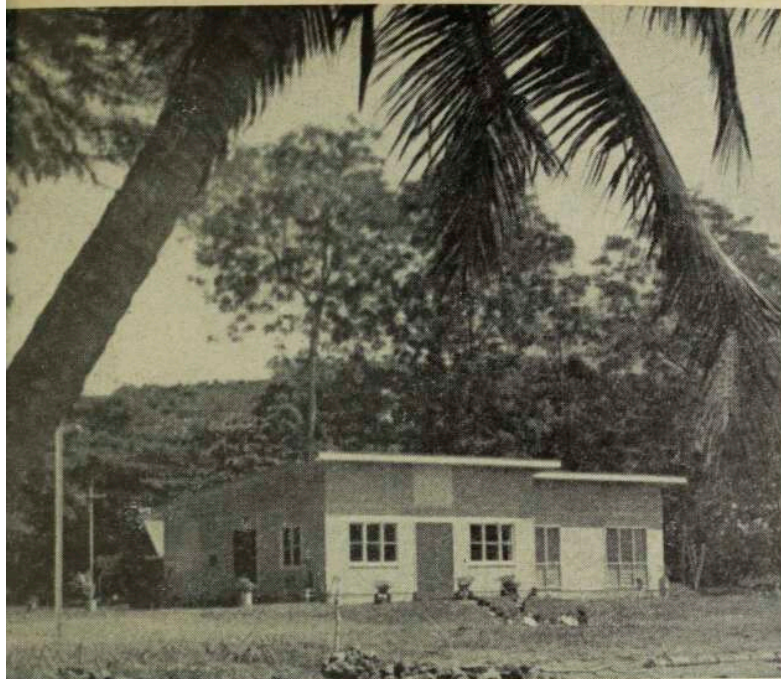
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ua-New Guinea division of the Country Women's Association now has a new hostel at Here it is, just after being officially opened by Mrs. D. M. Cleland, wife of the P-NG Administrator. Photo: W. D. Hutton.

collected words and music of the traditional local, induced his church choir to them, and on this broadcast folk Island service. as a thrill for Islanders, and notably the congregation in gton and listeners in other of NZ, appreciated the service,

esia Moves Chinese Retailers

n effort to replace the Chinese storekeeper with Indonesian keepers, the Indonesian Gov- nt in September introduced of laws designed to drive alian retailers out of business. number of Chinese in esia is variously estimated at 1½ million to three million. ly the latter figure is more correct. ever, it is estimated that 500 Chinese leave Indonesia month, to return to life in . As against that, the Chinese rate in Indonesia is very high, estimated that the increase per cent. per annum. n many Pacific countries, the se village store is an estab- lishment in Indonesia. It the villagers most of their needs; buys from them their rice and other products; and nearly always is there a small equipped with chairs, where llagers gather for a chat and lolly-water.

Indonesian Government's lan probably will put 25,000 of

these small Chinese traders out of business. It could be part of a general plan to force the Chinese out of Indonesia.

Because it is based on the as- sumption that there will be Indo- nesian villagers to take the Chinese places, it will not succeed.

Soekarno planned that Indo- nesians should take the place of the Dutch merchants, traders and planters when they were driven out. But it was Chinese, not Indo- nesians, who replaced the Dutch traders. There are few Indonesian villagers capable of running a village store.

More for Pago Pago Cannery Workers

As a result of recent wage hear- ings in Pago Pago, American Samoa, the minimum rates for the 400 cannery workers at the Van Camp tuna cannery have been raised to \$0.75 per hour.

The average wage is thus now \$30 a week or \$1,440 a year.

The average rate of pay in other fields is about \$750 to \$800 a year. However, not all cannery employees are on full-time work. The numbers employed vary with the fishing.

Fiji Official Support Of Birth Control

There are indications that argu- ments in favour of birth control have been accepted by the Indian community of Fiji. (Over)

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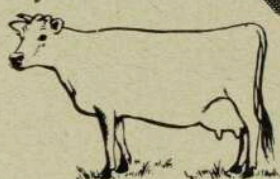
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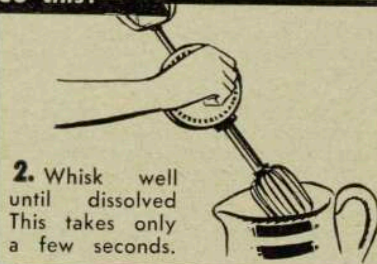
Champion Australian Jersey cow.



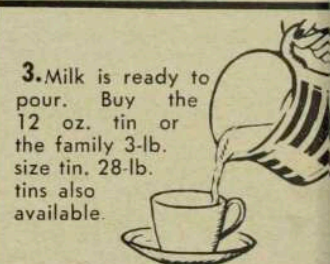
For milk when you want it, do this:—



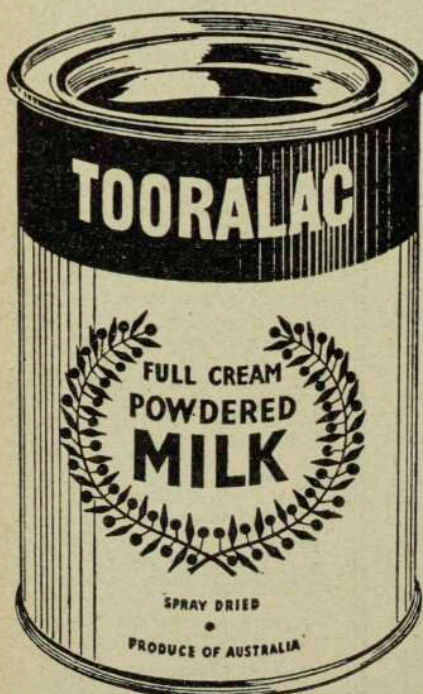
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9MY10

e Credit Goes to Miss McLachlan

young Territorian (female) "PIM" recently to say a things about native women's in Papua-New Guinea. e did not originate on the Guinea side of the border, r article, page 117, August, have inferred. They were, ct, started at least six years by Miss B. A. McLachlan, r-in-charge of female ation, P-NG Department ducation, Port Moresby. st year the business of using and running the was taken from Education rtment control and at- ted to Native Affairs—but in infancy the idea was very e Miss McLachlan's. ible not detracting from good work being done on Other Side by Miss Lois and others, our young torian says that Miss achlan has laboured long hard on club and other cts for Territory natives "has never got half the t that is due to her." ss McLachlan may stand up take a bow.

social and economic com- ons created by the rapid of the Indian community ecognised by the Indian s themselves, and the system opulation control—which in- ally is now the policy of the ment of India itself—has given much attention. Director of Medical Services i (Dr. P. W. Dill-Russell) recently that birth control had been opened officially



in the Fiji towns of Suva, Lautoka and Labasa and that already hundreds of people were taking advantage of them.

Members of Fiji's Legislative Council have urged that wider publicity be given to the fact that the services of such clinics are available.

Now They Can Hear The Voices of The Coastwatchers

The voices of some of New Guinea's most famous Coast-watchers, giving some of their own stories and viewpoints, have been recorded for posterity. And what is more, some of the recordings are to be sold to the public.

The recording follows the official dedication of the Coastwatchers Memorial Light at Madang, New Guinea, on August 15, when most of the more famous Coastwatchers, including their leader, Commander Eric Feldt, were present (see PIM, August, September).

The recording happened this way: Among the invited guests at the ceremony was the war-time Director of Australian Naval Intelligence, Commander R. B. M. Long. Knowing that the ceremonies would be unique and claiming the principal participants as friends, Commander Long took with him a tape recorder in the hope of obtaining a record which he could play to Coastwatchers who could not be present.

He obtained the full dedication ceremony, and an additional two hours of impromptu interviews by the majority of the Coastwatchers.

These men all wanted copies of the tape. To meet this demand, what started out as a minor venture by Commander Long culminated in the production of three double-sided microgroove discs, each side running for an average of 22 minutes.

One of the discs gives the full record of the dedication ceremony, the other two discs carry the impromptu talks by Coastwatchers and other officials. The discs of the Coastwatchers' voices are, of course, unique, and probably will remain so for it's hardly likely that the war-time men, who did such remarkable work behind the lines in the Pacific, reporting enemy movements at great personal risk, will ever be together again in such a group.

Commander Long, who is these

ISLANDS WEDDINGS

Among recent marriages in Papua-New Guinea were, left, Mr. and Mrs. William Coburn (she was Miss Helen Gill) shown here with Rev. Father J. Dwyer after a service in the Catholic Church in Rabaul; top right, Mr. and Mrs. E. Niehinen (nee Pat Saunders) at Taurama Chapel, Port Moresby; and, right, Mr. and Mrs. F. Smyth (nee Miss J. Hannan) at the Catholic Church, Port Moresby.

Photos: C. H. Meen and Papuan Prints.

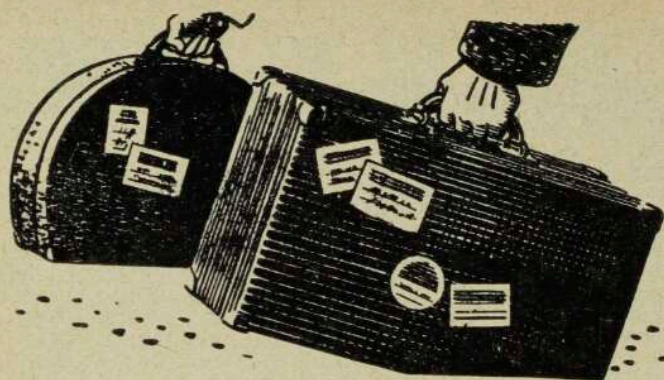
days the head of a Sydney firm of consulting engineers, has a limited number of the discs which he says he is willing to sell to recover some of the editing and processing costs. We can imagine that they will not be left with him very long.

He should be contacted direct at his address, R. B. M. Long, Esq., c/o R. B. M. Long Pty. Ltd., Consulting Engineers, 86 William Street, Sydney, Australia. The cost of the dedication ceremony is £A2/10/-, plus mailing charges, and the Coastwatchers' talks (two discs) £A5, plus mailing charges.

Tongan Whale-Steaks Are On The Table

Officers of the Tongan ship *Aoniū* reported in Suva at the beginning of September that the season's





Going places?

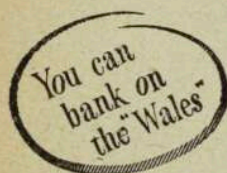
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whale catch—for the table only—has been satisfactory. About six whales had been taken at Nukualofa, the footer was taken at Haapea in August, and a couple had been taken at Vavau in the north.

More Petroleum Storage For New Guinea

The Vacuum Oil Company has announced in September that it will install another bulk oil terminal in Papua-New Guinea—the new station being at Madang at a cost of about £A100,000.

At present, Madang is served from Lae, where bulk storage facilities were built in 1950.

When complete, Madang station will take care of 280,000 gallons of aviation gasoline; 160,000 gallons of petrol; 35,000 gallons of kerosene and 280,000 gallons of diesel. Drum filling and cleaning facilities will also be available.

All these petroleum products will be taken to Madang direct by Vacuum tankers.

Fiji Copra Could Be Better

The Fiji Department of Agriculture's report for 1958, just published, indicates that the Fijian producers are losing a good deal of money through insufficient care in copra production.

The report says that between 40 per cent. and 60 per cent. of copra is produced on private plantations and the remainder by village farmers. Of the plantation copra 60 per cent. is good quality (FM 1 and FM 2) and the remainder is inferior (FM 2 and below). Equivalent

P-NG Lost Him

A brilliant young medical man, Dr. B. C. Ashley, son of Captain and Mrs. C. Ashley, of Port Moresby, will in October attend the Royal College of Physicians at Canberra, on the results of his research into certain aspects of kidney disease. This is an honour rarely accorded so young a man.

He was educated at Port Moresby and at King's School, Sydney; and graduated in 1953. When he was a third-year medical student, he applied for and was refused a New Guinea Territory medical cadet scholarship because he had failed in a minor examination in pharmacology. New Guinea's loss is Australian medicine's gain.



Well-known Fiji resident Monty Griffen, who was killed in Sydney with Edward Whippy of Fiji.

—Tele-Photo.

ages for the Fijian-produced are 35 per cent. and 65 per

ratio of good to inferior Fijian crop had been the plantation crop a mini- of £10,000 more would have paid out to Fijian producers, ort says.

Natives Now ing Coconuts

ow is officially estimated that 0 per cent. to 25 per cent. of 0,000 tons of copra produced ear in the Territory of Papua w Guinea is made and sold natives.

r Administration officers' s, the natives are making oconut plantations. It is ed that in the last five years 14 million palms have been y village producers.

r official estimates indicate e amount to be received in lendar year by both Euro- and native producers from sold through the Marketing ill be the largest in the of the Territory.

for a Kavieng mediate School

s, which will take six years plete, have been approved e Utu Intermediate and al School, four miles from g, New Guinea.

school is situated on one of st beautiful spots on the New east coast road, with fring- f, good fishing, and a ground tball, cricket and baseball.

ak-sak buildings it at present 48 general and 19 technical ts. The latter are learning s trades under Mr. Victor , a former instructor at ina Training School, Rabaul. principal for the last five has been Mr. Cecil Ashley, as recently packing up ready

to leave with his wife and daughter for Sydney. Mr. Ashley's place at Utu is being taken by Mr. Tom Maddocks, from the Milne Bay school.

The intention is to bring the school up to 240 boarders from the New Ireland area, and to house them in modern buildings. The technical students are doing the building work as part of their training, and are making pretty good progress, although none of them had ever done any brickwork before. Two new classrooms, a European dwelling, storeroom, workshop and two ablution blocks will probably be ready by Christmas; and the administrative office and block will be ready in two years.

The plan allows for the brightest trainees on the technical side being sent on to the Malaguna Technical School at Rabaul, to swell the supply of apprentices available to the New Guinea Islands. There is a grow-

ing demand for qualified apprentices by private enterprise, in addition to those who can be absorbed by the administration.

But some Europeans in Rabaul feel that much of the present training of native students with up-to-date machinery is wasted, because only primitive tools are available to them when they go back to village life

Meanwhile, Mr. George Harrington, principal of the Malaguna school, has spoken of an interesting experiment that will start next year. This is a special boat building workshop where selected students will learn to build craft from dinghies for small ships and government trawlers to 40-ft cutters. They will learn under two European instructors and one Papuan.

Another move is forecast in the announcement that the Administration of Papua-New Guinea is to purchase a training ship for naval



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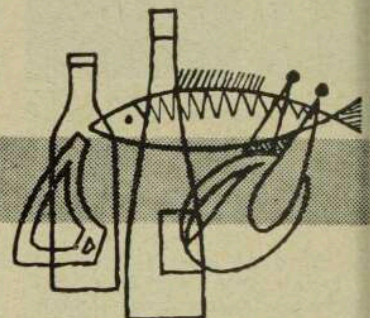
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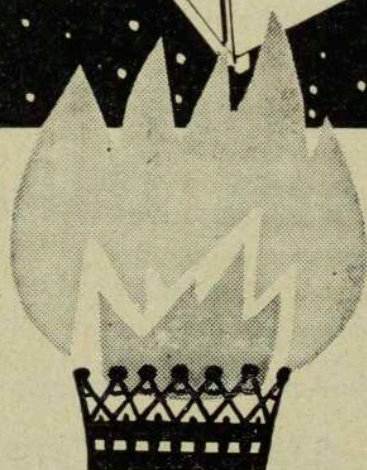
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ing afloat will be given to cadets to qualify as officers. will be taught navigation and ship, others marine engin-

They will only become eli- for examination for coastal s and engineers on comple- a four-year course.

Hawaiian Culture Compared

and the Hawaiian Islands are comparable in land-mass imate, though Fiji has less land mainly due to its being up into many more islands. It is interesting to compare agriculture of these two terri-

Statistics show that Fiji total land mass of about 0 acres of which about 830,000 actually usable for purposes than forestry at present. has a land mass of about 0 acres, of which about 0 acres is usable for other forestry.

In 1958, Hawaii had 222,000 as compared with 168,000 in

apples: Hawaii had 74,800 Fiji had 230 acres.

ables, excluding Dalo (taro): , 3,740 acres; Fiji, 25,000

nas: Hawaii, 1,000 acres; 000 acres.

e: Hawaii, 6,800 acres; Fiji, s.

adamia nuts: Hawaii, 3,100 Fiji, nil.

a: Hawaii, nil; Fiji, 165,000 of palms under harvest.

Hawaii, 90 acres; Fiji, 31,200

(taro): Hawaii, 590 acres; 4,500 acres.

a: Hawaii, nil; Fiji, 1,500 planted (5 acres in bearing).

s: Hawaii, 66 acres; Fiji, 150

value of Hawaiian agricultural e last year was \$276,000,000— \$22,000,000 on the previous

ugar strike caused a drop of 0,000 in the value of raw exported—its value was 0,000. However, this loss was offset by increased earnings pineapples, diversified crops, ck, and livestock products,

though hog and poultry farms continued to go out of business.

Canned pineapple declined but fresh pineapple exports increased to a level of 14½ million pounds weight

Hawaii's exports included some interesting items unknown to Fiji. Some 63 million pounds of prepared coconut chips (like potato chips), 35 million pounds of edible coconuts, seven million pounds of shredded frozen coconut flesh, five million pounds of coconut "syrup", and a million pounds of frozen coconut milk were included in this category.

There were also substantial shipments of pawpaw (papaya) in puree, balls, chunks, slices, nectar base, etc.—canned or frozen. Guava jams and jellies, and nectar, as well as similar products from other fruit, were also included.

One of the rarer items was poi—the fermented breadfruit paste eaten in various parts of Polynesia—shipped fresh, bottled, and canned to the United States. Honey and beeswax were also represented.

Many of Hawaii's small industries, including agricultural industries, are a direct result of the huge tourist industry which makes the production of exotic foodstuffs and floral items, for example, worth while.

Position Vacant on Penrhyn Island

The Cook Islands Administration was advertising for a Resident Agent for Penrhyn atoll late in August.

