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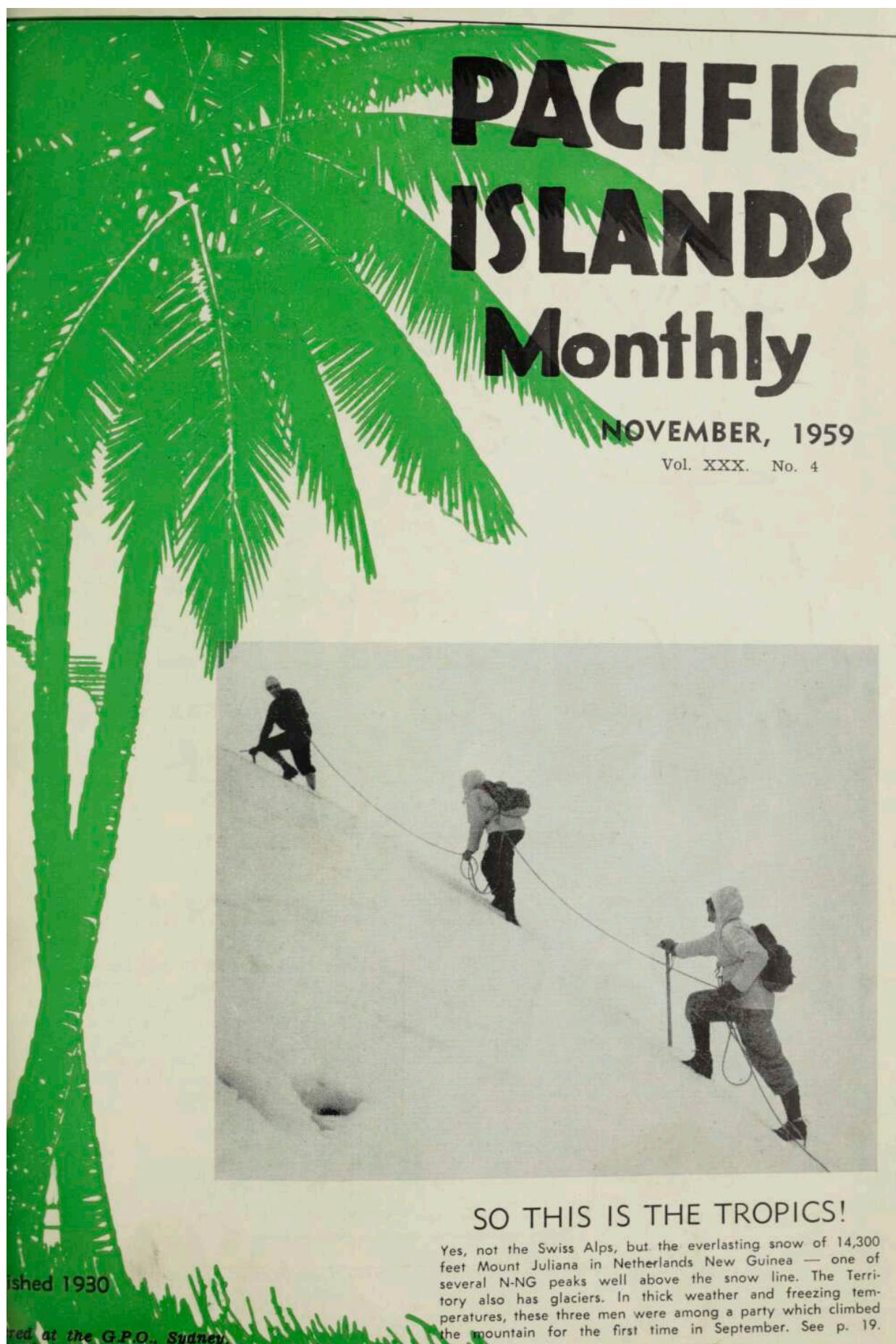
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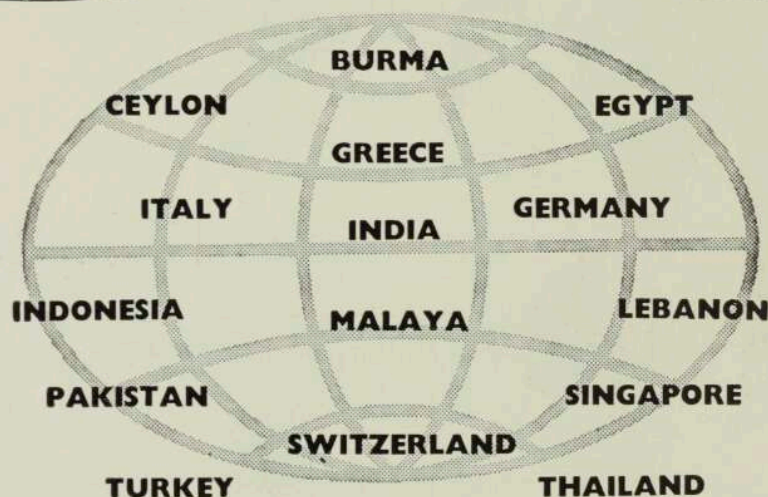
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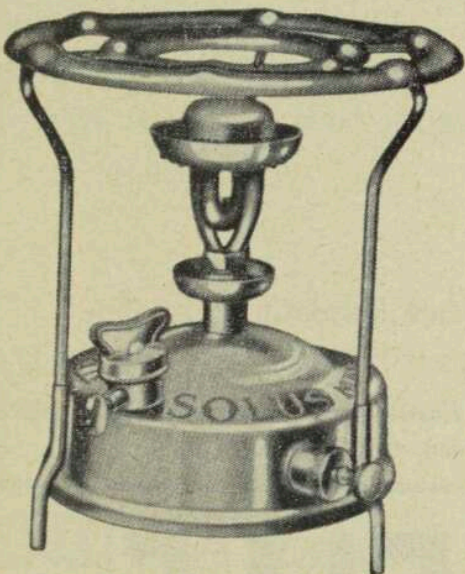
PACIFIC ISLANDS MONTHLY—NOVEMBER, 1959

Coleman

Solus STOVES

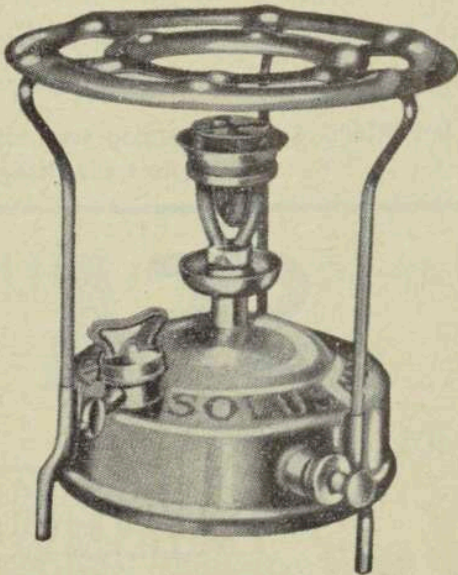
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These two Coleman Stoves are of the one burner kerosene type and are available in both silent and roarer models. Their dimensions are height $8\frac{1}{2}$ inches, diameter $8\frac{1}{2}$ inches, approximate weight $2\frac{3}{4}$ lb. Both models have the same outstanding features.



Model No. 532E
SILENT TYPE

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



Model No. 531E
ROARER TYPE

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Suva for Fiji Islands

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PACIFIC ISLANDS MONTHLY — NOVEMBER, 1959

1

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*Highest
Quality*



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Price*

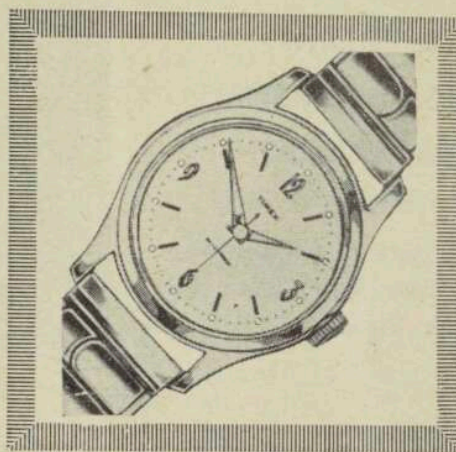
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while in England in 1957 more TIMEX
watches were sold than all other
makes combined.



in a wide range of styles from Boyproofs to mens' self winding models, also
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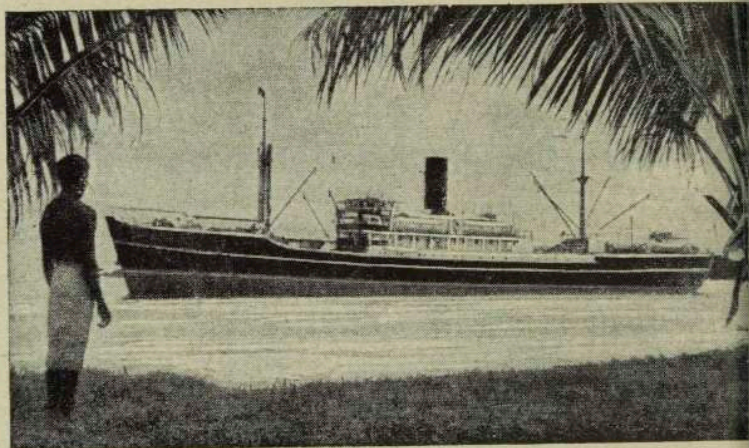
M.S. "SINKIANG"

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



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**JAPAN, HONGKONG TO NEW GUINEA AND FIJI, THENCE
RETURN JAPAN DIRECT**

Regular monthly service with the modern motorships:

"CHUNGKING", "CHEFOO", "CHEKIANG"

Japan, Hong Kong, Kavieng, Rabaul, Madang, Lae, Samarai, Port Moresby, Honiara, Apia (as necessary), Noumea, Suva, Lautoka thence return Japan direct.

For further details please apply to Agents or refer to the weekly advertisements in the "South Pacific Post"

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

NEW GUINEA: Colyer Watson (N.G.) Ltd., Lae, Madang, Rabaul.
Cables: "Colyeram".

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

HONIARA: British Solomon Islands Trading Corporation.

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

FIJI: Morris Hedstrom Ltd.

SANTO: Les Comptoirs Francaise des Nouvelles-Hebrides.

APIA: Morris Hedstrom Ltd.

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

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CABLES: "SWIRESHIP". BU 1712.

PEOPLE

T. K. Abbott, Assistant of Medical Services in the Public Health Department, Presby, is the new Executive for Health of the South Commission. Appointed at a session of the SPC in last month, he succeeded Dr. Emile Massal, who last April.



Mr. H. T. Kienzie, of Mamba Plantation, photographed in November at the Kokoda Trail Monument. It was Kienzie who had the monument erected. See page 20.

—Photo-Malik.

E. Fox, MBE, MA, D.Litt., the best known Melanesian worker in the Solomons, is on his 10 months' holiday in New Zealand. He is in Taroaniara. Aged over 50, he has spent 50 years in BSI.

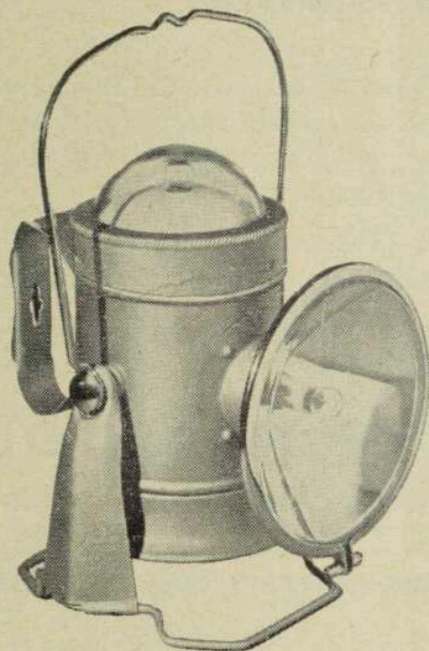


Mr. Jack Mason, of Yodda Plantation, is the dinner which followed the Kokoda Memorial. (See p. 20.)

—Photo-Malik.

Mr. Warwick McComas, manager of the Commonwealth Bank of Australia, Honiara, returned to Australia early in November. He has been succeeded at Honiara by Mr. M. Macartney, who is now on Islands service—he was

LIGHT AND POWER WHEN AND WHERE YOU WANT IT



"EVEREADY" HAND LANTERN Type No. 2546

For night work or during power failures, you can have either a powerful, long-range spotlight or bright, all-round general light simply by flicking the switch of an "Eveready" Hand Lantern. A useful combination of handle, hanger and swivel base enables it to be carried, hung or placed with the light directed in any angle or direction.

PORTABLE 6-VOLT POWER "EVEREADY" BATTERY Type No. 1462

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Completely safe in all conditions. Totally enclosed in waxed weatherproof container. Fitted with plastic carrying handle and screw-up terminals. No attention required. Bounces back for extra life and recovers power between uses.

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"Eveready" "Nine Lives", with the Cat Symbol, are registered trade marks of Union Carbide Australia Ltd., Sydney, N.S.W.



E189R

Split logs f-a-s-t-e-r

with the new

HYTEST block splitter !

The new HYTEST Block Splitter is the most efficient tool you've ever seen for splitting *all* types of timber. The toughest logs split easily, thanks to the tempered steel cutting face and that King-size, 36-inch handle (Hickory or Spotted Gum).

Also made from Australia's toughest steel are HYTEST Craftsman (Half Green, Half Bright Heads) and Challenger (All Blue Heads) Three-Quarter Axes and Tomahawks.

Order now for immediate delivery from your storekeeper or Island Merchant — and make certain you specify HYTEST!

HYTEST AXE & TOOL PTY. LTD

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MALLEYS

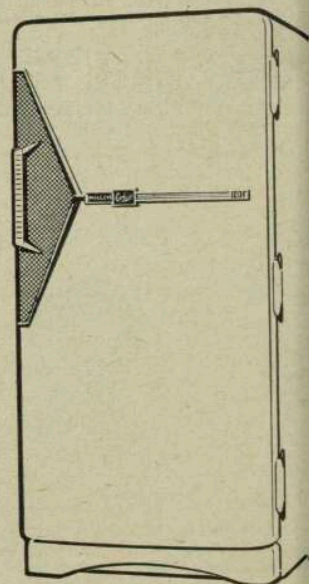
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BIG in everything but price

Huge freezer locker that holds up to 50 lbs. of frozen foods . . .
16 lb meat drawer that is adjustable for thick cuts . . . full width,
extra deep crisper . . . adjustable shelves . . . non-sag 3-hinge door
for perfect sealing . . . right or left hand opening door . . . colour
choice of Arctic White, Ivory Cream, Blue Mist or Miami Pink, all
with soft grey trim. There's a Malleys Colda to fit every kitchen and
every budget.

Available in 8 cu. ft., 9 cu. ft. and 10 cu. ft. models.



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BUILT BETTER
TO SERVE YOU BEST

*Orders should be placed
through your usual Islands
Agents.*

s at Port Moresby, Papua, accountant and, later, for two years at Kavieng, and, NG. For the past 12 he has been at Ipswich Queensland.

Francis Talasasa, who re-BSI in October from UK, en appointed District of Malaita—the first Islander to occupy such a m Roviana, in the Western s, he went to Fiji for y education, then spent rs at St. Andrew's College, urch, NZ. He graduated Canterbury College Uni-NZ, and received his MA at Cambridge University, ear's study.



d school teacher Miss Mary Alice s gone to Aitutaki, in the Cooks, women's interests. She is taking lfare project established by Miss M. the South Pacific Commission, earlier Miss Hopkirk has been a school 14 years, and has worked in London and Ethiopia.

on Waddell, assistant man-Millers Ltd., Suva, and Hood, former matron at were married at Hamilton, October 24. After their on, they will return to Fiji r. Waddell is one of the ound executives with the r group of companies.

effort to stimulate greater interest in goldmining, Mr. nson, field assistant in G Mines Department, spent er and October in a two "walkabout" from Popon-orth coast of Papua, to NG. He trekked from Pop-to Ioma, then north along t to Morobe, followed the iver into Garaina, thence headwaters of the Waria Rivers to Wau. Result: He

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for top security..



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

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

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

570 Series CYLINDER MORTICE LOCKS.
Precision, dependability, security! Moving parts solid brass. Over 30 applications in all. Available as a "master-key" system.

307 SCREEN DOOR TOUCH LATCH.
Just push door to open, pull it to close! Easy to install and features strong snib.

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

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

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

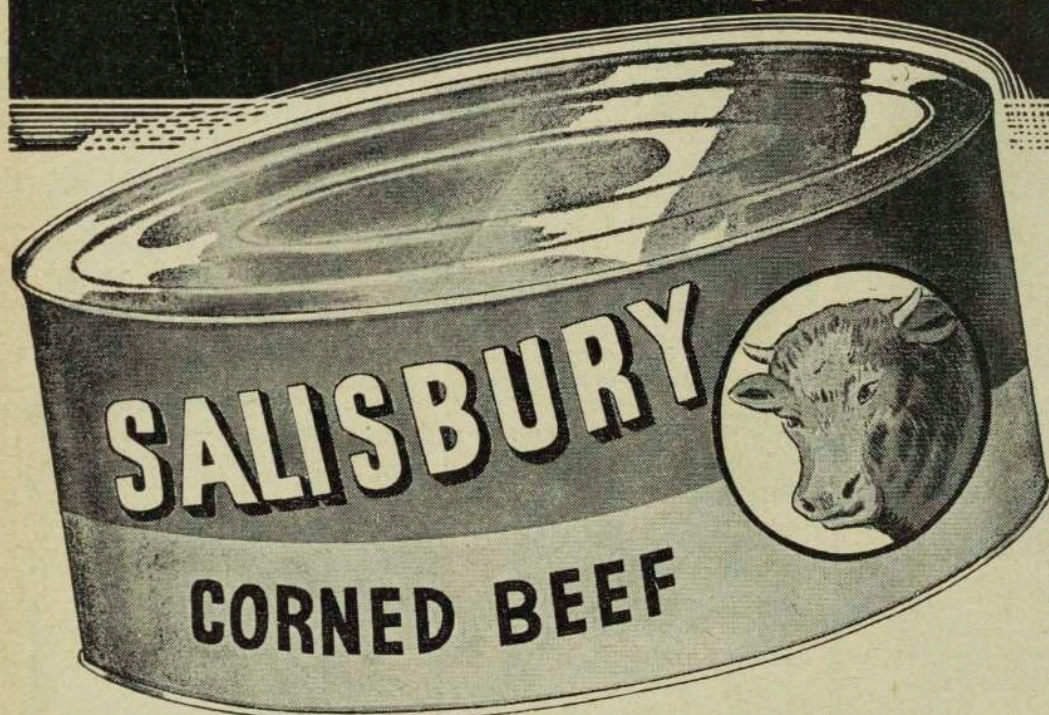
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Largest manufacturers of cylinder locks in the Southern Hemisphere.

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the famous name 'SALISBURY'



SALISBURY" canned meats, SPECIALLY PACKED for the PACIFIC ISLANDS ARE the popular choice, ALWAYS.

CORNERED BEEF	SAUSAGES & TOMATO	SHEEP TONGUES
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MEAT TREAT	LAMB & GREEN PEAS	SANDWICH MEAT
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Also "WESTFIELD" Brand KEGGED MEATS, DRIPPING AND LARD
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Cable Address: Filalora, Auckland

the Waria area to develop large and profitable native area.

L. Gregg, Registrar-General, Fiji, who returned to Suva last Mariposa, was on the wing the whole of his leave. He stated that he covered 40,000 a world tour that embraced NZ, the Far East, the East, UK, Europe and USA.



Mr and Mrs. Henry Bruce Inch photographed their wedding recently at St. Mary's Catholic Church, Lae.

Photo: Otto Brabant.

John Gutch, High Commissioner for the Western Pacific, arrived in Honiara on 31, after several months' leave from the UK. They flew from London via Australia, then by air to Honiara and on RCS Coral from Vila to BSI.



Mr Reid (left), who will be Fiji's next High Commissioner, taking over from Mr. Nott, in Suva recently with Mr. L. Nott, of Tonga. Mr. Nott leaves Fiji in December.

—Fiji PRO.

Lewis N. Cotlow, the well-known American traveller and filmmaker, who produced the film, "The Hidden Kingdom", with its unique shots of animal life in Africa, has been back again in NG—this time to film some hitherto unseen scenes in the centre of Dutch New Guinea. He is a man of vision, with a deep appreciation of what is undisturbed and filmable in the lesser-



PICCANINNY PREPARED WAX FLOOR POLISH

FOR LINOLEUM, FLOORS, FURNITURE, LEATHER & MOTOR CARS

"Twice the shine in half the time"

Piccaninny imparts a glow of youth and beauty to floor surfaces that might otherwise soon begin to show their age. There is nothing more perfect for linoleum or natural wood floors. Piccaninny's tough wax skin protects surfaces from tropical moisture, wear and tear—saves you hours of work and gives Twice the Shine in Half the Time!

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PRESSURE LAMPS & LANTERNS of Proved Efficiency

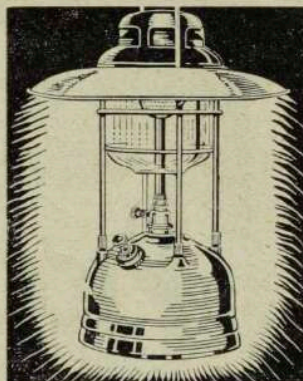
TILLEY TABLE LAMP



BRANDTS "Tilley" Table Lamp. Gives a brilliant white light of 300 c.p. Kero. Complete with shade

16½ in. high £9/-/-
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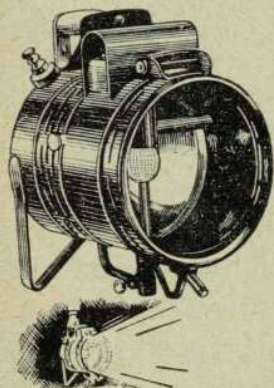
TILLEY HURRICANE LANTERN



BRANDTS "Tilley" 300 c.p. Kerosene Storm-proof Lantern, with 12 in. Reflector. Stands, hangs, or carries. Brass, with bright plate finish.

With Reflector £7/8/5
Without Reflector £6/17/6

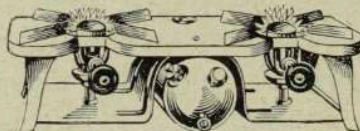
TILLEY INSPECTION LAMP



BRANDTS "TILLEY" INSPECTION LAMP, 2,000 c.p. Holds 1¼ pints of Kerosene. Burns for 12 hours, and only weighs, without fuel, 7½ lb. Strongly made, simple to use, and gives a truly amazing forward light.

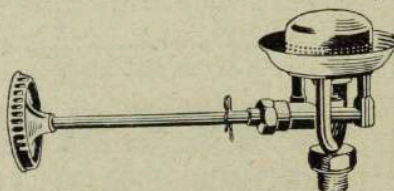
£13/10/-

FAMOUS MAKE OF TWO BURNER STOVE



BRANDTS Swedish "Primus" 2-burner Kerosene Stove. Most convenient and handy for home or camp. Has two patented self-cleaning burners, with regulating and shut-off valve, with protection plate of aluminium over tank and under burners. Bright steel and plated finish.

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BRANDTS Swedish "Primus" Self-cleaning and Regulating Burner. Fits Kerosene Pressure Pattern Stoves. Ideal for simmering . . . £1/8/6

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known parts of the world. He turned to New York, via Sydney, in October.

Dr. J. M. Cruickshank, who spent a few years in Sydney as the representative of the World Health Organisation (a section of its activities) left Australia in 1958 to take personal charge of a highly-specialised private hospital in California; and he now is in Sydney. Dr. Cruickshank is well known in Fiji where, for a time, he was Director of the Dr. Cruickshank has been featured in Sydney by Dr. Lawrence Hill, an Englishman, who recently took in charge of a regional organisation of the World Health Organisation with headquarters at Manila. WHO has many contacts throughout the South Pacific and, presumably, a good deal will be seen of Dr. Cruickshank in the various Territories.



What the well-dressed governor was Governor of Fiji, Sir Kenneth Maddocks, in a suit and plumed hat, marches out with units of the Fiji Special Constabulary paraded for the first time, in Suva.

Stephen Finau, 11-years-old, of a Tongan Government, received some publicity in the newspapers recently, in a "Fiji Islands to the Outback" story, describing his fortnight's stay at a remote north-west cattle station near the Queensland borders. He is a member of Newington Junior Farmers' Club, and he has him and 15 other students. O. Cohen, an old Newington student, showed them all aspects of station life.

Mr. Ernest Agate, of Tarama, to Fiji from NZ 22 years ago, manage the Navua Dairy "for a time". But he stayed on, and it was only last month

ly left the Colony—to live
ement in NZ. Mr. Agate,
airying for a time, leased
Hotel for a few years. Later
founded the Frostee Ice
Co. Ltd. and ran this con-
til it merged with NZ ice
interests as Tip Top Ice
Co. (Fiji) Ltd.

aslyn Williams, senior pro-
f the Australian Common-
Film Unit, was in New
a short time ago making
d the outcome of one pro-
seen by Queensland tele-
on November 2. It was
ABQ's showing of the prize-
film "Growing Up With
which covered many aspects
e development in P-NG, as
ed by one native, Guba.
f-hour feature focused at-
on some of Australia's
ents in the Territory— and
its responsibilities.



well-dressed governor wears. The
f French Polynesia, Pierre Sicaud,
suit and braided hat, on hand in
greet Deputy French Premier Jacques
elle during his tour of Tahiti.

Photo: Studio Mackenzie.

L. Iremonger, formerly a
Officer in the Gilbert and
lands and in Fiji, was re-
with an increased majority
ervative member for Ilford
n the UK general election
ober. His wife, Lucille
er, is a talented writer, who
l several books with an
flavour published.

oti Tikaram, LLB, of Suva,
ointed Magistrate (First
n October, with civil juris-
on actions involving values
o £400. Mr. Tikaram is be-
o be the first local Fiji
and solicitor to receive
appointment while still in

The appointment was
ed by a shortage of magis-
ollowing the transfer of Mr.
ight to Aden.

Aunt Mary's is a "must" for tropical baking



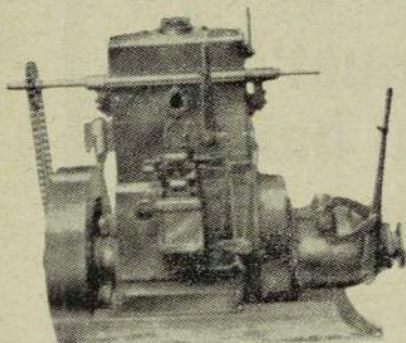
Aunt Mary's Baking Powder is always fresh and main-
tains its full strength. It never deteriorates in its
airtight container, that's why your cakes and pastries
will have extra lightness, and stay fresh longer when
you use Aunt Mary's Baking Powder. You also cook
with the important, and in the tropics, the vital
advantage of adding the rising agent when you do
your mixing—that is the right
time — the best time for sure
results.

AUNT MARY'S STRINGLESS BEANS

These tasty, tender, full-
size beans are picked at the
peak of the season to ensure
full flavour.



AILS A CRAIG Marine Diesel Engines



- Solidly constructed
- Easy starting
- Vibrationless running
- Designed to give years of satisfactory service
- Attractive Under Bond Prices

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20/23 H.P.

35 H.P.

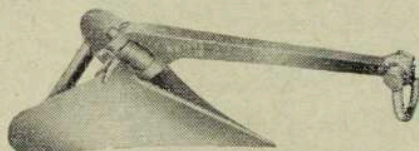
47 H.P.

70 H.P.

70 H.P.

Suitable for fishing boats — pleasure craft — workboats — auxiliary wood

PATENT C.Q.R. ANCHOR

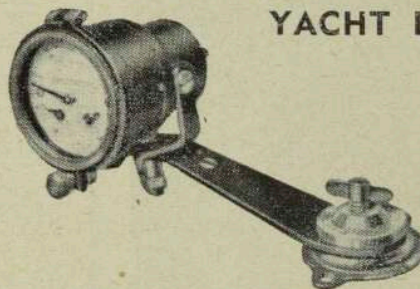


One third the weight. Three times the holding power. Easy to handle and stow.

Sizes from 5 lb. to 140 lb. Prices from 50/- each. For positive and efficient anchorage use only C.Q.R.

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YACHT LOG



The "Knotmaster" is invaluable for passage making as it gives accurate reading of distance run. Supplied with Terylene line, rotator spool, rotator, etc. Price £26/18/- each.

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Does not go hard or brittle. Can be applied to any material and invaluable for large joints on boats. Price: 39/- gal. 21/- ½-gal. 12/3 ¼-gal. 7/1 pt. 5/3 ½-pt.

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cameramen David Atten-
and Geoff Mulligan have
to Fiji from Tonga with
of Tongan scenes in their
but none of the under-
Mariner's Cave, which they
oped to get (see *PIM*,

* * *
John Gunther, Assistant
rator of Papua-New Guinea,
to the Territory in No-
after six months in Aus-
agree of them on leave and
ent attending the Australian
ration Staff College, Mt.
ictoria. The Administrator,
D. M. Cleland, will
go on leave.



Taurama Chapel, Port Moresby, re-
Joan Bentley, of Brisbane, to Mr.
of Selby, Victoria. They will live at
Napa Napa.

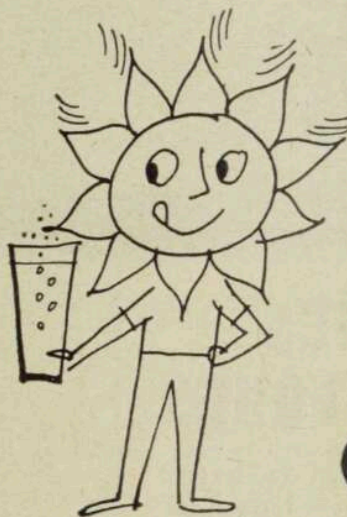
—Papuan Prints.

er travelling Tongan who
wspaper acclaim in No-
was boxer and rugby player
u, 24, who digs graves on
in Yorkshire, England. He
000 in a football pool—but
o keep working as a grave
A big piece of the cheque
home to Tonga.

* * *
iative tributes for a job
e were paid by Suva city
rs to mayor Arthur Leys
retired in November after
ear term. In recent years
has grown from one square
seven. Suva business man
stinson has been elected
a succession to Mr. Leys.

* * *
G. Corbin reached Honiara
nth from East Africa on
ent as adviser on civil
He will remain in BSI for
hs.

For a
long cool
drink on
a long
hot day



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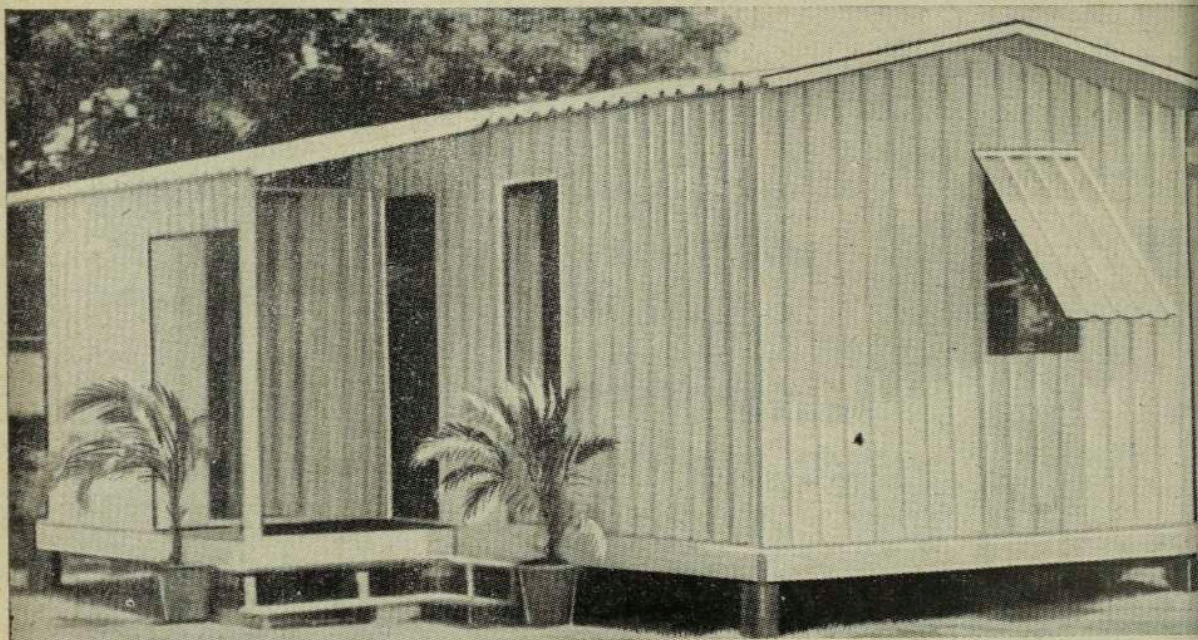
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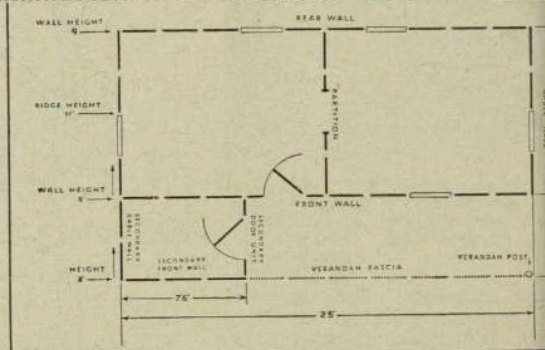
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Year Awaiting Trial

Eight Years For Tahiti's Leftist Leader

being held in gaol in Tahiti at one year, the leader of the native nationalist party in French Polynesia, Pouvaana a, on October 23, sentenced by the Criminal Court in Papeete to imprisonment for eight years, and to live in Papeete for 15 years on charges of attempted arson, and the illegal possession of arms.

Punishment follows a series of political events in 1958, which are summarised in PIM of May (page 19) and in November 1958.

Pouvaana's political Party (the Front de Libération) gained a majority in the Assembly late in 1957; and in 1958 Pouvaana a Oopa and a Jerusalem led a new Government in Tahiti. They introduced a new tax and spoke in favour of a Republic, independent of France, plans which were bitterly resisted by most of the French population and the Tahitians.

Civilian non-official population in Papeete rose in revolt on November 1958, and the Pouvaana Government was forced out of office and the French Governor took over. In September, 1958, French President de Gaulle, and Pouvaana was asked to vote for or against the new Constitution proposed by General de Gaulle, and Pouvaana fought strongly for a vote.

In October, 1958, having been denied political activities and in a referendum, Pouvaana and his supporters made a strong demonstration in Papeete.

An attempt was made to burn selected buildings with bottles of Molotov cocktails) and as conflict with the police. Pouvaana's residence was found to be like a fortress. He and scores of others were arrested. A delay occurred in the trial procedure which would be of local prejudices.

Court, under the presidency of a recently transferred from France, tried 16 men on various charges connected with the incident of October 10, 1958.

Pouvaana's chief helper, got 15 years in gaol and is banned from Tahiti for 15 years; another leader got 10 years in gaol and five years in prison; and the others got sentences of up to six years.



Last month's photograph of the work in progress at the Grand Pacific Hotel. A swimming pool will be built in the area in the left of the photograph.

—Rob Wright, Fiji PRO.

Grand Pacific Gets A Face Lift

Suva's Grand Pacific Hotel, possibly the best-known hotel in the South Seas, is being extended and improved.

Work began in October following settlement, by arbitration, of the price which Cathay Hotels (Fiji) Ltd., had to pay for the hotel. A contract was let to Narain Construction Company to erect a three-storey, 36-room block adjoining the hotel on the side farthest from the city. It should be completed by May.

In addition, bedrooms in the present building are being remodelled and a swimming pool is being built on the seaward side of the hotel.

Value of the contract is understood to be about £50,000.

Tenders might also soon be called by Cathay for the building of a new 60-room hotel at Saweni Beach, between Nadi and Lautoka.

Like the new G.P.H. wing it will be fully air-conditioned, with self-contained room units.

Mr. Barry Philp, who operates the Mocambo Hotel at Nadi Airport, is known to have struck difficulties with the Fijian land-owners in his plan to erect a major tourist hotel on Yanuca island, an ideal site not far from the Korolevu Beach Hotel.

A correspondent reports that although there was intense public interest in the long-delayed trial, the verdict was received calmly.

VISIT TO P-NG

It Was A Good Goodwill Tour

Mr. John Howse, Parliamentary Undersecretary to the Australian Minister for Territories, Mr. Paul Hasluck, stirred up some official reaction when he made a goodwill tour of Papua-New Guinea in October.

HE made his tour to see for himself how Territory feeling stood following the bitter fighting over taxation and legislature matters that has marked relations between official and private interests in P-NG this year.

His decision to go was endorsed by the Minister, although it was not the Minister's idea. Mr. Howse, who is popular with Territorians, felt now was a good time for a visit—especially as Minister Hasluck himself expects to set foot in New Guinea again before Christmas—a step into the lion's cage which P-NG residents have for months been publicly daring him to take.

As far as the Territorians were concerned, Mr. Howse's visit was a success. He had taken the advice of influential friends before leaving and made a point of staying in private accommodation in the Territory wherever possible, avoiding too many official contacts.

(Over)

He addressed residents in bodies whenever he got the chance and lent an attentive ear everywhere.

On the way south again in late October he gave Port Moresby's *South Pacific Post* a few words on what he had found. Among his points were:

What He Found

- He had found a general feeling of insecurity among the people, with complaints that the cost of living was too high.

- He felt that something should be done to make the burden lighter for the married man to keep him in the Territory.

- He believed some assistance should be introduced to give the European settler a guarantee that if catastrophe in some way struck the Territory and the settler was obliged to leave (as with World War II), he would have an assurance that his life work would not be lost.

- He would report all this to the Minister, and also tell him that there was need for a change in representation on the Legislative Council, both native and European, although he had no idea of what the changes should be.

Following Mr. Howse's return there was evidence that Mr. Hasluck approved Mr. Howse's warm non-official contacts—but he did not like the publicity given to Mr. Howse's statements on discontent and insecurity. It was not, he thought, very tactful treatment by the newspaper.

Mr. Howse's findings, as reported to New Guinea readers, also interested Prime Minister Menzies, who has been taking a greater interest in Papua-New Guinea affairs since the angry developments of this year.

As most NG residents could have told Mr. Hasluck if he had asked them, Mr. Howse discovered, and

(Continued on page 163)

PACIFIC REPORT

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Deputy French Premier Jacques Soustelle waves a greeting as he arrives in Tahiti.—Studio M

Tahiti To Be A Paradise Lost

Deputy French Premier Jacques Soustelle arrived at San Francisco in October after his island hopping tour of French Polynesia, and the word that the "unspoiled Polynesian paradise" wouldn't remain for much longer.

PREMIER Soustelle said the big new airstrip now being built at Papeete and to be completed in 1961 (*PIM*, October) would open up the area to tourists and the way of life was bound to change.

"When you have the old easy-going Polynesian life, you have no tourists", he said. "Then when you have many tourists, you have a Waikiki. We hope to strike a happy medium".

Tahiti will be only 10 hours away from San Francisco by jet when the airport begins operating.

Mr. Soustelle's news seemed to be a severe blow to American newspaper readers, who have been fed on the notion over the years that there is no paradise quite like Tahiti, and that once that paradise is opened up to all and sundry there will be no dreams left.

Tahiti Tour

During Mr. Soustelle's Tahiti tour, all classes—Polynesians, Europeans, Chinese and Euronians—united in an enthusiastic welcome, after the Minister had arrived in Papeete by Catalina from New Caledonia (see *PIM*, October).

Mr. Soustelle entered a gaily decorated Papeete under a great arch carrying the word "Marava"

(*bienvenu*, or welcome); he introduced to the leading citizen Governor Pierre Sicaud at most warmly acclaimed streets; he was subject to days of dancing, feasting and traditional ceremonies of welcome and hospitality for which Tahiti is famous.

Honours were paid, at the moment, to the memory of soldiers who died for France in wars; and Minister Soustelle scribed the close ties that bound Oceania to the French.

Mr. Soustelle was feted in districts of Tahiti, and hee Moorea, some of the Tuamotu the phosphate island of Moorea before his departure.

The Minister's dramatic with Princess Terii Nui o Pomare, the last of the royal family, will be described in an illustrated article in December.

Later, on October 5, Mr. Soustelle visited Wallis Island and then of Wallis and the King of the neighbouring island of Futuna asked that France give full nationality to the people of the islands, which have been a protectorate since 1842. Mr. Soustelle promised to pass the request to General de Gaulle in person.

MERGER OF ISLANDS' NEWSPAPERS

Printing-Publishing Service For Growing Territories

The owners of a majority of shares in South Pacific Post Ltd., Port Moresby, and of all the Orphan shares in Pacific Publications Ltd., Sydney, have agreed to their interests.

will sell their shares to a holding company, probably called Pacific Publishing Ltd., to be formed and based at Sydney.

Authors of the plan are Mr. Eskell, Chairman of South Pacific Post Ltd., and Mr. T. C. and Mr. R. W. Robson, Managing Director of Pacific Publications Ltd.; and their main objective provision of bigger and better paper and printing services for South Pacific Islands.

The Companies

Port Moresby company owns and publishes the *South Pacific* (twice weekly) and the *New Times-Courier* (weekly).

Pacific Publications Pty. Ltd. and publishes, in Suva, the 30-year-old *Fiji Times* (morning paper) and the old-established weekly, *Shanti Dut*; and, Port Moresby, the well known, 30-year-old *Pacific Islands Monthly*, which circulates through all the 16 islands of the South Pacific.

It also owns the 50-year-old Sydney & Melbourne Publishing Co. Ltd., which publishes a number of well known technical manuals.

To Go Abroad

Robson will be the Chairman of the new merger company; and, when he returns from abroad (he is on a visit to America and will return on November 20) he will be on the boards of South Pacific Ltd., and New Guinea Times-Publications Ltd.

Eskell (who, in addition to his publishing interests, is a member of the New South Wales Legislative Council and a high-ranking officer of the Australian Imperial Force) will join the boards of Pacific Publications Ltd., of Sydney, and of Fiji Times & Herald Ltd., Suva.

Mr. Eskell, Mr. Read and Mr. D. S. Yaffa will be Directors, with Mr. Robson, of Pacific Publishing Co. Pty. Ltd.

The existing companies will continue to operate as at present, with present staffs. In addition to publishing newspapers and magazines, they now own and operate modern commercial-printing plants in Sydney, Port Moresby and Suva. Through the merger, they propose to give increasingly modern and efficient newspaper and printing service to the Islands communities and interests.

The move, it is believed, reflects the growing economic and political importance of the Islands Territories of the South Pacific.

Labour Trouble At Vatukoula

The Fiji Commissioner of Labour, Mr. Norman Pearson, was at the Vatukoula gold mines in early November for conciliation talks between the Emperor Gold Mining Company and mine workers. There were reports of trouble developing at the mine which could, according to some observers, be very serious.

There have recently been wage disputes, and an award was made in September.



Here is the party which scaled 14,300 foot Mt. Juliana (above) in NNG in September. They are members of the Star Mountains Expedition, currently in the Territory. Standing on the peak, the men are: Cine photographer Piet ter Laag, geologists A. Escher and Dr. H. Th. Verstappen and Lt. M. O. Tissing and Sgt. J. A. de Wijn.

Another Coastwatcher Story

Fear Drove His Feet

Amongst a current flood of New Guinea books, one got special launching treatment in Australia at the end of October. The book is called "Fear Drive My Feet", and its author is Peter Ryan, now in the Public Relations business in Melbourne, Victoria.

AT the time the events in the book take place he was 18, a lowly member of Kanga Force that operated from Wau in New Guinea in 1942-43 and successfully bluffed the Japs from trying to take Wau for a whole year. [When the Japs did try, of course, the Australians were by then ready and the resounding defeat of the enemy amongst Wilde's coffee trees is now history.]

A great deal has been written about the Coastwatchers and other special forces that operated in the Islands during the war; little, if anything, about Kanga Force which differed from the others in so far as men were expected to operate mostly without adequate supplies and frequently without that essential for behind-the-lines patrols—radio.

When men in the Saruwaged Range wanted to send advice to HQ, they had to send a runner or go themselves, right down and over the Markham to "Bob's" on the Wampit River.

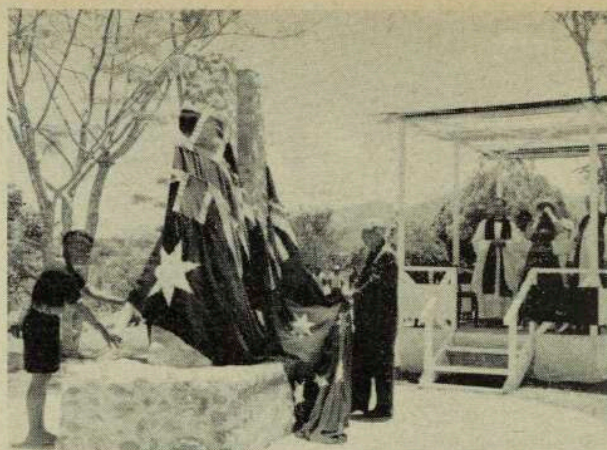
Trip to Melbourne

The force was supplied via Port Moresby, the Lakekamu River, seven days pack from Bulldog to Wau, and four further days from Wau to "Bob's" (or one of the other camps on the Markham).

For the book launching in October, Sergeant Kari, of Royal P-NG Constabulary, was taken to Melbourne. As Corporal Kari it was he who, in 1942, guided Ryan over the Markham and into the Suruwaged for the first time.

How much of this book is 18-year-old's reaction, and how much the mature reflection of a 35-year-old man, the reader will have to decide for himself. There will be a full review next month.

An Agricultural and Industrial Loans Board has been established in the Gilbert and Ellice Islands Colony and it is expected to be in operation by the end of the year. Its function will be, like a similar Board in Fiji, to provide a part of the capital, on a loan basis, for projects designed to aid the economy of the Colony.



The Administrator, P-NG, Brig. D. M. Jones, unveils the Memorial. It is the war-time carriers of the Kokoda trail which the Japanese pushed back to attempt to take Moresby.

Photo: K. Jones.

Kokoda Carriers Honoured

Carriers of the war-time Kokoda Trail were honoured with the unveiling on November 2, at Kokoda Government Station, Papua, of this memorial.

WITH the Owen Stanleys as a back-drop, the green Yodda Valley stretching back from the Station, and perfect weather, the atmosphere was one of a large family gathered together for a moment to honour the men whose service now is part of P-NG history.

The monument was erected on the initiative and at the expense of Mr. H. T. Kienzie, of Mamba Plantations, who as Captain and later Major, and with extensive knowledge of locality and natives, brought order out of carrier-line chaos in the dark days of 1942.

The memorial is of cement faced with local water-worn stones; the bronze bar at the top symbolises the unity of Australians and Papuans straining against a common enemy. The two bronze plaques, designed by Melbourne artist, Mr. Ray Ewers (who was in Kokoda for the ceremony), depict, respectively, native stretcher bearers, and carriers moving up the Trail with military supplies.

30 Carriers Present

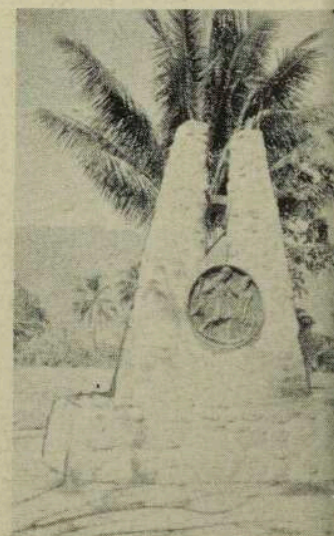
DC of Northern District, Mr. E. G. Hicks, said in an address that the monument was inspired by a 1942 campfire conversation between Captain Kienzie and the well-loved, late Doctor Vernon, MC, who did so much for the carriers. "Of all the men concerned in the Kokoda campaign," said Mr. Hicks, "none knew better than these two, the great hardships endured by the carriers."

Official guests who flew from Port Moresby included the Administrator (who unveiled the memorial)

and Mrs. Cleland; the Archbishop of P-NG, the Rt. Rev. P. N. W. Strong (who dedicated the memorial) and Mr. C. R. Laing, Secretary to the Department of Territories.

Officially representing the carriers were 30 ex-Kokoda carriers, 28 of whom had been in from other parts of the territory. About 2,000 natives, some of whom walked 180 miles, attended.

Mr. and Mrs. H. T. Kienzie, Mr. and Mrs. W. Kienzie entertained over 40 guests after the ceremony and a huge sing-sing was held for the natives. The 300 Mamba Plantation staff were given two days off, one to sing-sing and one to rest.



Sugar Company's Fate May Be Known Soon

They're Not Enthusiastic At Nausori

From J. P. Shortall, in Suva

A lei for the chairman was left in its box, and a hoped-for sale of shares did not eventuate, at an open air public meeting called by the Fiji Sugar Milling Co. Ltd. at Nausori Saturday morning in October.

He, in fact, was feeling very happy about the company's outlook, though chairman Vishnu Deo, Mr. A. I. N. Deoki, speaker, support of the establishment of a sugar mill to replace the mill, both strongly urged the to press on with the project to demonstrate their support by buying more shares—four at least.

Of the 1,000-odd persons made any immediate purchase and some were openly critical, most merely listened to the explanations of the present situation by the principal speakers. The main fact is that while almost all farmers want to continue the sugar, there is just not the money in sight to establish a mill. The company's shares are worth only one quarter of their face value on application. It was not expected, or at least not that sufficient could be sold for enough money would be on offer the second call to participate to be made with the two final payments would be made in the form of funds taken from the proceeds of the sugar produced.

Need £200,000

A real fact something a little less of 4,000 shares have been offered for, yielding a down payment of £25,000, or a little more. According to Mr. Vishnu Deo, a

minimum of £200,000 would have to be found locally before a mill could be erected. He appealed to Nausori business interests to buck up and help the new venture, as they, as well as the farmers, would be affected by the closure of the sugar industry, he said.

Mr. Deoki said that he was prepared to assist the venture in every way possible. He considered that the government should help by making available the accrued sugar stabilisation fund.

He said that the five Indian members of Legco had approached the Financial Secretary on this subject but had not been successful. Mr. Deoki said that he intended to call a meeting of Rewa Valley cane farmers soon to discuss the matter of this fund.

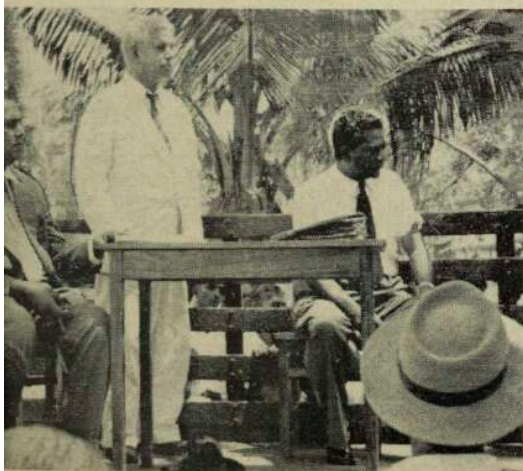
While Mr. Deoki was speaking there was an interjection from a man in the crowd, Mr. Lala Tota Ram, who was allowed to express his views at some length.

Mr. Tota Ram said that for months past the farmers and shareholders had been hearing that the company still had no money. What was the use of seeking it from the farmers, he said? They had no money.

Get The Big Firms

It was, he said, necessary to persuade the big Indian business firms

(Continued on page 22, column 1)



The Nausori sugar men on the stage—the Hon. Vishnu Deo in the centre—peer out into the audience at the Nausori meeting as an interjector has his say.



Scots grandmother Mrs. Molly Carrington, with her vehicle, in Lae.

It's Worse in Scotland!

GRANNY MAKES A 'FIRST' INTO THE HIGHLANDS

From a Lae Correspondent

The spirit of adventure and the desire to teach primitive people the art of weaving has brought an English grandmother from her comfortable village manor house to the wilds of New Guinea. And having done that, just to prove that she is not merely a social gadabout, she has done something no woman has done on her own before—driven from the coast at Lae to Goroka, 5,000 ft up and more than 200 miles into the Highlands.

THE granny is Mrs. Molly Carrington, who arrived here not long ago in a small bus-cum-caravan equipped with a spinning wheel and three looms.

"It will not be necessary for the natives to learn to use the large looms," said Mrs. Carrington. "I can teach them how to make small hand-looms out of pieces of wood. They can weave table and floor mats and turn their knowledge into a profitable home industry."

"I may also teach them to make some attractive clothes like sundresses. I feel it would give them more poise and self respect," Mrs. Carrington hopes to learn to spin banana leaves and kunai grass into fibres.

She explained that she spent most of her time travelling on the road, and slept in her bus at night. Before arriving here she had spent two months camping out in the bush of Western Australia, and had spent many months in Africa.

(Over)

NZ Shares In

Fiji Airways

Fiji Airways, founded in 1952 by the late Harold Gatty, and bought by Qantas last year, will sell an interest to the New Zealand Government. There will be provision for future participation also by the United Kingdom.

Fiji Airways operates within Fiji, with three Drovier and two Heron aircraft.

See "Commerce", page 161.

to come in. That was where the money lay. But before they would be persuaded it would be necessary for the company to change its directors "so that some good people could be included".

He said that the new company was going to have a tough job in "fighting the CSR and the government" for the establishment of this mill.

Mr. Vishnu Deo replied: "We have no enmity with the CSR, nor are we fighting them or the government."

He said the CSR was closing its Nausori mill on its own initiative. It had been asked to continue for another five years, but had declined to do so.

He was convinced that no crop could yield as much for the Rewa farmers as sugarcane. The Navua farmers who had abandoned cane for rice years ago were still suffering as a result. He again urged the maximum support and sacrifice by the farmers in raising the funds.

Mr. K. B. Singh also spoke of the approach to the CSR to carry on the mill for another five years, and of an approach by representatives of the three farmers' unions in the district to Sir Ronald Garvey, the previous Governor, about government support. Sir Ronald had said that he could not give his support to a continuing sugar industry in the Rewa Valley.

Some Decisions Soon

Mr. K. B. Singh said that the time was fast approaching when some important decisions would have to be made. The farmers were seeking advice on what to do regarding their plantings. They must know when the mill would be ready. It could not be ready before 1961, meanwhile the farmers must live. He would not advise them what to do. If he advised them to plant rice people would say that he was obstructing the sugar mill project. It was up to the farmers' unions to reach these decisions.

(Continued on page 144)

CSR DOESN'T WANT AS MUCH CANE

Fiji Sugar Surplus; Growers Worried

An announcement by the Colonial Sugar Refining Company in Suva in late October that possibly 200,000 tons of standing cane would not be bought from farmers in 1960, because of a sugar surplus, brought a reaction from growers.

MR. VIJAY R. SINGH, president of the Labasa Kisan Sangh, and Indian MLC for the Eastern Division of Fiji, said cane farmers were left with a feeling of insecurity.

Mr. Singh said it was realised that Fiji could not continue to produce more sugar than it could export each year, and some form of restriction might be a necessity.

However, for as long as one could remember, it has been the practice in the sugar industry for the grower to obtain the company's approval for the acreage to be planted each year for harvest in the following year.

"As Good As Sold"

By virtue of that custom, that cane and the first ratoons springing from it, were as good as sold to the company, as far as the grower was concerned.

Whatever cane was offering for 1960 was thus there with the approval of the company.

The company would suffer if this cane was left unharvested, yet the cane farmer already had to pay for ploughing, seed, planting, manure and general cultivation.

He would have to bear a loss as a result of a situation beyond his control. It was always in the company's hands to estimate yield and keep production in line with demand.

Mr. Singh added that the situation arising from the decision should be reviewed by all parties, as the situation could have serious effects on the future of the industry.

The company announcement that Fiji surplus sugar this year would amount to 112,000 tons, was that although, if the present estimate holds, something like 100,000 tons of cane will not be purchased in 1959-1960, the quantity of cane at each mill would be more than in any previous year except

For more details of the CSR announcement, see Pacific Report, page 133.

GRANNY MAKES A 'FIRST'

(Continued from previous page)

Sometimes Impassable

She made the trip to Goroka in a week, with 24 hours on the "road". The rivers are not all spanned yet and in some seasons the road is impassable to anybody. Women have made the trip with others but Mrs. Carrington is the first woman to do the trip alone in her own vehicle.

After arriving at Goroka she said she was "appalled" at her temerity in attempting the trip with a van with only three forward gears and "far too heavy a load". Several times the van had to be unloaded and everything carried uphill.

In the Kasam Pass she had a tow from a man in a Landrover. And at Bena Bena she was helped in two places when her engine was not strong enough.

At one stage between Koro and Goroka, after it had rained for three days, she was stuck in the mud.

Said she, "The going uphill was just hard work, running for 10 minutes and cooling off for 20. But going down the long hills was more tiring as I needed like looking down."

Mrs. Carrington added that Leron had been very low and "didn't even get her feet wet" the swinging bridges were nearly as difficult as she had anticipated.