Recent vacancies for such posi-



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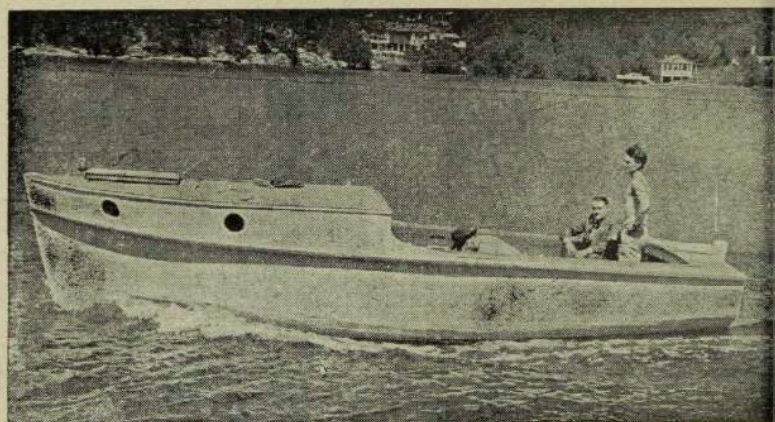
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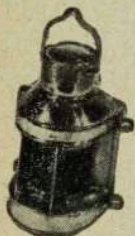
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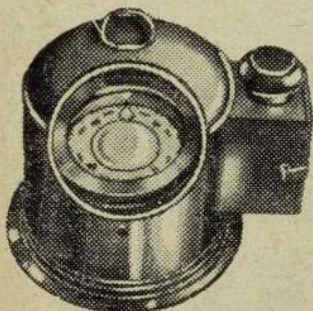


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Masthead (each)	116 6	151 6	177 3
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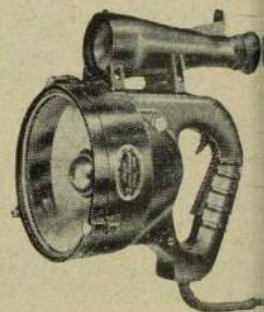
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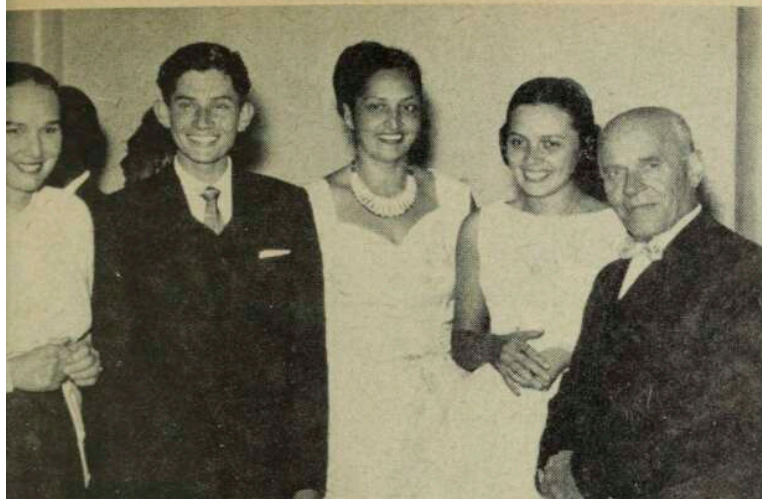
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Visitors to the Polynesian Association in Sydney were Monsieur R. Klima, of Papeete with his family, Madame Klima, daughter Manuela and son Rudolph. With them, on the right, Mrs. John Canning, who was Lorna Brotherson, also of Papeete. The Klima family is now holidaying in France.

Photo: Tele-Photo.

have been advertised only out the present position was in New Zealand as well. salary scale allows a maximum starting rate of only £NZ885 a year, plus £20 location allowance, free house and heavy car. It would be one way of getting away from the hurly-burly of life; or ideal for someone who wanted to write a book. But people, these days, want more for the equivalent of £A20 per week to live in such splendid isolation.

The vacancy is the result of Mr. Quarau reaching retirement age. He has completed 40 years of service in the Administration.

Trouble in Copra Board

The investigations were reported to be under way at Nukunono, in September, into the misappropriation of a sum of £10,000 of Tonga Copra funds over a period of seven months.

The money had allegedly been paid in numerous small sums for copra delivery notes. During the completion of investigations, a Tongan member of the board has been suspended.

Norfolk Is. Has Some Shipping Weather

September weather prevented Burns Philp's *Tulagi* from her unloading at Norfolk. After lighterage workers waited for almost a week in foul conditions, the Master decided that he could not delay any

longer and sailed for Vila, New Hebrides.

At that stage, fresh water supplies on *Tulagi* were calculated to last only five more days—which didn't leave much to spare for getting to Vila. (Water is generally taken on at Havannah Harbour, adjacent to Port Vila).

As a result of the weather, 30 tons of NI cargo and one car were still on *Tulagi* when she left. A shortage of sugar and flour immediately developed in local stores and

these commodities were being rationed.

Not much relief can be expected till *Tulagi* calls again. *Damadora del Mar*, the 750 gross tons freighter owned by Captain E. Savoie's company, arrived at Norfolk Is. on September 24 after being delayed by the same bad weather, but she carried 900 drums of petrol and only 15 tons of general cargo.

Some Aid for Fiji Export Industries

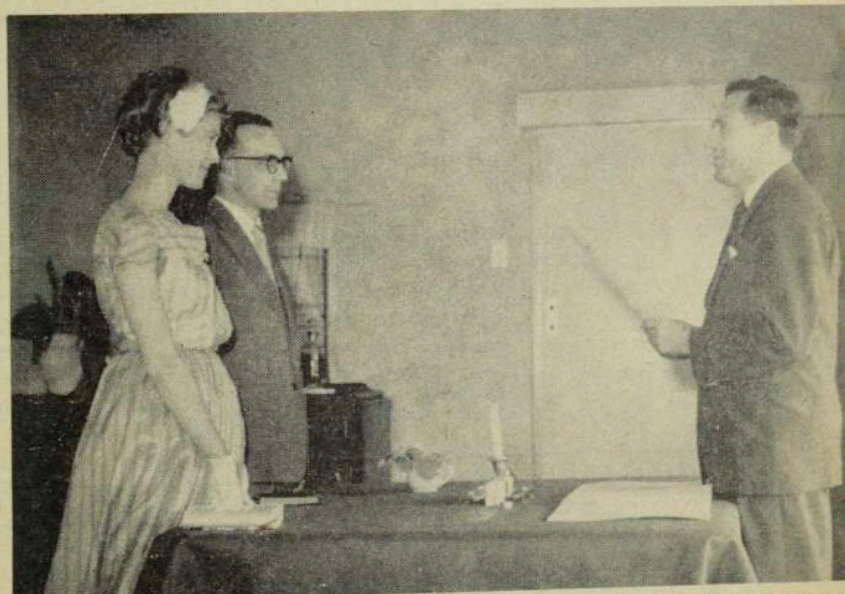
Where the cost of imported materials involved is not less than half the cost of the finished product, no Port and Customs Service tax will in future be levied on goods manufactured in Fiji and exported.

The Government says it hopes this measure will further encourage the establishment of local export industries in the Colony. The Government gave an undertaking that this amendment would be made at its budget session last December, and the amendment became law on August 7.

The exemption has also been extended to Fiji-brewed beer, and it will also apply to copra imported from other territories for milling.

There is also an exemption on the many empty oil drums which are constantly imported and re-exported to neighbouring Island territories after being re-filled at the Fiji bulk oil terminals.

Other similar containers, such as sacks, are included in the exemption.



"PIM" readers saw Mr. and Mrs. Keith Spooner (left) in the September issue, but Mrs. Spooner, formerly Pamela Gilmer, was then in bridal array, cutting her wedding cake with her husband. But that photograph was taken after their marriage at a civil ceremony in Noumea, New Caledonia. Here is what the civil marriage ceremony performed by the Australian Consul, Mr. Rodney Hodgson. The photograph was sent along by Noumea correspondent Fred Dunn because he says, it is worth recording. It was the first marriage ever performed by an Australian Consul in Noumea.

Photo: Fred Dunn.

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are the girls of St. Trinians—more or less—with school master Ray Gruber, at an RSL Fancy Dress Ball in Port Moresby. They were a winning group.

ns v. Authority— d by Round

fight over Fijian boxer Varasikete—with Authority one corner and Varasikete's ter, Mr. Jerry Adams, in the corner—has now entered its month, and some commentators say Mr. Adams has a few lead.

trouble started in April when kete flattened Tonga heavy-Kitione Lave in one round at Fijian's home town of Nadi. months later, Lave had his ge by flattening Varasikete in the first round at Nadi, but as nothing to do with the . See also Sports Review (p.

r Varasikete had accom- that first famous king hit e more experienced Lave, the 's friends devised a fitting ation. This took the form of ening bowl or two of the onal yagona (the Fijian name va) which is not intoxicating, was followed by a bout of rinking.

s mixture is not particularly ng, but when later, the action intensified by adding, unknown rasikete, weighty quantities of o his ale, the boxer reacted coming very drunk indeed. this condition he was later ng a course to his village and within the confines of it when ce officer, passing in his car, ed him and told him to get t.

s he did; but when apparently wned on him that he was arrest he got out and made

The officer, not unnaturally, pursued and overtook him. In the ensuing attempt at his apprehension, Varasikete aimed a straight right at his adversary, but, his timing and footwork at this stage being not quite up to his Lave fight standard, it was not effective.

The officer retired, and, procuring reinforcements, re-arrested the boxer in the village.

When Varasikete appeared in court, to the original charge of being "drunk and disorderly" were now added the formidable ones of "escaping from lawful custody" and

"assaulting a police officer".

The magistrate, after a stern warning, considered that in view of the extenuating circumstances the offences would be dealt with by a substantial fine. The latter was amassed from friends, the boxing hero became a free man, and the incident might have been considered closed.

But the Varasikete knockout feat had been big news in the boxing world and one result was an offer to fight the New Zealand heavy-weight champion in Wellington. This offer was accepted.

What happened then is a matter for argument. According to Jerry Adams, although Fiji certainly granted Varasikete a passport, the police cabled his record to the New Zealand Immigration authorities in these words (says Adams):

MOSESE VARASIKETE CONVICTED DRUNK AND DISORDERLY ASSAULT POLICE OFFICER ESCAPED LAWFUL CUSTODY, WILL YOU ISSUE PERMIT.

Not surprisingly, says Adams, the reply from New Zealand was that the entry permit was not approved.

Adams in the last few months has been publicly accusing the Fiji police of having failed to point out the extenuating circumstances of the conviction, as a kind of police revenge on the boxer for his rough stuff. But he can't get anybody to admit it. "Authority" has told him that the decision to admit the boxer or not had been one for the New Zealand authorities. But Adams has not been satisfied with that answer.

"Justice", Adams says publicly, "is being spitefully denied Varasikete".

He has given up writing further

Tonga's New Shipping Is Making Money

With malice towards none, but with perhaps a glance towards those who were quick to say that the Tonga Government was making a blunder in investing in its own ships, Prince Tungi said in Suva, in September, that despite dire predictions, the new Dutch-built Copra Board vessel "Aoniū" had shown an operating profit of £10,000 in her first year of operations. But the ship was already showing signs of becoming inadequate for the volume of trade.

Prince Tungi said that there had been considerable revenue derived from the inter-island and Tonga-Fiji passenger trade which had expanded beyond all expectations. The reason for its expansion evidently was that people who were formerly reluctant to commit themselves to a slow passage in an uncomfortable and cramped vessel, were now journeying forth to visit friends and satisfy their love of travel in a modern vessel in comfort and safety.

Apart from the passenger revenue, Tonga was also enjoying a substantial saving in freight on trans-shipment cargoes from Fiji by having her own ship.

Prince Tungi was en route to Tahiti, and anticipates a business trip to Hongkong and Singapore later in the year. He might also pay another visit to Japan in connection with the fishing vessel being built there and due to be launched in mid-November and completed in December.

Prince Tungi travelled to Papeete by the "Aoniū" and TEAL, and returned to Samoa by the "Thorsisle", where he was met by "Hijofua" for the last stage of the journey back to Nukualofa.



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Visiting Guam and the US Trust Territory of the Pacific Islands recently was Dr. Richard Seddon, executive officer for Social Development with the South Pacific Commission (left). With him here is Dr. Robert E. Gibson, the Trust Territory's Director of Education, and Mrs. Gibson. Dr. Gibson will be among prominent visitors to an education seminar in Port Moresby in November. He will deliver the Camilla Wedgwood Memorial Lecture.

Photo: P. C. Sanchez.

to the Colonial Secretary in and in September announced was going to take the matter to the Secretary of State for Colonies, in Whitehall, and refer to British Prime Minister Ian.

Flying Saucer in Town

can priest, Rev. Father Booth ("Bill") Gill, of received a lot of publicity in ber as a result of flying reports.

ething very unusual is hap- around the Goodenough Bay he said in Brisbane, on his Melbourne, where he will p teaching in an Anglican After more than eight years Guinea he has finished his ary work there.

t from the Press, Father Gill so met in Brisbane by two rs of the Queensland Flying Research Bureau.

the Brisbane *Courier-Mail* interview on September 18: er Gill, 31, made world news he reported from Boianai n Mission, Papua, that a of 12 people, including him- ad seen three flying objects ne mission station just after on June 27.

ight pages of closely typed p, which included sketches.

Gill described how one of ing objects, larger than the carried four figures which and exchanged signals with servers on the ground.

report gave details of times, of witnesses, and descrip- of flying objects seen around oodenough Bay area, on the east coast of New Guinea, on 21, 26, 27 and 28 this year.

sed in sports clothes and smok- pipe, Father Gill was quite nt that what he had seen eith a normal aircraft nor a

hovered for a while at 450 he said. "When it left, it d the 30 miles across the bay f a second, before disappear-

e four figures in the craft were nded by light, which did not

touch their outlines. This may have been because they were wearing some kind of suit."

Father Gill said that since June 27, when the figures in the "saucer" waved to men on the mission, there had been "three or four reports a week" of people sighting strange flying objects, or mysterious lights, mainly in the Goodenough Bay area.

"Patrol Officer Bob Smith, of Cape Vogel, north-east of the bay, reported that he saw a disc of light coming towards him one night," said Father Gill.

"It got bigger and bigger, and finally seemed to disintegrate.

"On August 25, the night before

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I left, I saw a strange light swinging back and forth across the sky like a pendulum."

Father Gill said that until the time he left there had been 50 "sightings" of unidentified objects in 90 days.

"One returned to the same spot each night for a week," he said.

Father Gill is carrying with him documented records of "sightings", signed statements by witnesses, and sketches of objects seen by both Europeans and natives in his area.

Most of the reports concern objects seen at night.

"The only report of a flying object seen in the daytime came from schoolchildren and their teacher, at

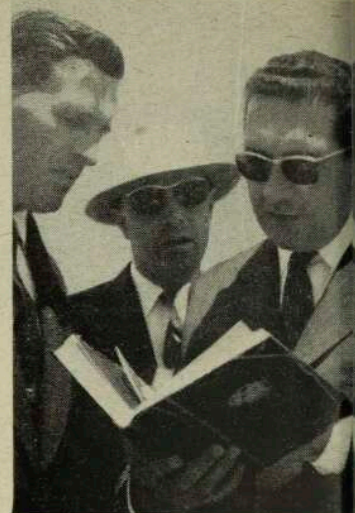
Menapi, on July 21," said Father Gill.

"They saw a silver disc streak across the sky at high speed.

"Not one of the dozens of objects reported has ever been heard to make any noise."

Trail of Medals Follows M. Soustelle

Most political hatchets were temporarily buried during the whirl-wind, medal-scattering visit to New Caledonia in late September of M. Jacques Soustelle, Assistant Minister to French Premier Debre. Primary cause of M. Soustelle's visit



M. Soustelle (right) being presented with album of photographs of the new Yate Dam after the inauguration.

Photo: Fred...

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was the opening of New Caledonia's £A10 million Yate Dam.

It must have been a very busy day for M. Soustelle who climbed into the Lancaster of the French Fleet's Arm at Noumea on the afternoon of September 26 to be flown to Papeete, Tahiti.

M. Soustelle had spent crowded days in New Caledonia and its environs. He had been kept on a very tight schedule complicated by the fact that the plane of the regular TAI service bringing him home was 12 hours late.

M. Soustelle arrived at Tomboya aerodrome early Sunday morning, September 20, and was immediately taken to the Massey aerodrome near Noumea. Following an official reception the Minister boarded the helicopter of the M. Co. and he was wafted to the Coast centre of Poindimie, 3500 metres from Noumea.

After an official reception and distribution of medals the Minister returned to Noumea by the helicopter arriving late in the evening. Following official receptions he again took to helicopter on Monday travelling to Yate where he officially opened the Yate hydro-electric scheme. In a speech he pointed out the importance of Yate in New Caledonia's economy. The output of the scheme will enable the smelter at Noumea to double the output of nickel and also permit the smelter to compete on the world market without any subsidy from the Metropolitan government.

In the following days M. Soustelle, travelling by air, visited the three Loyalty islands, New Hebrides, Lifou and Ouvea. He also visited the New Hebrides where he listened to depositions of French planters on their miseries.

M. Soustelle was reported as



many men decorated by M. Soustelle. r. Jacques Barrau, New Caledonian ive Director of Economic Development, and (right) New Caledonia Customs Boisson, well known by sea travellers for his courtesy.
Photo: Fred Dunn.

ed that a plan was being to transfer surplus popu- from Tahiti and Vao to rich, Virgin, New Hebrides land. w Caledonia's national day, er 24, M. Soustelle presided ary review, visited by air the Pines and in the late after- sisted at a folk lore carnival nea. Next day he visited t Coast centre of Bourail. Minister was received with sm wherever he went. New ans forgot their political es and received him as the representative of De Gaulle han as the leader of the party (UNR) which is the emy of the party in power NC Assembly.

Medal Scattering

astelle left a trail of medals. fact that the French are st decorated people in the There are medals for every of activity in public life. visit was marked by great pomp. Flocks of gendarmes and followed him almost ere. His speeches contained important—just the usual ties—but more than once he d his visit as "fact finding tact making". Joumea Leftist sheets called ourist trip" and took the to task for wasting the taxpayers' money. The sheets led to mind the days when a Leftist sympathiser—even e" Leftist.

M. Soustelle appeared be- ne Assembly Territoriale, t M. Ohlen pointed out the s grievances, due mainly to usal of France to define the powers of the local ent and the French ty—a source of endless and bitterness between the

Assembly and the Governor of New Caledonia. The Minister gave no concrete answer, but passed off the questions.

He was approached by a deputa- tion of Viet Nameese on the ques- tion of their repatriation. They were referred to his "technical officer", this latter gentleman dis- cussing the question for over an hour with the deputation.

Though nothing has been released officially it is rumoured that the negotiations on this subject between France and Hanoi have progressed, the North Viet government having accepted "en principe", that they will receive the Viets from New Caledonia.

M. Soustelle will take back to France a picture of a warm hearted people who have a deep affection for the Motherland

Tahiti's Warm Welcome To M. Soustelle

A lengthy description (with photographs) of Tahiti's warm wel- come to M. Soustelle arrived from our special correspondent as this issue went to press. The material will be published in November.

The French Minister was lavishly entertained in the districts of Tahiti and in nearby islands.

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- 16-oz. Beef Sausages.
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- 29-oz. Peaches.
- 29-oz. Pears.
- 29-oz. Apricots.
- 29-oz. Two Fruits.
- 29-oz. Grapes.
- 30-oz. Crushed Apples.

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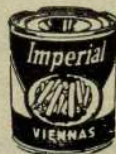
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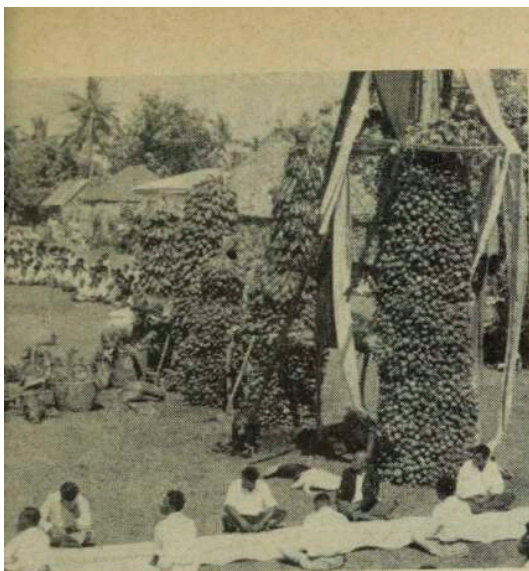
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Offerings of taro, turtle, roast and live pigs and cooked foods of the ceremony of installation of the Vunivalu. At right, Vunivalu and Tui Kaba himself, Ratu George Cakobau, OBE. Photos: Rob Wright, Fiji PRO.



Formal History of the Island of Bau

There was a rustling of the pages of history on the tiny island of Bau, in September, when for the first time since 1853 a Vunivalu was formally installed. The title, which makes the holder the chief of the Bau people, was bestowed on Ratu George Cakobau, great grandson of the King of the island, who ceded Fiji to Queen Victoria in 1874.

There had been no formal installation of the Vunivalu since Ratu George Cakobau had been installed in 1853.

It is purely a Fijian ceremony known to nobody not in Fijian dress, and the scene on the island, headquarters of some of the worst cannibal excesses in the days, was one of reverence, and voices hushed.

During the hour-long ceremony, there was presentation of tabua, and gifts—some from the touring rugby team, for which Fiji have long been famous.

Ratu George Cakobau had in fact been Vunivalu since the death of his father, and some people were a little puzzled by the decision to have the ceremony of installation at this stage.

As reported in the *Fiji Times*, in a well-phrased editorial: "The decision for the decision to hold the ceremony have not been made, but it is abundantly clear that there is no question whatever of the right of the Vunivalu to have the ceremony if he should so desire."

At the same time, it is not an

intrusion into matters which are the exclusive interests of the Fijian people in general and of Bau in particular, to comment that among some sections of the people there has been a certain amount of con-

It Was Too Late For Lloyd's

Lloyd's of London can be excused for turning thumbs-down on an application by the Fiji Hibiscus Festival Committee for insurance coverage against rainfall between 5 p.m. and 9 p.m. on the evening of September 29 during a monster barbecue at Nukula Island.

The Committee, which was charging 30/- per head for the event sought to protect itself from financial failure, but in view of the 19½ inches of rain that had fallen in the first 17 days of a month (which normally has a total average of eight inches) the underwriters of London probably thought that this was one risk that they would not take, except at an exorbitant premium.

As it turned out, the committee saved itself the premium as the weather was perfect. Even so the attendance fell well short of the 300 for which plans had been made, and the event was not expected to meet costs. It was never intended to show a profit.

The committee did obtain insurance cover of £20,000 against public liability, fire, flood, and explosion for seven days at a premium of £36 from another insurance company.

trovery over the need for such a ceremony.

"Apart from the argument that the ceremony is in effect merely a visible confirmation of a hereditary honour which the Paramount Chief has held for years and which could not be challenged in any circumstances, there has been a good deal of discussion in some Fijian quarters about the economic factors involved.

"Nothing of the sort could conceivably have happened in 1853, and that there have been such discussions is an indication of the extent to which the economic squeeze is affecting the lives and outlook of many of the indigenous people."

Mr. Chipper Tells Them What He Thinks

Mr. John Chipper, timber miller and business-man of many parts, was elected to P-NG Legislative Council in September on the votes of those who decided that there was no better way of censuring the Australian Government's handling of New Guinea affairs. For Mr. Chipper was pledged to resign if elected.

As with his two fellow elected members, also pledged to resign, Mr. Chipper's maiden speech in the Legco. in late September was also his last, but Mr. Chipper apparently decided he had best get everything off his chest while he had the privilege to do it. It all came as something of a shock to other Legco. members, and to not a few people outside.

Among the points Mr. Chipper made in his first and last speech were:

- That instead of the Minister referring to private citizens as "lo-custs" the boot was on the other foot, and that the Minister "and



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- 20 Superlative value for money.
- 21 Philips dependability backed by world-wide service facilities.



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Names of Philips' agents/distributors can be found on page 141

you, who contribute so much more than words to the economic development of these Territories, the time-servers, the woollythinkers — are the pests who are so relentlessly attacking the plan of private enterprise without which these Territories cannot survive”.

that land had not been properly developed and that no policy had been implemented that would encourage native and European working in partnership.

that the Administration's attitude of the liquor question had been weak and shilly-shallying”, that the Administration had been responsible for the low morale in public service, and had to be blamed for the inter-departmental antagonism that was ever present, and “for the insobriety of the headquarters staff who visit my electorate”.

that the Administration had failed to produce workable Native Ordinances and solve the liquor problem, and had failed to take into the indigenous population any sense of responsibility for the community in which they lived from which they took

Administration had to be held responsible for its endorsement of a policy that was developing a race of unemployable, dishonest, corrupt, uncontrollable people who were a threat to authority in contempt and spoken or written word is useless, where survey pegs are not inviolate in a community where the law can be broken with impunity, and the District Service can be lied to, taunted and abused as excrement”.

Chipper also had something to say about some police officers in the Territory, among other matters. Chipper said the basic object of the Taxpayers' Association was to have the Tax Ordinance removed from the Statute Book, to press for appointment of a Commission to report on finances, and cost of living; to obtain a more equitable system of taxation; to press for introduction of more services, if income tax was retained; to secure adequate representation of the people in the non-official representation of the executive council, appointment of a Standing Committee on Finance, and a Territory representation in the Federal Parliament.

Chairman and Acting Assistant Secretary, H. H. Reeve, replied to one of Mr. Chipper's statements that they were “irresponsible and un-justified”.

Chipper has suggested that Administration servants are criminally negligent in their duty”, he said. “I hope Mr. Chipper to prove that it is so — I know it is not, but it were the Administration

would do its utmost to stamp it out.

“I thought it a pity that members newly sworn should resign so soon. From the standard of the speeches today I am not sure it is not the best thing they could do.”

Mr. Hasluck's Defence

Some of the points made by Mr. Chipper were answered by Minister Hasluck in Parliament on September 30 in a long speech—too late for inclusion here. A summary will appear in next issue.

P-NG Repeats Show Success Down South

For the first time, Melbourne saw a part of P-NG at its Royal Agricultural Show, held in September.

The display was a modified version of the very successful exhibit put on at the Sydney Royal Show last Easter (*PIM*, April), the first time that had been done.

The same sort of success attended the Melbourne display. Melbourne's show is not as big as the one Sydney turns on each Easter, but the New

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See also advertisement on page 140.



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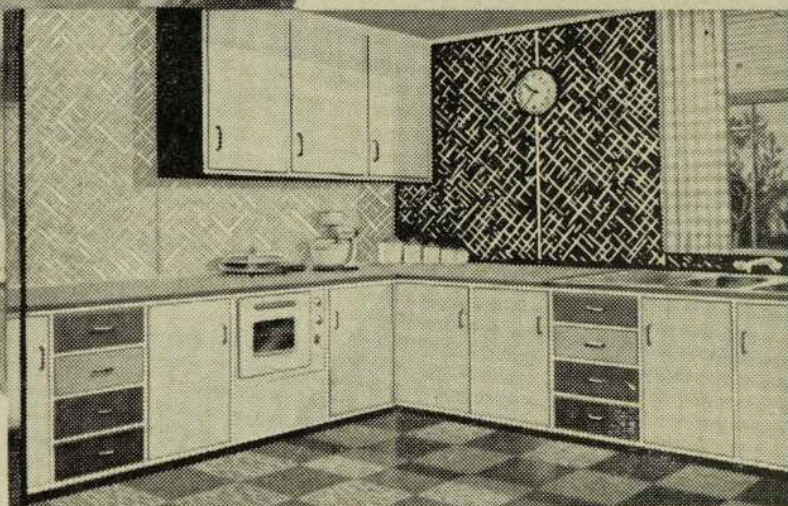
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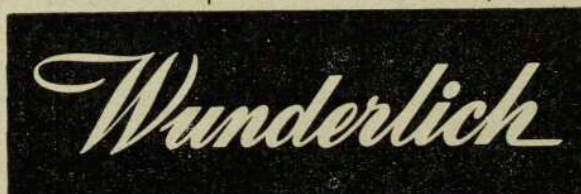


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P-NG exhibit at Melbourne's Royal Show.

exhibit attracted a constant of interested visitors and no reason why next time of the Sydney NG exhibit transferred to Melbourne. arne saw about half the Sydney display. One of the ouses had been left behind, e native members of the team had gone back home. so, it was one of the most attractions at the Show. John Stackhouse of the ent of Agriculture, Port , who arranged the exhibit ey and took it to Brisbane n to Melbourne, was kept sswering the thousands of s about everything con- with New Guinea. was a big emphasis on the of employment in the es.

"Muniara" Tragedy:

Recommendations

of the disappearance of the coastal vessel *Muniara*, hands about July 16 this ould not be definitely as- d, the Marine Board of ound on October 5. It was , however, that she had in a swell. board decided to take action the owners of the 63-tons r failure to have a qualified aboard the vessel. a, a photograph of which in the Shipping section, e, was owned by Steamships Co. of Port Moresby). Board also recommended t least one coastal radio in the Territory should n a continuous 24 hour on shipping frequencies. from being understaffed, rd found that the vessel was hy in all respects for the d voyage when it left u for Port Moresby.

Sea Collisions All Over the Place

Within a month of the BSIP Government vessel *Kovala* sinking another Government vessel, *Margery* (see shipping section, this issue), there was news from Suva of a similar ill-met-by-moonlight occurrence there.

The small, 30-year-old, wooden vessel *Gaunavou*, owned by Mr. Arthur Evans, of Suva, and commanded by Captain Luke, was sunk several miles off the Suva main passage at about midnight on Sep-

tember 27-28, when she came into collision with the Public Works Department's new steel Hongkong-built, maid-of-all-work, *Degei II*, outward bound for Kadavu.

Gaunavou was bound inward from Lomaiviti with copra and other produce. She sank almost immediately following the collision but fortunately all aboard were picked up by *Degei II*, which was commanded by Captain R. McCaig.

This was the third accident in recent years where vessels navigating the Suva main leading lights have come into collision. *Adi Maca* sank following a collision with *Tui*

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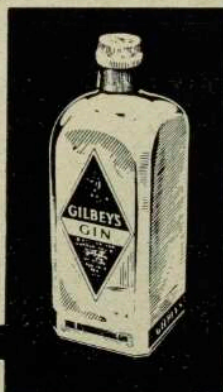
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Suggested Inquiry On New Guinea

After months of silence on the New Guinea Tax crisis, the *Sydney Morning Herald*, on October 2, pleaded that a constructive effort to get the Europeans in New Guinea on a surety worth making".

Then SMH advocated a long overdue official inquiry into conditions in the Territory.

"That Mr. Hasluck is an able, and extremely hard-working Minister, no one could reasonably deny.

"He has, however, given some of the unhappy impression of dictatorial.

"In the circumstances, there is perhaps something to be said for the Labour Party's suggestion that a parliamentary committee of equal members of Government and Opposition be set up to investigate the conditions and administration of New Guinea.

Kauvaru during the war years more recently *Chum* and *Adi* had an inconclusive contest surviving.

Degei II appeared to have suffered only superficial damage to her board bow in the latest encounter.

There will be a Marine Board inquiry and, if found necessary, a formal marine inquiry.

Samoa's March

(Continued from page 23)

citizens have to take the oath of allegiance and renounce their former citizenship.

Europeans on Way Out

There are at present about 100 people of European status in Western Samoa, most of whom have inherited the nationality citizenship of their European fathers, though quite a number have no particular nationality and, travelling abroad, do so as "protected persons".

Samoans living in New Zealand for more than five years, are New Zealand nationals and probably will remain so.

There is some objection among many Europeans, including those born Europeans with Samoan parents, to give up their American, German, etc., nationality.

Probably the greatest disadvantage in not adopting Samoan citizenship is the loss of the right to stand for office in the Legislative Assembly.

But many consider that European representation in the Legislative Assembly, will be

'Whitegrass Robbie'— Where Are You?

Is anyone know the whereabouts of "Whitegrass Robbie"? Maitland, who was an ADO in Guinea until 1929, when he was adventuring in Central Africa, wants to know.

Robertson was a former Ash Public School boy, and a lightweight champion; and was chasing gold in New Guinea in the 'Twenties. They called him "Whitegrass Robbie" because he was mining on the coast—probably to distinguish him from the famous "Sepik" boy.

Maitland lives now in England at "Wiwak", Eastern Wairoa, Sydney. He claims, is the correct name of Wewak. He breeds champion bulldogs and writes a book of his about men and events in Honduras will be published soon; and some of his aristocrats may be seen in the Solomons and New Guinea. Anyway, where is "Whitegrass Robbie"?

ive, anyhow, as the number of European representatives may be reduced to only one or two, in accordance with the number of electors who are Samoan.

al hundred Europeans come. New Zealand seconded and employees of companies, who are not permanent residents of the Territory, but, of course, renounce their citizenship.

Solents Finish

(Continued from page 21)

an Airlines Ltd.), which had been trying to get a service operating between the two Samoas for some time, it doesn't appear to have worked out like that.

an Airlines Ltd. is in operation between Tafuna, American Samoa, and Faleolo, Western Samoa, for a week.

esian Airlines only received provisional air licence from the New Zealand aviation authorities in December and still has to await States approval for operation to the neighbouring territory. It is a matter of current negotiation between the US and NZ.

company has recently appointed agents in both Samoas, so it does not anticipate any difficulty in claiming "reciprocal". How these two small airlines, in a low wage com-

munity of about 130,000, are both going to make a living is probably going to be a much bigger problem.

Subsidy Would Be Welcomed

A straw in this wind was the visit of Mr. Lawrence Coleman, director of Samoan Airlines Ltd. to Washington in September where he was believed to be trying to obtain the rights to carry all air-mail between American and Western Samoa, and also get a Government subsidy for his service.

Meantime, Pan American Airways new service between Honolulu and Tafuna makes travel between the Samoas and Hawaii cheap and easy

—with tourist rates as low as £Stg.55.5. This new service could open the way to increased tourist activity for both Western and American Samoa. In the latter, however, tourism is bottlenecked by lack of sufficient hotel accommodation; and in Western Samoa, which is a far larger and more interesting country than its neighbour, no one at present is really interested enough in organised tourism to make the necessary effort to exploit it.

Transocean's Troubles

The new Pan American service to American Samoa has not made Transocean very happy, since it

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ice to Samoa.

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with another leg running
awaii to American Samoa
iney".

people in Samoa would
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at present, when the Pan
n plane arrives at Tafuna
after the Transocean flight.

Jet Airport Progressing

is proceeding on the new
port at Tafuna, following
l by Congress for a grant
000 for the first stage of
k, which is expected to total
0.

job should be completed in
d will be partly financed by
nds. The contract has been
Belt, Lemmon & Co., of
u, who will employ mainly
bour. About 100 men are
rking on the first stage and
rk force will be doubled
ar.

job is under the control of
ner Wilson, former Public
Director at Pago Pago, and
Harada, of Honolulu, is
g four months on the job
ulting engineer this year.

ugust, a court case which
sted six weeks and had
l 300 pages of typed evidence
o an end, with a reserved

. It concerned payment for
be taken over for the new
p.

government offered \$100 per
non-arable land and \$450
ble land. Opposition came
from the owners of non-
and who sought higher pay-

Arthur A. Morrow heard
e which was the longest in
tory of the Territory.

Tahiti Airport

Continued from page 21)

ooking for something bigger
might reach deep into the
ravel-conscious communities
h America, Europe and Aus-

Tahiti was further handicapped
because the nearest air-strip for
land planes was at Bora Bora, built
by the Americans in World War
II, and seaplanes or little ships had
to carry passengers from Bora
Bora to Papeete.

TEAL's big seaplanes landed on
Papeete harbour, of course; but big
seaplanes are no longer economic,
and are on their way out.

The leading French airline, TAI,
in 1958, began to run a service from
Paris, via Middle East and New
Caledonia, to Bora Bora—the
world's longest air route. When it
appeared that TAI was determined
to maintain and extend this service,
the Government of France finally
decided to proceed with the long-
projected but very expensive job

of building an international airport
on the coral along the edge of the
lagoon, near Papeete.

Skilled Staff and Heavy Plant

The job was given to the well
known French Company, Societe
Francais des Dragages, which built
the international airport at Hong-
kong, the new harbour at Bluff
(New Zealand), and the great new
dam at Yate, New Caledonia.

The Societe has brought in not
only a fine corps of skilled and
experienced technicians, but also a
large quantity of very heavy
machinery — bulldozers, stone-
crushers, power-generators, motor-
shovels and draglines, and scores
of large trucks.

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assemble). Fibro, board, iron or weather-
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of the job that is being done is a matter of constant wonder to the people of Tahiti.

As the plan on page 21 shows, the airfield has been put in across a small cape, and over a couple of little coral islets, or motus.

It provided the engineers with many difficulties. One of the most serious was the discovery that no solid coral structure had formed at a spot where a little stream had come down out of the hills—the muck and sand had to be scooped up out of this place, and a solid filling put in.

The problem called for special research and study of coral formations—but it was successfully solved by the young French engineer, M. de la Gardette, and the gap was bridged.

The engineers, to get a solid rock foundation on top of the sub-surface coral, for their strip, went out 10 miles to the bed of a small river and got hard gravel and rocks; put them through crushers; and thus got a stone base. On top of that went prepared coral rock, and the final airstrip surface is called "coral soup"—a mixture with a base of pulverised coral.

The edge of the strip, which rises slightly towards the centre, is only a few feet above high-water mark.

The present strip is near completion and will represent 18 months of hard work and clever planning.

Good progress has been made with the airport's terminal buildings, the number and character of which are shown on the diagram.