"In fact I have driven narrower roads with worse surfaces over the mountains in the land, and I thought this road of the way had a good surface was often wide enough for cars to pass," she added.

ir P-NG Background

o Men On Fraud Charges

action was commenced in
on October 16 which is
or less connected with
airs of Hamac Holdings
of Papua and New
and in the outcome
h Harvey Trinder (New
Limited may be in-

well-known insurance men,
icis Knibbs McEachern, 67,
his son, Leonard Francis
ern, 40, were brought before
tral Police Court, Sydney,
ober 16, under a private
and charged on 13 counts
aud, involving a sum of

hearing of the charges was
ed until December 7. The
named Robert Keith Yors-
chartered accountant, of
as the informant against
acherns, and it was at his
on the warrants were
Mr. Yorston is closely asso-
ith Harvey Trinder (NSW)
the well-known represen-
Lloyds Insurance, of Eng-

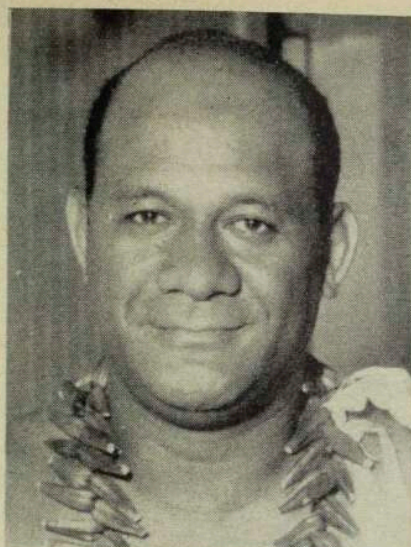
is an interesting back-
to the McEacherns.

years ago, Mr. F. K.
ern became the chief Aus-
representative of Messrs.
Trinder Ltd., of London,
of Lloyds; and he was in-
al in founding Harvey
(NSW) Ltd. He became
g director of that com-
d a highly respected figure
Australian insurance world.
joined in the business by
who also was a director.
them, they held (and still
9 per cent. of the issued

P-NG Connections

World War II, Harvey
(NSW) Ltd. extended its
as to Papua and New
and Harvey Trinder (NG)
s registered there. Mr. L.
chern was closely associated
New Guinea company, and
er was active in the in-
field in the Territory and,
believed, made substantial

the middle 'Fifties, persons
ed with the Harvey Trinder
Continued on page 146)



Prime Minister Fiaame Mataafa.

W. SAMOAN CABINET TAKES OVER

West Samoa took another —
and mighty — step towards in-
dependence on October 1 when
her newly appointed Prime Minis-
ter and brand new Cabinet took
over the direction of West Samoan
affairs.

THE experiment in full Cabinet
Government, which has come
earlier than anybody would
have thought 12 months ago, will
continue until a Constitution is
written and full arrangements made
for independence, which will take
about two years.

Meanwhile New Zealand High
Commissioner G. R. Powles moves
from the centre of the field and
joins the Fautua "as friendly ad-
viser on the side lines" (in the words
of NZ Prime Minister Walter Nash),
who also warned Samoa in October
that NZ knew that some people
thought West Samoan progress was
too fast, but that NZ believed
"people can only learn the art of
government by practising it".

Prime Minister Mataafa an-
nounced his allocation of portfolios
thus:

HON. MATAAFA, as Prime
Minister will also have under his
control the Secretariat, Police and
Prisons, Attorney-General, District
Affairs (Local Government), Pub-
licity, Executive Council and Cabinet
matters, External Affairs, Immigra-
tion and Emigration, Public Service
matters, Legislative, Labour, Public
Trust and Fire Department matters.

HON. ANAPU SOLOFA: Justice,
Land and Titles matters, Central
Registry.

(Continued on page 148)

Death of A. G. Smythe

He Helped Lead Samoan Mau

Over 60 years of Pacific his-
tory were bound up with the
life of Mr. A. G. Smythe, who
died in Sydney on October 27
at the age of 81.

MR. SMYTHE not only had an
extremely interesting and
varied personal life, but at one
time or another, was connected with
almost every big company that
operates in the Pacific.

In the last 40 years he has become
closely identified with Western
Samoa—to such an extent that
people forget that at earlier periods
he lived and was well known in
other Territories.

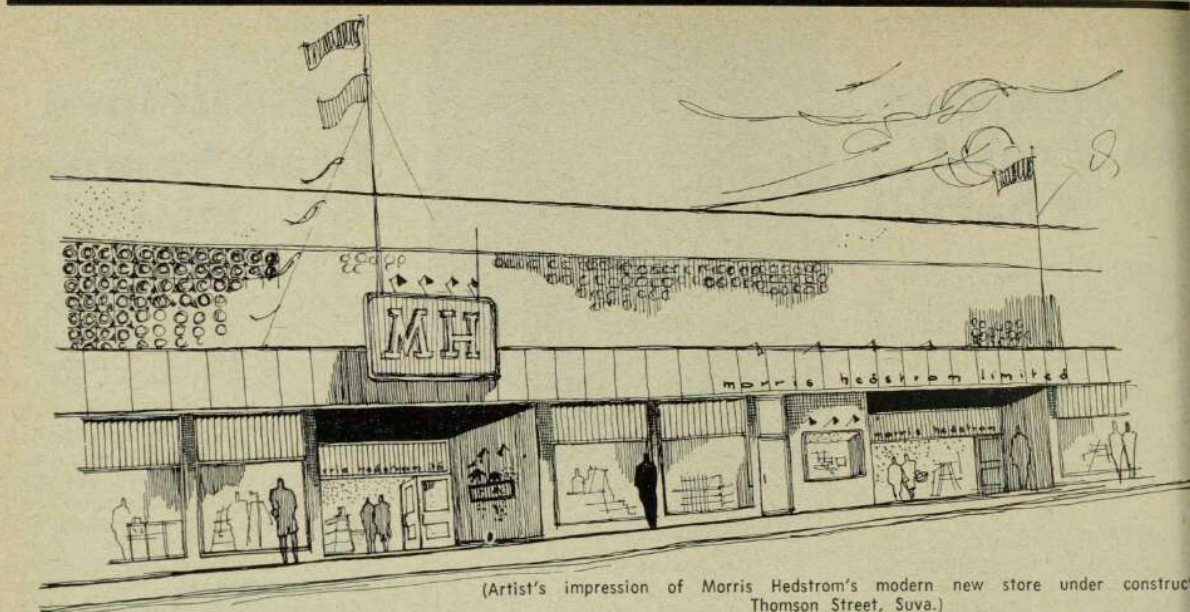
He was born in Maitland, NSW,
and in about 1892 was at Thursday
Island for Burns Philp & Co. Ltd.
It was there, in the Quetta Memorial
Church, on October 8, 1900, that he
married Miss Emily Richmond
Brown. Fifty years later, when they
celebrated their Golden Wedding in
Apia, the whole town was en fete
to celebrate with them. On this
occasion, instead of personal gifts,
friends and well wishers were asked
to contribute to a Jubilee Fund,
which was used for charitable pur-
poses.

From BP to Nelsons

After their marriage at TI, the
Smythes were transferred to Bowen,
North Queensland, and later to
Charters Towers. When he had
been with BP's for 16 years, Mr.
Smythe resigned and for two years
conducted his own business in
Bowen, but in 1910 he went to Port
Moresby to manage the business of
C. R. Baldwin, and then to Levuka,
Fiji, as merchandise manager of
Morris Hedstrom Ltd. He later be-
came a director, and in this capacity
first saw Apia, Western Samoa,
when, in 1916 he went there to tender
for the assets of DH & PG and other
German firms that had been ex-
propriated. Two years later he re-
signed from MH Ltd. to go to Samoa
for the late H. J. Moors, of Apia. A
short period with O F. Nelson and
Co. Ltd. followed, and in 1920 he
bought out the business of Neils
Johannsen, which he operated up
to the time the Mau trouble drove
him temporarily from the Territory.

In 1930, after a period of looking
after the banished O. F. Nelson's

(Continued on page 145)



(Artist's impression of Morris Hedstrom's modern new store under construction
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FIJI — SAMOA — TONGA

COMMENTARY

Gets Credit For Settlement Plan?

are a little startled, recently, we found this paragraph in a *Hansard* report of the Minister Hasluck's denials in Parliament on October 14, 1958, of any acts and policies in New Guinea.

The credit scheme for ex-servicemen settlers arose out of personal and persistent pressure and recommendations.

The scheme had been put up by the Minister more than once, in the period of years; and we had understood that nothing at all had been done had not the President of the P-NG Re-Soldiers' organisation, Mr. Bunting, made a personal appeal to the Prime Minister, in 1958. Then the Commonwealth Government earmarked funds for the plan.

Ex-servicemen—while feeling that a grant would have been more effective if made sooner—expressed their thanks to Mr. Menzies.

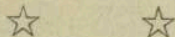
Mr. Hasluck's statement wondered if we had any hallucinations.

In the *New Guinea Times* of October 14, there is an article on this subject from Mr. Knight, for many years the Government's secretarial offside in these matters.

Mr. Knight, in almost brutal honesty, declares that the settlement scheme never would have got the indifference of the Government and his Territories had not the Prime Minister taken himself personally in the matter.

If it had been left to Mr. Knight, he says, there would have been any settlement.

Mr. Knight should know.



Should Fiji Do As B. D. Lakshman?

Years that, like the proverbial blind man, that could not rid itself of its identifying spots, the Hon. B. D. Lakshman, MLC, of Fiji, change his ways.

When he was elected recently to the Legislative Council rank, it was said that he would accept governmental responsibility and keep the people of Fiji in clear focus,

in relation to the welfare of the sugar industry workers, whom he dominates and directs. But already (end of October) Mr. Lakshman has returned to his old ways.

The sugar industry of Fiji is up against a world surplus in sugar production, and Fiji cannot—as explained elsewhere—send overseas all the sugar that can be produced from the cane that now is available and growing. There has got to be controlled production—that is inevitable—and all sections (including sugar workers) must adapt their thinking to that fact.

But Mr. Lakshman now comes out with a threat to organise a waterfront strike to prevent altogether the shipment of sugar, unless the Government orders another enquiry into the cane-price situation and the CSR Co. pays the growers more for the cane that is stored in the Northwest.

It was reported, late in October, that Mr. Lakshman, in a fiery speech at Tavua, demanded independence for Fiji—and defined independence as getting rid of all the people in Fiji from Britain, Australia and New Zealand.

It is reported that he said, flamboyantly, that he had 5,000 sugar-workers whom he could call out on strike at any time; and he asked the Indian cane-growers to follow him, should this course be taken.

Subsequently, when this stupid and provocative speech was reported to people in Suva, Mr. Lakshman denied making the statements attributed to him; but the Suva people replied that their report came from a source hitherto found quite reliable.

A body of Fiji public opinion, is rallying against Mr. Lakshman. There is a demand for more information about his activities in relation to the union he controls, and about certain things done by him during the Honeymen enquiry. They are asking about Mr. Lakshman's personal relationship with his plan for a college of engineering and technology.

The Government of Fiji has shown great patience with Mr. Lakshman and the demands he has made on behalf of a special section of the people.

To avoid anything likely to disturb industrial peace and economic stability, it twice arranged for expensive, far-reaching inquiries into matters affecting the sugar industry.

To Mr. Lakshman and his cohorts has been extended far more consideration than actually they were entitled to.

A stronger stand, and a clearer

indication by Government of what the future may hold is called for.

Men like Mr. Lakshman fall into two categories. There are the persistent, dedicated fighters for a cause they consider just, and for which they can show some semblance of reason; and there are selfish demagogues, whose calculated mischief-making is designed more for their own advantage, than for the benefit of the dupes they lead or the country they live in.

In a country like Fiji, bedevilled already by economic and social problems created by forces outside its control, men of the second category are a public danger, and should be removed. Mr. Lakshman is getting perilously close to the second classification.



Why This Treatment of Fiji's Euronesians?

ONE of the cruellest things in the social and economic set-up in New Guinea is seen in the way in which the small community of Euronesians there is treated by the Australian Administration.

Australia has shown, officially, an overwhelming concern for the welfare of the natives, and a tender regard for the Chinese community, for whom Australian citizenship and nationalisation privileges are now available; with some seeming reluctance it accords certain rights and privileges to the non-official Europeans; but it seems determined to give neither recognition nor status to the Euronesians.

There are some hundreds of these people in Papua and New Guinea. The number is difficult to estimate, because the Administration usually classifies them with the indigenes, and not as a separate community requiring special consideration and help.

For the most part they are the descendants of unions between Europeans and indigenous New Guineans. Some are the children of unions between Asians and New Guineans.

In most cases, they are people of a good type—generally higher in intelligence and spirit than the average native. Given their proper place in society, and the benefits of education, they could be rated among the Territory's most valuable citizens.

In countries like Fiji and Samoa—in fact, in all the Polynesian countries—there is a large and proud community of Euronesians; and, in most cases, these people take equal rank with Europeans, socially and industrially, to the marked benefit of the countries they live in.

The New Guinea indigenes, for which Port Moresby and Canberra

HOME BASE

By Sydneysider

Sydneysiders had a real-life thriller—so far without the trick ending—in October-November, when gaol-breaks from Long Bay were chief news.

The newspapers had most fun from the fact that two girls followed the example of notorious Simmonds and Newcombe and shot through one night. The girls were recaptured in a day or two, and so was Newcombe, after being loose for a couple of weeks; Simmonds, up to November 10, was still at large. The army-sized police-hunt that followed the escape of S & N must have allowed a lot of pixilated citizens to work off grudges against our cops. Thousands of clues and alarms, supplied by the public, had the whole Force boiling like an ant-heap and combing city and near-bush areas in some of the foulest Spring weather this century.

By November 6, when the police reckoned they had Simmonds "trapped" 60 miles north of Syd-

ney, good old Australian sentiment was switched towards Simmonds, who was giving "the cops" such a run for their money.

Final indignity was when after a night of torrential rain at end of October, portion of Long Bay's outer wall collapsed. As a lot of people were quick to point out—it didn't seem to have been doing much good, anyhow.

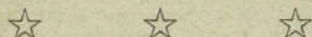
DISTINGUISHED VISITOR: Airman Jan Moll, now 60, en route to festivities in Albury, NSW, where on October 24, 1934, he made history by landing his KLM Royal Dutch Airlines plane *Uiver* on the local racecourse. The plane was competing in the London-Melbourne air-race (it was Melbourne's centenary year) and lost bearings in a storm. There were few navigational aids in those days but when Albury folk heard a plane circling overhead in the night, a local genius thought of flashing the town's lights to dot-and-dash out "Albury". Citizens then rushed to the racecourse in their cars to provide a primitive flare-path with headlights. Moll and his companion, Parmentier, landed the plane safely—it carried mail

and four passengers—and Albury helped them get it into the air next morning to win the handicap section of the race.

THE LAST HI-HO: There was real sorrow at the death (from cancer) on October 14 of 49-year-old Jack Davey, Australia's best loved and brightest radio-TV star. This New Zealander, who arrived in Sydney in 1934 with his name, and had to crash a 2GB radio audition to get a job as a crooner, was earning something like £28,000 p.a. at the end—and not from crooning.

NOW FOR THE RECORD: History was not given the chance to record the verdict when NSW Premier Cahill died suddenly of a heart attack, after a record term of office, on October 23. Even those who had opposed him in life discovered at the end that he was "a great Premier". His successor is R. J. Heffernan, 69, who plans to "carry on where Mr. Cahill left off." Whether he will display the same genius in keeping the boys together sufficiently for his Government to rule with a majority of about four, remains to be seen.

profess so much concern, already have social security and a planned future. But the bureaucrats have nothing for the Euronians, who are more worthy of bureaucratic attention. Officialdom would even deny to these people the name (Euronian) they chose, as part of their organised attempt to get from Canberra the same citizenship privileges as were given the Chinese. Is there no one who will fight for the Euronians of Papua and New Guinea?



So London Repudiates

The Shameful 'Colonial'

AN important change in the constitution and character of the British Colonial Office has followed the return to office of the British Conservative Government with a largely increased majority. The Colonial Office, which directly governs the British Colony of Fiji, and (through the High Commission for the Western Pacific) the Protectorate of the Solomon Islands, the Colony of the Gilbert & Ellice Islands and the British side of the Condominium of the New Hebrides, is being immediately reconstituted and merged with the British Commonwealth Relations Office; and the

combined departments will function in future as the British Ministry of Commonwealth Affairs.

In the century before World War I, British pioneers, traders and missionaries planted the British flag in practically every part of the world; the greatest colonising impulse in the history of mankind came to fruition; and, when the proud and glorious British Empire was challenged by an equally proud Imperial Germany in 1914, the Union Jack actually was flying over more than a quarter of the land surface of the globe.

World War I confirmed Britain's hold over innumerable Territories. Then came two profound and far-reaching changes. The most important British Colonies, comprising Australia, Canada, New Zealand, South Africa—with Britain's cordial blessing—assumed a national life of their own and became what H. G. Wells described as "crowned republics", within the British Empire.

At the same time, in other vast areas where population was not predominantly white—notably, in Asia and Africa—other British Territories which owed allegiance to the British Crown began to move slowly and definitely towards independent nationhood. Sometimes the process was a little painful; but generally it was approved, assisted and encouraged by Great Britain.

After World War I the British Colonial Office could not provide the machinery of liaison between

the British Crown and the and rapidly-growing Dominions was a new kind of relationship. So the duties of overseas government were divided between the Department of Commonwealth Relations, and the British Colonial Office.

Since then, as the great Dominions have assumed complete independence under the British Crown, the duties of the Commonwealth Relations Department have shrunk to little more than formalities; while the responsibilities of the Colonial Office have grown to become more complex, as the British Colonies of Asia, Africa and elsewhere have sprung to life and ultra-sensitive nationhood.

Under the hammering of the visionaries and babblers in the words "Colonism" and "Colonialism" have become terms of opprobrium, instead of indicating an accomplishment worthy of emulation—as they did years ago.

And so the term "Colonialism" is being wiped out, and the "Commonwealth Affairs", is substituted.

To people who know the of British Colonialism, the in name seems exceedingly but it is quite in line with thinking. The next move, probably, will be to find a new for Fiji, and Gilbert & Ellice similar places—they must longer accept to the sh appellation of "Colony".

The Editors' Mailbag

The von Hagen Memorial Once Looked

Information about von Hagen and his memorial at Bogadjim, District of New Guinea, is coming in, but the photograph on page 15 is from ex-Coast-Commissioner W. J. Read (now of the Lands' Commission, Rabaul, New Guinea) and is an unexpected

Read took the photograph of the memorial 25 years ago when he was patrol-officer in the Madang District. At that time, it was in much the same state as when von Hagen's memorial was erected at the turn of the century.

(It was defaced sometime towards the end of the Pacific War owing to native rumour, by a German, but in any event by an Australian, an Australian who, no longer deprecates the Arab mob defaced the Light Horse memorial in Egypt during the 1950s).

Read writes: "The monument was on the beach front at the Plantation, then being owned by Geoff, of the famous family. Some significance may be attached to the fact that the memorial was at the entrance to the access road, defaced by several exploratory parties of the German days into the unknown interior."

Originally the bronze plaque of von Hagen's head (shown in the photograph) has also gone by the time as well as the bronze eagle. The photograph clearly shows the inscription, "Curt von Hagen," beneath which there is the suggestion of a date. But unfortunately the inscription on the lower part of the pedestal cannot be read from the photograph—it might have shed some authentic light on why the memorial was sited there."

Read says that he can supply a photograph of the memorial to anyone interested.

Hagen and Empire

We have had further information from the von Hagen correspondence:

Harry Jackman, of Rabaul (see *Editors' Mailbag*) who told us that he got his information about von Hagen's death mostly from a book recently published in New Guinea in a series something like the *Diary of a German*, and called *Die Regenzeit in Motumotu*.

From Mr. Jack West, also of Rabaul, who tells us a little more about the days when Australians

were relieving the Germans of their possessions in NG:

When I was at Bogadjim, in 1921—then called Stephansort—there were several bungalows, offices, a general store, and hospital. Herr Barnawitch (possibly my spelling is wrong), was still there running the store and watching the German interests such as they then were, and many are the stories he told of the Count.

The Count lived in Bogadjim bungalow and ruled an empire that extended from Modilon, in Madang, to Cape Rigney, on the Rai Coast. He ruled as only a German could and disciplined his staff like an army. Once a month they all met at Stephansort and paraded in full and perfect dress around that half-circle in front of Bogadjim Bungalow.

The huge house near the beach was mostly single staff quarters, plus the Stephansort Club—claimed by the Germans to be the richest club south of the equator before 1914. The wealth came from the Bird-of-Paradise trade, for which Stephansort was the centre.

W. Hahn, owner of Dogumur, from whom I took over at Stephansort, started at Stephansort when he first arrived in NG. Like other German planters of the day,

Was He Herr Or A Count?

A reader points out that the various stories that have been appearing in "PIM" about von Hagen and his monument, might give the impression that Mr. Ian Skinner, District Commissioner of the Western Highlands, in whose keeping the bronze eagle now is, was responsible for removing it from its base. If this has been the impression, we certainly apologise. Mr. Skinner had nothing to do with removing the eagle. We know it came into his possession indirectly.

Several readers have expressed the hope that the base of the memorial can be removed from Bogadjim—where few people ever saw the monument—and re-erected, with eagle, as it originally was, at Mt. Hagen—which has many visitors. "PIM" would like to see this, too.

We have also been taken to task by others for calling von Hagen a Count.

There probably was some confusion between the Christian name of Curt, and the title of Count—but von Hagen appears to have been known, rightly or wrongly, by this title during his time in NG and for 20 years after. The European title of Count is elastic, and pretty easily attached (or assumed) in those days, and the prefix "von" (which means literally "from" or "of") usually indicated the landed gentry, or a member of the aristocracy.

he had made the money to start his own place out of birds.

While at Stephansort, he was president of the club one year, and at

(Continued on page 35)

This is how the von Hagen memorial looked 25 years ago. The eagle is now at Mt. Hagen. See above.



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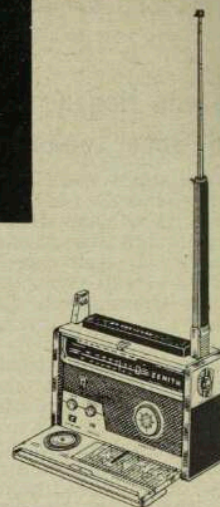
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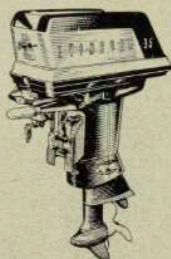
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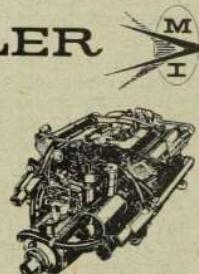
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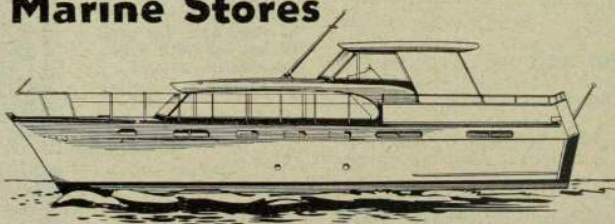
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TERRITORIES TALK-TALK

By Tolala

The recent ruling by Papua-New Guinea Land Titles Commissioner, C. P. McCubbery, over a claim by natives for the Toma area, near Rabaul, recalls probably the most heinous and diabolical murder ever perpetrated by the early people — and there were not a few grisly massacres around the turn of the century.

Natives' claim and the Commissioner's refusal to recognise were reported in the Port Moresby newspaper, in which the Commissioner is reported to have said quite rightly, too, that "the native confiscation was still

that generation natives have no convenient memories and are unable to recall the butchering of Woolf on Varzin plantation forebears, which led to the loss of certain lands by the government as further payment to them, following a expedition by native police. The tragedy occurred in 1902, and years later I had an account from one of the police boys of the expedition. The savage treatment of this woman by her attackers was adequately described and the girl (a niece of Queen who happened to be visiting Woolf at the time, had a narrow escape as she hid in a cave while the killing took place. When civilisation comes to the natives they must realise that the sins of the fathers shall be visited upon the children . . . " Woolf, the husband of the late victim, survived to be executed in 1921 and passed on just a few years later.

Issues On

film fans' idol, Errol Flynn, covered his last curtain call though he is resting, he is the subject of storms in the quarters. This is as he would

the columns written about the Press only sketchy was made of his days in New Guinea which, perhaps, is just for Flynn was never a very good memory to many of the New Guinea folk who carried their books for years and wrote him off as a bad debt. Flynnian characteristic of off his financial obligations recorded by R. W. Robson in *The Trade Winds Blow* Magazine Section, this as well as by Frank Clune

in his *Debunking of Errol Flynn*, which appeared some years ago in the *Sydney Bulletin*.

It will be interesting to see whether Flynn's prospective book, *My Wicked, Wicked Life*, will give a true account of his New Guinea escapades.

Philatelists, Ahoy!

There's no doubt but that PIM readers have a variety of interests. One whose hobby is philately, writes me asking about an air mail cover posted in Port Moresby on December 18, 1934, "per plane G-ABJU. Pilot Lord Semphill (??). This is hard to decipher," writes the enquirer. "Could it be Noel Simphill, etc. It is addressed to Victoria."

"Another envelope", writes the same philatelist, "is marked 'per favour Major Brearley, Hay-Wau,' and is post marked 'Hay, NSW, April 3, 1936' over an Australian stamp; and then, over a 3d New Guinea Bird-of-Paradise air mail stamp, is post-marked, 'Post Office

Wau 16 April 1936'. The addressee was Mr. W. T. Hooper, Box 19, Post Office, Hay, NSW. Main enquiry is: What exactly was the flight made by Major Brearley and was he connected in any way with aviation in NG?

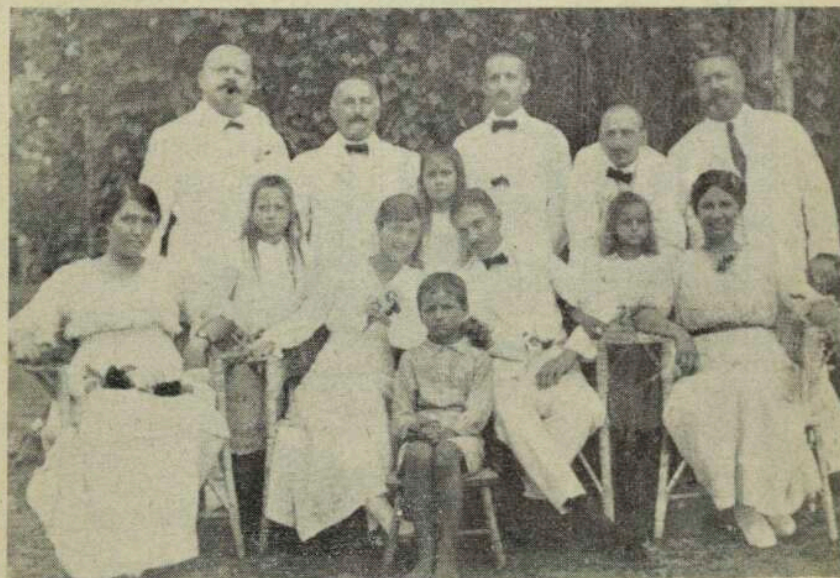
Any information from readers? Come in, please

Bouquet For Private Enterprise

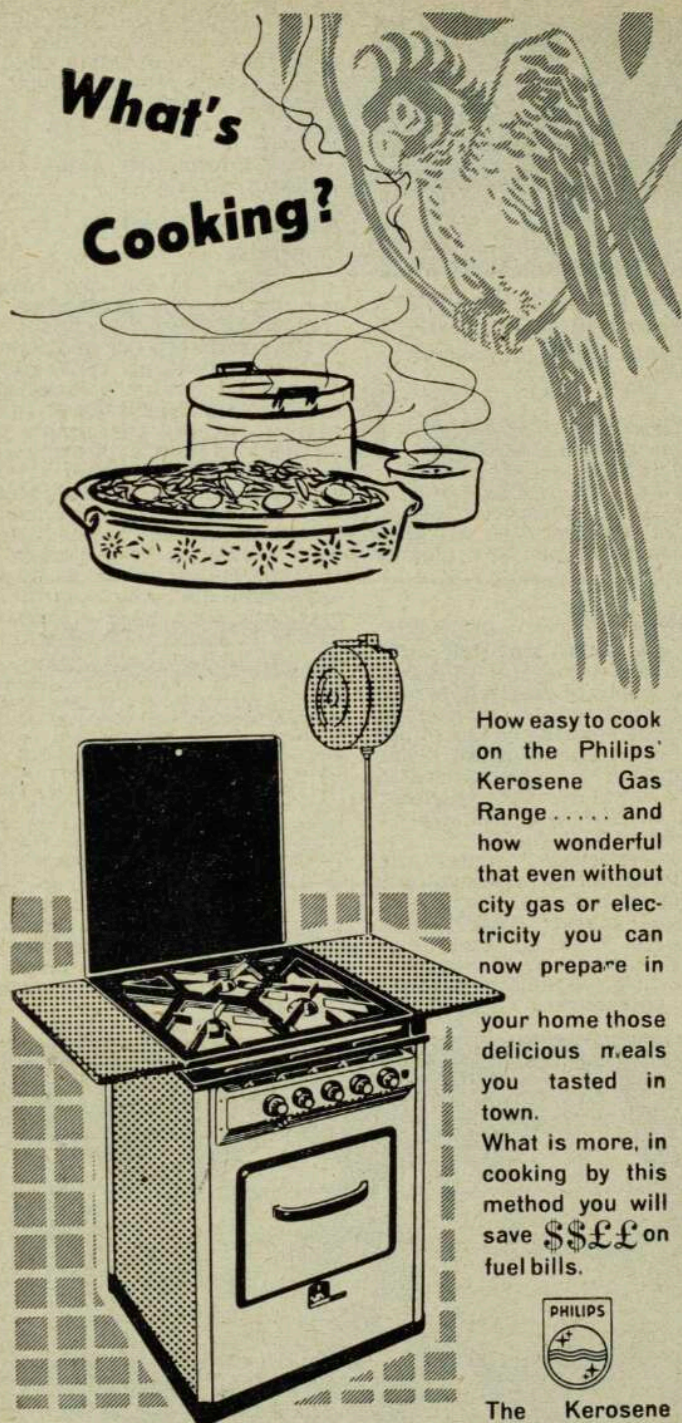
It seems to be the invariable practice in the Australian Press that when a correspondent writes to the Editor on matters New Guinea, he harps on segregation, inter-racial rivalry, colonialism and the "arrogant" attitude of the non-natives towards the native people. It was therefore a pleasing change to read in *The Observer* (17/10/59) a letter from one, William McLaren, of Adelaide, who decried the "fantastic attitude to the settlers in NG" prevailing in Australia. "Are they to be sacrificed as the most expendable in any conflict?" he asks. And then takes a logical view of the situation, ending with:

If there is a feeling of insecurity in New Guinea, it is Administration-inspired; if there is dissatisfaction in New Guinea, it is dissatisfaction not with the settlers but by them. If the settlers have no part to play in the Australian Government's future plans for the Territory, they should be told now, not messed around with, not kept as persona non grata who pay the taxes, do the work, run the risks, and get criticised for expecting some rewards. It is about time the Government told the settlers where they stand.

For far too long has private enterprise in P-NG been made the whipping-post of political time-servers, including the chair-borne bureaucrats who pull the strings in Canberra. (Over)



The Uechteritz-Parkinson wedding (see page 30): Back Row, Lebrechts Schultze, Capt. Macco, (unknown), Kaufmann, Capt. Schumacher; children, Lili, Ellen and Olga Macco; seated, Mrs. Schultze, Dolly Parkinson, Uechteritz, Mrs. Macco; in front, Robert Macco. (Over)



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From my own experience in I would be prepared to say, planters, missionaries and the have done as much for the of the P-NG natives as any Administration effort. And I'll leave that.

The Parkinson Saga

Publisher Robson's delving the Parkinson history (Oct. 1977), makes nostalgic reading those old-timers who still remember the hospitality of the Parkinson home at Kuradui, just off Rabaul-Kokopo road before entered the Malapao plant. Mrs. Parkinson remained in place there until the 1920's, when heartless Expro Board moved out, which just about broke the lady's heart.

But she battled on with unfettered spirit and it was only the privations experienced during Jap invasion which laid her low. RWR says, her remains lie somewhere in New Ireland should be re-interred in the burial ground. Her niece, Schultze (mentioned in this item in this column) also of New Ireland during the Jap occupation.

Mrs. Parkinson's daughter, who married Diercke, of the plantation, down in Bougainville later remarrying and becoming Haddow, died in Buka Pass in the '30's. Her body was exhumed and re-buried at Kuradui. Rudolph Diercke, is one of the remaining links with the Parkinson family still resident in NG.

Another link is A. M. P. Uecker of Sum Sum, whose mother, Mrs. Parkinson's youngest daughter, Dolly, who later re-married and came Mrs. Messenger.

The photograph on previous showing the wedding group of and Uechteritz, taken in 1911, Capt. Macco's plantation in Ireland, may be of interest to readers. Mrs. Macco (in the photo) is still alive and lives in Munich. She was a daughter of Mrs. Anne Horgren (a sister of Emma), and her daughter (also in photo), is now Mrs. and lives in Bavaria.

A sister of Mrs. Macco, Doellinger, wife of the popular at Kieta during the German era, died in Berlin two years ago.

So far as I know, Mrs. Parkinson's youngest son, Paul, is the only Parkinson still living, and he is where in Australia. I Another son, Eddie, went to America (?) in the '20's, but that he had passed on.

And so the pioneering Parkinson family, which did so much to develop early New Guinea is slowly fading away.

I could not agree more with over the suggestion that some be taken to restore the Parkinson



GERMAN EAGLE RETURNS TO N. GUINEA

One day, late in 1914, a party of Australian troops landed in the port of Kavieng, New Ireland, in the then German Territory of New Guinea.

This flag—the emblem of the German Empire of Wilhelm II—still was flying from the flagstaff of the Administration building, although the Germans in Rabaul had surrendered. The Lieut.-Colonel in charge of the Australians, lowered the flag and solemnly took possession of it. Soon afterwards, there was a violent row—someone had "souvenired" the "German Eagle". The Colonel threatened to put the whole party on bread-and-water if the flag was not returned; but he never saw it again.

By devious ways, the flag came into the possession of businessman Mr. Charles Sullivan, founder of C. Sullivan Pty., Ltd. "I am not sure," says Mr. Sullivan, "but I think it was pinched by a young, scallywag brother-in-law of mine, who was a member of that Kavieng party."

However, it was put in a frame on the wall of Mr. Sullivan's Sydney office; and there it has hung for over 40 years. Lately, someone noticed that the silverfish were attacking the fabric.

The flag then was taken down carefully, and sent to Rabaul, to Mr. James Fulford, the Sullivan representative there; and the photograph shows the emblem being handed over by Mr. Fulford (left) to the president of the RSL Club in Rabaul, where it will have an honoured place. From 1880 until 1914, the German Eagle was the symbol of much power and glory throughout the lands of the Central and South Pacific.

round to a condition commensurate with its historical importance.

to Native Names

England writes a very readable column in the *NG Times* and in the issue of 7/10/59 comments on the modern practice of the prefix "Mister" before a name, claiming it detracts rather than adds to the grace and dignity of native names. He could not be more justified. I see where Jimmy James, column in the *SP Post* supplement.

ment which does not seem to be used by officials who bend backwards in their eagerness to overcome racial barriers, is that in the area (at any rate) they have their own system of signified by the use of "To" or "Ta" to designate male and female names respectively. If the form of "Mr. Towaninara" is used it is redundant, meaning "Mr. Waninara". It is silly to me. And to which section of the indigenous population is officialdom pandering? Surely the really worth-while could not care less.

er of Dress

photograph, reproduced in an *NG* newspaper a few days ago, was a very fair example of present-day sartorial casualness which appears to be prevalent among European males generally in the Territory. It is a pity.

photograph showed a District Commissioner inspecting a Corps at a review in one of the Territory's main centres. The men were no hat or coat and was

(visibly) attired in shirt, tie, shorts and the usual stockings and shoes.

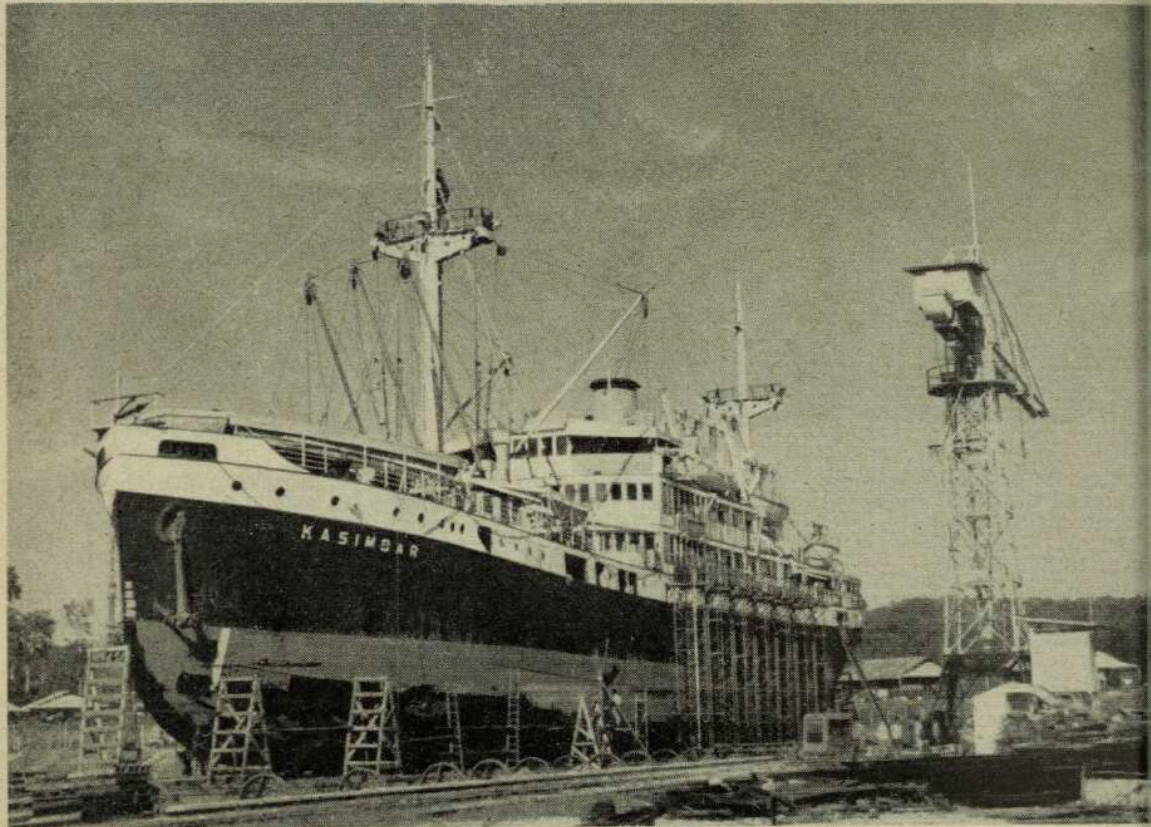
Ceremonial attire, or the gentlemanly art of "Bilas", is a natural trait of most of the native people and nothing impresses them more than good grooming, according to their standards, whether it is donning dance regalia for a ceremonial feast,

or a clean shirt, tie and lava-lava to attend a church service.

And nothing pleases the native more than a similar regard being shown for sartorial care by European or Asiatic. It is, in fact, a silent compliment by the European to the native when visiting a village or native gathering. (Over)



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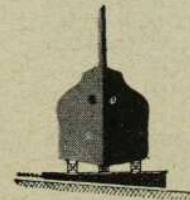
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ful grooming may be con-
t by some as a symbol of
despised Colonialism and the
t-day quasi-Boy Scout attire
dication of true democracy
n eradicator of racial dis-
n. But it does not impress the
in this way, and he's the one
unts.

ly, an official at District
issioner level could not be
d of that heinous offence of
g on dog" if he wore a coat
at, whilst himself making an
ion of cadets, each of whom
with the other in being the
e of immaculateness.

allant "Few"

read of memorials being un-
to perpetuate the memories
Coastwatchers and of the
of the Kokoda Trail, but so
have heard of no effort being
to recognise those half-dozen
airmen who launched them-
into the blue against on-
Jap bombers and Zeros over
in January, 1942, in their
ay crates.

14 years ago now several
appeared in Sydney papers
the Australian public of the
self-sacrificing effort of these
ay "few", and urging for
recognition of their valour.
g has been done (so far as I
are) to honour these brave

still not too late to remedy
eglect. Over to you, Minister

rigadier Cleland Said It

IVES MUST WORK AND LIKE IT

Papua-New Guinea Adminis-
seems to be catching on,
f the Department of Terri-
still enjoys pipe-dreams. At
ening of the October confer-
the Christian Missions work-
the Territory, the Admin-
r, Brigadier D. M. Cleland,
at some of the natives have
to believe that the govern-
the missions, or some one else
rovide all their needs without
on their part.

said that many natives were
stituting wishful-thinking for
f-help, and went on:

e of our most important tasks
develop among the native
the realisation that they can
e nothing of permanent value
it work.

great deal has to be done for

the native people in the initial phase
of their progress out of primitive
tribal life, but they should be re-
mained constantly that every pound
spent on their welfare had to be
earned by someone who worked
harder than they did."

Want Prohibition

Among the many subjects dis-
cussed at the conference was the
vexed one of liquor for natives.

Missionaries voted 41 to 24 in
favour of total prohibition in the
Territory for all races. The motion
was proposed by the Methodist
Overseas Mission, although some
other leading churches, including
Roman Catholic and Anglican, were
against prohibition.

ISLANDS' XMAS PARTIES

*New Guinea Women's Club of
Sydney:* Children's Annual Party,
December 14, 2 p.m. to 4 p.m. Adult's
cocktail party, December 18, from
6.30 p.m. (Both held in the
Feminist Club, 77 King Street, Syd-
ney).

Pacific Islands Society: Annual
cocktail party, December 11, from
6.30 p.m. In Feminist Club, 77 King
Street.

Brisbane New Guinea Association:
Annual Get-Together, December 5,
at 8 p.m. in National Hotel Coffee
Lounge.

All Territorians, ex and actual,
who happen to be in the above places
at the above dates are very wel-
come at any of these functions.

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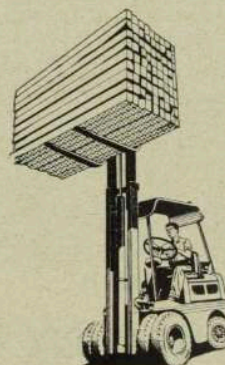
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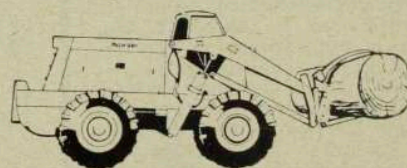
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"Memorial Should Go To Mt. Hagen"

Editors' Mailbag, continued from page 27.

of it he was presented with a set of poker-dice and a shaker. I gave that set to me when repatriated to Germany, and our own people started a club tang, in 1923, I foolishly gave it to the club. Within a fortnight it was stolen by an unknown person. Such are the odd B's that I hear to have always with us—but it was the same type who stole the eagle off the von Hagen monument at the end of the last

Thank the rest of the memorial should be taken from Bogadjim and no other thing re-erected there. In my opinion, Bogadjim will eventually revert to the jungle—it is one of the first plantations ever established and was going back even before War II.

Masters—

Up to Date

Captain R. Duddell, senior of the present contingent of BP captains (Master of MV *Braeside*), has us right up to date with the list of BP masters—a story that threatened to become a permanent serial since it kicked off with the publication of that photograph of BP masters, included in our April issue.

Capt. Duddell: I served as a junior officer under most of those early masters who are in the photograph and it is of interest to give a brief list of those who followed on. Maclean died about 1938; W. J. was killed at Darwin, early, 1942, when *Neptuna* was lost; W. McBride left the company in 1938 and settled on the land at Raymond Terrace and has since died; A. W. Blain retired in 1950 and is now living near Sydney; A. (Sandy) Campbell left the company about 1942 and in 1953 was lost at sea in a ship off the NSW Coast in a ship he was bringing back from New Guinea; Keith Morris of the Torres Strait Pilots died in 1936 and is now retired in Sydney.

C. Vogelmann retired in 1942 and rejoined about 1954 as Marine Superintendent and is still acting in that capacity; L. Miller was lost at sea when MV *Tulagi* was lost in 1942; K. Perry retired in 1950 and died about 1953; J. C. came ashore to BP's Stevedore Department about 1935, and about 1953; K. A. Tschaun retired in 1958 but is acting as acting master when required.

McLeod Davis, Basil Helm, Campbell, J. Thompson, G. E. W. Colquhoun, A. Aitken, E.

MacFadyen, G. L. Sadler, all transferred to Torres Strait Pilot Service. V. G. Hildebrand is Assistant Harbour Master, Brisbane.

"Present masters serving in the company are Duddell (*Braeside*); Wilding (*Bulolo*) each with 33 years' service, followed by Bickle (*Burnside*); Hilder (*Malaita*);

MacDermid (*Malekula*); F. Sadler (*Tulagi*); Lawson (*Montoro*) and Powell, relieving master.

"It will be noted that quite a number of our masters have gone into the Torres Strait Pilot Service, which is at present the chief means of promotion for junior officers as one of our early Marine Superintendents, Captain S. G. Green, aptly said.

"Captain Green was once asked by a certain party 'What is the retiring age of your masters in this company?' He replied: 'A hundred or death, whichever comes first.'"

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A Visit to Keravat

New Guinea's Teak Should Be Worth A Fortune—In 50 Years

By H. E. L. Friday

Three musts for the visitor with an eye open around Keravat are the Tolai cocoa fermentaries; the Lowlands Agricultural Experimental Station on the way to Keravat, which does on research work on cocoa growing and processing (supplying also selected seed to growers); and the Keravat rubber industry and afforestation.

distance from Rabaul to Keravat is, if I remember rightly, 29 miles. The road is in good order; it runs through pleasant rolling country, shady and rather beautiful.

Some of the way, until we had off to take a look at one of the cocoa fermentaries, our car was the Landrover of Mr. A. Richardson, the Regional Officer at Rabaul, who had been in South Australia.

I found quite a lot of timber at the Keravat sawmill. When I was informed, on my way up—meaning Keravat—is now to be sold to the industry.

Keravat country is sympathetic to an Australian. Keravat is quite like a straggling sawmill in Queensland or in New South Wales. The river below was rather different than usual, we were told; crocodiles had been seen there.

Magnificent Plantation

At the river, the land rises to a magnificent teak plantation of 100 acres. Teak planted only five years ago—I took some colour pictures to prove it—are already 100 feet high. The trees are growing much faster than in other parts of the island.

Richardson said, however, that it takes 50 years to reach maturity. Then, if all goes well, the plantation, which is annually added to, should be worth a fortune.

There are a few hundred acres of rubber being grown for the Australian market, planted with rubber Central American seed—a long term project. These plantations are likewise flourishing. Keravat is a good place to see. The natural forest there is now 2,000 acres but this is being increased by 100 acres each year of new plantation plus as much regeneration

(reafforestation) as the sawmill clears, 50 acres annually or more.

The natural forest here supplies Australia with Taun, a good hardwood for furniture and general purposes.

A eucalypt known as Kamerere, which is not allowed to be exported, has been in good local demand.

Need For Exports

Both Taun and Kamerere are used for local building construction. The fact is that following the war and up to two years ago there was a heavy demand for re-building Rabaul; but now this has slackened, and there is a need to find export markets.

Tests are being made to find out how other local timbers react to pulping processes, and their suitability for general uses like shelving, lining and peeling for plywood. Once utility is established, a big new export market is hoped for.

On returning to Rabaul I was surprised to find that Keravat did not rate a mention in a Commonwealth booklet on the Territory of Papua and New Guinea published last year by the government printer in Port Moresby. It is sold in the Rabaul shops for 2/-.

In the page devoted to the timber industry the booklet states that the value of timber exports, including plywood, during 1957-58 was £1,265,000, and that in addition Territory sawmills supplied local requirements.

Most of the space was naturally given to the Bulolo Valley plant, established by Commonwealth-New Guinea Timbers Ltd. at a cost of £1,340,000, with its big annual manufacture of plywood; and to the activities of South Pacific Timbers, a subsidiary of Bulolo Gold Dredging Ltd. in the Lae District.

But as man-made forests on the Gazelle Peninsula continue to grow, and when the Keravat sawmill changes to private ownership, it is to be hoped that Rabaul will come more into the picture.



This tourist to New Caledonia certainly looks as if he has nothing to complain about.

Tourist Report With A Sting

From Our Noumea Correspondent

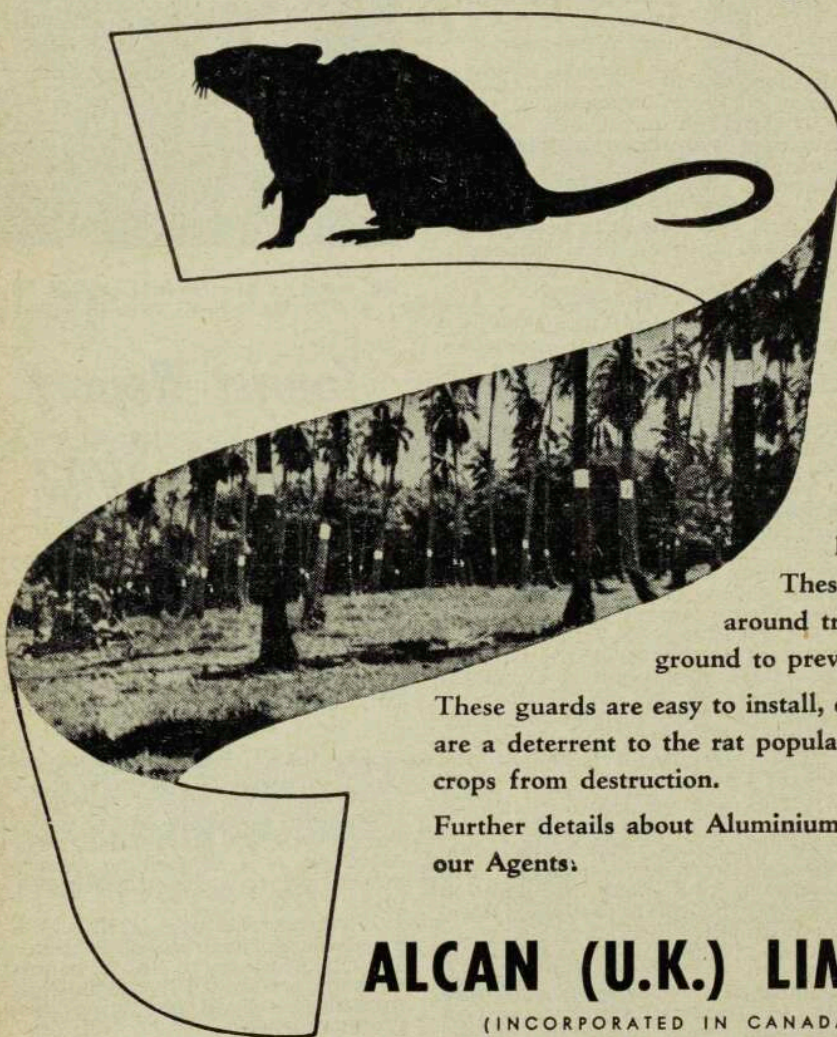
New Caledonia's complacency in regard to its tourist industry was rudely jolted in October, following the publication in a Noumea paper of a study by two American tourist experts.

THE men, Messrs. Clement and Koel, had been commissioned by the Pacific Area Travel Association (PATA) to make a study of various Pacific tourist possibilities. New Caledonia is a subscribing member of PATA through the local government.

The report stated that it was an agreeable surprise to find such a French atmosphere in a country entirely surrounded by Anglo Saxon influences. Food and wines were found excellent.

But at that early point the bouquets stopped, and on the other side of the ledger (according to the experts) were the inconvenience of having an international aerodrome nearly 50 miles from the town; the inability of big vessels to use Noumea's port facilities, hence the absence of big shipping lines calling at Noumea; and above all the complete absence of amuse-

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New Caledonia and New Hebrides: ETABLISSEMENTS BALLANDE, Noumea, New Caledonia.

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for tourists. With regard latter it is a fact that the re ways of distinguishing st in New Caledonia are or her gaudy raiment; and or her air of utter ennui. ity on Noumea is non- and the two organisations e development of tourism subsidised and the other ent-operated) work in on to each other instead of ating. Actually New Cale- as need of a set-up such s splendid Public Relations [It is the Fiji Visitors' that looks after Fiji's industry.—Ed. PIM].

experts' report recommends w Caledonians be educated to receive and entertain that better use be made e arts and folk lore; that "marauding" licences be taxis to save tourists the earch for a taxi.

ita aerodrome is too far Special Studies have shown is the first 15 minutes in ry which create the lasting on. But the tourist who at Tontouta, which is situa- country that looks like the of the moon, passes through al building which has no and then has to make an ourney over a bad road to oumea.

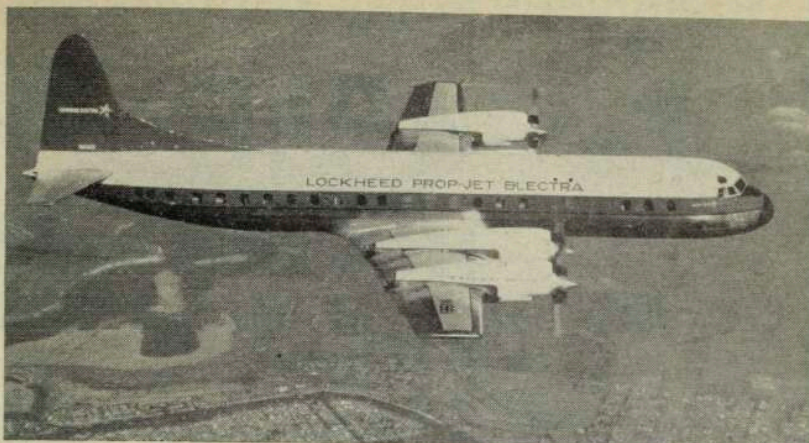
two experts were not too a favour of the projected They did not believe that installation was a magic for bringing a cascade of o the country. But they hat if a serious effort were r New Caledonia, along the ggested and if every one his weight, there is no why the country should not at least 20,000 tourists per 10 years' time.

Raised a Storm

report raised a storm when ed on New Caledonia's Holy es, the military establish- it is tabu here to point the t that institution but the experts' report stated that ary base was detrimental, dangerous, to tourist traffic e as sooner or later, the ent devices created for are overrun by soldiers and

ewspaper which carried the ook up this question and tly pointed out that the and sailors had always themselves well in Noumea e population had always ted this behaviour.

nce that New Caledonia's programme is not going oo well can be seen in the closing of a hotel after a peration, ostensibly because ised back road had not ted but more likely because nability to make ends meet.



Jet travel—whether in pure jets like the Boeing 707, or the Lockheed Electra prop jet like this, both of which are capable of carrying passengers at 400 to 500 miles per hour—is changing the air patterns, according to the airline operators. But what the passengers are waiting for is a change in fare patterns—downwards.

At Last—Perhaps—Cheaper Air Fares Are On The Way

It looks as though that long-promised reduction in international air fares is coming closer — in which event it is going to be a case of it being a poor dilemma that doesn't do someone some good.

DIRECTOR General of the International Air Transport Association, Sir William Hildred, had a lot to say about "basic dilemmas" in the aircraft industry at the 15th annual general meeting of IATA which concluded in Tokyo in October—the dilemma, of course, being how to keep the big jets that are becoming standard international flying equipment, filled with paying customers.

By the end of this year, there will be 300 jet aircraft operating, capable in total of uplifting something like 30,000 people if each is filled to capacity. The majority of the pure jets are designed for long distance flights—even though only 19 per cent. of the traffic offering wants to fly on journeys of over 1,000 miles—so it can be seen at once that Sir William is probably right when he said: "... We shall have to feed progressively larger gobbets of traffic to these monsters or they will eat us up, capital and all".

But Sir William is not without hope, and went on to say: "If an attractive product is priced low enough, there is no limit to the amount of it which can be sold". Airlines need bigger markets, he said, and in order to get them there must be lower fares.

This is no revolutionary thought to those who have been paying the fares, of course; but it is about

the first time that anyone connected with the airline business has come out in the open and said it. Pacific residents, who use air travel a great deal, will know the high cost of travel.

Jet-Travel Novelty

In the last 12 months, as the jet services began to operate on international routes, operators who were fortunate enough to be first-in, were lyrical about the boost jet travel was giving them. Speed, they said, was the thing.

It is perfectly true that the fact that one can now fly comfortably to a week-end in Paris from Sydney or San Francisco or Johannesburg, may attract the odd customer to whom £1,000 means little, but the airlines are already finding that it does not attract the 30,000 odd customers that the new jets are capable of carrying.

However, in spite of Sir William's summing up of the situation, the IATA meeting concluded without any immediate decision over fares. The current agreement will stand until March 31, 1960, after which the airlines will decide future policy.

It is obvious that if the airlines do not do something to attract more customers, many of them are going to be in real trouble. According to the experts who spend their time working out such book-keeping

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world airlines lost, in total, \$1 million in 1957; and in 1958, \$7 millions. In 1959, those who early with jets will show balance sheets, but those who it will be a great deal worse than in 1958. [Jet operators lost customers from airlines converted, but by end of 1959 some of this jet novelty was going off]. Next year, with air-seats available in quantities the airlines have never before called upon to fill, it is going necessary for airlines to go a new line of thinking.

Bun-and-Tea Flights

as significant, however, that IATA meeting, not even Sir Hildred thought of giving customer something more, for the stress was on the introduction of third-class or "economy". To this extent airline thinking has already changed, the basis no longer being on bigger better champagne breakfasts getting more people there on a bun and a mug of tea.

Shorter flight has already altered feeding habits on short haul. In the old days when it took over three hours between London and Melbourne a full menu was customary. These days, with flight taking not much over two hours, and the Electra turbo-propeller carrying twice as many passengers, there is not sufficient time to serve all the passengers, and considerable menu simplification, not complete elimination of meals, is already in operation. At the same time it is interesting to note that Australian domestic fares rose during the year, and airlines began to charge for transport to and from city centres and the airport.

In the forefront of the fight for lower fares are the two British government-owned airline companies, British Overseas Airways Corporation and British European Airways. BOAC lost no less than \$10 millions in its last account— a sum that few privately owned companies could sustain— and directors maintain that they would be better if they were allowed to raise fares from IATA levels to attract more customers.

Agitation in this direction has been going on for at least six years, and it is reasonably certain that if the majority of IATA members stick to their old fares, by March, 1960, BOAC and BEA will be on their own. This could be a trouble for a lot of airlines, and a cutting war and perhaps a breakdown of IATA—but it is hard to see how the paying customer will lose in the long run. Air fares have been too high for too long, and the jet age does not bring about a change in this direction, its main effect, as far as the travelling public is concerned, will have failed.

America is still leading in the production of the big jets. But these cannot operate economically on short range routes; their airfield requirements moreover, limit their operation to the larger aerodromes.