TAI-Air France

It is understood that the French privately owned air operator, Transports Aériens Intercontinentaux (TAI) and the wholly Government-owned company, Air France, will shortly pool their names as well as their operational facilities.

The airline will be known as Air-France-TAI or TAI-Air France, or some other combination—exactly what is not yet decided.

At the present time, TAI operates services from Paris through the Middle East, Saigon and Australasia to New Caledonia and Papeete, Tahiti. One Air France service is across the Atlantic from Paris to New York.

For some time the two companies have been pooling operational facilities, offices, booking agents, etc. The combination of names when it comes, will be a logical development.

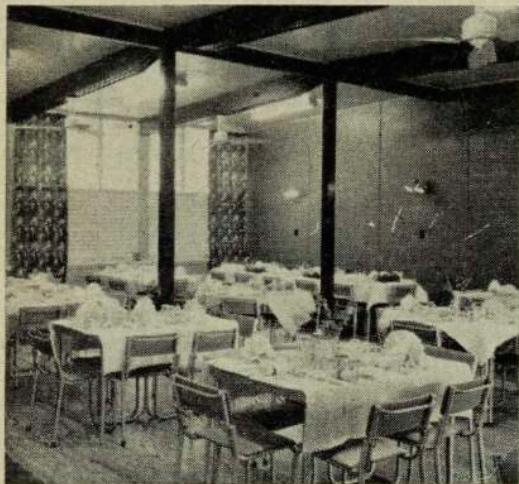
It is hoped by the French authorities that the present Paris-New York service by Air France will ultimately extend to San Francisco and that the present TAI service that terminates at Papeete will on to San Francisco, via Honolulu. However, according to the Syri experts, all this is still in a delicate state of negotiation and some way from becoming an accomplished fact.

When the French companies extend their existing services it will be under the combined Air France-TAI set-up. The only place where the two companies will then operate separately will be in Paris Headquarters, where TAI will ultimately be responsible to its shareholders and Air France to the Government.

"Complex"

At present TAI is subsidised by the French Government and the apparently complex situation is described as being "something like TAA and Ansett-ANA in Australia. The Commonwealth Government owns TAA, but in various ways assists the privately owned ANA and also has some say in the rationalisation of both companies' operations.

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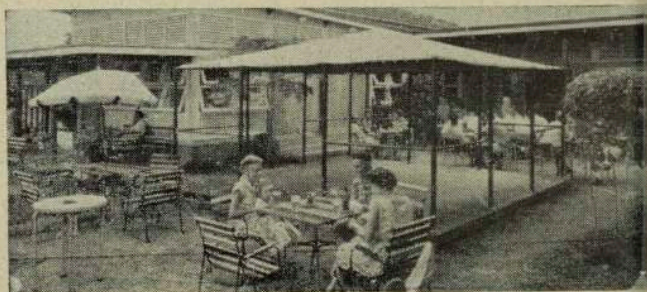
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NG Review

Continued from page 20)

belief that the Tax Re-
as the reaction of private
(the "locusts", in his
the imposition of income
(He has flatly refused to
e fact that this was a re-
against his *method* of intro-
e tax.)

insistence that his lofty
regarding native welfare
g misrepresented by the
ns.

belief that greater Legco
ation to Europeans must
panied by a similar con-
o natives (irrespective of
that it is practically im-
o find, under present con-
ny educated natives com-
sit on Council).

for a handful of "back-
the whole Parliament
Mr. Hasluck.

Parliament and P-NG

axpayers' Association can-
blamed for the failure of
lic relations—shown in the
ce of the public, the ignor-
the Parliament, and the
refusal of the newspapers
nem any help.

he newspapers ganged up
the Territorians, and in
the dictator against whom
e rebelling, I do not know
ave my own ideas.

ewspaper offices today are
academic Socialists of the
type; and few newspaper
oday show any concern for
outside power and profits.

the working journalists'
inking has been created by
war developments in news-
wnership. Maybe, the Aus-
ublic deserves the kind of
er service and Parlia-
representation it now is

is a tragedy that the Terri-
with a case which in all re-
stifies their Tax Rebellion,
e ground between the upper
ner millstones of "slanted"
m and an ignorant Parlia-

asluck, for the present, is
ner—away out in front.

High Court Position

y be a very different story
he Taxpayers' application,
ing the *Papua and New*
Act, gets before the Full
f the High Court.
omething could happen be-
e case reaches the High

than once in the last few
arfield Barwick, an eminent
tional lawyer, has expressed

doubt about the validity of the
P and NG Act, under which the
Legislative Council was created and
given its powers.

Lately, Sir Garfield Barwick has
become the Commonwealth At-
torney-General; and the Act is
under challenge in the High Court.

What is to prevent the Common-
wealth Parliament, under the
direction of this skilled constitu-
tional lawyer, and *before* the High
Court hearing, passing some sort of
amending legislation, to give sub-
stance and validity to both the
Papua and New Guinea Act and
the acts of its subsidiary, the
Legislative Council?

But could such an amendment

be made retrospective, to cover all
the Acts of the Legislative Council
since it began to function? I
wouldn't know.

But I, for one, hope that the
P-NG Territorians will keep their
chins up and their powder dry.
Like Britain in two world struggles,
they may lose every battle, but yet
win the war, and live to dance on
the neck of a defeated dictator.

Next Phase of P-NG's Taxation War

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vacancies now existing in the
Legislative Council of Papua and

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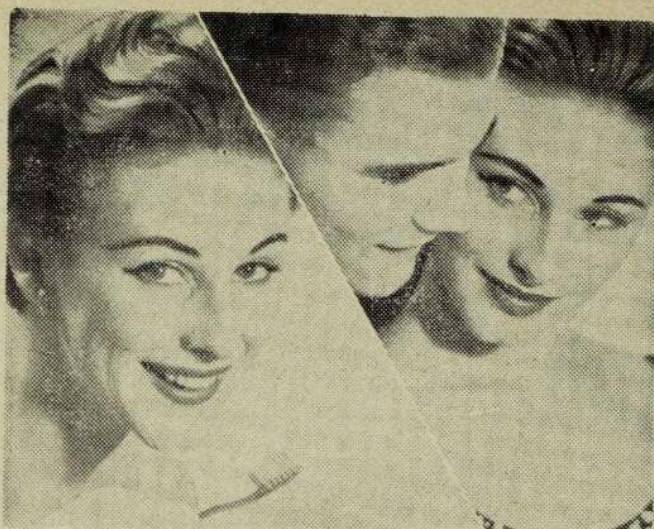
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New Guinea will be filled by the Administrator or the Minister of the Interior nomination.

There is authority for taking the course now, in the *Papua and New Guinea Act*, under which the Legislative Council was constituted.

The Council's three electors—Messrs. E. A. James, F. Jones and Ian Downs—were elected in a body last July, as a protest against the way in which the taxation was introduced against the policy of the Minister in ignoring the Legislative Council in relation to taxation, and other matters.

The Administration then arranged by-elections, to fill the vacancies, on September 12.3 of the three electorates. The candidates pledged to resign as they were sworn in, in order to demonstrate to the Minister the people's support of the Minister taken up by Messrs. James and Downs.

On September 22 and 23, being sworn in, the three Councillors—Messrs. V. T. (Papua), J. L. Chipper (Guinea Islands) and Sydney (New Guinea Mainland)—resigned.

The three announced that the Taxpayers' Associations, having thus demonstrated the people's satisfaction with Minister Administration, would not boycott any steps taken by the latter to fill the vacancies.

P-NG Puts Letter-Writing In Luxury Bracket

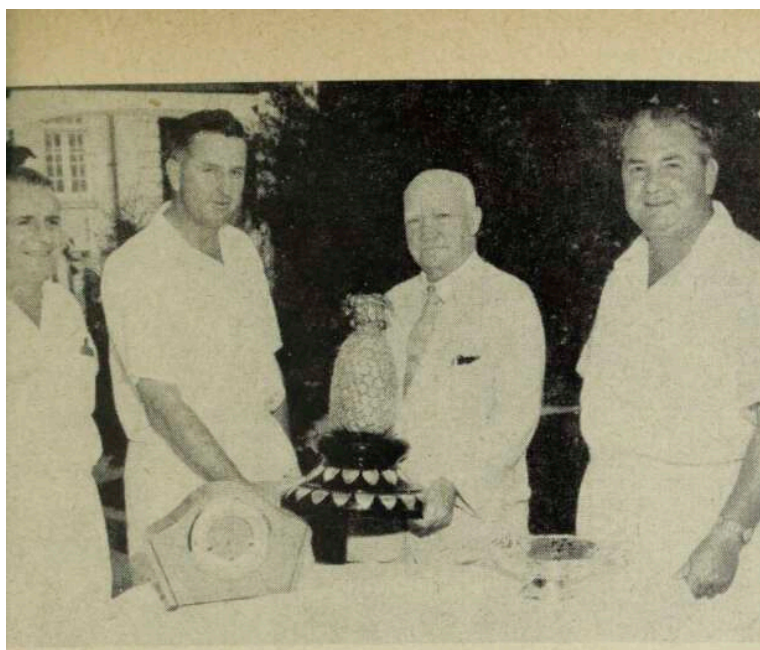
Papua-New Guinea, on December 1, will fall into line with what Australia did on October 1 with postal rates, telephone rates, parcels, money order commission and registration will go up.

This was announced by the Minister of Post and Telegraphs Mr. Carter, at the Legislative Council meeting at the late September budget session.

Bulk postage rates—over which there was such an outcry in Australia—also go up in line with Australian rates, without the story getting the stay of execution that occurred in Australia. Originally intended to be introduced October 1, Australian increase in bulk postage rates have been postponed to March.)

From December 1, Territorial will pay 5d for local letter postage even if it's just from Port Moresby to the suburb of Boroko. It is to us that it would be a sight cheaper to send a letter carrying a "pass" in an old stick.

In Fiji, local postage is 2½d. has Fiji got that P-NG has a lot of things—and no Central control is one of them.



famous Pineapple Cup was won this year by Bruce Donnelly, of the Tailevu Bowling Club. The Cup was first presented, by the Pacific Biscuit Company, Suva, in 1928, and represents the Bowling Championships of the South Seas. The event is open to bowling clubs in Fiji, Samoa and Tonga. Here at this year's presentation in Suva are from left, Arch Gardner, of the Suva Bowling Club, Bruce Donnelly, Malcolm Brodie, manager of Pacific Biscuit Company, and Joe Shephard, of the Suva Bowling Club, who was runner-up.

Photo: Stinsons.

Sports Review

a Shows How!

SEPTEMBER 26 will go down as a day of mourning in Fiji's boxing and boxing history. That black day they twice had their colours to Tonga in sporting events. Tonga and Fiji's best on the rugby and Kitone Lave proved convincingly that he is Mosese's master in the boxing

and now, with every justification, can claim the mythical title



Kitone Lave.

of rugby champions of the South Pacific, just as New Zealand claims to be unofficial rugby champions of the world. (The "shaky islands" forwards would know they had been in a game of football if they met the Tongans).

They said they came to learn—they must have had their tongues in their proverbial cheeks—for they stayed to conquer.

Lave proved that Mosese's one-round knock-out at Nadi in April must have been a fluke when he put the Fijian to sleep in three rounds on September 26.

Early last month he had evened the score when he ko'd Mosese in one round, so now he leads 2-1 and is looking forward for fresh fields to conquer.

Pat Takes It On The Chin

GENIAL Pat Raddock, somewhat rotund, and 5 ft 3 in. tall, must be about the busiest sports administrator in the South Pacific.

Apart from his normal duties as a Government Labour officer at Suva he found time in the last two or three weeks of September to select Suva Fijian, Southern District

Fijian, Fijian test and Suva European rugby teams to play the Tongans.

In addition to all that he had his own club side, Spitfires, to coach, and a Suva hockey team to select and coach.

September 26-27 was his week-end of woe for the touring Tongans beat Fiji, and Spitfires lost the last game of the season, the game on which the title depended. To cap it all, his hockey team lost next day.

But Pat, good sportsman that he is, took it on the chin with a smile, and was among the first to congratulate the winners.

Apart from all those activities, Pat somehow found time to organise the sports programme for the Hibiscus Festival, which ran from September 26 to October 3.

Now he's hoping for a few quiet games of cricket.

There's Another Game (They Say)

PAPUA-NEW GUINEA'S insistence that Rugby League is "the greatest game on earth" is apparently beginning to get beneath the skin of the Victorians, where Australian Rules reigns supreme.

Commented a Melbourne newspaper columnist about the big Rugby League match between Papua and New Guinea, held in Port Moresby recently: "Our Australian Rules folk are missing the bus in New Guinea. Things are so serious the Australian Rugby League Board of Control flew up Queensland referee Jack Casey just for the big match. I don't see any of our umpires going up for Australian Rules matches. We shouldn't overlook that part of the country. I'm sure Collingwood could find some wonderful ruck material around Port Moresby".

P-NG Police Superintendent, Ronald Clammer, in Brisbane in September, exchanged a few training tips with British Empire welter champion Georges Barnes. It was like old times, said Clammer, who last sparred with Barnes' father in England 37 years ago.



Pat Raddock and his wife Sophia. Story at left.

DEATHS OF ISLANDS PEOPLE

CAPTAIN A. C. BIRD

A distinguished old-timer, Captain A. C. Bird, died at Munda, BSIP, on September 5, from black-water fever. "Charlie", as he was affectionately known, had been in the Protectorate for over 40 years, mostly as master of small ships.

During the war, he served with the American Small Ships' Fleet; then, in peace time, when the BSI Trade Scheme was formed, he was appointed master of MV *Biliki*.

After many years in this capacity, he settled ashore and became chief storeman in the Government service.

In later years, with his eye-sight failing, he started a chicken farming venture near Honiara. Then he was in charge of Mr. O. J. Symes' scrap metal interests in the Western Solomons.

Only a month before his death, Captain Bird was appointed Government air-port supervisor at Munda airstrip, New Georgia Island.

CHIEF MOLIO'O POULI SETU

A well known and respected Samoan, Chief Molio'o Pouli Setu, died on September 8 at the age of 70.

A former member of the Legislative Assembly and the Fono of Faipule, and at one time a Samoan District Judge, he represented Western Samoa at the first South Pacific Conference in 1950. A widow and six children, one of whom is the wife of the Hon. Malietoa, MLC, survive him.

MR. P. R. BEST

The death occurred suddenly in Sydney on September 25 of Mr. Paul Raymond Best, relieving Chief Engineer on Burns Philp ships. He was 70 but looked a great deal younger, and was still serving at sea at the time of his death.

He was born in Tasmania and joined Burns Philp in 1926; he left them in 1928 and had a shore job for 10 years, when he rejoined the company serving thereafter on all of the ships in the company's fleet.

He is survived by his wife and two married daughters.

MR. A. W. ESSON

One of New Guinea's well-known pioneers, Mr. Archibald Wallace Esson—usually known as Jock—died in Concord Repatriation Hospital, Sydney, on September 16 after a short illness. He had been flown down from Rabaul a few days previously.

Mr. Esson was chief inspector for Coconut Products Ltd. at the time of his death and had been in the Territory for over 30 years—he had gone there originally to work for his brother-in-law, Mr. Vic Pennefather.

He served with the Gordon High-

landers in World War I, migrated to Australia after it, and went on to the Territory. He served in ANGAU during the Second World War.

Mr. Esson was twice married. He is survived by his second wife; a daughter, Mary, who is nursing in Canada, and a young son who is at school in Sydney.

He was born in Scotland and was 66 at the time of his death.

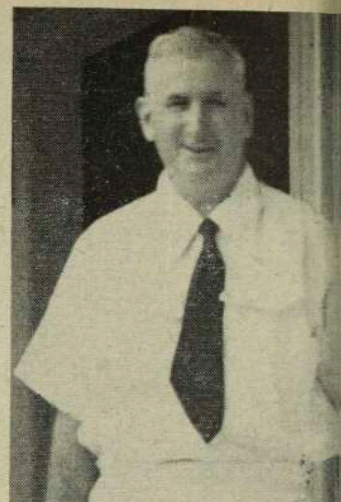
MR. R. E. P. (LARRY) DWYER

One of Papua-New Guinea's outstanding and most highly esteemed officials passed away on October 3, when Mr. R. E. P. Dwyer, Director of Agriculture, died in a Sydney hospital, after an operation.

He was a member of the Executive and Legislative Councils, and concerned at some point or other with half the Territory's administrative activities. He was an approachable, courteous official and a very kindly man—everyone was a friend of "Larry" Dwyer. He will be missed.

He had suffered for some time from a troublesome leg, the result, he thought, of an old injury. Finally, he went into hospital in Port Moresby for attention. The doctors did not like what they saw, and operated, and found malignancy. After eight weeks, Mr. Dwyer was sent to Sydney, in care of his wife, for specialist treatment. He died a week after another—and very difficult—operation.

"Larry" Dwyer was the son of a grazing family in the Orange district of NSW, and was educated at Hawkesbury College and Sydney University. In the middle Thirties, he joined the Department of Agri-



The late Mr. R. E. P. Dwyer.

culture in Rabaul, under Murray, as economic botanist; he was married in Rabaul at that time.

He was an enthusiastic socialist, encouraged by George Murray, he carried out some very valuable research work in New Guinea plantations. All that valuable work was lost in the Jap invasion; Larry himself narrowly escaped with his life.

Mr. Dwyer stayed with the Administration group (all of which were killed) until the Japs actually into Rabaul, and then a couple of others escaped the New Britain jungles. They precariously on native foods; three months of great hardship they got away south on the vessel to pick up refugees Talasea.

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er in charge of urgently-rubber production. After missions in North Queensland, Northern Territory, he was in Papua, and spent the rest of the war organising rubber in the Sogeri area. After the war, he returned to the Department of Agriculture, and was in charge of Agriculture, immediately under Mr. Dormer. When the latter became Director of the Department in 1951, he undertook other duties, Mr. Melrose became Director of the Department. Under Mr. Dwyer, the Department and the activities of the Department have grown very much, as the result of the policy of encouraging agriculture and extending it in every possible way. Mr. Melrose, on October 3, paid tribute to Mr. Dwyer's service. Mr. Dwyer is survived by his wife, Mrs. Dwyer, and their two sons, both of whom are teenagers in Sydney.

ROBERT MELROSE
After a long illness, Mr. Robert Melrose, a former high official of Papua and New Guinea Administration, died in hospital in Sydney on September 18. He retired from service in 1951, and had been a resident of Sydney for many years. He was 68. Mr. Melrose went first to New Guinea with the Australian expeditionary force, and by 1916 he had displayed so much aptitude for administrative work that he remained there when civil government was introduced in 1921. He held important posts in the Northern Territory between the

the Japanese invaded in 1942. Mr. Melrose was a special—Director of District and Native Affairs. Fortunately, he was over on the island, assisting in the proposed development of the capital from Port Moresby. When the bombers came over Lae, Mr. Melrose showed resource and initiative in leading a small party of civilians from Salamaua, in small boats, along the coast, to the northeast coast of Papua, where they somehow travelled to Port Moresby. Mr. Melrose undertook many tasks during the war; and, at its conclusion, he carried out many arduous duties connected with the re-organisation of civil administration, on a new basis, and he then became Government Secretary in Port Moresby. He filled that post, with distinction, until his retirement in 1951 (Mr. Melrose, on learning of the death of Mr. Melrose, paid a special tribute to the services he had rendered to the Territory in 35 years. Mr. Melrose is survived by a wife and one son.

MR. W. E. HARDAKER

The death occurred in Brisbane, in early August, of Mr. Walter Edwin Hardaker, one of the New Guinea Ex-Pro Board's early pioneers.

He was badly wounded in World War I, but took over Modilon Plantation, Madang, from the Board. However, ill-health eventually forced him to give up and he returned to Queensland.

He had been in poor health for some years. He was in his late 60's when he died. He is survived by his widow, a son and a daughter.

MR. NORMAN SAGGERS

Mr. Norman Saggars, who was

appointed Director of Broadcasting in Western Samoa in 1956, following several years service there, died at Napier, NZ, recently.

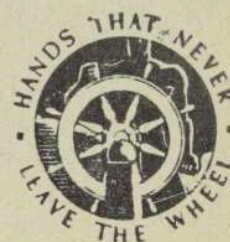
MR. HUNG LEE-LO

One of Western Samoa's oldest Chinese residents, Mr. Hung Lee-Lo, who came from Singapore in 1904 and pioneered the early development of Lafi and Togo plantations, died at Vailima village on August 26. He left his Samoan wife and eight children.

MR. J. TWYXCROSS

The death of ex-Territorian, Mr. J. Twycross, is covered by Tolala, in Talk-Talk, this issue.

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ings are approximate and may
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ney-Papua-N. Guinea

ntoro sails from Melbourne for
Brisbane, Port Moresby, Samarai,
Kavieng, Madang, Lae, Port
Next Sydney sailings Nov. 27.
approx.)

alekula sails from Sydney for
Port Moresby, Samarai, Rabaul,
Alexishafen, Madang, Lae, Sydney.
sailings Oct. 21, Dec. 2.

aita sails from Sydney for Bris-
port Moresby, Samarai, Rabaul,
Lorengau, Madang, Lae, Samarai,
Sydney. Next Sydney sailings
an. 15.

lolo, modern liner, sails about
weeks: Sydney, Brisbane, Port
Samarai, Lae, Madang, Lom-
baul. Next Sydney sailings Nov.

from Burns, Philp and Co., Ltd.,
Street, Sydney.

choi: Leaves Sydney for Bris-
port Moresby, Samarai. Next
sailing Oct. 21.

ochow: Leaves Sydney for Bris-
port Moresby, Samarai, Rabaul,
Lae, Pt. Moresby. Last Sydney
Oct. 7. Next Sydney sailing: Nov.

ansi: Leaves Sydney for Brisbane,
Moresby, Samarai, Lae, Madang,
Rabaul. Next Sydney sailing:

nklang: Leaves Sydney for Bris-
port Moresby, Honiara (BSIP),
Kavieng, Tarawa (G&E), Rabaul,
t Sydney sailing: Oct. 16. Next
sailing: Dec. 9.

from New Guinea Australia Line
and Yuill Pty., Ltd., agents), 6
t., Sydney.

ney-Netherlands N.G.

weeks service by MV's Sigli, Silin-
biggo and Sinabang carrying pas-
and cargo from East Australian
Hollandia, Biak and Sorong, NNG
ll at Manokwari alternate trips),
orneo, Bangkok, Singapore, thence
direct. Last Sydney sailing:
ct. 17. Next Sydney sailings: Sigli
Sinabang Dec. 1, Silindoeng Dec.
o Jan. 23.

from Royal InterOcean Lines, 255
St., Sydney.

ast-Sth. West. & Central Pacific

China Navigation Co., Ltd., vessels
ng, Chefoo and Chekiang com-
in July a monthly service from
o Hongkong and thence southwards
o Papua-New Guinea ports. BSI,
ebrides, New Caledonia and Fiji,
a extension to Tonga if cargo is
e; return to Japan direct.

ing: From Japan via Hongkong
Kavieng Oct. 16, Rabaul Oct.
dang Oct. 21, Lae Oct. 25, Port
Oct. 31, Honiara Nov. 3, Santo
Nooumea Nov. 9, Suva/Lautoka
Nukualofa Nov. 26, thence return
direct arriving Dec. 10.

Chefoo: Dep. Japan Oct. 21, thence
Hongkong, Kavieng Nov. 5, 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.

Chekiang: Dep. Japan Nov. 21, thence
Hongkong, Rabaul Dec. 8, Madang Dec. 11,
Lae Dec. 14, Port Moresby Dec. 20, Honiara
Dec. 23, Santo Dec. 26, Noumea Dec. 29,
Suva/Lautoka Jan. 3, Nukualofa Jan. 16,
thence Japan direct, arriving Feb. 1.

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 main-
tain regular services between Australian
ports and Japan. Northbound vessels call
at Manila, Hongkong and Japan; south-
bound 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: Dep. Japan Oct. 13, thence Hong-
kong, Manila, North Borneo, Wewak Oct.
31, Madang Nov. 1, Rabaul Nov. 3, Honiara
Nov. 6, Lae Nov. 11, Brisbane Nov. 17,
Sydney Nov. 20.

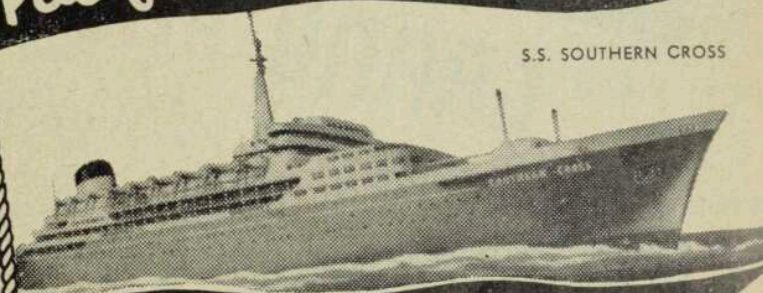
Delos: Dep. Sydney Oct. 28, for Japan
direct, arriving Nov. 13.

Aros: Dep. Sydney Nov. 11 for Japan,
via Manila and Hongkong, arriving Dec. 3.

Citos: Dep. Sydney Nov. 23 for Japan,
via Manila and Hongkong, arriving Dec.
15.

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).

Linking the Pacific Islands with



S.S. SOUTHERN CROSS

EUROPE, WEST INDIES, NEW ZEALAND, AUSTRALIA AND SOUTH AFRICA

The 20,000 tons all Tourist Class liner s.s. SOUTHERN CROSS emphasises the modern trend in travel with the latest in amenities:

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Travel Shaw Savill

For full particulars apply —

FIJI — Any branch or agency of Burns Philp (South Sea Co. Ltd.).
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Papeete. Cable Address: Donald, Papeete.

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SUVA stay at



the **GRAND PACIFIC**
Hotel

Delightfully situated in magnificent grounds overlooking the beautiful harbour, the Pacific Hotel is the social centre of Fiji.

Specially designed for the tropics. Excellent cuisine and attentive service by trained waiters and servants.

Singles £2/15/- to £3/8/-

Doubles £7/10/- to £8/8/-

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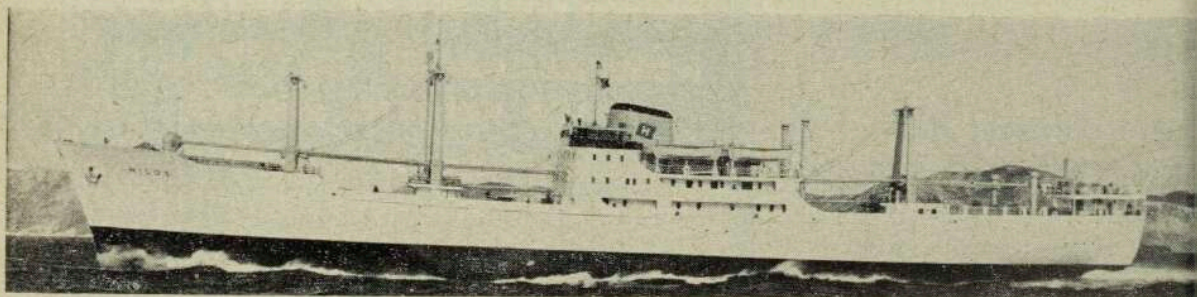
Hotel in the process of complete modernisation

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Cables: GRANPACIF SUVA

AUSTRALIA-WEST PACIFIC LINE



"M.V. MILOS"

THE A.W.P.L. FLEET comprising the modern Motor Vessels "**Aros**", "**Citos**", "**Delos**" and "**Milos**" offers the fastest regular passenger-cargo service from **Australia** to **Mol** **Japanese Ports** and **Shanghai** via **Manila** and **Hong Kong**. Southbound vessels call at any or all, of the following ports: **Hong Kong**, **Manila**, **Sandakan**, **Rabaul**, **Lae**, **Brisbane**, **Sydney**, **Melbourne** and **Adelaide**, with six-weekly calls at **Madang**, **Honiara**, **Vanikoro** **Santo** and **Vila**.

Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 30-32 Pitt St., Sydney. Phone BU 6331. 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)—Toll Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Hebrides)—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.

Australia-NZ-Fiji-Canada-USA*Sailings of Orient and P. & O. Line Passenger Ships 1959-60*

		ORCADES	ARCADIA	ORONSAY	IBERIA
	depart	Oct. 27	Dec. 11	Dec. 30	Feb. 6
D	arr/dep	—	Dec. 14	Jan. 2	Feb. 9
	arr/dep	—	Dec. 17	Jan. 5	Feb. 12
U	arr/dep	Nov. 19	Dec. 22	Jan. 10	Feb. 17
ER	arr/dep	Nov. 24-25	Dec. 27-28	thence	Feb. 23
ANCISCO	arr/dep	Nov. 27-28	Dec. 30-31	Los Angeles	Feb. 26
ELES	arr/dep	Nov. 29	Jan. 1	and Vancouver	Feb. 27
U	arr/dep	Dec. 4	Jan. 6	arrive Sydney	Mar. 3
	arr/dep	Dec. 11	Jan. 13	Mar. 3*	thence return
D	arr/dep	Dec. 14	Jan. 16		U.K. direct.
	arrive	Dec. 17	Jan. 19		

Vancouver Jan. 18, thence Acapulco, Hilo, Honolulu, Los Angeles, San Francisco, over, Honolulu, Suva, Auckland, arrive Sydney March 3.

bound for Southampton, via Wellington (Oct. 21-23), Suva (Oct. 27), Papeete (Oct. 31-Nov. 1) and Panama. Next voyage: Dep. Southampton Dec. 8, via Panama Canal to Papeete (Jan. 1-2), Suva (Jan. 7), Wellington (Jan. 11-13), Sydney (Jan. 16-18), returning thence via Capetown and Las Palmas to Southampton (arr. Feb. 22).

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

aland-Fiji-Tonga-Samoa

ua maintains a service from to Suva, Nukualofa, Vavau, o Pago, Apia, Suva and return ad. Next sailings from Auckland: 1, Dec. 29.

ua maintains a service from to Lautoka, Suva, Apia, Nuku-tleton, Wellington, and return ad. Next sailings from Auckland: Nov. 20, Dec. 17.

from all offices of Union Steam of NZ.

ney-New Hebrides-BSI-Bougainville, Etc.

agi, 10 passengers, makes a round folk Is., Vila, Santo, Honiara ports, Bougainville ports, leaving out once every six weeks. Next sailings Oct. 26, Dec. 14.

from Burns, Philp and Co., 7 reet, Sydney.

ney-New Caledonia-New Hebrides-Tahiti

of Messageries Maritimes Line, from Marseilles, via West Indies ama, call about every six weeks e, Vila (New Hebrides), Noumea ey, and return by same route. nt on this run are the motor-ahitien and Caledonien and a vessel, Melanesien. Next Sydney Tahitien Nov. 10, Melanesien Caledonien Feb. 17.

olynesie (Messageries Maritimes) s about monthly passenger sail-ween Sydney and Noumea and ebrides (Vila and Santo). Next sailings: Nov. 6, 27, Dec. 18.

from Sydney agents: Messageries s, 36 Grosvenor Street, Sydney.

ey-S. Africa-UK-Pacific Ports-Sydney

Savill's one-class all-passenger uthern Cross makes four round- voyages per year, two west-then two east-bound, calling at ad Papeete every trip. On her voyage, she left Sydney Oct. 18

PACIFIC ISLANDS TRANSPORT LINE

Owners: Thor Dahls Hvalfangerselskap A/S — Sandefjord, Norway

Motor Vessels "THORSISLE" and "THORSHALL"

Regular Freight and Passenger Service between Pacific Coast Ports of U.S.A. and Canada and

TAHITI — SAMOA — FIJI — NEW CALEDONIA — NEW HEBRIDES — NEW GUINEA

GENERAL STEAMSHIP CORPORATION LTD.

General Agents

432 California Street, San Francisco 4, California, U.S.A.

PAPEETE—Etablissements Donald Tahiti. APIA—Morris Hedstrom Ltd.
SUVA—Morris Hedstrom Ltd. NOUMEA—Etablissements Ballande.
PORT VILA—Comptoirs Francais des LAE—Burns Philp (New Guinea) Ltd.
Nouvelles Hebrides. SYDNEY—Birt & Co. (Pty.) Ltd.

LONDON-SUVA

FIJI DIRECT SERVICE
VIA
PANAMA

For Sailings and Further Particulars Apply To:—

BETHELL, GWYN & CO. LTD., BURNS PHILP (SOUTH SEA) CO. LTD.,
138 LEADENHALL ST., SUVA, FIJI
LONDON, E.C.3.

Fast . . . Smooth . . . Vibrationless.

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Comet 4's speed you luxuriously from Sydney and Melbourne to the Far East and Europe—serving Singapore, Bangkok, Hong Kong, Tokyo, Rangoon, Calcutta, Colombo, Bombay, New Delhi, Karachi, Bahrein, Teheran, Istanbul, Beirut, Rome, Zurich, Frankfurt, London, New York and Montreal.

Jet-prop Britannias span the Pacific with the fastest through service between the Far East and Honolulu, San Francisco and

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The Comet 4 De Luxe "Monarch" service, together with jet-prop Britannias provides the finest choice of daily services between the U.S.A. or Canada and Europe.

Britannias also provide fast daily services from South, East, Central and West Africa to Europe.

BOAC offers the world's largest jetliner network . . . with unmatched service backed by 40 years international flying experience.

For full details of Luxury or Low-Fare services throughout the world, see your Travel Agent, or Qantas Empire Airways (BOAC General Agents for Australia).

BRITISH OVERSEAS AIRWAYS CORPORATION WITH QANTAS, TEAL, S.A.A. AND C.A.A.

A30/AU

ports, with sailings over 35-40 days. ports depend on cargoes offering.

Thorshall: Dep. San Francisco 5. Los Angeles Oct. 23-24, Papeete M. Pago Pago Nov. 10-11, Apia Nov. Suva Nov. 17-18, Lautoka Nov. Noumea Nov. 22-24, Lae Nov. 28-30, Lautoka Dec. 6-13, Pago Pago Dec. Los Angeles Jan. 1-4, San Francisco 5.

Thorsisle: Dep. Seattle Nov. 1. Westminster Nov. 27-30, San Francisco Dec. 4-8, Los Angeles Dec. 9-11, Dec. 22-23, Pago Pago Dec. 27-31, Dec. 30-31, Nukualofa Jan. 3, Suva 4-5, Noumea Jan. 7-9, Villa Jan. 10, Lautoka Jan. 12-19, Pago Pago Jan. Los Angeles Feb. 6-8, San Francisco 9.

Details from General Steamship Corporation Ltd., 432 California Street, San Francisco, USA, and Islands Agents.

US-Tahiti-Pago Pago-I- Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger cargo service from Los Angeles via Ventura, Alameda, Sierra and Southern terminal ports vary without offering. Vessels call at Papeete, Pago and Suva, depending on

Next Sydney sailings: Ventura (approx.), Sierra Dec. 20.

American Pioneer Line has eight (Pioneer Gem, Isle, Glen, Reef, Cove, Tide, Gulf) on Australia - Panama Atlantic Coast service with calls at Papeete on southbound voyage, approx. every 3 weeks.

Sydney-Fiji-Vancouver

Pacific Shipowners, Ltd., of Suva, subsidiary of W. R. Carpenter and operate a service three times weekly the 10,000 ton, 98-passenger vessel Ilia along the above route. Accommodation is entirely First Class, two-berths with calls at Suva, Lautoka and Hon. Last sailing from Sydney: Oct. 1. Sydney sailing: Feb. 12 (approx.).

Details from American Tradeline Shipping Co. Pty., Ltd., 19 Bridge Street, Sydney.

Sydney-(or NZ)-North America

Cargo vessels Waihemu and Waiata, operated by the New Zealand Steam Ship Company of NZ, Ltd., maintain a monthly service across the Pacific from Sydney to Vancouver and USA via Suva, Lautoka, Nukualofa and as cargoes offer. Occasional calls also at Fanning Island. They have passenger accommodation. Next sailing: Waiata early Nov., Waiatom Dec.

The Waiemata, from NZ ports, 3-4 trips yearly to Vancouver (via Tonga and Papeete).

North America-Tahiti-M Sydney-Fiji-Samoa-Hawa

Matson Line's Mariposa and Mokuauia make round passenger trips from North Coast American ports to New Zealand and Australia, via Pacific ports.

Dep. San Francisco Nov. 8,
Nov. 9, Papeete Nov. 17-19,
Nov. 25-26, Sydney Nov. 29-Dec.
d Dec. 5, Suva Dec. 8, Pago
9, Honolulu Dec. 14-15, San
Dec. 20.