Short-Haul Aircraft

It is already obvious that the British and Continental aircraft industries are ahead of the Americans in designing aircraft to meet this short-haul need which still represents about 65 per cent. of all air traffic.

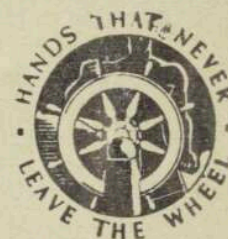
The Dutch Fokker Friendship and Britain's Viscount have already established themselves in this field.

Lepers in Need of Money

NEW ZEALAND'S "Leper Man", P. J. Twomey, who is field officer of the Lepers' Trust Board, Christchurch, in October, made urgent appeals for £NZ10,000 to provide four or five new dispensaries for the British Solomons and the New Hebrides.

"The collecting of funds to do this vital work is very hard just now and I am desperate for cash," said Mr. Twomey, adding that anybody offering a gift of £3,000 would have a permanent building dedicated to him with a plaque fixed to it.

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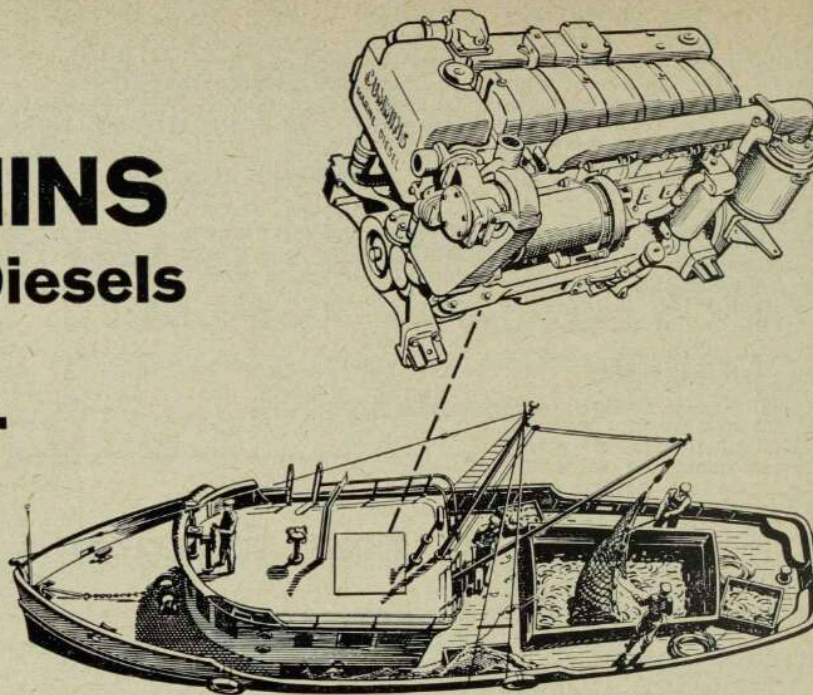
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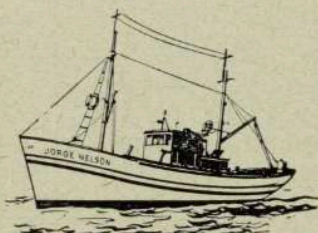
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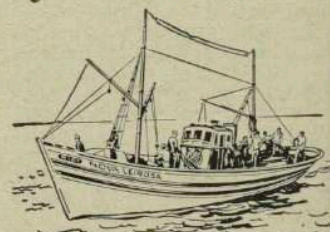
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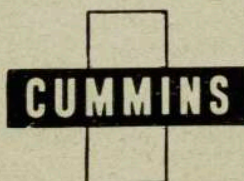
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Memorial to Sir Hubert Murray

Last They're Going To Build It

long-planned memorial to the Sir Hubert Murray, of — Australia's most dis-
— Territories Adminis-
— is expected to take
ape very soon.

about time. The plan
ars to have been dragged,
ears, at the tail of Depart-
apathy and indifference.
ert died 19 years ago.

mittees of Papuan citizens,
nds of Sir Hubert, in Port
and in Sydney, subscribed
or a memorial, at least 12
go. With a Commonwealth
he sum was £3,000.

ction of those interested
a plain inscribed stone,
tribute to Sir Hubert, in a
place in Port Moresby. The
of Musgrave and Douglas
was suggested.

s favoured other places, and
elaborate memorial.

long argument, it finally
ided that an area of swamp
the foreshore of the port,
ere the road passes the
its way to Konedobu (Ad-
tion centre) should be
and converted into the
Murray Memorial Park,
wns, gardens, tennis courts
inscribed fountain.

Big Plan Approved

ugh some committee
s still liked the idea of a
l in the town's centre, the
lan was generally approved
anded over to the Public
or some other department
ementation.

that, everyone seemed to
out it.

aledonians Are or Minded

Caledonia has one motor
for every seven of its
tion—24,000 Europeans,
other non-Europeans
6,000 natives. Last motor
census made the total
er circulating on New
mia roads 10,185—and this
not include the vehicles
by the Army, Navy or
rmerie.

940, motor vehicles in New
mia numbered 1,150—
means they have in-
d about nine-fold in the
years.

A year ago, the committee's
chairman (Judge Gore) and Mr.
E. A. James protested to the Ad-
ministrator about the delay and the
frustration; and, at long last, the
filling and reclamation and
shaping-up of the Memorial Park
were commenced.

That part of the job was com-
pleted in September; but the
officials concerned were unwilling
to proceed much further until the
reclamation has "settled", and some
lawns and shrubs had taken root.

It should be an attractive little
park, when completed. The official
opening should take place early in
1960.

The area now lies on the fore-

shore, on the south side of the
road. It is intended to take the
road along the foreshore, later, so
that the Memorial Park will be on
the right-hand or northeast side of
the main thoroughfare.

The cost of living index for
Indians and Europeans in Fiji
showed an insignificant fall during
the third quarter of the year,
according to figures published in
October.

The index, based on the figure
of 100 in 1939, stood at 260 in July
for Europeans and fell one point.
The figure for Indians fell by two
points to 279.

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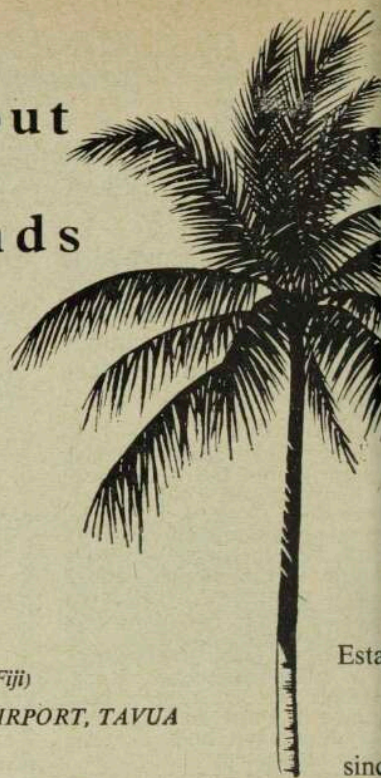


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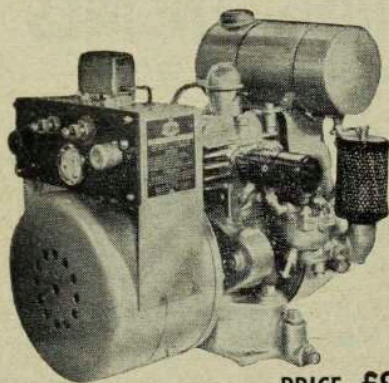


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can be no serious argument on the enormous influence of the Christian religion in the history of the Pacific. Missionaries were almost always the first to go into uncivilised areas — and the first to lose their lives. In New Guinea especially the difficulty of civilising people like these is obvious. The work goes on, and Mission money and labour go into leper colonies like this one, founded by the Seventh Day Adventists at Togaba, near Mt. Hagen. But missions can be criticised on some points — as indicated by this report of Minister Hasluck's address.



Critical Comment on Island Missionaries

Don't Send Misfits Into The Mission Field

One of the most forthright and challenging addresses ever given to mission organisations interested in the Pacific Islands was heard on October 20, in Perth, when the Australian Minister for Territories (Mr. Paul Hasluck) spoke to a public meeting in the Wesley Church, Perth.

HE spoke of the numbers of mission workers in North Australia, and Papua and New Guinea, and quoted some interesting figures to show what had been done in the fields of education and medicine.

And then Mr. Hasluck went on to discuss certain aspects of mission work in a way that is sometimes seen in secular newspapers, but rarely heard from one so highly authoritatively placed as the Minister in charge of Papua and New Guinea. Here are some of the points he made, taken from a verbatim report:

Material for 'United' Nation?

In the Australian Territory there are close on two million people. They are of many different racial types. They talk about 500 different languages. They used to be at enmity with one another.

They have nothing that even faintly resembles national unity.

They are certainly not homogeneous, nor are they yet conscious of any identity among themselves, or of any common future.

Yet we talk of their advancement towards self-government. If self-government is to become a reality they will need to become conscious of themselves as one people.

They will also have to advance in civilisation. Any unity they have as a people will have to be acquired.

Any advance in civilisation will have to be based on new principles and new values that have been firmly grasped by them, and which have really replaced the principles and standards by which they previously lived. . . .

Why Do They Become Christians?

"The question we have to ask—and the politician asks it, too, just as sincerely as anyone else—is whether Christian missionary work is bringing about any fundamental and deeply-rooted change in the people," said Mr. Hasluck.

"To put the challenge in the harshest way: Is Christianity just another white man's custom which the native people imitate because, like a number of other white men's customs, it appears to be an entrance ticket to a more pleasant life on earth? Or is it something which they receive into their own lives to become a vital part of their own living and being?"

"In Papua and New Guinea there has been an intensive Christian missionary effort for nearly three-quarters of a century.

"It is easy enough to add up figures about people who have been better fed; people who have been taught to read and write and wear clothes and to sing hymns; and people who have passed through hospital.

"But you will agree that the sum will not give the final answer to the question whether the work has been successful. . . .

"As I have moved around the Territory, seeing a good deal of the native people at various stages of their advancement, in all districts, I have been struck forcibly by the fact that their interests, as they become civilised, are often highly materialistic.

"Is that because, being a materialistic people ourselves, we have been unable to give them any better standard to live by than the standard by which we live ourselves?"

"Or, is it because, having lived as primitive men, sometimes in hunger and often in fear of nature and their neighbours, they value



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physical security and material
conditions?

Whatever the cause, many of
today are an acquisitive

Whatever the cause, if the
isms I have described are truly
ed, they suggest that the
n may be dangerous. . . .

Missions Are 'Swarming' In

What are the missions doing
to the challenge?

Is I am going to speak critic-
and perhaps harshly.

Missions are certainly
ing in—all sorts and sizes of
The six or seven major
ary bodies of pre-war days
een joined by literally scores
er missionary organisations.

Theory it is a competition for
souls, yet so often it takes
appearance of a competition
mission leases, and for men's
to build a thriving station.

What worries me is the possible
on that this causes in the
of the people.

You may have gathered, speak-
a politician, I should like to
e people become Christians.
actly the same thing if they
members of various sects
enominations and are more
us from the beginning of
eparates Christians from one
than of the few simple
that make all Christians of
nd?

While the Government gives
al aid for mission schools and
ls, what concerns me more
e work done in these schools
spitals is the question whether
ssions are giving to all the
a faith by which they can
d a faith they will pass on
r children, not as a white
faith, but as something of
wn.

These are questions for church
I hope they tackle them. . . .

Don't Send Your Misfits'

Don't send your misfits into the
field. Don't send the sort
ple to whom the chairman
meeting (Dr. Mortimer) re-
when he told the story of the
posite a name on a church
Difficult to place; try the
field.'

Be careful about sending people
merely looking for a change,
think that the heathen they
know may be easier to get
with than the heathen that
o know down here.

Don't send missionaries who
hat a practical task can cover
loss of faith.

Do your best. And, having sent
support them."

NETHERLANDS NG RECEIVES FOREIGN AID

From time to time Papua-New
Guinea people ask why the Aus-
tralian Government doesn't request
a financial grant for P-NG from
one of the several international
agencies that help undeveloped
territories. Why, they ask, should
Australia attempt to meet all the
initial cost of development on its
own, bit-by-bit, when a grant might
allow the teething troubles of
development to be overcome more
quickly, and consolidation to take
place sooner.

The Netherlands Government ap-
parently looks at things differently.
In October it announced it had ac-
cepted 35 million dollars aid for

Netherlands New Guinea from the
European Economic Community
Development fund. It will be spent
on special projects in the economic
and social spheres between 1959 and
1964. The projects will be in
addition to projects included in the
NNG annual budgets.

The aid will be used for geological
and agricultural research work, the
establishment of an agricultural re-
search station, construction of a
medical centre, the building of new
roads and the improvement of exist-
ing ones, and for a survey of the
composition of the native popula-
tion.

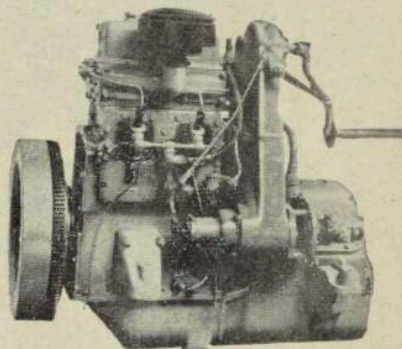
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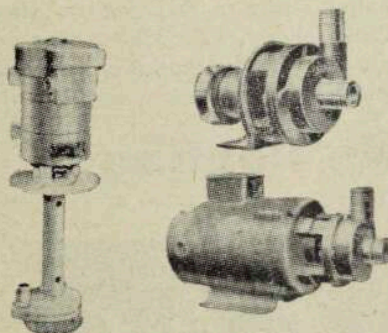
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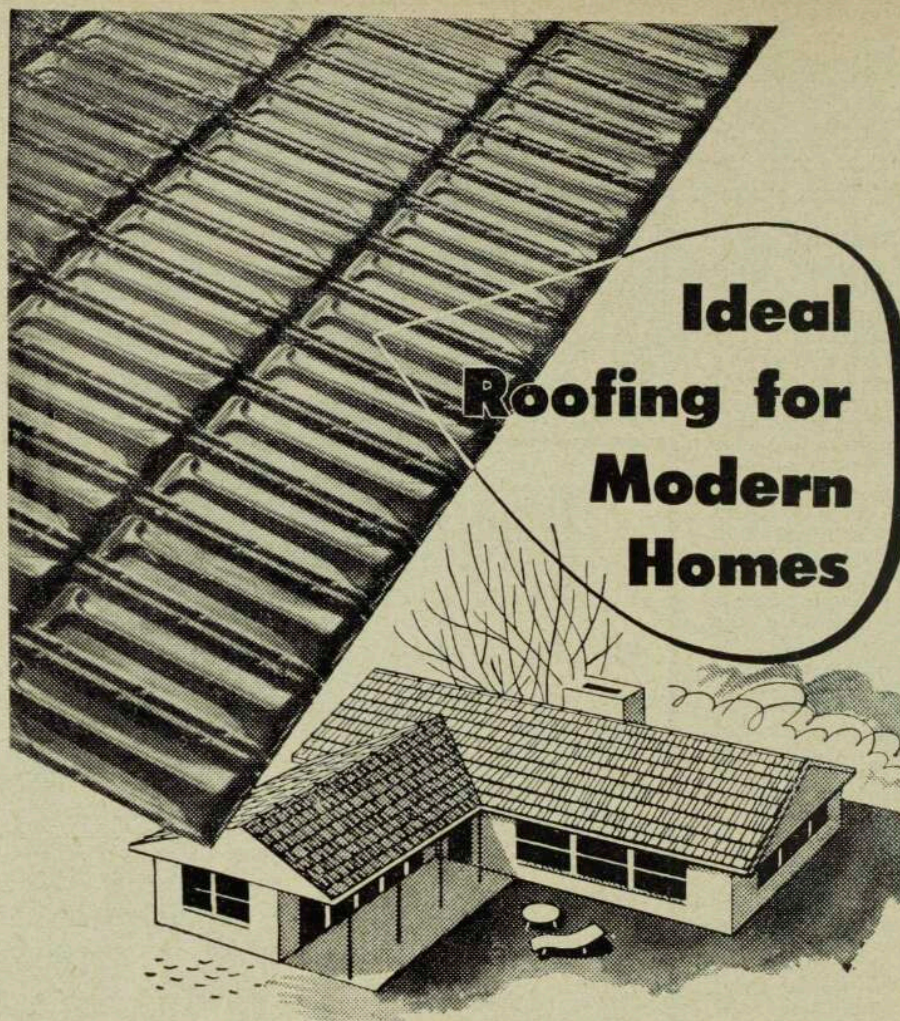
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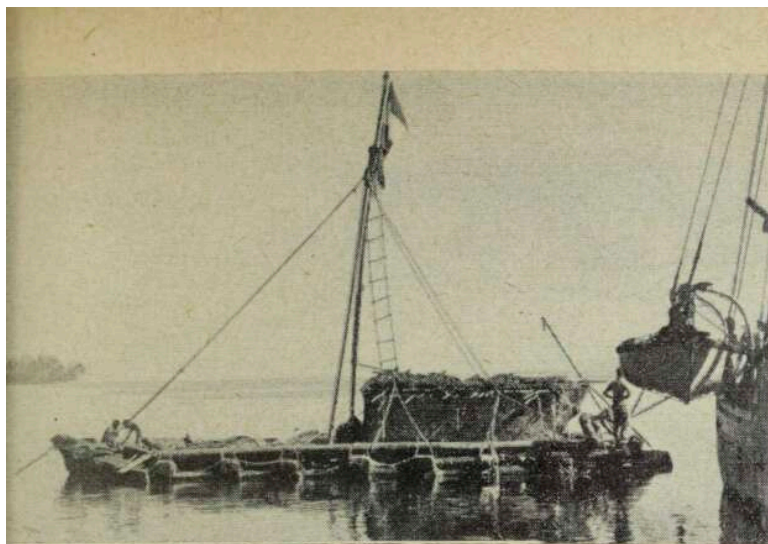
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Expedition that started something—Thor Heyerdahl's "Kon Tiki" raft at the end of its mental voyage. The Japanese are now inquiring into racial connections between Japan and Polynesia.

Old Polynesian Problem Again

Japanese May Throw Some Light

Thor Heyerdahl of Norway, that controversial figure in the Polynesian family tree, may be able to relax just slightly. It appears that some other here are now entering the field.

At the beginning of October, Professor Dr. Makoto Suzuki, of the Institute of Anthropology, University of Matsumoto, and Professor Yoshichika of the Institute of Folk Lore and Language Committee of Historical Studies of Seto Island, Inland Sea, through Suva bound for Fiji and later for Tahiti.

They are to carry out a preliminary survey of the evidence of racial connections between the Polynesians and the Japanese.

"Japanese Migrations"

Whatever the popular Press may say, that they're out to prove, the professors are apparently not trying to prove that the Polynesians originated in Japan or that the Japanese originated in Polynesia. They plan to show, however, that there were ancient migrations, in both directions, and expect to bring to light a good deal of material on this subject which they say has been overlooked or ignored.

The professors, whose visiting cards are inscribed "Japanese Scientific Investigation of Polynesia, Central Citizens Hall (Kominkan), Kure, Japan", said in Suva that very little scientific literature on Polynesia exists in Japanese translations. They hope to contribute to the need of Japanese students in this particular sphere.

The preliminary survey in Polynesia is expected to take perhaps six months, so a good many people are likely to meet the professors and hear their ideas during that period.

Knowing Where You Stand In Fiji

Unconfusing The Immigration Laws

If the recommendations published by a committee in regard to anomalies in Fiji's immigration and residential laws are adopted by the government, much of the confusion and dissatisfaction now existing should be removed.

THERE will be no easing, however, of the law as it applies to alien wives (or husbands) or children of persons holding residential status in Fiji. Thus it will be no easier for Fiji-born Chinese or Indians, who frequently marry in China or India, to bring those relatives to Fiji. It will also be no easier for other Pacific Islanders to settle in Fiji. And aliens, no matter how long they may have lived in the colony—many of the Chinese apparently fall within this category—will still not be exempt from the residential restrictions. The solution to their particular problem, the report says, is that they should apply for naturalisation.

The general criterion, as in the past, would be that "only those persons who can assist the Colony in its many aspects and those persons who are worthy of belonging

There's A Market For The Exotic

In addition to there being an unlimited market for Islands dried bananas in the United States—and even in Hawaii—there is also an equally avid market for many other products that are, or could be, produced in the South Pacific, according to Mr. B. Proweller, of Suva, who returned there in October after making a market survey in the U.S. (See "PIM", October).

Mr. Proweller cited two items about which he had made particular inquiry, chilli peppers and mango chutney.

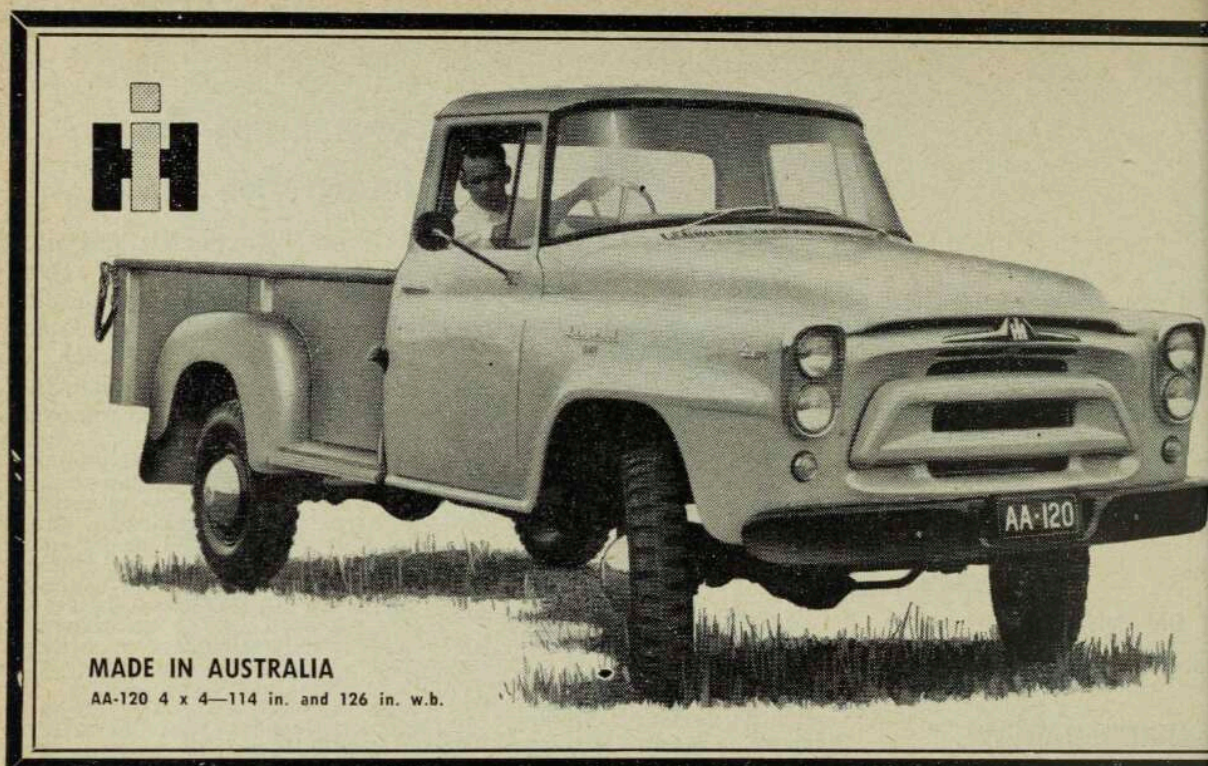
Because Fiji chillies are known to be host to the fruit fly, the United States Department of Agriculture would only admit them in processed form, in vinegar for example. In that form they were freely admissible and readily saleable. The Islands could sell all the mango chutney that they could produce. The American condiment trade would take it in bulk form and would pack it in the United States in containers suitable for the retail trade there.

Mr. Proweller said that there was a market in the United States for virtually every kind of foodstuff, and the more exotic and unusual, the keener was the demand. The Americans were always seeking new and unusual foodstuffs.

Many such items might only be eaten by a very small percentage of the total population, but even that small percentage represented many thousands of people.

The only thing that the American market insists upon is a product of even quality and a guaranteed supply. Anyone who could meet those demands could rest assured that his product would find a ready sale in that country once it had been passed by the Plant and Animal Quarantine and the Pure Foods authorities.

Mr. Proweller said that he had received the most friendly co-operation from these American government agencies.



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PIM.

Fiji" will be welcome as permanent residents—though by no means all those will be welcome. The most important recommendations made in the report are:

Recommendations

There should be three ordinances dealing respectively with immigration, deportation, and aliens. The maximum length of detention of seven years would be reduced to five years. A person from the provisions of the Immigration and the Deportation Ordinances. Such a person would be free to leave the country for one or more periods not more than 12 months in this initial seven years. After, absence from the country for any period whatever would not interfere with residential status.

Children under 16 of parents who are exempt should also be exempt. This covers the question of overseas education of such children.

As to grant residential status would be transferred to District Officers and would not solely with the Principal Immigration Officer (a member of the Police Force) as at present. The Governor would also have the power to over-rule the Principal Immigration Officer, and there will be an appeal by the public to the Immigration Tribunal. There will also be an Immigration Advisory Committee. All deportation proceedings would be held in

clear up certain anomalies of law at present existing there. The legislation for the introduction of a new Removal Order would have less drastic legal effect than a Deportation Order.

Visitors' Permits

For the revisions recommended the visitor's permit will cover a period of three months only, instead of the present four months. Such person will not be permitted to take up employment or to get married while in Fiji, and must leave the Colony by the next turn ticket, a yacht of his own, etc. Behaviour "in a manner prejudicial to the peace and good order of the Colony" will terminate the permit.

Persons wishing to remain in the country in "gainful employment" for a period at all will not be permitted to enter by right. They will have to seek a special permit and cases will be considered according to circumstance.

The appeal tribunal would consist of a first Class magistrate and two members of the peace selected from a list of JP's chosen by the Governor.

The Committee preparing the recommendations consisted of Mr. Justin Lewis,

Solicitor General; Mr. Vishnu Deo, Mr. K. K. T. Mara, Mr. C. L. Cheng, and Mr. Noel McFarlane.

A giant petrel, banded south of Mount Harrison, on Australia's southern territory of Macquarie Island, on February 24, 1959, was found dead on a beach near Nadi-vakarua village at the south-west end of Vanua Levu Island, Fiji, 122 days later and 2,400 miles away.

The find, made by a Fijian boy, Aloisio Ranasoiso, was a valuable contribution to the knowledge of the movements of these birds.

The petrel carried a band bearing the inscription, "Write Wildlife CSIRO Canberra Australia. 130.15212".

Who Works at What in Fiji

Fiji labour statistics for 1958 recently published show a total of 23,566 persons employed on wages. Of these, 11,462 were Indian, 10,142 were Fijian and other Pacific Islanders, 628 were Chinese, and 1,334 were Europeans. The total population then was about 375,000.

Self-employed persons or family-members not actually in receipt of a fixed wage are not included.

In order of numbers employed, the statistics show the government to be the principal employers (5,143), followed by the sugar industry (3,340), the wholesale and retail trade (2,178), the building and allied trades (1,524), the copra industry (1,381), and the gold mining industry (1,321) respectively.

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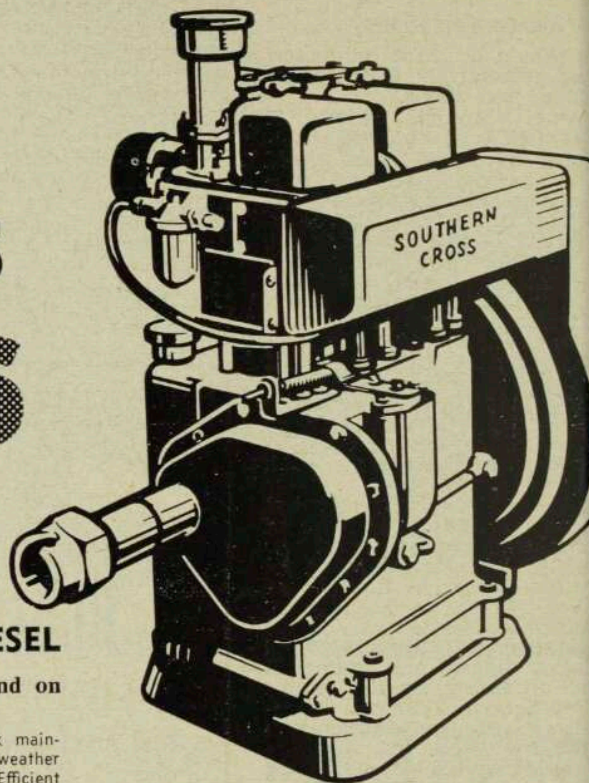
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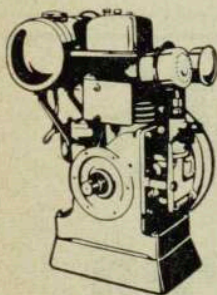
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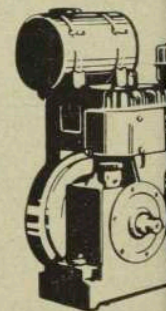
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er The Wartime Trails

he Top Secret Files Had Mouldered

rom a Rabaul Correspondent

an underground room at
ul where once the brains
e Japanese Navy planned
e strategy, a former United
Marine recently brushed
the dust of 15 years.

the communications equip-
ent that once lined the walls
d gone; the maps and top-
st files had long-since
ered; and the busy urgency
o longer there.

their places were lines of
and rows of bottles, for the
ground room which was once
op South Pacific Japanese
intelligence centre is now
f the liquor store of Rabaul's
Guinea Club.

former Marine who made the
pilgrimage is Lt.-Col.
C. Hayes, who served on
lcanal and is now re-visiting
Pacific battle areas.

is writing articles for the
es' magazine, *Leatherneck*,
hting changes which have
ed in former centres of war.

Home For Christmas

es hopes to be back at his
in Washington for Christmas
an absence in the Pacific
s, Australia and New Zealand
rly six months.

scars of war are healing,"
d on his arrival at Rabaul
Qantas flight from Bougain-

said: "Where the great air-
were once filled with life I
today only wide swathes cut
h the trees and already
d with dense undergrowth.

e tunnels and caves at Rabaul
lling in, although it is nice
some of them put to good
e such as your liquor store

n the biggest landmarks of
ttle, the wrecked ships, are
earing as the salvage teams
work or as the rust eats
hem."

es expressed deep apprecia-
of the assistance which his
n had received from Pacific
residents, from governments
administrations, and from
s Empire Airways.

There is always fascination in a treasure hunt, and the most fascinating one in the South Pacific for a long time has been the hunt for the treasure of the two La Perouse ships which disappeared in 1788 after leaving Botany Bay, and which, 37 years later, were traced to a reef at Vanikoro. The hunt has not been for gold — but for information. "PIM" has told much of the stories of the two most recent French expeditions, of 1958 and of June this year, which uncovered information on the two ships, but in this report Reece Discombe gives additional information of interest. He has taken part in both expeditions. The June expedition was to try to locate La Perouse's second ship "Boussole" and to bring back some more relics from the "Astrolabe". "Boussole" was not found but there were strong clues to its whereabouts.

The Search For "Boussole"

From an account by Reece Discombe

After taking part in the two expeditions to Vanikoro in search of La Perouse's vessels, and with the information and knowledge we have accumulated, it is my view that a third expedition should be sent to Vanikoro.

IF this expedition could be equipped with modern electronic detection devices, the task of finding the remaining vessel *Boussole* would be facilitated.

Vanikoro is the most southern island in the Santa Cruz group. It is administered by the Government of the British Solomon Islands Protectorate.

Vanikoro is over 400 miles due north of Vila and 400 miles south of Guadalcanal. The estimated population of the island during the time of La Perouse was 3,500—the present native population has now dwindled to about 100. The only industry on the island is the cutting of Kauri logs which are shipped to Australia by the Kauri Timber Co. About 12 Australians and some 150 natives recruited from outlying islands, are employed in

the industry. Owing to the amount of rainfall the vegetation is abundant.

The island is surrounded by very dangerous coral reefs, which are only passable in three places. La Perouse met his fate trying to negotiate one of the narrow passages of the reef, lying a mile from the island. Between the island and outlying reefs are numerous coral niggerheads which are treacherous to navigation and make night navigation impossible.

Oldest Inhabitant

On June 6, we started our search for further information on the whereabouts of the other ship *Boussole* and the fate of its crew. We decided to seek out the oldest native inhabitants of the islands and to question them concerning their knowledge of the fatal expedition.

Luck was with us when we found an old man aged between 70 and 80 years, named Brown, who was the oldest man on the island. He was visiting Peu, which was our headquarters.

After tactfully questioning him for about two hours he informed us that his father had told him, when he was a small boy, how the French ships had been lost while entering the reefs. He agreed to take us to the village of Tanema, where he was born, but which had been abandoned for about 60 years, where he claimed there were crude graves where his forefathers had buried some of the crew of the *Boussole*.

After a run of 1½ hours along the coast in the *Rocinante*, we anchored off the former site of Tanema, and then made our way through mangroves and jungle to the site of the village. The only remaining

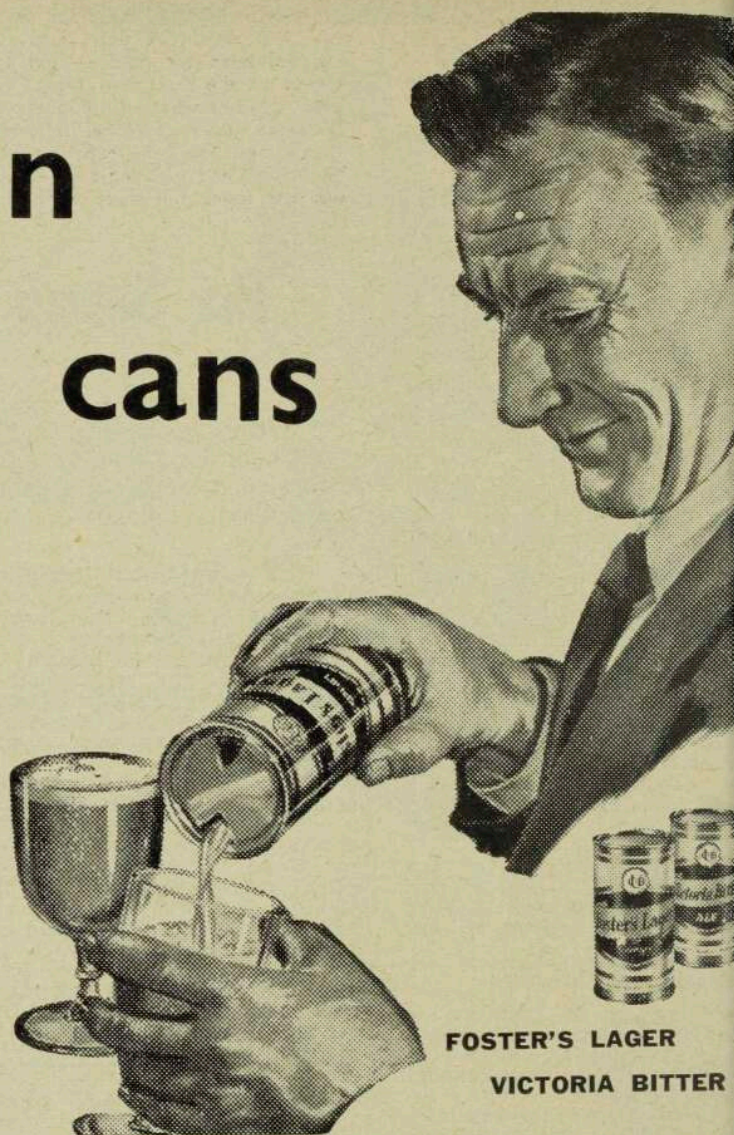
They Want A Better Press

An indication of the advance—or something—of the South Pacific territories is in the number of them which these days run their own public relations and publicity organisations—all aimed at getting a better "Press".

Latest to get on the publicity band wagon is Western Samoa, which will establish a public relations office as part of the Secretariat. Its aim will be "to develop an informed public opinion, on matters relating to Self Government and New Zealand goodwill in working towards an autonomous Samoan state".

NZ has offered an experienced publicity man as a tutor.

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They'll Ring Each Other Up

oser border relations are to established between P-NG and NNG—by telephone.

The main towns of adjoining districts, Daru and Wauke, and Wewak and Hollandia, have been linked by one, as well as adjoining patrol posts, Waris and Green and Mindiptana and Angu. According to an announcement from Hollandia in October the patrol posts of Sub, Sibil and Telefomin will be linked in the future. "This," said officialdom, "will further result in personal ties between Government officials stationed in the border districts, which for the present will be confined to the exchange of government reports."

of the former village were onch shells which the natives had on the graves of their dead men with the bones and coral which the wild pigs had since rooted out.

Heap of Stones

out 100 yards further on through the jungle, Brown pointed to a large heap of stones under some of the murdered sea-crews of the *Boussole* were buried.

Brown's theory of the fated expedition was that the *Boussole* had to enter the Makulumu passage and became stuck fast to the "sole" Reef. The cannibals, taking advantage of the situation, captured and killed the crew. Those killed were even washed ashore among the groves where they were finally buried with stones.

The fate of the captured men can be imagined, although it was not stated by Brown.

The *Boussole*, he claims, refloated from the reef and drifted to become finally wrecked on Paise Point on Tivai Island.

During the next four days, we penetrated into the wrecked *Astrolabe* using explosives to blast heavily encrusted coral. After the charge, various items of iron—such as cannon balls, anchors, rods, brass wire, broken tins and bottles, buttons, kegs, etc., etc., came to light, of which provided excellent material for filming.

Sunken Ship?

er Jack Barley and myself went north to examine a smaller

reef which the natives claimed was a sunken ship completely encrusted with coral.

After a closer examination by diving, this story was proved untrue, as the water surrounding it was too deep. Exploration of the Naun-ha Island, about 1 mile further on, revealed a piece of iron 6 ft long, 1 inch in diameter, heavily encrusted with coral, it being of the same texture of the iron previously taken from the *Astrolabe*.

More information from the village of Vanu revealed that crockery had been found on the beach after heavy seas, so following up this theory we set natives to work dig-

ging the location where the crockery was found.

After several hours of digging, pieces of crockery were found, the design of which coincided with the design of the crockery found on the *Astrolabe*. The pieces of crockery and the iron found on Naun-ha Island indicate that Dillon's theory, that the *Boussole* was wrecked on Vanu, may be correct.

In the next few days, with the use of a barge kindly loaned to us by the Kauri Timber Co., we anchored over the scene of the *Astrolabe* wreck and with several boys began hauling in various items which we had uncovered through dynamiting.

(Over)



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se included anchors of two—the largest being 10 ft long weighing approximately three tons of a ton, the smaller ones 8 ft long and weighing about a ton. Ballast blocks of about each and lead ingots, which have been used for melting and making shot for the muskets, were also found. latter showed an unusual of the arsenal factory—figure six and the letter A, stands for *Astrolabe*. non balls, three 6-inch copper s, lengths of copper piping, of lead, and various other items were collected.

Jungle Lookout

osite the wreck of the *Astro-* at Ambi, on the side of a overlooking the whole of the rn coast of Vanikoro, is a g surrounded by jungle which natives claim was the lookout oy survivors from the *Astro-* or passing ships.

ative guide and myself landed r as we could to the clearing en proceeded to cut our way h the crocodile infested man- and swamps, up the ridge e clearing which we found d by fern about 5 ft in

make a closer investigation have required a number of ith knives to clear the under- . Unfortunately, owing to f time, we were not able to it.

825, Durmont d'Urville, was ut from France with an ex- in search of La Perouse. ched Vanikoro 37 years after appearance. In honour of the expedition, D'Urville erected a nent on the island of ai, amongst the mangroves. tuesday, June 20, we decided to locate this monument. re reaching Manevai, we d at Mausoleum Bank and gated further the heap of in the clump of mangroves, in our last expedition re- a very ancient copper coin had apparently been placed a monument as a good luck by D'Urville.

Mausoleum Bank Island not the location as indicated in lle's book, we crossed to ai Island and found what have been his monument. As was running out, the location ot fully explored, and so we ed to Peu.

Inscription

he cross erected on the outer as being badly damaged by ough seas, we decided to erect monument in the village of n the honour of La Perouse. the necessary arrangements een made for the site, we uted a monument utilising

some of the materials taken from the *Astrolabe*. The plaque was constructed from lead shooting and inscribed as follows (in French and English):—

To
LA PEROUSE
and his companions
marines and scientists
1788
erected 27th June, 1959
on lead rescued from
Astrolabe wreck.

We made a return trip, to the scene of the wreck, where continued dynamiting revealed three cannons of about three-quarters of a ton each, which we brought to the surface, with the aid of empty drums. In addition more anchors

were found and a Russian coin dated 1734, with Peter I stamped on one side.

There still remained one more village where we had not sought information. Dr. Haroun Tazief and myself proceeded to this village, Boma, where we met the oldest native woman on the island who was very reluctant to talk. However, she claims that there was a ship wrecked in the vicinity of Naun-ha Island.

We also learnt that the natives have a song of the wrecked ship, but to extract the words of the song is most difficult and one would have to live in the village several days to gain the confidence of the natives.

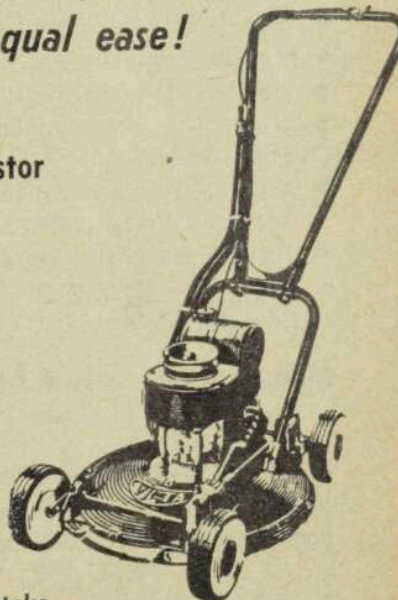
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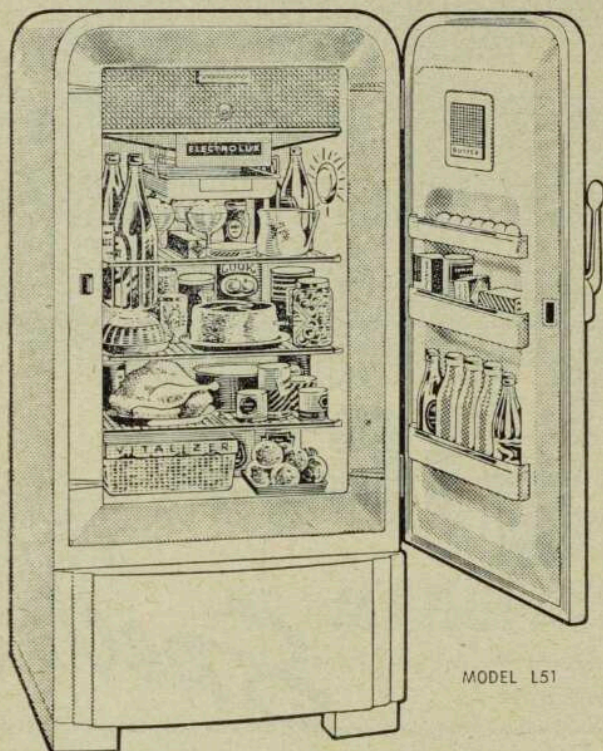
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Planters Ask:

Why Not Sell Cattle On Application?

by a Special NG Correspondent

A number of fairly successful sales in New Guinea and New Britain over the past eight months prompted the suggestion that the New Guinea Administration extend the services of its department to specifically sell on application.

In the recent sales have been conducted, and the cattle offered have been described as "stock" to be Administration required.

Planters who attended the most recent sale—at Kurakakaul Livestock Station near Rabaul—were emphatic in their views that there should always be available private sales if the Administration wished to give concrete assistance to a potential cattle industry. A planter who attended the sale expressed the general opinion when asked:

"We face the fact that few of us know much about cattle, but if we could come to a livestock station to buy one or two beasts after getting a bit of advice, we would begin to learn."

"We would be ready to pay for the cattle and ready availability, and that a plan of this nature would receive consideration."

The Rabaul sale was held on November 15, and was the first cattle sale in New Britain since 1926. A yarding of nearly 1,000 was conducted, compared with a yarding of the recent sale.

£20 A HEAD

Pioneer Bernie Viggers, of Port Moresby, completed the sale in about four hours, getting an average price of over £20 a head.

Officials of the Department of Agriculture—which operates the Kurakakaul Livestock Station—did not comment to a great extent on the outcome of the sale, but expressed general satisfaction at the results obtained.

The main point noticeable in the sale was the lack of consistency. It was often lapsed for worthwhile lines, and yet sometimes resulted in very high for poor quality cattle.

Most of the offering consisted of three heavy Aberdeen Angus, three Jersey Cross and Jersey. The price was £38/10/- each for the three heavy Aberdeen Angus.

Steers, bought by Lae butcher Mr. Eric Whitton who came to Rabaul for the sale. Mr. Whitton was the largest individual buyer, paying a total of £810 in all for 38 cattle. Other buyers included Roman Catholic mission interests, planters, a native truck-driver and a native store attendant.

In view of Mr. Whitton's attendance at the sale it was particularly noticeable that no Rabaul butchering interests were represented.

Within 24 hours of the walls of the Suva Military Cemetery being repaired and painted in October part of them had been broken down and defaced by vandals. Fiji frequently suffers outbreaks of vandalism.

Nominated Members "Can Be Critics"

THE position of nominated members in Fiji's Legislative Council was made clear by the Governor, Sir Kenneth Maddocks, in his opening address to the newly elected Council in October.

He said that nominated members were most valuable because it was clearly desirable that the Council should have the opinions and advice of as many sections of the population as possible.

Nominated members, he pointed out, were just as free to criticise the Government and voice their true feelings as any of the elected members.

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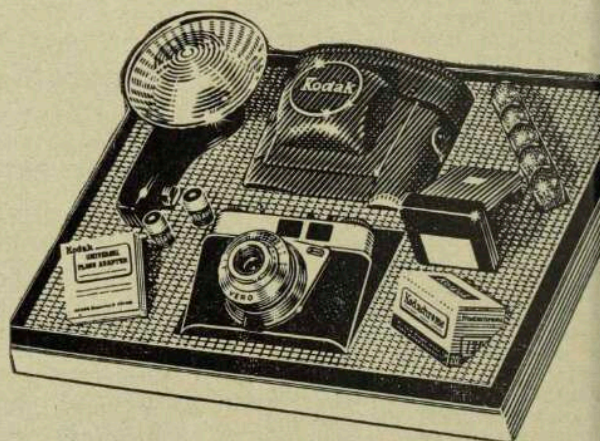
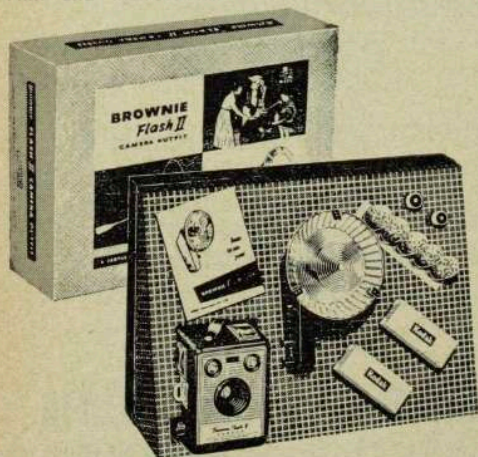
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New Guinea Highland coffee plantations are equal to the best in America, according to Professor Y. Baron Goto, Hawaiian and coffee expert who concluded a three weeks visit to NG coffee areas on October 18.

Coffee Costs Need To Be Lower

By a Staff Writer

This was Dr. Goto's second visit to the Territory to advise coffee-producers. The first was in early 1956 when the majority of plantations were new-planted and not then in bearing. That visit was sponsored by Colyer Watson (NG) Ltd., the Bank of New South Wales, Mr. R. F. Bunting, the Commonwealth Bank and the Highland Farmers' and Settlers' Association.

October visit was arranged and financed by Colyer Watson Interests and the Bank of NSW was designed, primarily, to assist planters on processing for market, most of the time, in the 3½ years between Dr. Goto's visits, having come into being.

Overall coffee picture in New Guinea today had some agreeable aspects for Dr. Goto but he also pointed out some of the problems facing the NG industry and discussed them with planters.

Most Urgent Need

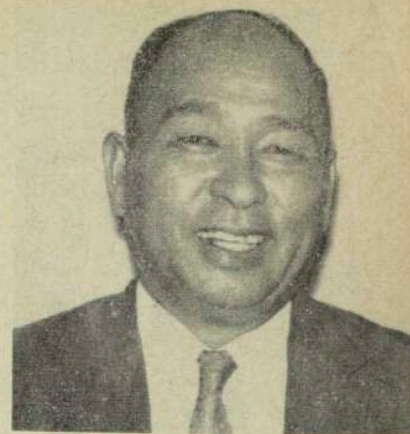
Dr. Goto thinks that a uniform grading system for processed beans is the most urgent need of the industry. He feels that standardised grading should be established at the time the industry is in its infancy. This could be done by all grading being done with screens of uniform size, and the various grades of beans being called by standardised grade-marks—A, B, C, etc. (In order to get his message across to groups of planters, Dr. Goto showed a peculiarly Australian can of VB beer. The beer didn't have to open the can and try the beer, he told them; he knew what it was to be like before he tasted it. NG coffee planters should be the same thing—merchants throughout the world should know they were getting simply by the grading marks).

Bush Kanaka Labour

There is more in good coffee, of course, than the size of the bean. Dr. Goto advocated uniform grading methods for good liquor. Dr. Goto sees it, the New

Guinea planters' biggest problem is untrained and inefficient labour—either local casual labour or raw labour recruited from the bush to work for 18 months to two years. In South America, generations of coffee-plantation workers live on the same estate, just as in India and Ceylon the workers are closely identified with tea estates. In this way, with whole families living and growing up on plantations there is a continuity of skilled labour that regards coffee picking and processing as a life-time work.

Although there is not the same close identification with estates in Hawaii, labour on coffee plantations



Professor Y. Baron Goto, in Sydney after his tour of New Guinea coffee growing areas. For photographs of his tour, see Pacific Report this issue.

there is far in advance of anything in New Guinea. As one example of this, Dr. Goto said that a Hawaiian worker picked an average 300 lbs of coffee in a day. In New Guinea, the average was from 40 lbs to 100 lbs, with 100 lbs considered very good. Although NG native wages are only a fraction of Hawaiian wages, Dr. Goto thinks the idea of "cheap, black labour" will be eventually exploded as a myth so far as NG coffee is concerned.

He thinks that a NG worker's picking capacity could be stepped up simply by providing receptacles that fasten round the waist so that he could use both hands for picking. (Over)

What Future For Macadamia Nuts?

Dr. Goto prefaced his coffee visit to New Guinea with a look at Northern NSW. His interest there was in Macadamia units—called also Queensland or Australian bush-nuts. However, the professor's interest wasn't botanical as most people assumed; he was trying to track down something about the mysterious John Macadam who is alleged to have given his name to the nuts that are a quarter-million dollar industry in Hawaii these days.

IT seems that the people who grow and package these nuts in Hawaii want to put a bit of historical blurb in the packages, and had asked Dr. Goto to look into the origins of this Macadam. When we caught the professor, mid-way between arriving from New Guinea and going on to New Zealand and home, there wasn't much time to discuss his discoveries about Macadam except to find that he hadn't learned very much and discounted most of that.

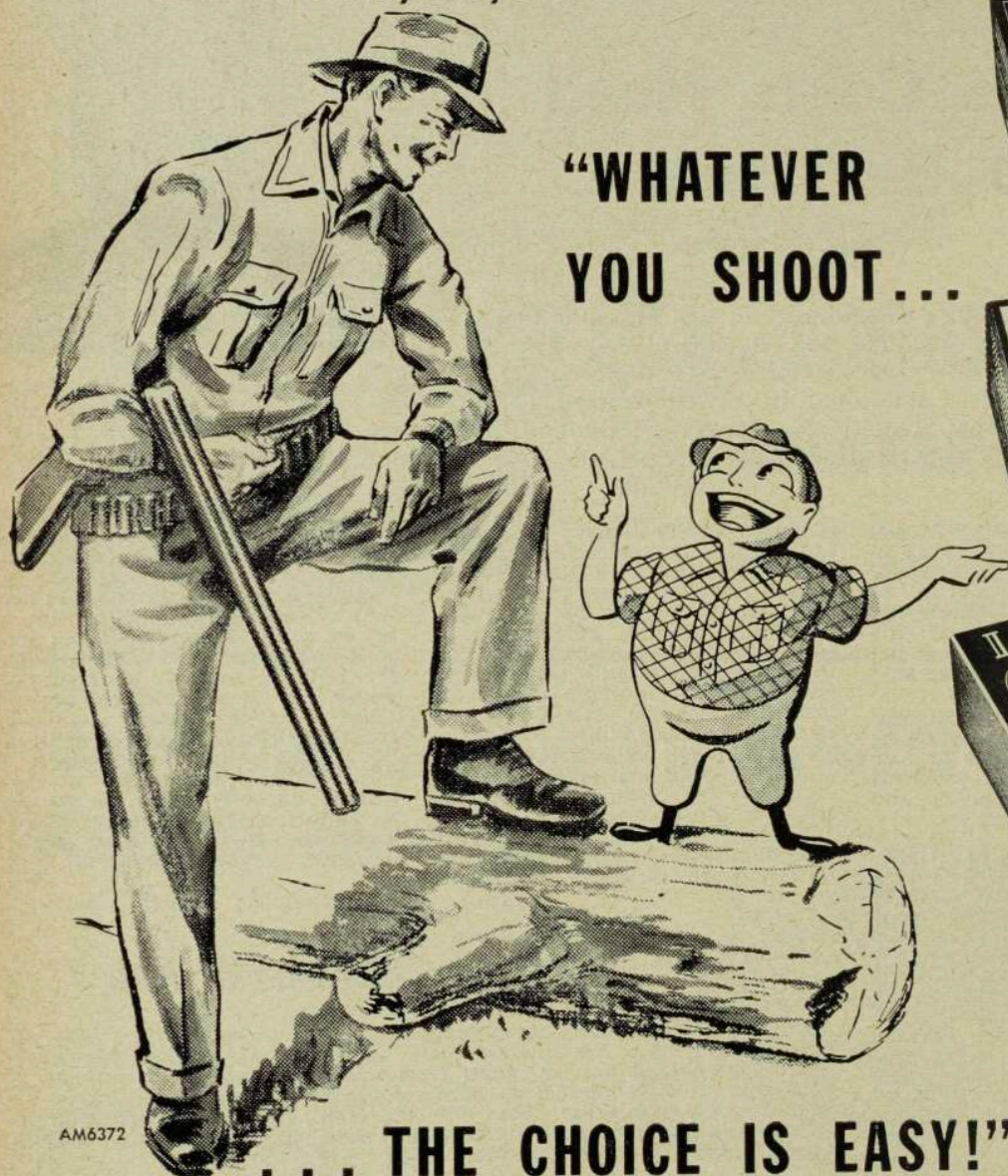
We did find out, however, that Hawaii's present planting of 3,000 acres of Macadamias all came from six seedling trees that were taken

there from Queensland years ago. From these six, the University of Hawaii developed seven superior strains but most of the plantings in Hawaii today are from only two or three of these. A soft-shelled variety has not been developed, although means have been perfected in Hawaii for dealing with the very hard shell.

Shelled Macadamia nuts bring the highest prices of any nuts—about \$2.88 per lb in Hawaii, where about 75 per cent. of the crop is sold; and an average of about \$4 per lb in the US where the rest is

(Continued on top of next page)

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transportation cost was a problem peculiar to the islands coffee areas (coffee areas do not have an all-weather road outlet to a sea port). Though the Highlands will have a reasonable road to the coast in the next few years, it is unlikely for some time to come that a road-haul will be any cheaper than present air transportation. Both means are expensive and considerably to the cost of production of coffee—not in getting the processed coffee out for sale but in bringing in basic necessities, including fertiliser. Dr. Goto believes that coffee plantations in New Guinea will some day be able to achieve a lower cost of production—which basically means more efficient production—in order to meet probably lower prices for coffee than at present.

Dr. Goto said that in New Guinea, a successful coffee plantation depended on the efforts of the individual planter. Where the planter adopted good farming methods, had provided the right conditions, had drained his land and was a hard worker himself, his coffee plantation was equal to the best in the world.

One of his greatest surprises on his second visit, he said, was to find some areas which he had, in his mind, considered doubtful for coffee growing, had been turned, by the methods adopted by the planters, into excellent coffee plantations.

Dear Fertiliser

All planters were using fertiliser—which cost about £100 per acre—landed at Goroka—but they did not use it eventually, Dr. Goto said, as the natural fertility of the soil diminishes with continued use. Overseas experience has shown that there is a distinct relationship between fertiliser application and yield.

During his three weeks in New Guinea, Dr. Goto visited the whole of the coffee growing area, from Mt. Hagen to Kainantu; and also coffee areas in Morobe, at Wau and the Markham.

Some farmers in the Markham who have been growing rice, sugar and other crops, are growing anything up to 30 acres of Robusta coffee. Dr. Goto began and ended his entirely successful New Guinea visit, in the lowland coffee areas to advise to growers there whose coffee is not yet in bearing.

Colour and black and white 6 mm films on Netherlands New Guinea have recently been placed in the library of the Netherlands Information Service in London and may be borrowed on application.

Macadamia Nuts

(Continued from previous page)

exported. As these prices indicate, it is strictly a luxury trade.

Little interest has been shown in commercial exploitation of Macadamias on their home ground, or in the South Pacific Islands where they could also be cultivated—probably because Australia has not the market potential for a high-cost product of this sort. A long article in *PIM* in April, 1954, discussed potential Macadamia nut culture at length and also suggested

that there should be more exploitation of the galip (or nari) nut of the SW Pacific.