Dep. San Francisco Nov. 30,
s Dec. 1, Papeete Dec. 9-11,
Dec. 17-18, Sydney Dec. 21-24,
Dec. 27, Suva Dec. 30, Pago Pago
Honolulu Jan. 5-6, San Francisco

from Matson Lines, Berger
Elizabeth Street, Sydney.

hney-Tahiti-Europe

an Sitar Line (Panama flag)
motor-vessels Fairsea and Castel
ily air-conditioned) sail from
Europe, via Auckland, Papeete
a at irregular intervals provid-
erately priced sea connection in
and direction only with Tahiti.

dney sailing: Fairsea Dec. 24.

from Navcot Aust. Pty., Ltd.,
et St., Sydney.

d Kingdom-Australia- Port Moresby

eral Steam Navigation Co., Ltd.,
ed its regular quarterly UK-
service to Port Moresby.

sels sail from Liverpool via Suez
Brisbane, Townsville, Cairns,
sby.

Due Port Moresby Oct. 25

Due Port Moresby Jan. 30

agents: Birt and Co. Pty., Ltd.,
St. Port Moresby agents: Burns
Guinea), Ltd.

-Fiji Shipping Service

nga Shipping Agency, as agents
onga Copra Board, operates a
monthly cargo and passenger
between Nukualofa and Suva with
500 tons gross. Turn-round in
usually two days, and the Agents
W. R. Carpenter and Co. (Fiji).

WAYS TIME-TABLES

S-PACIFIC SERVICES

Australia (or NZ)-Fiji- lawaii-N. America

and Tourist Class available
all Services)

PAN-AMERICAN AIRWAYS

per 7 Clippers, using Sleeperettes
and Berths*)

ep. Sydney (4.50 p.m.), Nadi,
ulu, Seattle, with connections at
ulu for San Francisco or Los
as.

Dep. Seattle for Sydney, via
and (same route).

DC4 is used on a connecting
between Auckland and Nadi (see
).

† With additional services from Sydney
for Honolulu on Oct. 27, Nov. 3; and from
Honolulu for Sydney on Oct. 24, 31.

BY QANTAS EMPIRE AIRWAYS

(Boeing 707 Jets)

NORTHWARDS

Wed. and Sat.: Sydney (4 p.m.), Nadi
(Fiji), Honolulu, San Francisco, New
York, London.

Fri.: Sydney (4 p.m.), Nadi, Honolulu,
San Francisco extending to Vancouver.
Tues.: Sydney (4 p.m.), Nadi, Honolulu,
San Francisco.

SOUTHWARDS

Mon. and Fri.: London, New York, San
Francisco, Honolulu, Nadi, Sydney.

Tues.: San Francisco, Honolulu, Nadi,
Sydney.

Sat.: Vancouver, San Francisco, Hono-
lulu, Nadi, Sydney.

(Note: International Dateline crossed be-
tween Nadi and Honolulu).

Qantas Super-Constellation aircraft,
under charter to TEAL, from Melbourne
and Auckland connect at Nadi on Wednes-
days with Qantas northbound flights, and
on Thursdays with southbound flights
(see table 17).

TEAL Super DC6 aircraft from Auck-
land, NZ, connect with the Qantas north-
bound 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 Fran-
cisco (dep. Sat.).

BOAC service ex-London Mon. connects
at San Francisco Tues. with southbound
Qantas service.

BY CANADIAN PACIFIC AIRLINES

(With Super DC-6B Aircraft)

Every Thurs.: Sydney (dep. 1 p.m.), Auck-
land, 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. Arr.
Dep. Sydney, 9.30 p.m. Brisbane, 11.45 p.m.

Wed. & Sun. Arr.
Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6 a.m.

Dep. Arr.
Pt. Moresby*, 7 a.m. Lae, 8.20 a.m.

First & Tourist Class

Mon and Fri.† Arr.
Dep. Sydney, 9.30 p.m. Brisbane, 11.45 p.m.

Tues. Arr.
Dep. Brisbane, 12.45 a.m. Pt. Moresby, 6 a.m.

Dep. Arr.
Pt. Moresby*, 7 a.m. Lae, 8.20 a.m.

† New service commencing November 6.

First & Tourist Class

Thurs.

Dep. Arr.
Sydney, 8 p.m. Brisbane, 10.15 p.m.

Dep. Arr.
Brisbane, 11.15 p.m. Townsville, 2.15 a.m.

Dep. Arr.
Townsville, 3.15 a.m. Pt. Moresby, 6 a.m.

Dep. Arr.
Pt. Moresby*, 7 a.m. Lae, 8.20 a.m.

Wed.

Dep. Arr.
Sydney, 9.30 a.m. Pt. Moresby, 4.15 p.m.

Dep. Arr.
Pt. Moresby, 5.15 p.m. (for Manila, Hong-
kong 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. and Sat.†

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.

† New service commencing November 7.

Thurs.

From Tokyo, Hong- Pt. Moresby, 8.45 a.m.
kong and Manila

Dep. Arr.
Pt. Moresby, 10.15 a.m. Sydney, 5 p.m.

* Between Lae and Port Moresby pas-
sengers 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

LAKE-HOLLANDIA (Neth. New Guinea)
(DC3)

Alt. Wed. (Oct. 28, Nov. 11, 25, Dec. 9, etc.).
Departs Lae 11 a.m., calls at Madang
and Wewak, and arrives at Hollandia
3.30 p.m. Every alternate Thurs.
(Oct. 29, Nov. 12, 26, Dec. 10, 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
Baimuru, Kerema, Yule Is. (Oct. 20,
Nov. 3, 17, Dec. 1).

PORT MORESBY-KIKORI (DH Otter)

Via Yule Is., Baimuru: Alt. Tues. returning same day (Oct. 27, Nov. 10, 24, Dec. 8, etc.).

Via Kerema, Baimuru, Kikori, Baimuru: Alt. Thurs. (Oct. 22, Nov. 5, 19, Dec. 3, etc.), ret. via Baimuru, Kokori, Kerema the following day (Oct. 23, Nov. 6, 20, Dec. 4, etc.).

PORT MORESBY-DARU (DC3)

Via Baimuru: Alt. Thurs. returning same day via Balimo (Oct. 22, Nov. 5, 19, Dec. 3, etc.).

Via Kerema, Baimuru: Alt. Wed. (Oct. 28, Nov. 11, 25, Dec. 9, etc.), returning alt. Fri. (Oct. 30, Nov. 13, 27, Dec. 11, etc.).

PORT MORESBY-SAMARAI (DH Otter)

Port Moresby, Abau, Samarai each Mon. departing Port Moresby 8.15 a.m., returning same day.

Alt. Wed.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Oct. 21, Nov. 4, 18, Dec. 2, etc.).

Alt. Sat.: Port Moresby, Samarai, departing Port Moresby 8.15 a.m., returning same day (Oct. 17, 31, Nov. 14, 28, etc.).

Alt. Sat.: Port Moresby, Samarai, Esa'ala, departing Port Moresby 8.15 a.m., returning same day (Oct. 24, Nov. 7, 21, Dec. 5, etc.).

LAKE-MADANG-WEWAK-MANUS-KAVIENG-RABAUL SERVICE (DC3)

Mon.: Dep. Lae 6.30 a.m., Madang arr. 7.35 a.m. Wewak, Manus, Kavieng, Rabaul, arr. 3.45 p.m.

Tues.: Dep. Rabaul 6.30 a.m., Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

Thurs.: Dep. Lae 6.30 a.m., Madang, Awar, Wewak, Manus, Kavieng, Rabaul, arr. 4.05 p.m.

Fri.: Dep. Rabaul 6.30 a.m. Kavieng, Manus, Wewak, Madang, Lae, arr. 3.55 p.m.

CENTRAL HIGHLANDS (DC3)

Fri.: Lae (7.45 a.m.) to Baiyer River, calling at any of: Goroka, Nondugl, Minj, Mt. Hagen, Baiyer R., Kainantu. Arrival back at Lae dependent on stops made.

LOWER HIGHLANDS (DH Otter)

Fri.: Lae (7.30 a.m.) to Goroka, calling at any of Nadzab, Gusap, Alyura, Rintebe, Kainantu, Goroka, Arona. Arrival back at Lae depends on stops made.

LAKE-BULOLO-WAU (DH Otter)

Mon.: Dep. Lae 7.30 a.m., arr. Wau 8.10 a.m.

Mon.: Dep. Wau 8.25 a.m., via Bulolo, arr. Lae 9.25 a.m.

Wed., Sat.: Dep. Lae 8.30 a.m., arr. Wau 9.10 a.m.

Wed., Sat.: Dep. Wau 9.25 a.m., via Bulolo, arr. Lae 10.25 a.m.

PT. MORESBY-WAU-BULOLO (DC3)

Wed., Sun.: Dep. Pt. Moresby 7.20 a.m., arr. Bulolo 8.30 a.m.

Wed., Sun.: Dep. Bulolo 8.50 a.m., arr. Wau 9.05 a.m., dep. Wau 9.35 a.m., arr. Pt. Moresby 10.40 a.m.

MADANG-GOROKA-MADANG (DC3)

Mon., Thurs.: Dep. Madang 10 a.m., via Mt. Hagen and Minj, arr. Goroka 12.30 p.m., dep. Goroka 12.50 p.m., arr. Madang 1.25 p.m.

MADANG-LAE (DC3)

Sun.: Dep. Madang 7 a.m., arr. Lae 8.05 a.m.

PT. MORESBY-MT. HAGEN-MADANG (DC3)

Tues. and Fri.: Dep. Pt. Moresby 7.30 a.m., via Goroka, Minj, arr. Mt. Hagen 11.10

a.m.; dep. Mt. Hagen for Madang (either direct or via airfields as required) 11.40 a.m.

MADANG-PT. MORESBY (DC3)

Tues. and Fri.: Dep. Madang 7.30 a.m., via Goroka, arr. Port Moresby 10.20 a.m.

NEW GUINEA-NEW BRITAIN (DC3)

Wed., Sun.: Dep. Rabaul 5.45 a.m., direct to Lae, arr. 8.15 a.m.

Wed., Sun.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul 1.45 p.m.

Tues., Fri.: Dep. Rabaul 5.45 a.m., Finschhafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues., Fri.: Dep. Lae 10.30 a.m., Finschhafen 11.30 a.m., Rabaul arr. 1.45 p.m.

RABAUL-BUIN-RABAUL (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., arr. Buia 10.20 a.m., dep. Buia 10.50 a.m., arr. Buin 11.45 a.m., dep. Buin 12.15 p.m., arr. Buia 1.10 p.m., dep. Buia 1.40 p.m., arr. Rabaul 3 p.m. (Oct. 29, Nov. 12, 26, Dec. 10, 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. (Oct. 22, Nov. 5, 19, Dec. 3, 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.

LAKE-HOLLANDIA (By NNG Airlines)

De Kroonduif NV (Netherlands New Guinea Airlines) maintains a fortnightly service between Hollandia, Biak and Lae with Dakota DC3 aircraft. The airline is a private company operated with the assistance of the Dutch Government.

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, Buia, Munda, Yandina, Honiara (BSI), arriving 5 p.m.

Every Tuesday depart Honiara 7 a.m.: Yandina, Munda, Buia, Rabaul, Lae, arriving 3.45 p.m.

6. Paris-Saigon-Brisbane Noumea-NZ-Fiji-Papeete**By Transports Aeriens Intercont**

DC6B aircraft depart Paris every 7 days to Athens, Cairo, Karachi, Saigon, Darwin, Brisbane, Noumea, Nadi, Bora Bora. Transfer boat for flight to Papeete. Departs on return flight (calling at) every Sat.

7. Sydney-Lord Howe**By Ansett Flying Boat Services with Sandringham Flying-boat**

Return flight usually each Tuesday Saturday.

8. Sydney-Norfolk**By Qantas, with Skymaster**

Alt. Fri. (Oct. 23, Nov. 6, 20, Dec. 3, etc.) Dep. Sydney midnight, arr. Norfolk 1.15 a.m. Sat.; dep. NI 5.30 p.m. for Sydney, arr. 9.30 p.m. (H extends NI-Auckland-NI. See below).

9. Sydney-Noumea**By Qantas, with Skymaster**

Dep. Sydney alt. Wed. 11.45 p.m. Noumea 7 a.m. Thurs. Dep. Noumea 8.30 a.m. same day arr. Sydney. Service operates from Sydney 28, Nov. 11, 25, etc., departing NI the following day in each direction.

10. New Caledonia-Madagascar-Hebrides**TAI with DC3 Aircraft**

Mon. and Fri.: Dep. Tontouta at 7 a.m., arr. Vila 9.15 a.m. Vila 9.45 a.m., arr. Santo dep. 12.30 p.m., arr. Vila 1.15 p.m., dep. 2.15 p.m., arr. Tontouta.

11. New Caledonia-Wallis Is.**TAI with DC3 Aircraft**

Dep. Noumea 6 a.m. second Tuesday month (Nov. 10, Dec. 8, etc.) Wallis Is. (via Nadi, Fiji) at 3 p.m. dep. Wallis 7 a.m. following (Nov. 16, Dec. 14, etc.), arr. (via Nadi) 2.45 p.m. same day.

12. Norfolk Is.-Auckland**TEAL, by Qantas (Chartered)**

Alt. Sat. (Oct. 24, Nov. 7, 21, Dec. 5, etc.) Return flight Norfolk (dep. Auckland (arr. 11.45 a.m., dep. 1 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 9.9 a.m. Sydney 1.15 p.m.

Tues., Thurs., Fri., Sun.: Dep. 8.2 p.m., arr. Auckland 9.55 p.m.

Wed., Sat.: Dep. Sydney 10 a.m. Auckland 4.55 p.m.

Christchurch-Sydney

an Empire Airways, with
DC6 aircraft
p. Christchurch 5 p.m., arr.
8.35 p.m.
Christchurch 7.45 p.m., arr.
11.20 p.m.
rr.: Dep. Sydney 8 a.m., arr.
urch 3.05 p.m.

Christchurch-Melbourne

an Empire Airways, with
DC6 aircraft
ep. Christchurch 5 p.m., arr.
ne 9.35 p.m.
Melbourne 10.15 a.m., arr.
urch 5.50 p.m.

Auckland-Melbourne

an Empire Airways, with
DC6 aircraft
Auckland 8 a.m., arr. Mel-
1 p.m.
p. Melbourne 2.30 p.m., arr.
d 10.15 p.m.

Melbourne-Auckland- Nadi (Fiji)

man Empire Airways, with
er Constellation aircraft
chartered from Qantas
Melbourne 7 a.m., arr. Auck-
p.m., dep. Auckland 4.15 p.m.,
di 9.30 p.m. Return, same route,
g day.
his service connects with Qantas
7 jet service from Sydney to

New Zealand-Fiji

mpire Airways, with Super DC6
nd Qantas Super Constellations
d., Sat.: Dep. Auckland 4 p.m.,
di 9 p.m.
.: Dep. Nadi 10.30 a.m., arr.
d 3.30 p.m.
ep. Nadi 10.30 a.m., arr. Auck-
45 p.m.
ay flights ex-Auckland, and
flights ex-Nadi are operated by
der charter to TEAL.

merican Airways, with DC4.
Auckland 5.45 p.m., arr. Nadi
Dep. Nadi, 5.10 a.m., arr. Auck-
8.55 p.m.
Additional services from Auckland
on Oct. 27, Nov. 3; and from
Auckland on Oct. 26, Nov. 2.

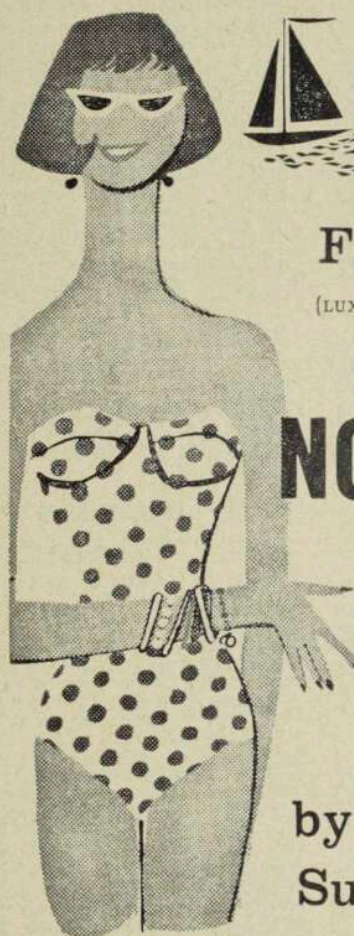
9. Fiji-W. Samoa

nan Empire Airways, with
Solent Flying-boats
alt. Thurs., 9 a.m., crosses Date-
rr. Satapuala (Western Samoa)
5.55 p.m.
apuala Mon. at 8 a.m., crosses
e, arr. Suva Tues. 10.55 a.m.
va Oct. 29, Nov. 12, 26, Dec. 10,
ep. Apla: Nov. 2, 16, 30, Dec.
)

American Samoa- Hawaii*

an American Airways, with
B377 aircraft
Dep. Tafuna (Am. Samoa) 9.30
rr Honolulu 10.20 p.m.

Relax—on an island
in the sun



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127 EAGLE STREET. B 3737. **SYDNEY:** MESSAGERIES MARITIMES,
36 GROSVENOR STREET. BU 2654. TAI, 310 GEORGE STREET, SYDNEY.
BW 6194. **MELBOURNE:** TAI, 408 COLLINS STREET. MU 2998.

22/82 11

Alt. Wed.: Dep. Honolulu 10 p.m., arr. Tafuna (Am. Samoa) 7 40 a.m. (Thurs.).
* Note: Northbound service commenced Oct. 2; southbound service Sept. 30.

21. Fiji-Tahiti

Tasman Empire Airways, with Solent Flying-boats

Dep. Suva 9 a.m. alt. Thurs., crosses International Dateline, arr. Satapuala (W. Samoa) 1.55 p.m. Wed.; dep. Satapuala 2 a.m. Thurs., arr. Aitutaki (Cook Is.) 7.30 a.m.; dep. Aitutaki 9.30 a.m. arr. Papeete (Tahiti) 2 p.m. Services dep. Suva Oct. 29, Nov. 12, 26, Dec. 10, etc. Dep. Papeete 7.30 a.m. alt. Sun., arr. Aitutaki 11 a.m.; dep. Aitutaki 12.30 p.m., arr. Satapuala 5 p.m.; dep. Satapuala 8 a.m. Mon., crosses International Dateline, arr. Suva 10.55 a.m. Tues. Services dep. Papeete Nov. 1, 15, 29, Dec. 13, etc.

22. Fiji Internal Airways

Fiji Airways, Ltd., with Heron and Drover Aircraft

Suva-Nadi-Suva: Two flights daily—morning and afternoon.
Suva-Labasa-Suva: One flight daily.
Suva-Labasa-Suva (via Matei, Taveuni): One flight—Mon.
Suva-Labasa-Suva (via Savusavu): One flight—Mon., Thurs., Sat., Sun.
Suva-Ura (Taveuni)-Suva (via Savusavu): One flight—Wed.
Suva-Ura-Suva: One flight—Thurs., Sun.
Suva-Matei-Suva: One flight—Sat.
Suva-Savusavu-Matei-Suva: One flight—Tues.
Suva - Matei - Labasa - Matei - Savusavu - Suva: One flight—Fri.