As a result of this article, there was a prompt inquiry from Hawaii for information on the galip nut. That letter was passed on to the New Guinea Director of Agriculture who immediately airmailed 2 lbs of galip "seed nuts" to the potential Hawaiian producer (*PIM*, October, 1954, p. 98).

It would be interesting to know how these trees are coming along or whether they have survived at all. Maybe they have become the basis of another Hawaiian industry which has received the thumbs down signal south of the Line.

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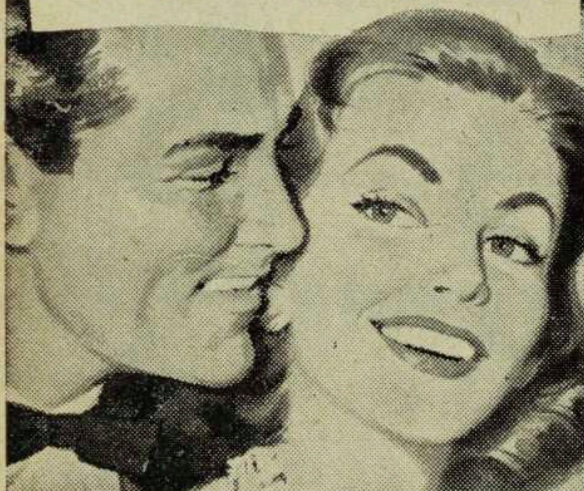
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Lesson In How To Fight A Vital Battle

TONGAN CONSCRIPTS GO TO WAR

The Kingdom of Tonga has a description — but the enemy is the beetle. The conscripts learn to fight the beetle.

from a Correspondent in Tonga

Tongan males over the age of 16 are bound by law to spend one day a fortnight working in the bush to hunt for the Rhinoceros beetle, which is the enemy of the coconut palm, and to clear the land of rubbish and rotting trees to prevent the pest from breeding.

School teachers, shop assistants, government clerks, school boys and members of religion are all among those who must give up work for a day to go beetle hunting. Permission is only granted to those with a medical certificate. Defaulters are subject to a court fine of £2/10/- for each day missed, or one month's detention, so not many men are able to shirk duty.

Mr. Muller, who supervises the campaign in Vavau, puts out a regular report of the result of beetle searches, and a typical report, from July 13 to August 8 showed that 3,754 workers taken part in the hunt and found 44 female beetles, 18 eggs, and nearly 18,000 in the egg and pupae stages.

Still Only in Vavau

Unfortunately, the Rhinoceros beetle has got no further than the Vavau group in Tonga. Regulations have been in force for nearly seven years to keep it out of the southern islands of Haapai and Tongatapu. Passengers travelling by sea from Vavau to the southern groups are required to have their bedding and luggage fumigated before they go, and their luggage is inspected before departure and on arrival.

Returning yachtsmen who make Vavau their first port of call are shocked to find that they are not allowed to call at Nukualofa or Haapai, for those places must be visited first. Because of the beetle, Vavau must be the last port of call in the Kingdom.

Only the two Government vessels, the *Hiyafua* and *Hifofua* are allowed to call at Vavau and then return to Nukualofa. But then they always have to stand a mile off shore at Vavau when they are within the Kingdom, for the beetle flies at



It's An Air-minded Hotel

The only hotel in the South Pacific which has its own airstrip and aerial transport is Korolevu Beach Hotel at Sigatoka, Fiji.

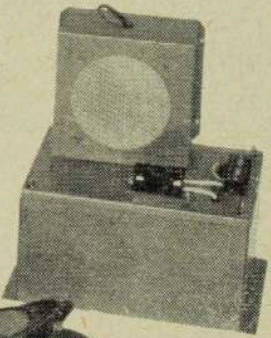
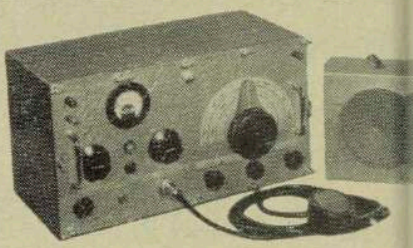
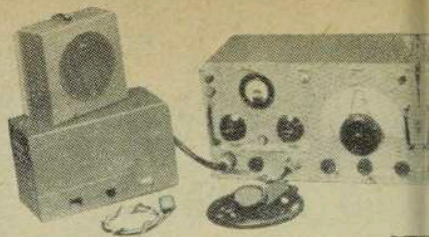
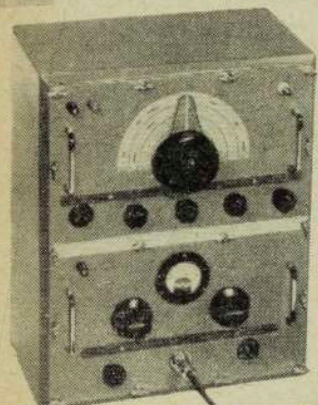
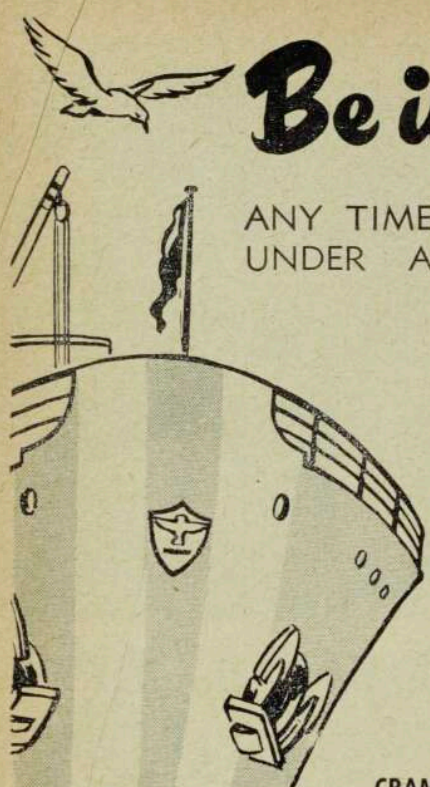
The new service came into operation early in October when a Piper aircraft met passengers at Nadi International Airport, and in 20 minutes had set them down in the hotel grounds at Korolevu. This eliminated a winding road journey by taxi or bus, taking 2½ hours. The new service will also take passengers from Suva to Korolevu and back.

The service is operated by Fiji identities Bill Clark (manager of the hotel) and Suva businessman Tom French. Mr. French, who is one of the pioneer pilots of Fiji, is piloting the aircraft for the time being.

The photograph above shows the hotel, which has native style thatched bungalows for its guests, spread around the foreshores of the bay. Across the main Suva to Nadi road, in the background, is the airstrip. Below, on the strip with the Piper, are Mr. French, Fiji Airways' Chief Engineer Ken Boehm and Mr. Clark.

Photos: Rob Wright, Fiji PRO





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NOVEMBER, 1959 — PACIFIC ISLANDS MONTHLY

Crop of Rabaul Rumours

Word About The Big Uprising?

from a Rabaul Correspondent

The word quickly went round Rabaul and district about the eve of October — watch out for a big native uprising in November.

Each of the stories carried with them a specific date for the uprising, but in most cases they did not tally. November 10, one story; November 15, another. One was suggested that November 5 would be more appropriate.

The local Press was all set with an account of the matter when two Rabaul business-men suggested that the matter would be far too damaging and was outside the sphere of local journalism.

Arguments prevailed, and the story did not see the light of day. But as one Rabaul man said out later: "The more we talk about it and talk about it, the more likely it is to happen".

Nothing New

The fact is, as borne out by a long history, that there is basically nothing new in the rumors. Stories of this type have been coming and going for at least 15 years, and probably longer. Neither is there anything new in the current crop of rumors that could make the possibility of an uprising any greater than it was years ago.

The present collection of "talk" was first reached the semi-official stage at a meeting late in November of Rabaul sub-branch of RSL.

One member said that he had heard circulating about the possibility of an uprising, and he threatened RSL action, or at least action, in the matter. The threat was ruled out of order, and dropped immediately. Nevertheless, the mere mention of it had been sufficient to add fuel to the fire, and so the story went the other way.

In its more popular form, the rumor tipped November 10 for the day and said that the main cause would be between native and Chinese elements. Knives were issued, together with instructions for their use.

A man who has lived at Rabaul

for nearly 30 years even claimed to have knowledge of how the natives were going to divide up the land which they would obtain.

"Sleeping With Gun"

Another responsible planter who lives on the North Coast and who has been in the Rabaul district for many years admitted that he was sleeping with a gun nearby for the first time in his life.

It is significant, however, that almost identical stories went the rounds after the double murder at Rabaul nearly three years ago of a young couple, and on another occasion three years earlier following a land dispute; and in the week-end following the first sitting

of Mr. Justice Mann's inquiry at Navuneram, in 1958.

Police and district services men have checked, and their findings are reassuring.

It is not denied that discontent and rebellious feelings are prone to settle at times on certain native elements in New Britain. This, however, is a by-product which cannot be avoided while the present policy of pouring money, time and services into the native community is continued.

A new radio telephone service was introduced between Suva and Savusavu, Fiji Group, recently. It is also now possible to obtain a direct radio telephone connection between Savusavu and Labasa.

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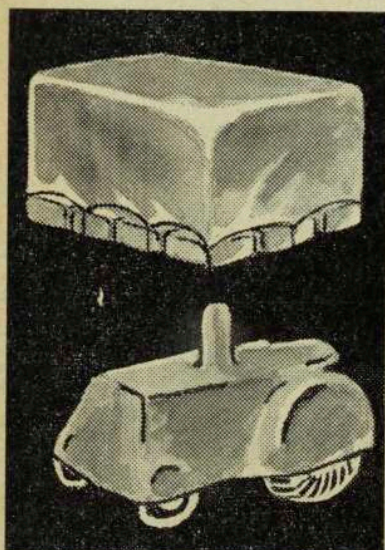
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The Real Story of the Laughlan Island Castaways

Seven Went, But Five Came Back

How much does a native tell a European? Usually only as much as the native wishes. About six months ago, a canoe party of Laughlan Islanders of Papua were blown away from home waters and only reached the Solomon Islands. They were returned eventually by the MV "Tulagi" and Captain Brett Hilder, of "Tulagi", told the following of their adventures in June "PIM".

The story the castaways told in the Solomons, to Brett Hilder, and in New Guinea, to some, was a much abridged version of what really happened, and Mrs. Neate, of Woodlark Island, a member of a family which has been friendly amongst these people, now tells the full story.

Laughlan Island people were fully of Woodlark Island stock and so be more explicit, Murua, as they came from the south end of the island. The people of the Madau area, at the north end of Woodlark, have a quite different name although the native name for the whole of Woodlark Island is Murua.

Becalmed

The break-away Laughlan Islanders have now evolved a sense of their own and no longer consider themselves to be Muruas. Although there is much interchange between the two areas, the canoes make the trip across frequently.

The canoe that drifted to the Solomons was one of six, and they were not on their way to Woodlark, but back to the Laughlans. With home in sight, they were becalmed. The terrific tide-rip makes that stretch of water one of the best fishing grounds in Woodlark, caught them at mid-day when, Murua, they were completely disoriented in bestirring themselves, to the extent of paddling themselves into the shelter of the

As darkness settled that with still no wind to aid them, Budi-Budi lay low on the island and that was the last they saw of it for a couple of days. Two of them never saw it.

Three weeks later, Gladstone, a Bogga boy who is captain of the launch, brought the news that one of the canoes that had set off to the Laughlans was still afloat, with seven passengers on

board in Samarai at the time and the husband asked me to inform the District Officer. I did so and

he contacted Port Moresby. A few days later he was able to tell me that the canoe has been cast ashore in the Solomons and that all five on board were alive. When I returned to Woodlark I questioned Gladstone, but he could not be shaken from his original statement that there had been seven on board.

Second to Die

In May the wanderers returned. With them came the Samarai Sub-Inspector of Police under whose care they had been placed when the *Tulagi* dropped them at Samarai. One of our first questions was who were the two who had died, but the Sub-Inspector replied that the natives were adamant that there had never been more than five on board. He was completely astounded, therefore, when the wanderers about-faced and told my husband and Gladstone full details of the drift and the two who had died.

Old Ted, as we knew him, had

lasted to within four or five days of their reaching the Protectorate. He was no relation of the others in the canoe—his people had been in one of the other five canoes which had set out from Woodlark.

He was the second to die; the first was a small boy of about four, son of Misilesana who is shown at the extreme left of photograph you published in June. The child died after the canoe had been drifting for about two weeks.

Three days after the survivors got back to Woodlark, Gladstone took them on to the Laughlans, but Misilesana insisted on disembarking at Kumerau Bay, at the Gosopa end of Woodlark. He has since died there.

He and Misimakeni, who is shown next to him, partly obscured, in your photograph, were brothers; Kuboi the only woman in the party, is their sister. Misitalesi, shown next to Kuboi, is their uncle, on their mother's side.

Although they were in the Solomons during the visit there of the Duke of Edinburgh, they are extremely reticent about this as well as about most of the things they saw. No doubt the three-weeks nightmare drift, coupled with all the strange things that burst upon them when they made their debut into civilisation, just relegated a Royal Visit to a minor place in the many things that happen in the world outside Budi-Budi.

These are the Laughlan Islanders who made the long canoe drift, photographed by Capt. Hilder and first published in June "PIM". But these five were not the entire group—they were the survivors. And one of the five has died since.





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got back home safely and re-
attended the APRA confer-
in Sydney.

had some quite interesting
to tell the conference—and
piece of additional information
that Fiji has had an APRA
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1923, and that that agent is
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o, who is also chairman of the
Broadcasting Commission.

Mackinnon said that in Fiji
d run into a snag with cinema
tors over the basis of payment
s, but finally agreement had
reached which should work
atisfactorily. The cinemas, he
are mostly run by Indians for
as; they screen Indian films,
which APRA is not concerned,
ur or five nights out of seven.

thing that surprised Mr.
nnon about these Indian films
at often they introduced five
vocal pieces which held up
ory and seemed to have no
ction with the plot.

"Surprised"

LA, of course, claims perform-
ights on songs and music in
uropean films that are shown
e remaining two or three days
week.

Mackinnon was surprised to
s many as five cinemas operat-
a place like Nadi, with a
al population of only 5,000.
e had a look at their books,
found that the audience at
performances was as low as
20 to 30.

at struck him in Fiji was the
ence of the cinema run by
New Zealanders in Suva as
rtable and efficiently run, he
as cinemas in Sydney or Auck-
and an example to other
s capitals.

Samoa he found a "peculiar"
t.
rt from the one cinema in
most of the screening was
in small village halls or in
open air. Four people controlled

these shows; one of them served 17
villages with a travelling cinema.

As for the radio set-up, the
Samoan Broadcasting Service was
controlled by a member of the
Executive Council. The Apia station
had Mr. C. H. Turner as station
manager with a European and
native staff.

Islands Music

In a village of perhaps 60 houses
you might hear 10 radio sets tuned
up to full volume, said Mr.
Mackinnon. Hawaiian-type music
and rock 'n' roll was very popular,
but Samoans, he said, seem never
to have heard any classical music
until the other day, when excerpts
from Tchaikovsky's "Swan Lake"
were put on as an experiment.

With a European population
numbering no more than a few

hundred perhaps the neglect of
classical music was not surprising,
however regrettable: Samoans
themselves certainly had no idea
of classical music at all.

That's what Mr. Mackinnon said,
anyhow.

The first of 16 large-scale map
sheets covering the Vanua Levu
area of Fiji will soon be on sale
there.

On a scale of a mile to an inch,
the new maps are being printed by
the Directorate of Overseas Surveys
in London. They are being prepared
from aerial photographs and from
field surveys by the Fiji Lands De-
partment. The first sheets cover
Nadogo, Rukuruku Bay, Labasa,
and Saqani.

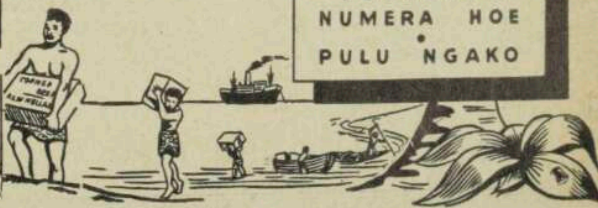
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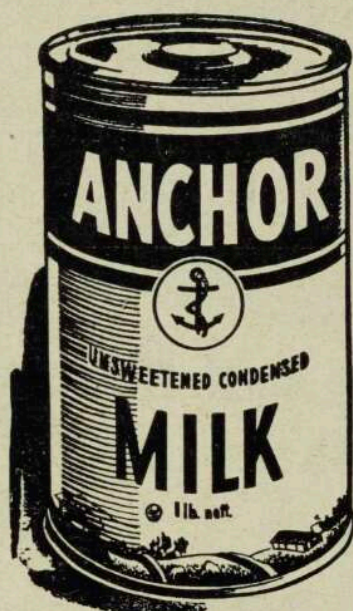
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Where Islanders Meet

A Move For A P-NG Group

By a Staff Writer

The word has gone around Sydney and the Islands that the New Guinea Bar is not what it was.

The talk is that the bar, in Sydney's well known hostelry of Ushers, is losing some of its clientele—that New Guinea men congregate there as often as they have.

For almost 30 years it has been the centre of Papua-New Guinea when the boys are in town, as "Ethel's bar" (after the maid who ran it), and comparatively recently as the "New Guinea Bar", with its own sign, a book for addresses, and the newspapers, and everything.

"Ethel's" Day

When the original Ethel left, *PIM* set the fact—in its issue of November, 1939—in these words:

There is dismay in remote parts of New Guinea, and quotations among hard-boiled seers in the Solomons. Certain big men in distant Fiji have had a day of mourning. For news has gone forth that 'Ethel's bar' no longer exists in a known Sydney hostelry, and Miss Ethel Paulter, a sunny-faced woman who created a New Islands institution, has retired into private life. For years 'Ethel's bar' has been a rendezvous for islands men on furlough in Sydney. Almost any day, one could find there men from the Islands—men always divided into groups according to Territories.

One went there to inquire after friends and acquaintances, or to get the latest news of home—news always could be depended on for the latest and most reliable information. One entrusted with messages for one's friends, or to write against that inevitable sad when one must face the home-trail, stoney-broke. And one who had one's secret ambitions and sorrows to 'Ethel'—it was of her that, if she ever talked, would wreck all the Governments and half the homes in five stories. To Islands men, Sydney, without 'Ethel's bar', will never be a place like Melbourne."



Mine host Jerry Kearney looks the real picture of a chef as he barbecues steak and eggs for Princess Alexandra of Kent. See story.

But of course, when Ethel left it was not really the end of the bar at all. There was a long succession of other ladies who served the amber fluid and listened, with as much attention, to the peculiar problems of the men from the Territory. One or two of them even married Islands men. It became also, less of an "Islands" bar, and more of a New Guinea bar.

And, of course, Sydney without a New Guinea bar would not be like Melbourne, because Melbourne these days has a bar, too, in Phair's hotel, which was popular following the inauguration of the Papua-New Guinea Association in Melbourne about two years ago.

Another 20 Years?

As the calamity howling over Ethel's departure, 20 years ago, was not warranted, the chances are that the New Guinea Bar at Ushers is good for yet another 20 years despite the reported falling-off in New Guinea custom. Meanwhile, however, another spot has been growing up in Sydney as a common meeting ground for New Guinea people—Toby's Tavern in King Street, just below Castlereagh Street, and only a stone's throw from Ushers. Toby's is not a bar. It is licensed restaurant under the command of Jerry Kearney (who got his name in the Sydney newspapers recently as chef at an open-air barbecue tendered for Princess Alexandra of Kent).

Kearney has taken an interest in New Guinea affairs, and for about eight years now his tavern has been an unofficial meeting place, especially for patrol officers of the Australian School of Pacific

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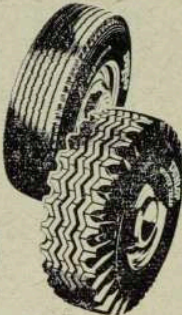
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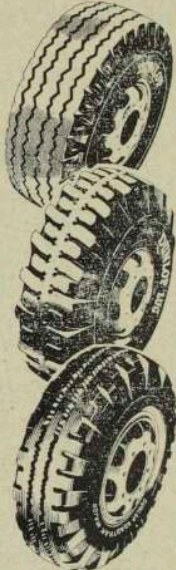


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administration, and their wives or friends. There has been a move, scored by ASOPA men, to form a New Guinea Association after the style of the one operating in the Pacific, except that it would be an extremely loose organisation with no office-bearers or officials.

A NG Book, Too

The suggestion is that Jerry Kearney's premises would make a unofficial centre, because Jerry himself is happy to put New Guinea people in touch with other, and will instal a book. The possibility of establishing an organisation was first discussed some months ago by Assistant District Officer Bill Brown, stationed at Telefomin, who discussed it with Patrol Officer John Kearney and other PO's doing duty at ASOPA. Patrol Officer Des Murphy, who is this year's president of the New Guinea Students Union, said in an interview: "The union will be happy to operate as a contact for New Guinea people, together with the Territory. Relations between Administration people and private enterprise in P-NG have always been close. New Guinea people have the same community of interests as ever their jobs, and down on the ground as in the Territory, they mix together. We suggest that any New Guinea people in town—male, female, gold-digger, planter or judge, it's all the same—contact somebody at the ASOPA phone booth, or Jerry Kearney, if they want to be put in touch with the Territory or others down on leave. Office bearers of the Union will change from year to year, because the boys are only doing one-year terms now, but there will always be somebody to carry on the contact work. There will be some people organised, too. We have one arranged for early November—a New Guinea Cabaret Ball, the first of its kind, which should last to the small hours."

French Protestant Missions in Pacific Islands

It has been noted, with regret, that the French Protestant Mission, which operates in New Caledonia and Tahiti, has been omitted from the otherwise complete lists of the Pacific Mission Societies in detail in the Pacific Islands Book of 1959.

Apparently, this happened because most of the missionary organisations working in the Pacific Islands have representatives in Sydney, where our data is gathered; whereas the French Protestant Mission has its head-

quarters in Paris, and apparently no representative in Sydney.

The organisation—usually known as "the Paris Mission"—was established in 1822, and is the principal French Protestant Missionary Society. It operates extensively in Africa and Madagascar and, in the Pacific, in N. Caledonia and Tahiti. It took over the work of the London Missionary Society in Tahiti in 1863, and in New Caledonia in 1898.

The Society claims that more than half the people of Tahiti are Protestants and that there are 12 missionaries and 45 Tahitian pastors working in French Polynesia under the presidency of Pastor Albert Jacot.

It is claimed, also, that there are 20,000 Protestants among the natives of New Caledonia, and that most of the natives of the Loyalty Islands

(adjoining) are Protestants. In these two groups, nine missionaries and 92 native pastors are working under the direction of Pastor M. A. Ledoux.

One of the recommendations made by the chief engineer of the New Zealand Broadcasting Service during his recent visit to Fiji as a consultant to the Fiji Broadcasting Commission, is for the transfer of the transmitters from Tamavua.

Certain parts of Fiji suffer from poor radio reception from all of the four transmitters now in operation. The suggestion now is that the Suva transmitters—one on short-wave and two in the broadcast band—be transferred to a site near Wainimbuka a few miles from Nausori Airport.

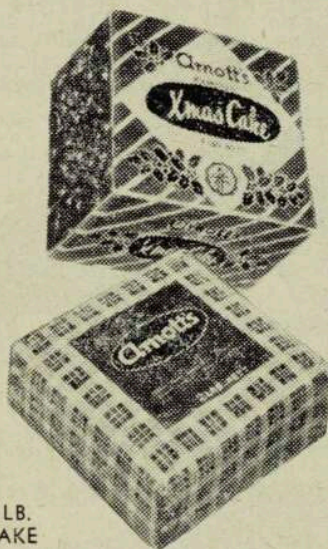
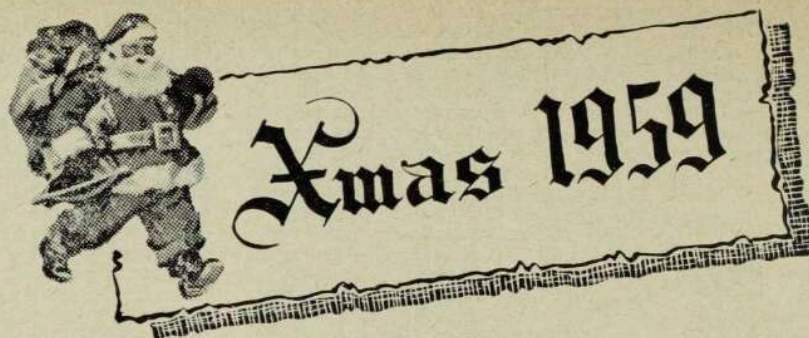
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Side Issues On The P-NG Tax Fight

Who Voted For Whom, And How Goes Trade And Commerce?

From a New Guinea Correspondent

If the matter ever was in doubt, there is certainly none now about how the residents of Papua-New Guinea have regarded the recent fight by the Taxpayers' Associations in this territory.

ST month's election, and resignation, of the three Taxpayer-supported candidates for the Legislative Council was a victory. Everything went more or less according to plan and the weeks since resignations have shown that New Guinea people are generally in agreement with the stated principles of the Associations. This is particularly so in regard to the plan for conducting a wide scale economic inquiry before considering any change and in protesting against the plan in which the present tax system was introduced.

Whatever happens within the next few weeks, Canberra ought not to forget that general public opinion.

There have been, however, a number of interesting side issues and developments. There was, for instance, the fuss surrounding the right-from-the-shoulder, first last speech, of Mr. Jack Chipper at the Legislative Council (started October PIM). Taxation elements in Port Moresby dissociated themselves from some of his opinions and the fur even grew that Mr. Chipper's own association, the New Guinea Taxpayers' Association, was ceased.

Mr. Chipper's View

His was quickly scotched in a speech by the president of the Association, Mr. Dudley Jones.

Mr. Chipper's own feeling was one of disappointment that an element of the Port Moresby association had thought fit to break from the unity of the tax-cause. "They started running when they smelt the powder burn," he said.

He travelled from Port Moresby to Port Moresby with Mr. Chipper after the Legislative Council meeting and was impressed by the number of people at all points who congratulated him.

Mr. Chipper on his state-ments and the stand which he had taken.

Mr. Chipper admitted that some of his remarks might have been greeted "if uttered a year ago".

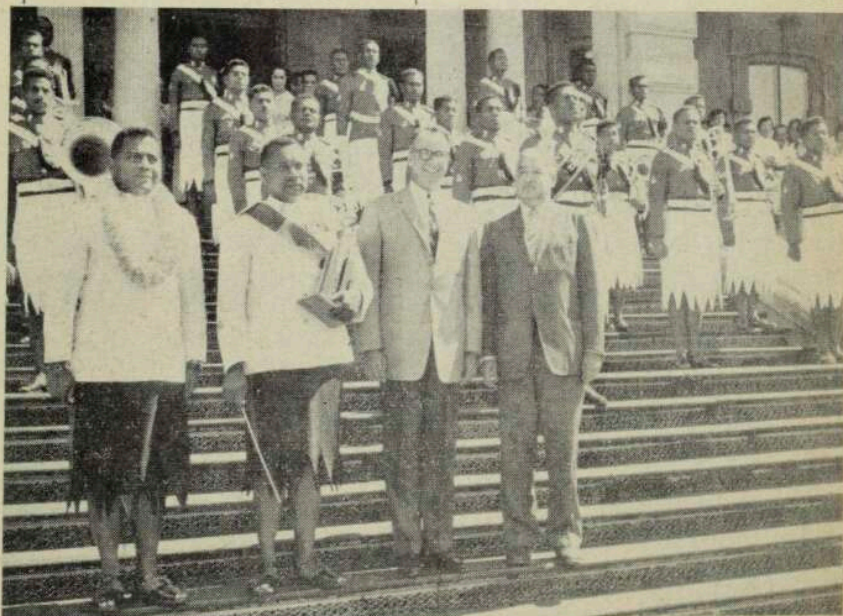
He said that since then the situation had drifted so badly that tact and euphemism were no longer of value. This had prompted him to make a bald statement of affairs, in an attempt to drive home the urgency of the situation.

"If a small section of the community can't take hard facts, it is just bad luck," he said.

Mr. Thomas' Position

Another side issue has concerned the position of the defeated Islands candidate, Mr. W. T. Thomas, who stood against Mr. Chipper. Mr. Thomas is a Kokopo district planter.

Fijians Receive Their Trophy



At a ceremony at Honolulu's Iolani Palace in October, Governor William Quinn with Pan American Airways Pacific Alaska Division executive vice-president, Robert B. Murray, Jr., presented the Fiji Military Band with the trophy the group won as the best marching unit in the recent San Francisco Pacific Festival parade. The presentation was made on behalf of Mayor George Christopher, of San Francisco, who had appointed Mr. Murray as general chairman of the city-wide celebration saluting the 44 Pacific basin countries. Receiving the trophy were Capt. S. L. Masi, left; and Bandmaster Kini Cava.

One Shake in a Life-time

Suva residents need expect an average of only one—or maybe two—heavy earthquakes in a lifetime, according to geologist Robert Houtz, of the Fiji Geological Survey, who recently prepared a survey of the situation.

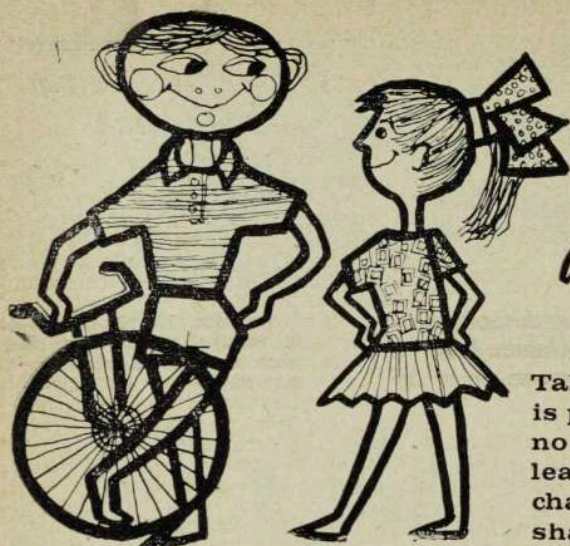
According to Mr. Houtz—who is mindful of the fact that a man can drown in a river of average depth six inches—the statistics show that shocks of force six or higher, which are of the seriously damaging type, should occur only every 79 years, with a possible error of 27 years each way, in areas of dense population.

The actual number of force six earthquakes in the Colony as a whole will average much higher. For example 11 such shocks have occurred since 1932.

Claims have circulated to the effect that the Islands election degenerated into a "Rabaul v. Kokopo enmity campaign", and that Mr. Thomas was let down by the very people from whom he had expected support. Neither claim is true.

It cannot be denied that there is a great diversity in economic thought, personal life, and general opinion between the two places.

(Over)



Rollei Pictures

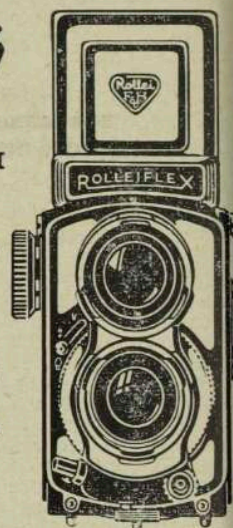
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else can be expected, when is an agricultural producing and the other a commercial trading centre?

representatives from both camps made it quite clear in the few weeks that the difference no deeper than that. They laughed at any suggestion of rivalry, and have pointed out that the election was fought on a clear-cut issue of opinion on a tax.

the evidence points squarely to this fact. If tax had not been an issue, the outcome could well have been vastly different.

Didn't Let Him Down

re damaging is the suggestion that Mr. Thomas' own people in Suva let him down. To understand this point of view means first to define what is meant by "his people". To think simply in terms of the Kokopo electorate is incorrect, because the bulk of Suva's voting power comes from the Roman Catholic Mission, which elects a town in its own right. The policy was to support the Mission's Association ticket.

In other words, Mr. Thomas' immediate supporters are in the Kokopo planting community, and it is nothing to prove that they let him down. It was not their fault if the mission swung a greater power.

Another big issue hanging over the Territory as the taxation controversy continues to seethe concerns the effect, if any, on the commercial life of the community.

What Of Trade?

A survey over the past few weeks has indicated that opinions held by one businessman to another are widely, although tending to fall into three main groups.

The first group claims that there has been no change, or at least no significant change; the second admits a mild slump, but believes conditions will again stabilise in a comparatively short time; and the third (fortunately a minority) claims that the downhill road of no change has commenced.

The managing director of one of New Guinea's oldest and biggest companies was quite frank in his remarks to me when he said: "Looking for ourselves we have worries at present. We can quote this no doubt to command good prices for copra and"

For the time being, no one is very sure what will happen. Thinking businessmen realise, however, whatever their own line, the cocoa and copra markets contain the ultimate future of the Territory insofar as finance is concerned.

Tongan Tuna-Men Will Learn How In Japan

Tongans may soon be studying in a Japanese fisheries university alongside students from other countries of South-East Asia.

Prince Tungi, Tonga's Prime Minister, said in Suva in September that with the acquisition of the new tuna long-liner from Japan this year, it was Tonga's intention to give some of its young men a thorough training in fishery work in one of Japan's fishery universities.

Japan was the acknowledged leader in this field, and there was provision for the training of a quota of foreigners through the Japanese Society for Economic Co-operation

in Asia. Students of about a dozen nationalities were at present taking advantage of these facilities.

Prince Tungi said that it was the intention that the young Tongan oceanic fishing industry would be firmly based on Tongan manpower, and that full use would be made of Japanese know-how in the early stages. A Japanese fishing master was already in the government's employ.

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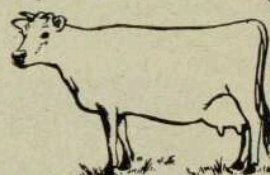


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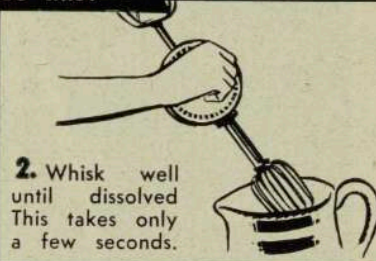
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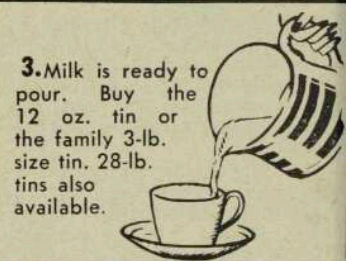
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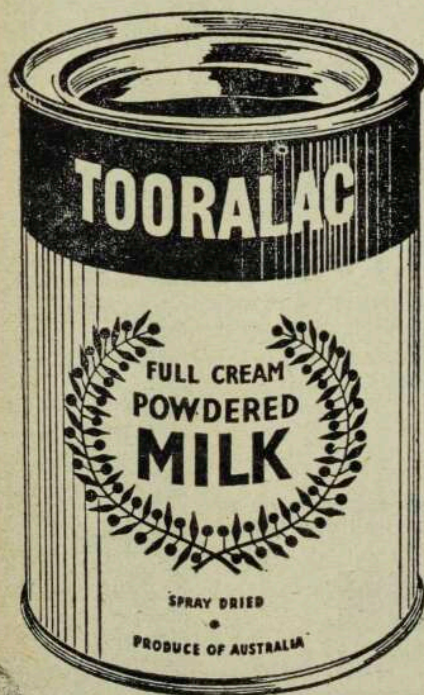
1. Add two heaped table-spoonfuls to 1 pint water. Always sprinkle powder on top of water.



2. Whisk well until dissolved. This takes only a few seconds.



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Pacific Islands Monthly

MAGAZINE SECTION

Stop Sending in Pythons, Please

South Pacific is many things to many men. But for real honest-to-goodness Pacific it's probably a waste of time to look at the travel posters and glossy magazine articles about Tahiti. Better by far to go through a batch of shock-roneoed news sheets, foolscap produced by every official and official body in the Islands, finding every sort of activity from Boy Scouts, Red Cross notes, Government Routine Orders, five minutes' shipping information and what have you. One day of these that came the other day was one we really liked—an Administration sheet covering the activities of the native village councils in the Gulf country of Papua. There are three excerpts we are going to share with those who think that the Real Pacific is still to be found, in odd pockets here and there:—

The Moveave and Moripi Councils have passed two very important resolutions—the first is that it is now for any man to demand any more than £50 for bride price for his daughter or ward. The Councillors passed this rule because they felt some fathers were becoming greedy and preventing young

people from marrying. The second rule is about pig trespass. The rule says that if anyone's pig destroys gardens or walks about the village defecating it will be put in a pound, or fenced enclosure, and the owner will have to pay a fee of 5/- per day to get it out. This means that in future all pig owners will have to look after their pigs. . . . As Councillor Toreia, from Savaiviri, said, 'The pigs have been our bosses for too long!'

• "Village News, from Oalai. In 1956 Levo's daughter Lavaki hung herself in Lae. She was buried there and after three years Levo was allowed to go and collect her bones and bring them back to Oalai. This he did just recently and he made a feast in memory of his daughter at Oalai. For the two day feast he killed two pigs, six fowls, one goat and provided 2,000 pounds of fresh food. There were 180 guests."

• "Snakes: This month three Taipans, three Death Adders, one Black snake and one large Python

were sent to Australia from Kukipi. These snakes which you have caught and forwarded will be "milked" of their poison, and this will be made into medicine and may help to save your life if you should get bitten. For poisonous snakes you will receive £3 per foot, so keep sending them, please. The python sent in measured 12 feet. When it was caught by Orovea it had just eaten another snake, which in turn had just eaten an opossum. Don't send in any more pythons, please."

Not A Pointer, They Hope

READERS of the Norfolk Island Government Gazette have been looking at the Positions Vacant announcements lately and wondering. Under the sub-heading of "Taxation" the advertisements are saying that "income derived by residents of Norfolk Island from sources within the Island is not at present taxable under Commonwealth legislation". Some people seem to remember that the operative term "not at present" was appearing in the Government advertisements for vacancies in New Guinea not long before the official announcement came that New Guinea was to have taxation.

In the Black Days Of 1942

COMMENTING on the recent sale by Mrs. E. Good of her well known Kessa plantation, in the Bougainville district, Fred Archer (of Jame Plantation, Buka) recalls some Pacific War history:

I helped to bury Percy Good, in March, 1942, and I helped to dig his bones up in March, 1946. Among the papers scattered outside was a will appointing me as one of his executors! But there was a later will which appointed Mrs. Good as sole executrix.

I listened in with Percy to the announcement (on February 16, 1942) that Singapore had fallen and he turned to me saying: "That's the end Fred—we are dead men. The little yellow bastards will swarm all over the Pacific now. There's nothing to save Australia, even".

But the miracle happened and Australia was saved—and the

Lautoka's "Mystery Building"

WHEN someone spends £40,000 on a building they usually have a very clear idea of the use they are going to put it to, but this Kisan Sangh (Farmers' Union) building, one of the largest and most modern in Lautoka, Fiji, seems to be an exception to that rule.

Completed about a year ago, it is occupied today by a dozen little men with polio and a small medical staff as an annexe to the crowded Lautoka public hospital. The ground floor has foyers and office like that of a theatre, for which there is apparently little need at present.

They pay off the each farmer for each of the will contribute one ton of cane each for the five years. request in number for session to graph the gang of the cripples were scurry about the hall bicycles, was

refused by the medical superintendent. Not, of course, that anybody has any complaints about the use to which it is being put at present. But was it planned that way?



project was greatly assisted by those of whom it is now written: "Nem bilong ol i no ken lus".

Moon Fever

RUSSIA'S space exploits have no doubt made some Western scientists envious, as the Russians probably know. But what they don't know is the effect their exploits have been having on some New Guinea natives.

The average native who works for Europeans in the towns has a somewhat limited vista, bounded by his kai, his pay, and his week-end walkabout, and perhaps the "pictures" once a week. The big moment comes at the end of the month when his "moon money" is due—and no matter how dull the native, he always knows this period.

One day in Lae recently a large crowd of natives gathered outside a newsagency which displayed a newspaper poster reporting, "RUSSIANS HIT MOON".

There was a great argument in numerous dialects and in Pidgin,

and a bystander eventually got the story: "Man bilong Russia i siutim masket long moon, moon i bagarap pinis, moni i no kamap long mipela". Which means they were wondering how they would get their wages now the moon had been shot down.—*Pat.*

The Old Ways

A CENTURIES old method of killing fish in Fiji has been condemned by the Colony's Agricultural Advisory Council.

The attention of the Council was called to the depletion of fish round the reefs of Fiji as a result of the use of duva.

Duva is a creeper which the Fijians pound into pulp and then dive down and release among shoals of fish. It kills the fish by poisoning them.

The practice is illegal, but the Advisory Council say that its use is still widespread. They recommended that the restrictions on the use of all chemicals for killing fish should be extended.



A Brett Hilder Profile

HE KNEW EVERY BP SHIP

Paul Best, best-known marine engineer in the Pacific Islands, had been relieving chief engineer and odd-job man for Builip Philp for longer than most of us could remember. His sudden death on September 25 left a host of saddened friends throughout the Islands.

PAUL Raymond Best was born in Beaconsfield, Tasmania in 1901, which made him three-score years-and-ten on June 19 this year, though most people thought he could be ten years younger. His first ship, according to the archipelologists, was the ss *Oomah* in 1915, when he was signed on as third engineer. He joined Burns, Philp & Co. in 1915, starting in the *Mindini*, since then had served in every ship in the company. He passed his chief engineer certificate at Sydney in 1917.

Paul was Chief Engineer of the *Makambo* in 1921, if not before, and went to the *Marsina* that year for a seven-year stretch. This was broken by the job of delivering *Maiwara* from Glasgow to Guinea in 1926.

These were the years of boom and prosperity, including the opening of the New Guinea goldfields, and the "swallowed the propeller" incident taking the plunge ashore into car-selling business with brother.

The depression killed the business stone dead, so the records say Paul back at sea for a stretch in 1933 in the ships *Wallarah* and *Beulah* in 1932-33. He then gave up the sea once more, to run a freezer works in Sydney. From a shore job he was seduced back

(Continued on page 97)

CROSSQUIZ

(For solution see page 99)

— A C R O S S —

- 1.—What is the green colouring matter of plants called?
- 8.—What is the term for flesh of deer?
- 9.—In which beautiful cathedral were French monarchs crowned?
- 10.—What city is the cultural centre of China?
- 12.—What is the largest of the toothed whales?
- 13.—What title is given to a Jew learned in law?
- 14.—By what name is hydrogen oxide better known?
- 15.—The best quality of what type of wood comes from the British Honduras?
- 21.—What is the lowest hereditary title in the United Kingdom?

- 22.—What is the term for the fleshy, conical body suspended from the back of the palate?

- 23.—What English tenor was noted for his interpretation of the works of Elgar and Vaughan Williams?

- 24.—What bell is rung in Roman Catholic churches at morning, noon and sunset?

— D O W N —

- 1.—With which town do you associate Lady Godiva?

- 2.—To which did Vladimir Ilyich Ulyanov change his name?

- 3.—Who composed the "Barber of Seville"?

- 4.—In mythology, who was the protector of flocks and herds?

- 5.—In which town in Flanders would you find the tribute to British dead, the Menin Gate?

- 6.—Which favourite of Queen Elizabeth was married to Amy Robsart?

- 7.—What very fine wool is made from the hair of a goat of the same name?

- 11.—Which Rabelaisian hero has given his name to anyone possessed of an enormous appetite?

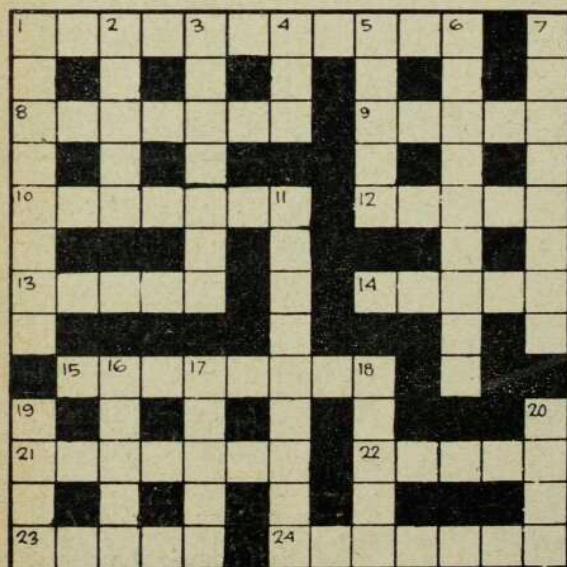
- 16.—What type of weapon killed Achilles?

- 17.—What is the collective term for all the birds of a certain region?

- 18.—What was the name of the Glasgow chemist who discovered the method of distilling oil from shale?

- 19.—What instrument gives the pitch of the violin in an orchestra?

- 20.—Which planet of the Solar system is nearest the earth?



The Fun of the Fair

Fiji Goes Gay Again



THE Hibiscus Festival in Suva is getting gayer all the time. Here are some picture highlights from the 1959 festival, just concluded. At left these Chinese lasses make the picture even prettier at the Chinese Lantern Night at the Grand Pacific Hotel. And at right is Miss Hibiscus herself, 17-year-old Suva stenographer Robin Ann Riemschneider, in the dress she wore for the judging. Below her, Miss Glennis Colclough adds to the attractiveness of the RNZAF float in the procession.



A large black cat with paw extended into a tank of tropical fish was the eye catching float of the NZ Ministry of Works (above). At left a section of the huge crowd which saw the procession pass through Suva's streets.

Photos: Rob Wright, J. P. Shortall, Stinsons.





Errol Flynn in his hey-day, as the world knew him—on the screen a swashbuckler, in private life a gay, debonair, night-clubbing ladies' man. Below, he is in a scene from his last picture, "Cuban Rebel Girls", which is not yet released. With him is Beverly Aadland, 17, who was the last girl in his life. She was with him when he died. The newspapers described her as his protege.



The sudden death of Errol Flynn, Hollywood film star, former Tasmanian and New Guinean in Vancouver in October, reminded a lot of Islands people about a lot of anecdotes of a colourful and memorable personality.

Death of a swashbuckler reminds R. W. Robson of the time . . .

When Errol Flynn Swopped Insults With New Guinea

Errol Flynn had a career in Papua-New Guinea long before he achieved fame in Hollywood, and in 1947, when Dorothy Stewart (now well-known as manageress of the Hotel Cecil, Lae) was trying to raise funds for a scholarship established by the New Guinea Women's Association of Melbourne, she had a brain wave. She wrote to Flynn thus:

"DEAR Errol Flynn.—I don't know whether you will remember that we met at Wau, in New Guinea, quite a long time ago. However that is unimportant . . . I am now Secretary to the New Guinea Women's Association (Melbourne) and we are attempting to establish a memorial to all those people lost from Papua-New Guinea during the war, through enemy action. This memorial is to take the form of a Scholarship; and the attached circular will explain as much as is necessary about that matter.

"I know that you are not exactly credited with being of a type to throw money to all and sundry for the asking (a mass piece of under-statement, if ever I saw one). I thought that if I, in my lowly position, could find my way clear to donating the odd ten pounds (a great many hours of my time) to such a worthy cause, you could, if you wished, make quite a magnificent gesture and be generous, if only for a moment in your life, just to see how it feels.

"You could, for instance, give up one night of your splendid living, stay home by the fire instead of making yourself conspicuous by your usual obnoxious behaviour in a nightclub (if one can believe the daily press) and donate the money so to the Scholarship. Knowing your form, I should imagine the Scholarship would receive healthy assistance if you did this. Besides—think of the happiness over you'd miss!

No Autograph, Thanks!

"However, if New Guinea now means less to you than nothing in your life, and you do not feel disposed to help the fund, please, PLEASE, do not insist on your Third Assistant Secretary to forward me an autographed photograph to raffle. This I cannot stand. After what I've been through this last six months, I hope never to sell another raffle ticket as long as I live.

"With these few choice remarks—I now leave the matter to your thoughts.

Yours faithfully,

DOROTHY STEWART
Hon. Secretary.

New Guinea Women's Association (Melbourne)

Back came this letter, dated from "Mulholland"

Guinea's Dorothy Stewart, who traded insults with Errol.

n" on March 28, 1947, with iatory insults:—

Dear Miss Stewart.—Your quite sive letter is at hand, and se find enclosed my subscription \$50.

pon the frail premise that you not a phoney, would you be enough to label this donation nymous", please?

you are the Miss Stewart I thinking of, you are probably ed somehow to a fat, old, gnant woman named Mrs. ****, ort Moresby, a good friend of who killed herself—I've for- n how—but to whom I was ed, she having befriended me it was quite unnecessary.

rs. **** and I had one love ommon—a small but most aring parrot belonging to me, species unknown and about as s your hand.

e night Mrs. **** got drunk, as her nightly custom, and— a surge of alcoholic senti- ality, or perhaps some more ical urge—took the parrot to with her.

e must have turned over or thing for, in the morning, my t looked like a print on the eet, Mrs. **** having squashed t as a picture-card.

art from this, our friendship ed no strain.

certainly if you are Mrs. ****'s relative I presume you will, nice cut of this and other ions, and I am sure Mrs. would have highly approved. oe you have a nice drunk on

Your obedient servant,

ERROL FLYNN."

ynn built this house just outside Port Moresby in the 'Thirties, when he was attempting t a tobacco plantation there. Later he sold it to the writer Beatrice Grimshaw. R. W. Robson took this photograph in 1937 when it was falling into disrepair.



Copies of the letters were received by PIM in 1947; but as the elderly lady referred to so disparagingly by the film star had been well and favourably known in the Territory, and Flynn wanted anonymity for his gift, we put them away in pickle.

There is no reason now why the acidulous exchange should not be published; but the name of the lady would best remain in asterisks.

A Gay, Unrepentant Star

Errol Flynn was born in Tasmania in 1909, the son of a visiting scientist; and he was educated in Dublin, London, Paris and Sydney.

In his 'teens, clever and hand- some, he became a sea-rover; and

(Continued on page 99)



Do You Remember?

In November, 1939, transport, trade, development, administration—all the normal activities of the Pacific territories—awaited the outcome of events in Europe, as World War II entered the third month. But as things turned out events were to be influenced much more by war in the Pacific, which hadn't yet started. But it was building up.

Here are some extracts from that issue of "Pacific Islands Monthly" of 20 years ago:

What the New Caledonia newspapers describe as "the waltz of the Governors" was still going on in the French colony. It had recently had five governors in five months.

Under the heading "Gay and Lively", "PIM" reported that Port Moresby, "with its steadily growing community of oil company employees and members of the military, naval and air forces, has become a gay and lively little town compared with the somewhat dismal little backwater of 10 or 20 years ago".

In Sydney young Crown Prince Tuboutoa, then doing law at Sydney University (he is now Prince Tungi, Prime Minister of Tonga) lectured to the Pacific Islands Club on the transition of Tonga. He was given an enthusiastic welcome and "PIM" commented on the fact "that an educated Tongan, in formal evening dress, could lecture in a soft, cultured voice for an hour and a half to an intelligent and interested European audience, speaks volumes for the adaptability of Polynesian races".

In the New Hebrides a French planter on the island of Malekula was murdered by natives—the first European to be so murdered in the New Hebrides since 1923.

A report from Western Samoa said the war had so far caused little change in life there. Uniforms of the Samoan Defence Force were more frequently seen and there was a gradual increase in prices. Mr. D. R. Eden was appointed Food Controller. The copra price was 4/6 for 100 lbs.

The war had knocked on the head the plans to build a much-needed road between Salamaua and Wau in New Guinea, which the gold miners had been asking for for years. That is what was announced anyhow, although it wasn't many years before the Army, under stress of war, built the road.

There was an argument going on about whether the recent outbreak of misappropriation of Tongan Government funds by public servants was due to the fact that the public servants were underpaid. But some correspondents seemed to think that the lack of efficient supervision, and not small pay cheques, was at the root of the problem.

The price of copra was still going up after getting an impetus by the outbreak of war. And cocoa growers were beginning to see a rainbow, too, with cocoa selling from £A36 to £A38 a ton.

Master Ben . . .

. . . and Bus



The Monthly Dunk

Probably few Suva residents are aware of a voyage from Suva Harbour that takes place each month in the cause of science.

THE voyage is usually made by the pilot launch *Seniceva* and the scientific team consists of Mr. P. O. Dunn of the Geological Survey and a group of sturdy Fijian assistants.

With them goes a mounted reel like a life-savers line-reel, but fitted with a lengthy span of thin stranded steel wire. There is also a torpedo-shaped instrument three feet long, known as a bathythermograph, and another rather shorter metal contraption known as a reversing-bottle.

The cruises began as part of a world-wide International Geophysical Year study of ocean levels, temperatures, and chemical composition, and have continued since—and will continue indefinitely as much useful information has been obtained.

On a fine smooth day the voyage is pleasant enough, but when the launch is in the short steep seas kicked up by a fresh Trade wind the launching and recovering of the equipment is not so pleasant or easy.

A small square of glass with one side smoked is inserted into the bathythermograph and it is attached to the wire. Above it is attached the reversing-bottle, its open mouth downward so that it will take in no water on the way down. The wire is then quickly lowered until the pointer on the winch reads 75 fathoms (450 ft).

A weight is then sent down the wire. This releases a catch on the reversing-bottle, which promptly in-

verts itself, fills, and is closed by a water-tight cap trapping a water sample at the 75-fathom level.

Meanwhile, as the bathythermograph descends a special type of thermometer registers the seawater temperature by scratching a line across the smoked glass plate.

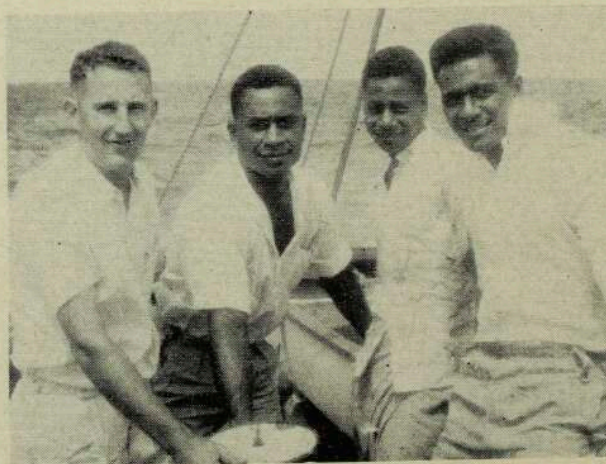
A sample of the surface water, and its temperature, is also taken.

These samples and the temperature data are then despatched to New Zealand and from there to world IGY centres in the USSR and US to add to the sum total of knowledge of the oceans and eventually to aid climatologists, fishermen, navigators, and others.

—Jim Shortall.



Outside Suva Harbour Fijian Joeli Romanin covers the reversing-bottle with its side of sea water from 75 fathoms.



Scientific man Dunn on the launch with his assistants, Joeli, Ti Sawailau and Mi Lawakeli. Their voyage takes place once a month in the cause of science.

Carrying The White Woman's Burden

Is Gun Totin' Joan Smith Sees Papua

(White) Woman Staff Writer

the white woman in Papua keep a pistol handy. It's going to be like the Mau Mau Kenya.

says Mrs. "Joan Smith" (a woman de plume because she doesn't want to go back to Moresby a marked woman"), Australia's big circulation, pulp *Weekend*.

er a knock-'em-down and em heading (*Let me in, Sinabada*), and a picture of a blonde with an automatic beside in the pillow, the first half-paragraphs of Joan's story go this:

pounding on my wall is constant, a occurrence whenever my husband y. Relentless and terrifying, be- am just one of a handful of white in a sea of natives. black fists knocking on the fibro at outside my bedroom and the soft and insistent whisper, "Let sinabada (woman). Let me in!" I lay there in my bed paralysed ear. All I can do is grip my .25 tic and shiver even in that Papuan with heat, and hope the "boy-wire" my window will hold.

-wire!" member when I arrived in Port y five years ago "boy-wire" had been heard of. The natives had friendly then, trusting and depend- people. Something like the "fuzzy-angels" of the war.

hat was five years ago. Every year have noticed the change in them mounting arrogance, their lack of ne, their contempt for us, and the of their semi-literacy.

days they despise the white man, the white woman, interfere with children, steal from us, revile us and represent. These just aren't my feelings and fears, they are the and fears of almost every man in the Territory.

home, Australians" is an open in Port Moresby today. And they hey taunt us when they say that ould rather have the Germans back, Americans for their money.

he same fascinating fashion es on to tell how no white a dares venture onto the of Port Moresby at night; at Ela Beach, fascinated by women's bare legs and arms,

(Continued on page 97)

The Long Flight Of Rusty's Angels

BY PETER ENGLAND

You all remember Ruston-Hornby. Or Rusty, as he was familiarly known when he used to rule one of the biggest rivers in the Combined Territories. The tales of his exploits are many, and famous.

WHAT brought him back to mind was his wedding invitation that turned up a little while back. One could hardly imagine Rusty docilely accepting the yoke of matrimony. Would his wife allow him still to have breakfast at 2.30 p.m. and, like the fellow in *The Snark*, dine on the following day? Still, I reflected, marriage, like death, is one of those things that catch up with most of us in the end.

What I really want to talk about is the story of Rusty and the Angels.

You must know, then, that the people of the Big River are not always good. Indeed, on the occasion of which I write some of them were so naughty as to send word to the Kiap that they had recently had an interview with God, Who had made them all angels. Furthermore, God had mentioned to them that in view of their new angelic status there would no longer be any necessity for them to clean their village, repair the *house-kiap*, or pay periodical visits to the sub-district station to cut the grass on the airstrip.

The message was first received by the corporal in charge of the local police detachment, who conveyed it to Rusty not without trepidation.

Rusty listened to the first half of his story and then blasted him out of the office with a number of astringent remarks about the corporal's credulity and incompetence.

Three days later—it was between mails and he had finished reading the classified ads in the last *Sydney Morning Herald*—Rusty went back to the office early and he had a sudden thought. He called for the corporal.

"What did you say about angels?"

The corporal repeated it. "Send a constable up the river and bring 'em in," said Rusty.

Nobody was foolish enough to argue the point with Rusty's policemen, and in due course two canoe loads of angels arrived at the station and were paraded before the Kiap.

With an air of benevolence

Rusty invited them to tell him their story. They did so, with the utmost confidence.

"So," said Rusty, "then you really are angels. At first I was a little doubtful, but now you have convinced me."

They smiled at one another.

"And I suppose," said Rusty, toying with a pile of Circular Instructions, "I suppose you can fly too, as all other angels do?"

Oh, yes, certainly they could fly, whenever they wanted to. That is, of course . . . when the occasion warranted it.

Well," said Rusty, standing up, "I think the occasion warrants it now. We will have a little demonstration.

"Corporal, it is quite clear to me that these people really are angels. They are now going to show us how they can fly. Take them down to the far end of the airstrip, turn them around, and then they can take off as the *balus* does every Saturday on mail-days. And—yes—in case they want any help you had better take half a dozen constables with you."

Well, the police took the fellows down to one end of the airstrip, and with great enthusiasm chased them to the other end. At first the angels waved their arms and gave a few leaps into the air (all gleefully imitated by the police). But it was a long airstrip and the angels were not in particularly good athletic trim. They came back to Rusty short of breath and dejected.

"Ah, I see how it is," said Rusty. "You took off from the wrong end of the airstrip. Now you must try it the other way round, into the wind, and I am sure you will fly quite easily."

After the second trial an exhausted flock of angels followed Rusty back to the office. The Kiap still looked benevolent.

"Now I see that you are not angels at all, but only naughty men. Because you have deceived the Kiap you shall go into my calaboose, which is surrounded with the wire-that-has-sharp-nails, and you shall stop there for three moons." And that is where the former angels went.

THE MONTH'S NEW READING

WITH JUDY TUDOR

The essential thing that separates man from the beasts is the former's inability to leave well alone. Civilised man has organised his own society to the point where the whole construction creaks badly at the hinges; but primitive man, with fewer natural advances, hasn't been far behind in artificially providing the breeding ground for his own tensions.

THAT seems to be the conclusion to be deduced from anthropologist Marie Reay's investigation into a section of the people who live just north of Minj, in the middle Wahgi Valley of the New Guinea Highlands.

The report of her investigations made during 15 months fieldwork in the area was the basis for a Ph.D thesis, and the work has now been published in book form, under the title of *The Kuma*.

The Kuma (an arbitrary name that Dr. Reay has chosen, as this group has no name for itself), live on the lower ridges and terraces of the Kubor Range. Land is plentiful and no problem; the soil is reasonably fertile and grows abundant crops; the climate is temperate and healthy. But the Kuma, in spite of these natural advantages, and in spite of the fact that they are described as extroverts, have many built-in emotional tensions.

Why they have these tensions—when on the face of it they should be living a lotus existence—is the theme of Dr. Reay's book. In essence, tensions exist in Kuma society for much the same reason they exist in ours: The men want to "get on"; the older women resent the men's assumption of superiority.

Kuma men "get on" by acquiring wealth in the form of pigs and wives—the wives' purpose being to tend the pigs and bear children; and to a secondary degree, in acquiring other valuables such as plumes, shells, etc.

The material ideal of abundance is the dominant factor: "A man is a 'rubbish man' of no consequence if he has not enough food to offer many friends and relatives as well as meet his personal requirements," says Reay. "The ideal is to produce more food than people can ever eat and to possess so many valuables that the owners come to think of them as useless."

Kuma men have two overwhelming interests—women and pigs. "They set great store by material valuables. . . . Disputes within the clan are concerned mainly with the damage pigs do to gardens, but litigation between clans is nearly always concerned

with women—with women, that is, not as sexually desirable persons who can confer prestige by demonstrating the choice of partners, but as brides whom particular men can claim on behalf of their clans."

The Kuma are ambitious as clans, but also as individuals, the acquisition of wealth being for ostentatious display at ceremonial exchanges or other clan, family or social occasions. The culmination of clan existence is the Pig Ceremony which occurs at intervals of about 15 years. This Ceremony is the ritualistic means of ensuring the increase in the clan's pig-herds—although, paradoxically, during it, virtually all of the clan's herd is wantonly slaughtered, and must thereafter be rebuilt painstakingly.

No Wine Beneath the Bough

A Kuma, clan or individual, does not acquire "wealth" without effort. Those who would succeed have to work themselves, employ judicious exploitation of others, and keep the women in sufficient subjection to tend the gardens and the pigs and to produce children for marriage exchanges.

In his efforts to "get on", the

Kuma can be likened, in a way, to the successful businessman who could afford to sit back and let things easily, but instead goes on accepting more directorates and responsibilities until he has acquired a high-powered tension of his own—if not an ulcer or high blood pressure.

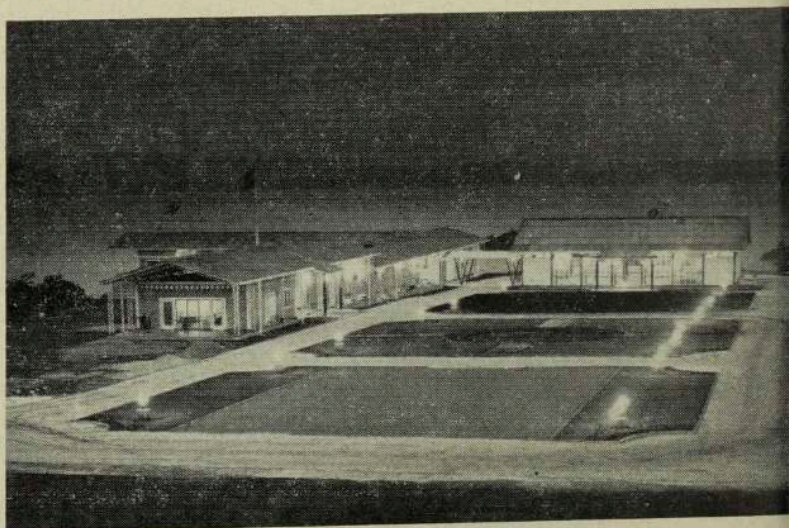
So the Kuma, with no land problems, fertile soil and an excellent climate, and with all the paraphernalia for being, in fact, a child in nature, instead spends his time scheming how to acquire more and more wives, more valuables, thus achieves (according to Reay) more tension.

Our own society has, of course, produced numerous philosophers who have been content to let the world go hang, but if the Kuma have yet produced an Ockham or Khayyam who is content with a Highland equivalent of a flask of wine, book of verse and thou, Reay doesn't mention it.

The Kuma women are tensed by another reason. In the three or four years before marriage, the girls of the clan are given complete sexual and physical freedom; they have obligations of any sort.

During this period, they have the privilege of choosing their temporary partners, bachelor married man, and generally call the tune.

At marriage all this changes. Their permanent partner already been fixed through usual custom of bride-exchange from there on the woman becomes the chattel of the husband. She is expected to tend his pigs, bear children, work in his garden, prepare his food. Her period of amatory adventure is over—she is expected to have sex relations with her husband, although



Government House, Hollandia, the home of Netherlands New Guinea Governor Dr. P. J. P. Pietschmann, presents an interesting picture photographed by night. The reception rooms are in the building on the right.

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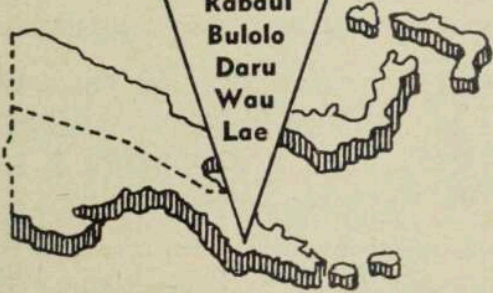
General hardware

Photographic materials, piecegoods, drapery and native trade lines.

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HEAD OFFICE:
PORT MORESBY,

BRANCHES:
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Samarai
Madang
Kavieng
Kokopo
Wewak
Goroka
Rabaul
Bulolo
Daru
Wau
Lae



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Queensland Insurance Co. Ltd.
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AUSTRALIAN AGENTS:
Burns, Philp & Co. Ltd.
All States

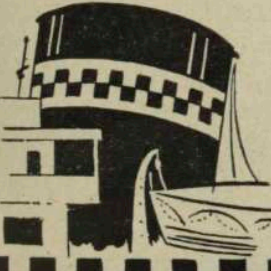
LONDON AGENTS:
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SAN FRANCISCO AGENTS:
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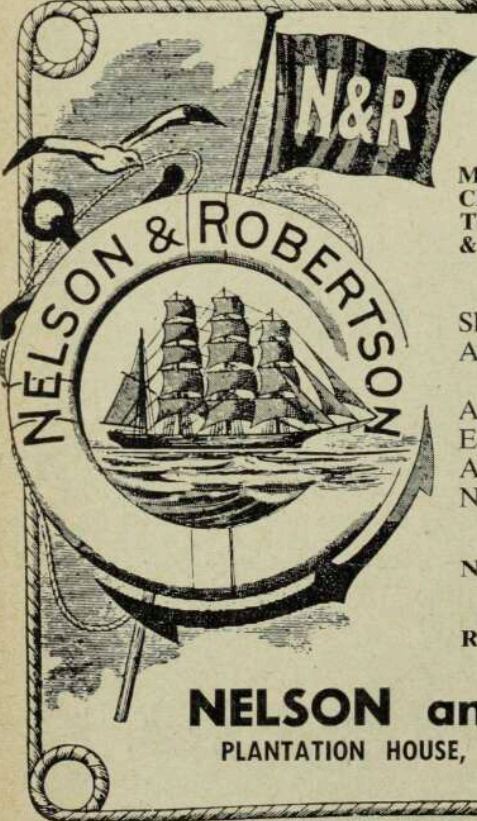
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NOVEMBER, 1959 — PACIFIC ISLANDS MONTHLY

prohibition is placed upon her

s, says Dr. Reay, produces ten-
in the female of the Kuma
s. Adult women then collec-
regard the male as "no
mutter other dark things
him and generally behave
cranky and frustrating man-
their husbands—if they can
ray with it. In this regard the
women, too, have their coun-
ts in some strata of our own

Reay's book is completely
nic, filled with anthropolo-
terminology and vast detail
clan relationships—cross-
s, father's-mother's-daugh-
mother's-brothers and all the
complicated variations which
pologists love but which are
ted to drive the average
round the bend. However,
unlikely that it was ever in-
for "popular" reading and
uld be of considerable value
sionaries and administration
nel working in the area.
ould be of interest also to
nds Europeans outside those
ies who like to know more
he native people in their area
ough whether everything to
ned about these people can
duced to a 200-page, Ph.D
is a matter of opinion.

KUMA. Published by Melbourne
ty Press on behalf of the Aus-
National University. Australian
5/-.)

s That Need ch of Salt

CAILLOU is one of that
reasing band of writers
ich bob around all over the
in search of exotic back-
against which to drape their
s.

, North Africa, Ethiopia,
— and in *Mindanao Pearl*,
Philippines, so far as Alan is
ned.

plot in *Mindanao Pearl* is a
read of improbability upon
is suspended a series of bash-
beatings, shootings and as-
skulduggery in the jungles
small island called Pangalau.
n, an unimportant clerk in
t, steals some of his em-
money and bolts half ac-
e world, to — of all unusual
for a London clerk to bolt
the Philippines. David Calib
by his father to find Smith
half of his lamenting ex-
ers) and have him extra-
However, by the time Calib
Manila, Smith is already in
pearl-diving deal with two
s, who with their beautiful
Andree (the sex interest),
broken-down hemp planta-
Pangalau.

's reception to Pangalau is
eated by the fact that Smith
st skipped out with the pearls

and Calib is held by the brothers
to be responsible — although just
why this was so you have to read
to the end of the book to find out.

Most of the story consists of Calib
— who is not the outdoor type —
being severely walloped and beaten
up by one of the brothers, being
menaced by shrews (entertaining
little creatures peculiar to those
parts who can strip all the flesh
from a man while he sleeps), or
being dragged through the bush by
the beautiful Andree.

All turns out happy like a mar-
riage-bell, in the end.

(THE MINDANAO PEARL. Published by
Peter Davies, Ltd. Australian price, 18/9.)

Red Cross and International Peace

TO mark the 100th anniversary of
the Red Cross organisation, Dr.
James Avery Joyce, English-
born international lawyer, has set
out the story of International Red
Cross from its origin in Geneva in
1859 until the present day.

But as the title of the book indi-
cates (*Red Cross International and
the Strategy of Peace*) it is more
than a history — in it he resurrects
Dunant's original conception of the
organisation as an instrument of
war-prevention, and thus a new
controversial aspect is permitted to
raise its head.

It is usual to look at International
Red Cross as a neutral, non-parti-
san instrument whose specific pur-
pose is to pick up the pieces and
comfort the victims when the battle
has passed. It, of course, is known
that Red Cross has a role in peace
— blood-banks, devoted field workers
following floods, famines and disas-
ters—but as Dr. Joyce says "... it

is war, the brutal, ugly fact of war,
which has given Red Cross its sta-
tus, its *raison d'être*, its frame of
reference".

But that is not how Henri Dunant
saw it — he did not regard his chief
mission in life as one of mitigating
the horrors of war but in finding
the means of ending war.

At the 1957 international confer-
ence of Red Cross at New Delhi,
this aspect of the founder's aims
was discussed by representatives of
over 60 governments and 70 Na-
tional Red Cross societies against
a background of the knowledge that
although Red Cross has existed on
a principle of non-involvement in
international politics, Red Cross
could no longer evade the politics
of the H-bomb. It was a question of
abolition of war, or abolition of
man.

It was because of this aspect of
the New Delhi conference that "the
world's Press — which lives on
disaster and thrives on conflicts —
found it so embarrassingly difficult
to report either intelligently or ade-
quately the most significant con-
ference the Red Cross ever held".

Henri Dunant was already a con-
vinced pacifist on the day in June,
1859, when the Battle of Solferino
began in Northern Italy between
the army of Napoleon III and the
Austrians. The casualties of that
one day's battle were more than
40,000 in killed and wounded, and
although Dunant had travelled all
the way from Geneva to try to see
the French Emperor he found him-
self, instead, organising a handful
of Italian peasant women in a des-
perate bid to ease the lot of some
of the wounded and dying. Before
he finally returned to Geneva, Du-
nant visited Napoleon III at his
camp on the Plains of Lombardy

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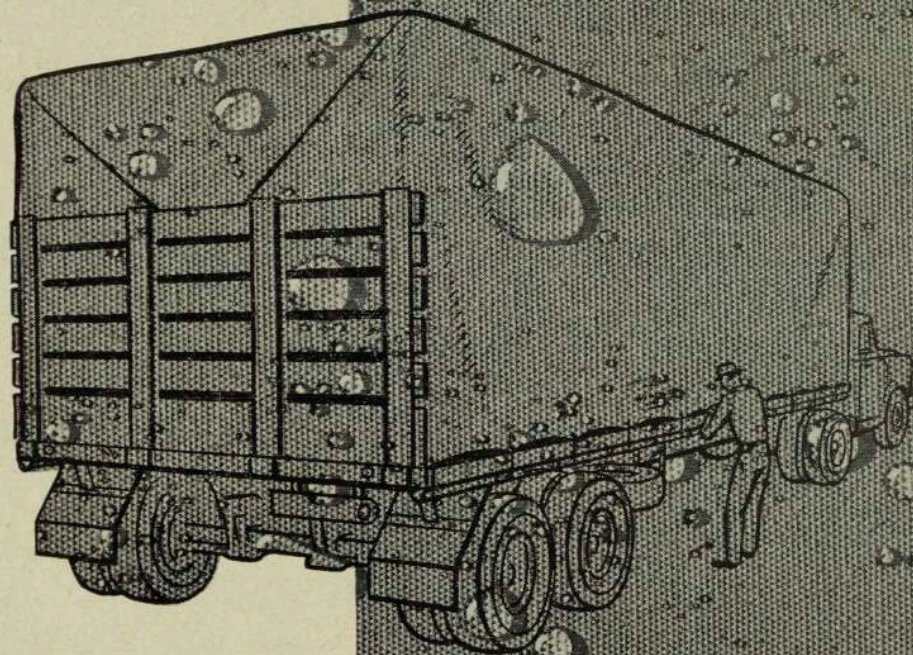
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successfully pleaded with him to ease the doctors and surgeons of the Austrian army who had been prisoners.

After he had returned to Geneva, he began to write his *Souvenir d'Erferino*, from which stems the story of service of modern Red Cross International, consisting of national Societies and 125 million individual members.

The book is illustrated with 100 photographs and drawings, some of which have not previously been published, and tells the history of the movement from Solferino through 100 years of war, tragedies and conflicts to the present day with its biggest problem of all: Can we deal with the War?

Joyce feels that neither we nor the Red Cross can — except by preventing war altogether.

CROSS INTERNATIONAL. Published by Hodder and Stoughton, Ltd. Australian price, 37/6.)

Japanese Water-Colour

The chancy business of translating a novel from one language to another depends for success on the translator more than on the author. And in this sense it is said that Edward G. Seiden has succeeded reasonably well in translating Japanese novelist Haruki Kawabata's *Thousand Cranes*, in that the book in its English form, appears more as a stylised Japanese print and not like a Western novel at all. On the Western standard the story is plotless, even stilted; it is a posturing of words and verbal dance for the purpose of creating a pattern rather than developing a theme.

The story concerns a man and a woman in his immediate life of them former mistresses, a father, now dead, and all of modern Japan it is entwined with the ancient Japanese ceremony.

This is a book for connoisseurs of style and not for the ordinary reader of stories. If it has any message it is an unconscious showing the huge gulf that exists between Japanese and Western thinking about life and death.

THOUSAND CRANES. Published by Hodder and Warburg, Ltd. Australian price, 17/2.)

Brothers Cobb in Australia

THIRD edition of the late Will Lawson's *When Cobb and Co. King*, was published during the month — the first edition having appeared in the mid-thirties — the second a couple of years after the war. A third edition of the book in the restricted Australian market is unusual although this does nothing, probably, except to attest Australian pioneer stories to perennial local appeal.

Lawson (no relation to Henry) turned his hand to anything in the writing line — verse, fiction, factual reporting — but was never a literary giant. His work covered the whole pioneering period in Australia and New Zealand and what he has left behind is likely to become more valuable as time goes on.

His *Cobb and Co.* is a novel and although the story is a slim enough account of a youngster growing up in mid-century, gold-mining Victoria and finally realising his ambition to be a coach-driver, its real merit lies in its account of the coaching business that made the words "Cobb and Co." part of the Australian language.

The two American brothers Cobb remained in Australia only seven years after they arrived in 1852, and then returned to the United States, each with a fortune. Thereafter the control of the company that continued to operate as Cobb and Co. came under James Rutherford who also had arrived in Australia in 1852.

Under his direction, the company's operations extended into New South Wales and Queensland "following the gold". Rutherford made Bathurst, NSW, his headquarters and lived there for 50 years until his death in 1911, a year before the last Cobb coach made its last journey (in Queensland).

The Cobb and Co. era, from first to last, lasted 60 years. Lawson's novel covers the years immediately following the return of the Cobb brothers to America — years when the huge, swaying, American-built coaches were part of the Australian scene on outback roads and tracks.

(WHEN COBB AND CO. WAS KING. Published by Angus and Robertson, Ltd. Australian price, 17/6.)

Take a Gun, and a Big Piece of Bush

A GENERATION ago it was possible to get good shooting in Australia no more than an hour's drive from any big city. Today, with city sprawl, water-conservation schemes, and the urbanisation of areas once regarded as "the bush", this is no longer possible and the majority of Australian men now never shoot at all.

You have to go a long way out of the cities these days before it is safe to loose off a rifle or gun without the possibility of shooting something human and as it has now acquired some of the distinctions of a specialised sport it's probably fair enough that a "How to Do It" book should be provided. S. H. (Barney) Edwards, himself a crack shot, provides it, with a small book called *Shooting and Shooting Bushcraft*.

Like a certain Mrs. Beeton of culinary fame who assumed that her

amateur cooks had a poultry farm laid on ("take two dozen eggs") author Edwards assumes you have a good, uninhabited piece of bush handy. He takes it from there, explaining about guns, rifles, stalking, decoys, how to skin things like birds, foxes and rabbits, what to wear, what to do and even how to get through a barbed wire fence with a gun without shooting your pal in the back.

He does it all with good humour and commonsense and what he has to say about shooting as an entertainment applies, of course, not only to Australia.

(SHOOTING AND SHOOTING BUSHCRAFT. Published by Angus and Robertson, Ltd. Australian price, 15/-.)

Emily Rocks Another Boat

PRESUMABLY there are people (no doubt American), who enjoy the dilly, middle-aged travel monologues of Emily Kimbrough, but your reviewer just doesn't happen to be one of them.

It is hard to believe that anyone so self-confessed witless, ham-handed, vague and casual could manage to get through all the formalities and difficulties of travel in 47 different countries, much less persuade hard-headed publishers to produce 10 of her epic accounts of her wanderings.

Miss Kimbrough, we fear, makes a gimmick of dishing herself up as an addle-pated American matron without one practical thought. No doubt it is all supposed to be cosy and poor-helpless-girls-together — and in so far as it seems to get her a living, good luck to her — but for our money, it all seems so much corn.

In her latest adventure (*A Right Good Crew*), she and four other Americans go cruising the canals of the United Kingdom — a form of holiday that has increased in popularity in inverse ratio to the progressive decrepitude of the canals themselves.

The inland waterways of Britain date back to about the mid-18th century. For about 100 years after that they were the chief means of moving freight — particularly coal. Then came steam trains to put a crimp in their usefulness, and, finally, a modern system of roads and motor transportation to sound their death knell. The Inland Waterways Association formed after World War II (plus, of course, the British fetish about sacred tradition), is about the only thing that now stands between the remaining canals and complete disintegration.

Anyone who has seen one of these weed-fringed ditches that passes for a British canal, and knows Miss Kimbrough's peculiar style of delivering a perfectly kill-

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est for themselves.

ever, those who actually like
may be assured that she is no
about canals than she is
Greek architecture or New
ns wrought iron, and in the
under review delivers the
in 240 pages plus sundry black
white sketches by a character
Mircea Vasiliu.

IGHT GOOD CREW. Published by
einemann, Ltd. Australian price,

in a Maze

N GILBERT has used a little
everything in his recipe for
zag, his second novel. There
and psychology; the romance
ange places (Cairo and North
); war-time adventure at
nd matrimonial problems.

e Chappell is a war-neurosis
shell-shock they called it in
ess scientific days of World
, in the charge of a psychia-
n a North African military
al. The psychiatrist is trying
lock the mystery of why Mike
at coffee came down his nose
hy his legs wouldn't obey his
or why his hands would no
pick things up. Mike finally
s his own mystery — when
ens the door of the mental
ard and takes a good look at
dden skeleton within.

is a story in retrospect,
out between the coffee com-
wn the nose and the skeleton
g, that allows the author
scope for excellent charac-
on and racy incident against
ground of war in the Middle

AG. Published by Peter Davies,
an price, 18/9.)

ing a
ooder

author with a name like
ne Meredith should be pre-
stined by Fate to write serials
ladies' own paper; and the
titles of her works — *The*
nt Bride, *Impetuous Heart* —
hing to dispel the illusion.

ever, if the latest of this
s novels (*A Man in the*
) is a fair sample, it is only
le that is deceptively simple,
ne story showing a great deal
f sophistication than the out-
rappings indicate.

, Cyril Laureller was the ac-
family do-gooder who had
arnt that the people he did
o would have frequently been
for a good swift kick in the

kind heart and sense of obli-
and duty made him a sitting
or helpless, elderly relatives
icidal female friends, but the
e is that they lead him in

the end, not to a just reward but
to a considerable degree of personal
trouble.

The writing is patchy and at
times, lacks any polish — but the
story itself could be a great deal
worse, considering what one is led
to expect by exterior appearances.

(A MAN IN THE FAMILY. Published
by Hodder and Stoughton, Ltd. Aus-
tralian price, 18/9.)

No Distress for The Spaniards

THE expedition, led by Captain
Anson (afterwards Admiral Lord
Nelson) in the *Centurian*, that
left England in 1740 to "annoy and
distress" the Spaniards in the
Pacific, returned four years later

with treasure worth about £5
million in today's money — but
without some of its ships.

One of the ships that did not re-
turn was *Wager*, an ex-Indiaman,
which got separated from the
rest of her squadron after rounding
Cape Horn and was finally wrecked
on the wild coast of southern Chile.
The Unknown Shore — Patrick
O'Brian's second novel based on the
Anson expedition — tells something
of the story of *Wager* up to the
time she stuck herself permanently
between two rocks on that unhappy
coast; but even more of the story
of two young men and their survival.

Like all stories of this period, it
is one of incredible hardship, both
on board ship and after the sur-
vivors found themselves cast away
in a land designed by nature to



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Mushroom Madness

middle-Wahgi natives of New Hea, who at certain times of the year eat fungus and go berserk, have quite a lot of publicity in Australia and overseas, and the mushrooms themselves have been analysed by various learned scientific bodies.

In her book, *The Kuma*, reviewed on page 88, Dr. Reay has some interesting things to say about this so-called Mushroom Madness, which leaves a layman wondering if the mushrooms are not more an excuse for mad-games than anything else. The Kuma name for this behaviour is

Dr. Reay: "Men decorated themselves in exaggerated bustles (of feathers), seized their weapons and set out to terrorise the community."

The men were tense and excited and shivering. Minor wounds were sometimes inflicted by men using arrows at clansmen but during the last few days I witnessed this behaviour. The arrows fell short of their mark. The men attacked their clansmen at close quarters only when others were present to strain them. They ignored one another and menaced only those people who were not themselves affected by the madness.

Women and youths deliberately engaged the men to be aggressive, standing from behind trees and houses at a safe distance and withdrawing with excited shrieks and giggles when a madman caught sight of

people not affected by the event is an exciting diversion for the chief actors, it is a departure from the normal to be joked in retrospect.

Women danced in formations corresponding to the subclans of their husbands and sons. This is the women's only opportunity to dance in formation as the men and unmarried girls do. The women are uncontrollably, flirting and laughing of real or imaginary sexual features."

All the Kuma are affected by the fungus. In the year Dr. Reay was there, only 39 out of over 1000 were daad. The Kuma themselves regard it as a matter of heredity—a disease whose mother or father had suffered from abnormal behaviour after eating the fungus, is more likely to be affected himself.

The fungus is a type of mushroom which the people eat all the year round. It is only at certain times of the year that it produces its odd effect. As there is no compulsion in eating the mushrooms, it can be regarded as self-inflicted madness—and of fun.

nothing more substantial than a few penguins and per-

author O'Brian has a gimmick in his two characters—Jack and the young midshipman of aristocratic connections who re-enters the imperturbable gentleman when trailing through the wooded woods of southern America looking for the capricious piece of seal-blubber; the young Tobias, the surgeon's

mate who can cause an argumentative diversion (in Greek, Latin or even Spanish) on every subject from politics to religion, and pursues his single-minded zeal for zoology even when reduced to the last extremity.

Under this treatment, the novel becomes less another sea adventure—although there is plenty of this in it—and more the story of two personalities who refuse to become daunted even when up against the longest odds.

When the survivors of the wreck are reduced by desertions, mutiny and death, a half-dozen men, including Toby and Jack, are led by an unsavoury Indian character to a Spanish outpost at Chiloe. From here they are taken to Santiago to become prisoners-of-war—but find this experience by far the most pleasant of their adventures.

(THE UNKNOWN SHORE. Published by Rupert Hart-Davis. Australian price, 18/9.)

Hilder Profile

(Continued from page 82)

sea in 1938, serving as Third in the *Merkur* to qualify for his diesel endorsement for the growing number of motor-ships in the company.

The motor-ships have included the *Merkur*, *Neptuna*, *Malaita*, *Montoro*, *Malekula*, *Muliana*, *Bulolo*, *Braeside* and *Tulagi*; the old steamers Paul served in have included the *Makambo*, *Marsina*, *Mindini*, *Maiwara*, *Morinda*, *Marella* and *Burnside*.

In all these ships Paul got to know the Islands people on every Burns, Philp trade route, quite a considerable effort in itself, and he also had a wonderful memory for faces, names and the children of each generation. He left a widow and two married daughters.

—BRETT HILDER

Gun Totin' Joan

(Continued from page 87)

local natives make filthy gestures; how the Pacific Islands Regiment rioted at Koki (getting on for a couple of years ago now); and how the "Goi-lala" (Goi-lala?) garbage truck boys chased the white official into his office, and went for him with an iron bar.

It goes to prove, she says, that we have taught them too much, too soon—been too soft with them and now "all these years of so soft-peddalling and intensive education have blown up in our face".

Not New Trouble

So much for Joan and her *Week-end* treatment. Like all ventures into pure sensationalism, this one

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NOVEMBER, 1959 — PACIFIC ISLANDS MONTHLY

a dangerous grain of truth in

however, it is mighty exaggerated it is perfectly untrue that any his kind of trouble has de- ed only in the last few years. e was plenty of "boy trouble" in places as Rabaul between the and the trouble goes back before that and is fundamental certain state of native sophis- on and is not confined only to Territory.

idents have increased in Port by in recent years in propor- to the tremendous increase in European population, and the quent attraction to the town tives seeking employment.

things are not nearly as bad hn Smith says, and there are ures that can be taken to ate an existing situation— gh judging by 100 per cent. ean, "civilised" communities is no way, while humans come o sexes, of eliminating such to entirely.

of the ways of curtailing "boy e" is punishment—but that appen only after the native is t.

an Smith" might have solved own particular troubles in a e of simple ways. As she lives ort Moresby—which is as ised as Brisbane— she could the telephone installed. A one call to the police station even to the Police Commis- himself—would, no doubt, the necessary interesting re-

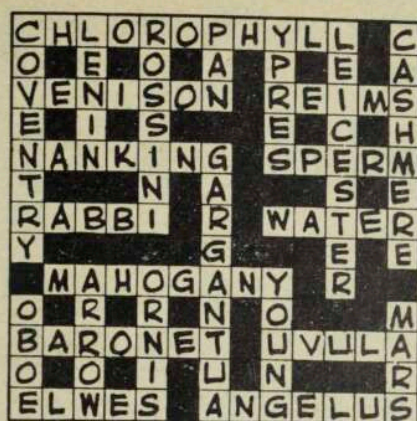
she might try the experiment ng boldly to the door—or these shutters she says they now in place of glass louvres— ith or without gun, demand- know what in the blithering went on. This method has of precedents, and as the f native involved has usually as much moral courage as ther adolescent delinquent, is lly successful.

"Lying Paralysed"

whatever is done, one thing e: If the Joan Smiths of Moresby cannot find any more ic method of dealing with a ging native than lying ysed in bed" gripping a .25 (which presumably they are g only for themselves as an ative to a fate worse than , then they should never e further north than a Syd- suburb where the worst thing an happen to them is to wake d a "Kingsgrove Slasher" be- their beds.

is not to say that an incident- type involving a native, is not sing to any European woman, errifying to some. But no how many laws are made

(Crossquiz Solution From p. 82)



for European women's protection, the ultimate remedy lies in the hands of the women themselves.

Nothing could be more calculated to give the hoodlum native element of Port Moresby or any other big Territory town (and the element is there alright), the idea that it has the whip hand, than for it to feel that white women generally, go in the sort of terror that the *Weekend* article depicts.

The fact is, of course, that the Territory is still a black man's country of complex though, perhaps, changing problems. In order to live there successfully requires a different set of values than is required in suburban life, an awareness of the problems and the necessary moral stamina to make the necessary adjustment. At one time this was called carrying the "white man's burden", but, perhaps, unfortunately, this is no longer a popular concept of European administration of a native country.

"Joan Smith's" picture of a Territory packed with terrified females all toting guns (presumably with the permission of the police) in order to protect themselves from unruly natives, is so ridiculous as to be almost amusing. Almost amusing—if it were not for that tiny substratum of truth that is so distorted in this article as to become pretty close to dangerous.

Errol Flynn

(Continued from page 85)

in the late 'Twenties he was an established citizen of the new Mandated Territory of New Guinea—he was in turn a recruiter, planter, trader and miner.

He had a ketch, and in Rabaul his ketch and he were hired by a Dr. Herman F. Erban to take a film-making expedition into the Sepik area.

Flynn, now about 23, disclosed a marked talent for acting; and, from that experience, he went on to Charles Chauvel, to take the part of Fletcher Christian in the 1933 film, *In the Wake of the Bounty*. From there it was only a step, via Europe, to Hollywood and fame.

All the New Guinea "old hands", of the 1926-33 period could tell stories of the devil-may-care Errol Flynn, miner and trader and irresponsible vagabond. They cursed his trickery—and laughed at his escapades.

Gatherings of "befores" in Sydney still like to get Mrs. Alice Allen Innes to tell of the days when she ran the famous Salamaua Hotel, and of how the ingenious Errol, on his erratic way out from the gold-fields to new and fresher pastures, took with him a selection of the irreplaceable Innes towels and sheets.

With equal fervour, Flynn would pay a storekeeper's bill with a bouncing cheque, lead a lonely planter's romantic wife along a giddy path, or stay on in some hopeless place in the jungle to nurse a miner down with Japanese river-fever (scrub typhus to those of the modern school).

They called him a very wicked young man; but when, five years later, he was bestriding the world's screens as the unforgettable Captain Blood, they were proud to have known him.

His House in Papua

In *PIM* of May, 1937, after I had made one of my regular tours of New Guinea, I published a photograph of Flynn's house, with the following note:

"All over the world, now, people mentally genuflect before the name of famous film star Errol Flynn; but in Port Moresby and Wau they refer to him familiarly as "old Errol", and tell funny stories about his hard-up days in Papua, and the rows in which he was continually involved.

"He was a doughty and usually victorious fighter, and some of the young bloods of Port now seem inclined to boast of the rather terrible hidings they received at his hands.

"Flynn tried to establish a tobacco plantation 15 miles from Pt. Moresby, and there he built the bungalow reproduced here in a delightful situation, looking northwards over a mountain valley. Later, he sold it to the novelist, Beatrice Grimshaw. She lived there for some years, and then sold the plantation to Dr. Strong, head of the Health Department. . . . The house is now falling to decay."

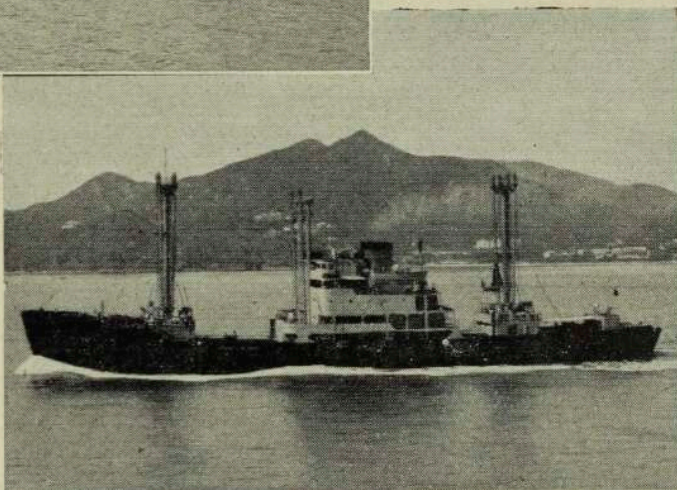
Errol Flynn never changed. He earned millions, and died with only \$100,000; and, even as this is being written, a long line of ex-wives and boastful concubines are squabbling over his estate and his burial-place.

TAIKOO DOCKYARD HONG KONG



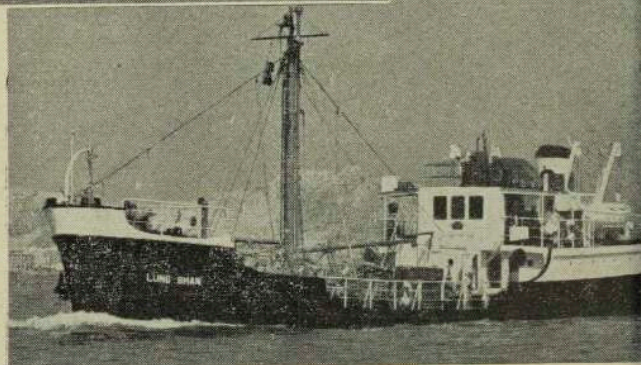
Above: M.V.
"HERVAR", one
of two motor
cargo vessels
built for Messrs.
Bruusgaard
Kiosterud
Drammen,
Norway.

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Left: M.V.
"TARAWERA",
all refrigerated
motor cargo
vessel built for
the Union Steam
Ship Co. of New
Zealand Ltd.

Right: "LUNG SHAN", one of two
bunkering vessels built to the
order of Shell Tankers Ltd., for
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PACIFIC SHIPPING AND CRUISING YACHTS

Recommendations at a recent marine court of inquiry in Moresby regarding the operation of shipping radio networks just echo a long-expressed opinion among responsible operators.

Marine Board recommendations covered two main points—the need for at least one shore station to maintain a 24-hour radio and the need to require ships to indicate their arrivals in

inquiry that led up to these recommendations was into the loss of a Papuan coast last July of a coastal ship MV *Muniara*. (See PIM). All hands were lost—European master, Captain E. and 14 native crewmen.

Marine Board, which conducted the inquiry, found:

Muniara probably capsized, roaching-to in the prevailing

the ship was seaworthy at the time of its voyage, but was undermanned in that it did not carry a qualified engineer.

Legal action should be taken against the owners, Steamships Company Ltd., in respect of undermanning.

These points represent the outcome of a specific case, but the interest in New Guinea is on the board's remarks regarding radio contacts.

New Guinea shipping man put it better neatly earlier when he said: "Under the present system, if a ship answers a scheduled radio call, we know that the ship is out there; but if it doesn't answer, we don't necessarily know it is not all right".

His summing up of the situation is very true. If an aircraft fails to make a scheduled contact a first-stage alarm is declared. The alarm increases in seriousness as subsequent contacts fail.

With coastal shipping, however, failure to answer a call could mean a number of things—the skipper of the ship may be doing something else; or the ship may have reached port without bothering to notify coastal radio.

In most cases, therefore, the mere fact that a ship has not answered a call is no cause for alarm. Responsible shipping operators feel that the weakness of the system lies in this fact.

They say that radio sets should be rigidly and regularly surveyed to minimise breakdowns, and that the law should demand that the sets be used regularly during voyages. Most operators attend to these requirements already, but there is no compulsion and so some don't.

If the requirements were legally enforced, it would provide greater protection for all shipping, and could be implemented with little trouble at this stage. The obligation would include notification of entry into ports as envisaged in the recent marine court finding.

Several masters and operators have been suggesting a scheme of this nature for some years, and the scheme was urged in a section of the Territory Press a little over a year ago.

• **NEW MASTER FOR CORAL QUEEN:** Following the Commission of Enquiry held into the grounding of the BSIP Government vessel *Coral Queen* off New Guinea earlier in the year, the Government has relieved Captain Wilder of his duties. His successor, Captain Fahlander, is not new to BSIP waters having previously served on the Australia-West Pacific line vessels as Chief Officer and Relieving Captain and later as Master of the *Aros* and *Delos*.

Captain Fahlander has also served with the Swedish Navy.

It is expected that he will arrive in Honiara towards the end of this year.

A new Superintendent of Marine has been appointed for Honiara. He is a Mr. Campbell and apart from the fact that he spent some time in Cyprus before being ap-



A Bouquet

Gerry Trobridge, of "White Seal", (above) at Cocos in the Indian Ocean took time off to write these few (appreciated) words:

"At last, with 'White Seal' already out of your area, I have got to the point of dropping you a line, something I have been threatening to do ever since we first entered the Pacific. I have always been surprised at the amount and accuracy of information you manage to get together and feel that yachtsmen should co-operate by sending you news. We have enjoyed your magazine so much, particularly the news of cruising yachts, that we will become subscribers when we get back to South Africa. Right now we are racing for home trying to get there before we run out of money."

"We reached Darwin from Thursday Island on August 20 and left there on September 6. Had a very calm passage for the first 10 days then speeded up with a good trade wind and reeled off 1,052 miles in the last week to arrive here on September 27. Expect to leave today for Mauritius."

pointed, no other details are available.

• **ONE LESS NG SHIP:** A 60-ft patrol vessel owned by the Papua-New Guinea Administration ran aground on the north coast of New Guinea early in October and broke up.

The vessel was MV *Ela*, which was carrying about 12 natives, including the skipper. There was no loss of life.

The wreck occurred in the Wewak area. Some equipment and possessions in the vessel were salvaged.

• **TENDERS FOR PATROL CRAFT:** BP's, as agents for the British Administration in the New

The News This Month

Maui Pomare
Moonfleet
Manawanui
Meridian
Nojima Maru
New Silver Gull
Outward Bound
Ra Marama
Reposado
Rubia
Romayne
Raiatea
Shell-40
Staghound
Sea Chanty
Stardust
Tenyo Maru
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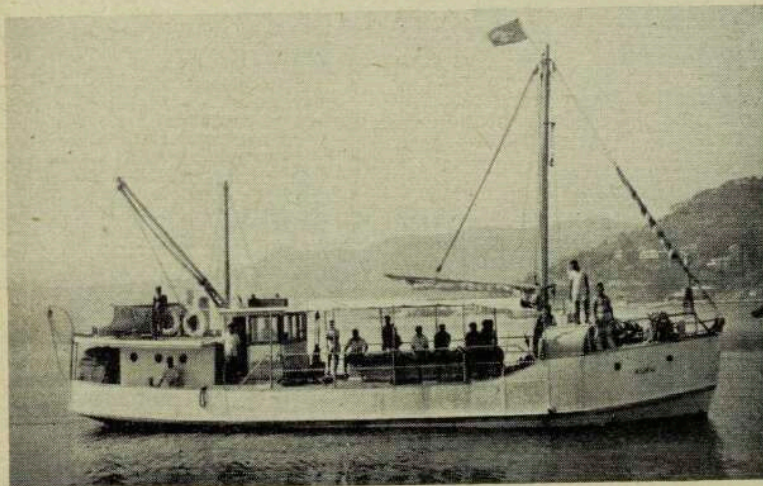


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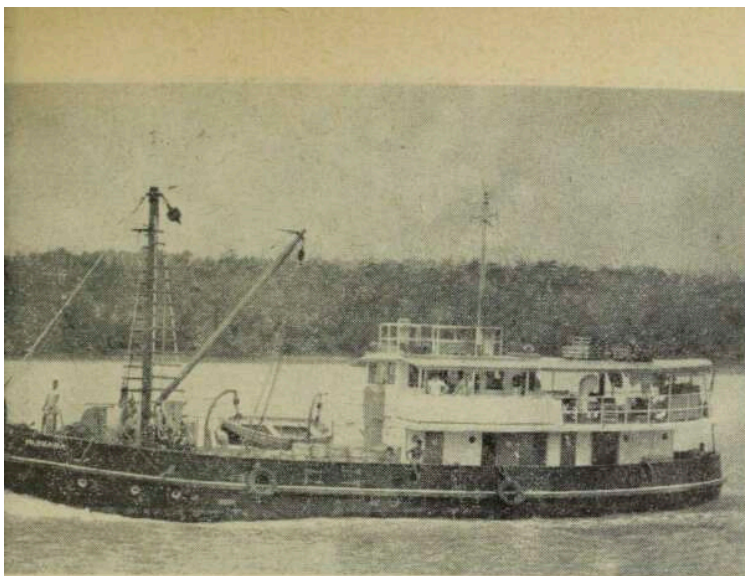
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Ill-fated "Muniara", subject of a recent Marine Board inquiry in Port Moresby—see previous page.

are calling tenders for a 68-ft patrol craft for government use in those islands. The vessel, designed by twin 5L3 Gardners, is a speed of about 10 knots, a copper sheathed vessel has been assigned by Mr. Arthur N. Amina, of Sydney, who has designed other Island craft in those recently built for the Mission, and the Commonwealth Government's four-year-old *Rocinante*, built by Wynne of Newcastle, NSW. The present craft will have a 18½ ft and a draught of 11 ft will have two, two-berth and four-berth cabins for passengers, and a cargo hold of four tons. She will be a vessel owned by the British Government since the 120-ft yacht *Euphrosyne* was discontinued in 1928.

HOSE RUBBER RAFTS: The rubber dinghy and life raft have been the means of very gradually reducing loss of life in the world's fishing fleets, and almost all modern vessels are fitted with such rafts, though still some distance from being approved by maritime authorities as replacements for rigid

of the difficulties is the fact that most of them cannot be used with the passengers and it is not easy for old or in some circumstances young people, to board them in water. Another difficulty is that they must be examined by the insurers and repacked every six months. No accredited insurers' representative capably performing this function is anywhere in the South Islands area at present. The cost is also expensive. People were wondering why government patrol launch

Ra Marama had to be specially fitted with wooden lifeboats when she recently made a voyage to Tonga, though she is fully equipped with rubber rafts. The above are the reasons why British, and Fiji, maritime law still does not permit such rafts as sole equipment on foreign-going voyages.

• **ALL UNDER CONTROL:** The lamb-liner *Delfino*, on her second voyage from Sydney to San Diego, USA, with 25,277 lambs aboard—less an insignificant few which had died of blood-poisoning after sailing—passed through Suva on October 22.

Captain A. Lucas told a PIM representative—who was kept off at a distance by a strict quarantine—that the experience gained on the first voyage was now paying off. The losses that had occurred were through shearing wounds—the lambs had been shorn on New England, NSW, sheep stations immediately prior to being sent to the ship by road trucks. There are always some deaths from this cause following shearing.

Delfino took aboard 554 tons of fresh water from four hose-lines at Suva during an 8-hour period.

• **IT CAN HAPPEN TO YOU:** Some time ago it was mentioned in this column that many areas in the Islands are still classed as potentially dangerous due to mines. What was reported by local villagers to be such a mine was washed up on Na Viti Island in the Yasawa Group of Fiji in early October. Up to late October, arrangements were still in progress to send a qualified person out from Lautoka to confirm that the object was in fact a mine.

• **GETTING DOWN TO BUSINESS:** The Cook Islands at last have a proper machine for deepening those dangerous shallow reef

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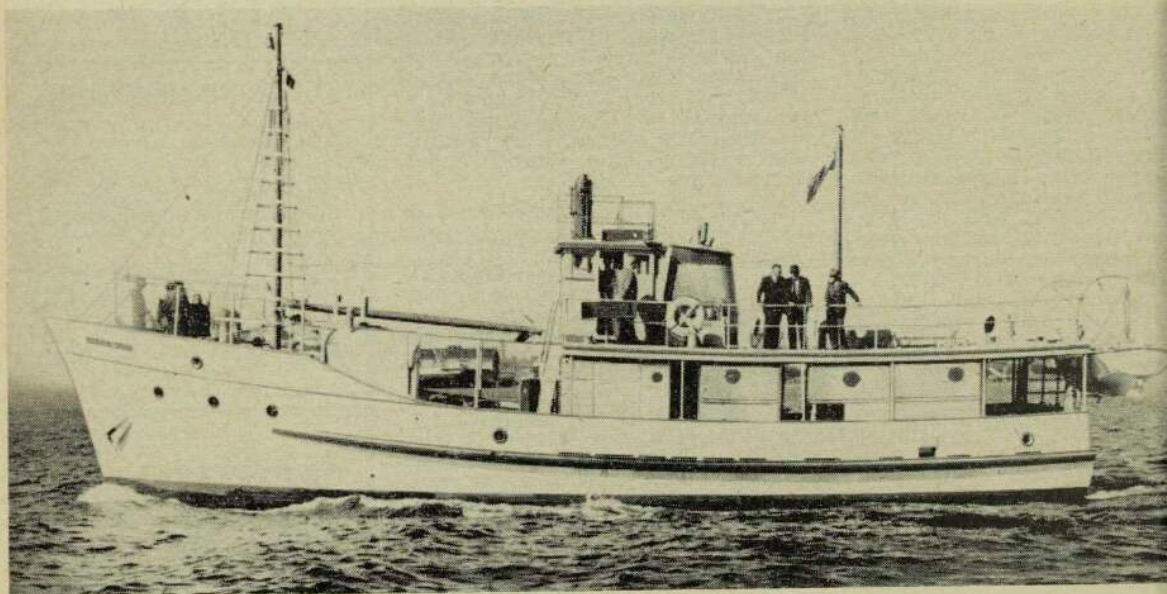
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FOR TONGA

The new 35 ft. pilot boat "Unga" which has been built by A. and G. Price, Ltd., of Auckland. She is now on the job in Tonga.

es. It is a Hydromaster drill-
capable of drilling 12-inch
er holes in coral at "a fair

machine, now in use at Atiu
cost £6,000. The holes it
will be filled with explosives
series of charges will be
electrically in a single blast.

FRENCH VISITORS: The
a-based French patrol vessel
was again in Suva for dry-
in October, under command
tenant Y. H. Cerbelaud and
total complement of 31.
ant Cerbelaud said on
that slow progress is still
made on the new Noumea
slipway, hence it is still
ry for his vessel to come to

QUIRY COMING: A Marine
preliminary inquiry into the
of the small Fiji vessel
you as the result of a colli-
with the government vessel
7 on the night of September
ided in Suva on October 23
formal inquiry was "both
e and expedient" Mean-
the certificates of both
have been returned.

GUARDING THE SEA-
: A big maritime reconnai-
and communications exercise
ace throughout the ANZAM
area of the Pacific between
12 and October 24. Not
publicity was given the exer-
it involved the location by
reconnaissance and the plot-
the exact positions of all
merchant ships, and the
of the positions of all non-
merchant ship positions
the radio reports received
them and from other infor-

exercise—in effect a war
—was controlled from Can-
The British section of it
led *Operation Sea Lanes* and
merican section was called
Operation Rex. Military aircraft
ed in the Islands were en-

gaged. It was a practice run in the
diversion and protection of mer-
chant shipping.

• **OPERATION SAYONARA:**
While the above exercise was in
progress another exercise, reminis-
cent of the secret wartime German
raider operations, was in progress
west and south of Fiji—except that
there was no secrecy about these
October manoeuvres, which repre-
sented the closing moves in the
Japanese mother-ship tuna fishing
operations in the South Pacific for
1959. Other fishing boats might be
sighted after mid-November, but
they will be longliners sailing in-
dependently from Japan and not
as units of a mother-ship fleet.

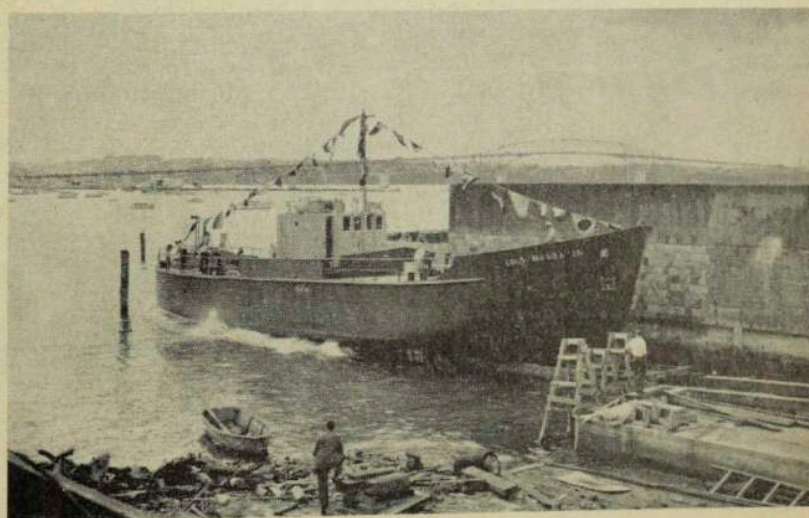
The mother-ships *Tenyo Maru*
No. 3 and *Nojima Maru* had com-
menced 1959 operations in waters
adjacent to the Gilberts at the end
of May. As the season progressed
the fleets moved slowly south to
about 30 degrees latitude—with the
longliners operating to 40 degrees

south. *Tenyo Maru No. 3* was re-
called to Japan early September,
and the other, early October, and
they were replaced by *Koyo Maru*
and *Jinyo Maru*. The *Jinyo Maru*
fleet remained at about 20 degrees
latitude seeking—with disappoint-
ing results—the most valuable alba-
core which is the mainstay of the
Japanese export trade to the United
States, while *Koyo Maru* tried her
luck, with success, further south
in harvesting of the less valuable
Australian blue-fin tuna east and
west of New Zealand.

By mid-October the mother-ships
were getting low in bunkers, which
they feed out to their fleet vessels
as they come alongside to discharge
their fish and to load ice—which
is brought from Japan and not
manufactured aboard. To meet this
situation the small Nitto Line mo-
lasses tanker *Juyo Maru* was jointly
engaged to deliver a thousand tons
of oil to each mother-ship on the
high seas. While awaiting her first
rendezvous with *Koyo Maru* this
vessel lay in Suva harbour for
several days carrying out routine
engine maintenance. Captain Kazuo
Yagi, 38, in command, served his
time in the petrol tanker trade be-
tween Indonesia and Japan during
the war years, and was one of the
few to survive.

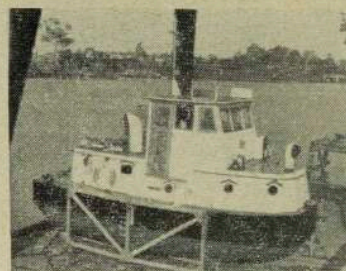
As a postscript to the 1959 season
it is interesting to note that Japan's
first atomic powered vessel, soon
to be laid down, may be a 3,000 to
4,000-ton fishing mother-ship, with
an American-type reactor supply-
ing heat for an 8,000 shp steam-
turbine motor, and with a 120 hp

ANOTHER FOR TONGA: "Lolo Maana'ia", Tonga's new oil barge, with Auckland's nearly-new
harbour bridge in the background. Built by A. and G. Price, Ltd., Auckland shipbuilders, the
tanker is 112 ft. long and is designed to be towed behind "Hifofua".

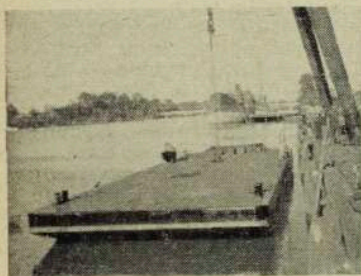


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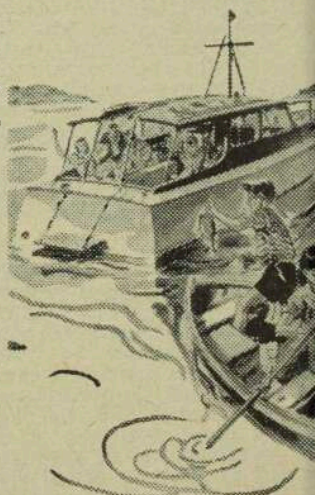
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for emergency use. The re- and its heavy shielding will 1,100 tons. The atomic vessel, disregarding the cost factor, would seem to be particularly applicable to this

FISHING—AND TALKING: Japan catches fish, and moves towards a tuna fish- industry, the outlook for any Fiji-based industry does not bright. The overseas half capital is available, but the substantial half required for the venture does not appear forthcoming.

It is interesting to note, during the month, that a spokesman for the island's chief tuna cannery said it was useless trying to compete in world markets for canned tuna. Japan and the US had the market sewn-up.

J. Vincombe of Australia, returned there as super- cargo mate in the tug *Shell-40* in October, said that he would be in Fiji waters in a few months in a fishing vessel. He would not be fishing, however.

An incident of a fishing vessel might have been ideal for the purpose, passed through Suva in October.

Isabel-May, this ruggedly built 47-ft by 14-ft by 6-ft vessel was bearing Welshman R. and his 20-year-old son Ann to Sydney to settle. The vessel, fully equipped with electronic fish-shoal locator, net coiling winch, and trawl- ing equipment, was for sale. Some repairs were made to possible defects in Fiji while the County Council craft lay in Suva.

Aboard was a young Australian. A Mauritius navigator, who had been at Papeete, flew back to rejoin his yacht *Eve*, and expected that a member of the ZAF, on short leave, would be a navigator to Brisbane—if a hard cash was not forthcoming in Fiji.

ULA BLUES: Moving at a somewhat erratic course, the *Shell-40* was finally de- parted for Brisbane in October. She had earlier been towed back to Suva with fuel-line blockages.

After leaving on her second voyage, trouble developed in the steering gear and this was rectified across towards Noumea where repairs were made. En route she cruised for several miles off the Japanese buoyed tuna-line. In Henry Simpson and his crew back to Suva from Bris-

BUSINESS IS BRISK: Pago Pago new \$80,000 marine slipway, came into use on June 10, and handled about 30 vessels to date, mostly Japanese tuna vessels based there. Mr. James

W. Sword, a former resident of Fiji, and former chief engineer in the vessel *Manua Tele*, heads a slipway work force of 18 men. The cradle can take vessels up to 140 ft and 14 ft draught. Charges for small vessels are understood to be \$40 plus \$2 per foot of overall length, plus \$20 per day.

• **NOW THEY HAVE A BADGE:** When the Tonga Copra Board's *Aoni* made her monthly visit to Suva at the end of September the officers were sporting an attractive new uniform cap-badge in place of the standard British merchant marine cap badge. Produced by a leading overseas badge maker, the new badge consists of a green palm

on a blue shield, the whole en- circled by palm fronds.

• **GOING! GOING! GONE!:** Tonga Copra Board's 11-year-old 126-ton wooden auxiliary ketch, laid up and for sale at Nukualofa since the new *Aoni* entered service, was sold in October to an Auckland syndicate understood to be headed by Mr. Athol Rusden, one-time owner of the schooner *New Golden Hind* (later lost in French Poly- nesia as *Artemise*, March, 1953) and the Fairmile passenger launch *Philante II* (later lost in the Loyalties), and more recently asso- ciated with the motor-cruiser *Manawanui*.

To late October PIM had no in-

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SCOW TYPE CARGO VESSEL, 56 ft. x 15 ft., 6 cyl. diesel, one hold, large hatch, winch and derrick, copper sheathed. £8,500.

EX-ARMY TYPE WORKBOAT, 40 ft. x 12 ft. 6 in., 6 cyl. Gardner marine diesel. £3,750.

WORKBOAT, 39 ft. x 12 ft. x 6 ft., built 1955, Kelvin diesel. £3,850.

WORK LAUNCH, 22 ft. x 8 ft. raised deck, large cockpit, twin cylinder diesel. £850.