23. N. Caledonia-Loyalty Is. Internal Service

Societe Caledonienne de Transports Aeriens (TRANSPAC), with Heron and Rapide aircraft.

Noumea-Mare: Tues. (dep. Noumea 2 p.m., arr. Mare 4 p.m.) and Thurs. (dep. Noumea 8 a.m., dep. Mare 10 a.m.).
Noumea-Ouvea: Wed., Thurs. and Sat. (dep. Noumea 8 a.m., dep. Ouvea 10.30 a.m.).
Noumea-Lifou: Tues., Wed., Sat., (dep. Noumea 8 a.m., dep. Lifou 10 a.m.), Thurs. (dep. Noumea 11 a.m., dep. Lifou 1 p.m.).
Noumea-Koumle (Isle of Pines): Mon., Sat. (dep. Noumea 10.30 a.m., dep. Koumle, noon).
Noumea-Koumac: Mon., Sat. (dep. Noumea 1 p.m., dep. Koumac 4 p.m.); Wed. (dep. Noumea 2 p.m., dep. Koumac 5

p.m.). Note: On this flight a call will be made at Plaine des Gaiacs if required.

24. French Polynesia Inter-Island Service

Reseau Aerien Interinsulaire with flying-boats

Thrice weekly service to the Leeward Group.
Wed.: Papeete (dep. 7.30 a.m.), Huahine, Raiatea, Bora Bora, Raiatea, Papeete (arr. 4 p.m.).
Sat.: Papeete (dep. 7 a.m.), Raiatea, Bora Bora (arr. 8.45 p.m.), Papeete (arr. 11.30 a.m.), Papeete (dep. 3.30 p.m.), Bora Bora (arr. 4.45 p.m.).
Fri.: Bora Bora (dep. 7.30 a.m.), Raiatea, Papeete (arr. 9.30 a.m.).
Booking agents in Tahiti: Messageries Maritimes, Quai Bir Hakeim. Papeete.

25. Hawaii-American Samoa

Trans Ocean Airways

Every second Wednesday, a Boeing Stratocruiser operated by Trans Ocean Airways, of Honolulu, Hawaii, makes a return flight from Honolulu to Pago Pago (American Samoa).

26. Samoan Inter-Island Service

Samoa Airlines Limited, with DC3 Viewmaster

Return flights twice daily, except Thurs., from Tafuna (American Samoa) to Faleolo (Western Samoa).
Dep. Tafuna 9.30 a.m., 2.30 p.m.; arr. Faleolo 10.15 a.m., 3.15 p.m.
Dep. Faleolo 10.45 a.m., 3.45 p.m.; arr. Tafuna 11.30 a.m., 4.30 p.m.
Fare £S4/4/- single, £S7 return. Agent at Apia: Peter Plowman.

27. Micronesia

Trans Ocean Airways

Using Grumman Albatross twin-motored amphibious flying-boats, TOA operates a service throughout the Trust Territory of Micronesia on behalf of the US Government. Details from Trans Ocean Airways Agana, Guam.

A volcano on pipe-shaped Nor-mamby Island, Eastern Papua, erupted on September 19, belching flames and smoke for a week.

Exchange Rates

BANK and BANK OF NZ. Aust. Fiji, basis £100 Fiji: Buying, £113. Selling, £A113. Fiji-London, basis London: B. £110/15/-; S. £112. basis £100 NZ: B. £111/11/9; S. £111/11/9.

SAMOA.—Through BANK OF M. tralia on Samoa, basis £100.

FIJI.—Through BANK OF NZ. B. £A123/12/6; S. £124/10/9. London, basis £100 London: B. S. £101/10/- Samoa-NZ, basis £100: B. £100/10/- Samoa-Fiji £100 Samoa: B. £111; S. £110.

NORFOLK IS.—Commonwealth quotes exchange rate Australia Island: 5/- per £A100.

PAPUA - NG.—COMMONWEALTH (Pt. Moresby, Lae, Rabaul, Goroka, Kavieng, Madang, Wewak). BANK (branches: Port Moresby, Lae, Rabaul, Madang, Samarai, agencies: Wau, Boroko, Kokope). BANK (Port Moresby, Lae, Rabaul, Madang, Samarai, agencies: Wau, Boroko, Kokope). NATIONAL BANK OF A/ASIA (Moresby) quote exchange rate A. Papua-NG: 10/- per £A100.

FR. PACIFIC COLONIES.—Pacific most valuable of the three francs in French Union, are used in New Caledonia, New Hebrides, and Fr. F. FRENCH BANK (Comptoir D'Escompte de Paris) in Sydney quotes: Selling, Noumea, 196 Pac. to £ Aust.; Papeete 194.5 Pac. to £ Aust.; 246 Pac. francs to 88.46 Pac. francs to US \$. Selling heavy francs (1,378 ordinary francs) to C Stg.

MANY FIJI BANANAS! CONDEMNED

Of the 161,406 cases of bananas sent for shipment from Fiji, 12,802 cases were rejected by Dept. of Agriculture inspectors as unfit for port, according to the Department's report just published. The rejection amounted to just under eight per cent. "This is, of course, unduly high there is still a great deal of room for improvement in fruit packing," the report says.

Chinese who arrived in Guinea between 1921 and 1948 now become Australian under the terms of a recent Government decision, according to a senior P-NG official in September.

THINKING OF HARDBOARD? USE



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Advertisements

line, 3/-; Minimum, 4 lines.

FOR SALE

VESSELS under construction. Any-type workboat, wheelhouse, notation fwd., and large open 10 ft. raised-deck workboat and large hold for cargo. 45 ft. raised-deck workboat, and personnel. Above vessels, sturdy construction, built to rigid standards. Delivery at short notice. Price, etc., will be supplied. Builders: Wynne S. Brede, Phoenix Shipyards, Newcastle.

HOUSE, in glorious setting, and beauty spot, overlooking Island and Nepean, with 25 acres of land. Construction is main-land, Spanish style, very large, concrete loggia, verandah, diesel septic tank. Retirement or hotel. Particulars: "Ardara", and.

ISLAND. Freehold property, garden and fruit trees. Comfortable bungalow on main road to everything. Ideal retired life. 2,700. Apply: C. S. Newsam, and.

10 ft. half cabin clinker launch, 10 ft. offshore cruiser, ready for 10 ft. 45 ft. diesel trawler, fully 500, 30 ton, 90 ton, 1,800 ton, 3 ships. Fleets, 525 Stanley St., Melbourne, Q'd., Aust.

WANTED

200 to 500 ton sailing ship, auxiliary. Fleets, 525 Stanley St., Brisbane, Q'd., Aust.

EXCHANGE required with collector. Quality for quality. Send well mixed, to R. A. Cogman, Street, S. Tamworth, N.S.W., (Prompt replies.)

ACCOMMODATION

D FLATS, Cremorne, Sydney. Single, large, comfortable, two linen and cutlery, 10 minutes. Enquiries: Nelson & Robertson, G.P.O. Box 5316, Sydney, Aust.

YOURSELF CARS

E-DRIVE LTD. Modern cars, seating 5, 6 and 9 passengers. Formalities. Rates include inland free mileage plan. Aircraft met. Queen's Road, Wally Bay, Box 299. Cables: "Hiredrive", at Lautoka.

YOURSELF CARS—At your service. Brisbane. Lloyd-De Laurier Pty. 100 West Lane, Edward St., Queensland. Phone: FA 1091. Invited.

SERVICES

WATCH REPAIRS to all brands of watches. Send your repairs directly to the only Swiss watchmaker giving service to the Pacific Islands. Rapid service—all work guaranteed. **Swiss-Clox Watch Service**, 9 Garner Avenue, French's Forest, Sydney, Australia.

PENFRIENDS WANTED

FIJI—"The Crossroads of the Pacific". Headquarters, World's leading Society (Est. 1933) providing world-wide correspondents interested in British Colonies and Pacific Islands study and friendly exchange of ideas and hobbies as Philately, Conchology, etc. Write for specimen copy Club Journal "Island Life" and application form, to Secretary, South Sea Island Correspondence Club, Natuvu, Fiji Is.

TENDERS

ESTATE HANNORIA KATHERINE DRIVER, DECEASED. Plantation Properties For Sale at Milne Bay. Tenders are invited for the purchase of the under-mentioned properties belonging to the Estate of the abovenamed deceased, situated in the Milne Bay District of Papua, and said to be—Freehold "Hihila", 160 acres, Certificate of Title Volume 1 Folio 104 known as portion 62 Milinch of Gehua, Fourmil of Samarai; Crown Lease "Hihila" Certificate of Title Volume 2 Folio 457 known as Portion 11 Milinch of Gehua, Fourmil of Samarai, 105 acres 2 roods; Crown Lease "Hihila" Certificate of Title Volume 3 Folio 634 known as portion 64 Milinch of Gehua, Fourmil of Samarai, 85 acres, 2 roods, 12 perches; Freehold Certificate of Title Volume 1 Folio 151 known as portion 63 Milinch of Gehua, Fourmil of Samarai, 8 acres 1 rood 19½ perches. The Plantation properties produce copra and the estimated total production is said to be forty (40) tons per annum. The properties are at present occupied by Mr. L. H. Wilkinson as Caretaker Tenant on a monthly rental basis, but without tenancy rights. Sealed tenders close at the office of the undersigned on November 30, 1959. The highest of any tenders not necessarily accepted **Burns Philp Trust Company, Limited**, Executor of the Will of the late Hannoria Katherine Driver, 7 Bridge Street, Sydney.

BOOKS, MAGAZINES

ALL BOOKS AND JOURNALS ON AUSTRALASIA AND THE PACIFIC BOUGHT AND SOLD. Catalogues issued and sent free on application. Correspondence invited. **Berkelouw**, 114 King St., Sydney. Telephone: BW 7874.

READERS OF ENGLISH are invited to apply for a free book entitled "Preaching the Truth" which makes clear the teaching of the Bible. Write to: **Room "P"**, Bible Mission, 21 Glamis Avenue, Northbourne, Bournemouth, England.

FREE AND POST FREE—64 page illustrated Bargain Catalogue. **Stern's** (Dept. P.I.), 200 George St., Sydney, Australia.

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PACIFIC ISLANDS YEAR BOOK

(8th Edition)

This most valued reference book of world-wide standing contains all information on the islands of the South Seas.

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Pacific Publications Pty. Ltd., Technipress House, 29 Alberta Street, Sydney.

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DefENDER Products

DefENDER Co. Pty. Ltd., makers of DefENDER Slug and Snail Killer (1 lb., 3 lb., 6 lb. cartons and bulk) which has proved so successful in controlling **Giant Japanese Snail**, announce a second product which is just as effective in its own sphere:

DEFENDER Rat and Mouse Killer

formulated exactly to most modern standards. 3 acetylbenzyl—4 Hydroxycoumarin .025 per cent.

Rats do not become bait shy — they eat it unsuspectingly and the whole colony is wiped out.

7 oz. 2/9; 16 oz. 4/9; 7 lb. 25/6; 56 lb. £8/13/6

DEFENDER Co. Pty. Ltd.

398 Pacific Highway,
Lane Cove, N.S.W.

ABRIDGED PROSPECTUS

PACIFIC ISLAND MINES LIMITED

(Incorporated in the Territory of Papua)

AUTHORISED CAPITAL: £500,000

Issued Capital: 866 Ordinary Shares of £5 each, £4,330.

Now offered for Public Subscription: 5,000 Ordinary Shares of £5 each, £25,000.

Minimum Amount on which Directors may proceed to allotment, £15,000.

Held in Reserve: 94,134 Shares of £5 each, £470,670.

OBJECTS OF THE ISSUE: Pacific Island Mines Limited has been formed to prospect, explore, develop and exploit the mineral resources of the South West Pacific Area, including Australia.

Following the study of a number of prospects, the Company has decided to launch its operations by exploiting extensive mineral deposits known to exist on the Island of Misima, situated in the Territory of some 650 miles North East of Cairns, Queensland.

Gold mining operations were successfully carried on at Misima up to the commencement of hostilities in the Pacific during World War II and gold to the order of £3,000,000 was produced.

The Company is convinced that the Misima deposits have a large potential and that there are distinct prospects of founding a profitable mining industry on the Island.

Pacific Islands Mines Limited is in possession of an Exclusive Prospecting Licence over an area of approximately 22 square miles, covering the principal mineralised regions on the Island. Included in the areas by the licence are approximately 101 acres held under Gold Mining Lease Applications.

During 1958 the Company submitted to the Department of Lands, Surveys and Mines, Territory of Papua New Guinea, all technical data then in its hands and suggested that Misima Island warranted a geological and geo-survey by the Bureau of Mineral Resources, a division of the Commonwealth Department of National Development.

Following this suggestion, the Bureau of Mineral Resources commenced a geological survey of Misima in May this year. The survey will include areas in which this Company is interested and will be completed approximately six months. The object of the survey is to establish the regional geological setting of the area and so provide a reliable basis for subsequent exploration. Reports on this survey will be made available immediately upon completion to this Company and will be of the utmost value to its field programme.

Application has been made to the Department of Lands, Surveys and Mines at Port Moresby, to carry out a detailed programme of diamond and churn drilling on behalf of this Company.

The gold lodes at Misima Island are the largest and most extensive yet discovered in Papua-New Guinea and if the outcome of the exploratory work programmed is successful, and full scale mining operations are undertaken in due course, the field could assume an importance ranking with the most profitable underground mines in Australia and its Territories.

The extraordinary advance in the efficiency of earth moving equipment in recent years is fully recognised. It is known that large areas are available for mechanised open cut mining. It is intended during the exploratory work to determine the actual sites for this type of mining. Mechanised methods were never employed by previous operators on the Island.

DIRECTORS:

GEORGE WILLARD NOE, B.Sc.C.E. (University of Montana, U.S.A.), Civil Engineer, Chairman, Herbert Avenue, Newport, N.S.W.
NORMAN ARTHUR KINGSBURY WALLIS, Timber and Forestry Executive, "Trees", Plateau Road, Avalon, N.S.W.
ERNEST ROY HUDSON, B.A., LL.B., Company Director, 16 O'Connell Street, Sydney, N.S.W.
RUPERT VICTOR BRIERLEY, F.A.S.A., Management Consultant, 18 Corona Avenue, Roseville, N.S.W.
KEITH HAMILTON WATERHOUSE, Company Director, "Rawdoncroft", 28 Collins Road, St. Ives, N.S.W.

BROKERS TO THE ISSUE: Messrs. Leslie D. Philips and Kitchen, 13-15 O'Connell Street, Sydney. (Underwriters of the Subscription of 3,000 shares.)

BANKERS: The Bank of New South Wales, King and George Streets, Sydney.

FOR PROSPECTUS AND APPLICATION FORMS (free and post free) call or write to **PACIFIC ISLAND MINES LIMITED**, 117 Pitt Street, Sydney.

The Secretary, Pacific Island Mines Limited,
117 Pitt Street, Sydney, N.S.W.

Please forward me, without cost or obligation, a copy of your Prospectus.

NAME

ADDRESS

STATE

The requirements of the Companies Acts relating to Prospectuses have not been fully complied with in this Abridged Prospectus. Applications will proceed only upon one of the forms of application annexed to a printed copy of the full Prospectus which was issued on October 19, 1959. A copy of the full prospectus has been registered with the Registrar-General of the State of New South Wales. The Registrar-General takes no responsibility as to the contents.

Copies of the full Prospectus to which forms of application are attached may be obtained from the Registered Office of the Company, 117 Pitt Street, Sydney, the Underwriters, Messrs. Leslie D. Philips and Kitchen, 13-15 O'Connell Street, Sydney, or the Registrars in Port Moresby C/o Messrs. E. A. James and Co., Cuthbertson Street, Port Moresby.

Pacific Commerce and Produce

Search For Gold: Floated

about three years of effort, it appears that with Waterhouse (one of the Waterhouse family which is identified with New Guinea in past years) has floated a company for the development of what are believed to be large gold deposits (reef) on Misima Island, Eastern

SINCE 1888 (when gold was discovered there) and 1942 when the Jap invasion forced the closing of three active companies (including Freddie Cuthbert's Bonanza) and innumerable others, took about £3 millions of the heavily forested, 100-square-miles

of interests tried to return after the war; but the available ore was not high-grade, the mining system had collapsed, and increased costs prevented a search for the re-discovery of gold.

For Mr. H. Gladstone, still in the field has been active since 1951.

G. Palmer, a competent engineer, after lengthy inquiries in 1956 and 1958, said there are three very promising mining areas on the island, of investigation.

One view is that, under development, this could become one of the most extensive goldfields in the Pacific and the South Seas. The value of 5,000 ordinary shares

of £5 each by Pacific Islands Mines Ltd. has been underwritten by Leslie D. Phillips and Kitchen, Sydney sharebrokers; and the money will be used for investigation and preliminary development.

The Australian Government's Bureau of Mineral Resources has been conducting a geological survey on Misima since May, 1959; and Pacific Islands Mines will carry on from there.

If the preliminary operations show that the mass of ore is rich enough for profitable operation, the Co. will go back to the public for funds for large-scale development and mining.

The directors are George Willard Noe, an American civil engineer; N. A. K. Wallis, a timber and forestry expert; R. V. Brierley, a management consultant, and E. R. Hudson and Keith Waterhouse, company directors.

The Co. has the goodwill and co-operation of the Administration, which is anxious to re-establish big-scale gold-mining in Papua.

Bigger Profit For The W. R. Carpenter Group

Nowadays, the numerous interests of the W. R. Carpenter companies lead into W. R. Carpenter Holdings Ltd., registered in Canberra and regarded as a first-class investment stock.

This company, representing the whole group of Australian and Islands companies, showed a profit of £738,586 in the year ended June 30 last. As this represents an increase of over £200,000 over the 1958 profit (£517,907), it may be assumed that the group is doing very well.

The dividend goes up from 11½ to 12½ per cent.

That profit was shown after providing no less than £459,666 for taxation.

The Carpenter activities cover a very wide range—trading, planting, shipping, air transport, copra crushing, brewing, insurance—in fact, there are few industrial fields which the big organisation does not touch at, some point or other.

Enterprise Production

The mine manager of Enterprise of New Guinea Gold and Petroleum Development, NL, reported at end of September that the batteries of the company's mine in the Wau-Bulolo area had crushed 90 tons of



In Suva in September were Mr. N. M. Chokshi, left, general manager of the Bank of Boroda Ltd., Bombay, and Mr. B. L. Paranjape, head of the Bank's foreign department, here seen with Fiji's Colonial Secretary, Mr. P. D. MacDonald (second from left) and Mr. G. K. Hari (right) well-known Suva businessman.