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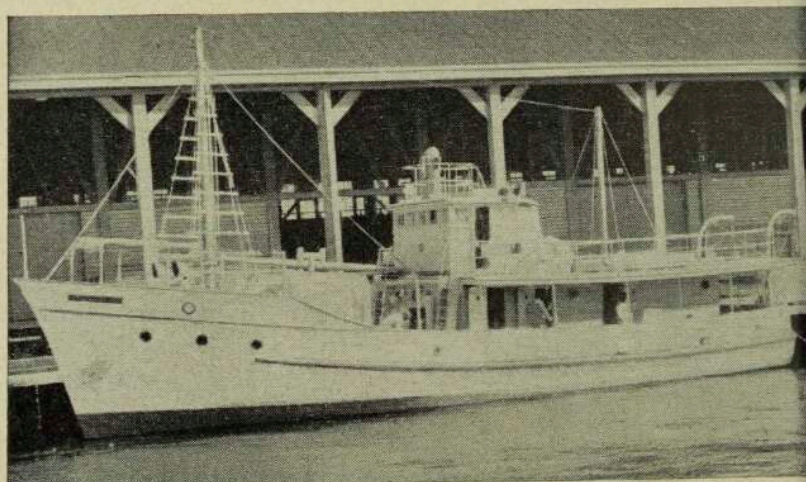
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T. Bradshaw (right) and Gene Bledsoe, Los Angeles who went south to Tahiti to take over the yacht "Baboon".

tion on the new owners' for *Aoniū*, but it is assumed to be used for pleasure.

FURTHER SAFETY MEASURES: The New Zealand Territories are steadily towards a stricter control operation and safety standard of small trading craft. The Joint Committee of Parliament in Wellington recommended at the end of September that government be taken on a petition seeking legislation to control the manning and seaworthiness of such vessels, more particularly in the Cook

problem is partly tied up with the absence of servicing facilities for ships in those islands—lacking a slipway—and with the shortage of qualified deck and engineering surveyors. The latter could be overcome to a great extent by making use of the services of such qualified officers as the government's own fruit ship calls at monthly intervals, as is suggested by the petition that the slipway problem be solved by a co-operative effort to establish this facility at Papeete and thus save the local shipping from having to journey all the way to Papeete, Pago Pago, or Auckland for dry-docking, a costly and time-consuming operation. The government will now fully investigate the problem.

NAME SELECTED: The new fruit vessel, due to be ordered from a UK shipyard for the Cook Islands and Territories Department in August as a replacement for the 2-year-old 1,215-ton *Maui*, will be named *Moana Roa* ("Long Sea"). Cabinet announced that this Polynesian name has been applied to the Pacific Islander in mid-September. *Moana Roa* will have twice the capacity of her predecessor, a third more speed, and she will carry 40 one-class passengers, two-berth and three four-

berth cabins. Dimensions are 296 ft 9 in. x 46 ft x 16 ft 9 in. dr.

• **FINISHED HER TIME:** Stripped of all fittings W. R. Carpenter & Co.'s 140-ton wooden Fiji vessel *Komaiwai* was offered for sale in Suva, in October. Tenders closed October 14 but the hull had not changed hands to late in the month.

Komaiwai was built by A. W. Settree of Huskisson, Jervis Bay, NSW, in 1947, who also built the same owners' pre-war vessels *Duranbah* (No. 2), *Desikoko*, and *John Bolton* in the New Guinea and Gilberts trade, and possibly

other vessels for the Islands trade, too.

• **THAT RABAU SHIP-WHARF:** Probably many seamen and other visitors to Rabaul wonder about that wharf formed by the hull of a Japanese ship. Sunk at her berth by air attack during the war, the 8,525-ton *Komaki Maru*, then about ten years old, was owned by one of Japan's larger shipping companies, Kokusai Kisen KK—a company which seems to have gone out of existence or perhaps has been amalgamated or re-formed under another name since the war. The company then owned 21 vessels.

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News of Cruising Yachts



"Shell-40's" officers and crew. Captain Simpson is standing second from right.

NEW SHIP FOR P-NG-EY SERVICE: A new vessel New Guinea trade will have her first appearance there by the time this appears. She is *Beth Boye*, and will replace recently sold to Australian ts.

Beth Boye is a Norwegian red vessel of larger capacity *Slevik*. She was built three ago and has come to her new via Singapore and will e under the flag of the Kar- (NG) Line. F. H. Stephens Ltd., will be Sydney agents. vessel has three sets of cargo one capable of a heavy lift, as a speed of 11½ knots. Calls made at Port Moresby, Lae abaul and it is expected that yages ex-Sydney will be at imately one monthly inter- she will carry general cargo.

PERSONAL: Mr. Bjarne Hal- well-known Sydney ship- will make a quick business o Port Moresby between ber 10 and 14.

NOTHER LOSS: A Japanese er of the *Jinyo Maru* fleet ashore on Ono-i-lau island southern Lau Group of Fiji as abandoned on the night of r 23. The vessel, of about s, was *Kamome Maru* No. 26. es were lost.

ission was obtained from for the captain and radio or to speak directly with the ship from the government elephone station on the to explain the situation. nothership despatched two vessels to attempt salvage. were unsuccessful, and on r 26 the mothership took off ew and departed.

• **GOODS UNDER DRAWBACK:** When a visiting yachtsman protested, on clearing Suva in October, that he had not been allowed to take aboard ship-stores free of duty, the Customs Department drew attention to a law which applies in the United Kingdom, in Fiji, and presumably in most British colonial territories. This forbids the delivery of such stores to any vessel of less than 20 registered tons under any circumstances—or to any larger vessel which has not the means of properly securing such stores. Probably the original reasoning behind the stipulation of 20 tons was that it was not considered that any smaller vessels would be genuinely making foreign voyages—in which case the law may be considered outmoded. Until it is revised, Customs authorities have no option but to enforce it. Yachtsmen are therefore advised to take note.

• **ADIOS** with Tom and Janet Steel of Newport, Cal., and **STAGHOUND** with Paul Hurst, Mlle. Terii Marama, and Plazi Miller aboard, cleared Suva for Noumea within half-an-hour of one another on October 7 and planned to sail in company. Sam Reynolds left **STAGHOUND** in Suva. The dimensions of this handsome ketch are 40-ft. x 32-ft. x 10½-ft. x 6-ft. and she has a Mercedes-Benz diesel auxilliary.

• **BABOON**, at Tahiti, was to be taken in hand by Robert Bradshaw and Gene Bledsoe who flew down from Los Angeles.

• **REPOSADO**, offered for sale in Suva at £22,000 but unsold, headed for Auckland on October 10. (Crewman Gerald Burns transferred to **MOONFLEET** to assist Joe Pachernegg to sail his purchase to Madang, NG. They cleared Suva October 10.) Don Bahl and Miss Tryna Saindon went ashore from **REPOSADO** but French chef Marchand Roger remained aboard, and new members joining were B. H. McLeod, D. Canty, and W. Langley ex the Sydney motor yacht **STARDUST**, also Aseri Uio, Harry Chand, Ram Karan, and Amika Prasad of Fiji. John Ewing of New Zealand, ex **CRUSADER** who had joined at Tahiti, also remained aboard with Auckland owner Brian Neill, Mrs. Neill, Eyvonne and Denis.

• **MANAWANUI** which Mr. Neill of **REPOSADO** formerly owned, has been purchased in Papeete by Stanley Toogood of Nassau, Bahamas, and left Papeete August 15 for Panama and Nassau where she is employed as a tourist cruise craft.

• **SEA CHANTTY** with Roy Kempel, Lyle Monk, and Allen Cherrington, was expected to leave Suva for New Zealand late October.

• **KIWI** of Auckland, 28-ft. x 26-ft. x 5-ft. ketch, which left her home port June 18 and has since visited Tonga, Samoa and Fiji, sailed from Suva on October 15 for Lord Howe Is. and Sydney, where all hands will turn to and earn some more money before venturing further west. With owner Tom Bolt are Australians John Vukovich and Denny Webb.

• **FAITH**, 37-ft. ketch with Larry and Bebe Baldwin of Los Angeles, was at Wreck Bay, Galapagos, early September and about to sail for Papeete via Islands.

• **FLYING WALRUS** and the Wells family, of Westview, BC, still at Whangarei, NZ, these many months, now plan to move on westward about next April.

• **TE MATANGI** should be at Auckland from Tonga when this appears.

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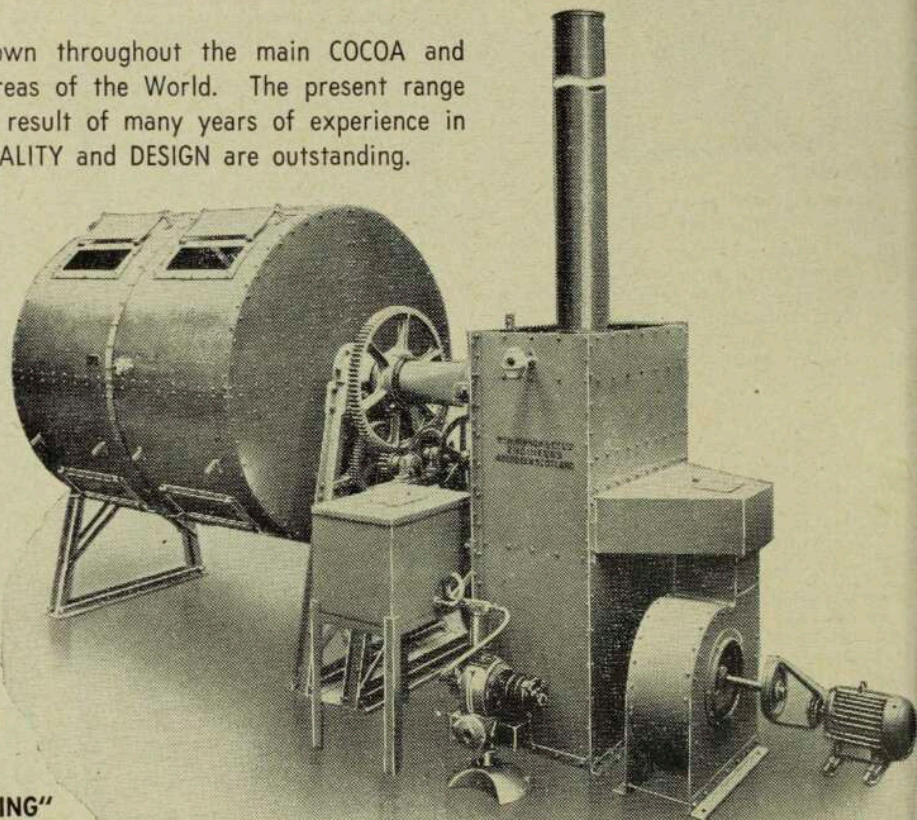
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tor yacht "Reposado's" crew (few friends), about to leave Auckland in October. Mr. Neill (capt.), Mrs. Neill, and Eyvonne are centre, front.

URON, 40-ft. ketch of Santa Barbara, Ed and Ruth Vessey, was in the S in September and believed to be via Marquesas.

W SILVER GULL and the H. Scotts were still in Suva early. Harry, back aboard following spell in hospital, is steadily improving health. A volunteer yachtsman was being sought for the voyage back to Sydney.

ONAIRES, which the Fisk family bought from England to New Zealand via ports in 1950 and later sold, was the subject of some inquiries in October. Owner Jack Roberts was reported bound Suva. There was a later report that the yacht had returned to Auckland.

P. Fisk, former owner, has never returned since his car was found on a road abandoned in December.

IA, the Spanish-owned junk which came from Hongkong earlier in the year, at Barcelona late August. The vessel had been mainly under power—trans-Pacific.

ENCE of Miami, Fla., 28-ft. sloop Lopez family, is at present in Polynesian waters and will head for California.

STELLATION of California, at present in October, is unlikely to come west.

AYNE of Vancouver with "Nippled" and three companions aboard, left October 5 for Rarotonga and

MINI has been sold by the owner in Honolulu. They will soon

launch a new boat, POSEIDON, in California. They were stationed at Palmyra Is. during the IGY.

● ZIA, 75-ft. ketch of Portland, Ore., was in Papeete early October, and will not come further west; no other details.

● BLUE SEA, 46-ft. ketch of Sausalito, Cal., was to leave Papeete early October for Pitcairn and Lima, Peru.

● WANDERER with film star Stirling Hayden and family, was expected to leave Papeete early October for San Francisco direct.

● ZENATA, 33-ft. ketch of Morocco, with Anore Chartier, Daniel Persem, and Richard Cosmos, cleared Balboa for Polynesia on September 5. Cosmos formerly owned CELESTE, which changed hands at Papeete.

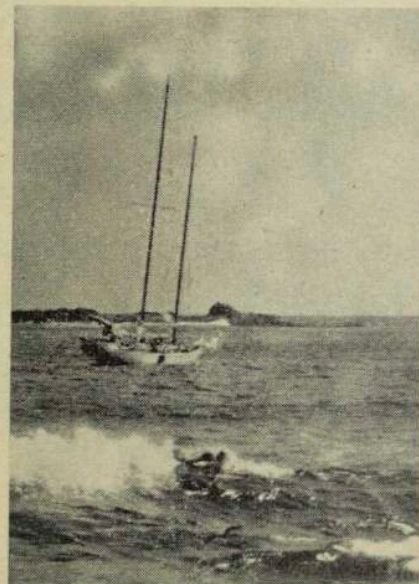
● KUDO, 30-ft. yawl of Durban, cleared Balboa August 26 with Charles Kennedy and Lulce Vanwyk aboard bound for Honolulu and Vancouver.

● DRIFTER of Wellington, homeward bound from Rarotonga with J. P. Moore aboard, was reported overdue in mid-October and an air search was made from New Zealand. This was later suspended pending more definite information regarding intended movements of the craft.

● RAIATEA, 41-ft. x 12-ft. x 5-ft. 8-in. ketch, was launched at Whangarei by Alan Orams late September. He was reported preparing for an Island cruise "in the near future".

● Cocos Island (Indian Ocean) is becoming a popular way port for cruising yachtsmen (or should we say cruising families?). Both WHITE SEAL (the Trobridges) and OUTWARD BOUND (the Caldwelles) reported in from there on October 6 and 5 respectively; and CHIMERE (with the Bluche family of Sete, France) is headed that way. The Swedish yacht RONDOE was expected also in October.

Writes John Caldwell: "We arrived from



The South Australian yacht "Pavana" at Norfolk Island in mid-September when returning home after taking part in the San Francisco-Honolulu yacht race some months ago.

Photo: G. Bowden.



The "Staghound team" — owner Paul Hurst, Miss Teri Marama, of Tahiti, and Plazi Miller—about to leave Suva for Noumea in October.

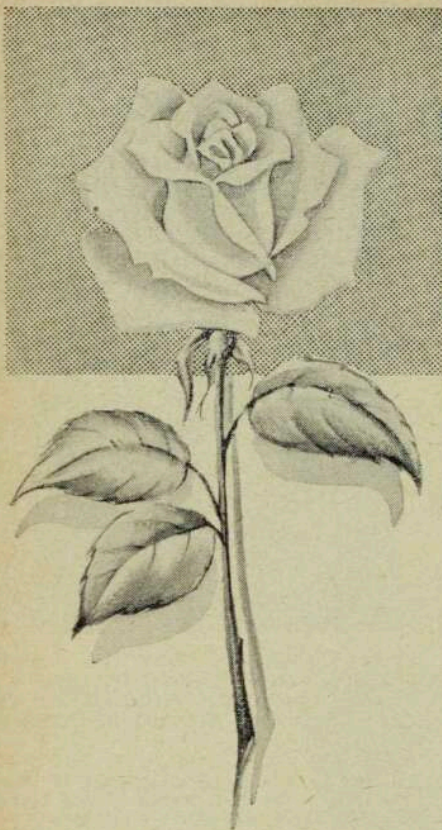
Christmas Island on September 30 and found here the 36-ft. South African ketch WHITE SEAL with Gerry and Marie Trobridge aboard with their 11-months-old daughter Tracey born in Brisbane. With them is American crewman Dave Benedict, ex DORRIGO ex MERIDIAN.

"We leave here tomorrow for Dirgo Garcia in the Chagos Group, then on to the Seychelles and Aden where we prepare for our December voyage in the Red Sea. WHITE SEAL departs same date for Mauritius and Durban, completing her world voyage." (For what Gerry Trobridge has to say, see under picture of WHITE SEAL, page 101.)

● CHIMERE, the French yawl (reports our Port Moresby yachting correspondent), with Jean, Suzanne and Jean, Jr., Bluche aboard has just completed her roundabout crossing of the Pacific and is now homeward bound. Her route from Tahiti to Japan via way ports, thence to Port Moresby via Wake Is. and the Solomons was a most unusual one. They reported no heavy weather on this stage of their cruise having departed Japanese waters before the typhoon season commenced.

Arriving Port Moresby on October 6 they left two days later for a short visit to Yule Is. where the missionaries are mostly French. From Yule they intend traversing Torres Strait thence to Colombo via Christmas and Cocos Is. and finally through the Red Sea, Suez Canal and Mediterranean to their home port of Sete.

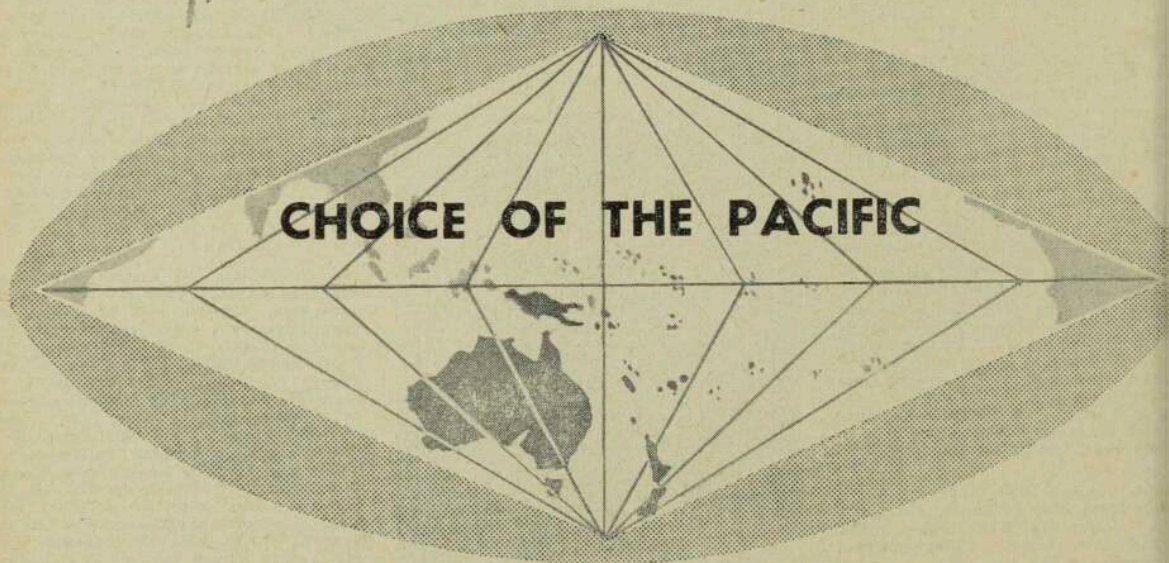
● STARDUST, the 116-ft. converted sub-chaser pleasure craft which left Sydney in July with a crew of amateur sailors (who were paying for their experience) and a vast quantity of publicity, got a little further than the cynics expected, but not much. The planned destination was the West Indies; the vessel is now in Suva, Fiji, the cruise abandoned. A note from Fiji from a Mrs. M. Russell who sailed on her says: "STARDUST arrived in Lautoka on September 30 when the remaining



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chernegg, a New Australian, Austria, who purchased the "Moonfleet" in Suva in and headed back with her Madang, New Guinea, where he now lives.

bers of the crew were told the could terminate and told to leave it. Two girls were told to leave Vila five minutes before the yacht left Fiji. She is now in Suva Harboring to be sold, if possible".

Suva we have been informed that currently on board are owner S. Smith, navigator L. Gulson (he OLA trans-Pacific in 1956) Dianne of NZ and Kate Smith.

ERIDIAN and Richard and Abbie where are you? We last reported Brisbane six months ago but ex-ate Carol Rice of 522 SW 11th t. Lauderdale, Florida, USA, has again and wants to contact you. knowing anything of MERIDIAN's its could perhaps contact Mrs. above address—she leaves for the shortly and would like to see the if their paths cross.

and Mrs. Thomas S. Steele, aboard yacht ADIOS arrived in Noumea 19, ex-Suva. The 10-ton yacht is and Mr. and Mrs. Steele had year in Tahiti before moving down and New Caledonia.

GHOUND (see photo, page 113) in Noumea, New Caledonia, in ber. Aboard were owner L. C. apt. Paul Hurst, and a Tahitiienne, rana. The yacht will remain in donia for three months while the lies home to the US. He will re-Noumea to take the yacht further. Miller requires.

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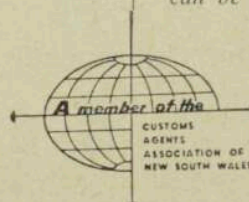
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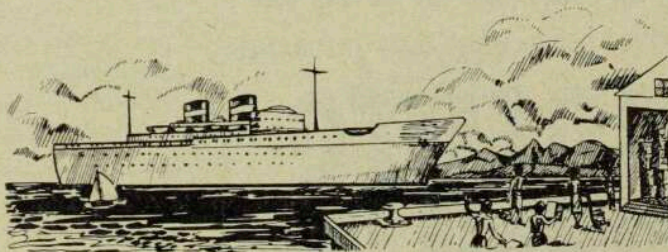


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Pacific Report

The month's round-up of news and pictures of people and places, from PIM correspondents in the South Pacific.

Big Wharf Job In Swing

Best impression of the 100 Lautoka wharf job now in swing in Fiji is the vast amount of preparatory and sub-work involved before the task of erecting the wharf could proceed.

Those who knew the Lautoka port area of April would hardly recognise it now. The area is centred on the town side of the CSR wharf, where many of what used to be harbour basins have been reclaimed, and many structures are in process of being erected. This will merely be the use and wharf-approach

towards the seaward end of this extension a very substantial wharf—quite a good one according to Islands standards—has already been completed—but is merely a temporary structure of the contractors' barges. Inside it the big 150-ft pile-mounted on one of the steel brought in from Hongkong, receiving its final touches by a team of Malayan riggers late in October, preparatory to starting the main job.

Further back on the reclaimed area a series of earth and concrete platforms have been built, and three big hollow pre-cast concrete piles were drying. They had just been brought from the road from the pile-area adjoining the CSR wharf tanks. As of September, the activity was centred in this area.

P. Gernow, of Denmark, is the "agent" for Christiani-Nielsen, the partners in the contract, and that there had been some delay due to late arrival of equipment and materials from overseas. However, local contractors. However, satisfactory cement-mixers had arrived at much quicker speed than would normally have been expected—there is usually a deal of experimentation and testing involved, as the physical strength of concrete varies greatly with

the local materials used—and it was now felt that the lost time would soon be made up.

Special steel moulds, in many sections, have been manufactured by a local firm in two sizes. The cement for them is all coming from Japan.

Piles will be crossing the road at the rate of 48 per week.

The pile-casting foreman is Mr. Kai Baekgaard, of Denmark, with Mr. S. R. Anderson, of Thames, N.Z., in charge of the concrete mixing.

The English consulting engineers, Messrs. Wilton & Bell, have four inspectors watching every phase of the work to see that it meets with specifications. With these men, and gaining valuable experience, are three Fiji PWD apprentices. Mr. C. P. Ready is in charge of this inspection group.

A neat row of administrative offices has appeared at the roadside adjoining the pile-making area and the whole project is being directed from here. The job is now employing about 300 persons, of whom all but about 20 are locals.

Another Hotel For Lautoka

Sir Hugh Ragg, managing director of Northern Hotels Ltd. of Fiji made a surprise announcement on October 26 that his company had made application for a licence to establish a second hotel in Lautoka.

To cost £80,000 to £100,000 and to be named Namoli Hotel, the two-storey 26-bedroom, 40-bed building will be erected at the corner of Drasa and Namoli Avenues and should be ready for use by the last quarter of 1960. It will be a modern tropical tourist-type hotel—"not just a pub"—and it will have plenty of car-parking space.

The court hearing for the application for a licence was to take place on November 24. As soon as this is granted the job will be put in hand.

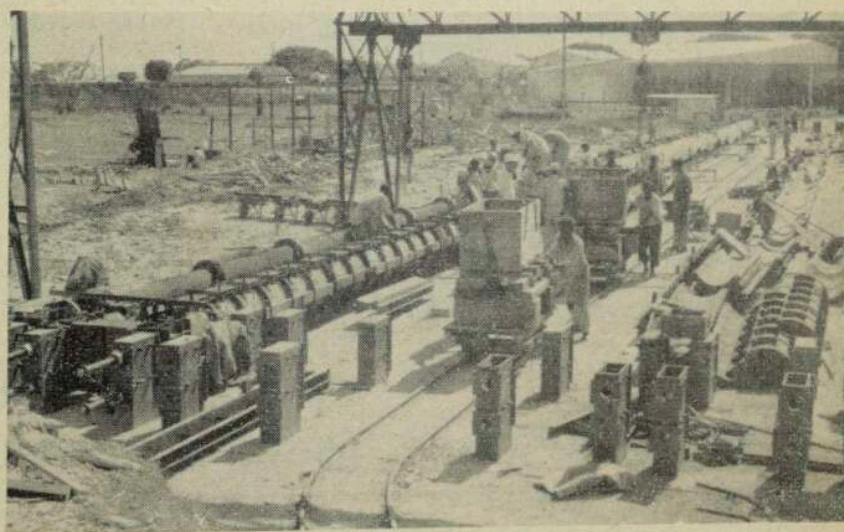
The wharf contract has brought a considerable air of bustle to Lautoka's port area and there is a general feeling in town that when "Our Wharf" is completed, Lautoka is going to steal a good deal of Suva's thunder.

The Ladies Learn How: Miss Stewart On The Job

"Tea or coffee? Sugar? Milk?" With the air of experienced hostesses, some dozen native women—all members of Lae's Native Women's Clubs—were making their debut at an open air tea party for European visitors.

The occasion was the opening of

The scene at Lautoka in October as construction work went ahead on that Fiji port's new £2-million wharf. Here, concrete piles are being manufactured.



"Tropic tests" prove extra durability of Taubmans glossy enamels!



"Weatherometer" test demonstrates the amazing durability of Butex Full-Gloss!

Sample panels of Butex Full-Gloss were put in the most severe "climate" an outside paint ever has to endure. In Taubmans Weatherometer, the temperature was turned up to 100°, the humidity to 95%. The panels were bombarded with ultra-violet rays for the equivalent of 5 years' ordinary wear! But when the panels were removed, not one showed any sign of flaking or cracking.

Use Butex on any outside surface. Butex is the only paint that gives years more beauty, years more protection against tropical erosion.

30 colours in a full-gloss enamelled finish. Start painting this weekend with Butex Full-Gloss. Easy to use! A gallon covers approx. 800 sq. ft.

Butex for outside



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Sample panels of Revelite and other glossy enamels were left exposed to blazing sun months on end — more sun than an inside room would ever meet in years of wear! While other paints faded, Revelite Full-Gloss and Semi-Gloss stayed colour-bright!

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Revelite for inside



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grass basketball court at Village, and one of the nights of a four day Welfare course organised by Miss Stewart, of the South Commission.

ors included Morobe's District Commissioner, Mr. H. L. R. Niall, District Office personnel, two Officers—Misses Lois Niall, at Ure from Port Moresby, interested native and European welfare workers from Lae, Finschhafen, Dregerhafen, and Kalapit.

the basketball opening visitors first "danced" into a large house. Here they were treated to dances and games by the clubs. Many of the club members wore smart uniforms they learned to make ones in the nine months since they came into being.

the entertainments, two women's teams played off first basketball match with and more especially with n. There were no longer accents that often ended in staccato when the game was introduced.

Stewart's course embraced on village hygiene, house gardening, child welfare, health and cleanliness, songs and rounds.

Stewart's method of teaching largely by use of a flannel and by play acting. The graph comprised a series of backed pictures which when to a flannel sheet remained in place and could be easily re-arranged and replaced again by more

the play acting, Miss Stewart showed how the women members of clubs should be divided into groups. To get home the idea of cleanliness for instance, a group would act "a dirty village and its consequences". The method not only gave the something to think about but for self expression and brought out hidden talents. Stewart has not long been in the SPC, but she and her work will soon be better known throughout the South Pacific.

Things They of Doing

g a census of the number of fish and turtles inhabiting Frigate Shoals, recording fish and squeaks of a variety of sea marine life, and recording TV and movie camera the habits of commercially used-sea fish were some of the tasks undertaken in a 10-day research cruise by the & Wildlife vessel *Charles* from Honolulu. The vessel, which was under the command of Captain William

Tanaka, made a wide circuit round the Hawaiian Is.

A close study of the feeding habits of tuna and similar fish and their reaction to various kinds of bait fish, to agitation of the sea surface in the fishing area with a high-pressure water hose (simulating the activity of a school of small fish on the surface), and to various sounds, was made possible through the use of a plastic observation "blister" fitted to the bottom of the research vessel 7-ft below the water line.

Modern electronic submarine detecting equipment depends upon the recognition of sounds peculiar

to not only undersea craft but to fishes and whales, and some of the work undertaken on this cruise was sponsored by the US Navy which had two representatives aboard. The US Navy is compiling a "library" of the sounds of the sea, and some recordings were made in this connection, in co-operation with the submarine *Carp*.

In addition to this special work, the routine work of an oceanographic survey vessel was also conducted—the sampling of the ocean at various depths for salinity, temperature, zooplankton, etc.

A number of the Department's shore staff were taken along to

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HAT BRIDGE!

In September the Public Works Department at Honiara, BSIP, outsmarted the rain-Gone-Again Lunga bridge. The old bridge, which connects Honiara Henderson airfield, was washed away in floods in January, and since a temporary Bailey type bridge had been washed away (see photograph of old pilings of the permanent bridge in the background). When rain caused a rapid rise in the river in September the PWD moved the bridge before it could be washed away a third time. Qantas aircraft are landing regularly at Kukum instead of Henderson.

rise themselves with the being undertaken. Some of the films will probably be for public interest.

Average Losing in Tokelaus

During the enormous scientific work made over the past 20 years in the field of soil improvement one can scarcely doubt that the Pacific's infertile atolls will one day be made to produce many new crops. At the present about the commercially interesting crop areas like New Zealand's Tokelau atolls can produce

now profitable that crop can be grown in these territories is seen in the annual report just published which shows that in any good year of output and there was a nett loss in value of £1,087.

Reason for this is seen in the fact that to get their copra to the world's markets the Tokelau people have no outside traders but all—have to charter a ship to take the produce in Apia. Three voyages of the 297-ton vessel *Kurimarau* during the year cost them £3,975 of which only £2,890 is recoverable in the form of freight and freight on goods. Other handling charges, sacks, lighterage at Apia, to £2,325.

Value of the 230 tons of copra from the Tokelaus, was £5,374, as already stated, was less the costs involved by £1,087.

On top of this problem, the report points out that up to 40 per cent. of the coconuts are devoured by rats on some of the islets of the three atolls. To meet this problem some 9,000 palms were fitted with aluminium bands at Atafu in 1957, and further banding is to be carried out at Fakaofu this year. Other works projects interrupted that programme during 1958.

To overcome the adverse expense-receipt ratio a drive is being made by the Administration and the New Zealand Government—who subsidised the Group to the extent of £24,858 last year—to improve both quantity and quality of copra.

As a result of three men being sent to Apia to study copra pro-

duction there has been a striking improvement in the matter of quality since 1955, but until the quantity can also be substantially increased the cost of getting it to market must continue to be out of proportion.

A copra stabilisation fund is being gradually built up from a levy on all copra exported and last March it stood at £5,085, of which £5,000 is invested in New Zealand securities.

These atolls are subject to considerable variations in rainfall, most of which is in heavy downpours from thunder-showers. Some years a lot of such showers score hits on these very small atolls as they drift past, and in other years

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FIJI HONEY FOR THE UK

38 drums of good Fijian honey were all bound for the United Kingdom market in November. They are the beginning of what some people in Fiji hope to be a regular export business from the Colony. In May, "PIM" reported that Mrs. Ivy Waddingham taken over an apiary at Vuda Point, near Lautoka from an Australian, Norman Davis, and begun improving the quality of the honey. Since then Mrs. Waddingham has established two more apiaries, one at Sabeto and Nadi and planned to build up the business to the point where she can make regular quantities available for export. These drums were shipped from Lautoka on the "Tremeadow". The Fijian in the picture is Volau, previously a student at the Nabua Central Fijian School and who is now an expert bee-keeper.

re many hits. The copra fluctuates a good deal in price to these events.

gh the outlook for mother-shell and trochus shell is particularly bright at present, the industry does offer a long-range alternative to the report says that Mr. Pel, Fisheries Officer for the Pacific Commission, re-favourably on the possibility of polishing shell beds in two or three lagoons, Fakaofu and

s not possible for Mr. Van to make an investigation of the matter, but there is no reason to think that it would not be equally

Unhappy Over r's Accounts

Australian Auditor-General, Mr. Cooper, having studied the accounts of the Papua-New Guinea Administration for the year 1958-9, made some very harsh criticism of the things he found. For example, he said the Administration had:

spent money on contracts for the export of timber.

allowed privately owned boats to be fitted at public expense at district headquarters in the Territory.

failed to account properly for items of furniture and equipment at hospitals and other public buildings.

left electrical equipment

for a technical training centre and never used it.

- Generally kept unsatisfactory control over tools and equipment and technical training centres.

- Failed to keep reliable records of the cost of bricks manufactured at administration works for Territory building projects.

He also expressed sharp dissatisfaction with the way in which the accounts of the Port Moresby electrical supply undertaking, the water supply undertaking and the town's Government-owned bus services had been kept.

Every so often, Government auditors rise up in wrath, in this way, and show that there is something seriously wrong with Governmental handling of public money; it is not the first time it has happened in P-NG. But one never hears of either a bumbling politician or an arrogant bureaucrat, as a result, being booted downstairs, as they often deserve to be.

What chance is there of any remedial action being taken in the Territory of Papua and New Guinea?

New P-NG Director of Agriculture Appointed

It was announced on October 23 that Mr. F. C. Henderson had been promoted to the post of Director of Agriculture in Papua and New Guinea, rendered vacant on October 3 by the death of Mr. Larry Dwyer.

Mr. Henderson has been a leading man in the Department for many years—latterly as chief of the Division of Plant Industry. He joined the service in New Guinea in the 'Thirties, and was an Agricultural Inspector and Instructor under the late Mr. George Murray, before World War II.

After the war, when the Department was reconstituted for the two Territories, Mr. Henderson became Economic Botanist and, later, took charge of the Division of Plant Industry under Mr. Dwyer. He has acted as Director on occasion.

Some Good Advice From The Governor

This year's Cession Day address by the Governor of Fiji, Sir Kenneth Maddocks, was something in the way of a "softening up" process to prepare the people for the report of the Burns Commission, which finished its work in October. Sir Kenneth's address was broadcast on October 12 to mark the anniversary, on October 10, 1874, when King Cakobau and the high chiefs of Fiji ceded the country to Queen Victoria.

But most were in agreement that Sir Kenneth's address was both frank and sane.

Sir Kenneth said, among other things: "If we are to comply with the spirit of the Deed of Cession we too must be ready to adapt ourselves to new ideas and changing conditions. There is a tendency in all countries for people to cling to the past and to be apprehensive of change. . . . During the coming year we shall be studying the recommendations of the Burns Commission and the Spate report and we shall have to do some vitally important stocktaking.

"If as a result of this, some changes are suggested in ways and habits to which you are accustomed, I would say to you—keep your minds open and do not assume

Fiji's Governor Sir Kenneth Maddocks . . . He had some good advice to give in his Cession Day address.



"Next to myself I like B.V.D. best."



Islands Life Is Catching!

The New Zealand Public Service may take a leaf from Fiji book and permit its members to deck themselves out in la shirts—Fiji's version of the Hawaiian hula shirt—during the next annual festival at Wellington, according to a release of the Public Service.

It may sound innocuous to Islanders and Aussies, but for public servants in Wellington to be so arrayed is on the sensational.

— Another to Tonga's Bow

It unawares, Tonga seems soon to become an important to the Pacific vanilla trade—almost entirely in the of French Polynesia.

Prince Tungi, Tonga's Prime Minister, said in September that Tonga now has some thriving vanilla plantations and that reports of the Tongan product, overseas, gave promise of a valuable alternative industry on the island.

Prince Tungi was en route to search for a vanilla-curing field in which a number of these have specialised there. Polynesia has a long history of high-grade vanilla.

Prince Tungi said that about 1953, an attempt was made to introduce vanilla from Tahiti to Vavau. This was not as a result of the interest in it was then recalled that a priest had introduced the vanilla to Tonga at about the turn of the century. For one reason or another, this plantation had been neglected and was long since for and overgrown with weeds. Investigation showed that those had propagated themselves head wild through the bush. These plants, new plantations were established and overseas indicate a vanilla content of as equal to the best in the world.

It could be, said Prince Tungi, that in a few years the rhinoceros beetle infested coconut plantations in Vavau make take second place to this promising industry.

The crop is now approaching maturity, at a time when vanilla prices are very high.

Pollination of the plants is done by hand—bees cannot do the job satisfactorily. The commercial success of the industry then depends on the correct curing of the beans and the early establishment of a high reputation for the Tongan product on the overseas market.

The Bush Hasn't Changed Much

With a twinkle in his eye Dr. E. W. Brandes said in Lae in October that New Guinea was no different

now to what it was when he last visited it in 1928.

Nobody believed him, of course—but he explained himself.

"The country is the same now from the air as it was 30 years ago—but your town—ah! now that's a different matter!"

When Dr. Brandes were here in 1928 he was with the US Department of Agriculture, and he was collecting sugar cane.

He flew about then in what was the latest type of amphibian aircraft, which frequently set down on unknown rivers. "Your boys were then flying some very antiquated little planes and looked with envy at the very modern air-

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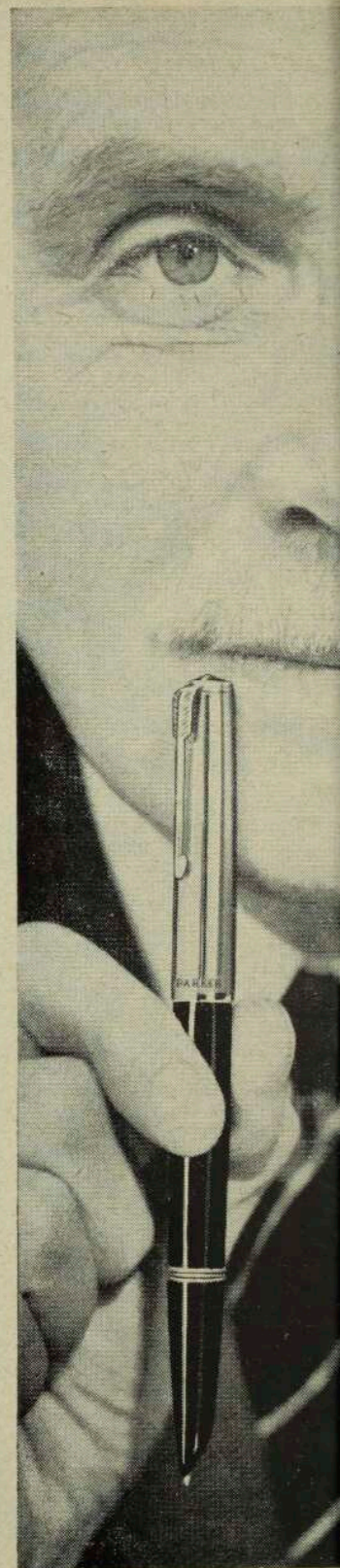
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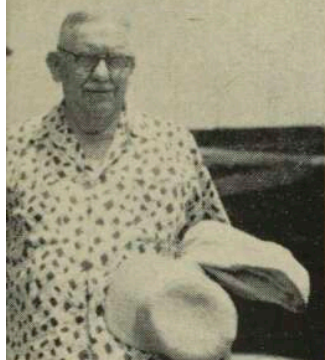
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P-NG Again After 30 Years



V. Brandes, in Lae, NG, in October.
Photo: Pat Robertson.

he brought with us", said the

this visit Dr. Brandes is
a collection of bananas.
of a serious banana disease
ical America he is looking
ive bananas for hybridising
o create disease resistant
s.

ll take two years to collect
in 11 Far East countries,
ext port of call for Dr.
s will be Netherlands New
and then Borneo.

he will make arrangements
eral field parties to operate
Guinea after him.

whole programme is a co-
ve one between Govern-
and private enterprise,
ed by the United Fruit
ay, of Boston.

Home Truths Australian Liberals

ely debate on political con-
and public feeling in Papua
ew Guinea took place in
at the Fourteenth Annual
tion of the New South Wales
of the Australian Liberal
in mid-October.

Lane Cove branch of the
submitted a motion to the
that Territories Minister
be congratulated on sub-
g direct for indirect taxation
ua and New Guinea, and
e Government should keep
in mind the need for
g the democratic rule that
who had to pay taxation
be represented in Parlia-

nately, there was a delegate
Mrs. Millard Hagon, of
e Hill—who had lived re-
in New Guinea, and who
something of the conditions

and the strength of public feeling
there. She moved an amendment
that the Convention urge that New
Guinea be given a direct repre-
sentation in the Federal Parliament
by a man whose domicile and
interests are in New Guinea; and
she told the Convention some home
truths about P-NG's attitude
towards the Australian Government.

There was a long discussion and
opposition to Mrs. Hagon's amend-
ment was led by Mr. C. C. M.
Usher, who is known as an
industrious writer of letters to
newspapers.

A very large majority of the 500
delegates present carried Mrs.
Millard Hagon's amendment, and
congratulated her on the forthright

way in which she had presented
the views of the now unrepresented
non-official people of New Guinea.

Niue Is Better Than We Said

In the new edition of the *Pacific
Islands Year Book*, there is a libel
upon the port of Niue, the small NZ
Territory east of Tonga.

The book, at page 61, says the
boat passage is shallow and even
dangerous. This may have been so
once—it is not now. The NZ De-
partment of Island Territories re-
ports:

The boat passage at Niue now is

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deep, and easy to work, except a heavy swell. Niue wharf is suitable—it has been extended and can accommodate trucks. The hand crane is of a 10 tons lift, and the stration also uses a "Hyster" loading. The cargo lighters to 27 feet long. There are zer supplies available in that

—Or Else! Councils ative Vagrants

ant natives, detribalised and sophisticated that they will pour labour contracts and so employable, are becoming a e around some New Guinea. Two local government coun- ative) in the Rabaul area assed laws to combat growing y and prostitution.

councils are trying to force -bodied men and unmarried to either seek employment k regularly in the villages' rdens. If they refuse, there e a fine of £5, or a month calaboose.

e Affairs officers are co- ng. They say that these young natives are respon- r much of the petty crime the towns.

Break Their Labour acts—And Go Free

failure of the Papua and Guinea Administration to natives to observe the la- contracts (see above) was r criticised by Mr. J. L. , of Rabaul, when he for- resigned from the Legisla- uncil (to which he had just ected) on September 30.

declared that the Minister led the Territorians in many , so that the Legco had be- neffective and useless; and hasised the difficulties being for private enterprise gen- by native indifference to- labour contracts.

ng in *South Pacific Post* on 17, Mr. Michael J. Leahy, New Guinea's oldest and own settlers, said:

ew Guinea native has no economic on to work. He only does so to ook around the country or to get om trouble in his village—unlike man, who does not eat if he does

law stands now, native labour is impossible to work. They are threatening and ridicule the the law.

ne is much too afraid of Mr. s pro-native phobia to attempt e to control them. They can de- ore an employer and an Adminis- official that they will work for a t their issue of blankets, clothing, n without striking a blow, they with the lot.

Try and imagine what they are going to develop into in a generation.

The punitive clauses were removed in 1947 from the Native Labour Ordinance by Socialist Minister Eddie Ward. In this, he since has had the endorsement of "Liberal" Ministers.

In fact, Mr. Hasluck goes further, describes Territorian traders as "locusts", and in Australia's Parliament on September 30 "warned Australians not to look on New Guinea people as a mass of cheap labour for exploitation".

He was heartily cheered by the Socialist Opposition.

Under the Hasluck dictatorship, private enterprise in New Guinea —without which there can be no

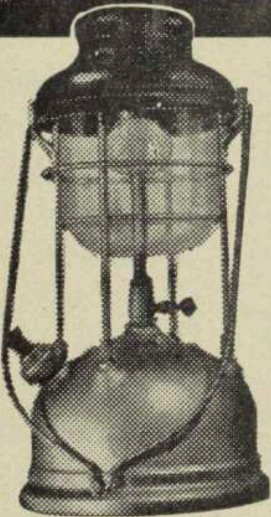
sound progress, either economic or social — is being systematically discouraged.

Ambitious Housing Scheme for Lautoka

It's expected work will commence on a large housing scheme adjoining Dravuni Street, Lautoka, by the end of the year, as the result of a recent meeting between the Fiji Housing Authority and the Lautoka Town Council.

The scheme involves an attractive layout of more than 100 houses of several designs and of a type within the means of the £6-£12-per-week wage earner, similar to the scheme at Raiwaqa, near Suva. (Over)

KEROSENE **TILLEY** PRESSURE
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IN LONDON

Recently Mr. and Mrs. R. C. Kerkham, who is a director and the secretary of Ship (S.S.) Co., Ltd., had a meeting with the staff of the London branch of Burns and this is one of the photographs taken.

Mrs. Kerkham (on the right of the left) left Fiji in March on a world tour and many countries before arriving back in the end of September. On the left are Mr. Hobbs, Mr. L. V. Galpin, Mr. J. E. Millar and Mr. F. G. Mack.



Lautoka building will be around three landscaped spaces with footpath access to houses. There will be provision for shopping and community centres and other amenities.

Tenants will be given a proprietary period of two years and if they are found satisfactory will be given the opportunity to lease the houses over a period of 20 years.

The first 28 tenants for houses under the Raiwaqa scheme will include 11 Fijian and 10 Indian.

Some of the Raiwaqa low-cost, two-storey houses are already completed and the first of the duplex two-storey buildings expected to be finished in early 1959. Each duplex will accommodate nine persons. Overseeing the project now is Mr. J. E. Millar, who resigned recently as the Officer of the Suva City Council to take up the post of Secretary of the Housing Department.

American Samoa Shelves Liquor Rationing

American Samoa is one of the few Islands Territories where there is no system of beer rationing, and it is apparently going to remain that way for some time yet.

As a result of certain Samoans being admitted to the Goat Island Club, which has in the past been reserved to overseas membership,

there have been negotiations between legislature and governor regarding the extension of the spirit rationing system to include spirits consumed in the Goat Island Club.

However, it is believed that on the governor's insistence that any rationing system must include also beer, which is at present available to all, the matter has been dropped. It appears likely, too, that Goat Island Club membership may be restricted as in past to avoid ill-feeling.

Their Spending Power Was In Doubt

Two New Guinea towns which played hosts to 300 tourists recently were left with mixed feelings—and mixed reasons—regarding the spending power of the visitors.

The tourists returned home to Australia about the middle of September in the 11,000-ton steamship "Kanimbla" after a cruise to New Guinea which included Madang and Rabaul thrown in for good measure.

"Kanimbla" called at Madang on the northbound leg, and spent the night at Rabaul on the cruise home.

The general opinion expressed in Madang and Rabaul was that the visitors did not appear to have spent much during their stay.

The reason for this, as advanced at Madang, was: "They're saving on their money to spend in Japan". And of course the reason advanced at Rabaul was that the visitors had no money because they had spent it all in Japan.

But none the less, there were brighter spots, including a fairly brisk sale for native-made baskets, carvings and other souvenirs.

Perhaps one of the most concrete disappointments was the lack of interest in conducted car tours of the Rabaul district. Five tours were planned. Four received moderate attendances, and the fifth—an all-day picnic—was cancelled because of lack of numbers. The taxis did well out of wharf-to-town trade, and in small omnibus tours.

One woman called for a taxi so that she could see "the magnificent hospital at Nonga which the generous Australians had built for the native people".

"Lady, you don't know how right you are," muttered a bystander.

Colonial Development Will Help Fiji Build Roads

It may safely be assumed that one of the recommendations of the Burns Commission will be for a major programme of road building in Fiji especially feeder roads to inland agricultural areas.

Apparently in anticipation of this—though its need has been clear enough—the Fiji Government has announced plans for the setting up of a feeder road construction unit, to begin work next year in the Western Division of Viti Levu. Some 75 per cent. of the initial fund of £33,000 required for road building equipment will be provided through the Colonial Development and Welfare Fund by the United Kingdom.

Such CD & W funds could not previously be used for feeder road building, though a grant of £280,000 was made to the Colony for major development roads. Approval has now been given for the use of some of this fund for feeder roads.

Because of lack of funds for feeder

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In the past it has been necessary to build many sub-standard rather than lesser lengths of feeder roads. The first move will be to bring the low-grade up to standard by proper drainage, etc.

Tonga, Stage a Invasion of Fiji

A stage band from Savaii Island, Samoa, in bright uniforms, arrived in Suva in October by parachute the city completely un- and a week later a Tongan band was from Lelepa and headed by one of Western leading musicians, Suva-amoan Sauni Iiga Kuresa, bound for Tonga on a visit of several weeks. The 46-piece band in the Islands' vessel *Tofua* remained in Suva for a week on the Tongan vessel *Aoniua*. Confusion was caused during the band's initial march from the pier to Albert Park. The uniforms were very similar to those of the Fiji Military Force band and people did not realise that it was another band. However, during amusing evolutions, the FMF Band, this one did not march in steps, and about faces, as it went on its way, and there was a bare-chested gentleman out there wearing a tapa lavalava. At the next appearance, however, the band had changed its red jackets and was also sporting caps just made in Suva. A demonstration game of Samoan-tennis was a major feature of the visit (see Sport Review). The Lelepeku Club choir from Samoa came up to Suva to record songs in the FBC studios. This choir that sang during the visit and has impressed with singing on other important occasions. At the end of October, the students were looking forward to the choir over the air.

Rarotonga Coming

Minister of Island Territories, Mr. J. Mathison, said in Suva during his recent visit that he had now been approved for a new hospital at Rarotonga to replace the present outmoded one. The building will be in two stages.

The Crop (And Higher

Estimate of the current Fiji crop made in June—250,000 tons raised by the CSR to an average of 282,000 tons in October. The company believed that this

amount would be reached if the crushing went ahead smoothly and the weather held good, but it would take until the end of January to complete the harvest. Only 123,000 tons can be exported in the 1959 calendar year, and some of that amount would be taken up by carry-over from the 1958 year.

The free-market price has risen slightly since the middle of the year and the price after the end of 1959 is estimated at about £Stg.24/1/6.

The nett f.o.b. price average for the 1959 quota export is estimated at £37/16/-, which will permit an actual sugar-cane price to farmers of about £F3/1/- per ton, except for the Rewa Valley cane which is of lower sugar content.

In a further CSR statement the company summarises the situation and outlook for Fiji sugar production and exports.

This shows that the International Sugar Agreement export quota for Fiji for 1959 is 179,000 tons of sugar and for 1960 will be 184,000 tons.

To these figures may be added local consumption and sugar sold to nearby Island territories which does not come within the quota limitation. This amounts to about 15,000 tons annually. Thus the total amount of disposable sugar in 1959 is 194,000 tons and in 1960 will be 199,000 tons.

It is also considered good business to maintain a reserve stock of 50,000 tons at the year's end in case of a free-market demand. (Over)

Hats off to...
T...F...E...



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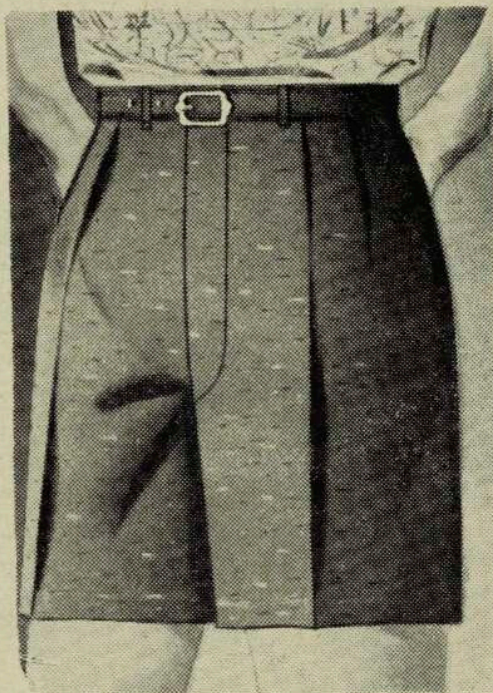
New Guinea: Burns Philp (New Guinea) Ltd., Port Moresby, Rabaul, Lae, Madang and Kavieng.

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For 1959 the sugar produce that carried over from 1958 amount to 306,000 tons. There thus be 62,000 tons in excess normal reserve of 50,000 tons hand at the end of this year. 35,000 tons of this will have stacked in the open up tarpaulins.

Because of this big surplus CSR mills will not purchase 200,000 tons of standing cane the farmers next year.

The Sugar Agreement specifies that Fiji may not more than 40,000 tons of sugar stock in May each year—the immediately prior to the commencement of the cutting season this year overlaps into calendar years).

The reduction in the quantity cane which farmers may grow year will be offset to some apparently by the estimated price.

Prison Sentence For Club Treasurer

Otto Louis Wendt, of Suva, employed as treasurer of the Club, Nukualofa, Tonga, was guilty in September of the wilful conversion of £802 in funds and was sentenced Chief Justice of Fiji, Mr. Lowe, to three years imprisonment.

Because the accused is Tongan, the case fell within jurisdiction of the Court High Commissioner for the Pacific, and Judge Lowe went to Nukualofa especially to hear the case. Wendt was represented by Moti Tikeram, and Mr. P. T. of Suva, conducted the case prosecution. It was expected an appeal would be lodged.

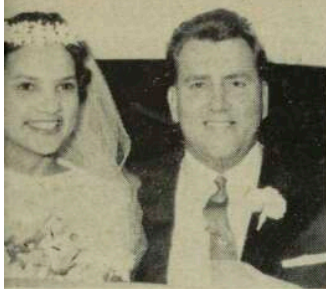
Training Course Urged For Migrating Islanders

Islanders should be required to undergo a course of training to adapt them to the impact of a completely different way of life being permitted to migrate to Zealand.

This was the substance of an address given by Mr. M. G. headmaster of Reparoa District School, NZ, and formerly a member to the LMS Mission at Niue when he spoke at a Rotorua Club gathering in October.

Mr. Check noted that hundreds of Islanders were arriving in Zealand each year and were prepared for the completely different society there. He said that he arrived in Auckland and found down six families in a house, the first person they meet on the street is some old friend "who has been on the booze for six years".

SYDNEY WEDDINGS



Sydney weddings of Islands' interest: marriage of Susan Loma Curtis to Mr. J. T. Curtis, of Suva, and the son of Mr. and Mrs. W. A. Melbourne, formerly of Lautoka. The bride is the daughter of Mrs. L. J. Perichon, of Port Moresby, and the late Mr. L. J. Perichon.

ing drink so easily many are
ay in this direction and in
ays.
heck said that only a small
ge of Islanders got into
but that percentage still
ed to a substantial number.
not want to belittle the
Administrations, but he felt
s particular situation could
oved by insisting upon some
course for the migrants be-
y were permitted to leave

Long Lasting ent" Milk

new milk sterilising and
ising factory, most modern
South Pacific, was officially
on October 28, though it had
been in operation for weeks.
initial opposition to the "dif-
flavour of homogenised milk
d to be rapidly diminishing
customers realised the

tremendous advantage of milk in sealed bottle which will keep in perfect condition for prolonged periods—certainly months—without the aid of a refrigerator.

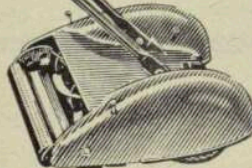
What many of the public may not greatly value, but what the Health Department appreciates, is the fact that for the first time in Fiji's history germ-free milk is being delivered to the public, even if devoid of their favourite flavour of sugar-cane, dalo-leaves, fern, or what offers (turnip flavour, favoured perhaps by some Southern addicts, is not available in Fiji).

The 14 herds currently supplying the factory are all TB tested, and the bails are maintained to standards required by the law. About 800 gallons per day will soon be delivered and in a year's time it is expected that this will be up to 1,000 gallons.

One of the problems has been financing and equipping each separate supplier with a big refrigerator. Until these are all fitted, the insulated milk tanker will not be put into operation. Thereafter milk will be brought in from as far distant as 30 miles at a temperature

Here it is — the revolutionary new Ransomes 'CONQUEST'

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- ★ Self-lubricating. No fuss — no bother!
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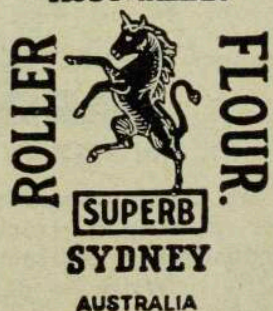
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FINEST
AUSTRALIAN**



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of about 45 degrees Farenheit. On arrival at the factory each is put through a methyl blue for bacteria and it must meet a standard of purity here.

The factory has cost about £100,000, a substantial part of which has been advanced by the Agricultural and Industrial Loans Board. The Government's hope is that the factory will help to lower import prices of powdered and condensed milk products which at present cost the Colony about £160,000 a year.

The company hopes that by supplying milk to Suva will save the small dairy farmers the trouble of delivering their milk to the factory, save themselves the trouble of delivering and collecting their money, and allow dozens of different consumers to devote their resources to producing more rather than having to bother with the delivery side of things.

If this happens, and many dairymen have already decided this direction, there will be no night milk delivery which was previously essential to get the milk to the consumer before it went bad in the tropical heat. It will be unnecessary to deliver on days and holidays, as the milk will always be fresh.

If the supply of milk increases permit exports, there is no doubt at all why, for example, the factory could not supply neighboring places like Tonga and the Gilberts by ordinary sea container just as beer is delivered at atmospheric temperature.