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G. V. Spurrier, Manager.

FIJI
Branch: McGowan Building,
Thomson Street, Suva.
C. H. Cornish, Manager.

ore for a recovery of 50 oz of retorted gold. Five working days had been lost when a battery had to be repaired.

During the month, work on drives from Nos. 1, 1a and 2 levels continued. Re-timbering to 35 ft. in No. 2 level was accomplished, reef in this latter section showing good values.

NG Twist Tobacco To Earn 10 Per Cent.

Pacific Tobacco and Development, Ltd., of Madang, New Guinea, is making an issue of 131,096 ordinary 5/- shares to the public. If they are all taken up, issued capital of the company will be £50,000.

The issue will be underwritten by Lionel A. McFadyen and Co. of the Sydney Stock Exchange. According to the prospectus, an annual 10 per cent. dividend is expected from now on, in spite of the fact that since the company began operations in 1956 trading losses amounting to over £15,000 have been sustained.

The company makes black twist "trade" tobacco and some of ready-rubbed type for the native trade. Like all new industries, it had its teething troubles. Production did not begin until mid-1957 and for the first 12 months the factory at Madang was equipped with only two twisting machines, natives had to be trained to work them and there was continuing experimentation to obtain the right mixture for the made-up twist.

Proceeds of the present issue of shares will be used to lift production to 70 tons of twist tobacco per annum.

About 190 tons of trade tobacco are imported into Papua-New Guinea in a year—which means that if local production were boosted to 70 tons per annum that would represent a fair share of the business.

In the past, several attempts have been made to manufacture trade tobacco in the Territory but all failed because they were unable to produce a tobacco that appealed to the palate of native customers who are as fussy about their twist as Australians are about their beer.

The Madang factory product, however, seems to have overcome most of the prejudice. Its difficulties have been through insufficient capital.

Most of the tobacco used is imported from America but part of the original plan of the company was to eventually grow at least a portion of the leaf locally.

Koitaki Pays Even Bigger Dividend

Koitaki Para Rubber Estates, Ltd., profit for the year ending June 30, 1959, was at £28,986, £8,000 more than in the previous year. Dividend has been raised from 22½ per cent. in 1957-58 to 35 per cent. which will require all but £2,600 of the year's net profit.

Koitaki's profit for the year under review is tax free. If the company makes the same profit next year, something like £5,600 will be swallowed up in company taxation; Territory shareholders will also be taxed on their dividends.

Burns Philp Bonus Shares This Month

The Burns Philp one-for-five bonus issue of 1,000,000 20/- shares, announced some months ago in chairman James Burns's report to the annual general meeting, will be made to shareholders on October 31. This will bring BP issued capital to £6,000,000—with about £9,000,000 of reserves also working in the business.



Mr. Bruce Roach, sales manager for the Vacuum Oil Company, Pacific Islands branch, who has been appointed district manager for New Caledonia. He succeeds Mr. John Malloy, now Pacific Islands branch manager. Mr. Roach is well known in the Pacific where he has supervised field work for Vacuum in P-NG, New Caledonia and Fiji.

Shareholders of the company will meet in an extraordinary general meeting on October 22 to authorise the doubling of the nominal capital to £10 million; and to approve the issue of the bonus shares.

Economic Outlook

ONE recent trend of Australian retail business has been the desertion of inner city areas for suburban shopping centres. According to the prognostications of some sections of this trade, the city in a few years will become a veritable desert and a great many department stores are grasping time by the forelock and establishing bigger and better edifices in outer areas.

The city toiler has, so far, not noticed this blight on the inner area; it is just as difficult as ever to get a bun and a dish of tea at lunch time; or to get service in a store. And there seems to be far too many women in Australian cities who have nothing better to do than "go into town". Still, if retail business says that it is being strangled, it no doubt knows what it is talking about. The trend away from the city is due to the sprawl of Australian cities in post-war years; the new attractiveness of suburban shopping centres; the discomfort and high cost of public transport; and the impossibility of getting parking space in the city, in spite of the installation of parking-meters in every conceivable place. The inner city traffic problem in Sydney is not likely to be helped by the latest brain-storm of Mayor Jensen who says that people who bring cars into the city should pay a road toll.

In Australia the thinking of all government and semi-government thinking is conditioned by the belief that all motorists are plutocrats and that they use their cars for the sole purpose of creating a nuisance. Tolls on the road won't help reduce congestion or help inner city business men, although, like meters, they would boost revenue. Some big department

stores are already tackling their own problems. Sydney's Anthony and Sons, Ltd. (which recently announced that it plans to provide for customers in its Brickfield store.

Meantime, though city retail has its troubles, business generally continues to go on booming. Index ordinary shares reached an all-time of 298.61 on October 8.

SYDNEY SALES PRICES

	Sept. 8
Burns Philp	99/9
Burns Philp (SS)	63/6
C.S.R.	£67/10/-
Dylop Plantations	26/-
Hackshalls	57/-
Kauri Timber	21/-
Kerema Rubber	7/6
Koitaki	22/-
Lolorua	11/6
Mariboi	8/-
Norfolk Is. Whaling	4/8
Queensland Insurance	78/6
Rubberlands	6/3
Sthn. Pac. Insurance	19/-
Steamships Trading	73/-
W. R. Carpenter Hold.	24/-
Timor Oil	6/2

OIL AND MINING SHARES FIJI

	July 9, '58	Sept. 8
Emperor	b5/9	s7/9
Loloma	—	b41/9

PAPUA-NEW GUINEA

	b35/-	s40/-
Bulolo	b35/-	s40/-
N.G.G. Ltd. b1/9½	b1/9½	s2/3
Oil Search b2/6	b2/6	s6/6
Ent. of N.G. b7d	b7d	n.q.
Papuan Apin b9d	b9d	b3/5
do. opt. . b6½d	b6½d	b1/6
Placer Dev. b86/6	b86/6	b100/-
Sandy Creek b4d	b4d	n.q.

ISLANDS PRODUCE

(Unless otherwise stated, quoted in Australian currency, Aust. £ approximately 16/- Sg., NZ, Samoa; 18/- Fiji; 20/- Tonga, Soli WPHC areas; 168 Pac. Frs.; \$US 25)

COPRA

The British Ministry of Food Contract, which governed Copra in Papua and New Guinea, Fiji, Samoa, Solomon Islands, and Gill Ellice Colony (and, to some extent, Tonga and Cook Islands) expired December 31, 1957; since when each territory has made its own arrangements for collection and marketing of copra.

PAPUA-NEW GUINEA:—All copra is delivered to Copra Marketing controlled by six members, including planters' representatives; and this directs distribution and sales, and payments to the producers. Price goes mainly to (a) Unilever (under contract covering 1959), (b) Australia (local consumption) and (c) crusia in Rabaul. Prices generally arranged in accordance with ruling rate in PIM market, with premiums for hot-as.

From July 1, 1959, P-NGE Board announced "Tentative Price of copra delivered main ports: Hot-A£ £A72/10/- per ton; FMS, £A71 Smoke-Dried, £A70 per ton.

FIJI:—No Government control—sell where they wish. Bulk of copra

ag-mill in Suva, whose price Suva, is announced each week. prices were: HAD, £F77/7/6; FM2, £F74/15/-.

ERN SAMOA:—Official Copra receives all production, and sells makes payments to producers. Portion goes to Unilever, at FM grade rates, plus premium to £83 per ton for hot-Prices announced in March. air dried, £867/13/8 per ton; No. 1, £865/3/8; sun-dried £1/13/8.

—Sales are under Government part of production goes to Europe, arrangement with Unilever con-Philippines prices, and part n market.

ONS:—All production marketed official Copra Board, at prices Philippines market. Price de-October: 1st grade, £A80; 2nd £78; 3rd grade, £A74, per ton, P ports.

T AND ELLICE:—Production in Europe through official Copra prices based on Philippines "stabilisation fund" charges.

OA:—Producers receive 6 cents lb. or £A60/5/- approx. per long periodic bonus, if average proceeds vt. buying price and expenses.

EBRIDES:—Price rose in Sep- and was approximately £A62/10/- delivered Vila/Santo on September 2, price was 123,000 Metrop. metric ton, c.i.f. Marseilles.

IS./NIUE/TOKELAU: Subject to sions of the copra contract be- Cook Islands-Niue-Tokelaus and Abels, Ltd., of Auckland, ate the only New Zealand copra mill, the price for the second 1959 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. is method of price fixing, these s do not receive the benefit of antial price rise until six months ch explains the substantial rise nture. The previous prices were /6 and £NZ69/0/6 respectively.

the contract, if the average FM Philippines copra, as fixed twice y the Spot Price Fixing Com- of the London Copra Association per cent. either way, the Seller event of an increase, and the the event of a decrease, has the ask for a new contract figure.

OTHER PRODUCE

A:—Islands prices are based on the Ghana cocoa which, on Oct. 7, tg.256/5/- per ton, c.i.f., Sydney.

AMOA:—Nominal price quoted in on Oct. 7, £S265 f.o.b., Apia, grade 5, grade 2.

A: Oct. 8, £A310 ex-wharf,

EE:—P.-N.G. October 7, good A grade, per lb. 4/4 to 4/6; B 4/2 to 4/4; C grade, 4/- to 4/3, dney.

arly Oct., price quoted for Tanga- A grade was £Stg.400; B grade, 5; Undergradings, £Stg.265, all and c.i.f., Sydney. Uganda Ro- offering at approx. £Stg.187/10/- dney.

UTS: P.-N.G., Oct. 8, kernels: Spanish, 1/7 lb; Virginia Bunch, Cingaroy Peanuts Board recently price of kernels by 2d per lb.

RUBBER:—P.-N.G. price is based on Singapore rate, which Oct. 6 had dropped to: No. 1 RSS, spot, 99% Straits cents per lb. (34.75d Aust.).

VANILLA BEANS: Victor Karp, Tulk & Co., Sydney, reported Oct. 7: Tahiti beans, new season, white and yellow label, processed, standard packs, 90/-; green label, 88/-, c.i.f., Sydney.

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 Oct. by independent M.O.P. shell agents were: Sound £A800, D £A600, E £A275, EE £A200 (in store Sydney). (Prices were firm on above rates). Penrhyn £Stg.400 (nominal), f.o.b., Rarotonga. Manihiki lagoon will remain closed this year. Unless the reported plan to trans-fer Manihiki divers to Suvarrow 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 recently and there is little demand. Nominal price c.i.f. Sydney Oct. 6 £A265. In Fiji early Oct., trochus was being bought at 1/9 Fijian per lb (equal to £F196 per ton, in store, Suva).

GREEN SNAIL SHELL.—Because of a demand from Japan, price has risen to £A375 per ton and is 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 place a quantity of second and third grade.

London and US Quotations

Copra: London, Oct. 6, Philippines, in bulk, \$265 per ton, c.i.f., UK/Nth. Euro-pean port. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European port, £Stg.94. New York, Oct. 6, Philippines, \$240, c.i.f., Pacific coast port.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil: London, Oct. 6, Ceylon, in bulk, £Stg.147 per ton, c.i.f., UK/North European port. Straits crude, £Stg.136/10/- c.i.f.

Rubber: London, c.i.f., Oct. 6, RSS No. 1 32½d Stg. per lb; Oct.-Nov., 28½d Stg.: Sept. 1960, 29½d Stg.

PEARLING FLEET REACHES QUOTA

The Taiyo Fisheries Company's mother-of-pearl shell fisheries fleet, which commenced operations in the Arafura Sea in mid-June—it left Japan on May 26—was expected to reach its 1959 quota of 375 tons of shell by late September or early October.

The fleet, owned by Japan's largest ocean fishing organisation, this year consisted of a mother ship and 11 diving vessels. The quota is negotiated between Australia and Japan each season pending settlement of a long-term dispute whereby Australia claims the right to control pearl fisheries on her continental shelf but beyond her territorial waters.

In 1958 the actual take of shell by the Taiyo fleet was 274 tons.

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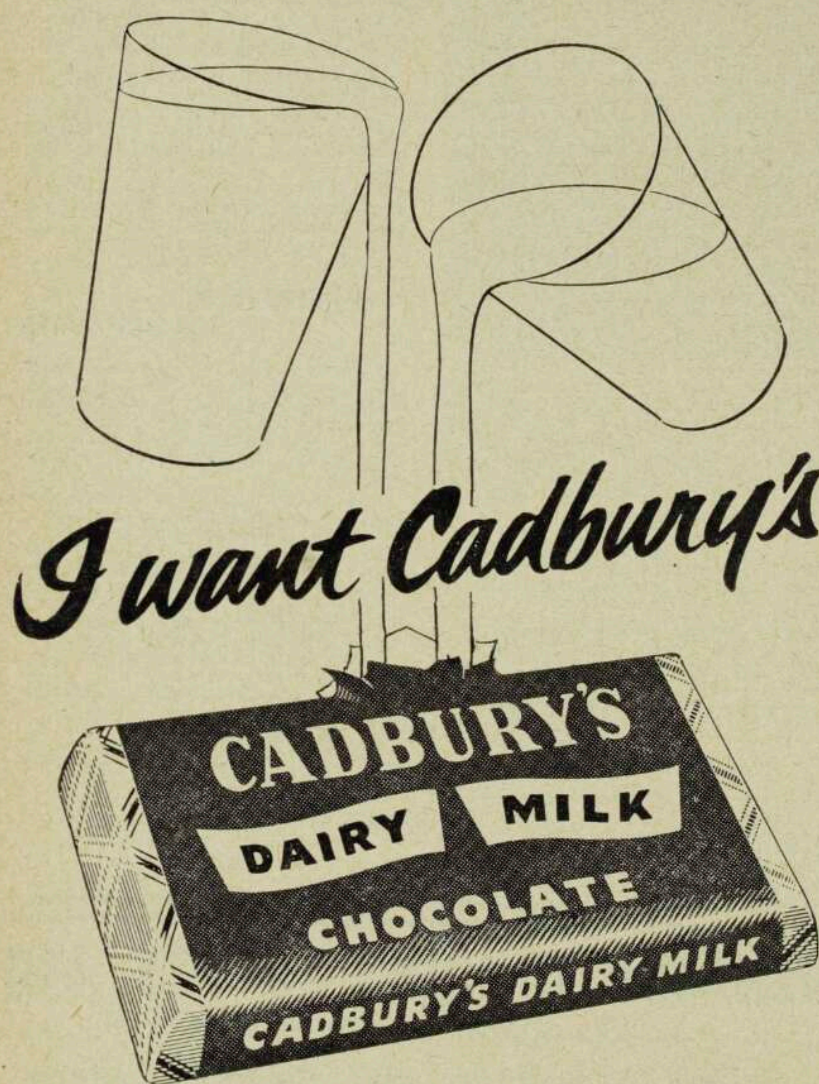
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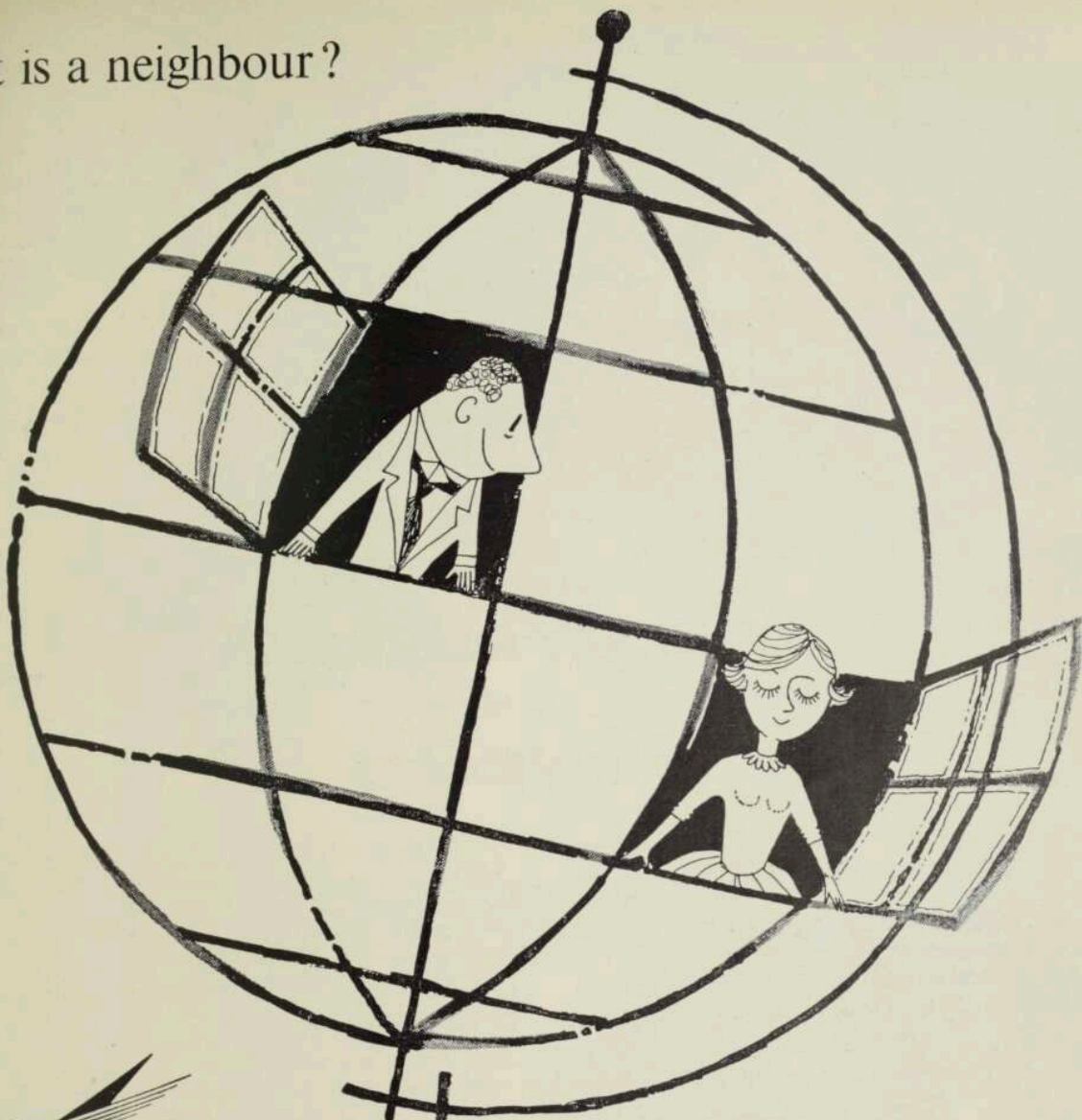
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