**Their Cargo-Cult
Wasn't Anti-European**

Reports of anti-European Cargo Cult on Goodenough Island are "completely untrue and also the Papua-New Guinea Director of Native Affairs, Mr. A. A. I. said on October 21.

Reports reached Administration officials in Port Moresby this week-end that two European women on Goodenough were being Administration protection from anti-European Cargo Cults on the island which is in the D'Entrecasteaux Group off the east coast of Papua.

Mr. Roberts said an Administration patrol, led by Assistant District Officer I. Doolan, had been immediately for the island.

"After investigation, four were arrested and charged with spreading false rumours," Roberts said. The women (Gribben and her daughter, Hall) had listened to a few people talking and had not checked into the rumours.

"There has been a cult of religious bias operating on Goodenough. But there is not, as has been, any anti-European



he said. "The cult has run
erse and remedial action is
ing taken," Mr. Roberts said.
nior native affairs official
oodenough Island had been
or recruiting since December,
because the number of able-
men in the villages had
to a dangerously low level.
e the war, the men of Good-
have always gone out to
a contract in large numbers,"
had believed the Goodenough
kept their own check on the
of men who could be away
but we found this was not

ne time of closure, food sup-
some Goodenough villages
itically low and women and
were close to starvation.
men had been used to a
come and now they have be-
satisfied with the traditional
life.
dom and frustration have
y fostered the Cargo Cult
k on the island."

than 12 months ago, in
f September, 1958, a New
correspondent reported on
d storage and labour situ-
d Goodenough, and added:
e could follow in the shape
go Cult or subversion. A
on the size of that of Good-
(which is in the thousands),
ed by both regulations and
ographical situation from
lsewhere to get sustenance,
ny of them used to much
conditions of housing and
suffering from malnutrition
own on their own resources,
to make use of the know-
d skills they have come by,
become dangerous."

An Old Soldier Walks The Old Trail

Back in September, 1914, when
Colonel William Holmes led his
Australian Naval and Military Ex-
peditionary Force into Bitu Paka,
near Rabaul, a young man named
Godfrey Jenkins was in the con-
tingent of 1,500 men.

And only a few weeks ago, 45
years older but still bristling with
energy, the same Godfrey Jenkins
stepped from MV *Malaita* at Rabaul
to re-visit the scene where the first
Australians engaged in jungle war-
fare.

He is retired now, and living in
Sydney.

"I felt like making a cruise some-
where," he said, "so I went to the
shipping company and asked them
to name some of the places their
ships went to. They mentioned
Rabaul, so I said, 'Right, I've been
there once, so I'll go again and see
what has changed.'"

Needless to say, he found every-
thing changed, but he could still
pick the spot where Colonel Holmes'
force had landed before moving in-
land from Kabakaul to take the
German wireless station at Bitu
Paka.

Mr. Jenkins visited the memorial
on the Bitu Paka Road which pays
tribute to the small band of men,
mainly Naval reservists, who lost
their lives in the action. He also
saw the Bitu Paka War Cemetery
which is only a few miles from the
1914 memorial.

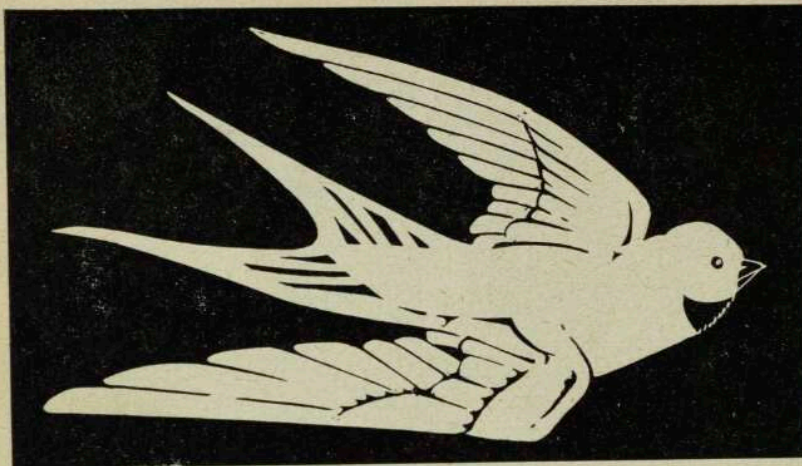
HISTORICAL FOOTNOTE: The
Expeditionary Force which seized
the wireless station, and seized and
occupied Rabaul from the Germans.
was sent from Australia at the sug-
gestion of the British Government

DR. GOTO'S VISIT

When Dr. Y. Baron Goto, the coffee expert, left
Goroka, NG, after his visit there in October,
the Highlands Farmers and Settlers' Association,
including native growers presented him (below)
with a silver tray and native curios. Above, he
is photographed with many of the European
and native members of the Association. Presi-
dent Ian Downs is on Dr. Goto's right.

Photographs: Eric Bolton.





A NEW TWIST! GOLDEN BIRD

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THE VERY
FINEST
IMPORTED
TOBACCO

Keeps longer! Smokes better in humid conditions — long storage life!

First Class Tobacco. Golden Bird special Twist is made from highest grade overseas tobacco leaf as used in expensive pipe tobacco. It is not *bitingly* strong but smokes sweet and mellow. Any pipe smoker would enjoy Golden Bird in his pipe.

Uniform Quality. Golden Bird is well made by modern, improved machines, each twist being of regular shape and even weight.

Highly Mould Resistant. "Golden Bird" was tested by the C.S.I.R.O. Here is the text of the report: "The failure to develop mould growth within four weeks at 90% relative humidity at 77° F. temperature indicates that the samples submitted have manifested a considerable resistance to attack by moulds." (Mould grows fastest at this temperature).

Special Packing. To guard against the effects of high humidity and to ensure complete smoking satisfaction, Golden Bird is supplied in moisture-proof, sealed polythene bags of 3 lbs. Packed in 30 lb. outers and in 90 lb. shippers.

GOLDEN BIRD fine imported twist tobacco, manufactured by

LEONARD NORMAN PTY. LTD.
15/19 AMELIA ST., WATERLOO, SYDNEY, N.S.W.

Cables and Telegrams: "LENORM" SYDNEY.
BUY AUSTRALIAN — BUY GOLDEN BIRD

8/6 lb. f.o.b. Sydney
Special prices for contract quantities.

soon after war broke out between England and Germany.

Colonel Holmes, as leader of force, became the first Administrator of New Guinea under Australian control. He remained Administrator for five months, and was killed in action at Flanders shortly before the end of the war.

Guadalcanal Will Be Among The Trackers

Honiara people had not, in October, been told officially that the tracking stations seem to be common knowledge among American newspaper readers — is, that Guadalcanal will be one of a chain of American tracking stations for manned satellites "Project Mercury".

There will be 15 sites in multi-million dollar tracking work, and the radar and telemetry installations are to be ready for use in 1960.

The job of equipping them has been given to a whole collection of big American firms including Western Electric, Bell Telephone International Business Machines, Bendix Aviation Corporation, Burns and Roe Incorporated.

Other Pacific tracking stations besides Guadalcanal, will be at Canton Island, Hawaii, and in points in Australia — Western Central Australia.

In Honiara in September, the announcement of the tracking stations was fed to local speculation. The American service aircraft scheduled to arrive at Henderson airfield. But on the appointed day it was announced that the flight had been cancelled, so no one learned anything.

Suva Can Enjoy Its Showers Now

Householders in most Fiji cities breathed a sigh of relief (and small fry grimaced feelingly) when the Government announced in October that water charges had been reduced from 3/9 for 100 gallons to 2/3 (up to 60,000 annual consumption).

This brings the daily show of the luxury class, particularly for lower wage-earners.

Between 60,000 and 100,000 annually, the charge will be 1/6 per 1,000 gal. and 4/6 thereafter. Overall effect will be a small additional loss to the Public Department which controls the supply.

Water rates have been one of the liveliest local issues in the Colony for ages. An independent investigation early this year suggested that 3/9 per 1,000 was, if anything, below cost, that was no consolation to the rate-payers. Now they're asking why this new system of charges couldn't have been imposed some time ago.

Stardust Was Stardust

the critics on the Sydney front predicted in July she left Sydney with a of amateur sailors, the erted sub-chaser "Star- doesn't look as if it will the West Indies. e ship is now in Suva, where members were told the e would terminate, and the if possible, will be sold. ils are in the Shipping on this issue.

's present water consumption und 3,200,000 gallons daily sing. A new water supply e under way will provide ,500,000 gals. a day.

las Its tieth Session

al arrangements for the ure production training at Honiara, BSIP, were ed at the 20th session of the Pacific Commission, held in a in October.

training centre—literally, a y—is designed to teach natives o print their own books, ets, etc., and will be in of Mr E. P. W. Marriott. y it will provide three one-ourses for natives from Fiji, New Guinea, Cook Islands, st Territory, Western Samoa SIP. Each course will be at- by 12 trainees.

ng the session, final arrange- were approved for two im- meetings to be held under pices of the SPC. One is the on seminar being held in e from November 16 to 27. her is a study group on s to be held in Commission arters, Noumea, November At this meeting the Com- will review its eight years a the field of mosquito-borne s.

ag the session the com- ers and representatives of member nations reviewed the ssion's work in various fields: mpaign against coconut pests, rhinoceros beetle; plant in- ion and collection; health Pacific; women's interests; rk of providing literature for ous peoples; fisheries; and progress. It also completed or the next 12 months, which a meeting of the health rs of the SPC Research l in 1960.

appointment was announced

of Dr. T. K. Abbott as executive officer for health, succeeding Dr. Emile Massal, who retired last April after 10 years of service with the Commission.

Dr. Abbott is at present Assistant Director of Medical Services in P-NG.

At the closing meeting on October 23, the chairman paid high tribute to the work of Dr. A. H. J. Kroon, executive officer for economic development, who will retire next month after seven years of Commission service. His successor will be Dr. Jacques Barrau, at present SPC plant introduction officer.

Deep appreciation was also expressed of the services of Dr. T. C.

Lonie, public health officer, who is acting executive officer for health while the post is temporarily vacant.

W. Samoa's New Health Director Is Local Born

It was a case of local boy making good—and over more than the usual number of obstacles—when Dr. H. C. Thieme was appointed new Director of Health for Western Samoa last month.

He is the first local-born doctor to be appointed to this responsible position.

Dr. Thieme was born in Apia 46 years ago. His father was a well-

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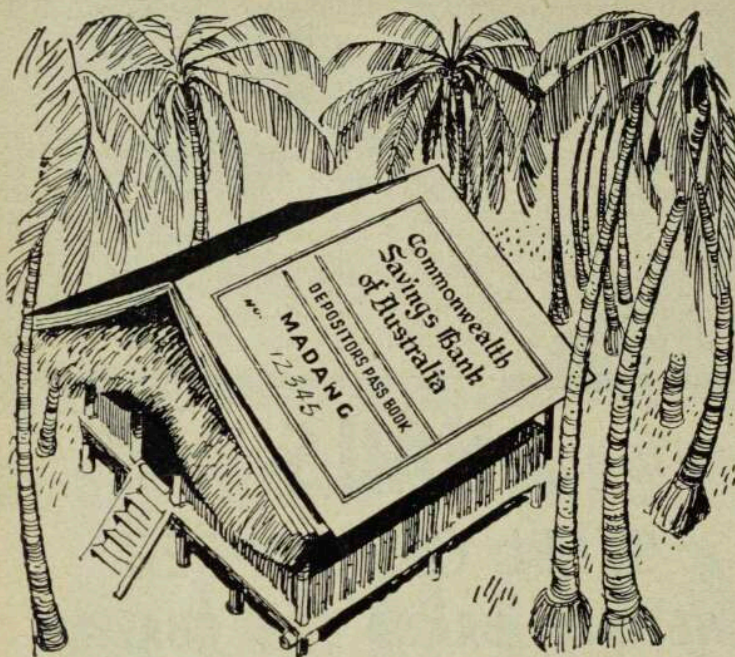
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known surgeon who maintained a private hospital at Apia in the beginning of the century, and was the mother of a member of a prominent Apia family.

Dr. H. C. Thieme left Samoa in 1918 after the death of his father and was educated in Germany. He studied at German universities, gained his MD in 1942. During the war he served six years with the German Army, mainly in Russia, and was wounded twice. After the war he practised for some time as a general practitioner.

In 1951, Dr. Thieme, his sister and brother decided to return to Samoa. When they reached Auckland, New Zealand, they found that there was a water strike and no transport was available to Apia, so the family stayed on as crew on a small ketch. Under an American skipper, Dr. Thieme was appointed to the staff of Apia Hospital on December 1, 1951.

He has earned the respect and gratitude of his many patients. There is general approval of his appointment to the senior position in the Health Department.

He spent several months in Samoa studying conditions at the Government Colony at Makogai, Fiji; in 1951 he attended a six months' TB refresher course in New Zealand. In 1958 he represented Western Samoa at the Tuberculosis Conference at Pago Pago.

He was appointed Superintendent of Apia Hospital in August, 1959.

Set-Back To BSIP Cocoa Plan

Due, apparently, to the carelessness of someone in the Agricultural Department of the BSIP Government, a large number of cocoa plants were killed at the Government cocoa farm on Makogai recently.

It appears that something like 3,000 plants, in various stages of growth up to two years, were sprayed with weedkiller instead of dieldrin and were destroyed immediately.

As far as can be ascertained, the weedkiller was placed in a container which had contained dieldrin previously and was not distinctly labelled.

The accident is a serious one for no doubt it will affect the establishment of the cocoa industry there.

A Real Show, Even To The Con Men

One of Lae (NG) art enthusiasts went into raptures over a painting by a native student which was exhibited at Lae's first agricultural show in October.

The design and colours of the picture were fantastic, she enthused, and even more incredible than



THE GRAND PARADE

Looking a little ragged despite that dashing headwear with the Napoleonic styling, a native contingent gets into stride in the Grand Parade at Lae's first agricultural show in October.

Photo: Pat Robinson.

of traffic, but soon became contemptuous of lesser sights in the midst of all the wonderful fun of the fair.

Among the industrial award winners were Morobe Bakery, who were able to display 56 different types of bread, and the Lae Joinery, who exhibited a superb dining suite of New Guinea timber. Old-timer Mick Leahy got off with many of the produce prizes.

Administrator D. M. Cleland in his opening speech answered Australian criticism that native land ownership might be endangered by development. The Territory, he said, had a total land area of nearly 120-million acres of which about 117-million acres were owned or occupied by natives, or were uninhabited. The total land area occupied by the Administration or by non-natives was three million acres, and thus land alienation was only about 2.5 per cent. of the total area.

Brigadier Cleland added that over the last five years 245 agricultural and pastoral leases had been granted to settlers—a total of 150,394 acres. Total land grants since 1945 were 566, with a combined area of nearly 300,000 acres. (Over)

have been executed by a sought out the student and dim how much he wanted for picture. "Fifteen shillings," he reply. The lady was de-

She offered the lad a telling him to bring the to her house next day.

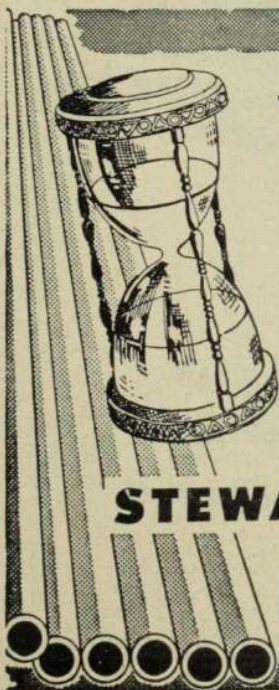
lad turned up just on dusk, over the masterpiece and his pound. Examining the in the half-light the lady that parts of it had a curi- en. "Did you use a fixative?" the lady. "Yes, I used a" replied the artist. "Where paint this picture?" asked y. "In Rabaul," replied the Just behind that hill is the rome. Rabaul is my place." lady bade the artist good-bye k the picture indoors to show band.

r the strong glow of the elec- ht both the lady and her d's suspicions were aroused. inspection showed daubs of colour had been roughly d over a print giving the pic- uriously primitive and hand- ook! A little bit of elbow on the end of a dish cloth d the picture underneath—a f Chinese paddy fields on the a bay.

ct the only original part of ture was the bit of white stuck to one corner which bore the "artist's" name.

hat was only a side light of how, which now brings Lae e with just about every town Territory. They all have

shows. At Lae's, there was rain, there were mud-spattered riders in the ring events, a picture show, the smell of cattle, fairy floss, and the stall barkers—and the inevitable confidence men, like the "artist": 18,000 people attended, nearly all native, and the natives had a wonderful time. Some from far villages were first awed by the flow



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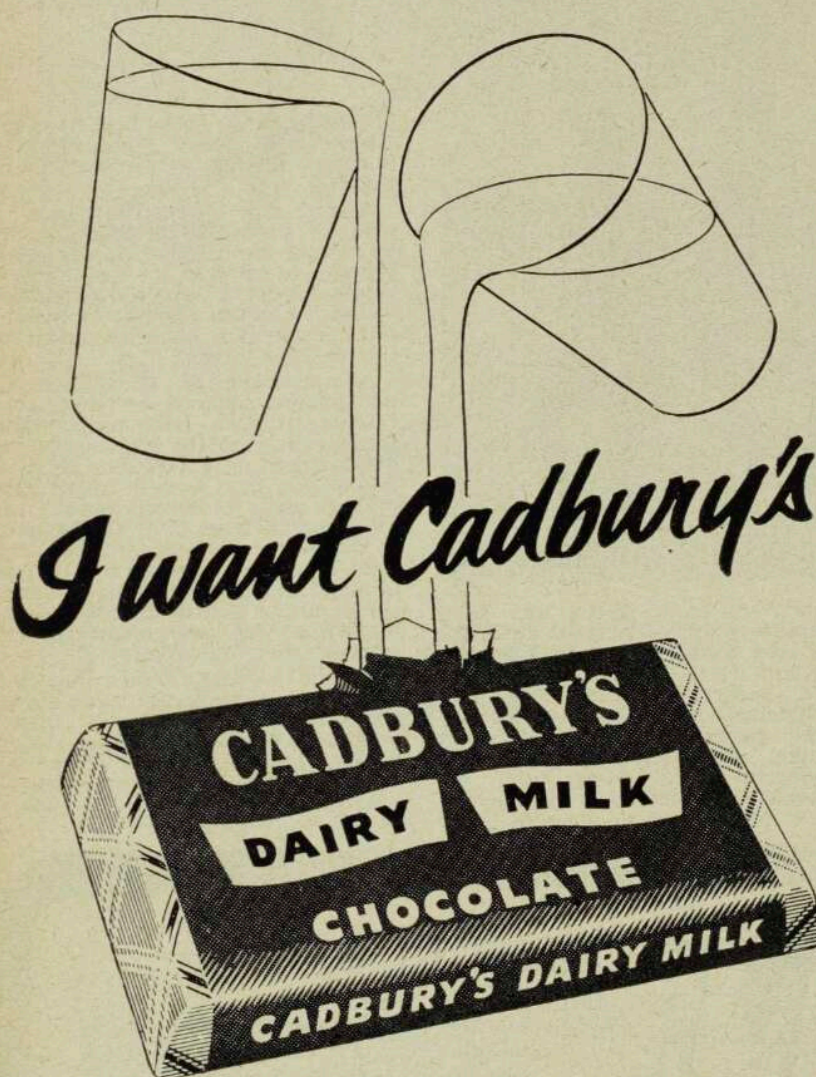
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Japs Take Scientific Look at BSIP Wrecks

A Japanese survey vessel *Chiyo Maru* has been in the Honiara area of the Solomon recently, examining wartime wrecks on Guadalcanal and Ngela with a view of salvaging same.

The *Chiyo Maru*, which is owned by the Kyoda Salvage Company, had an Australian, Mr. Jack O'Connell on board in charge of operations. She is a wooden diesel powered ship of approximately 500 tons, specially equipped for underwater survey work and her equipment is capable of taking pictures of underwater objects to a depth of 30 fathoms.

Although the survey work on the ship has been completed, as yet it is not known whether satisfactory terms have been reached between the Government and the salvage company for work to be commenced at a later date.

Second Sydney Reunion Luncheon

The very large attendance at the New Guinea Women's Club's second Reunion Luncheon in Sydney on October 15, probably ensures that this will become another successful event in the club's long list of successful functions.

About 100 members, friends and visiting Territorians met at the Feminist Club at 12.30 p.m. when the working-members drew at 2 p.m., the rest of the afternoon seemed set fair to continue tea time.

After luncheon, the president of the club, Mrs. N. H. Foxcroft, read a long letter from Mrs. C. J. of Madang, who gave an excellent description of the August ceremony that attended the opening of the Coastwatchers' Memorial there. Mrs. Margo Symington, an accomplished raconteur, gave an account of a recent trip to Madang.

Amongst the guests of honour were Mesdames Pratt and G. of the Melbourne New Guinea Women's Association, who were en route to New Zealand for a holiday.

The Battle Against Malaria Continues

Almost £2,500,000 will be spent by Papua and New Guinea over the next 14 years to control and possibly eradicate malaria from the territory, the Administrator, Mr. D. M. Cleland, said on October 15.

He was speaking at the opening of the Inter-Territory Malaria Co-ordination Conference in Moresby.

ing the overseas delegates at-
g were doctors from the
pines, Netherlands, New
a, the British Solomon
s and the New Hebrides.
adier Cleland said malaria
e territory's biggest cause of
alisation and deaths.
some highly endemic areas
a killed up to 60 per cent.
ies before they reached the
18 months.

certain parts of the Western
nds, seasonal malaria
ics reach such proportions
three-quarters of the local
tions become infected," he

situation in Netherlands New
until the last year or two
have been very similar.
s is a devastating picture,"
ier Cleland said.

territory's anti-malarial
ign was just getting under
with pilot projects and already
authorities were meeting
erable problems. (See *PIM*,
r, p. 41).

Still Is redictable

a prices continued their un-
able pattern during the

beginning of November the
price for Philippines was
\$20 down on the price of a
previously, and some copra-
ing territories reacted ac-
ly.

Fiji, although during the
the near record price of
or top grade was recorded,
fallen by about £F4 early
ember.

price went up in the
ns—which has a record
year behind it to sustain
rices.

s declared for the month of
per, were increased a further
ove the all-time high paid
June, July and October of
ar.

means that this month the
Copra Board will pay pro-
at the three ports of
a, Gizo and Yandina, £A83
st Grade, £A81 for Second
and £A76 for Third Grade.

these further increased
the average prices paid for
months to November 30,
will be First Grade approx.
cond Grade approx. £74 and
Grade approx. £70.

a production in the BSIP
creased considerably during
st 12 months as can be seen
figures recently released by
anager of the Copra Board,
S. Corner.

e figures show that for the
s Financial Year (which
n September 30) 15,988 tons
urchased in 1958 but during

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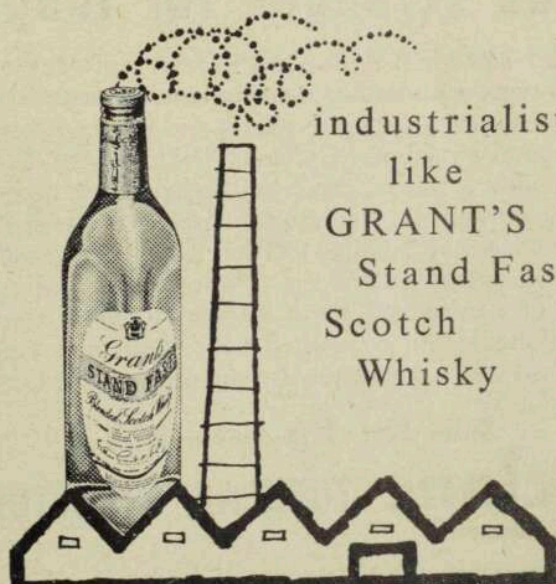


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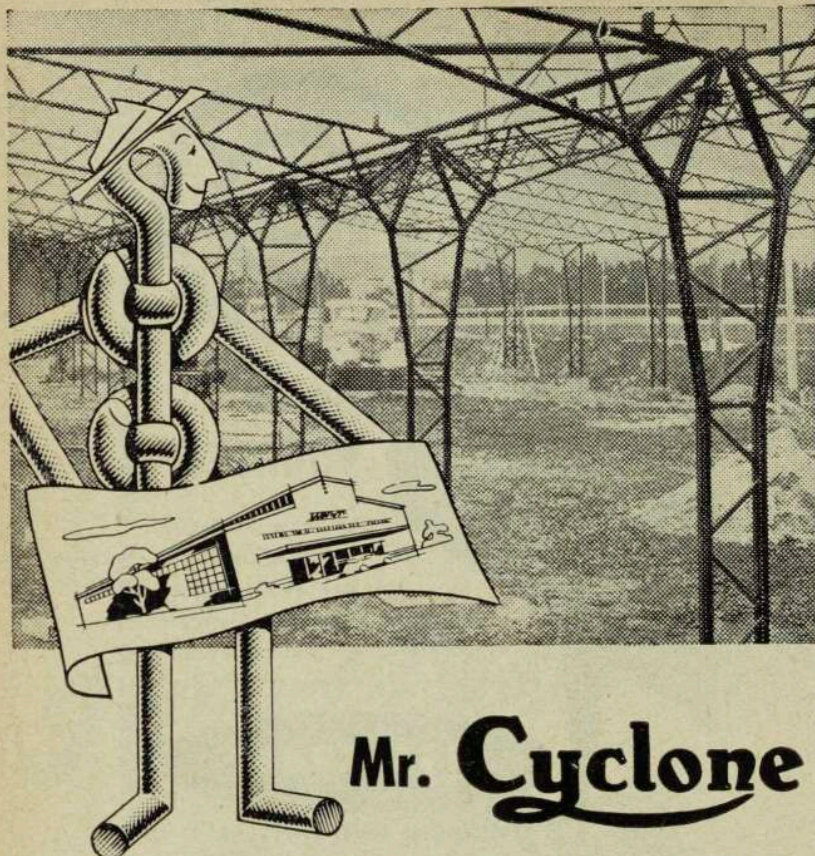
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1959 the total was 18,149 tons, an increase of 2,161 tons or 13.5 per cent.

These figures did not include copra produced by Lever's Plantations and exported direct to Australia.

With the departure of Cedarbank from the Protectorate at the end of August, carrying a load of 2,179 tons, the BSI Board's yearly quota with Unilever for 12,000 tons of copra, had been fulfilled.

Estimates for the remainder of the year are that another 10,000 tons will be produced and it is widely known that outside interests, particularly Japanese, were interested in obtaining a proportion of this copra which would be sold on the open market.

However, in September Mr. Corner announced that the remainder of the 1959 copra production in the Protectorate would be sold to Unilevers under the same conditions as applied earlier in the year.

Nausori Sugar

(Continued from page 22)

Mr. Singh said that some people were asking what would happen if the first instalment of their money was not received. He said that if they were unable to pay the second instalment when it came upon them, they would forfeit the first instalment, which would simply become part of the company's assets.

Another speaker in the meeting, Mr. Shri Ram Sharma, gave his thumbs down on calling in the Gujarati merchants. When did they ever help the farmers, he wanted to know? They had the money, but they'd probably finish up with the farmers' money, too, if they were invited to contribute! No, keep out; let the farmers stand on their own feet.

That outburst brought a "aye! aye!" but generally speaking the audience merely listened tentatively and wore a thoughtful expression.

The meeting broke up with many motions being put—either with confidence or no confidence in the directors, or concerning future action in the sale of shares.

Before financial support could be expected from overseas it is estimated that a bare minimum of £100,000 in hard cash must be found unless the government is prepared to release some of the sugar levies for this purpose, which seems most unlikely, or unless business interests can be persuaded to buy shares, the outlook for the new mill seemed, at the end of October, less than bright.

way or another, the end of it should decide its fate.

Note: Shareholders who were that support might be forthcoming from the Japanese firm of & Co., who had brought a agriculturist to Fiji to make a survey, heard of interest. A lengthy red been received from the professor—but it was all these script. It had just been and would take some time translated.

It contained any particular morsels of news these doubtless have been released translators in time for the

Smythe's Death

Continued from page 23)

he purchased the business N. Davidson, in Apia. He closely identified with this G. Smythe and Co. Ltd., death.

ly the most colourful period Smythe's life was that by the years in which the Samoan nationalistic movement was dominant in Western politics.

Samoa leaders resented as a C Class Mandate World War I and the first 10 New Zealand's administration the Territory was a period dering stupidity, which from lack of understanding a or the Samoans by the who were placed in charge.

of this muddled administration Samoan unrest, was born which had the sympathy mber of prominent Euro- ncluding Mr. Smythe, Mr. elson and Judge Gurr, an n.

The Mau Troubles

participation in the movement with the Citizens' Committee set up in 1924 by Europeans, originally with the of protecting European infrom the worst results of political muddle. Gradually, some European members organisation became so tied the Mau that other mem- drew and the body dis-

Mau troubles reached a peak 1927, when the three Europeans were "banished" by New Zealand Government. Mr. term was three years, he chose to spend in Fiji, he lived in semi-retirement elson and Judge Gore were for longer periods).

At the end of 1929, Mr. Smythe was given permission to return to Western Samoa and on December 28, 1929, the Mau celebrated his return by a march in force through the streets of Apia. The badly advised Administration tried to arrest some of the Mau men during the march, rioting broke out and during it one European policeman and 11 Samoans, including High Chief Tamasese, were killed.

The Mau dispersed to the remoter villages and a warship was sent from New Zealand. Sailors and marines combed the valleys and

hills, and numerous Samoans were arrested—and the bad feeling against New Zealand grew. Many people expected, at this stage, that the Mandate would be taken from New Zealand which had proved itself completely incapable of administering the Territory. However, by this time the League of Nations had lost any influence it might originally have had, and the ridiculous situation was allowed to go on.

Between 1930 and 1936 there was sporadic trouble that on numerous occasions threatened to erupt into disaster, but in that latter year, the



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Société Franco Océanienne, Papeete, Tahiti.
Nigimij N.V., Hollandia, Fak-Fak, Merauke, Sorang, Manokwart, Biak, Seracel.

See also advertisement on page 30.

first New Zealand Labour Government came to power, and to this government must be given the credit of straightening out the political mess that 16 years of NZ administration had left in Western Samoa. From this point the influence of the Mau declined.

Today, of course, Western Samoa is on the threshold of self-government. But what the Mau fought for in the 1920's and '30's, and what the Samoan politicians of today are aiming at, are two distinctly different things.

Mr. Smythe was one of the European West Samoans who had made no secret of the fact that in recent years he did not like the look of the way events were shaping in the Territory.

He and Mrs. Smythe left Apia about four years ago to live in Sydney. Since then Mr. Smythe had never been in robust health.

He is survived by Mrs. Smythe and by his only child, Emmy, wife of Mr. G. S. Chisholm, formerly manager of Morris Hedstrom Ltd. in Apia, but now living in Sydney.

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Fraud Charges

(Continued from page 23)

companies organised a group of trading companies in Papua New Guinea, and brought the together into a holding company registered in Papua-New Guinea as Hamac Holdings Ltd.

Because of the personnel involved, it was generally supposed that the Hamac group of companies was integrated with the Harvey Trinder group.

It became clear in 1958-59, however, that although some Harvey Trinder personnel (and notably Messrs. McEachern) were interested, they were there only as individuals—there was no connection between the Harvey Trinder group and the Hamac group.

By early 1959, the Hamac organisation was in financial difficulties and then the Sydney director of the London Board, began to have lively concern. (See PIM of August page 20, and September, page 21.)

It appeared that the liabilities of Hamac Holdings Ltd. were between £400,000 and £500,000, of which less than £330,000 was owed to Harvey Trinder (NSW) Ltd.

"Severed Connection"

Early in 1959, Messrs. F. F. L. F. McEachern severed their connection with the executive boards of the Harvey Trinder companies, and began trading as insurance brokers on their own.

The remaining Harvey Trinder interests took part in discussions and negotiations in Papua New Guinea, as large creditors of Hamac Holdings Ltd. situation they made a series of offers to other creditors, in an effort to get the latter from serious losses.

The position in Papua New Guinea, and the affairs of Hamac were not mentioned in the report initiated in Sydney on October 12.

There it was charged that Messrs. McEachern were directors of Harvey Trinder (NSW) and that, between June 30, 1958 and January 12, 1959, they fraudulently applied to their own use a sum totalling £22,499, the property of Harvey Trinder Ltd.

The prosecution alleged that the cheques involved are cash and signed jointly by the defendants.

Mr. L. K. Murphy, appearing for the defendants, said that the prosecution had not given a complete answer to the charges and that the proceedings were an effort being made "to get them out of this company, and to hand over their shares to eliminate them as business."

"They are completely innocent of these charges," declared the



g day of the year at Nausori—Regatta Day. This was the scene on October 10, with the Nausori Bridge jam packed! See story below.

Sports Review

Won It? Cares?

ON Day in Fiji, October 10, anniversary of the ceding those islands to Britain, is of sport. In Suva it's the hockey tournament of the d in Nausori 12 miles away bus flies it's the big day year, Regatta Day, a perfect man's holiday, where ds flock along the banks of va and out on the natural and formed by what is the best bridge in the Pacific.

iji, as elsewhere in the the outboard motor has to its own, and no more on the Rewa River and its es where 15-ft to 20-ft, flat-bottomed punts whine and forth with passengers duce day and night. It is these powered punts which the entertainment on Day (although some pure types are also there).

starters, with microphone plifier, set up camp in mid- a the base of one of the piles, and a commentator another amplifier system from the footpath above. ands of the public favour lge grandstand. ands of others mill along r banks, where Indian girls ack and forth with hand-earing glass jugs of cool, well diluted, cordials at a

penny a glass, or temporary stalls offer short sections of sugar cane, uncooked corn-cobs, "grog" (yaqona), slices of melon, coloured ice-blocks, and Indian sweets and cookies of all kinds.

Though most shops are shut, even the town of Nausori is packed as buses from outer districts disgorge their loads to add to the fun. Down stream a little, in the shallows of a side channel hard by the Rewa Hotel, dozens of Fijian children, tiring of watching the boats snarling back and forth, splash and scream in their own version of a good time.

This year the weather could hardly have been better for the big occasion—a fresh, cool breeze, and sufficient cloud cover to ease the heat of the sun. No one much cares who won the events. This is more of a social occasion, an annual get-together enjoyed by Fijians, Indians—and a good sprinkling of Europeans from Suva.

Matt Relinquishes The Reins

THE reins changed hands at Rabaul one day in October when the acknowledged master, Matthew Bernard Foley, stepped down as president of Rabaul Amateur Turf Club.

Ready to take them up was keen supporter George Clark, of Rabaul, who has been a capable judge for the club on many occasions, and who will now hold office as president for the next 12 months.

Matt Foley, who had been president since the club's formation 3½ years ago, was made a life member in honour of his services. "And I'm still here to work", he told the annual meeting, "but I feel someone else deserves to be president now".

Rabaul Amateur Turf Club has proved itself a happy-go-lucky, up-and-down but basically sturdy organisation which has consistently defied its critics, spent money in all directions, and yet managed to keep its bank managers happy.

Foley's part in building up a success story in the face of heavy obstacles has been immeasurable. "I guess you would say that Matt is the turf club", committee members say.

Their opinion is not far off the mark. Many is the time that Foley has combined the duties of rider, trainer, owner, and club president—and has been topping the riders' premiership at the same time.

A serious fall earlier this year has put him out of the riding game but has not diminished his interest in the turf club and its development.

The annual meeting re-elected Ernie Young, of Rabaul, to carry on as secretary of the club.

Wouldn't Have Done At Lords

From Norman Baxter, in Suva

THOSE big and unwieldy-looking cricket teams sported by the Samoans and Cook Islanders have always been of academic interest only to the Fijians, who prefer what they consider to be the orthodox game of rugby.

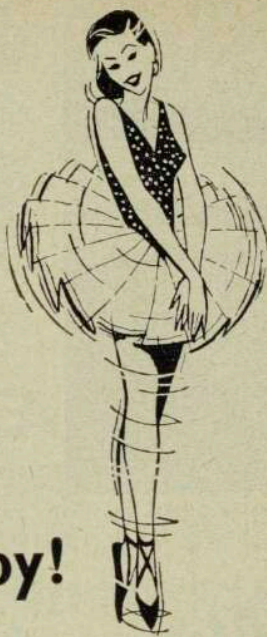
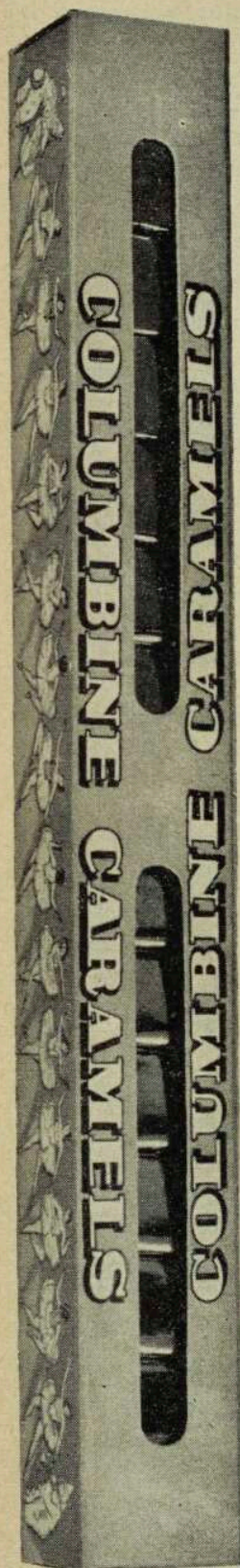
But a Samoan band which took Suva by storm in October (see Pacific Report) gave a brief demonstration of this kind of cricket after an open air concert in Albert Park—and left locals wide-eyed.

It was not only at the sight of 30 dusky cricketers on the ground at the same time—but also those triangular bats (about the same length as a baseball club), the four feet long wickets, and the rubber ball (which was very hard).

But what was most amazing was the lengths to which the fieldsmen would go to get the batsmen out. One of them, a sort of unofficial captain, would give an imperious blast on a whistle. At this signal the fieldsmen would begin clapping hands, and making other noises with the apparent intention of upsetting the batsmen. It wouldn't have done at Lords.

But the batsmen were inured by long years of experience, and no device could rattle them.

The wicketkeepers, one at each end, did not wear gloves. If a ball passed the batsman they immediately bowled to the man at the other end. Perhaps they should be called wicketkeeper-bowlers.

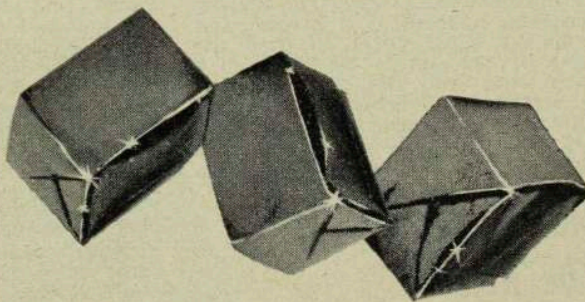


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Some of the mighty swipe
the semi-darkness had the s
tors instinctively ducking.

The light became too ba
there was no appeal. Eve
just walked off the field!

Now He's Kitone L Of England

TONGAN boxer Kitone Lave
Fiji late in October for
United Kingdom—with a
title—Kitone Lave of Englan
decided on the "England" pa
cause he was upset at his rec
when he returned to the
kingdom in April after his lon
to England. He wasn't, he th
treated by the locals in the n
to which he had become accus

Before he left Fiji, Lave
another clash—their fourth
Fijian Mosese Varasikete—ar
knocked out by the Fijian
12th round. Mosese's showin
him in the top rank of heavy
boxers in the South Pacific,
proved that he could absorb p
ment as well as dish it out.

But some of the credit w
his trainer, Inoke Davu, who
hard on the Nadi boy to ha
in top condition for that bout,
now evens the score to two-al
each man gaining his victo
clean knockouts.

As Lave is unlikely to ret
the South Pacific during his
career, and cannot have very
more years to run, any d
bout with Mosese will have
fought on the other side
world.

As far as is known, Mose
no plans to travel that far, bu
ager "Jerry" Adams is
another effort to get him in
Zealand (see "Adams v. Auf
PIM, October, p. 133).

Footnote: At Papeete on h
to UK, Lave lost to Fijian S
Cawaru, k.o'd in the 8th.

Samoan Cabinet

(Continued from page 23)

HON. FA'ALAVA'AU GALU:
Office, Radio, Broadcasting
Printing.

HON. LILOMAIAVA TO'OM
Land, Land Registry.

HON. LUAMANUVAE ETI: H
HON. F. C. F. NELSON: W
Transport, Licensing, Civil
tion.

HON. E. F. PAUL: Fin
Treasury, Economic Develop
Marine, Audit, Customs, Exci
Control, Inland Revenue.

HON. TUALAULELEI MA
Agriculture, Avel College, Mark
Division.

HON. TUATAGALOA LEU
TE'O: Education.

DEATHS OF ISLANDS PEOPLE

PASTOR MOHAKA

37 years a worker with the Missionary Society in Cook, Pastor Mohaka died at Suva on September 7. He was at various posts in the islands of the Group, as well as at Rarotonga. He is survived by his widow and a family.

MR. G. SHEPHERD

Well-known young footballer in the George Shepherd died in the Colonial War Memorial Hospital, Suva, on October 11, at the age of only 24. He worked for the Government Printing and Stationery Department. For several years he represented with the European rugby team, but had to quit competitive sport for some months because of ill-health.

MR. K. A. LEWIS

One of two brothers who went to the Pacific in the 1930's, Mr. Kenneth Lewis, died in Brisbane Hospital on October 29, 1959, 59 years old.

Mechanic by trade, Mr. Lewis for many years ran the Vieusseux Street services and worked up the enterprise into a flourishing business. Later, he joined the Public Works Department, Port Moresby.

Served in the Army right through the Pacific War, but on discharge acquired "The restaurant at Brunswick Qld., and settled there with his wife (she was Matron in Charge of Pt. Moresby Hospital). Because of ill-health, he moved to the seaside, at Redcliffe, where he survived by Mrs. Lewis and four adopted children.

His brother who went to Papua New Guinea, Mr. Ronald Keith Lewis, died at the Cosmopolitan Hotel, Port Moresby, until his death some years ago.

MR. AIO TARIPO

Aio Taripo, member of a well-known Cook Islands family who held the title Uriarua Rangatira, died recently in Rarotonga. He was a veteran of World War I, and is survived by 12 children.

MR. B. J. WHITE

Benjamin J. White, who made his name in New Guinea both in and out of peacetime, died suddenly after a heart attack at Garua on the end of October,

he went to Kavieng, N.G., in 1941, as a commando, then became a teacher in Buka Passage, being evacuated to BSI when the island was occupied Bougainville. A few months later he went back to the territory, landing from a ship, and helped open the way

for the Allied landing at Torokina late 1943. He was awarded the DCM.

After the war, Mr. White stayed in New Guinea, joining Choiseul Plantations Ltd., Bougainville. He became a well known and respected planter, later managing Mr. R. Stuart's Tenakow property, then Bali plantation. In 1953, he went south for a spell and for several years was farming in Victoria. He returned to NG in 1956 as manager of Garua Plantation. Later, he was with Coconut Products Ltd. His wife, three daughters and a son survive him.

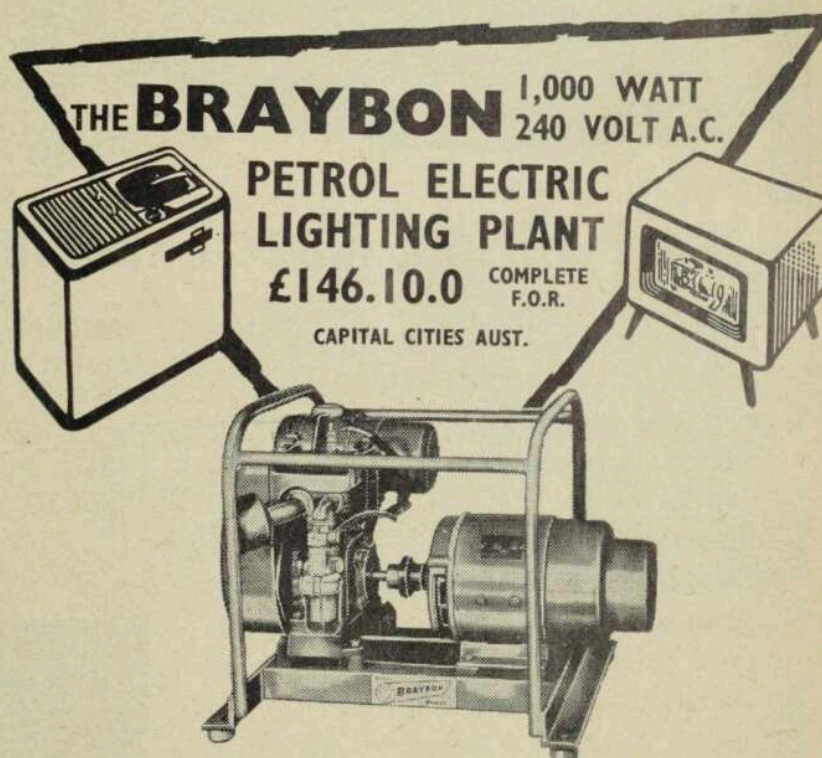
MR. CHARLES KUPPSWAMI

Mr. Charles Kuppswami, who had been in the employ of the Fiji Public Works Department for more than 30 years, died in Suva in October, aged 53.

Mr. Kuppswami, who arrived in Fiji with his father in 1908, started with the Works Department in 1927 as a plumber's apprentice, and was senior works foreman when he died. He was due to retire shortly. He left a widow and five children.

MR. A. G. SMYTHE

The death occurred in Sydney in October of Mr. A. G. Smythe, who was for many years closely identified with West Samoa. For a report, see p. 23.



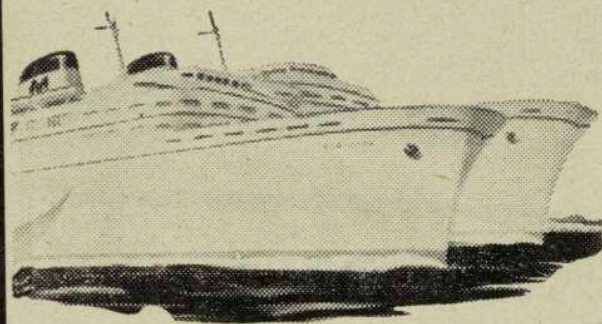
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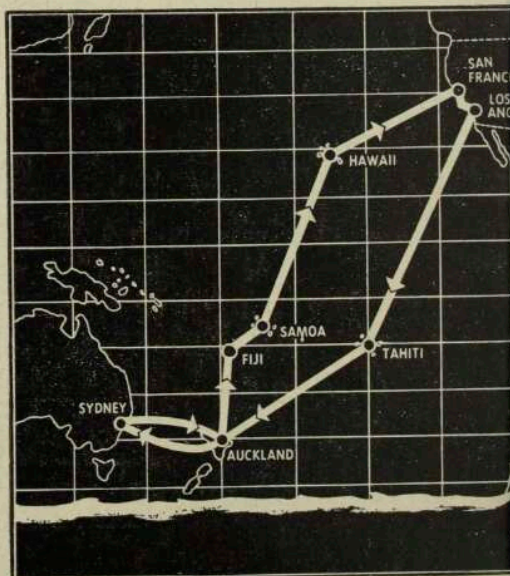
Etablissements Baldwin, Papeete, Tahiti

N101

SAILING DATES: (Northbound)

SYDNEY	AUCKLAND	SUVA
Dec. 2	Dec. 5	Dec. 8
Dec. 24	Dec. 27	Dec. 31
1960	1960	1960
Jan. 20	Jan. 23	Jan. 26
Feb. 10	Feb. 13	Feb. 16

and sailings approx. every 3 weeks thereafter.



SHIPPING TIME-TABLES

ings are approximate and may vary by as much as two weeks.

ney-Papua-N. Guinea

ontoro sails from Melbourne for Brisbane, Port Moresby, Samarai, Kavieng, Madang, Lae, Port Moresby sailing Nov. 18. Last Sydney sailing Nov. 18. ney sailing Jan. 11 (approx.).

alekula sails from Sydney for Port Moresby, Samarai, Rabaul, Alexishafen, Madang, Lae, Sydney. ney sailings Dec. 2, Jan. 11.

aita sails from Sydney for Bristol Moresby, Samarai, Rabaul, Lorengau, Madang, Lae, Samarai, Sydney. Next Sydney sailings Jan. 25.

ololo, modern liner, sails about 4 weeks: Sydney, Brisbane, Port Samarai, Lae, Madang, Lomabaul. Next Sydney sailings Nov. 1, Feb. 2.

from Burns, Philp and Co., Ltd., Street, Sydney.

khoh: Leaves Sydney for Bristol Moresby, Samarai. Last sailing Nov. 17. Next Sydney sailing 11.

oochow: Leaves Melbourne for Brisbane, Pt. Moresby, Samarai, Madang, Lae, Pt. Moresby. Next sailings: Nov. 27, Jan. 15.

nsi: Leaves Melbourne for Sydney, Port Moresby, Samarai, Lae, Kavieng, Rabaul. Last Sydney sailing Nov. 6. Next Sydney sailing:

ankiang: Leaves Sydney for Honiara (BSIP), Rabaul, Kavieng, G&E), Rabaul, Lae. Next Sydney Dec. 16, Feb. 12 (approx.).

from New Guinea Australia Line and Yuill Pty., Ltd., agents), 6 t., Sydney.

ney-Netherlands N.G.

weeks service by MV's Sigli, Silinbigo and Sinabang carrying passengers and cargo from East Australian Hollandia, Biak and Sorong, NNG 1 at Manokwari alternate trips), orneo, Bangkok, Singapore, thence direct. Last Sydney sailing: Sigli. Next Sydney sailings: Sinabang ilindoeng Dec. 29, Sibigo Jan. 25, 19.

from Royal InterOcean Lines, 255 t., Sydney.

st-St. West. & Central Pacific

ina Navigation Co., Ltd., vessels (g, Chefoo and Chekiang maintain service from Japan to Hongkong, southwards through Papua-New ports, BSL, New Hebrides, New and Fiji, with an extension to cargo is available; return to Japan

From Japan via Hongkong, Rabaul, Madang, Lae, Samarai Pt. Moresby Nov. 25, then Honiara Gavutu (no fixed date), Santo ila Dec. 3, Noumea Dec. 6, Suva/Dec. 10, thence Japan direct, Dec. 29.

ng: Dep. Japan Nov. 12 thence

Hongkong, Bangkok, Rabaul Dec. 7, Madang Dec. 10, Lae Dec. 13, Pt. Moresby Dec. 19, Honiara Dec. 22, Santo Dec. 25, Vila Dec. 26, Noumea Dec. 31, Suva/Lautoka Jan. 4, Nukualofa Jan. 17, thence Japan direct, arriving Jan. 30.

Chungking: Dep. Japan Dec. 19, thence Hongkong, Rabaul Jan. 5, Madang Jan. 8, Lae Jan. 11, Samarai Jan. 15, Port Moresby Jan. 20, Honiara Jan. 23, Santo Jan. 26, Vila Jan. 27, Noumea Jan. 31, Suva/Lautoka Feb. 4, then return to Japan direct.

Details from China Navigation Co., Ltd. (Swire and Yuill Pty., Ltd., agents), 6 Bridge St., Sydney.

The Australia-West Pacific Line motor vessels Aros, Citos, Delos and Milos maintain regular services between Australian ports and Japan. Northbound vessels call at Manila, Hongkong and Japan; southbound vessels call at any or all of the

following: Hongkong, Manila, Sandakan, Madang, Lae, Rabaul, Brisbane, Sydney, Melbourne and Adelaide, with quarterly calls at Gizo (opt.), Honiara and Vanikoro, in BSIP; and at Santo and Vila, New Hebrides.

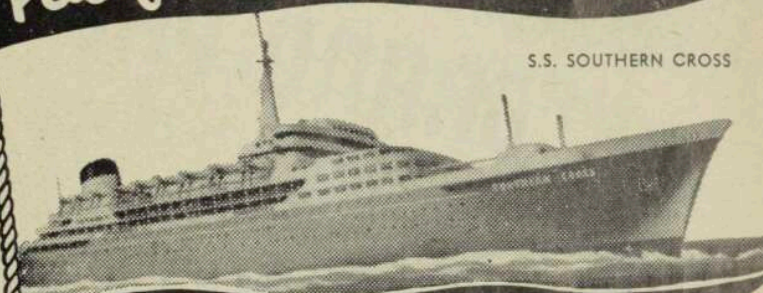
Milos: Arrives Sydney from Japan and Islands ports Nov. 26; dep. Sydney Dec. 12 for Japan direct, arriving on Jan. 2.

Delos: Dep. Japan Nov. 19, thence Hongkong, North Borneo ports, Madang Dec. 6-7, Lae Dec. 8-10, Rabaul Dec. 12-13, Honiara Dec. 15-16, Vanikoro Dec. 18-20, Santo Dec. 21-22, Vila Dec. 23-24, Brisbane Dec. 29, Sydney Dec. 31. Dep. Sydney Jan. 20 for Japan direct, arriving Feb. 5.

Citos: Dep. Sydney Nov. 25 for Japan direct, arriving Dec. 17. Dep. Japan Dec. 24, thence Hongkong, North Borneo ports, Madang Jan. 14, Rabaul Jan. 15-16, Honiara Jan. 18-19, Lae Jan. 22-23, Sydney Feb. 5.

Aros: Dep. Japan Dec. 10, thence Hong-

Linking the Pacific Islands with



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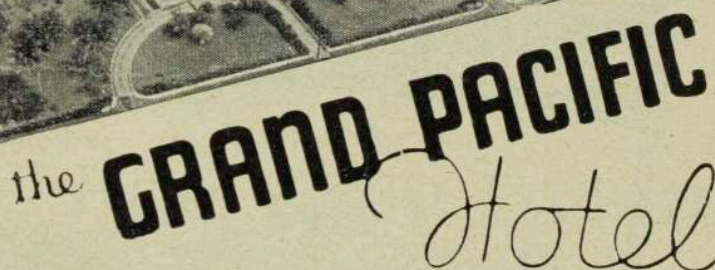
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An aerial photograph of a golf course, showing a green and a fairway in the upper left. The rest of the image is a large, stylized title. The word "the" is in a small, lowercase, sans-serif font. "GRAND PACIFIC" is in a large, bold, uppercase, sans-serif font. "Hotel" is in a large, elegant, cursive script font. The title is slanted upwards from left to right.

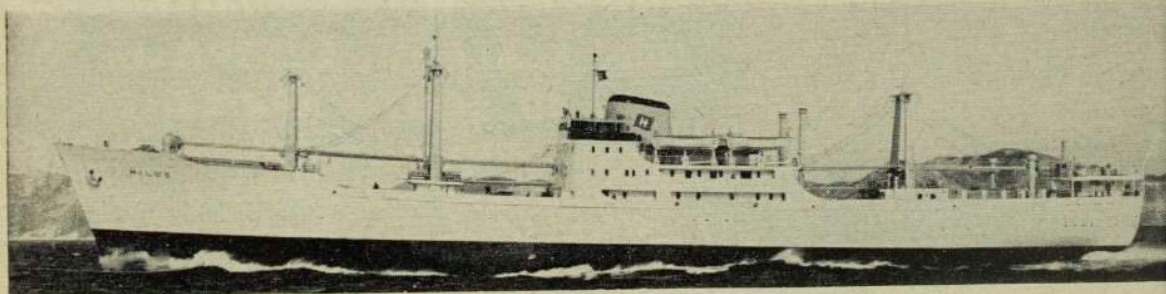
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Further particulars may be obtained from:

MANAGING AGENTS IN AUSTRALIA: WILH. WILHELMSEN AGENCY PTY. LTD., 30-32 Pitt St., Sydney. Phone BU 3031.
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)—
Transport Limited. Honiara (Solomon Islands)—British Solomon Islands Trading Corporation. Espiritu Santo (New Heb)
—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*

		ARCADIA	ORONSAY	IBERIA	HIMALAYA
ND	depart	Dec. 11	Dec. 30	Feb. 6	Mar. 15
	arr/dep	Dec. 14	Jan. 2	Feb. 9	Mar. 18
LU	arr/dep	Dec. 17	Jan. 5	Feb. 12	Mar. 21
VER	arr/dep	Dec. 22	Jan. 10	Feb. 17	Mar. 26
ANCISCO	arr/dep	Dec. 27-28	thence	Feb. 23	Mar. 31-Apr. 1
BELES	arr/dep	Dec. 30-31	Los Angeles	Feb. 26	Apr. 3-4
LU	arr/dep	Jan. 1	and Vancouver	Feb. 27	Apr. 5
	arr/dep	Jan. 6	for cruise.	Mar. 3	Apr. 10
ND	arr/dep	Jan. 13	thence return	thence Japan.	
	arr/dep	Jan. 16	Arrive Sydney	U.K. direct.	Far East and
	arrive	Jan. 19	Mar. 3*	U.K. direct.	

Vancouver (Jan. 18): Acapulco, Hilo, Honolulu, Los Angeles, San Francisco, Vancouver, Honolulu, Suva (Feb. 26), Auckland, arrive Sydney March 3.
Details from Orient and Pacific Lines, 2-6 Spring St., Sydney.

th Borneo ports, Rabaul Dec. 31-
ae Jan. 4-6, Brisbane Jan. 10-12,
an. 14.

from Wilh. Wilhelmsen Agency
30 Pitt St., Sydney, or Islands
R. Tebb, Lae; Town Transport,
A. Strachan, Madang; BSIP Trad-
Honlora; D. J. Gubbay and Co.,
m. Breckwoldt and Co., Vila).

aland-Fiji-Tonga-Samoa

lua maintains a service from
to Suva, Nukualofa, Vavau,
go Pago, Apia, Suva and return
nd. Next sailings from Auckland:
Dec. 29, Jan. 26.

lua maintains a service from
to Lautoka, Suva, Apia, Nuku-
ttleton, Wellington, and return
nd. Next sailings from Auckland:
Jan. 15, Feb. 11.

from all offices of Union Steam
of NZ.

**ney-New Hebrides-BSI-
Bougainville, Etc.**

agi, 10 passengers, makes a round
folk Is., Vila, Santo, Honlora
ports, Bougainville ports, leaving
out once every six weeks. Next
ailings Dec. 14, Jan. 28.

from Burns, Philp and Co., 7
reet, Sydney.

**ney-New Caledonia-
ew Hebrides-Tahiti**

of Messageries Maritimes Line,
rom Marseilles, via West Indies
ma, call about every six weeks
e, Vila (New Hebrides), Noumea
ey, and return by same route.
st on this run are the motor-
shitten and Caledonien and a
vessel, Melanesien. Next Sydney
Melanesien Dec. 23, Caledonien
Tahitien Apr. 1.

ynesie (Messageries Maritimes)
about monthly passenger sail-
ween Sydney and Noumea and
Hebrides (Vila and Santo). Next
ailings: Nov. 27, Dec. 18, Jan. 15.

from Sydney agents: Messageries
36 Grosvenor Street, Sydney.

**ey-S. Africa-UK-Pacific
Ports-Sydney**

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thern Cross makes four round-
voyages per year, two west-

and Las Palmas to Southampton (arr.
Feb. 22).

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Auckland and the Cook Islands.

Details on application to NZ Govern-
ment Department of Island Territories,
Wellington, or to any office of the Union
SS Co. of NZ, Ltd.

**N. America-Tahiti-Central
Pacific-NG**

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service from Pacific Coast North American
ports, with sailings over 35-40 days. Some
ports depend on cargoes offering.

Thorshall: On present southbound voyage
from Seattle, dep. Pago Pago Nov. 23, Apia
Nov. 23-25, Suva Nov. 28-29, Lautoka Nov.
30-Dec. 1, Noumea Dec. 3-5, Lae Dec. 9-10,
Fiji sugar port Dec. 16-22, Apia (opt.) Dec.

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138 LEADENHALL ST., CO. LTD.,
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NEW HEBRIDES — NEW GUINEA**

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Ltd.
PORT VILA—Comptoirs Francais des Nouvelles
Hebrides.

APIA—Burns Philp (South Sea) Company,
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NOUMEA—Etablissements Ballande.
LAKE—Burns Philp (New Guinea) Ltd.
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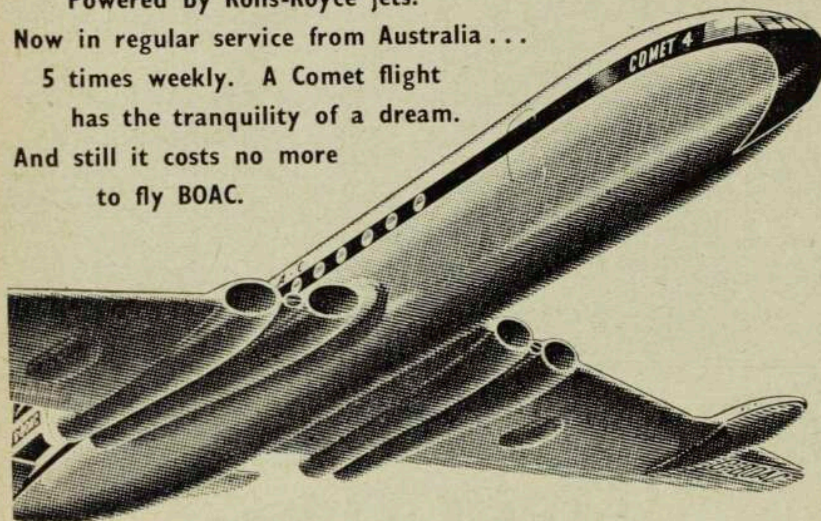
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24, Pago Pago Dec. 25-28, Los Angeles 10-11, San Francisco Jan. 12-13.

Thorsisle: Dep. Seattle Dec. 12-16, Los Angeles Dec. 17-19, Papeete 30-Jan. 2, Pago Pago Jan. 6-8, Apia 9-11, Nukualofa Jan. 14, Suva Jan. 18-19, Vila Jan. 20, Fanning Jan. 22-28, Pago Pago Jan. 31, Los Angeles Feb. 16-17, San Francisco 18-20.

Details from General Steamship Corporation Ltd., 432 California Street, San Francisco, USA, and Islands Agent

US-Tahiti-Pago Pago-Australia

Matson-Oceanic Line of San Francisco operates a regular five-weeks passenger and cargo service from Los Angeles via Ventura, Alameda, Sierra and Southern terminal ports vary with offering. Vessels call at Papeete, Pago and Suva, depending on

Next Sydney sailings: Sierra Somona Jan. 23.

American Pioneer Line has eight vessels (Pioneer Gem, Isle, Glen, Reef, Co 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 Sydney, a subsidiary of W. R. Carpenter & Co. operate a service three times weekly with the 10,000 ton, 98-passenger vessel, along the above route. Accommodation is entirely First Class, two-berth with calls at Suva, Lautoka and Papeete. Next Sydney sailing: Feb. 13 (approx.).

Details from American Trading Shipping Co. Pty., Ltd., 19 Bridge Street, Sydney.

Sydney-(or NZ)-North America

Cargo vessels Waihemu and others, operated by the Steam Ship Company of N.Z. Ltd. maintain a monthly service across the Pacific from Sydney to Vancouver and U.S.A. via Suva, Lautoka, Nukualofa and Papeete. Occasional calls at Fanning Island. They have passenger accommodation. Last sailing: Waihana November 13. Next sailing: Waitomo early Jan.

The Waitemata, from NZ port 3-4 trips yearly to Vancouver (via Tonga and Papeete).

UK-Panama-Fiji

The Fiji Direct Service, with vessels, maintains sailings at monthly intervals out of London to Panama, for Suva, Fiji, and on to Lautoka, Bethell, Gwyn and act as Loading Brokers in London. Burns Philp (South Sea) Co., agents in Fiji. Cargo for transhipment to Samoa and Tonga is handled by the Union Steam Ship Co. Ltd.

Sailing dates from London for Fiji subject to alteration without notice follows: Jan. 14, Feb. 11, Mar. 10, May 5, June 2, June 30, July 28, Sept. 22, Oct. 20, Nov. 17, and Dec.

America-Tahiti-N.Z.- Sydney-Fiji-Samoa-Hawaii

Line's Mariposa and Monterey and passenger trips from US east ports to New Zealand and via Pacific Islands ports.

Dep. San Francisco Nov. 30, 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

Dep. San Francisco Dec. 27, Dec. 28, Papeete Jan. 5-7, Jan. 13-14, Sydney Jan. 17-20, Jan. 23, Suva Jan. 26, Pago Pago Honolulu Feb. 1-2, San Francisco

from Matson Lines, Berger Elizabeth Street, Sydney.

Sydney-Tahiti-Europe

Han Sitmar Line (Panama flag) motor-vessels Fairsea and Castel fully air-conditioned sail from Europe, via Auckland, Papeete and at irregular intervals provide moderately priced sea connection in round direction only with Tahiti. Sydney sailing: Fairsea Dec. 24.

from Navcot Aust. Pty., Ltd., St. St., Sydney.

United Kingdom-Australia- Port Moresby

General Steam Navigation Co., Ltd., added its regular quarterly UK service to Port Moresby. Sels sail from Liverpool via Suez, Brisbane, Townsville, Cairns, Sydney.

Due Port Moresby Jan. 30

agents: Birt and Co. Pty., Ltd., St. Port Moresby agents: Burns New Guinea, Ltd.

Fiji Shipping Service

aga Shipping Agency, as agents Tonga 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

PACIFIC SERVICES

Australia (or NZ)-Fiji- Hawaii-N. America

and Tourist Class available all Services)

PAN-AMERICAN AIRWAYS

per 7 Clippers, using Sleeperettes and Berths*)

Sydney (4.50 p.m.), Nadi, Honolulu, Seattle, with connections at Los Angeles for San Francisco or Los Angeles. Dep. Seattle for Sydney, via

Portland (same route). *PAA DC4 is used on a connecting service between Auckland and Nadi (see table 18).

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, Honolulu, Nadi, Sydney. (Note: International Dateline crossed between Nadi and Honolulu).

Qantas Super-Constellation aircraft, under charter to TEAL, from Melbourne and Auckland connect at Nadi on Wednesdays with Qantas northbound flights, and on Thursdays with southbound flights (see table 17).

TEAL Super DC6 aircraft from Auckland, NZ, connect with the Qantas northbound flights at Nadi on Tuesday and Saturday, and on Sunday and Wednesday at Nadi for the southbound flights.

Qantas Fri. service ex-Sydney connects with BOAC London service at San Francisco (dep. Sat.).

BOAC service ex-London Mon. connects at San Francisco Tues. with southbound Qantas service.

BY CANADIAN PACIFIC AIRLINES

(With Super DC-6B Aircraft)

Every Thurs.: Sydney (dep. 1 p.m.), Auckland, Nadi, Honolulu, Vancouver (then on to Amsterdam).

Every Sat.: Dep. Amsterdam at 11 p.m. for Vancouver (dep. 1.30 p.m. Sun.), Honolulu, Nadi, Auckland and Sydney.

(Note: Crosses International Dateline en route.)

SECTIONAL SERVICES IN PACIFIC

2. Sydney-New Guinea

By Qantas Empire Airways

(Super-Constellations)

NORTHBOUND

First Class

Tues. & Sat. Dep. Sydney, 9.30 p.m. Arr. Brisbane, 11.45 p.m.

Wed. & Sun. Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6 a.m.

Dep. Pt. Moresby*, 7 a.m. Arr. Lae, 8.20 a.m.

First & Tourist Class

Mon. and Fri. Dep. Sydney, 9.30 p.m. Arr. Brisbane, 11.45 p.m.

Tues. Dep. Brisbane, 12.45 a.m. Arr. Pt. Moresby, 6 a.m.

Dep. Pt. Moresby*, 7 a.m. Arr. Lae, 8.20 a.m.

First & Tourist Class

Thurs. Dep. Sydney, 8 p.m. Arr. Brisbane, 10.15 p.m.

Dep. Brisbane, 11.15 p.m. Arr. Townsville, 2.15 a.m.

Dep. Townsville, 3.15 a.m. Arr. Pt. Moresby, 6 a.m.

Dep. Pt. Moresby*, 7 a.m. Arr. Lae, 8.20 a.m.

Wed. Dep. Sydney, 9.30 a.m. Arr. Pt. Moresby, 4.30 p.m.

Dep. Pt. Moresby, 5.30 p.m. Arr. (for Manila, Hong-kong and Tokyo).

SOUTHBOUND

First & Tourist

Fri. Dep. Lae*, 9.10 a.m. Arr. Pt. Moresby, 10.30 a.m.

Dep. Pt. Moresby, 11.30 a.m. Arr. T'ville, 2.10 p.m.

Dep. Townsville, 3.10 p.m. Arr. Brisbane, 6 p.m.

Dep. Brisbane, 7 p.m. Arr. Sydney, 9 p.m.

Established 1929

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K. Johnson.

Resident Officer at Lae:

D. J. Granter.

HONIARA (B.S.I.P.)

Wm. Breckwoldt & Company.

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There's an airline in Paradise

If the world is your oyster, then New Zealand is the pearl. In this Paradise of the South Pacific, there is an open season on pleasure . . . in thermal regions that dwarf Yellowstone . . . snow sports in alps where Hillary trained to conquer Everest . . . 500 lb. swordfish and 20 lb. rainbow trout . . . rugged beauty of glaciers, sub-tropical forest, fiordland and lakes . . . unlimited deer and wild boar hunting . . . the charm of the colourful Maori folk and the quiet hospitality of their white fellow-New Zealanders.



All this in a genially temperate climate, fever-free and without noxious insects or reptiles, among a pleasant English-speaking people. *And all within an hour or two of the nearest airport.* For although our islands have an area only the size of Colorado, it's a thousand miles from the Bay of Islands to Invercargill, and that's why so many visitors travel by N.A.C. N.A.C.'s fleet links 20 principal cities, towns and tourist resorts, and connects with other airlines servicing many more centres.



NAC✈

NEW ZEALAND NATIONAL  AIRWAYS CORPORATION

First Class
Dep. & Sun.

a.m. Pt. Moresby, 10.30 a.m. Arr.
by, 11.30 a.m. Brisbane, 4.45 p.m. Arr.
5.45 p.m. Sydney, 7.45 p.m. Arr.

First and Tourist Class
and Sat.

a.m. Pt. Moresby, 10.30 a.m. Arr.
by, 11.30 a.m. Brisbane, 4.45 p.m. Arr.
5.45 p.m. Sydney, 7.45 p.m. Arr.
hurs. Arr.
yo, Hong- Pt. Moresby, 9.15 a.m.
d Manila

Arr.
by, 10.15 a.m. Sydney, 5 p.m.
en Lae and Port Moresby pas-
re carried in DC4 aircraft.

**MORESBY-CAIRNS-TOWNSVILLE-
PT. MORESBY**

DC4. Dep. Port Moresby Sun.
arr. Cairns 3.05 p.m., dep.
6.0 p.m., arr. Townsville 5 p.m.,
sville Mon. 9.15 a.m., arr. Cairns
dep. Cairns 11.15 a.m., arr.
sby 2.05 p.m.

NG Internal Services**Operated by Qantas****LLANDIA (Neth. New Guinea)
(DC3)**

(Dec. 9, 23, Jan. 6, 20, etc.).
Lae 11 a.m., calls at Madang,
Wewak, and arrives at Hollandia
a.m. Every alternate Thurs.
10, 24, Jan. 7, 21, etc.), dep.
Lae at 10 a.m., and, with calls
at Wewak and Madang, arrives Lae at
a.m.

**MORESBY-KIKORI-BAIMURU
(DH Otter)**

Island, Kerema, Baimuru, Kikori:
returning same day via
Ure, Kerema, Yule Is. (Dec. 1, 15,
12, etc.).

MORESBY-KIKORI (DH Otter)

Is., Baimuru: Alt. Tues. return-
ing same day (Dec. 8, 22, Jan. 5, 19,

na, Baimuru, Kikori, Baimuru:
Moresby (Dec. 3, 17, 31, Jan. 14,
etc.) via Baimuru, Kikori, Kerema
following day (Dec. 4, 18, Jan. 1,

PT. MORESBY-DARU (DC3)

Moresby: Alt. Thurs. returning same
day via Balimo (Dec. 3, 17, 31, Jan. 14,

na, Baimuru: Alt. Wed. (Dec. 9,
16, 20, etc.), returning alt.
Dec. 11, 25, Jan. 8, 22, etc.).

MORESBY-SAMARAI (DH Otter)

Moresby, Abau, Samarai each Mon.,
departing Port Moresby 8.15 a.m., re-
turning same day.

Port Moresby, Samarai, depart-
ing Port Moresby 8.15 a.m., returning
same day (Dec. 2, 16, 30, Jan. 13,

Port Moresby, Samarai, depart-
ing Port Moresby 8.15 a.m., returning
same day (Dec. 12, 26, Jan. 9, 23, etc.).

Port Moresby, Samarai, Esa'ala,
departing Port Moresby 8.15 a.m., re-
turning same day (Dec. 5, 19, Jan. 2,

**LAE-MADANG-WEWAK-MANUS-
KAVIENG-RABAU 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,
Wapenamunda. 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, Aiyura, Kaia-
pit, Rintebe, Kainantu, Goroka, Arona.
Arrival back at Lae depends on stops
made.

**LAE-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 re-
quired) 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., Finsch-
hafen 11.30 a.m., Rabaul 1.45 p.m.

Tues., Fri.: Dep. Rabaul 5.45 a.m., Finsch-
hafen 8.10 a.m., arrive Lae 8.45 a.m.

Tues., Fri.: Dep. Lae 10.30 a.m., Finsch-
hafen 11.30 a.m., Rabaul arr. 1.45 p.m.

* Calls Hoskins on request on Tues. from
Lae.

RABAU-BUIN-RABAU (DC3)

Alt. Thurs.: Dep. Rabaul 6.30 a.m., Buka,
Wakanai, Aropa, arr. Buin 10.30 a.m.,
dep. Buin 11 a.m., Aropa, Wakanai,
Buka, arr. Rabaul 3 p.m. (Dec. 10, 24,
Jan. 7, 21, etc.).

RABAU-HOSKINS-RABAU (DC3)

Alt. Thurs.: Dep. Rabaul 9 a.m., via
Jacquinot Bay, arr. Hoskins 10.55 a.m.,
dep. Hoskins 11.15 a.m., arr. Rabaul
12.20 p.m. (Dec. 3, 17, 31, Jan. 14, etc.).

**SERVICES BY MANDATED AIRLINES
(Scheduled flights with DC3 Aircraft)**

Mon.: Depart Lae at 7 a.m. for Goroka,
Madang, Wewak, Madang, Rabaul—
remaining overnight. Depart Lae 7
a.m. for Goroka, Wau, Port Moresby,
Wau, Goroka, Lae.

Tues.: Depart Rabaul at 7 a.m. for
Madang, Wewak, Madang, Goroka, Lae.

Wed.: Depart Lae 7 a.m. for Goroka,
Madang, Wewak, Momote, Kavieng,
Rabaul. Depart Lae 7 a.m. for Goroka,
Wau, Port Moresby, Wau, Goroka, Lae.

Thurs.: Depart Rabaul 7 a.m. for Kavieng,
Momote, Wewak, Madang, Goroka, Lae.

Fri.: Dep. Lae at 7 a.m. for Goroka,
Madang, Wewak, Momote, Kavieng,
Rabaul—remaining overnight. Depart
Lae 7 a.m. for Goroka, Wau, Port
Moresby, Wau, Goroka, Lae.

Sat.: Depart Rabaul at 7 a.m. for
Kavieng, Momote, Wewak, Madang,
Goroka, Lae.

LAE-HOLLANDIA (By NNG Airlines)

De Kroonduif NV (Netherlands New
Guinea Airlines) 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
Seroel.

DC7C aircraft dep. Biak Tues. and Sat.
at 2.45 a.m. for Japan, Alaska and Amster-
dam.

5. N. Guinea-Solomons**By Qantas with DC3 Aircraft**

Every Monday depart Lae 6 a.m.: Rabaul,
Buka, Munda, Yandina, Honiara (BSI),
arriving 5 p.m.

Every Tuesday depart Honiara 7 a.m.:
Yandina, Munda, Buka, Rabaul, Lae,
arriving 3.45 p.m.

**6. Paris-Saigon-Brisbane-
Noumea-NZ-Fiji-Papeete****By Transports Aeriens Intercontinentaux**

DC6B aircraft depart Paris every Wed. for
Athens, Cairo, Karachi, Saigon, Djakarta,
Darwin, Brisbane, Noumea, thence
Nadi, Bora Bora. Transfer to flying-
boat for flight to Papeete. Dep. Papeete
every Sat. on return flight (calling at
Auckland).

7. Sydney-Lord Howe Is.**By Ansett Flying Boat Services Pty. Ltd.
with Sandringham Flying-boats**

Return flight usually each Tuesday and
Saturday.

8. Sydney-Norfolk Is.**By Qantas, with Skymasters**

Alt. Sat. (Dec. 5, 19, Jan. 2, 16, etc.).
Dep. Sydney 8 a.m., arr. NI 2.45 p.m.;
dep. NI Sun. 2.45 p.m. for Sydney, arr.
6.45 p.m. (Flight extends NI-Auckland-
NI. See table 12 below).

9. Sydney-Noumea

By Qantas, with Skymasters
Departs Sydney Wed. 11.45 p.m., arr.
Noumea 7 a.m. Thurs. Dep. Noumea
8.30 a.m. same day arr. Sydney 2 p.m.

10. New Caledonia-New Hebrides

TAI with DC3 Aircraft
Mon. and Fri.: Dep. Tontouta (N. Cal.)
at 7 a.m., arr. Vila 9.15 a.m., dep.
Vila 9.45 a.m., arr. Santo 11 a.m.,
dep. 12.30 p.m., arr. Vila 1.45 p.m.,
dep. 2.15 p.m., arr. Tontouta, 4.30 p.m.

11. New Caledonia-Fiji- Wallis Is.

TAI with DC3 Aircraft
Dep. Noumea 6 a.m. second Tues. each
month (Dec. 8, Jan. 12, etc.), arr.
Wallis Is. (via Nadi, Fiji) at 3.45 p.m.,
dep. Wallis 7 a.m. following Mon.
(Dec. 14, Jan. 18, etc.), arr. Noumea
(via Nadi) 2.45 p.m. same day.

12. Norfolk Is.-Auckland

TEAL, by Qantas (Charter)
Alt. Sat. (Dec. 5, 19, Jan. 2, 16). Dep.
Norfolk 4 p.m., arr. Auckland 7.45 p.m.
Return next day, Sun. (Dec. 6, 20, Jan.
3, 17). Dep. Auckland 10.30 a.m., arr.
Norfolk 1.30 p.m. (See table 8 above).

13. Auckland-Sydney

Tasman Empire Airways, with
DC6 aircraft
Daily: Dep. Auckland 9.30 a.m., arr. Sydney
1.15 p.m.
Daily: Dep. Sydney 3 p.m., arr. Auckland
9.50 p.m.

14. Christchurch-Sydney

Tasman Empire Airways, with
DC6 aircraft
Tues., Sun.: Dep. Christchurch 5 p.m., arr.
Sydney 8.55 p.m.
Fri.: Dep. Christchurch 7.45 p.m., arr.
Sydney 11.40 p.m.
Tues., Thurs., Sun.: Dep. Sydney 8 a.m.,
arr. Christchurch 2.50 p.m.

15. Christchurch-Melbourne

Tasman Empire Airways, with
DC6 aircraft
Thurs.: Dep. Christchurch 5 p.m., arr.
Melbourne 9.55 p.m.
Fri.: Dep. Melbourne 10.15 a.m., arr.
Christchurch 5.50 p.m.

16. Auckland-Melbourne

Tasman Empire Airways, with
DC6 aircraft
Mon.: Dep. Auckland 8 a.m., arr. Mel-
bourne 12.15 p.m.
Mon.: Dep. Melbourne 2.30 p.m., arr.
Auckland 10.15 p.m.

17. Melbourne-Auckland- Nadi (Fiji)

By Tasman Empire Airways, with
Super Constellation aircraft
chartered from Qantas
Wed.: Dep. Melbourne 7 a.m., arr. Auck-
land 3 p.m., dep. Auckland 4.15 p.m.,
arr. Nadi 9.30 p.m. Return, same route,
following day.
(Note: This service connects with Qantas
Boeing 707 jet service from Sydney to
USA.)

18. New Zealand-Fiji

Tasman Empire Airways, with Super DC6
aircraft and Qantas Super Constellations
Tues., Sat.: Dep. Auckland 4 p.m., arr.
Nadi 9 p.m.
Wed.: Dep. Auckland 4.15 p.m., arr. Nadi
9.30 p.m.
Wed., Sun.: Dep. Nadi 11 a.m., arr. Auck-
land 4 p.m.
Thurs.: Dep. Nadi 11 a.m., arr. Auck-
land 4.15 p.m.
Wednesday flights ex - Auckland, and
Thursday flights ex-Nadi are operated by
Qantas under charter to TEAL.

Pan-American Airways, with DC4.

Fri.: Dep. Auckland 5.45 p.m., arr. Nadi
1 a.m.
Thurs.: Dep. Nadi, 5.40 a.m., arr. Auck-
land 1.05 p.m.

19. Fiji-W. Samoa

Tasman Empire Airways, with
Solent Flying-boats
Dep. Suva alt. Thurs., 9 a.m., crosses Date-
line, arr. Satapuala (Western Samoa)
Wed. 1.55 p.m.

Dep. Satapuala Mon. at 8 a.m.,
Dateline, arr. Suva Tues. 10.55 a.m.
(Dep. Suva Dec. 10, 24, Jan. 7, 21,
dep. Apia; Dec. 14, 28, Jan. 11, 15, etc.)

20. American Samoa Hawaii

Pan American Airways, with
B377 aircraft
Alt. Fri.: Dep. Tafuna (Am. Samo)
a.m. arr. Honolulu 10.20 p.m.
Alt. Wed.: Dep. Honolulu 10 p.m.,
Tafuna (Am. Samoa) 7.40 a.m. (6
a.m. in Honolulu)

21. Fiji-Tahiti

Tasman Empire Airways, with
Solent Flying-boats
Dep. Suva 9 a.m. alt. Thurs., crosses
national Dateline, arr. Satapuala
(Samoa) 1.55 p.m. Wed.: dep. Suva
2 a.m. Thurs., arr. Aitutaki (C)
7.30 a.m.; dep. Aitutaki 9.30 a.m.
Papeete (Tahiti) 2 p.m. Serv.
Suva Dec. 10, 24, Jan. 7, 21, etc.
Dep. Papeete 7.30 a.m. alt. Suva
Aitutaki 11 a.m.; dep. Aitutaki
p.m., arr. Satapuala 5 p.m.; de-
puala 8 a.m. Mon., crosses Inter-
Dateline, arr. Suva 10.55 a.m.
Services dep. Papeete Dec. 13,
10, 24, etc.

22. Fiji Internal Airw

Fiji Airways, Ltd., with Heron and
Aircraft
Suva-Nadi-Suva: Two flights
morning and afternoon.
Suva-Labasa-Suva: One flight da-
Suva-Labasa-Suva (via Matei, T)
One flight—Mon.
Suva-Labasa-Suva (via Savusavu)
flight—Thurs., Sat., Sun.
Suva-Savusavu-Suva: One flight—
Suva-Ura (Taveuni)-Suva (via Sa-
One flight—Wed.
Suva-Ura-Suva: One flight—Thurs
Suva-Matei-Suva: One flight—Sat.
Suva - Savusavu - Labasa - Sa-
Matei - Suva: One flight—Tues-
Suva - Matei - Labasa - Matei - Su-
Suva: One flight—Fri.

23. N. Caledonia-Loyal Internal Service

Societe Caledonienne de Trans-
Aeriens (TRANSPAC), with
and Rapide aircraft.
Noumea-Mare: Tues. (dep. No-
mea 8 a.m., Mare 10.30 a.m.)

Laying tiles?

Be sure to choose beautiful, hardwearing



VINYLFLEX TILES

29 COLOURS

CSR446A

rr Mare 4 p.m.) and Thurs. (dep.
a 8 a.m., dep Mare 10 a.m.).
uvea: Wed., Thurs. and Sat.
oumea 8 a.m., dep. Ouvea 10.30

ifou: Tues., Wed., Sat., (dep.
a 8 a.m., dep. Lifou 10 a.m.),
(dep. Noumea 11 a.m., dep. Lifou

ounie (Isle of Pines): Mon.,
dep. Noumea 10.30 a.m., dep.
noon).

oumac: Mon., Sat. (dep. Noumea
dep. Koumac 4 p.m.); Wed.
Noumea 2 p.m., dep. Koumac 5

Note: On this flight a call will
ie at Plaine des Galacs if re-

French Polynesia Inter- Island Service

Aerlen Interinsulaire with
flying-boats

weekly service to the Leeward

ete (dep. 7.30 a.m.), Huahine,
Bora Bora, Raiatea, Papeete
p.m.).

ete (dep. 7 a.m.), Raiatea,
Bora (arr. 8.45 p.m.), Papeete
1.30 a.m.), Papeete (dep. 3.30

Bora Bora (arr. 4.45 p.m.),
Bora (dep. 7.30 a.m.), Raiatea,
(arr. 9.30 a.m.).

agents in Tahiti: Messageries
Quai Bir Hakeim, Papeete.

Hawaii-American Samoa

Trans Ocean Airways

second Wednesday, a Boeing
er operated by Trans Ocean
of Honolulu, Hawaii, makes a
ht from Honolulu to Pago Pago
Samoa).

Samoa Inter-Island Service

oan Airlines Limited, with
DC3 Viewmaster

ights twice daily, except Thurs.,
na (American Samoa) to Faleolo
Samoa).

na 9.30 a.m., 2.30 p.m.; arr.
10.15 a.m., 3.15 p.m.

lo 10.45 a.m., 3.45 p.m.; arr.

11.30 a.m., 4.30 p.m.

4/4/- single, £S7 return. Agent

Peter Plowman.

27. Micronesia

Trans Ocean Airways

rumman Albatross twin-motored
s flying-boats, TOA operates a
roughout the Trust Territory of
on behalf of the US Govern-
ails from Trans Ocean Airways
am.

Colonial Development and
Fund Board has announced
is granting a sum of
to the Gilbert and Ellice
Colony for development
the government over the
59-1964.

Pacific Fishing Co. (NH)
s vessel *Santo Maru* called
a in mid-September to take
two Gilbertese who are to
se themselves with the tuna
operations at the Espiritu
se.

*So nice to go home
with . . .*



. . . a bottle of
GILBEYS
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No matter how long you've suffered, there is now every hope of effective relief from migraine. Treatment with H & D 625 Tablets has had amazingly successful results with chronic migraine sufferers.

SYMPTOMS: ★ Pain behind eye ★ Sandy sensation under lids ★ Reading intolerance ★ Dizziness ★ Nausea ★ Lack of energy

★ For full information, write . . .

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Victoria, Australia

FOR SALE

ISLAND VESSELS under construction. 40 ft. army-type workboat, wheelhouse and accommodation fwd., and large open cockpit. 40 ft. raised-deck workboat wheelhouse, and large hold for cargo below decks. 45 ft. raised-deck workboat, for cargo and personnel. Above vessels are of sturdy construction, built to rigid specifications. Delivery at short notice. Specifications, price, etc., will be supplied on request. Builders: Wynne S. Breden Pty. Ltd., "Phoenix Shipyards", Newcastle, N.S.W.

LAUNDRY EQUIPMENT, U.S. Air Force Surplus new equipment. Complete unit includes Hot Water Boiler, 20 pound Washer, Dryer, Water extractor. Replacement cost \$3,000.00. Our Price \$775.00. Send for free brochure today. Baltin Supply Co., 10962 Spinning Avenue, Los Angeles 47, California, U.S.A.

FLEETS, 16 ft. half cabin clinker launch, £250. 33 ft. offshore cruiser, ready for sea £2,350. 45 ft. diesel trawler, fully found, £3,500. 30 ton, 90 ton, 1,800 ton, diesel cargo ships. Fleets, 525 Stanley St., Sth. Brisbane, Q'ld., Aust.

WANTED TO BUY

BIRDS WANTED: Private collector requires Parrot Finches and Aviary Birds from Pacific Islands where bird protection laws do not exist. Reply air mail with prices. A. Davisson, Box 2671, Johannesburg, South Africa.

DRIVE YOURSELF CARS

FIJI HIRE-DRIVE LTD. Modern cars accommodating 5, 6 and 9 passengers. Minimum formalities. Rates include insurance and free mileage plan. Aircraft and ships met. Queen's Road, Walu Bay, Suva (P.O. Box 299). Cables: "Hiredrive", Suva. Also at Lautoka.

SERVICES

WATCH REPAIRS to all brass watches. Send your repairs direct to the only Swiss watchmaker giving to the Pacific Islands. Rapid service guaranteed. Swiss-Clox Service, 9 Garner Avenue, French's Sydney, Australia.

PENFRIENDS WANTED

FIJI—"The Crossroads of the Headquarters, World's leading (Est. 1933) providing world correspondents interested in Colonies and Pacific Islands study friendly exchange of ideas and as Philately, Conchology, etc. for specimen copy Club journal "Life" and application form, to South Sea Island Correspondence Natuvu, Fiji Is.

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Pacific Commerce and Produce

Shares Fiji With TEAL

does nothing else, the cement on November 6 Australian Minister for aviation to the effect that Zealand, through TEAL, an interest in Fiji Airways should scotch the idea held of places that Qantas nning to "take-over"

AL correspondents in recent hs have pointed to alleged that Qantas intended to the New Zealand air come one of the clues was that (for which read Qantas, connection) went eyes-out cheed Electras when New (so the story goes) wanted British Comets.

time that it was decided Qantas and TEAL should etras for intermediate range as, it was stated that there ain advantages in having of the two Government-airlines interchangeable. this was sound airways s, the word "interchange-rew sensitive Kiwis into a antas, it was stated, was oaring the way to take over

er more recent straw in the s supposed to be the fact Bob Allender, TEAL PRO Zealand, had left the com- hy would he do this, asked -alls, if he did not see the on the wall for TEAL?

No Evil Intentions"

s, of course, denied any evil s and are now preparing Fiji Airways, which they ast year from the estate of Harold Gatty, with TEAL he same time are leaving a en for the United Kingdom ent to come into that pic- if a UK airline company at some time in the future. Airways went into operation and now has a network iji group of slightly under es. Aircraft are three and a couple of four- Herons. If Tonga decides to on the airline routes, it e a logical development for ways to run that service.

Charter service from Fiji to the air-strip near Nukualofa are run fairly frequently now by Fiji Airways—the Herons being suitable for this route.

Pacific Is. Mines Ltd. Goes to the Public

Through a series of advertisements in the Islands and Australian Press in October-November, Pacific Islands Mines, Ltd., formed recently to develop likely gold-bearing areas on Misima Island, Eastern Papua, offered 5,000 £5 ordinary shares to the public. Applications close November 28, and directors need subscriptions of £15,000 to proceed to allotment.

Nominal capital is £500,000, of which 866 £5 ordinaries were issued initially.

Mountainous, well-timbered Misima in Louisiade Archipelago was the site of the first official gold discovery in the Territory. Up to the Pacific war, some £3,000,000 of gold was taken out, but plant and workings were destroyed in the face of the Japanese advance into Papua in 1942. After re-commencement of civil administration, efforts were made to re-establish the field, but immensely increased costs forced a close-down.

PI Mines, Ltd., plan to carry out much exploratory work and go into production using mechanised open-cut mining methods.

Placer's Room to Grow

Placer Development, Ltd., is in a "strong position for development of existing promising ventures and has the ability for further growth, which we have reason to hope will eventuate," said the president, Mr. J. D. Simpson at the annual meeting in Vancouver, recently.

This mild announcement might be regarded as an understatement, in view of the fact that Placer recently received \$9,000,000 from the sale of Coronet Oil, and has an additional consolidated surplus of \$10,000,000—£A8,500,000 altogether.

Timor's New Well

Drilling on Timor Oil, Ltd.'s, new site (Ossulari No. 1A) which is about three miles west of number 1 of the same name, is due to begin this month.

The new site was selected in October.

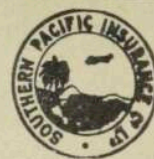
New Guinea Newspapers' Profit

In the year ended June 30, 1959, South Pacific Post, Ltd., of Port Moresby—which owns and operates a group of newspapers in Papua and New Guinea, and produces commercial printing, from its Port Moresby establishment, made a net profit of £21,989.

This is an increase of more than £7,000 over 1957-58, and reflects the steady growth of this publishing and printing business in recent years. In future, of course, the company's profits will be subject to income tax.

The published accounts show issued capital at £49,908, and the surplus of shareholders' funds at over £80,000. The recommended dividend is 15 per cent.

The present directors are Messrs. S. L. M. Eskell (chairman), J. I. Cromie, B. E. Fairfax Ross, E. P. Glover, and D. S. Yaffa. (Over)



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EMPLOYER'S LIABILITY.**

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Island Representative:

G. D. A. Kent, Rabaul Branch.

SUVA, FIJI.

Colony of Fiji Branch Office:
W. R. Carpenter & Co. (Fiji), Ltd.,
Bldg., Suva.

Branch Manager: R. W. Connolly.

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Head Office: The Wales House,
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If you feel old before your time or suffer from nerves, brain and physical weakness, you will find new happiness and health in an American medical discovery which restores youthful vim and vigour quicker than gland operation. It is a simple home treatment in tablet form, discovered by an American doctor. Absolutely harmless and easy to take, but the newest and most powerful invigorator known to science. It acts directly on your glands, nerves and vital organs, builds new, pure blood, and works so fast that you can see and feel new body power and vigour in 24 to 48 hours. Because of its natural action on glands and nerves, your power and memory often improve amazingly.

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

To restore
Vi-Stim Vim and
Vigour

Dylup's Interim Dividend

Interim half-yearly dividend of Dylup Plantations, Ltd., was payable on November 21.

The interim dividend at 7 per cent. is the same as last year, when the final was 13 per cent.

New Oil Area For Enterprise

Enterprise of New Guinea Gold and Petroleum Development, N.L., has been granted an oil prospecting permit for an initial period of 12 months. The permit area is 3,600 square miles including Aitape to Vanimo in the north of the Sepik District.

Part of the permit area was covered by Oil Search explorations in the mid-1930's.

Poor Patch for Sandy Creek

Last advice issued by Sandy Creek Gold Sluicing, Ltd., was to the effect that only 12 oz 15 dwt of gold had been recovered in August/September although 3,000 cubic yards of material had been treated.

Loloma Pays 2/-

Loloma (Fiji) Gold Mines, N.L., will pay an unchanged final dividend of 1/- per share—making a total dividend of 2/- per share (current price around 40/-), for the year.

Total dividend in 1958 was also 2/-. Dividend will be payable on December 18, and 8d of the 2/- will be tax-free.

NGG Production

New Guinea Goldfields operating statement for the month of September shows that Golden Ridges mill treated 3,525 tons of ore for a production of 1,094 fine oz of gold and 2,852 oz of silver; 211 oz bullion were produced from Golden Ridges overburden. Golden Ridges alluvials produced 12 oz of gold; Koranga alluvials 400 oz and tributes 89 oz. In the same period 175,171 su. ft. of timber were produced.

No Oil at Puri

The Australasian Petroleum Co. announced in October that as testing at Puri had yielded only minor quantities of gas with water, the hole had been plugged and the drilling outfit dismantled. Seismic work was continuing south-west of Puri Well.

After a temporary hold-up due to bad flying conditions that prevented helicopters bringing in supplies, drilling was proceeding satisfactorily at Bwata.

25c. for BGD Shareholders

Interim dividend of 25 Canadian cents per share has been declared by Bulolo Gold Dredging, Ltd., and will be paid from the Sydney office of the company on December 4.

Payment will be made in Australian currency at the rate that was ruling on November 14; and for non-Canadian residents, a tax of 15 per cent. will be payable.

Papuan Apinaipi's Interests In Qld. and Papua

A new well at Cooroorah, Queensland, has been spudded in and will be drilled as part of the group programme implemented under the Joint Venture Agreement which has brought the three companies, The Papuan Apinaipi Petroleum Company Limited, Associated Australian Oilfields N.L. and Associated Freney Oil Fields N.L., and their

operating subsidiary, Mines Administration Pty. Limited, together into an Australian Group, with the common objective of the discovery of commercial oilfields, and the production of petroleum in Australasia.

In Permit No. 22 in Papua, the most difficult and costly of the areas, a detailed geological field survey on the Wira anticline has been completed by Mr. G. A. V. Stanley, Consultant Geologist of the company in Papua, and Mr. K. H. Morgan, Field Geologist of Mines Administration Pty., Limited. This anticline is close to the first oil discovery well at Puri, and is about four miles south of the Hou Creek junction with the Upper Purari River. A geophysical survey has also been completed and the results of both surveys are now being assembled for assessment.

CSR Dividend Remains At 8½ Per Cent.

Colonial Sugar Refining Company's final dividend brings the year's dividend to 8½ per cent.—which the newspaper financial experts are quick to point out gives investors who buy CSR at the market rate of £70. just 2½ per cent.

The company's declared policy is to allow shareholders to participate in its capital expansion and some shareholders are taking that unchanged low dividend to mean that there could be a share issue coming up.

High Copra Price Helps

The continuing high price of copra is giving planting companies a boost. Bali Plantations and Plantations Holdings, Ltd., both New Guinea companies recently floated, have got off to a flying start.

Older established plantation companies like Dylup and Choiseul are also doing very well.

Economic Outlook

Whether the share price index can be regarded as a fool-proof indication of the actual health of the nation is open to doubt. But, like a lot of other things—the cost of living, copra prices, the basic wage included—it seems to be on the up-and-up.

In the last two weeks in October, it staggered a little, after reaching new heights, and then—as they say on the Stock Exchange—rallied a little. It ended the first week in November with the index for all Ordinaries at 304.2—almost six points higher than we reported a month ago, when that was a record.

It is interesting to note that at the beginning of January this year the index figure for all Ordinaries stood at around 226. According to that, Australia should be a great deal more prosperous in November than it was in January. It could be so, at that. There seems to be no limit to the amount of investment money around these days—partly due, of course, to the influx of capital from overseas.

Some interesting figures were released by Commonwealth Statistician Carver during the month. It seems that Australia's retail spending in 1958-59 rose by £739 million, from what it was in 1952-53. Cost of living and influx of migrants should have raised it by about 33 per cent.—which means that we are spending 10 per cent. more in real money than we were six years ago. If you can believe figures, then we are all 10 per cent. better off than we were then. (It might also mean that we are 10 per cent. more in debt than we were then.)

Mr. Carver's figures don't include motor

vehicles. Figures for these were separately, and it seems we are now having 73 per cent. more on new motor vehicles than we were in 1952-53.

SYDNEY SALES PRICES

	Oct. 6	No
Burns Philp	108/-	10
Burns Philp (SS)	65/-	
C.S.R.	£68	£4
Dylup Plantations	27/-	
Hackshalls	57/6	6
Kauri Timber	20/6	2
Kerema Rubber	9/-	
Koitaki	23/3	2
Lolorua	12/-	
Mariboi	9/-	
Norfolk Is. Whaling	4/9	
Queensland Insurance	92/-	11
Rubberlands	6/3	
Sthn. Pac. Insurance	19/-	
Steamships Trading	74/-	
W. R. Carpenter Hold.	27/1½	
Timor Oil	6/3	

OIL AND MINING SHARES

FIJI

	July 9, '58	Oct. 6, '59
Emperor	b5/9	s7/9
Loloma	—	s45/-

PAPUA-NEW GUINEA

	b35/-	b35/-
Bulolo	b35/-	b35/-
N.G.G. Ltd.	b1/9½	b2/1
Oil Search	b2/6	b6/5
Ent. of N.G.	b7d	b3d
Papuan Apin	b9d	b3/5
do. opt.	b6½d	b1/3
Placer Dev.	b86/6	b98/-
Sandy Creek	b4d	n.q.

ISLANDS PROD

(Unless otherwise stated, quoted in Australian currency, Aust. £ approximately 16/- Stg., 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 on 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 the directs distribution and sales, and payments to the producers. Payment goes mainly to (a) Unilever (under contract covering 1959), (b) Australian local consumption) and (c) cruise in Rabaul. Prices generally arranged in accordance with ruling rate in P.M. market, with premiums for hot-

From July 1, 1959, P-N.C. Board announced "Tentative Price" for 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 to crushing-mill in Suva, where on wharf, Suva, is announced on Nov. 2, prices were: HAD, £FM1, £F79; FM2, £F77/12/6.

WESTERN SAMOA:—Official Board receives all production, same and makes payments to H

proportion goes to Unilever, at 100 PM grade rates, plus premium to £S3 per ton for hot-dried. Prices unaltered since March. Air-dried, £S67/13/8 per ton; No. 1, £S65/3/8; sun-dried £S61/13/8.

Sales are under Government control of production goes to Europe, arrangement with Unilever company Philippines prices, and part in market.

COCONUTS—All production marketed official Copra Board, at prices Philippines market. Price December: 1st grade, £A83; 2nd A81; 3rd grade, £A76 per ton, P. ports.

COFFEE AND ELICE—Production in Europe through official Copra Board prices based on Philippines "stabilisation fund" charges.

COFFEE—Producers receive 6 cents lb. or £A60/5/- approx. per long ton bonus, if average proceeds over buying price and expenses.

COFFEE—Price rose again in and was approximately £A67/10/- delivered Vila/Santo on Nov. 2. Same day, price was 132,500 francs per metric ton, c.i.f. Mar-

COOK ISLANDS/NIUE/TOKELAU: Subject to decisions of the copra contract between Cook Islands-Niue-Tokelau and Abels, Ltd., of Auckland, 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.

OTHER PRODUCE

Islands prices are based on the Ghana cocoa which, on Nov. 5, £258/15/- per ton, c.i.f., Sydney.

COFFEE—Nominal price quoted in Nov. 6, £S265 f.o.b., Apia, grade 2.

Nov. 6, £A310 ex-wharf

COFFEE—P.-N.G. November 5, good grade, per lb. 4/4 to 4/7; B to 4/4; C grade, 4/- to 4/3, Sydney.

Nov. price quoted for Tangara-grade was £Stg.375; B grade, Undergradings, £Stg.265, all and c.i.f., Sydney. Uganda Ro-offering at approx. £Stg.197/10/- Sydney.

COFFEE: P.-N.G., Nov. 6, kernels: anish, 1/7 lb; Virginia Bunch, noted that huge Kingaroy (Qld.) 33,000 tons will force P.-N.G. when it floods the market.

COFFEE—P.-N.G. price is based on rate, which Nov. 4 had risen to: spot, 126 3/4 Straits cents per lb.

BEANS: Victor Karp, Tulk & Co. reported Nov. 6: Tahiti beans, white and yellow label, standard packs, 86/-; green label, Sydney.

BEANS (Australian):—Price from May 1, 1959: Dry brown and dressed, 5 tons and over, £61/10/- f.o.w.; under 5 tons £62 per cwt. and enriched white, 112 5 tons and over, £68 per ton, under 5 tons, £68/10/- per ton. Islands: Dry, brown, etc., £70 f.o.w., Sydney or Melbourne. Locally-grown rice has been retailing at 11d Fijian per lb, with

Saigon imported rice at 10d Fijian per lb.

PEARL SHELL—Firm quotations in Nov. by independent M.O.P. shell agents were: Sound £A800, D £A600, E £A275, EE £A200 (in store Sydney). Penrhyn £Stg.400 (nominal), f.o.b., Rarotonga. Manihiki lagoon will remain closed this year.

TROCHUS—Still little demand—nominal price c.i.f. Sydney Nov. 6 £A265. In Fiji in Oct., trochus was being bought at 1/9 Fijian per lb; this is equal to £F196 (approx. £A220) per ton, in store, Suva.

GREEN SNAIL SHELL—Continued Japanese demand has raised price to £A390 per ton. P.-N.G. and B.S.I. shell is still in short supply.

London and US Quotations

Copra: London, Nov. 4, Philippines, in bulk, \$247.50 per ton, c.i.f., UK/Nth. European port. Straits/Borneo, FMS, delivered weights, c.i.f. UK/Nth. European port, £Stg.94. New York, Nov. 4, Philippines, \$240, c.i.f., Pacific coast port.

(£1 Australian is equal to about 2.25 US Dollars.)

Coconut Oil: London, Nov. 4, Ceylon, in bulk, £Stg.144 per ton, c.i.f., UK/Nth. European ports. Straits crude, £Stg.137/10/- c.i.f.

Rubber: London, c.i.f., Nov. 4, RSS No. 1, Spot 36 1/2d Stg. per lb; Nov., 35 1/2d Stg.; Jan./Mar., 1960, 32 1/2d Stg.

Mother Margaret, who has spent a lifetime in missionary work in the Solomons (first with the Melanesian Mission, then joining the Roman Catholic Mission), arrived in NZ at the end of October.

Mr. Howse's Tour

(Continued from page 18)

reported on, nothing more than the truth, and there was no need for anybody to ride high horse merely because the findings were not reported in a way, or at a time, most flattering to the Minister.

Mr. Hasluck would best leave Mr. Howse's goodwill tour alone, and concentrate on ways of making his own a success.

Meanwhile, there has been no official indication of what steps the P.-N.G. Administrator will take to fill the three casual vacancies in the Legislative Council, created by the resignation of the three very recently elected members.

The Taxpayers' Associations made the formal announcement in October that if another election were held to fill the vacancies they would do nothing further to boycott the election. In their opinion, said the leaders, their purpose had been served by the emphatic vote given by the electors in September to the boycott candidates, which showed lack of confidence in the Minister and in the Legislative Council as at present constituted.

It is likely that the vacancies will be filled by nomination by the Administrator.

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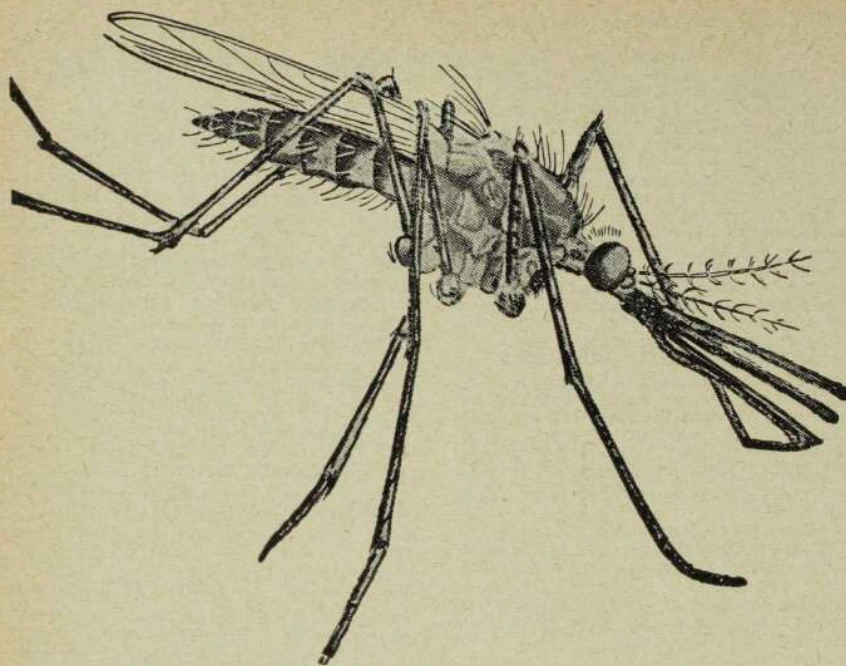
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SPECIALLY FLAVOURED TABLETS AVAILABLE FOR CHILDREN

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For Adults:

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

For Children:

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

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

TREATMENT DOSE—

For Adults:

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

For Children:

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

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

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Sons P/L	115	Webster, D.	
Kanimbla Hall	97	Westfield Fr	
Kennedy, Capt.	107	Co.	
Kerr Bros.	135	Weymark P.	
King, R. W.	163	White Rose	
Kiwi Polish	119	Mills	
Kodak Ltd.	60	Whites Avia	
Kopsen & Co.	12	Wills Ltd.	
Lawrence, A.	128	Wrigley's	
Loffus & Co.	160	Wilhelmson	
Lysaght, J.	35	Wunderlich	
Lyons Trading Co. 107		Yorkshire It	
Lyte Ladders	147		

C80

Fresh Foods

The C 80 will conserve up to 100 lb. dry weight of pre-frozen packaged foods.

Even fresh foods may be kept for several weeks or many times longer in the C 80 than in an ordinary refrigerator.

Cold Drinks

Up to 80 bottles can be stored in the four wire baskets supplied with the C 80; beer and all kinds of soft drinks are rapidly and economically cooled *even in places where there is no electricity available.*

The C 80 cooling unit carries a 5-year guarantee; the chest and other parts are guaranteed for one year.

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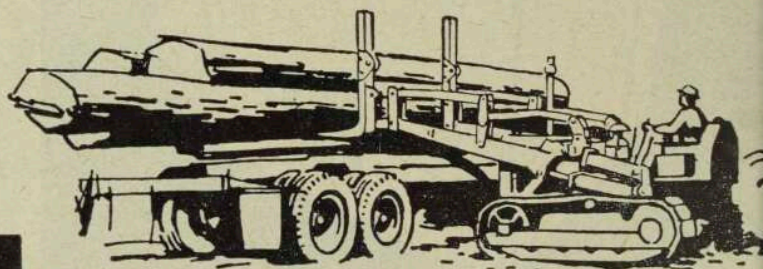
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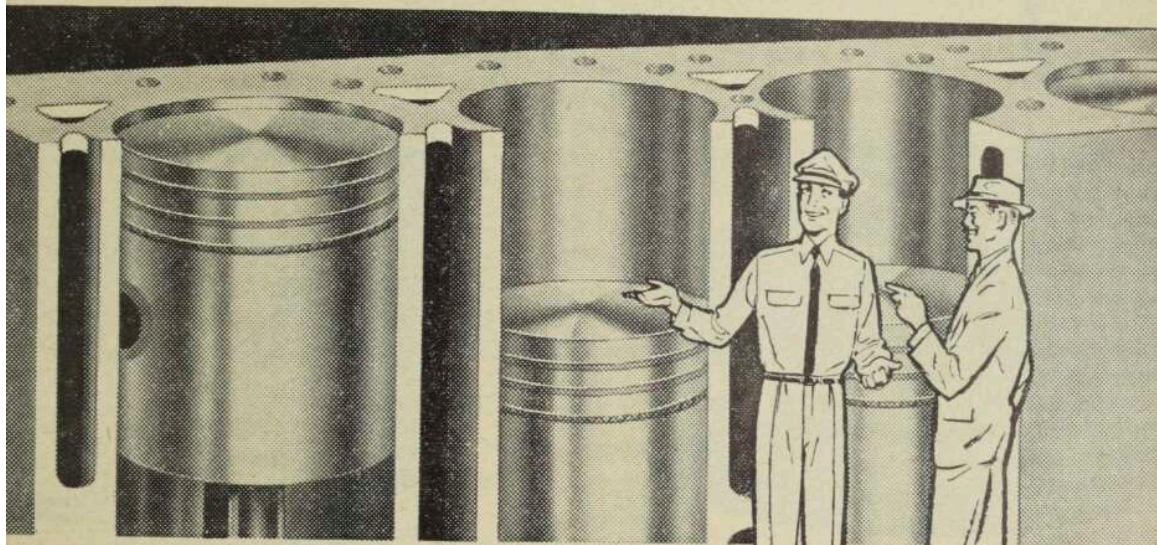
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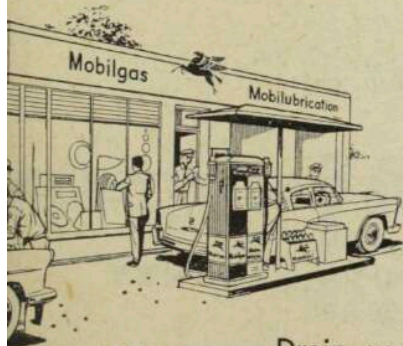
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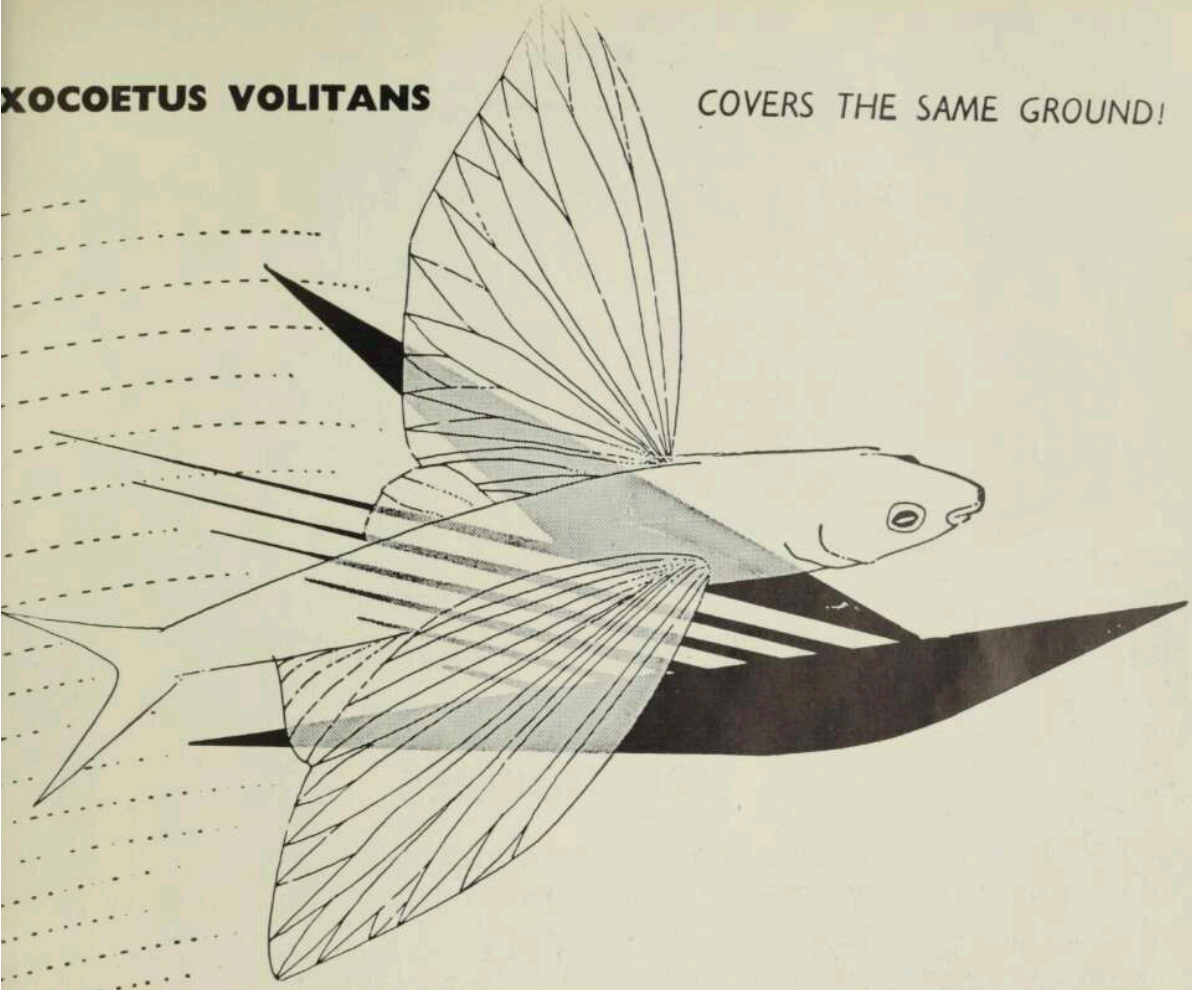
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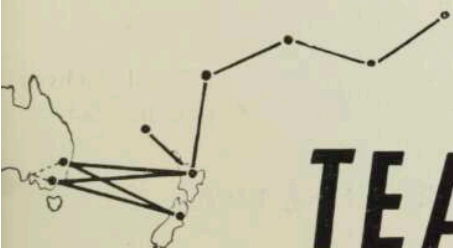
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